METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

POLICY ADVISORY COUNCIL

WEDNESDAY, 1:35 P.M., APRIL 14, 2021

RANDI KINMAN, CHAIR: IT HELPS IF I UNMUTE MYSELF. WELCOME TO THE POLICY ADVISORY COUNCIL MEETING OF APRIL 14TH, 2021, BROADCAST TEAM, CAN YOU PLEASE ROLL THE ANNOUNCEMENT? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING 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 BY 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 BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT

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WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

RANDI KINMAN, CHAIR: THANK YOU. AND AGAIN, WELCOME TO THE MEETING, MAY WE HAVE ROLL CALL?

CLERK, MARTHA SILVER: YES. BALDINI?

MICHAEL BALDINI: HERE.

CLERK, MARTHA SILVER: BURNETT IS HERE. CASTELLANOS?

RICHARD L. BURNETT: HERE.

CLERK, MARTHA SILVER: COATS?

RICK COATES: HERE.

CLERK, MARTHA SILVER: COCHRAN?

ABIGAIL COCHRAN: HERE.

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CLERK, MARTHA SILVER: ELDRED. ANNE OLIVIA, ARE YOU HERE YET? OKAY. FLOREZ?

VEDA FLOREZ: HERE.

CLERK, MARTHA SILVER: GLOVER?

FEDERAL D. GLOVER: HERE.

SPEAKER: GOTUACO?

CHRISTINA GOTUACO: HERE.

CLERK, MARTHA SILVER: HEDGES?

RICHARD HEDGES: HERE.

CLERK, MARTHA SILVER: HERNANDEZ?

MICHELLE HERNANDEZ: HERE.

CLERK, MARTHA SILVER: CALLEN.

WENDI KALLINS: HERE.

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CLERK, MARTHA SILVER: KINMAN?

RANDI KINMAN, CHAIR: HERE.

CLERK, MARTHA SILVER: LEVIN?

ADINA LEVIN: HERE.

CLERK, MARTHA SILVER: LOPEZ?

MICHAEL LOPEZ: HERE.

CLERK, MARTHA SILVER: MADDEN?

MARC MADDEN: HERE.

CLERK, MARTHA SILVER: MENDOZA?

ADRIAN MENDOZA: HERE.

CLERK, MARTHA SILVER: MOMOH?

RAHMON MOMOH: HERE.

CLERK, MARTHA SILVER: MURRAY?

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CYNTHIA MURRAY, V. CHAIR: HERE.

CLERK, MARTHA SILVER: SCHWENG?

BEN SCHWENG: HERE.

CLERK, MARTHA SILVER: SCOTT?

TERRY SCOTT: PRESENT.

CLERK, MARTHA SILVER: [INDISCERNIBLE]

SPEAKER: HERE.

CLERK, MARTHA SILVER: THANK YOU. AND WILSON?

WALTER WILSON: HERE.

CLERK, MARTHA SILVER: WE HAVE A QUORUM.

RANDI KINMAN, CHAIR: THANK YOU VERY MUCH. WITH THAT WE'LL GO TO ITEM THREE, THE CHAIR'S REPORT. FIRST I WANT US TO WELCOME OUR NEW MEMBER, WHO WAS JUST APPOINTED, FRANK WELTE, FRANK WOULD YOU LIKE TO INTRODUCE YOURSELF TO THE FOLKS?

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SPEAKER: GOOD AFTERNOON MY NAME IS FRANK WELTE, AND I AM A LONG TIME BAY AREA RESIDENT. I AM BLIND, SO I HAVE A PARTICULAR CONCERN ABOUT THE TRANSPORTATION AVAILABILITY FOR PEOPLE WITH DISABILITIES AND OTHER INDIVIDUALS AND GROUPS THAT ARE PARTICULARLY DEPENDENT ON TRANSPORTATION IN ORDER TO LIVE A FULL AND ACTIVE LIFE. AND SO I BRING THAT PERSPECTIVE AND THOSE CONCERNS TO THE COUNCIL, AND I HOPE THAT MY POINT OF VIEW WILL GIVE EVERYBODY A BROADER IDEA OF THE ISSUES THAT WE ARE DEALING WITH AS WE CONSIDER THE VARIOUS TOPICS AT FUTURE MEETINGS.

RANDI KINMAN, CHAIR: THANK YOU FRANK. AND WITH THAT, I WOULD LIKE TO APPOINT YOU TO THE EQUITY AND ACCESS SUBCOMMITTEE, WHICH DOES PRESCREEN EQUITY AND ACCESS ISSUES. AND TO DO THAT, I'M GOING STEP DOWN, MYSELF, AS AN ALTERNATE, AND APPOINT YOU AS AN ALTERNATE, WHICH, DOESN'T GIVE YOU A VOTE ON -- BUT IT'S A SUBCOMMITTEE THAT I THINK YOU ARE MOST INTERESTED IN AS YOU HAVE JUST STATED. SO IF STAFF WOULD PLEASE NOTE THOSE CHANGES, WITH FRANK'S CONSENT?

SPEAKER: YES.

RANDI KINMAN, CHAIR: OKAY. GREAT. SO VEDA, YOU HAVE A NEW ALTERNATE ON YOUR SUBCOMMITTEE, AND MY COUNTY, I'M GOOD WITH

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THE REPRESENTATION THAT WE HAVE. SO IT'S GREAT TO HAVE A FULL BOARD HERE. WITH THAT WE WILL MOVE INTO -- OH WAIT A MINUTE. I STILL HAVE A COUPLE OTHER THINGS. I JUST WANT TO REMIND PEOPLE THAT WE'RE GETTING INTO A REALLY HEAVY SEASON HERE BECAUSE A LOT OF THINGS ARE WRAPPING UP, ESPECIALLY THE TASK FORCE, THE BLUE RIBBON TASK FORCE, AND OUR MEETINGS WILL BE GOING LONG. WHAT I WOULD REALLY SPECIFICALLY LIKE TO ASK YOU TO DO IS IF YOU HAVE QUESTIONS IN ANY OF THE PACKETS THAT YOU NEED CLARIFICATION ON, TO NOT WAIT UNTIL THE MEETING. PLEASE DO GO AHEAD AND ASK STAFF AHEAD OF TIME FOR CLARIFICATION, IT MAY BE SOMETHING THAT THEY NEED TO BRING UP TO EVERYBODY. IT MAY BE SOMETHING -- I KNOW THAT A LOT OF YOU ARE STILL MOVING INTO SOME NEW TERRITORY HERE. SO DON'T BE AFRAID TO E-MAIL THE STAFF ON THAT. AND I WANT TO REMIND YOU, IN CASE WE DON'T GET TO STAFF REPORT TODAY THAT MARTI PUTS TOGETHER AN INCREDIBLE PACKET THAT HAS EVERYBODY THAT'S HAPPENED AT MTC, PRETTY MUCH, AND UPCOMING EVENTS. SO THERE WILL BE A QUIZ SOMETIME ALONG THE LINE, A POP QUIZ ON THE STAFF REPORT. SO, I CAN SEE IF YOU'RE ACTUALLY PAYING ATTENTION. WITH THAT, WE WILL MOVE INTO ITEM NUMBER FOUR, APPROVAL OF THE MARCH 2021 MEETINGS. DO I HAVE A MOTION AND A SECOND TO APPROVE?

RICHARD HEDGES: MOVE APPROVAL.

VEDA FLOREZ: SECOND FLOREZ.

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RANDI KINMAN, CHAIR: SO I HEARD RICH HEDGES, I BELIEVE?

RICHARD HEDGES: YES.

RANDI KINMAN, CHAIR: AND WHO WAS SECOND?

CLERK, MARTHA SILVER: BALDINI. HE SAID HIS NAME.

RANDI KINMAN, CHAIR: THANK YOU. IT HELPS IF YOU ANNOUNCE YOUR LAST NAME FIRST THEN SIMPLY SILHOUETTE. BECAUSE IT'S REALLY DIFFICULT TO HEAR EVERYTHING. MARTHA IS THERE PUBLIC COMMENT ON THE MINUTES SUBMITTED FOR MARCH 10TH 2021.

CLERK, MARTHA SILVER: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: I WOULD LIKE TO REMIND EVERYONE IF YOU WOULD LIKE TO SPEAK PLEASE DIAL STAR NINE. I SEE NO RAISED HANDS. LET'S DO A ROLL CALL VOTE, PLEASE.

CLERK, MARTHA SILVER: [ROLL CALL VOTE] PASSES WITH TWO ABSTENTIONS.

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RANDI KINMAN, CHAIR: ITEM FIVE PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA. AGAIN PUBLIC PLEASE USE THE RAISED HAND FEATURE OR DIAL STAR NINE. ARE THERE ANY WRITTEN PUBLIC COMMENTS SUBMITTED?

CLERK, MARTHA SILVER: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: THANK YOU. ITEM SIX SUBCOMMITTEE REPORTS. WE'LL START WITH VEDA FLOREZ OF THE EQUITY AND ACCESS SUBCOMMITTEE.

VEDA FLOREZ: GOOD AFTERNOON EVERYONE. I'M VEDA FLOREZ CHAIR OF THE EQUITY AND ACCESS SUBCOMMITTEE. I REPRESENT THE COMMUNITIES OF CONCERN FOR MARIN COUNTY. THE MEETING OF APRIL 5TH CONSISTED OF OUR REGULAR UPDATE FROM THE BLUE RIBBON TASK FORCE, BLUE RIBBON TRANSIT RECOVERY TASK FORCE -- THAT'S A MOUTHFUL -- BUT RANDI KINMAN, BUT WE ALSO HAD THREE ADDITIONAL INFORMATION ITEMS. MICHAEL BRITAIN GAVE AN UPDATE ON MTC SMALL BUSINESS ENTERPRISE OR SBE UPDATE. MICHAEL AND HIS TEAM PLAN TO PREQUALIFY SMALL BUSINESSES OR HAVE THEM BENCHED AND READY FOR PROJECT WORK IN ADVANCE SO HE'S DOING QUITE A BIT OF WORK ON THAT. AND THE SECOND ITEM WAS A FOLLOW UP REPORT ON THE TITLE SIX PROGRAM, STAFF IS REVIEWING ALL PROGRAMS TO MAKE

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SURE THAT THEY MEET THE STANDARDS OF MTC'S NON-DISCRIMINATORY OR DISCRIMINATION POLICY. LASTLY, WE HEARD AN UPDATE ON FASTRAK START PROGRAM PILOT. THIS MEANS-BASED TOLL PROGRAM IS IN THE PROCESS OF MEETING WITH STAKEHOLDER GROUPS FOR INPUT. AND I WOULD ALSO LIKE TO WELCOME FRANK WELTE TO THE PACK AND HOPE HE WILL ENJOY BEING PART OF THE EQUITY AND ACCESS SUBCOMMITTEE. OUR NEXT MEETING IS ON MAY 3RD. THANK YOU. THAT'S ALL I HAVE TO REPORT.

RANDI KINMAN, CHAIR: THANK YOU. I SEE ADINA'S HAND RAISED. PLEASE UNMUTE YOURSELF.

ADINA LEVIN: I HAVE A QUICK QUESTION ON SOMETHING THAT MAY HAVE COME UP IN THE STAFF PRESENTATION ON FASTRAK, WHICH IS RELATED TO AN EQUITY PROGRAM BEING DEVELOPED IN SAN MATEO COUNTY. AND I HAD -- THIS GROUP HAD HEARD, BETWEEN 1 AND 2 YEARS AGO, ABOUT THE POTENTIAL INTEREST OF TYING TOGETHER THE BACK ENDS OF CLIPPER AND FASTRAK TO ENABLE THINGS LIKE A MEANS-BASED DISCOUNT TO BE ABLE TO APPLY TO PROGRAMS THAT BOTH USED CLIPPER AND USED FASTRAK. AND IT SOUNDED LIKE STAFF WAS INTERESTED IN IT AT THAT TIME. AND THEN LATER ON WE HAD HEARD THAT THAT WAS NOT FEASIBLE, AND WAS NOT MOVING FORWARD. AND THEN I HAVE RECENTLY HEARD FROM ANOTHER SOURCE THAT THERE MAY BE RENEWED INTEREST IN THAT, WHICH WOULD BE APPLICABLE TO SOME EQUITY PROGRAMS GOING ON. SO I'M WONDERING IF THAT QUESTION

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DID GET MENTIONED IN THIS MEETING? AND IF SO, WHAT IS THE LATEST AND GREATEST ON THAT? IF YOU DON'T KNOW, I CAN INQUIRE.

VEDA FLOREZ: YOU KNOW, YOU BRING UP A VERY GOOD POINT. AND I WOULD BE HAPPY TO FOLLOW UP ON THAT AND LOOK INTO IT BECAUSE THAT IS A PROGRAM THAT WE DEFINITELY NEED TO WORK ON. I REMEMBER A COUPLE OF YEARS AGO WHEN WE INITIALLY TALKED ABOUT THAT, BUT IT WAS NOT BROUGHT UP AT THIS LAST MEETING.

RANDI KINMAN, CHAIR: IS STAFF AVAILABLE?

VEDA FLOREZ: AND SO WE CAN GO AHEAD --

CLERK, MARTHA SILVER: IS THAT WHERE PIERCE GOULD LISA HALE AND CHELSEA --

SPEAKER: ARE THEY HERE TODAY?

CLERK, MARTHA SILVER: THEY'RE NOT HERE TODAY BUT THEIR INFORMATION IS IN THE POWERPOINT THAT WAS PRESENTED AT THE LAST SUBCOMMITTEE SLIDE AND ALSO BIG BACON AND MICHAEL EISEMAN, SINCE THEY ARE THE TWO SIDES.

RANDI KINMAN, CHAIR: THANK YOU. THERE IS A TIE-IN, ADINA, SO, GO AHEAD ADINA.

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ADINA LEVIN: OH NO. THAT JUST GAVE ME ENOUGH INFORMATION THEY WILL BE ABLE TO ASK A QUESTION. SO WHAT WERE YOU SAYING?

RANDI KINMAN, CHAIR: I WAS GOING TO SAY, PART OF IT IS TIED IN WITH THE PILOT PROGRAM. SO IF YOU WANT TO BACK TRACK THROUGH THE DATA THERE, OR THROUGH THE PRESENTATION AND THE SLIDE DECK, THAT WILL GIVE YOU THE CONTACTS.

ADINA LEVIN: ALL RIGHT. AND IF ANYBODY IS INTERESTED, I CAN FORWARD ANYTHING THEY LEARN BACK THROUGH STAFF.

RANDI KINMAN, CHAIR: THANK YOU. OKAY. THE NEXT SUBCOMMITTEE IS ADINA LEVIN, THE POLICY ADVISORY COUNCIL FARE COORDINATION AND INTEGRATION SUBCOMMITTEE COORDINATION AND INTEGRATION SUBCOMMITTEE COORDINATION AND INTEGRATION SUBCOMMITTEE.

ADINA LEVIN: OKAY IF WENDY AND ANYONE ELSE WHO ATTENDED THAT MEETING WOULD LIKE TO ADD ON TO WHAT I REPORT, THAT WOULD BE ADDITIONALLY WELCOME. THE FARE INTEGRATION SUBCOMMITTEE MET ON MARCH THE 12TH, AND WE GOT AN UPDATE ON THE USER RESEARCH THAT HAD BEEN ONGOING USING PANDEMIC COMPATIBLE METHODS, AND THEN WE GOT A DEEP DIVE INTO ANSWERING SOME FEEDBACK QUESTIONS ABOUT A VARIETY OF DIMENSIONS OF FARE INTEGRATION. I'LL GIVE YOU AN EXAMPLE ABOUT, YOU KNOW, ONE OF THE TOPICS THAT WE WERE

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ASKED TO WEIGH IN WAS ABOUT THE SIMPLE VERSUS COMPLEXITY OF FARE STRUCTURES WHETHER TO OPTIMIZE FOR CONSISTENT PRICING OPTIMIZED COST RECOVERY, WHAT KINDS OF EQUITY KNOWLEDGE BASED PRICING VERSUS TRUST BASED PRICING AND WE GAVE FEEDBACK ON THESE VARIOUS DIFFERENT TOPICS: THE CONVERSATION TOOK A SIGNIFICANT AMOUNT OF TIME, AND IT WAS ALSO FAIRLY ABSTRACT. SO WHAT STAFF DECIDED TO DO WITH THE FEEDBACK FROM THE GROUP WAS TO COME BACK ON MAY THE 10TH WITH SOME MORE CONCRETE OPTIONS FOR PEOPLE TO GIVE FEEDBACK ON. SO FOR PEOPLE WHO ARE INTERESTED IN GIVING FEEDBACK ON OPTIONS FOR INTEGRATED AND COORDINATED FARES, THE STAFF REPORT FOR MAY THE 10TH IS EXPECTED TO BE CONCRETE AND UNDERSTANDABLE. AND I WOULD RECOMMEND FOLKS WHO ARE INTERESTED TO LOOK AT THE STAFF REPORT, AND TO JOIN US IF THAT IS A TOPIC THAT IS OF INTEREST TO YOU. ANY OTHER COMMENTS FROM WENDI KALLINS OR OTHER MEMBERS OF THIS BODY THAT ATTENDED THAT MEETING?

RANDI KINMAN, CHAIR: I SEE WENDI GIVING A THUMB'S UP. RICH HEDGES?

RICHARD HEDGES: I WAS KNOW DISAPPOINTED TO HEAR THAT THEY RULED OUT A REGIONAL FARE. I THOUGHT THAT WAS THE MAJOR THING THAT WOULD GET PEOPLE WHO HAVEN'T RIDDEN TO HAVE TO RIDE REGIONALLY, AN EASY WAY TO FIGURE OUT WHAT IT'S GOING TO COST.

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RANDI KINMAN, CHAIR: ADINA, GO AHEAD.

ADINA LEVIN: YEAH, I WOULD LIKE TO ASK RICH IF HE CAN CLARIFY THAT COMMENT. BECAUSE MY UNDERSTANDING WAS, THEY HAVE NOT RULED OUT A REGIONAL FARE STRUCTURE. DOING A REGIONAL FARE STRUCTURE ACCORDING TO EARLIER STAFF MATERIALS MIGHT NOT BE SOMETHING THAT COULD BE PUT INTO PLACE INSTANTLY, BUT IT IS SOMETHING THAT THEY ARE CONTINUING TO CONSIDER. THIS THING THAT THEY HAD --

RICHARD HEDGES: IF YOU WANT ME TO CLARIFY -- YOU ASKED ME TO CLARIFY WITHOUT A SPEECH. SO WHAT I WAS ASKING FOR, AND HAVE BEEN ASKING FOR, ADINA, WAS THAT WE HAVE A SET FARE THAT SOMEBODY CAN GET ON, PUT THEIR CLIPPER CARD O WHEN THEY GET OFF ON THE OTHER SIDE OF THE BAY AREA, YOU CHARGE ONLY WHAT THE REGIONAL FARE IS, A SOLID ONE FARE. NOT ALL THESE FARES ADDED TOGETHER. LA HAS THAT. YOU PAY IT WHEN YOU BUY YOUR CARD.

RANDI KINMAN, CHAIR: SO RICH, I BELIEVE THAT WHAT ADINA IS SAYING IS THAT NOTHING HAS BEEN RULED COMPLETELY OUT. THAT THE REALITY --

RICHARD HEDGES: THAT'S NOT WHAT I HEARD AT ONE OF THE MEETINGS.

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RANDI KINMAN, CHAIR: OKAY. SO WE'LL HAVE TO TAKE THAT BACK TO THE -- I DON'T BELIEVE THAT IT'S FULLY BEEN RULED OUT. ADINA GO AHEAD.

RICHARD HEDGES: I HOPE YOU'RE RIGHT.

ADINA LEVIN: WHAT I WAS GOING TO SAY WITH THE END OF THE SENTENCE IS THAT THE THING THAT THEY BELIEVE THAT THEY HAVE RULED OUT IS A FLAT FARE. SO THE IDEA THAT THEY WOULD SET A PRICE, LIKE $2 OR $5, AND YOU CAN GET ANYWHERE ON THAT FLAT FARE THROUGHOUT THE ENTIRE REGION. AND, YES, THAT WAS RULED OUT BY STAFF WITH THE LOGIC THAT THEY GAVE BEING THAT IF IT WAS TOO LOW, IT WOULD BE EXTREMELY EXPENSIVE, AND IF IT WAS TOO HIGH, IT WOULD BE CHALLENGING FOR EQUITY. YES THAT WAS RULED OUT FOR THOSE REASONS AND ANYONE WHO HAS CONCERNS ABOUT THAT, THAT WAS AT LEAST FOR NOW TAKEN OFF THE TABLE.

RANDI KINMAN, CHAIR: THANK YOU. ARE THERE ANY OTHER QUESTIONS? QUESTIONS FOR EITHER OF THE SUBCOMMITTEES? IS THERE ANY PUBLIC COMMENT MARTHA? IS ANYBODY, AGAIN, PUBLIC, STAR NINE, OR RAISE YOUR HAND.

CLERK, MARTHA SILVER: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR

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HAND RAISED. I THINK YOU SHOULD TAKE THIS OFFLINE, RICH, BECAUSE IT'S NOT -- NO BACK AND FORTH, OKAY, BETWEEN YOU AND ADINA.

RICHARD HEDGES: I JUST WANT TO CLARIFY THAT THAT'S EXACTLY WHAT I WAS TALKING ABOUT, THAT'S WHAT LA HAD. THANK YOU.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. SO LET'S MOVE ON TO ITEM NUMBER SEVEN, THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE UPDATE. THERESA ROMMELL.

THERESA ROMMELL: YES, HI EVERYBODY. GOOD TO BE HERE TODAY. SO AS MY PRACTICE HAS BEEN OVER THE LAST SEVERAL MONTHS WITH THIS MEETING, MY INTENT IS REALLY JUST TO HIGHLIGHT THE KEY DISCUSSIONS AT THE PRIOR BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEETING. AND ALSO TRY TO PROVIDE A LITTLE BIT OF AN OUTLINE FOR THE UPCOMING MEETING WHICH IS SCHEDULED FOR NEXT YEAR. AND JUST FOR REFERENCE THE LAST BLUE RIBBON TASK FORCE MEETING WAS HELD MARCH 22ND AND THE NEXT MEETING WILL BE HELD APRIL 28TH. AND ONE IMPORTANT POINT THEY DON'T WANT TO FAIL TO MENTION IS THAT, AT THE MARCH MEETING, THERE WAS AN ACTION TAKEN TO EXTEND THE DURATION OF THE TASK FORCE THROUGH JULY IN ORDER TO FACILITATE COMPLETION OF A CONSULTANT ANALYSIS, WHICH I'LL GET INTO MORE DETAIL ABOUT IN JUST A MOMENT. MUCH OF THE TASK FORCE IN RECENT MONTHS HAS REALLY BEEN FOCUSED ON GOAL

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THREE, WHICH IS NETWORK MANAGEMENT AND GOVERN. IN MARCH THE TASK FORCE FINALIZED A PROBLEM STATEMENT IN ORDER TO ANSWER THAT QUESTION OF, YOU KNOW, WHAT ARE WE TRYING TO SOLVE FOR, WHAT IS THE TASK FORCE TRYING TO SOLVE FOR. THERE HAS BEEN AN AD-HOC WORKING GROUP ESTABLISHED EARLIER COMPRISED OF OPERATORS STAFF AND MTC STAFF AND STAKEHOLDERS TO IDENTIFY THE PROBLEMS THAT A NETWORK MANAGER COULD HELP ADDRESS AND THOSE PROBLEMS WERE CATEGORIZED INTO ORGANIZATIONAL INSTITUTIONAL CUSTOMER EXPERIENCE PAST AND CURRENT DISPARITIES AND COST IN FUNDING. AFTER SEVERAL MONTHS OF DELIBERATION THE PROBLEM STATEMENT HAS BEEN IDENTIFIED AND FINALIZED AND NEXT STEPS ARE UNDERSTANDING WHAT ROLES AND RESPONSIBILITIES SHOULD BE INCLUDED IN NETWORK MANAGEMENT AND WHAT TYPE OF ORGANIZATIONAL DECISION MAKING STRUCTURES MIGHT BE BEST SUITED FOR EFFECTIVE NETWORK MANAGEMENT AND ALSO DISCUSSED AT LAST MONTH'S TASK FORCE MEETING MTC PLANS TO SECURE A SHORT-TERM CONSULTANT CONTRACT IN APRIL, SO THIS MONTH FOR A HIGH LEVEL ASSESSMENT TO BE COMPLETED BY JULY. SO THE CONSULTANT'S WORK WILL LIKELY INFORM WHAT GOES INTO THE TRANSFORMATIONAL ACTION PLAN AND POTENTIALLY WHAT TYPE THE STRUCTURES WIND UP IN FINAL STATE LEGISLATION THAT HAS ALREADY BEEN INTRODUCED IN ASSEMBLYMEMBER CHIU BILL, SENATE BILL 629. SPEAKING OF 629, SENATE BILL 629 ASSEMBLYMEMBER CHIU WAS AT THE TASK FORCE MEETING IN MARCH AND NOTE THAT HE WANTS THE BILL TO MOVE FORWARD WITH THE BILL ON ITEMS WHERE THERE IS STRONG CONSENSUS HE DIDN'T KNOW IF THERE

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WOULD LIKELY BE CONTENT ABOUT NETWORK MANAGER PROCESS RIGHT NOW AND DISPLAY WOULD BE A PLACE HOLDER LANGUAGE IN THE BILL ABOUT TASK FORCE WORK AND LANGUAGE COULD BE ADDED ONCE THERE ARE PROPOSALS COMING OUT OF THE TASK FORCE HOWEVER HE DID NOTE IN TERMS OF TIME FRAME THE QUICKER THE TASK FORCE CAN COME TO CONSENSUS THE FAST ARE WE CAN MOVE FORWARD. IN CONJUNCTION THE EXTERNAL PANEL HAS COMPLETED A PROCESS OF SELECTING A CONSULTANT WHICH WE HOPE TO RECEIVE APPROVAL TO ENTER INTO CONTRACT WITH AT THE COMMISSION MEETING LATER THIS MONTH TO CONSULT AND FINALIZE ROLES AND RESPONSIBILITIES FOR THE NETWORK MANAGER NETWORK MANAGEMENT, DEVELOP EVALUATION CRITERIA FOR COMPARING DIFFERENT NETWORK MANAGEMENT STRUCTURES ALSO PERFORM A PRINCIPAL COMPARISON OF THOSE ALTERNATIVE STRUCTURES BASED ON THAT CRITERIA AND IDENTIFYING THE NEXT STEPS INCLUDED THE NEED FOR DEEPER BUSINESS CASES AND SELECTED ALTERNATIVES THE GOAL BETWEEN JULY AND NEXT SPRING PROCEED ON IMPLEMENTATION OF THE ACTION PLAN YEAR ONE NETWORK MANAGEMENT PRIORITIES CONTINUE TRACKING AND FEEDBACK OF THE ASSEMBLYMEMBER, CHOOSE LEGISLATION AND IMPLEMENTATION OF A MORE DETAILED NETWORK MANAGEMENT BUSINESS CASE. NEXT FOCUS ON PRIORITIZING NETWORK MANAGEMENT ROLES RESPONSIBILITIES AND OVER THE NEXT THREE MONTHS THE BLUE RIBBON TASK FORCE WILL WORK TO BUILD CONSENSUS WHICH ENHANCEMENT NETWORK ROLES AND RESPONSIBILITIES SHOULD BE PRIORITIZED IN MARCH. THE MAJOR QUESTION PRESENTED TO THE TASK FORCE IS WHETHER OR NOT THE

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IDENTIFIED CURRENT MTC AND PARTNER INITIATIVES SHOULD BE INCLUDED AS INITIAL NETWORK MANAGEMENT PRIORITIES AND THOSE INCLUDE FARE INTEGRATION WORK, REGIONAL MAPPING AND WAYFINDING AS WELL AS TRANSIT PRIORITY MEASURES. ANOTHER QUESTION IS WHICH ROLES SHOULD BE RESERVED FOR FUTURE NETWORK MANAGEMENT CONSIDERATION IN OTHER WORDS THINGS THAT MAY NOT BE ABLE TO BE ADDRESSED RIGHT NOW BUT COULD BE CONSIDERED FURTHER DOWN THE ROAD AND WHICH REMAINING ROLES SHOULD BE DESIGNATED FOR INTEGRATION INTO A NEAR-TERM NETWORK MANAGEMENT REFORM FRAMEWORK. THOSE WERE THE KIND OF QUESTIONS POSED TO THE TASK FORCE THERE IS A LONG LIST OF POTENTIAL ROLES AND RESPONSIBILITIES BOTH CUSTOMER-FACING BOTH INSTITUTIONAL AND ADMINISTRATIVE ROLES AND THAT WAS PRESENTED IN JANUARY, THEN FURTHER REFINED IN FEBRUARY. ONGOING WORK OF THE TASK FORCE IS TO PRIORITIZE THE LIST AND ROLES FALLING UNDER NETWORK MANAGEMENT AND PRIORITIZATION FOR NEAR-TERM VERSUS LATER AND THERE WAS PLENTY OF DISCUSSIONS ABOUT THE ROLES AND RESPONSIBILITIES YOU CAN IMAGINE EACH TASK FORCE MEMBER HAS THEIR OWN PERSPECTIVES. OVERARCHING COMMENTS WERE THAT WHATEVER ROLES AND RESPONSIBILITIES ARE HIGHLIGHTED FOR NETWORK MANAGEMENT IT SHOULD BE ARTICULATED HOW THE ROLES COULD BE ACCOMPLISHED BETTER UNDER NETWORK MANAGEMENT TO BETTER SERVE THE CUSTOMER ESPECIALLY IN A RESOURCE-CONSTRAINED ENVIRONMENT. WORK MENTIONED ON THE ROLES AND RESPONSIBILITIES WILL CONTINUE OR R OVER THE NEXT FEW MONTHS AND THE MARKET

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AGENDA PRESENTED BY SECRETARY KIM ON INITIATIVES AND WAYS IN WHICH THE STATE IS SUPPORTING AND COORDINATING COLLABORATION WITH THE REGIONS TO BRING ABOUT COMMON GOALS. IN APRIL THE FOCUS OF THE MEETING WILL BE CONTINUED DISCUSSION OVER THE DESIGNATION AND PRIORITIZATION OF NETWORK MANAGEMENT ROLES AND RESPONSIBILITIES HOPEFULLY TO HAVE A CONSULT ANTIDEPRESSANT FOR THE APRIL MEETING HOPEFULLY CONTINUED IN THE MAY WORK AND THERE WILL BE A PRESENTATION FROM THE SONOMA COUNTY TRANSPORTATION AUTHORITY RELATED TO THEIR WORK IN THE MULTIAGENCY COORDINATION EFFORT IN THE COUNTY OF SONOMA. WITH THAT I'LL PAUSE FOR QUESTIONS.

RANDI KINMAN, CHAIR: BEFORE WE GO INTO QUESTIONS I WANT TO REMIND EVERYBODY THAT ASSEMBLYMEMBER CHIU BILL 629 IS ON OUR NEXT AGENDA ITEM IF YOUR QUESTIONS OR COMMENTS ARE ON THAT PARTICULAR BILL PLEASE HOLD THEM UNTIL THE NEXT AGENDA ITEM WHEN OUR LEGISLATIVE TEAM IS ON BOARD. AND BEFORE I START CALLING ON PEOPLE FOR THOSE OF YOU WHO DIDN'T ATTEND THE PROGRAMMING AND ALLOCATIONS SUBCOMMITTEE MEETING FOR MTC TODAY, THERE WAS A LOT OF DISCUSSION ON HOW WE MOVE MONEY TO GET SHOVEL READY PROJECTS GOING WHEN THE FUNDING SOURCE IS KIND OF IN THE PIPELINE AND ABILITY TO MOVE DISCRETIONARY FUNDS AROUND A LOT OF -- A LOT OF THE DISCUSSION CIRCLED AROUND THE FACT THAT WHAT THE TASK FORCE IS DOING IS REALLY GOING TO HELP IDENTIFY PROGRAMMATICALLY HOW WE CAN BETTER GET

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SHOVEL READY PROJECTS GOING. BECAUSE -- AND I THOUGHT IT WAS REALLY INTERESTING. PROJECTS THAT ARE LOCATED IN, FOR INSTANCE, SONOMA COUNTY, OR MARIN, DON'T NECESSARILY -- EVEN THOUGH THEY'RE SPONSORED BY THOSE COUNTIES, ARE NOT THE RESPONSIBILITY OF THOSE COUNTIES, BECAUSE THEY ARE REGIONAL PROJECTS. THIS KIND OF IS BRINGING ALL OF THAT TOGETHER. I'LL CALL ON TERRY SCOTT FIRST. UNMUTE YOURSELF.

TERRY SCOTT: YES, THANK YOU CHAIR. MY QUESTION, AND MY CONCERN, I GUESS, IS REGARDING THE FACT THAT WE'RE THREE AND A HALF MONTHS INTO THIS PROCESS OF TRYING TO FINALIZE NETWORK MANAGEMENT. AND YET, AS OF OUR LAST MEETING, AND I ASSUME THE SAME -- THAT IT EXISTS TODAY, WE STILL DO NOT HAVE A JOB DESCRIPTION WRITTEN FOR A NETWORK MANAGER. AND YET WE'RE TRYING TO DO ALL OF THE THINGS THAT THAT PERSON WOULD BE RESPONSIBLE FOR. AND YET WE HAVEN'T EVEN WRITTEN THE JOB DESCRIPTION LET ALONE SELECTED A CANDIDATE. AND TO ME AS A PLANNING COMMISSIONER FOR 27 YEARS, THAT REPRESENTS BAD PLANNING.

RANDI KINMAN, CHAIR: THERESA, WOULD YOU LIKE TO ADDRESS THAT? OR I CAN?

THERESA ROMMELL: I'LL GIVE IT A STAB. IN MY OPINION WHAT'S HAPPENING NOW AND HAS BEEN HAPPENING OVER THE LAST COUPLE OF

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MONTHS AND WILL CONTINUE PROBABLY THROUGH THE END OF JUNE IS EXACTLY THAT. I THINK THE TASK FORCE IS WORKING TO DEFINE THAT JOB DESCRIPTION BY INITIALLY DETERMINING WHAT IS IT THAT NETWORK MANAGEMENT ENTAILS AND THE ROLES AND RESPONSIBILITIES AND ONCE THOSE ARE IDENTIFIED COME SOME CONSENSUS AROUND THOSE, AND THOSE ARE THE ROLES AND RESPONSIBILITIES, SO WHAT PROCESS OR STRUCTURE OR PERSON HAS THE CAPABILITY TO ACTUALLY IMPLEMENT THOSE ROLES AND RESPONSIBILITIES SO TO ME THAT'S KIND OF THE EFFECT OF THE PROCESS OF WRITING A JOB DESCRIPTION JUST DONE BY CONSENSUS AS OPPOSED TO HAVING SOMETHING FROM THE OUTSET.

RANDI KINMAN, CHAIR: AND I WILL ADD THE NETWORK MANAGER WASN'T THE SOLE FOCUS OF THIS GROUP. SO THERE WERE A LOT OF OTHER ISSUES ON THE TABLE BESIDES NETWORK MANAGEMENT. BUT DOES THAT HELP ANSWER YOUR QUESTION, TERRY?

TERRY SCOTT: UNFORTUNATELY, NOT REALLY. IT JUST SEEMS TO ME THAT WE'RE TRYING TO DESIGN A PROGRAM AND POTENTIALLY A DEPARTMENT, IF YOU WILL, WITHOUT THE BENEFIT OF IDENTIFYING THE SKILL SET NECESSARY TO HEAD THAT DEPARTMENT, AND THEN TO ASK THAT PERSON TO BE WORKING ON DEVELOPING THE SYSTEM ITSELF TO MAKE IT MORE EFFECTIVE. WE'RE DOING IT BASS ACKWARDS, AND I STILL FEEL THAT WAY.

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THERESA ROMMELL: I WOULD ADD QUICKLY THAT I THINK ONE OF THE CHALLENGES WE HAVE IS NOT EVERYBODY AGREES ON WHAT THAT JOB DESCRIPTION SHOULD BE AND THAT IS PART OF THE WORK OF THE TASK FORCE IS TO BUILD CONSENSUS. IF THERE WAS ALREADY CONSENSUS WE WOULD HAVE HAD THAT JOB DESCRIPTION WRITTEN AND ALREADY OUT THE DOOR. BUT THERE IS A LOT OF DIFFERING OPINIONS OUT THERE.

RANDI KINMAN, CHAIR: THANK YOU. WALTER, AND THEN RICH HEDGES.

WALTER WILSON: THERESA THANK YOU VERY MUCH FOR THAT REPORT. ALONG THE SAME LINES, MY CONCERNS ARE A LITTLE BIT DIFFERENT THAN THAT. FIRST OF ALL IS THERE GOING TO BE A RFP OR RFQ OR SOMETHING LIKE THAT SENT OUT FOR THE CONSULTANT AND I AM CURIOUS WHAT THE CONSIDERATIONS ARE GOING TO BE WHEN YOU LOOK AT WHO THE CONSULTANT IS AND HOPEFULLY THERE ARE SOME REQUIREMENTS ABOUT THESE CONSULTANTS HAVING THE FASTRAK RECORD OF LEANING IN TOWARDS DIVERSITY AND ACCESS TOWARDS, YOU KNOW, THOSE WHO ARE UNDERREPRESENTED IN THIS SPACE. AND I WOULD HOPE THAT THE OPERATOR, THAT WHEN YOU GUYS LOOK AT THE DEFINITION, THAT YOU WRITE, THERE IS A LOT OF DIFFERENT OPINIONS ABOUT THAT, AND PEOPLE MAY DIFFER WITH THIS, BUT I THINK THE OPERATOR SHOULD HAVE THE ABILITY TO ALSO RECOGNIZE THE DISPARITY AND THE DIFFERENCES BETWEEN WHEN WHAT'S HAPPENING IN THE COMMUNITIES THAT THE UNDERREPRESENTED AND THE PROCESS OF DOING THE WORK. THANK YOU.

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CLERK, MARTHA SILVER: A COUPLE OF MONTHS AGO WE DID PUT INTO POLICE A CONSULTANT BENCH THAT WE'RE USING TO SELECT FROM TO DO THIS SHORT-TERM WORK, WHAT WE'RE CALLING THE EVALUATION CONSULTANT. SO WE DID DO A MINI SELECTION PROCESS FROM THAT BENCH AND WE -- IT'S NOT BEEN CONFIRMED YET SO I CANNOT SAY WHO THE CONSULTANT IS, SO WE DID HAVE A PANEL EVALUATE THE PROPOSALS AND WE MADE SELECTION BASED ON THAT. THIS IS GOING TO BE A VERY SHORT-TERM CONSULTANT CONTRACT. BUT HOWEVER PART OF THEIR SCOPE OF WORK WILL BE DOING AND REVIEWING SIGNIFICANT LEVELS OF OUTREACH TO THE PUBLIC THERE IS A LOT OF THINGS GOING ON NOW IN TERMS OF OUTREACH THAT THE CONSULTANT WILL BE ABLE TO DRAW FROM WITHOUT HAVING TO GO OUT AND DO ADDITIONAL OUTREACH LOOKING AT TASKS AND ROLES AND RESPONSIBILITIES GIVING THEM AN EVALUATION WHERE THERE IS SOME PITFALLS WHERE WE MIGHT NOT HAVE THOUGHT ABOUT AND THE TASK FORCE MIGHT NOT HAVE THOUGHT ABOUT AND DEVELOPING EVALUATION CRITERIA FOR THE ALTERNATIVE STRUCTURES THAT COULD BE USED TO CARRY OUT THOSE ROLES AND RESPONSIBILITIES THEY ONLY HAVE A FEW MONTHS WHICH TO DO THEIR WORK AND THEY WILL BE DOING PRIMARILY A COMPARISON THEN HOPEFULLY FOLLOWED UP ON AFTER THE TASK FORCE INCLUDES DETAILED BUSINESS CASE.

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WALTER WILSON: YOU ANSWERED MY QUESTION BUT THE DISPARITY AND DIVERSITY [INDISCERNIBLE] NOW DEALING WITH THE COMMUNITY FOR UNDERREPRESENTED TO SEE WHO IS ON THE BENCH.

THERESA ROMMELL: I BELIEVE THE CONSULTANT BENCHES THAT WAS SELECTED DOES HAVE THE DEPTH OF EXPERIENCE IN THE AREAS THAT YOU JUST MENTIONED OFTENTIMES THE CONSULTANT THAT IS SELECTED IS A TEAM OF CONSULTANTS NOT JUST A SINGLE CONSULTANT SO WITHIN THAT TEAM THERE IS THE DEPTH OF EXPERIENCE IN DIVERSITY AND INCLUSION AND I HAVE LOST TRACK NOW OF THE SECOND PART OF YOUR QUESTION.

WALTER WILSON: I JUST WANT TO KNOW DO WE KNOW WHO IS ON THE BENCH AND CAN WE LOOK --

THERESA ROMMELL: I CAN PROVIDE YOU A LIST OF THE --

WALTER WILSON: THE OTHER QUESTION IS WHO IS GOING TO MAKE THE DECISION AND WHEN?

THERESA ROMMELL: I CAN PROVIDE YOU A LIST OF WHO IS ON THE CONSULTANT BENCH THE DECISION HAS BEEN A RECOMMENDATION HAS ALREADY BEEN MADE BY THE PANEL BUT AT THIS POINT UNTIL WE MAIL OUT FOR OUR COMMISSION MEETING AT THAT POINT IT WILL BE MADE AVAILABLE TO THE PUBLIC.

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WALTER WILSON: THANK YOU.

RANDI KINMAN, CHAIR: RICH HEDGES.

RICHARD HEDGES: WE HAVE 27 DIFFERENT TRANSIT AGENCY, THE BIG FIVE WHICH MOVES A LOT OF PEOPLE AND I HAVE BEEN WATCHING THIS FOR ABOUT 30 YEARS AND I THINK THE DIFFICULTY IN GETTING TO THE ROLE OF A MANAGER IS SIMPLY AGENCIES ARE MADE UP OF ELECTED'S, AND LEADERSHIP, ARE CONCERNED ABOUT GIVING UP THE POWER THAT THEY HAVE WITHIN THEIR STRUCTURE TO RUN THEIR OPERATIONS WITHOUT INTERFERENCE. AND I THINK THIS IS GOING TO BE A WORK IN PROGRESS EVEN AFTER WE GET TO THE ROLE OF A MANAGER BECAUSE I THINK OVER THE YEARS IT WILL PROBABLY BE REFINED. BUT IT'S GOING TO BE A PROCESS, NOT JUST GETTING THERE NOW, BUT I THINK IN THE FUTURE. AND IF THERESA HAS ANY COMMENTS ON THAT, FINE. IF SHE DOESN'T, THAT'S FINE TOO. THANK YOU.

THERESA ROMMELL: DON'T HAVE ANY REAL SPECIFIC COMMENTS OTHER THAN I THINK THAT IS THE BIGGEST CHALLENGE THAT THE GROUP FACES.

RANDI KINMAN, CHAIR: THANK YOU. WENDI AND THEN ADINA.

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WENDI KALLINS: MY COMMENT IS ACTUALLY VERY CLOSE TO WHAT RICH HAS SAID. I THINK WHEN IT COMES DOWN TO IT, THERE ARE SOME WHO ACTUALLY DON'T WANT THERE TO BE A MANAGER. AND SO IT'S HARD TO GET A JOB DESCRIPTION WHEN THERE STILL ISN'T AGREEMENT OF WHETHER THE JOB SHOULD EXIST.

RANDI KINMAN, CHAIR: THANK YOU. ADINA?

ADINA LEVIN: YEAH, SO A COUPLE OF THINGS. FIRST OF ALL, REALLY QUICKLY IN TERMS OF WHEN THE INFORMATION ABOUT THE SELECTION WILL SURFACE, IT WILL BE COMING TO THE COMMISSION, WILL THAT ALSO BE RUN THROUGH ANY OF THE COMMITTEES? OR WILL IT GO DIRECTLY TO THE COMMISSION? AND THEN, ANOTHER THING, TOO, WHAT MEMBER SCOTT WAS TALKING ABOUT, MY UNDERSTANDING IS THAT IN OTHER PLACES AROUND THE WORLD THAT HAVE NETWORK MANAGEMENT FUNCTIONS, THIS IS NOT "A PERSON" IT IS A FUNCTION THAT CAN BE LOCATED IN -- THERE IS SEVERAL DIFFERENT WAYS OF LOCATING IT WITHIN A REGIONAL TRANSIT SYSTEM. BUT THEN IT IS A FUNCTION, NOT A PERSON. BUT THE IDEA OF HAVING A JOB DESCRIPTION MAY HAVE BEEN A METAPHOR, NOT A LITERAL, A JOB DESCRIPTION FOR AN INDIVIDUAL.

RANDI KINMAN, CHAIR: THANK YOU.

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ADINA LEVIN: THAT WAS A COMMENT. AND THEN BACK TO THE QUESTION, IT'S GOING TO BE RUN THROUGH THE COMMITTEE SO THAT INFORMATION MAY SURFACE IN A COMMITTEE REPORT?

THERESA ROMMELL: NO COMMITTEES IT'S GOING STRAIGHT TO THE APRIL COMMISSION AND I BELIEVE THE MAIL IN DATE FOR THAT IS NEXT WEDNESDAY.

ADINA LEVIN: THANK YOU.

RANDI KINMAN, CHAIR: ANY MORE QUESTIONS OR COMMENTS FROM THE COUNCIL? ARE THERE ANY PUBLIC COMMENTS?

CLERK, MARTHA SILVER: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: OKAY. GREAT. THANK YOU THERESA.

THERESA ROMMELL: THANK YOU.

RANDI KINMAN, CHAIR: WITH THAT, WE WILL MOVE INTO ITEM NUMBER EIGHT, THE LEGISLATIVE UPDATE WHICH IS THE BULK OF OUR MEETING. WE HAVE ABOUT AN HOUR ON THIS, SCHEDULED, SO I WANT TO ASK PEOPLE TO, AS THE PRESENTATION IS GOING ALONG, MAKE

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YOUR NOTES FOR QUESTIONS OR COMMENTS ON BILLS. BUT BECAUSE THERE IS SO MUCH, AND I EXPECT THERE TO BE A CONSIDERABLE DISCUSSION ON A.B. 629, NOT TO MENTION FUNDING AND EVERYTHING ELSE THAT'S ON THIS LIST, LET'S CONFINE OURSELVES TO QUESTIONS AND CONSTRUCTIVE COMMENTS, OR INPUT THAT IS -- THAT THE STAFF CAN CARRY FORWARD OR, YOU KNOW, CONDITIONS THAT YOU WOULD LIKE TO SEE ON ANY OF THESE ISSUES. WITH THAT, GEORGIA AND REBECCA, YOU ARE UP.

REBECCA LONG: OKAY THANK YOU VERY MUCH RANDI. GOOD AFTERNOON EVERYBODY REBECCA LONG MANAGER OF GOVERNMENT RELATIONS. NICE TO SEE YOU ALL. ON HERE WE HAVE VERY DIFFERENT ITEMS, AS YOUR CHAIR JUST MENTIONED A.B. 629 WHICH IS VERY MUCH A SEGUE FROM THERESA ROMMEL'S PRESENTATION ON THE BLUE RIBBON ASSEMBLY BILL DESIGNED TO IMPLEMENT SOME CHANGES TO BAY AREA TRANSIT, AND ITEMS RELATED TO THE FEDERAL UPDATE ON THE NEW BIDEN INFRASTRUCTURE PLAN REAUTHORIZATION EAR MARKS AND LASTLY RECAP OF WHAT WAS IN THE AMERICAN RESCUE PLAN. THERE IS ALSO A LOT OF OTHER STUFF GOING ON IN SACRAMENTO. YOU KNOW, I MIGHT TOUCH ON A FEW THINGS THAT YOU DON'T HAVE IN YOUR PACKET JUST TO GIVE YOU AN UPDATE ON BILLS WE HAVE TAKEN POSITION ON. BUT WHY DON'T I FIRST COVER A.B. 629 AND SEE HOW LONG THAT TAKES. AND I THINK IT MAKES SENSE F THAT'S OKAY WITH YOU, CHAIR KINMAN, FOR US TO PAUSE AND TAKE QUESTIONS ON 629 BEFORE WE GO INTO THE FEDERAL?

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RANDI KINMAN, CHAIR: EXACTLY. THANK YOU.

REBECCA LONG: GREAT. SO ASSEMBLYMEMBER CHIU BILL IS NOW -- IT WAS INITIALLY RELATED TO LOCAL ORDINANCES, AND SUBDIVISIONS SO IT WAS KNOWN AS A SPOT BILL AND THEN IT WAS AMENDED IN LATE MARCH TO INCLUDE A NUMBER OF THE PROVISIONS THAT WERE ALSO IN HIS BILL LAST YEAR A.B. 1527 THE WAY HE FRAMES THIS IS RIGHT NOW IT KIND OF HAS THE LOW-HANGING FRUIT CONCEPTS IN IT THAT, YOU KNOW, THERE IS QUITE A LOT OF CONSENSUS AND SUPPORT FOR. THERE IS NO DISCUSSION ON KIND OF CHANGES AND HOW DECISIONS ARE MADE. SO, YOU KNOW, GOING BACK TO KIND OF THE NETWORK MANAGEMENT CONVERSATION, THERE IS NOTHING REALLY DEALING WITH THAT. THE BILL KIND OF HAS A FINDING AND DECLARATIONS SECTION WITH SOME OF THE CHALLENGES STARTING WITH IN 2017 ONLY 5% OF ALL TRIPS WERE MADE ON TRANSIT. RIGHT? THAT'S NOT GOING TO GET US TO THE GOALS THAT WE HAVE IN PLANNED BAY AREA. AND NOW OF COURSE WITH COVID IT'S GOING TO BE AN UPHILL BATTLE TO GET BACK TO THE LEVEL OF RIDERSHIP WE HAD BEFORE THE PANDEMIC. I'LL HIGHLIGHT THE ITEMS THAT ARE IN THE BILL NOW THAT REALLY FALL INTO THREE MAIN CATEGORIES SPECIFIC TO RELATED TO IMPROVING THE EXPERIENCE FOR RIDERS ONE IS FOR MTC TO IMPLEMENT BY JULY 1ST OF 2023 A TRANSIT PASS BASICALLY KNOWN AS AN A ACCUMULATOR PASS SOMETHING INTEGRATED WHERE YOU'RE PAYING ON A PER TRIP BASIS BUT LET'S SAY IT'S A WEEKLY PASS

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ONCE YOU HAD THE A CERTAIN DOLLAR AMOUNT ALL OTHER TRIPS ARE FREE. BASICALLY YOU'RE NOT GOING TO PAY MORE THAN $30. IT DOESN'T SAY WHAT THE DURATION OF THE PASS HAS TO BE BUT IT HAS TO BE MULTI-OPERATOR AND IT HAS TO INCLUDE OPERATORS SERVING AT LEAST THREE DIFFERENT COUNTIES. WHERE ASSEMBLYMEMBER CHIU WAS COMING FROM WAS, THAT SEEMS DOABLE HOPEFULLY YOU'LL GET FURTHER THAN THAT ON REACHING CONSENSUS ON SOMETHING MORE AMBITIOUS AND INTEGRATED BUT LET'S PUT THAT PLACE HOLD IN THERE. THERE'S POTENTIAL FOR THAT IN THE BILL. AND THE WAYFINDING STUDY YOU HAVE HEARD ABOUT A LONG-STANDING EFFORT BY MTC TO REALLY THINK ABOUT HOW CAN THE REGION'S SYSTEM HAVE A MORE CONSISTENT SET OF MAPS, SET OF WAY FINDING AND POTENTIALLY INTEGRATED BRANDING TO SOME EXTENT AS WELL. THAT PROJECT AT A REGIONAL SCALE IS WRAPPING UP AS ITS SORT OF PHASE ONE EFFORT IS GOING TO BE GOING TO THE COMMISSION FOR A PROCUREMENT FOR THE ACTUAL DESIGN FOR A WHOLE NEW SYSTEM OF MAPPING, WAY FINDING AND BRANDING LATER THIS YEAR. AND THERE IS A LOT OF INTEREST BY A NUMBER OF COUNTIES IN THE REGION THAT HAVE MULTIPLE OPERATORS IN PILOTING THIS EARLY ON, SO MAYBE THERE WOULD BE A SONOMA COUNTY PILOT, SINCE THEY'RE TALKING A LOT ABOUT INTEGRATING THEIR SYSTEMS SOLANO COUNTY IS ALSO INTERESTED AS IS EASTERN ALAMEDA COUNTY. THE BILL IS IN PILOTS BUT BASICALLY SAYS THAT MTC WILL IMPLEMENT THIS SYSTEM BY JULY 1ST, 2024 AND IT WILL DEVELOP AN IMPLEMENTATION AND MAINTENANCE STRATEGIES FOR THIS AND A FUNDING PLAN FOR

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DEPLOYMENT EVENT DESIGN OF THIS IS A HEAVY LIFT AND A COSTLY ENDEAVOR BUT ACTUALLY GOING OUT INTO THE FIELD AND CHANGING SIGNS AND CHANGING BUS STOPS AND ALL OF THAT, NOT TO MENTION THE DIGITAL ASPECT OF IT SO THAT ALL OF THE INFORMATION IS UPDATED AND CAN BE LOADED ON TO MOBILE APPS AND WHAT HAVE YOU, THAT IS A COSTLY, BIG ENDEAVOR. SO ONLY A FUNDING PLAN FOR THAT, IN THE BILL MANDATES THAT WE HAVE THAT BY A SPECIFIED DATE AND ITS THAT TRANSIT AGENCIES HAVE TO USE THIS SYSTEM BY JULY 1, 2025 MEANING THEY CAN'T START INSTALLING THEIR OWN KIND OF UNIQUE SYSTEM AFTER THAT DATE. IT DOESN'T MEAN THAT EVERYTHING HAS TO BE CHANGED BY THAT DATE. SO THAT'S THE MAPPING AND WAYFINDING. AND THEN LASTLY, IT HAS A REQUIREMENT RELATED TO REALTIME TRANSIT BASICALLY THAT ALL OPERATORS HAVE TO USE OPEN DATA STANDARDS, AND THE GTFS REALTIME, AND REQUIRES THAT MTC COORDINATE THIS WORK AND SERVE AS THE POINT OF CONTACT FOR THE DATA DEVELOPMENT. SO THIS IS KIND OF SIMILAR TO A LOT OF WHAT WE'RE DOING ALREADY AS IT RELATES TO 511, BUT IT REALLY ELEVATES AND REQUIRES THAT OPERATORS PRIORITIZE THIS SO THAT RIDERS CAN HAVE BETTER INFORMATION WHEN THEY'RE OUT IN THE FIELD. SO THOSE ARE THE THREE LITTLE CUSTOMER-FACING PROVISIONS IN THE BILL. THERE WAS A COUPLE MORE KIND OF BIG PICTURE STUDY COMPONENTS, AND THE FIRST IS MTC, IN CONSULTATION WITH OPERATORS AND COUNTY TRANSPORTATION AGENCIES DEVELOP OR IDENTIFY A TRANSIT PRIORITY NETWORKS THAT SHOULD, WOULD MOST BENEFIT FROM, YOU KNOW, KIND OF

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IMPROVEMENTS TO SPEED UP SERVICE. AND REQUIRES THAT SUCH PROJECTS BE CONSIDERED FOR INCLUSION IN CERTAIN FUNDING PROGRAMS, AND THEN LASTLY, THAT WE DEVELOP A REPORT RECOMMENDING IMPROVEMENTS TO MANAGED LANES. SO YOU'RE ALL FAMILIAR WITH OUR EXPRESS LANES AND THE POTENTIAL FOR THEM TO REALLY SERVE AS A GREAT NETWORK FOR EXPRESS BUS AND SO THIS REQUIRES THAT WE DO A REPORT TO KIND OF TALK ABOUT HOW TO ACCELERATE THE DELIVER OF A MANAGED LANE NETWORK THAT WOULD BE INTEGRATED WITH BUS AND THAT WE WORK WITH CHP AND CALTRANS ON HOW TO DO THAT WITHOUT -- WHILE MINIMIZING ROADWAY EXPANSION. SO THOSE ARE REALLY WHAT'S IN THE BILL RIGHT NOW. TALK ABOUT TIMING, THE BILL IS GOING TO BE HEARD LATER THIS MONTH. I THINK IT'S SET MAYBE THE 27TH FOR A HEARING AND THEN IT NEEDS TO PASS THE APPROPRIATIONS COMMITTEE BY LATE MAY, AND THEN THE ASSEMBLY FLOOR BY JUNE, AND THEN THE WHOLE PROCESS AS YOU KNOW REPEATS ITSELF ON THE SENATE SIDE. THE FINAL COMMITTEE ON THE SENATE SIDE, THE APPROPRIATIONS COMMITTEE IT HAS TO PASS BY LATE AUGUST. SO IN TERMS OF HOW THIS SYNCS UP WITH THE BLUE RIBBON, AS YOU HEARD THE BLUE RIBBON IS NOT GOING TO CONCLUDE ITS WORK UNTIL JULY SO RECOMMENDATIONS COMING THEN COULD STILL BE FED INTO THE BILL BUT I THINK ASSEMBLYMEMBER CHIU AND OTHERS ARE PROBABLY GOING TO WANT TO SEE SOME MORE SUBSTANTIVE PROVISIONS BEFORE THE BLUE RIBBON IS COMPLETELY WRAPPED UP SO IT'S NOT KIND OF A VERY LAST MINUTE PUSH TO VET THOSE IN SACRAMENTO AND ALL OF THAT. AND FOR MTC'S PART, WE ADOPTED

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SOME ADVOCACY PRINCIPLES, AS IT RELATES TO THE BILL IN MARCH, WE BROUGHT THEM TO OUR LEGISLATION COMMITTEE. AND THOSE WERE APPROVED AND THEY'RE IN YOUR PACKET AS ATTACHMENT A, AND THEY REALLY JIVE WELL WITH WHAT'S IN THE BILL NOW, EXCEPT IT DOESN'T TALK ABOUT, YOU KNOW, ANYTHING RELATED TO NETWORK MANAGEMENT, AND WE DO HAVE SOME PROVISIONS THERE, AND I THINK WHERE AS MTC, DISTINCT FROM THE BLUE RIBBON, WE WOULD LIKE TO SEE PROVISIONS THAT ENHANCE OUR AUTHORITY TO CERTAINLY NOT TRANSFER OUR EXISTING TRANSIT COORDINATION AUTHORITY TO ANOTHER AGENCY WE DON'T THINK IT'S A GOOD IDEA TO COMPLETELY RESTRUCTURE TRANSIT RIGHT NOW IN THE MIDST OF THE CRISIS THAT THE AGENCIES HAVE BEEN GOING THROUGH AND FORMALIZING COORDINATION THAT'S BEEN GOING ON WITH OPERATORS DURING COVID-19 AND WE DON'T WANT TO JUST TRUST THAT IF YOU WILL SO WE THINK IT'S IMPORTANT TO INSTITUTIONALIZE THAT AND IN CERTAIN AREAS WHERE HOPEFULLY THE BLUE RIBBON CAN REALLY ARTICULATE THAT THESE REALLY BELONG IN A SORT OF REGIONAL VENUE TO MAKE THOSE DECISIONS THAT THOSE WOULD THEN BE ARTICULATED IN THE BILL AND THAT MTC WOULD HAVE A ROLE IN KIND OF REQUIRING THAT THEY HAPPEN. BUT THAT THAT WOULD BE DEVELOPED, YOU KNOW, WHAT THOSE RECOMMENDATIONS ARE WOULD BE DEVELOPED VERY MUCH IN PARTNERSHIP WITH TRANSIT OPERATORS. SO ALL OF THAT IS KIND OF ARTICULATED TO SOME EXTENT IN THE PRINCIPLES. IT'S NOT IN THE BILL YET. WE'RE BRINGING THE PRINCIPLES TO THE COMMISSION FOR ADOPTION THIS MONTH AT THE SAME TIME THAT WE'RE GOING TO BE

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BRINGING A SUPPORT AND SEEK AMENDMENT ON THE BILL SO EVERYTHING STARTED HAPPENING A LITTLE BIT IN PARALLEL. WE'RE JUST TRYING TO BE VERY TRANSPARENT ABOUT WHERE WE'RE AT AND WE CERTAINLY DON'T WANT TO SIT OUT THE LEGISLATIVE PROCESS. I WILL END THERE AND SEE WHAT QUESTIONS YOU MAY HAVE.

RANDI KINMAN, CHAIR: THANK YOU. WE'LL START WITH WALTER AND THEN VEDA.

WALTER WILSON: HI REBECCA, THANK YOU VERY MUCH FOR THAT REPORT. IT WAS GREAT. THIS MAPPING AND WAYFINDING PROGRAM AND AT THE END YOU KIND OF TOUCHED ON WHAT MY QUESTION WAS AROUND THE NETWORK MANAGER. BECAUSE THIS MAPPING AND WAYFINDING PROGRAM TOUCHES A LOT OF SYSTEMS AND NOT JUST INDIVIDUAL TRANSIT SYSTEMS, BUT OVERALL SYSTEMS, THE SYSTEMS MANDATE SEEMED TO ME IT WOULD BE INTEGRATED INTO THE WORK OF THE NETWORK MANAGER, OR THE NETWORK MANAGEMENT SYSTEM AS IT WERE. YOU KIND OF TOUCHED ON T BUT I'M NOT SURE WHAT YOU WERE SAYING. FIRST IT SOUND LIKE YOU WERE SAYING, WELL, WE HAVE BEEN WORKING TOGETHER, AND WE WILL CONTINUE TO DO THAT, AND YOU MENTIONED ABOUT THE NETWORK MANAGER BUT I'M NOT SURE IF YOU ARE SAYING THAT YOU WANT TO SEE THAT INTEGRATED IN LAW OR MANDATE OR ARE YOU SAYING THAT YOU WANT TO SEE EACH INDIVIDUAL SYSTEM CONTINUE TO WORK INDIVIDUALLY, AND HOPE THAT THIS GOOD WORK THAT THEY HAVE BEEN DOING DURING COVID CONTINUES?

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REBECCA LONG: I'LL TAKE A STAB AT THAT. FOR THE MAPPING AND WAYFINDING YOU HAD A GOOD QUESTION ABOUT WHO WOULD BE RESPONSIBLE FOR THAT AND EXACTLY HOW THAT WOULD HAPPEN IT'S AN MTC PROJECT AND WE HAVE DONE A TON OF CONSULTATION WITH THE OPERATORS AND MY COLLEAGUES HAVE BEEN WORKING ON THIS AND PROBABLY OVER 50 MEETINGS WITH INDIVIDUAL OPERATORS GETTING FEEDBACK ET CETERA IT'S REALLY MTC PROJECT THAT BUILDS ON SIGNAGE PROGRAM WHERE WE HAVE DECIDED YOU'RE GOING LOOK LIKE IN CONSULTATION WITH FOLKS MAKE IT A CONDITION EVER FUNDING. WE THINK THAT THE BILL SHOULD INCLUDE SOME NEW DECISION MAKING PROCESS THAT IS NOT A NEW AGENCY, THAT WOULD BASICALLY FORMALIZE -- WE'LL JUST CALL IT THE TRANSIT NETWORK MANAGEMENT COMMITTEE FOR NOW THAT WOULD BE REPRESENTED BY OPERATORS AND THAT RECOMMENDATIONS WOULD BE MADE THERE FOR EXAMPLE, MAYBE THEY WOULD HAVE CONVERSATION WITH MAPPING AND WAYFINDINGING IN THAT FORUM BUT THE ACTUAL ACTION AND ACCOUNTABILITY WOULD BE AT MTC. I THINK THAT'S WHERE WE'RE AT OVERALL. AND SOME THINGS, AGAIN, MAYBE THE MAPPING WAYFINDING SHOULD STAY AT MTC ALL TOGETHER. I THINK THAT'S -- YOU KNOW, WE DON'T NEED TO SOLVE THAT IN THE LEGISLATION. SO, YEAH, WE'RE NOT SAYING THAT A LOT OF THE MOST IMPORTANT DECISIONS THAT REALLY AFFECT CUSTOMERS SHOULD JUST COMPLETELY REST AT THE AUTHORITY OF THE TRANSIT OPERATORS. THAT'S NOT WHAT WE'RE SAYING. WE'RE WAITING TO SEE WHERE THE BLUE RIBBON KIND OF LANDS WITH THOSE ITEMS

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THAT THEY THINK ARE THE MOST CRITICAL TO BE MADE AT EIGHT REGIONAL LEVEL. DOES THAT ANSWER YOUR QUESTION?

WALTER WILSON: YEAH KIND OF. BUT I UNDERSTAND HOW LEGISLATION WORKS BUT THAT SEEMS LIKE A HUGE QUESTION THAT NEEDS TO BE SOLVED THAT YOU WANT PEOPLE TO VOTE O LET ME ASK YOU THIS, YOU GUYS, THE GROUP THAT YOU'RE WITH, DO YOU SUPPORT THE NETWORK MANAGER MANAGING THIS OR DO YOU THINK IT SHOULD JUST STAY WITH MTC?

REBECCA LONG: FOR THE MAPPING AND WAYFINDING?

WALTER WILSON: YES.

REBECCA LONG: I DON'T THINK WE HAVE MADE A DECISION ON THAT. I THINK OVERALL THE WAY WE'RE CONCEIVING OF NETWORK MANAGEMENT, FINAL DECISIONS WOULD BE MADE BY MTC. SO, I THINK IT'S SORT OF A QUESTION OF, YOU KNOW, DOES, WITH MAPPING AND WAYFINDING, DOES IT NEED TO GO TO THIS COMMITTEE AND BE HASHED OUT THERE AND THEN GO TO MTC OR IS THAT A PARALLEL PROCESS. DOES THAT MAKE SENSE? BUT IN ANY SCENARIO WE'RE THINKING ABOUT RIGHT NOW WITH NETWORK MANAGEMENT MTC HAS A DECISION MAKING ROLE.

WALTER WILSON: AND IDEALLY THEY WILL CONTINUE TO MANAGE THAT ASPECT OF IT?

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REBECCA LONG: YES. DEFINITELY ON THE OPERATION AND MANAGEMENT OF IT, IT WOULD STAY WITH MTC.

WALTER WILSON: GREAT. THANK YOU SO MUCH.

RANDI KINMAN, CHAIR: SO FOR THOSE OF YOU WHO ARE INTERESTED IN THE MAPPING AND WAYFINDING, THAT WILL BE AT THE EQUITY AND ACCESS SUBCOMMITTEE MEETING IN JUNE TO FOLLOW UP AND GET A MORE IN DEPTH PRESENTATION ON THAT AS TO HOW THEY'RE GOING. VEDA AND THEN RICH HEDGES.

VEDA FLOREZ: HI REBECCA THANK YOU VERY MUCH FOR THE REPORT. I APPRECIATE IT. DOES THE EXPRESS LANE NETWORK INCLUDE BUS ON SHOULDER FOR THE EXPRESS LANE? I KNOW THERE HAS BEEN QUITE A BIT OF CONVERSATION AROUND -- QUITE A BIT OF CONVERSATION WITH THE CHP ABOUT THAT. SO, DOES -- IS THE CONCEPT INCLUDED? THIS BILL?

REBECCA LONG: NO. IT'S NOT SPECIFIED IN THIS BILL; I DON'T BELIEVE. I'M JUST GOING TO TRIPLE CHECK. BUT FOR THE MOST PART --

VEDA FLOREZ: IS IT UNDER CONSIDERATION AT ALL?

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REBECCA LONG: FOR THE MOST PART -- NO. IT'S NOT IN THE BILL IT'S KIND OF TREATED SEPARATELY OF COURSE YOU KNOW BUS ON SHOULDER, CALIFORNIA DOESN'T HAVE A BROAD AUTHORIZATION FOR BUS ON SHOULDER, THE COMMISSION DID TAKE A SUPPORT POSITION ON THE MULLIN BILL UNFORTUNATELY ON THE PILOT PROGRAM BUT UNFORTUNATELY IT'S NOT GOING TO MOVE UNTIL NEXT YEAR.

VEDA FLOREZ: THANK YOU.

RANDI KINMAN, CHAIR: RICH THEN WENDI.

RICHARD HEDGES: THANK YOU. THERESA GREAT REPORT THANK YOU VERY MUCH. VERY SPECIFIC. MY INTEREST IN THE BILL IS THE A ACCUMULATOR MAPPING AND WAYFAIR AND REALTIME TRANSIT. REALTIME WHEN WE HAVE IT CONSISTENTLY ACROSS THE BAY IT WOULD BE SO GREAT. IT REALLY HELPS ME. THE FIRST TIME I WAS AWARE OF IT WAS MY GRANDDAUGHTER WAITING ON A BUS IN LA, AND SHE SAID GRANDPA, THE BUS WILL BE HERE IN THREE MINUTES. I SAID HOW DO YOU KNOW THAT? SHE SAYS IT'S ON MY IPHONE. I REALLY APPRECIATE THAT PART OF IT. THE MAPPING I HAVE THREE MAPS THEY CARRY IN MY CASE ONE FOR OAKLAND AND SAN JOSE AND SOMETIMES YOU NEED A SCIENTIFIC CALCULATOR TO FIGURE OUT THESE THINGS. I APPRECIATE THE WAYFINDING MAP IT MAKES A LOT OF HELP. AND THE A ACCUMULATOR GETS TO MY PART OF OFFERING A SEPARATED FARE FOR OPERATING IN A DAY OR WEEK SO IT'S BETTER THAN NOTHING. AND I

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THINK YOU MAYBE TELL ME YES OR NO THAT YOU ARE SEEKING US TO RECOMMEND SUPPORT WITH AMENDMENTS AND IF SO I'M WILLING TO MAKE THAT MOTION.

RANDI KINMAN, CHAIR: THIS IS AN INFORMATION ITEM.

RICHARD HEDGES: OKAY.

RANDI KINMAN, CHAIR: AND WE'RE NOT -- JUST SO EVERYBODY KNOWS. LET ME TRY TO PHRASE IT THIS WAY. THIS BILL IS PULLING A LOT OF OUR EXISTING PROJECTS INTO A NICE, NEAT LITTLE PILE. BUT THE PROJECTS AREN'T FINALIZED YET. AND THE BILL WILL CHANGE. SO IT'S -- I THINK IT'S MORE MOVEMENT IN ONE BILL THAN WE HAVE SEEN IN A WHOLE LOT OF OTHER THINGS. BUT RIGHT NOW, THIS IS SIMPLY INFORMATIONAL ITEM. WENDY AND THEN RAHMON.

RICHARD HEDGES: WAIT. I HAD A CONCLUDING STATEMENT.

RANDI KINMAN, CHAIR: GO AHEAD RICH.

RICHARD HEDGES: I THINK THIS IS A WORK IN PROGRESS. I EXPECT IT TO PLAY OUT IN THE YEARS I'M GLAD WE'RE MAKING A STRONG JOURNEY. I THINK THIS WILL BE UPGRADED AND CHANGED OVER A NUMBER OF YEARS AS NEEDS CHANGER WITH OUR TRANSIT SYSTEM. I WANT TO THANK YOU AGAIN FOR THAT REBECCA.

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RANDI KINMAN, CHAIR: WENDI THEN RAHMON.

WENDI KALLINS: ONE OF THE THINGS THAT'S BEEN COMING UP IN THE DISCUSSIONS ON MANY OF THE COMMITTEES IS FACING THE REALITY THAT OUR COMMUTE PATTERNS MAY BE CHANGING AND THAT HAVING A TRANSIT SYSTEM THAT IS FOCUSED ON A MORNING COMMUTE WHEN WE'RE SEEING THAT ESSENTIAL WORKERS NEED ALL DAY SERVICE AND I'M JUST WONDERING -- I DON'T THINK THIS BILL IS REALLY ADDRESSING THAT, AND YOU MADE A COMMENT ABOUT NOT WANTING TO REINVENT THE WHOLE TRANSIT SYSTEM BUT WE MAY NEED TO REINVENT THE WHOLE TRANSIT SYSTEM IF IT TURNS OUT WE NEED MUCH MORE FREQUENT SERVICE ALL DAY LONG. SO I WONDER IF YOU COULD COMMENT ON THAT.

REBECCA LONG: THE BILL IS LIMITED TO WHAT I JUST DESCRIBED AND ASSEMBLYMEMBER CHIU IS OPEN TO SEEING WHAT COMES OUT OF THE BLUE RIBBON AND IF IT'S AMBITIOUS ENOUGH TO MEET HIS GOALS.

WENDI KALLINS: I WAS TALKING ABOUT WHAT'S COMING OUT OF THE BLUE RIBBON COMMITTEE.

RANDI KINMAN, CHAIR: THANK YOU WENDI. RAHMON?

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RAHMON MOMOH: YOU MENTIONED IT'S NOT A GOOD IDEA, TIME TO RESTRUCTURE. AND I WAS BAFFLED BY THAT COMMENT. I WASN'T SURE IF IT WAS INTENDED THE BILL IS INTENDED TO MAKE THE TRANSIT SYSTEM MORE EFFICIENT AND OBVIOUSLY THE CONVERSATION IS ABOUT THE DIFFERENT TRANSIT AGENCIES AND ORGANIZATION.

RANDI KINMAN, CHAIR: CARLOS?

CARLOS CASTELLANOS I'M GOING TO TRY TO STICK TO LEGISLATIVE AND NOT IMPLEMENTATION BECAUSE IT'S COUNTING THE CHICKENS BEFORE THEY HATCH. I'M HEARING GOOD THINGS ABOUT THE TRANSIT FARE A ACCUMULATOR I THINK THAT'S A POSITIVE THING AND I WANT TO BE SURE THAT IT'S SET IN A WAY -- THIS IS PROBABLY IMPLEMENTATION, BUT THAT IT TAKES INTO ACCOUNT PEOPLE'S MEANS AND THAT THERE IS MAYBE SOME WAY TO MAKE IT MORE ACCESSIBLE TO THOSE WHO ARE ON LIMITED MEANS. THE OTHER THING THAT I WANTED TO BRING UP TO YOU IS I REALLY -- I HOPE THAT THERE IS LESSONS LEARNED FROM, AND I SEE MENTION OF 511 AND JUST REMEMBERING WHEN IT WAS ORIGINALLY LAUNCHED, AND THEN HOW SOME OF THE TECHNOLOGY KIND OF OVERRAN THE MTC ACTUALLY RUNNING THINGS, LIKE TRIP PLANNING AND THINGS LIKE THAT WHERE SUDDENLY -- OR HAVING SPECIFIC, YOU KNOW, INFORMATION ON TRAFFIC, WHERE SUDDENLY THE SEARCH ENGINES ARE AHEAD OF US, SO HOPEFULLY THAT'S BEING CONSIDERED TOO, AS WE GO TOWARDS THE FUTURE, HOW MTC PLAYS THAT ROLE OF, HOPEFULLY COORDINATING AND

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FACILITATING BUT NOT TRYING TO HOLD ON TOO HARD AND TOO LONG TO BEING THE LEAD ON THESE THINGS. BECAUSE AS WE SEE IT, FOR WHATEVER REASON, PEOPLE PICK UP ON THESE TOOLS AND MOVE THEM FORWARD. AND THEN LASTLY, I WANTED TO MENTION THAT, AGAIN, ECHOING WENDI'S COMMENTS, AND HOPING THAT THE -- THAT WE ARE LEARNING LESSONS RIGHT NOW FROM THE ESSENTIAL WORKERS AND THE WORK PATTERNS, WHICH IS THERE HAS BEEN A BIG KIND OF OPENING, EYE OPENING ABOUT WHO, YOU KNOW, WHO CAN WORK-FROM-HOME, WHO CANNOT, WHO HAS TO GO TO WORK AND THEN, SO HOPEFULLY THERE ARE LESSONS THAT WE ARE LEARNING THAT WE CAN IMPLEMENT THROUGH THIS PROCESS THROUGH THIS LEGISLATION THAT DOESN'T MAKE GET -- WE'RE NOT IMMEDIATELY RESTRUCTURING HOWEVER WE'RE USING THOSE LESSONS TO FIGURE OUT THE TIMING OF THE SYSTEMS AND WHICH CORRIDORS AND HOW TO REALLY BE ABLE TO SERVE THE ESSENTIAL WORKERS WHO DO NEED TO GO INTO WORKFORCE MORE REGULARLY. THANK YOU.

>>RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA AND THEN ADINA.

CHRISTINA GOTUACO: HI. THANKS REBECCA FOR THE PRESENTATION. I JUST WANTED TO SAY THAT I FEEL LIKE THE PROVISIONS IN A.B. 629 AND MTC'S PROPOSED PRINCIPLES SOUND GREAT, AND I'M REALLY EXCITED, BECAUSE IT'S ALL VERY FORWARD THINKING, IS SOMETHING THAT'S VERY REFRESHING TO HEAR IS IN THE WORKS. ESPECIALLY WHEN TO KNOW THE TIME TRANSFERS AT MAJOR HUBS AND IMPROVING

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THEM, MAKING SURE THEY EXIST, THE TRANSIT PRIORITY LANES AT CERTAIN TIMES OF THE DAY ESPECIALLY FOR BUSES, LIKE IT'S ALWAYS REALLY STRESSFUL TO SEE BUSS ON BRIDGES IN LANES WITH TRAFFIC WHEN TRANSIT COULD BE ON A -- ON ITS OWN LANE AT CERTAIN TIMES OF THE DAY JUST TO MAKE IT SO THAT IT'S COMPARABLE TO DRIVING, OR FASTER THAN DRIVING, AND NOT JUST STUCK IN THE SAME AS DRIVING. THE SIMPLIFICATION OF TRANSFER FARES AND TRANSFER POLICIES, OR ELIMINATION OF EVEN TRANSFER FEES. THE DIGITAL MAPPING COMPONENT. I WORKED ON THE HUB SIGNAGE PROGRAM, AND I, WITH PIERCE AND JAY, AND IT WAS ALWAYS THIS FUTURE THOUGHT THAT MAYBE ONE DAY THESE MAPS WOULD, INSTEAD OF BEING PRINTED, THEY WOULD BE DIGITAL, AND IT WOULD BE REALLY GREAT EVEN TO SEE SOME SORT OF INFRASTRUCTURE WHERE IT IS DIGITAL ON TOUCH SCREENS THAT PEOPLE CAN USE AT STOPS OR STATIONS INSTEAD OF HAVING TO HAVE THEIR OWN DEVICE TO ACCESS THEM. SO JUST INCREASING ACCESS TO DIGITAL MAPS, AND I WOULD SAY THE SAME FOR THE REALTIME INFORMATION, NOT JUST REALTIME INFO, BUT ALSO REALTIME INFRASTRUCTURE, SINCE A LOT OF BUS STOPS HAVE REALTIME INFORMATION OR NO REALTIME INFORMATION AT THE BUS STOPS THEMSELVES. AND THEN, I JUST WANTED TO SECOND WHAT RICH MENTIONED EARLIER ABOUT BRINGING THE IDEA OF A REGIONAL FLAT FARE BACK ON TO THE TABLE WHILE MTC IS IN THE PLANNING PHASES, JUST SO THAT IT CAN BE EXPLORED IN TERMS OF THE EQUITY, ACCESS TO TRANSIT, BECAUSE PEOPLE WITH THE LONGEST COMMUTES, IT'S NOT NECESSARILY FAIR THAT THEY'RE PAYING THE

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MOST FOR THE DISTANCE, AND I THINK THERE IS A DIFFERENCE BETWEEN DISTANCE SPACE TRAVEL FOR COMMUTING AND DISTANCE DAYS TRAVEL FOR RECREATION AND COMMUTING I THINK THERE'S A WAY TO MAKE IT AFFORDABLE SO PEOPLE CAN STILL GET TO THEIR JOBS.

RANDI KINMAN, CHAIR: THANK YOU. ADINA AND THEN RICK COATES.

ADINA LEVIN: HI. I HAD A QUESTION AND THEN A COUPLE OF COMMENTS. SO THE QUESTION FOR REBECCA LONG IS, IN TERMS OF THE MTC LIKELY TO TAKE A -- STAFF RECOMMENDING A POSITION TO SUPPORT AND SEEK AMENDMENTS, WHAT AMENDMENTS ARE BEING SOUGHT? IS THAT SOMETHING THAT YOU CAN SPEAK TO?

REBECCA LONG: YEAH. AS WE KIND OF LAY OUT IN THE MEMO, IT'S MORE GENERAL, IF WE SAY WE SUPPORT IT IT'S KIND OF NOTICING IF WE'RE SAYING WELL WE WOULD LIKE YOU TO DO THIS AND DO THAT, IT JUST GIVES US ROOM TO KEEP BEING AT THE TABLE AND MAKING IT CLEAR TO ASSEMBLYMEMBER CHIU OFFICE THAT THIS IS NOT COMPLETE BUT GENERALLY SPEAKING, I WOULD JUST POINT TO OUR PRINCIPLES AS, THAT'S THE COMPLETE SET OF IDEAS AT THIS TIME, THAT WE WOULD LIKE TO SEE, BUT THEN ADDING ON WHAT COMES OUT OF THE BLUE RIBBON, YOU KNOW, AS ADDITIONAL IDEAS. SO WE DON'T KNOW YET, COMPLETELY. BUT THE PRINCIPLES ARE A GOOD STARTING POINT.

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ADINA LEVIN: GREAT. THE COMMENT I WANTED TO MAKE IN TERMS OF MTC'S PRINCIPLE FOR WANTING TO SEE MTC MORE STRONGLY AND CLEARLY TAKE ON THE NETWORK MANAGEMENT RESPONSIBILITY, IN TERMS OF EXAMPLES AROUND THE WORLD FOR REGIONS TO HAVE A NETWORK MANAGEMENT FUNCTION, THERE IS MORE THAN ONE WAY TO DO IT SUCCESSFULLY. THERE IS A REPORT THAT I THINK I PROBABLY ALREADY SENT A LINK THROUGH STAFF BEFORE, BUT I CAN SEND IT AGAIN, LOOKING AT CASE STUDIES OF REGIONS AROUND THE WORLD THAT HAD HIGH RIDERSHIP, WELL COORDINATED SYSTEMS WHICH ARE STRONGLY CORRELATED AND THEN HOW WERE THOSE STRUCTURED. AND THERE WERE A NUMBER OF REGIONS AROUND THE WORLD THAT HAVE NETWORK MANAGEMENT ENTITY THAT'S SEPARATE FROM THE TRANSIT OPERATORS, AND DOES NOT REPUBLICAN -- DOES NOT RUN TRANSIT BUT HAS THIS STRONG AMBIGUOUS TRANSIT COORDINATION ROLE, BUT THEN THEY HAVE OTHER REGIONS THAT HAVE A DEVELOPED COORDINATION ROLE THAT BUILDS OFF OF THEIR REGIONAL TRANSIT OPERATORS. THERE THEY MAY CONSOLIDATE THEIR REGIONAL TRANSIT OPERATORS AND THEN HAVE THAT, A REGIONAL OPERATOR THAT DOES THE NETWORK COORDINATION FOR THE REST OF THE SYSTEM. SO, NOT FULL CONSOLIDATION, BUT TO HAVE A REGIONAL OPERATOR THAT DOES A -- THE COORDINATION FOR THE REST OF THE SYSTEM. THOSE ARE LOGICAL OPTIONS THAT ARE USED SUCCESSFULLY, EVERYWHERE, IN THE WORLD. SO I RECOMMEND LOOKING AT THE REPORT FOR EXAMPLES. AND THE COMMENT THEY WOULD MAKE ABOUT THE MTC PROPOSAL IS THAT, IF THE ONLY THING THAT IS DONE IS TO SAY MORE FIRMLY, MTC IS -- HAS

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THE RIGHT TO DO WHAT IT'S ALREADY EMPOWERED TO DO -- THERE'S A CHALLENGE RIGHT NOW THAT TRANSIT AGENCIES HAVE A CONFLICTING MANDATE. SO IN ORDER NOT TO HAVE CONFLICT, THERE WOULD BE A NEED TO DISAMBIGUATE BECAUSE OTHERWISE THERE'S A "YOU'RE NOT THE BOSS OF ME PROBLEM" WHERE MTC COULD SAY WE'RE GOING TO DO THIS REGIONAL A ACCUMULATOR AROUND THE REGION AND THE AGENCY COULD SAY WE DON'T WANT TO THAT'S A STICKING POINT I THINK IT'S A COMMENT IN TERMS OF WHAT KINDS OF REFORMS MIGHT BE NEEDED TO DISAMBIGUATE WHETHER THROUGH THE MTC PATH OR SOME OTHER LOGICAL PATH. AND LASTLY, I WANTED TO TALK, IN THE POINT, THAT THERE IS ACTUALLY A POTENTIAL POSITIVE RELATIONSHIP BETWEEN REGIONAL WAYFINDING AND REGIONAL FARE INTEGRATION. BECAUSE, AS WAS POINTED OUT TO ME BY SOMEONE WHO IS A PROFESSIONAL IN THIS AREA, IF YOU DON'T HAVE INTEGRATED FARES, THEN A WAYFINDING NEEDS TO MAKE AGENCIES EXTREMELY PROMINENT. BECAUSE IF YOU HAVE A PASS AND IT ONLY WORKS FOR ONE AGENCY, YOU CAN'T GET ON THAT BUS OR TRAIN, YOU KNOW, YOUR FARE WILL NOT BE GOOD. SO THE WAYFINDING REALLY NEEDS TO EMPHASIZE THE AGENCIES. WHEREAS IF YOU HAVE A FARE SYSTEM THAT WORKS ON ALL AGENCIES, THEN YOUR WAYFINDING CAN REALLY FOCUS ON THE DESTINATIONS THAT PEOPLE ARE TRYING TO GO TO MORE CLEARLY. AND SO THERE IS ACTUALLY A BENEFICIAL RELATIONSHIP BETWEEN THOSE PROJECTS. AND THOSE ARE MY COMMENTS.

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RANDI KINMAN, CHAIR: THANK YOU. RICK COATES AND THEN MICHAEL LOPEZ, AND I JUST WANT EVERYBODY TO DO A TIME CHECK HERE. GO AHEAD RICK.

RICK COATES: YES, SORT OF FOLLOWING ON ADINA'S CONCERN ABOUT THE CONFLICT THERE, MAYBE I SHOULD INDICATE THAT THIS QUESTION IS INFORMED BY MY OWN EXPERIENCE IN DEALING WITH A NUMBER OF STATE AGENCIES WHO, IN SPITE OF THE LAW, STILL REFUSE TO FOLLOW IT. ONE CASE I KNOW OF A SITUATION WHERE AN AGENCY HAS BEEN OUT OF COMPLIANCE FOR OVER 30 YEARS HO HAS BEEN ACTUALLY SUED ON THE ISSUE, THE COURT HAS TOLD THEM THEY MUST COMPLY AND IT'S BEEN TEN YEARS SINCE THAT AND THEY STILL HAVEN'T COMPLIED. SO MY QUESTION IS, IS THERE THOUGHT IN INCLUDING IN THIS LEGISLATION SOME SORT OF ENFORCEMENT MECHANISM? BECAUSE I FORESEE SOME RESISTANCE, IF NOT PASSIVE, EVEN ACTIVE RESISTANCE BY SOME OF THE AGENCIES. OTHERWISE, I FIND THE ELEMENTS THAT YOU HAVE COVERED SO FAR AS VERY ENCOURAGING. AND I AM VERY ENCOURAGED THAT IT ACTUALLY WOULD BE LEGISLATED RATHER ARE THAN JUST SUGGESTED. BUT I'M STILL WORRIED. AND I -- I KNOW IT'S A SENSITIVE ISSUE. THE MOMENT YOU BRING IT UP, YOU WILL HAVE TRANSIT AGENCIES THAT GET THEIR BACKS UP. BUT WITHOUT SOME KIND OF ENFORCEMENT MECHANISM, I JUST WONDER IF YOU WILL BE FIGHTING ALL THE TIME.

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REBECCA LONG: RIGHT. SO IF I COULD ADD, OR RESPOND TO THAT, QUICKLY. I THINK THIS IS ONE OF THE REASONS WHY WE THINK IT'S IMPORTANT THAT MTC HAVE A KEY ROLE IN THIS NETWORK MANAGEMENT PROCESS BECAUSE WE ARE THE FUNDING AGENT FOR MANY SOURCES OF REVENUE THAT THE TRANSIT OPERATORS RECEIVE. SO THE STATE TRANSIT ASSISTANCE REVENUE, FOR INSTANCE, STATE LAW ALREADY SAYS THAT WE CAN SET THE CONDITIONS FOR THOSE FUNDS. AND IF OPERATORS DON'T COMPLY WITH THOSE CONDITIONS, THEN WE CAN WITHHOLD THOSE FUNDS. AND THAT APPLIES TO THE REVENUE BASED FUNDS AS WELL AS THE POPULATION BASED. SO WE'RE TALKING HUNDREDS OF MILLIONS OF DOLLARS, REGION-WIDE. AND WE, YOU KNOW, GENERALLY HAVE NOT WITHHELD FUNDS BECAUSE IT'S NOT FUN TO DO, BUT, YOU KNOW, CLEARLY, THERE IS AN ENFORCEMENT MECHANISM THERE, AND YOU KNOW, I THINK WE NEED TO THINK ABOUT WHETHER THE LANGUAGE NEEDS TO BE CHANGED TO DIRECT US A LITTLE BIT MORE STRONGLY SO IT'S NOT JUST THAT WE HAVE THE AUTHORITY THAT WE HAVE TO WITHHOLD THE FUNDS IF THEY'RE NOT IN COMPLIANCE. THERE ARE SOME MECHANISMS. DEFINITELY APPRECIATE THE COMMENT.

RANDI KINMAN, CHAIR: THANK YOU. MICHAEL LOPEZ, AND THEN WALTER.

MICHAEL LOPEZ: YES, THANK YOU FOR YOUR PRESENTATION. AND CERTAINLY WHEN IT COMES TO PRINCIPLES I'M IN SUPPORT OF ALL OF

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THEM BUT I HAVE A QUESTION ON THE TRANSIT NETWORK MANAGEMENT PORTION WHERE IT COMES OUT AND SAYS THE OPPOSE THE ESTABLISHMENT OF A NEW TRANSIT NETWORK MANAGEMENT AGENCY AT THIS TIME AND I'M WONDERING WHY THAT HAS TO BE SAID. WHY NOT SAY YOU KNOW MAYBE WE'LL MAYBE DO THIS IN THE FUTURE AND WE'LL WORK TOWARDS SOMETHING LIKE THIS BY A CERTAIN DATE. I'M JUST WONDERING WHY YOU SAY OPPOSE?

REBECCA LONG: THERE ARE NETWORKS OUT THERE THAT WOULD CREATE A NEW AGENCY YOU HAVE MTC AND ITS ROLE AND MAYBE THERE WOULD BE A NEW AGENCY THAT MIGHT BE A NETWORK MANAGER OR YOU WOULD TRY TO MERGE A NUMBER OF TRANSIT AGENCIES AND EMPOWER THEM WITH A CERTAIN RESPONSIBILITY, WHICH MAYBE MTC HAS ALREADY, SO I THINK WE'RE SAYING LET'S NOT GET IN THE WAY LET'S NOT LET THE PERFECT GET IN THE WAY IN LEGISLATION IS GOING TO PROPOSE TO COMPLETELY CHANGE THE WAY THE BAY AREA GOVERNMENTS WORK IN THE PERSPECTIVE OF TRANSIT WE'RE AFRAID IT WILL JUST DIE BECAUSE THAT'S SUCH A HEAVY LIFT. WE'RE TRYING TO BE INCREMENTAL IF YOU WILL AS IT RELATES TO GOVERNANCE AND IF THAT DOESN'T WORK, YOU KNOW, THEN MAYBE A FURTHER CONVERSATION IS WARRANTED IN THE FUTURE. BUT THAT'S WHERE WE ARE FOR THE CHIU BILL THIS TIME.

MICHAEL LOPEZ: OKAY. THANK YOU.

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RANDI KINMAN, CHAIR: WALTER AND THEN TERRY.

WALTER WILSON: HELLO AGAIN. THIS IS REALLY A GREAT BILL BUT I'M CONCERNED AFTER THE LAST FEW COMMENTS. ONE THING I THINK -- - AND I DIDN'T HEAR YOU ADDRESS IT -- IS ADINA'S STATEMENT -- AND I SAID THIS FROM THE BEGINNING THIS LAYS ON TOP OF A LOT OF SYSTEMS BUT THIS ALMOST DIES WHEN YOU GET TO A ONE FARE SYSTEM. IT'S A DEATH NAIL, BECAUSE YOU CAN HAVE PEOPLE TRANSFER FROM HERE TO THERE AND THEN THERE IS A CONFLICT THAT'S A MAJOR THING THAT'S GOT TO BE ADDRESSED IN THIS LEGISLATION. AND I AM CURIOUS WE HAD A PRESENTATION EARLIER ABOUT THE NETWORK MANAGER FROM, YOU KNOW, FOLKS WHO ARE PART OF THIS SYSTEM WHO BELIEVE THAT IT SHOULD HAPPEN, AND THEN -- I MEAN THIS IS ALL COMING OUT OF MTC SO IT'S LIKE THERE IS A STRUGGLE GOING ON IN THERE, BUT IT SEEMS TO ME, IF THERE IS A NETWORK MANAGER AS TO OPPOSED TO MTC BEING CONCERNED ABOUT LOSING SOME OF ITS AUTHORITY I THINK IT SHOULD BE MODELED IN A WAY IF IT BECOMES AN AGENCY IT SHOULD BE AN AGENCY UNDER MTC NOT AN AUTONOMOUS AGENCY ON ITS OWN I WOULD THINK IT HAS TO EXIST UNDER AN AGENCY THAT HAS LONG-STANDING ABILITY AND WITH ALL TO MANAGE IT. I THINK THE NETWORK SHOULD BE SOMETHING AUTONOMOUS IN AND OF ITSELF. SO TO ME IT JUST SEEMS THAT IT MAKES SENSE THAT WE IF WE ARE GOING HAVE A NETWORK MANAGER IT'S GOING TO HAVE TO BE UNDER MTC THAT'S ALWAYS BEEN MY THOUGHT. SO THE IDEA TO SAY WE DON'T SUPPORT IT THAT COULD BE

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A KILLER IN AND OF ITSELF. I'M A DBE CONSULTANT IN SANTA CLARA COUNTY FOR BART AND A LOT OF PEOPLE IN THE COUNTY THINK A NETWORK MANAGER IS INEVITABLE, IT'S ESSENTIAL. I THINK THE FARE COULD KILL THIS THING UNLESS IT'S ADDRESSED AND THE THING ABOUT THE NETWORK MANAGER, TO ME, AND I DON'T KNOW WHAT ANYBODY ELSE THINKS, BUT I ALWAYS THOUGHT NETWORK MANAGER WOULD BE UNDER MTC. OH, AND ONE LAST THING. WHAT CAN WE DO IN OUR COMMUNITY ORGANIZATIONS AND REGIONAL AREAS TO SUPPORT THIS BILL? THANK YOU.

REBECCA LONG: SO, JUST IN DIRECT RESPONSE TO THAT QUESTION, I THINK WHATEVER ORGANIZATIONS YOU BELONG TO, OR JUST AS INDIVIDUALS, I THINK CALLING YOUR LEGISLATORS, YOU KNOW, SENDING IN A LETTER TO THE COMMITTEES, YOU CAN, YOU KNOW CALL INTO COMMITTEES, TESTIFY AND SUPPORT. IDEALLY IT'S MORE POWERFUL TO DO THAT AS AN ORGANIZATION THAN JUST AS AN INDIVIDUAL BUT I THINK LETTING -- CALLING YOUR LEGISLATORS IS HELPFUL. SO ALL OF THOSE THINGS, I THINK WOULD BE GREAT JUST TO HELP THE BILL MOVE ALONG. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. TERRY AND THEN BEN?

TERRY SCOTT: THANK YOU. I WOULD LIKE TO FIRST SUPPORT AND I CONCUR WITH BOTH RICK AND ADINA'S COMMENTS EARLIER. I, TOO, AS RICK HAS SEEN, SPECIFIC STATE LAWS THAT HAVE BEEN IGNORED FOR

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MANY YEARS, IN THE AREA OF LAND USE LAW. I WOULD ALSO SPECIFICALLY RECOMMEND THAT THE MTC CHAIR APPOINT A SMALL COMMITTEE TO DESIGN A NETWORK MANAGER'S JOB DESCRIPTION, OR AT LEAST OVERSEE THE PROCESS OF DOING SO. AND I HAVE ALREADY TEXTED CHAIR PEDROZA WITH THAT SUGGESTION EARLIER TODAY. WE NEED TO GET STARTED ON THIS STUFF IN ORDER TO FINISH IT IN ANY REASONABLE TIME FRAME. I THINK I AGREE WITH WHAT ASSEMBLY BILL 629 IS TRYING TO ACCOMPLISH, AND I DON'T SEE HOW IT CAN BE DONE EFFECTIVELY WITHOUT THE NETWORK MANAGER POSITION AND INCUMBENT. AND, YOU KNOW, WE HAVE GOT TO TAKE CERTAIN STEPS TO GET THERE, AND THE LONGER IT TAKES TO TAKE THOSE INITIAL STEPS THE LONGER IT'S GOING TO BE BEFORE WE HAVE A FUNCTIONAL POSITION AND A FUNCTIONAL INCUMBENT. AND A LOT OF WHAT WE NEED TO DO GOING FORWARD, AND WORKING WITH THE VARIOUS COUNTY ORGANIZATIONS IS GOING TO DEPEND ON THE EFFECTIVENESS OF THAT POSITION. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. I HAVE TWO MORE PEOPLE WITH THEIR HANDS RAISED. THIS IS LAST CALL FOR RAISING YOUR HANDS. BECAUSE WE DO NEED TO MOVE INTO THE NEXT SET OF ISSUES. BEN AND THEN MICHAEL BALDINI.

BENJAMIN SCHWENG: A QUICK COMMENT. PARTICULARLY, THE ELECTRIC BIKE RIDERS THESE DAYS REALLY NEEDS BETTER COORDINATION AND TIGHTER SCHEDULING IN TRANSIT. I THINK AS BIKE SPEEDS ARE

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MOVING UP, THE RIDER IS AT THIS POINT OF, IS IT WORTH IT OR IS IT NOT? IF I GO THEN I WAIT 15 MINUTES, IF I DON'T PREDICT THEN MAYBE I SHOULD JUST NOT RIDE AND TAKE TRANSIT. SO I THINK AS THE BIKE SPEEDS ARE MOVING UP AND ARE CAPABLE FOR LONGER DISTANCING IF WE WANT TO BE ABLE TO CAPTURE THAT RIDER TO USE TRANSIT, THEN THEY'RE GOING TO NEED A LITTLE BIT MORE REALTIME INFORMATION AND BETTER CONVERSATION TO -- OR WE'LL LOSE THOSE RIDERS COMPLETELY.

RANDI KINMAN, CHAIR: THANK YOU. MICHAEL BALDINI?

MICHAEL BALDINI: JUST A QUICK QUESTION, CHAIR KINMAN. HAVE WE DONE ANY LETTERS, COLLECTIVELY, AS A COMMITTEE HERE TO SUPPORT DIFFERENT LEGISLATIVE ITEMS? OR IS THAT --

RANDI KINMAN, CHAIR: SO OUR RESPONSIBILITY IS TO REPORT TO MTC, HOWEVER, THAT DOESN'T PRECLUDE ANY OF US FROM ORGANIZING OUR LOCAL GROUPS, TALKING TO OUR LOCAL LEGISLATORS, AND CONTINUING TO PUSH ITEMS ON A LEGISLATIVE BASIS. AS A BODY, WE HAVE NEVER, FOR INSTANCE, WEIGHED IN ON AN ASSEMBLY BILL. RIGHT NOW, I'M HEARING FROM THIS BODY, CURRENTLY, A LOT OF SUPPORT FOR THE BILL, WHICH IS WHAT I WILL REPORT-OUT TO THE BLUE RIBBON TASK FORCE, WHICH WAS -- WILL BE REPORTED OUT TO MTC ITSELF. SO, I WOULD STRONGLY RECOMMEND THAT YOU TALK TO

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YOUR LOCAL GROUPS AND START CONTACTING YOUR LOCAL LEGISLATORS AND MEMBER CHIU STAFF SO THAT YOU'RE ON THEIR LIST.

REBECCA LONG: YOUR COMMENTS JUST REMINDED ME, LETTING THE COMMISSION KNOW THAT YOU ARE IN SUPPORT BECAUSE THEY'RE GOING TO BE CONSIDERING TAKING THIS POSITION NEXT WEDNESDAY.

RANDI KINMAN, CHAIR: AND YOU ALL HAVE COMMISSIONERS THAT YOU CAN PICK UP THE PHONE, THAT'S KIND OF YOUR ROLE HERE, IS TO SPEAK TO YOUR INDIVIDUAL COMMISSIONERS OR, AS A MEMBER OF THIS BODY, AND ADVISE THE ENTIRE COMMISSION. SO I REALLY -- I THINK THAT THE MOST EFFECTIVE THING IS TO RETCH OUT TO THE COMMISSIONERS THAT YOU REPORT -- DON'T REPORT TO, BUT THAT YOU REPRESENT. THANK YOU. REBECCA, GREAT DISCUSSION. AND I'M GOING TO MOVE US ALONG NOW INTO OUR NEXT LEGISLATIVE BATCH. THANKS A LOT REBECCA.

REBECCA LONG: THANK YOU. I'M GOING TO LET GEORGIA TAKE IT FROM HERE. TAKE CARE EVERYONE.

RANDI KINMAN, CHAIR: WELCOME GEORGIA. YOU HAVE TO UNMUTE.

GEORGIA GANN DOHRMANN: HOW LONG I HAVE BEEN ON ZOOM AND I FORGET I HAVE TO UNMUTE GOOD AFTERNOON EVERYBODY I'M GEORGIA GANN DOHRMANN MTC STAFF WORKING ON ALL THINGS FEDERAL RIGHT

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NOW ON THE LEG TEAM. FOR THE SAKE OF TIME, MY -- THROUGH YOU, MY RECOMMENDATION IS THEY REALLY TRY TO FOCUS ON A HIGH LEVEL OVERVIEW OF ALL THE MOVING PIECES IN DC AND THEN DIG INTO THE PRESIDENT BIDEN'S INFRASTRUCTURE PLAN BECAUSE IT'S THE MOST SORT OF TIMELY THING AND THEN OPEN IT UP FOR QUESTIONS. DOES THAT SOUND GOOD?

RANDI KINMAN, CHAIR: YES. HIT THE HIGHLIGHTS, AND THEN --

GEORGIA GANN DOHRMANN: LAST YEAR IS THE YEAR FEDS WERE ALL ABOUT COVID RECOVERY AND COVID RESPONSE AND THIS YEAR THE FEDS ARE ALL ABOUT RECOVERY, ECONOMIC RECOVERY AND RECOVERY FROM MOVING FORWARD FROM THE PANDEMIC. I THINK THE BIGGEST INDICATOR THAT THE FEDS ARE READY TO MOVE THAT DIRECTION WAS PRESIDENT BIDEN RELEASING THE INFRASTRUCTURE PROPOSAL ON MARCH 31ST. JUST A NOTE THAT THE INFRASTRUCTURE PROPOSAL THAT WAS RELEASED WAS REALLY A FRAMEWORK, AND A LOT OF THE DETAILS ARE GOING HAVE TO GET HAMMERED OUT. THAT FRAMEWORK CALLED THE AMERICAN JOBS PLAN IS THE PRESIDENT'S PROPOSE ALLEGE TO REALLY JUMP-START ECONOMIC RECOVERY. AND TO DO THAT WHILE DELIVERING ON SOME OF HIS REALLY BIG CAMPAIGN PROMISES, THE CAMPAIGN PROMISES THAT HE'S WORKING ON DELIVERING IN THAT CONTEXT ADDRESSING THE CLIMATE CRISIS ADDRESSING SOCIO-ECONOMIC INEQUALITY AND JOBS, JOBS, JOBS. THOSE THREE THINGS ARE REALLY SHAPING EVERYTHING THAT HAS BEEN INCLUDED IN THE PROPOSAL THUS

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FAR AND WILL CONTINUE TO BE IN THE ADMINISTRATION'S TOP PRIORITIES WITH WHATEVER, YOU KNOW, WHATEVER -- HOWEVER THE PROPOSAL MUST CHANGE TO MOVE FORWARD. ON CONGRESS'S END, THEY ARE DOING -- SORT OF SPENDING ALL THEIR TIME ON SUPPORTING THE PRESIDENT'S REALLY AMBITIOUS INFRASTRUCTURE AGENDA. THEN AT THE SAME TIME MOVING FORWARD WITH REGULAR ORDER. AND SO REGULAR ORDER, IN THAT THE ITEMS THAT REALLY TOUCH OUR WORLD ARE AROUND ANNUAL SPENDING BILLS. AND THIS YEAR, FOR THE FIRST TIME IN A DECADE, CONGRESS IS BRINGING BACK CONGRESSIONALLY DIRECTED SPENDING OR EAR MARKS IN THEIR ANNUAL SPENDING BILLS, OR TRYING TO DO THAT. THEY HAVEN'T GOTTEN 100% AGREEMENT YET BUT THAT'S THE PLAN. AND THE OTHER THING THAT CONGRESS IS SPENDING REALLY WORKING ON THAT'S IN THE REGULAR CATEGORY IS A MULTI-YEAR SERVICE TRANSPORTATION REAUTHORIZATION. IN AND OF ITSELF CONGRESS ADVANCING A MULTI-YEAR POTENTIALLY MASSIVE GROWTH SERVICE TRANSPORTATION AUTHORIZATION WOULD BE HUGE FOR THE BAY AREA AND SOMETHING THAT WE WOULD BE TRACKING REALLY CLOSELY AND WANT TO MAKE SURE THAT WE ARE DOING EVERYTHING WE CAN FOR THE BAY AREA TO RECEIVE OUR FAIR SHARE AND REALLY SHAPE A TRANSPORTATION BILL TO BE SOMETHING THAT COINCIDES WITH PLANNED BAY AREA'S 2050 GOALS AND THE CHALLENGES THAT GO WITH THAT. KEEP IN MIND THIS'S A BIG DEAL THAT'S HAPPENING AND THAT THERE IS A HUGE OPPORTUNITY THERE. AND AT THE SAME TIME, THE OTHER REALLY BIG DEAL THAT'S HAPPENING, AND IT'S SORT OF A ONCE IN EVERY 5 TO 7 YEAR THING WHICH IS SURFACE

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TRANSPORTATION AUTHORIZATION, THIS INFRASTRUCTURE PACKAGE IS, THE SCALE IT'S PROPOSED AT IS A ONCE IN AN ENTIRE HISTORY OF THE NATION THING, TO GIVE YOU A SENSE OF SCALE OF WHAT THE PRESIDENT'S PROPOSING, THE AMERICAN JOB'S PLAN WOULD BE THREE TIMES AS BIG AS FDR'S NEW DEAL NOT JUST IN EXISTING THERE AMOUNTS BUT IN SCALED THERE AMOUNTS. IT'S ABOUT THREE TIMES BIGGER THAN THE 2009 STIMULUS WAS WHICH AGAIN WAS REGULARLY COMPARED TO THE NEW DEAL. SO, THE PRESIDENT IS REALLY STAKING OUT THAT HE WANTS TO DO -- HAVE BIG MONEY, BIG SPENDING TO DO SOME REALLY BIG THINGS. THE BIG THINGS, CLOSING THE DIGITAL DIVIDE IN THE UNITED STATES. BRINGING HIGH SPEED QUALITY AFFORDABLE BROADBAND TO EVERY AMERICAN. PERIOD. YOU KNOW, REPLACING ALL OF THE HAZARDOUS LEAD PIPES IN THE ENTIRE COUNTRY. UPPING OUR MANUFACTURING TO THE SCALE THAT THE UNITED STATES WOULD BE COMPETING OR ON PAR OR TAKING OVER -- LIKE, WITH CHINA. SO THESE ARE SOME REALLY BIG THINGS THAT THE PRESIDENT IS INTERESTED IN DELIVERING. I THINK THAT IT IS REALLY NOTABLE THAT IN A MARKER OF HOW IMPORTANT TRANSPORTATION IS TO THIS ADMINISTRATION, THAT THE PRESIDENT'S PROPOSING FULLY, A FOURTH OF ALL OF THE SPENDING IN HIS BILL, WOULD GO TOWARDS, SPECIFICALLY, TRANSPORTATION. JUST, YOU KNOW, ON THE HOUSING SIDE, WHICH IS ALSO A REALLY BIG PRIORITY OF THE ADMINISTRATION, HOUSING WOULD GET 10% OF THE FUNDING BROADBAND REALLY BIG AGAIN LIKE THE PRIORITY THE PRESIDENT IS TALKING ABOUT DELIVERING ON WOULD GET LESS THAN 5% OF THE

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OVERALL BILL AGAIN TRANSPORTATION, LARGE-SCALE RESOURCES COMING TO TRANSPORTATION AND WITHIN THAT, THE BAY AREA. AND THE OTHER THING TO JUST -- THEY THINK IS REALLY NOTABLE, BEFORE WE GET INTO SOME OF THE DETAILS IS THAT, EVEN THAT'S -- LIKE, A MASSIVE SCALED PROPOSAL FOR INVESTMENT AND TRANSPORTATION, THE WAY THAT THE ADMINISTRATION SEEMS TO BE APPROACHING TRANSPORTATION INVESTMENT IS TO REALLY PUT A LOT OF RESOURCES TOWARDS A WHOLE LOT OF DIFFERENT PRIORITIES AND A WHOLE LOT OF TRANSPORTATION RELATED GOALS, I GUESS. AND SO THAT MEANS THAT THE PRESIDENT IS NOT PROPOSING TO DO SOMETHING LIKE FIX REALLY -- LIKE A COMPREHENSIVE FIX TO A TARGETED TRANSPORTATION CHALLENGE. LIKE, FIXING ALL OF OUR COUNTRY'S BRIDGES, OR, LIKE, GETTING OUR TRANSIT INFRASTRUCTURE UP TO PAR. INSTEAD OF DOING SOMETHING THAT'S THAT TARGETED AND FOCUSED IT'S REALLY PUTTING RESOURCES TOWARDS EACH OF THOSE -- TOWARDS THOSE BIG THINGS, PUT RESOURCES TOWARDS MORE ACTIVE TRANSPORTATION AND INVESTMENTS IS RESOURCES TOWARDS ELECTRIFYING OUR FLEETS RESOURCES TOWARD THE WHOLE BUNCH OF DIFFERENT GOALS BUT NOT NEARLY ENOUGH TO DELIVER ON THE TYPE OF THING LIKE THE PRESIDENT IS TALKING ABOUT WITH BROADBAND, CLOSING THE ENTIRE FUNDING GAP TO DELIVER ON A BIG PROMISE. I THINK THAT'S THE HIGH LEVEL OVERVIEW. I WOULD LIKE TO WALK THROUGH WITH YOU ALL ON PAGE ON THIS AGENDA ITEM ATTACHMENT A, IF YOU COULD GO TO PAGE THREE, WE HAVE OUTLINED HOW THE WERE PROPOSED AMERICAN JOBS PLAN, LIKE HOW THE PROPOSAL WOULD BREAK

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DOWN THE DIFFERENTIATE TRANSPORTATION POTS OF FUNDING. AND I THINK SOMETHING THAT IS ALSO HELP FOR US TO NOTICE THAT IS VERY ENCOURAGING, TO SEE FROM THE ADMINISTRATION S HOW CLOSELY THE FRAMING AND HOW CLOSELY THE PROPOSED FUNDING DISTRIBUTION ALIGNS WITH PLANNED BAY AREA 2050, THE VALUES AND THE COMPONENTS OF THE TRANSPORTATION ELEMENT OF PLANNED BAY AREA 2050. SO THERE IS JUST, AGAIN, IT'S JUST A HUGE OPPORTUNITY HERE. SO ON THE ELECTRIC VEHICLE SIDE, WHAT I WANTED TO CALL OUT FOR YOU THERE IS THAT IT'S -- IT'S CLEAR, FROM SEEING THE CHART, TO ME, THAT ELECTRIFYING A FLEET IS A HUGE BIDEN ADMINISTRATION PRIORITY. THIS VEHICLE ELECTRIFICATION POT OF MONEY WOULD BE REALLY INTENDED TO GO TOWARDS PUTTING A DOWN PAYMENT ON ELECTRIFYING OUR TRANSIT FLEET AND TOWARDS HUGE INCENTIVES TO CONSUMERS TO BUY THEIR OWN ELECTRIC VEHICLES, AND THEN ALSO TO PUT A DOWN PAYMENT ON CHARGING INFRASTRUCTURE ALL ACROSS THE COUNTRY. SO IT'S SORT OF INTENDED TO BE A BIG CARROT TO THE MANUFACTURES, AND TO THE AMERICAN PUBLIC, AND TO TRANSIT OPERATORS, TO FILL IN THE REST OF THE GAP TO TRANSITION OVER TO ELECTRIC FLEETS, YOU KNOW, IN THE COMING DECADES. ON THE ROADS AND BRIDGES AND PUBLIC TRANSIT SIDE, THAT'S THE SECOND BULK, THE OTHER BIG BULK OF MONEY AND THAT WOULD BE REALLY GOING TOWARDS THE BREAD AND BUTTER TRADITIONAL TRANSPORTATION INVESTMENTS LIKE STATE OF GOOD REPAIR, YOU KNOW, I THINK STATE OF GOOD REPAIR IS A REALLY BIG ONE BUT ALSO JUST MORE TRADITIONAL FLEET EXPANSION BUYING NEW BUSES

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THINGS IN THE BAY AREA THAT WE REALLY THINK ABOUT IN OPERATE AND MAINTAIN SYSTEM PART OF THE PLANNED BAY AREA PART OF THE TRANSPORTATION ELEMENT. AGAIN, INTERESTING, AND GOOD, AND THAT THERE WOULD BE A PRETTY BIG FOCUS ON PASSENGER AND FREIGHT RAIL, AND WITHIN THIS SPACE, THIS IS REALLY, LIKE THE SORT OF CATEGORY WHERE THINGS LIKE HIGH SPEED RAIL, A SECOND TRANSBAY TUBE, GATEWAY -- THE NEW YORK NEW JERSEY GATEWAY PROGRAM, REVAMPING THE CAPITAL CORRIDOR WHERE ALL OF THOSE TYPES OF PRIORITIES COULD GET FUNDED FROM. THE LAST -- TWO OTHER PIECES, I THINK, THAT ARE REALLY PALPABLE TO CALL OUT I THINK LOOKS LIKE A RELATIVELY SMALL AMOUNT ON THIS CHART, BUT IT WOULD BE IN MASSIVE SCALE COMPARED TO WHAT FUNDING FOR TARGETED SAFETY INVESTMENTS AND THE OTHER PIECE IS THAT THE ADMINISTRATION IS PROPOSING A NEW PROGRAM TO REALLY ADDRESS HISTORIC INEQUITIES IN THE TRANSPORTATION SYSTEM SPECIFICALLY FOR TEARING DOWN HIGHWAYS AND REBUILDING TRANSPORTATION INFRASTRUCTURE IN A WAY THAT INTEGRATES AND INCORPORATES THE COMMUNITY. SO WITH THAT I THINK I'LL STOP ON THE DIGGING INTO THE FRAMEWORK AND JUST SHARE THAT, YOU KNOW, THIS IS A FRAMEWORK. A LOT OF DETAILS ARE -- THERE AREN'T MORE DETAILS RELEASED IN LARGE PART BECAUSE THE DETAILS ARE NOT YET HAMMERED OUT. THAT WILL BE THE JOB OF THE ADMINISTRATION AND CONGRESS TO DO OVER THE COMING MONTHS. AND, YOU KNOW WE SEE, AND I SEE A REALLY GOOD OPPORTUNITY FOR MTC AND THE BAY AREA TO BE VERY INVOLVED WITH OUR MEMBERS OF CONGRESS AND WITH THE

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ADMINISTRATION TO FIGURE OUT HOW TO MAKE SURE THAT, AS THE DETAILS GET SHAPED OUT, THAT THEY CONTINUE TO REALLY LOOK LIKE SOMETHING THAT IS CONSISTENT WITH PLANNED BAY AREA 2050 AND THAT WE CAN MAKE SURE TO SHAPE THE THINGS THAT WE NEED TO SHAPE SO THAT WE CAN BRING THE RESOURCES TO US SO WE CAN COMPETE WELL WITH THE REST OF THE COUNTRY. SO THAT IS -- I THINK I TALKED A LITTLE BIT ABOUT NEXT STEPS. A BIG THING FOR YOU ALL IN NEXT STEPS BEFORE WE OPEN IT UP IS THAT CONGRESS HAS NOT SET OUT LIKE A SPECIFIC TIMELINE YET FOR WHEN THEY MIGHT BE SEEKING TO PASS AN INFRASTRUCTURE BILL. I MEAN A LOT OF MEMBERS OF CONGRESS HAVE SAID A LOT OF THINGS, BUT I THINK THE BIGGEST SORT OF THING WE CAN -- TIMELINE WE CAN WORK UNDER IS THAT SPEAKER PELOSI HAS SAID SHE WANTS THE HOUSE TO PASS OUT OF JUST THE HOUSE BY THE END OF JULY, THE PRESIDENT'S INFRASTRUCTURE PLAN. SO THAT MEANS OVER THE NEXT COUPLE OF MONTHS, THE HOUSE, AT LEAST, IS GOING TO BE REALLY BUSY FIGURING OUT, AT LEAST, AGAIN, LIKE, ALL OF THE DETAILS THAT THEY NEED TO FIGURE OUT BEFORE THE HOUSE COULD WORK UNDER THAT TIMELINE. AND THEN THE NEXT PIECE IS THAT, I THINK IT'S REALLY IMPORTANT TO NOTE THAT EVEN WITH DEMOCRATS CONTROLLING THE WHITE HOUSE AND THE SENATE, IT'S JUST WIDELY EXPECTED AND UNDERSTOOD THAT THERE WOULD HAVE TO BE REALLY SUBSTANTIAL CHANGES TO BOTH WHAT THE PRESIDENT HAS PROPOSED AND FOR THE POLICY AND FOR THE PAY FORCE. THE PRESIDENT HAS PROPOSED TO PAY FOR THIS $2.3 TRILLION PLAN BY INCREASING CORPORATE TAXES.

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SO THERE WOULD HAVE TO BE CHANGES ON BOTH OF THOSE ELEMENTS IN ORDER TO SECURE ENOUGH VOTES IN THE SENATE EVEN TO GET THIS BILL PASSED WITH THE MAJORITY OF VOTES. SO LEAVING YOU WITH THIS AS A STARTING POINT. LOTS GOING ON, AND LOTS OF OPPORTUNITY AND I THINK A LOT OF JUST CONSTANT ENGAGEMENT IS GOING TO NEED TO HAPPEN AS THIS GOES THROUGH THE NEXT ITERATIONS. AND AS NEGOTIATED. SO I'LL STOP THERE AND OPEN IT UP.

RANDI KINMAN, CHAIR: THANK YOU. BEFORE WE START CALLING ON PEOPLE, MARTHA AND CYNTHIA, I NEED TO STEP OUT FOR LESS THAN FIVE MINUTES. I'M GOING TO TURN OFF MY SCREEN AND MY MIC, SO IF YOU GUYS COULD HANDLE THE QUESTION AND ANSWER FOR NOW I'LL COME BACK WHEN I'M DONE.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU. MARTHA, I CAN'T SEE EVERYBODY. SO HELP ME WHO IS TO CALL ON. OKAY?

CLERK, MARTHA SILVER: WILL DO, AND FOR THE RECORD ANNE OLIVIA ARRIVED A WHILE AGO. SO SHE IS HERE. FIRST UP IS WALTER WILSON FOLLOWED BY RICK COATES.

WALTER WILSON: HELLO GEORGIA HOUR YOU DOING TODAY. FINALLY SOMEBODY EXPLAINED WHAT ALL THIS MONEY IS ABOUT. I APPRECIATE IT I FEEL A LITTLE BIT BETTER ABOUT IT. I HAVE A QUESTION

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AROUND THE TRANSPORTATION ISSUE YOU SAID BIDEN WANTS TO USE THE ADMINISTRATION TO USE THIS AS AN OPPORTUNITY TO ADDRESS SOME OF THE DISPARITY AND CONTRACTING IN TRANSPORTATION I'M CURIOUS ABOUT THAT BECAUSE THIS IS THE SPACE I WORK IN ACTIVELY DAY AND NIGHT IN SPITE OF ALL THE FEDERAL RULES AND GUIDELINES THE LION'S SHARE OF THE MONEY ENDS UP IN THE HANDS OF THE LARGE COMPANIES THE WHITE OWNED COMPANIES THAT SIGN UNION CONTRACTS. I'M SURE THEY MINORITIES WHO WORK FOR THEM, BUT WE'RE TALKING MINORITIES AND WOMEN AND LGBTQ AND DISABLED VETERAN, THOSE INVOLVED IN THE PROCESS I'M CURIOUS ABOUT MORE INFORMATION HOW THE PEOPLE WORKING IN OUR SPACE CAN BE FULLY INVOLVED WITH IT THAT WOULD BE GREAT, AND I'LL SEND YOU MY INFORMATION SO YOU CAN CONTACT ME. THANK YOU. THIS IS A GREAT REPORT. THANK YOU SO MUCH.

GEORGIA GANN DOHRMANN: YOU'RE WELCOME. POINT OF CLARIFICATION, ARE THE $20 BILLION THAT THE PRESIDENT HAS PROPOSED TO ADDRESS HISTORIC INEQUITIES IN TRANSPORTATION IS FOCUSED ON INFRASTRUCTURE LIKE THAT SPECIFIC POT OF MONEY WOULD BE FOCUSED ON BUILDING STRUCTURE LIKE TEARING DOWN THE HIGHWAY. ONE EXAMPLE YOU ARE PROBABLY FAMILIAR WITH IS THE PROPOSAL IN OAKLAND TO TEAR DOWN OR CAP NIGHT 80. AND THE OTHER PART OF THE ADMINISTRATION THEY HAVE ALLUDED TO IN THE FACT SHEET IS AROUND CONTRACTING AND IN PARTICULAR REALLY INTRODUCING AN INTEREST IN EXPANDING LOCAL HIRE. BUT NONE OF THOSE DETAILS

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HAVE BEEN RELEASED PUBLICLY YET. SO I THINK THAT IS A WAIT-AND-SEE. I'M HAPPY TO FOLLOW UP WITH RANDY AND THE TEAM.

WALTER WILSON: I WANT TO FOLLOW UP THE LOCAL HIRE UNION TALK WE WANT YOU TO WORK FOR US MY POINT WE'RE NOT GOING TO SUPPORT THESE WOMEN MINORITY LGBTQ DISABLED VETS THE LOCAL HIRE GO WORK FOR THE UNION COMPANIES BUT DON'T EXPECT US TO LIFT YOUR COMMUNITY UP BY PUTTING MONEY INTO YOUR COMPANIES THAT STATEMENT SAYS A LOT IN TERMS OF WHERE THIS IS GOING. THANK YOU. I APPRECIATE IT.

GEORGIA GANN DOHRMANN: THAT'S GOOD TO KNOW. I THINK THE ADMINISTRATION IN PARTICULAR IS REALLY, THAT LOCAL -- THAT NONE OF THOSE DETAILS ARE HAMMERED OUT YET SO IF YOU HAVE GOOD IDEAS DEFINITELY WORTH IT TO JOT -- TO WRITE -- TO GET DRAFTED UP AND SENT OVER.

WALTER WILSON: THANK YOU VERY MUCH.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU GEORGIA. WE'RE RUNNING OUT OF TIME AND I WOULD LIKE TO GET AS MANY PEOPLE AS POSSIBLE ASKING QUESTIONS. MARTHA.

CLERK, MARTHA SILVER: DON'T FORGET OUR TIME WAS EXTENDED FOR THE NEXT FEW MONTHS. RICK COATES FOLLOWED BY WENDI.

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RICK COATES: I'M JUST WONDERING IF YOU COULD GIVE ME A SENSE OF THE BALANCE OF SPENDING BETWEEN TRANSIT VERSUS HIGHWAYS. WHAT'S THE MAGNITUDE COMPARISON THERE?

GEORGIA GANN DOHRMANN: THAT IS A GREAT QUESTION. AND IN TYPICAL TIMES THE MAGNITUDE OF TRANSIT VERSUS HIGHWAYS IS 20% TRANSIT, 80% HIGHWAYS, AND IN THIS PROPOSAL IT'S A LOT CLOSER TO 5050. AND IF WE INCLUDE RAIL AS TRANSIT, IT'S WAY CLOSER TO RAIL AND TRANSIT BEING -- I'M TERRIBLE AT MATH OFF THE TOP OF MY HEAD, BUT A LOT MORE RAIL AND TRANSIT THAN HIGHWAYS. SO IT'S A PRETTY BIG SHIFT FROM WHAT'S TYPICAL.

RICK COATES: THAT'S NOURISHING. THANK YOU.

RANDI KINMAN, CHAIR: OKAY FOLKS. I'M BACK. THANK YOU. WENDY AND THEN ADINA.

WENDI KALLINS: YEAH I'M HAVING A HARD TIME OF COURSING OUT WHAT'S IN THERE FOR BIKES, PEDESTRIAN, AND SAFE ROUTES TO SCHOOLS. I'M WONDERING IF YOU -- IS THAT UNDER THE ZERO OR IS IT ON ROADS? OR WHERE DOES IT COME IN?

GEORGIA GANN DOHRMANN: SO IT WOULD BE INCLUDED IN, AGAIN, THESE -- SOME DETAILS HAVE BEEN NOT PUBLICLY RELEASED YET SO I

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CAN'T GIVE YOU SPECIFIC NUMBERS. BUT THERE WOULD BE ABSOLUTELY SOME FUNDING FOR BICYCLE AND PEDESTRIAN, RAILS TO TRAIL INFRASTRUCTURE WITHIN THE ROADS AND BRIDGES CATEGORY SO THAT'S SORT OF THE TYPICALLY HIGHWAY CATEGORY AND MY BEST GUESS IS THAT IT WOULD BE -- THERE WOULD BE RESOURCES THAT WOULD COME -- GO THROUGH THE FEDERAL TRANSPORTATIONAL ALTERNATIVES PROGRAM WHICH FUNDS THE ACTIVE TRANSPORTATION PROGRAM IN CALIFORNIA AND THEN THAT THIS VISION ZERO POT OF MONEY, IT'S PROPOSED $20 BILLION POT OF MONEY WOULD BE ADDITIVE TO THAT.

WENDI KALLINS: ANYTHING SPECIFIC TO SAY FOR SAFE ROUTES TO SCHOOLS?

GEORGIA GANN DOHRMANN: AGAIN THE DETAILS HAVE NOT BEEN MADE PUBLIC BUT MY EDUCATED GUESS WOULD BE THAT NO CONGRESS WOULDN'T REVERT -- WOULDN'T CARVE OUT SAFE ROUTES TO SCHOOL AGAIN THEY HAVE SWITCHED THEIR TUNE ON THAT IN 2012 AND IT DOESN'T LOOK LIKE THEY'RE GOING TO BE, YOU KNOW, GOING BACK IN THAT DIRECTION.

WENDI KALLINS: I KNOW THERE ARE SOME PEOPLE WHO ARE ACTUALLY TRYING TO REINTRODUCE IT AGAIN. THAT MIGHT BE A SEPARATE LEGISLATION THOUGH.

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RANDI KINMAN, CHAIR: THANK YOU. ADINA AND THEN ANNE OLIVIA. UNMUTE YOURSELF. OH, YOU ARE.

CLERK, MARTHA SILVER: SHE HAS TO UNMUTE HER PHONE, TOO. AND I THINK SHE FROZE.

ADINA LEVIN: I GOT IT. YEAH. SO THE -- I'M GLAD THAT MY QUESTION ON THE ROADS VERSUS TRANSIT WAS ALREADY ANSWERED. THE OTHER QUESTION THAT I HAD IS ABOUT A CAPITAL SPENDING AND OPERATING FUNDING AS IT RELATES TO BIDEN'S STIMULUS BILL AND THEN THE REAUTHORIZATION, TRADITIONALLY FEDERAL FUNDING WOULD OFFER CAPITAL AND NOT FOR OPERATIONS FOR A LONG TIME, AND THAT CONTRIBUTED TO A SITUATION ESPECIALLY AFTER THE LAST RECESSION WHERE THERE WAS A LOT OF ERROR MONEY FOR CAPITAL, BUT SERVICE DIDN'T ACTUALLY RECOVER. YOU KNOW, IT TOOK MANY, MANY YEARS AND IN SOME CASES NEVER FULL RECOVERED BECAUSE AGENCIES NEED TO HAVE A LOWER OPERATING BUDGET AND TOOK AWAY SERVICE AND NEVER BROUGHT IT BACK WHICH IS SOMETHING THAT KEPT RIDERSHIP SUPPRESSED AND THE FLEXIBILITY OF FUNDING FOR AGENCIES DURING THE PANDEMIC WAS REALLY HELPFUL IN BEING ABLE TO MAINTAIN SOME SERVICE. SO IS THERE ANY THINKING ABOUT ALLOWING FLEXIBILITY TO BEING ABLE TO MAINTAIN SERVICE? AND FOR FEDERAL OPERATING SUPPORT. THANKS.

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GEORGIA GANN DOHRMANN: THAT'S A GREAT QUESTION. IT'S SOMETHING I HAVE BEEN HEARING -- I HAVE BEEN HEARING THAT QUESTION COME UP A LOT MOSTLY FROM FOLKS IN THE BAY AREA. I'M -- THERE IS NOT ANY PROPOSED OPERATING MONEY IN THE WAY THAT, IN THIS FRAMEWORK FOR TRANSIT. THE FOCUS WOULD BE ON CAPITAL. I HAVE HEARD THE SECRETARY OF TRANSPORTATION SPEAK TO THIS QUESTION, AND, YOU KNOW, ANY WAY THAT AT LEAST CONGRESS AND -- I CANNOT SPEAK FOR ANYBODY, BUT IT SEEMS LIKE THE THINKING FROM FOLKS IN DC AND THE REALITY, IS THAT CONGRESS JUST APPROVED $70 BILLION OF OPERATING FUNDING FOR TRANSIT OPERATORS ACROSS THE COUNTRY, AND THAT'S, YOU KNOW, 50% MORE THAN THE ENTIRE TRANSIT BUDGET FROM THE FIVE YEAR FAST ACT AUTHORIZATION. SO THAT'S NOT SOMETHING THAT THEY HAVE SEEM KEEN ON. THEY SEEM KEEN ON FOCUSING MOVING TOWARDS ECONOMIC RECOVERY WHICH IS KIND OF THE TRADITIONAL CAPITAL FOCUS. THAT'S NOT TO SAY THAT IT SEEMS LIKE THE CONVERSATION IS CLOSED. BUT I THINK THAT IT JUST DOESN'T SEEM TO BE WHERE THEIR HEADS ARE AT RIGHT NOW.

ADINA LEVIN: OKAY. THANK YOU FOR THAT ANSWER.

RANDI KINMAN, CHAIR: THANK YOU. ANNE OLIVIA AND THEN CARLOS?

ANNE OLIVIA ELDRED: THANK YOU CHAIR KINMAN AND THANK YOU FOR THAT FABULOUS REPORT. I WAS REALLY HEARTENED TO HEAR THINGS LIKE GET RID OF ALL THE LEAD PIPES AND ALL THOSE KINDS OF

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THINGS, BUT -- AND I RECOGNIZE THAT A LOT OF THE DETAILS -- PARDON -- THERE IS A LOT OF POLLEN IN THE AIR RIGHT NOW -- I REALIZE A LOT OF THE DETAILS AREN'T WORKED OUT YET BUT A FEW YEARS AGO, I WAS AT THE COUNCIL OF MAYORS AND THEY WERE TALKING ABOUT THE REMOVAL OF LEAD PIPES FROM PUBLIC WATER SYSTEMS, AND THE ENTIRE THING WAS FOCUSED ON HOW DO WE PRIVATIZE PUBLIC WATER SYSTEMS, AND GET IT OUT OF THE HANDS OF THE PUBLIC AND INTO THE HANDS OF THE PRIVATE. AND I WAS MORTIFY BY THIS DISCUSSION. AND SO I'M WONDERING IF YOU HAVE ANY CONCEPT OF THE ADMINISTRATION'S LEANINGS, THAT WAS UNDER OBAMA ON THAT QUESTION. IF YOU THINK THAT THERE IS, LIKE, THIS INFRASTRUCTURE BILL IS A JOINT PUSH FOR PRIVATIZATION, OR IF IT LOOKS LIKE THIS IS PUBLIC FUNDS REINFORCING PUBLIC GOODS? OR IF THERE IS -- OR IF YOU HAVE ANY TAKE ON THAT?

GEORGIA GANN DOHRMANN: I CAN SHARE WITH YOU WHAT IS IN THE WAY THAT THE ADMINISTRATION HAS FRAMED THE WATER INFRASTRUCTURE INVESTMENTS. SO THE PROPOSAL IS TO REPLACE 100% OF THE NATION'S LEAD PIPES AND SERVICE LINES THROUGH INVESTING IN THE EPA DRINKING WATER STATE REVOLVING FUND AND IN WATER INFRASTRUCTURE IMPROVEMENTS FOR THE NATION WHEN -- BASICALLY, THROUGH FEDERAL GRANTS. I DON'T KNOW WHAT THE, YOU KNOW, REST OF THE PLAN AND SORT OF THE FUTURE S WHAT THE THOUGHT IS ABOUT HOW THOSE WOULD BE OPERATED AND WHO WOULD OWN THEM.

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ANNE OLIVIA ELDRED: THANK YOU. DO YOU -- I APPRECIATE ACTUALLY KNOWING THAT ABOUT THE WATER THING. I GUESS I'M WONDERING IF YOU KNOW THAT ABOUT THE TRANSPORTATION. SO IT SEEMS LIKE THE ADMINISTRATION IS MAKING A MOVE TOWARDS PUBLIC IMPROVEMENT AS OPPOSED TO TRANSFER OF OWNERSHIP. DOES THAT SEEM RIGHT? GEORGE --

GEORGIA GANN DOHRMANN: I THINK THAT THE -- WHETHER THE ADMINISTRATION -- THE PROPOSAL FRAMEWORK IS VERY DIFFERENT FROM WHERE THE TRUMP ADMINISTRATION WAS LEANING TOWARDS TRYING TO REALLY FOCUS ON PUBLIC PRIVATE PARTNERSHIPS AND PRIVATE OWNERSHIP OF PUBLIC INFRASTRUCTURE. THAT'S NOT THE FOCUS OF WHERE, THE WAY THAT THE MAJORITY OF THE TRANSPORTATION RESOURCES WOULD BE DISTRIBUTED. I ALSO, YOU KNOW, CANNOT SPEAK TO WHERE THE ADMINISTRATION IS AT ON SUPPORTING P3S, I THINK, THAT'S A LITTLE BIT OF A SEPARATE POLICY FOCUS THAN THIS MONEY INFRASTRUCTURE PACKAGE.

ANNE OLIVIA ELDRED: GREAT. THANK YOU SO MUCH. THAT'S -- IT'S SOMETHING I CARE ABOUT A LOT. BUT, THANK YOU FOR THE ANSWERS.

RANDI KINMAN, CHAIR: THANK YOU. CARLOS AND THEN WENDI.

CARLOS CASTELLANOS THANKS FOR THE PRESENTATION, GEORGIA. AND I WANT TO MAKE A FEW COMMENTS AND THEN ONE QUESTION. FIRST OFF,

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I REALLY -- I THINK THIS IS A GOOD DIRECTION IN TERMS OF THE DEFINITION OF INFRASTRUCTURE BEING EXPANDED, AND I -- YOU KNOW, I THINK THAT, YOU KNOW, INCLUDING HOUSING AND PUTTING MONEY, A GOOD AMOUNT OF MONEY TOWARDS THAT IS A GREAT STEP. I WOULD ALSO WANTED TO POINT OUT THAT THE, I GUESS THE -- WELL, ECHOING WALTER, I JUST WANTED TO PUT A PLUS ONE ON THE CONCERNER AROUND DISADVANTAGED BUSINESSES AND LOOKING AT THIS IN TERMS OF EQUITY IS NOT JUST SIMPLY HAVING LOCAL HIRING OR EVEN DISADVANTAGED COMMUNITY HIRING, BUT REALLY INCLUDING THE BUSINESS BOTH SIDES THAT'S GOING TO BE IMPORTANT AS WE MOVE FORWARD ON THIS LEGISLATION. AND THIRDLY, I WANTED TO ASK ABOUT THE -- WELL, NOT ASK -- THIS IS STILL JUST A COMMENT. IN TERMS OF THE -- TO ME IT'S REALLY IMPORTANT THAT WE FOCUS ON HIGH FREQUENCY BUS AND ON -- AND LET'S SAY TRANSIT NETWORKS, LIKE HEAVY RAIL TRANSIT NETWORKS, AND REALLY LOCATING THE JOBS AND THE HOUSING AROUND THOSE. AND I THINK THAT'S -- WE HAVE BEEN TALKING ALL DAY TODAY ABOUT FARE AND DISTANCE AND ALL -- AND REALLY, THAT'S WHAT WE NEED TO DO IS TRY AND BRING IN MORE AFFORDABLE HOUSING INTO THE AREAS THAT CAN BE SUPPORTED BY TRANSIT AND NOT HAVING PEOPLE OUT DRIVING IN, TWO HOURS, THREE HOURS, TO GET TO A JOB. SO I THINK THAT -- I HOPE THAT THAT'S BEING ADDRESSED SOMEWHAT HERE TOO. AND AGAIN, LESSONS LEARNED THROUGH THE PANDEMIC AND HOPEFULLY WE'RE LEARNING FROM THAT. SO THE ONE QUESTION I DID HAVE, AND THIS IS JUST MORE BECAUSE YOU BROUGHT IT UP AT THE END IN TERMS OF OPPOSITION OR THE

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PUSH BACK AND THE TAXATION BUT I'M CURIOUS DO YOU HAVE AN INSIGHT INTO -- SINCE I MENTIONED THIS IS CAN I HAVE A BROADER DEFINITION OF INFRASTRUCTURE, WHAT DO WE SEE AS THE MAJOR COMPROMISE, STICKING POINTS THAT WE CAN TELL, RIGHT NOW, HEARING BACK FROM THE REPUBLICAN SIDE OR OPPOSITION SIDE, YOU KNOW, PEOPLE WHO ARE NOT COMFORTABLE WITH THE WAY IT'S BEING PUT OUT OTHER THAN THE TAXING PART, IN TERMS OF WHAT'S IN THE BILL BECAUSE I'M HEARING, LET'S SHRINK IT DOWN. YOU KNOW? SO WHAT'S THE SHRINK?

>>GEORGIA GANN DOHRMANN: I'M AWARE OF TIME, BUT I DO WANT TO SORT OF RESPOND TO ONE COMMENT THAT YOU HAVE MADE ABOUT THE, YOU KNOW, ABOUT EXPRESS BUS AND TRANSIT AND HOUSING AND SORT OF ALL OF THE INVESTMENT, I THINK ONE OF THE THINGS IS JUST, YOU KNOW, THAT'S REALLY IMPORTANT FOR US ALL TO BE THINKING ABOUT IS, IN ADDITION WHAT'S THE FEDERAL'S ROLE IN RESOURCES, AND THEN WHAT CAN WE OVERLAY AT THE STATE REGIONAL AND LOCAL LEVEL TO MAKE SURE THAT THE RESOURCES THAT COME CAN HELP ACHIEVE OUR REGIONAL GOALS. RIGHT? SO THE FEDS ARE GIVING RESOURCES FOR HOUSING THAT'S WHAT'S IN THE PROPOSAL AND PROPOSING TO GIVE RESOURCES TO TRANSIT THAT'S GREAT WE DON'T NECESSARILY NEED THE FEDS TO SAY YOU HAVE TO SPEND THOSE TOGETHER TO SUPPORT TOD, SO WE CAN LOOK AT THAT TO SUPPORT THAT'S ONE OF THE THINGS. AND SECOND, I THINK IT'S GOING TO BE INTERESTING BECAUSE -- -- THERE IS NOT A CONSENSUS YET OF,

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THAT ALL DEMOCRATS OF SUPPORTIVE OF THIS AND ALL REPUBLICANS LIKE IT OR VICE VERSUS, IT'S A BIG QUESTION. BUT I'LL SAY SOME OF THE BIG STICKING POINTS THAT I HAVE HEARD OF IS THE PROPOSAL INCLUDES $400 BILLION FOR HOME CARE WORKERS AND I HAVE HEARD THERE IS CONSTERNATION THAT THAT'S TOO BIG OF AN EXTENSION OF ITS INFRASTRUCTURE. AND THEN THERE IS -- YOU KNOW, AND SIMILARLY WITH A LOT OF THE OTHER -- THE OTHER BIG CONCERN -- THAT'S PART OF THE WAY TO LOOK AT THE DIFFERENT CATEGORIES THERE IS A LOT IN THERE FOR WORKFORCE DEVELOPMENT, THERE IS A LOT IN THERE FOR ELECTRIC GRID IMPROVEMENTS AND SOME OTHER THINGS THAT AREN'T NECESSARILY. THERE IS A LOT IN THERE FOR SUPPORTING MANUFACTURING AND I THINK ALL OF THOSE KIND OF CATEGORIES ARE RIGHT FOR OUR TARGETS OF SOME OF THE GROUPS WHO WANT SMALLER -- A SMALLER BILL THAT'S MORE TARGETED ON JUST, YOU KNOW, LIKE, WHAT CAN YOU BUILD TO CREATE A JOB. I THINK THERE IS ALSO REALLY STRONG GROUP THAT IS SAYING WHAT'S REALLY IMPORTANT IS NOT JUST, AM I PUTTING CONCRETE IN THE GROUND BUT ALSO LET ME DEVELOP THE WORKFORCE SO WE HAVE PEOPLE TO DO THE JOBS. SO I THINK THAT'S GOING TO BE A BIG STICKING POINT. THE OTHER BIG THING IS THAT JOE MANCHIN FROM WEST VIRGINIA IS THE IFFY VOTE ON THE SENATE SIDE FOR THE DEMOCRATS THERE IS A LOT OF CLEAN ENERGY AND ELECTRIFICATION AND HE'S FROM A COAL STATE. SO THAT'S A BIG STICKING POINT.

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RANDI KINMAN, CHAIR: I WANT TO REMIND EVERYONE WE'RE ON EXTENDED TIME TODAY AND FOR THE NEXT FEW MONTHS. WITH THAT, WENDI, AND THEN MIKE LOPEZ.

WENDI KALLINS: SORRY. I WAS MUTED. LET ME START AGAIN. I ANSWERED MY QUESTION. SO I WANTED TO PROVIDE FOR THOSE WHO ARE INTERESTED IN WALKING AND BIKING INFRASTRUCTURE, I WENT TO THE SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP LOG, AND IT APPEARS THAT THERE IS SENATE BILL 614, A BILL TO AMEND TITLE 23 TO IMPROVE TRANSPORTATION ALTERNATIVE PROGRAMS, HAS A COMPANION IN THE HOUSING, HR 463. SO I DON'T KNOW IF THIS PRESENTATION IS SIMPLY ON THE ONE BILL, BUT, ARE YOU TRACKING THOSE TWO BILLS AS WELL?

GEORGIA GANN DOHRMANN: WE'RE DEFINITELY TRACKING AND ENGAGED AND SORT OF EVERYTHING RELATED TO THE TRANSPORTATION REAUTHORIZATION. AND ABSOLUTELY. I KNOW THAT THE SAFE ROUTES TO SCHOOL PARTNERSHIP AND KIND OF A WHOLE BIG CONSTITUENCY RAILS TO TRAILS GROUP IN DC IS REALLY INTERESTED IN RECITATION THE TRANSPORTATION ALTERNATIVES PROGRAM. I THINK, YOU KNOW, ONE THING TO LOOK AT IS THAT THE HOUSE, THE HOUSE PROPOSAL FOR THE SURFACE TRANSPORTATION BILL THAT PASSED LAST YEAR, IT'S CALLED HR TWO, OR THE INVESTMENT AMERICA ACT, THAT DID NOT TAKE -- GO THAT ROUTE. SO THAT IS JUST MORE ADVOCACY IS NEEDED IN THAT SPACE.

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WENDI KALLINS: WELL THEY ARE SAYING THAT THE LAST SURFACE TRANSPORTATION BILL WAS THE FACT ACT IN 2015 AND THAT IT'S ABOUT TO EXPIRE SEPTEMBER 2021. SO THERE IS SOME OPPORTUNITIES COMING UP. AND FOR THOSE PEOPLE ON THE BOARD WHO WANT TO LOOK THIS UP JUST GO TO THE NATIONAL SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP AND GO TO THEIR BLOG AND YOU CAN GET THAT INFORMATION.

RANDI KINMAN, CHAIR: THANK YOU. MICHAEL LOPEZ AND THEN VEDA.

MICHAEL LOPEZ: THANK YOU FOR YOUR PRESENTATION. AS I'M LISTENING, IT'S OCCURRING TO ME THAT SOME OF THIS FUNDING IS GOING TO GO TO SHOVEL READY-TYPE PROJECTS, AND I'M RETURN FIGURE THERE IS ANY EXPECTATION AS TO HOW MUCH OF THE MONEY WOULD GO TO THAT IN TERMS OF DOLLARS OR IN TERMS OF PERCENTAGE?

GEORGIA GANN DOHRMANN: I THINK THE TERM SHOVEL READY GOT A BAD RAP AFTER ARA WHEN I SAY BAD RAP I MEAN THE INTENTION OF RESOURCES GOING TOWARDS CREATING JOBS. BUT A LOT OF ROAD PROJECTS THAT WEREN'T NECESSARILY READY GOT FUNDED. SO THIS ADMINISTRATION IS FOCUSING ON SHOVEL READY AND SHOVEL WORTHY, WHICH MEANS THAT THEY HAVEN'T SPECIFIED YET. [LAUGHTER] YOU KNOW, WHAT'S THE TIMELINE. BUT MY UNDERSTANDING IS THAT THERE

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IS GOING TO BE SOME SORT OF AN EMPHASIS ON AT LEAST HAVING SOME OF THE RESOURCES, YOU KNOW, PROBABLY THE BREAD AND BUTTER HIGHWAY AND TRANSIT RESOURCES GET OBLIGATED WITHIN A REASONABLE TIME FRAME. YOU KNOW, A COUPLE YEARS OR SOMETHING LIKE THAT.

MICHAEL LOPEZ: BUT NO TERM, NO PERCENTAGE?

GEORGIA GANN DOHRMANN: NOTHING HAMMERED OUT LIKE ANY TYPE OF PERCENTAGE OR, YOU KNOW, WHAT DOES SHOVEL READY MEAN, NOTHING LIKE THAT.

MICHAEL LOPEZ: CLARIFICATION FOR ME. I READ THE REPORT IT SEEMS THERE WAS ANOTHER FUNDING FOR 3 BILLION -- $3 TRILLION MORE. IS THIS IN TOTAL PROJECT THAT COME TO TRILLION DOLLAR?

GEORGIA GANN DOHRMANN: THIS IS REPORTED NOTHING HAS COME DIRECTLY OUT OF THE WHITE HOUSE BUT THE WHITE HOUSE HAS COMMITTED TO A TWO-PART BIG STRUCTURE JOBS PACKAGE AND THE PUBLIC WORKS FOCUSED INTO THE STRUCTURE PACKET AND THE THINKING THAT THE TOTAL INFRASTRUCTURE WOULD BE 3 TRILLION AND FIRST PIECE IS $2.3 TRILLION AND FOCUSED ON PUBLIC WORKS INFRASTRUCTURE AND THE NEXT PIECE IS SUPPOSED TO BE MORE FOCUSED ON THE PEOPLE INFRASTRUCTURE SO THAT WOULD BE ABOUT 700 MILLION LEFT OVER FOR THE PEOPLE INFRASTRUCTURE SIDE OF

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THE PACKAGE. THE 3 TRILLION HAS BEEN REPORTED IT'S VERY LIKELY THAT SOMETHING DIFFERENT MIGHT COME OUT.

MICHAEL LOPEZ: OKAY. THANK YOU.

RANDI KINMAN, CHAIR: VEDA?

VEDA FLOREZ: THANK YOU FOR THE REPORT. IT'S VERY INTERESTING. THE DISABILITY JUSTICE GROUPS WERE VERY CRITICAL OF THIS BILL SAYING THERE WAS NOT ENOUGH MONEY THAT WAS PUT FORWARD FOR THEM. CAN YOU SPEAK TO THAT BEYOND THE INFRASTRUCTURE IMPROVEMENTS THAT WOULD HELP WITH BROADBAND AND THE LIKE? IS THERE ANYTHING THAT SPECIFICALLY IS DESIGNATED FOR THE DISABILITY COMMUNITY, DISABLED COMMUNITY? AND SECONDLY I'M WONDERING ABOUT BICYCLE ROUNDABOUTS, THERE ARE ANY FUNDING FOR BICYCLE ROUNDABOUTS TO MAKE IT SAFER ON THE STREETS? SORT OF ON THE LINE WHAT WENDI WAS TALKING ABOUT? TO INCREASE OUR STREET BEDS.

GEORGIA GANN DOHRMANN: I HAVE HEARD THAT WITHIN THE TRANSPORTATION $571 BILLION THAT'S CLASSIFIED FOR TRANSPORTATION, THAT A PORTION OF THAT WOULD BE FOCUSED ON OR TARGETED TOWARDS ADA COMPLIANCE, BUT I -- YOU KNOW, I DO NOT HAVE THAT PUBLICLY. DON'T HAVE THAT -- I DO NOT HAVE THE THERE AMOUNT YET OR I DO NOT HAVE ANY OTHER DETAILS ON THE THAT YET

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OTHER THAN THAT'S WHAT I HAVE HEARD. SO YOU KNOW AGAIN THAT'S ONE OF THE "MORE DETAILS TO COME" PIECE. AND THE SECOND QUESTION ABOUT BICYCLE ROUNDS ABOUT. THE WAY THAT THE FEDERAL, THE WAY THIS PROPOSAL IS STRUCTURED IS THERE WOULD BE RESOURCES FOR MULTI-MODAL INFRASTRUCTURE AND BICYCLE AND PEDESTRIAN BICYCLIST GREEN INFRASTRUCTURE AND SPECIFICALLY WHAT THAT LOOKS LIKE TO LOCAL REGIONS AND STATES THAT RECEIVE THE MONEY. I THINK THAT ONE POT OF MONEY THAT IS PARTICULARLY, YOU KNOW, OF INTEREST TO A LOT OF FOLKS IN THE BAY AREA IS THIS SAFE STREETS FOR ALL OR VISION ZERO TARGETED GRANT. BECAUSE IT WOULD BE, YOU KNOW, IT'S PROPOSED BASED ON SOMETHING THAT'S VERY FLEXIBLE THAT, YOU KNOW, FOLKS WITH ADOPTED VISION ZERO POLICIES COULD APPLY FOR AND THEY WOULD BE ABLE TO UTILIZE IT TO ADDRESS SORT OF A WHOLE RANGE OF SAFE STREETS CHALLENGES.

VEDA FLOREZ: WELL THANK YOU VERY MUCH FOR THE EXPLANATION. I APPRECIATE T.

RANDI KINMAN, CHAIR: ANY PUBLIC COMMENTS MARTHA? THERE ARE ANY ATTENDEES? RAISE YOUR HAND OR DIAL STAR NINE.

CLERK, MARTHA SILVER: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED AND THERE WAS ONE CORRESPONDENCE RECEIVED ON

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1 THIS ITEM FROM RICK COATES IT WAS POSTED ONLINE AND
2 DISTRIBUTED TO COUNCIL MEMBERS.
3
4 **RANDI KINMAN, CHAIR:** I'LL ADD MY COMMENTS TO THIS. WHERE I SEE
5 THE POTENTIAL FOR CUTS IS IN THE HOME CARE, WHICH REALLY IS
6 PUTTING BLINDERS ON TO THE AGING POPULATION OF THE BOOMERS WHO
7 ARE JUST NOW HITTING THE AGE WHERE HOME CARE IS GOING TO BE AN
8 ISSUE, AND IF THE PANDEMIC HAS TAUGHT US ANYTHING T IS THAT WE
9 ARE COMPLETELY UNDER RESOURCES WITH HEALTH CARE FACILITIES
10 THAT WOULD ACCOMMODATE ANYBODY WHO IS NOT AGING IN PLACE AT
11 HOME. SO, I HOPE EVERYBODY JUST KEEPS THROWING COVID AT PEOPLE
12 AS AN EXAMPLE OF WHY HOME CARE IS GOING TO BE A NECESSARY
13 FACTOR. BECAUSE WE DISCOVERED -- OR WE -- NOT ME -- BECAUSE I
14 KNEW THIS A LONG TIME AGO. THE DEFICIENCIES IN OUR CURRENT
15 SYSTEMS OF HEALTH CARE, AS FAR AS BOARDING CARE FACILITIES,
16 NURSING FACILITIES, WE HAVEN'T BEEN FUNDING THOSE. WE HAVEN'T
17 BEEN FUNDING THE WORKERS AND THE SAME THING GOES FOR CHILD
18 CARE. I KNOW THAT THAT'S AN EASY TARGET FOR PEOPLE TO LOOK AT,
19 BUT WE DON'T REBUILD AN ECONOMY WITHOUT CHILD CARE, AND THAT
20 HAS BEEN A REALLY BAD STICKING POINT. I'M REALLY EXCITED TO
21 SEE A LOT OF THIS, A LOT OF THIS STARTING TO FLESH OUT.
22 BECAUSE IT FEELS LIKE JOBS. IT FEELS LIKE PUTTING PEOPLE TO
23 WORK. AND MY FATHER WAS ONE OF THOSE PEOPLE WHO JOINED THE 3CS
24 BECAUSE THERE WAS NO JOBS IN HAS COMMUNITY, IN INDIANA A YOU
25 COULDN'T EVEN GET A COAL JOB WHERE HE LIVED, AND THOSE JOBS

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WEREN'T JUST MAKE WORK. WE BUILT OUR NATIONAL PARK SYSTEM ON THOSE WE BUILD OUR INFRASTRUCTURE ON THOSE SO CREATING A NEW INFRASTRUCTURE IS REALLY EXCITING. I CAN ALSO SEE SOME WIGGLE ROOM IN THE UNDERSERVED COMMUNITIES FOR SOME OF THE ISSUES THAT WE HAVE BEEN DISCUSSING BECAUSE THAT SEEMS LIKE A BIG BUCKET OF MONEY BUT TO ME THAT REPRESENTS AN ADDITIONAL BUCKET OF MONEY THAT CAN SERVE OUR POPULATIONS THAT HAVE BEEN NEGLECTED OR WHO HAVE NOT BEEN THOUGHT OF AND ADD THOSE BIKE TRAIL FACILITIES FOR THEM. ADD SAFER ROUTES TO SCHOOL IN COMMUNITIES WHERE THERE ISN'T A SAFE ROUTE TO SCHOOL. SO, I SEE A LOT OF HOPE IN THIS. THAT'S JUST KIND OF -- AND I'M REALLY INTERESTED IN SEEING HOW THE TWO SYSTEMS OF PUSHING ELECTRIC VEHICLES, AND AT THE SAME TIME PUSHING OUR ELECTRIC GRID. TO ME, THAT'S A BRILLIANT WAY OF LOOKING AT IT. BECAUSE I DON'T THINK THAT ANYBODY CAN SAY THAT WE'RE GOING TO BE ABLE TO PUSH ELECTRIC VEHICLES IF WE DON'T ACTUALLY HAVE THE ABILITY TO DELIVER ELECTRICITY. AND I'M LOOKING AT YOU PG&E. SO, I'M REALLY EXCITED ABOUT SOME OF THIS. AND I CAN'T WAIT TO SEE SOME OF IT FLESHED OUT. ARE THERE ANY MORE COMMENTS FROM THE COUNCIL ON THIS? SO UNDER THIS ITEM, I DO WANT TO SEE THAT THIS WAS A COMBINED A.B. 629, AND IN THE FEDERAL UPDATES, I WANTED TO CIRCLE BACK TO MICHAEL BALDINI'S QUESTION ABOUT HOW WE PUSH FORWARD AS A COUNCIL. WE DO AND CAN PASS MOTIONS TO SUPPORT LEGISLATION THAT CAN BE TAKEN IS PUT IN WRITING, AND SENT TO THE COMMISSION. SO THAT IS ONE THING THAT WE ARE

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CAPABLE OF DOING. AND I KNOW THAT RICH OFFERED TO MOVE TO SUPPORT 629. SO I JUST WANTED TO NOT -- I WANT TO CORRECT ANY IMPRESSIONS THAT I GAVE THAT WE DON'T HAVE THE ABILITY TO DO THAT. WE JUST HAVE NEVER -- LIKE, WE HAVE NEVER GONE TO SACRAMENTO. SO BUT WHAT I WILL BE TAKING FORWARD IN MY REPORT TO BOTH THE COMMISSION AND THE BLUE RIBBON TASK FORCE IS OUR SUPPORT FOR 629. BECAUSE I HEARD A LOT OF IMPLEMENTATION QUESTIONS I DIDN'T HEAR A LOT OF, "THIS IS A REALLY BAD IDEA" STATEMENTS. THAT WILL BE CARRIED FORWARD STRONGLY AND I WANT TO REITERATE THAT YOUR VOICES NEED TO BE PUSHED INTO THAT MIX. RICH?

RICHARD HEDGES: YES, I WOULD BE HAPPY IF YOU WANT THE FORMAL SUPPORT OF US TO MAKE THAT MOTION TO SUPPORT 629.

RANDI KINMAN, CHAIR: I'M GOING TO TAKE THAT AS A MOTION. IS THERE A SECOND?

VEDA FLOREZ: FLOREZ SECOND.

RANDI KINMAN, CHAIR: VEDA SECONDS. IS THERE ANY DISCUSSION ON THE MOTION?

CLERK, MARTHA SILVER: RICH AND RICK HAVE THEIR HANDS RAISED.

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RANDI KINMAN, CHAIR: RICH HEDGES AND THEN RICK COATES.

RICHARD HEDGES: THAT WAS JUST TO MAKE A MOTION. I'LL LOWER IT.

RANDI KINMAN, CHAIR: RICK COATES?

RICK COATES: NOT SURE WE KNOW WHAT WE'RE VOTING ON YET BECAUSE A LOT OF THE DETAILS HAVE NOT MATERIALIZED. I WOULD BE IN FAVOR OF THE PROCESS, BUT WHETHER I WOULD SUPPORT THE ACTUAL LEGISLATION WOULD DEPEND ON WHAT IT ACTUALLY LOOKS LIKE.

RICHARD HEDGES: IF I COULD RESPOND, SUPPORT AS AMENDED.

RANDI KINMAN, CHAIR: SO THE MOTION IS TO SUPPORT THE ONGOING FORMATION OF 629. IS THAT?

RICHARD HEDGES: YES.

RANDI KINMAN, CHAIR: THAT'S THE CLARITY. IS THAT WHAT YOU'RE LOOKING FOR, RICK COATES? NOT THE FINE GRAINED DETAILS. BECAUSE WE CAN ALSO -- OKAY. SO, BECAUSE WE CAN ALSO, NEXT MONTH, IF SOMETHING GETS THROWN IN THERE, LIKE WE'RE GOING TO REQUIRE POGO STICKS AT EVERY, YOU KNOW, WE'RE GOING TO REQUIRE SOMETHING CRAZY IN THIS BILL, WE CAN PULL THAT BACK AND HAVE ANOTHER VOTE?

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RICHARD HEDGES: IF I MIGHT CLARIFY MY MOTION?

RANDI KINMAN, CHAIR: PLEASE.

RICHARD HEDGES: IT SAYS IN THE DETAILS, SUPPORT IF AMENDED. AND THAT IS MY MOTION.

RANDI KINMAN, CHAIR: THANK YOU.

RICHARD HEDGES: OUR REPRESENTATIVES SAID THAT THE WANTED TO FINE TOWN IT AS IT GOES ALONG. AND SO AT THIS POINT, I WOULD LIKE TO SUPPORT IT. IF IT CHANGES TO SOMETHING WE DON'T LIKE, THEN WE CAN WITHDRAW THAT.

RANDI KINMAN, CHAIR: OKAY.

VEDA FLOREZ: AND YES THAT IS MY SECOND.

CLERK, MARTHA SILVER: IS IT SUPPORTING SEEK AMENDMENT TO BE IN LINE WITH WHAT WENT THROUGH AT THE LEGISLATION COMMITTEE?

RICHARD HEDGES: YES.

CLERK, MARTHA SILVER: OKAY.

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VEDA FLOREZ: AGREED.

RANDI KINMAN, CHAIR: OKAY. SO WE HAVE CLARIFIED THAT. ADINA? UNMUTE YOURSELF.

ADINA LEVIN: TWO VERY DIFFERENT COMMENTS HERE. ONE IS THAT A REASON TO SUPPORT, INCLUDING A REASON TO SUPPORT WITH AMENDMENT IS TO HELP IT GET OUT OF COMMITTEE AND MOVE IT FORWARD. IF YOU WAIT THEN YOU LOSE THAT LEVERAGE TO HELP IT GET THROUGH COMMITTEE AND MOVE. I WOULD BE STRONGLY IN SUPPORT OF THAT, BUT THE MTC PRINCIPLES SAYING WE SUPPORT THIS AND WE WANT TO HAVE MTC SERVE AS THE NETWORK MANAGER, I THINK THAT IS PREMATURE. I THINK THAT THERE IS MORE THAN ONE WAY TO HAVE A NETWORK MANAGER ENTITY. THERE IS MORE WORK THAT THE BLUE RIBBON TASK FORCE IS DOING, AND THAT THERE MIGHT BE A BUSINESS CASE STUDY ABOUT STUDYING OPTIONS FOR HOW TO DO IT. SO I WOULD BE PRETTY UNCOMFORTABLE WITH AND NOT VOTE FOR ENDORSING THAT PROPOSAL FOR HOW THE NETWORK MANAGEMENT ENTITY SHOULD BE SUITE UP IN THIS MOTION.

RANDI KINMAN, CHAIR: THOSE PRINCIPLES HAVE NOT BEEN INCLUDED WITH A.B. 629. SO THAT'S OFF THE TABLE. SO WE'RE ONLY VOTING ON WHAT CHIU HAS PUT TOGETHER SO FAR, NOT ON THE PRINCIPLES.

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OKAY. ARE THERE ANY OTHER QUESTIONS? IF NOT, CAN WE HAVE A ROLL CALL VOTE, PLEASE?

CLERK, MARTHA SILVER: [ROLL CALL VOTE].

RANDI KINMAN, CHAIR: THANK YOU VERY MUCH. THANK YOU FOLKS FOR THAT. THANK YOU TO STAFF. THE LEG PORTIONS OF OUR MEETINGS ARE ALSO -- ARE ALWAYS SOME OF THE MOST INTERESTING THINGS. IT'S GREAT DISCUSSIONS AND I LOOK FORWARD TO SEEING MORE OF THIS COME FORWARD. WITH THAT, WE WILL MOVE FROM ITEM EIGHT TO ITEM NINE, THE STAFF LIAISON REPORT.

MARTI PASCHAL: GOOD AFTERNOON MARTI PASCHAL COUNCIL, I DON'T HAVE ANYTHING TO ADD. I AM LOOKING FORWARD TO CHAIR KINMAN'S QUIZ.

RANDI KINMAN, CHAIR: THERE WILL BE A QUIZ SOME DAY. I AM GOING RANDOMLY THROW OUT A QUIZ TO PEOPLE. THANK YOU. WITH THAT WE'RE GOING MOVE INTO COUNCILMEMBER REPORTS. MEMBERS OF THE COUNCIL MAY REPORT ON LOCAL RELEVANT -- OH, I DID NOT ASK IF THERE IS ANY PUBLIC COMMENT ON THE STAFF LIAISON REPORT.

CLERK, MARTHA SILVER: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

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RANDI KINMAN, CHAIR: THANK YOU. COUNCILMEMBER REPORTS? MEMBERS OF THE COUNCIL MAY REPORT ON LOCAL RELEVANT ISSUES OR EVENTS. DOES ANYBODY HAVE -- OKAY. ADINA AND THEN RICH HEDGES. ADINA, UNMUTE.

ADINA LEVIN: I ACTUALLY HAD A QUESTION ABOUT THE AGENDA WHERE ON, THERE WILL BE ON THE LEGISLATIVE UPDATE, THERE WAS ITEM THREE OVERVIEW OF AMERICAN RESCUE PLAN AND ITS IMPACT ON THE REGION. AND I HAVE HEARD SECOND HAND THAT THERE WAS SOME DISCUSSION ABOUT THE -- THAT FUNDING, AND THE TIMING OF THE FUNDING AT PROGRAMMING AND ALLOCATIONS TODAY, AND WAS HOPING TO GET AN UPDATE ON THAT; AND THAT AGENDA ITEM, DID YOU I DIDN'T HEAR IT. DID I MISS THAT OR IS THAT SOMETHING THAT WAS GOING TO BE IN THAT AGENDA ITEM?

RANDI KINMAN, CHAIR: IT WAS DISCUSSED AT PROGRAMMING AND ALLOCATIONS TO THE -- IT'S MONEY NOT -- ARE YOU TALKING ABOUT THE MONEY NOT IN HAND?

ADINA LEVIN: YEAH. THAT WAS FROM THE MOST RECENT RELIEF FUNDING THAT MTC HAS NOT YET ALLOCATED AND WILL BE GOING THROUGH A PROCESS TO ALLOCATE IT.

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RANDI KINMAN, CHAIR: THEY'RE STILL GOING THROUGH THAT PROCESS. SO DON'T SEE -- OR IS THERE STAFF THAT CAN ANSWER ANY CLEARER THAN THAT.

THERESA ROMMELL: THIS IS THERESA ROMMEL. IT WAS ON THE AGENDA I DON'T KNOW IF IT WAS DISCUSSED IN DETAIL BUT IT WAS ALSO DISCUSSED AT THE PROGRAMMING AND ALLOCATIONS COMMITTEE AS A RESULT OF SOME PUBLIC COMMENT ON ONE OF THE ITEMS THERE. AND THERESE MCMILLAN SPOKE TO OUR INTENTION TO BRING AN ITEM IN MAY, PROVIDING SOME PRINCIPLES, FRAMEWORK, ET CETERA, FOR THE DISTRIBUTION OF THOSE FUNDS. THERE IS LIKELY TO BE MORE WORK BEING DONE IN JUNE ON THAT TOPIC, AND THEN WE DON'T KNOW FOR SURE. BUT WE ANTICIPATE A DISTRIBUTION SOMETIME IN THE SUMMER TIME. BUT AN INITIAL DISTRIBUTION. BUT AGAIN IN MAY, WE HOPE TO BRING FORWARD A PROPOSAL FOR DISCUSSION THAT INCLUDES, YOU KNOW, MAYBE HOW MANY TRANCHES OF FUNDING THERE WILL BE, THE SIZING OF EACH TRANCHE ET CETERA, SO MUCH MORE DISCUSSION TO COME, AS THERESE MENTIONED IN HER COMMENTS AT PAC WE JUST FINISHED THE DISTRIBUTION OF CRRSAA A MONTH AGO AND WE WOULD LIKE TO TAKE AS MUCH TIME AS WE CAN TO FIGURE OUT HOW THE RECOVERY IS GOING BEFORE WE LET THE FUNDING OUT OF OUR HANDS TOO QUICKLY BECAUSE THINGS COULD OBVIOUSLY CHANGE SIGNIFICANTLY AND WE WANT TO MAKE SURE THAT WE HAVE THE FUNDING TO PROVIDE THE OPERATORS THE SUPPORT THAT THEY NEED FOR THE LONGEST PERIOD OF TIME THAT WE CAN.

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ADINA LEVIN: UH-HUH.

RANDI KINMAN, CHAIR: AND THERE WAS NO OBJECTION TO THAT AT THE MEETING. EVERYBODY WAS VERY COMFORTABLE WITH THAT APPROACH WAS MY OBSERVATION. SO WE WILL BE HEARING MORE ABOUT THAT COMING UP.

ADINA LEVIN: OKAY THAT WILL BE A SUBSTANTIVE ITEM TO TALK ABOUT THERE IS AN INTENTION RANGING FROM WANTING TO STRETCH THE MONEY OUT AS LONG AS POSSIBLE GIVEN THE RANGE OF POSSIBILITIES VERSUS WANTING TO RESTORE SERVICE AS FAST ASIDE POSSIBLE FOR A CONVERSATION AT A LATER DATE.

RANDI KINMAN, CHAIR: THAT WAS OF THE CONVERSATION AT THE PROGRAMMING AND ALLOCATIONS, THE PEOPLE REPRESENTING WHO SIT ON THOSE BOARDS WERE COMFORTABLE WITH THE FACT THAT THEY WERE FUNDED THROUGH THE FISCAL YEAR AND HAD THE ABILITY TO DO WHAT THAT I WANT TO DO SO YES THERE COULD BE CONTENTION BUT NOBODY IS IN THE BUSINESS OF GOING THROUGH A COMPLETE STRUCTURAL COLLAPSE OF THEIR AGENCY. SO, I THINK WE'RE PAST -- HOPEFULLY WE'RE PAST THAT.

THERESA ROMMELL: I DON'T KNOW THAT WE'RE PAST THAT FOR FISCAL YEAR '22. I THINK SOME TRANSIT OPERATORS MIGHT DISAGREE THEY

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COULD ALL GET THROUGH FISCAL YEAR '22 I DON'T THINK THEY CAN. I THINK SOME OF THE ISSUE WAS THAT THERE WAS SOME URGENCY TO INFORM THE TRANSIT OPERATOR BUDGETS AS SOON AS POSSIBLE, AS THEY ARE GOING TO BE PREPARING THEIR FISCAL YEAR '22 BUDGETS AND I CAN TELL YOU WE'RE ALL AWARE OF THAT NEED TO PROVIDE SOME SURETY FOR THE BUDGET PROCESS AND WE'RE IN CONSTANT COMMUNICATION WITH THE OPERATORS AS WELL ON THAT TOPIC SO I THINK IT WILL BECOME MUCH MORE CLEAR IN MAY WHEN WE BRING SOMETHING FORWARD TO THE PROGRAMMING AND ALLOCATIONS BUT WE ALSO BELIEVE THAT WILL BE IN TIME TO INFORM OPERATORS FOR THEIR BUDGETING PROCESS AS WELL.

RANDI KINMAN, CHAIR: YEAH, AND I WAS ONLY TALKING ABOUT THROUGH '21.

THERESA ROMMELL: [LAUGHTER] YEAH. WE STILL HAVE THE PROBLEM FOR '22

RANDI KINMAN, CHAIR: OKAY. RICH HEDGES AND CYNTHIA.

RICHARD HEDGES: I APOLOGIZE FOR HOLDING YOU HERE LONGER BUT THIS IS IMPORTANT. THE TRANSPORTATION AUTHORITY IN SAN MATEO DID A SUPPORT ON SCOTT WIENER'S BILL, SENATE BILL 339 WHICH IS A TAX ALTERNATIVE PILOT FOR THE GAS TAX. I ACTUALLY TOOK PART IN THAT IN THE BEGINNING WHERE I PUT A LITTLE DEVICE IN MY CAR

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THAT CLOCKS MY MILEAGE, NOT WHERE I HAVE BEEN, BUT JUST HOW MANY MILES I DRIVE. A PHONY CREDIT CARD WAS SETUP, AND SOME MONTHS I WOULD HAVE TO PAY A LITTLE ADDITIONAL TO THE GAS TAX. OTHER TIMES, MONTHS, IT WAS MONEY REFUNDED. THEY WERE TRYING TO SEE, MONTH OTHER THINGS, HOW THEY CAN SYNC IT TO THE GAS TAX. I THINK THIS IS AN IMPORTANT EQUITY ISSUE. WHEN SOMEONE PULLS INTO A STATION TO PURCHASE FUEL, THERE IS NO ALTERNATIVE TO PAYING THE FULL GAS TAX. IF WE IMPLEMENT SOMETHING LIKE THIS, PEOPLE CAN ACTUALLY APPLY FOR A REDUCTION, JUST LIKE WITH THE CLIPPER CARD OR JUST LIKE WITH THE TRANSPONDERS THEIR ECONOMIC STATUS. I LIKE THIS, NOT ONLY BECAUSE IT CORNERS THE ELECTRIC CARS TO HELP THEM PAY, MANY OF THEM HEAVIER THAN GAS PROPELLED AUTOMOBILE WHO IS DO MORE DAMAGE OVER TIME TO THE LOCAL FREEWAYS AND STREETS I THINK WE SHOULD HEAR THIS AT THE EQUITY AND ACCESS COMMITTEE SO PEOPLE WILL UNDERSTAND WHAT IT IS AND IT'S NOT A PRIVACY ISSUE BECAUSE YOU'RE MILEAGE IS ALL THAT'S REPORTED AND YOUR CURRENT MILEAGE IS REPORTED TO THE STATE OF CALIFORNIA WHICH HAS ACCESS BY YOUR INSURANCE COMPANIES WHEN YOU GET YOUR SMOG TEST DONE.

RANDI KINMAN, CHAIR: RICH I'M GOING TO ASK THAT STAFF SETUP EITHER WITH THE EQUITY AND ACCESS OR LEG STAFF COME BACK TO US ON THAT.

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RICHARD HEDGES: AND MY WIFE AND I WERE BOTH IN THE TRIAL PROJECT, WE FOUND IT QUITE EASY. WE HAVE NEW ENOUGH CARS EVEN THOUGH THEY'RE OLD, THAT YOU PLUG INTO THEM JUST LIKE YOU DO WITH THE SMOG TEST, WITH THIS DEVICE.

RANDI KINMAN, CHAIR: OKAY. SO THAT WILL BE A FUTURE AGENDA ITEM. I HAVE CYNTHIA AND THEN TERRY SCOTT AND THIS IS -- WE'RE STILL ON LOCAL RELEVANT ISSUES AND EVENTS.

CYNTHIA L. MURRAY, VICE CHAIR: I JUST WANTED TO MAKE SURE EVERYBODY GOT THE E-MAIL ABOUT THE SUMMER ACADEMY FOR HIGH SCHOOLERS THAT MTC AND ABAG AND THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT AND BCDC ARE JOINTLY PUTTING ON FOR THIS SUMMER. THE DEADLINE IS APRIL 25TH. SO IT'S COMING UP REALLY QUICKLY. WE'RE TRYING HARD TO REACH OUT TO GET UNDERSERVED COMMUNITIES, STUDENTS IN UNDERSERVED COMMUNITIES TO JOIN IN, AND EVERYTHING WILL BE DONE REMOTELY. IT'S A GREAT OPPORTUNITY, AND I THINK WE HAVE PUT TOGETHER A REALLY GOOD PROJECT HERE, THAT'S LIKE A DEMONSTRATION PROJECT FOR WHAT WE CAN DO IN THE COMING YEARS. SO I HOPE EVERYBODY GOT THE E-MAIL. IF NOT, WE CAN MAKE SURE YOU GET IT THROUGH KY-NAM, BUT IT'S A FRAME PROGRAM. PLEASE, PLEASE, SEND US THE STUDENTS FROM THOSE UNDERSERVED COMMUNITIES SO IT REALLY ACHIEVES THE PURPOSE THAT IT WAS DESIGNED TO DO.

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CLERK, MARTHA SILVER: THE E-MAIL WAS DISTRIBUTED TO ALL COUNCIL MEMBERS.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU MARTHA.

RANDI KINMAN, CHAIR: THANK YOU. TERRY SCOTT AND THEN RICK COATES? UNMUTE YOURSELF.

TERRY SCOTT: THANK YOU RANDI. FIRST OF ALL, I JUST WANTED TO LET FOLKS KNOW THAT WE HAVE FREE TURNAROUNDS PROPOSED, AND I BELIEVE APPROVED FOR HIGHWAY 29 RUNNING NORTH OR SOUTH TO NORTH IN NAPA COUNTY. AND THOSE TURNAROUNDS WOULD BE BUILT AT HIGHWAY 29 AT SOSCOL AVENUE, HIGHWAY 12 AND HIGHWAY 29, AND AT RUTFORD ROAD ON HIGHWAY 29. AND THIS WILL GREATLY BENEFIT HOPEFULLY NOT ONLY OUR RESIDENTS BUT OUR FOUR PLUS MILLION VISITORS A YEAR ONCE THEY START COMING AFTER THE PANDEMIC. AND LIKEWISE, WE HAVE APPROVED AND OKAYED RIGHT OF WAYS FOR OUR BICYCLE PATH FROM THE CITY OF ST. HELENA NORTH TO THE CITY OF CALISTOGA, NOW WE ALREADY HAVE THAT THROUGH NAPA NORTH SO THIS WILL BE THROUGH THE MAJORITY OF OUR COUNTY.

RANDI KINMAN, CHAIR: THANK YOU. RICK COATES.

RICK COATES: YESTERDAY MORNING, I BELIEVE IT WAS A SENATE TRANSPORTATION COMMITTEE, OUT OF THE STATE COMMITTEE, PASSED

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OUT OF COMMITTEE THE BILL BY SENATOR MIKE MCGUIRE FOR THE GREAT REDWOOD TRAIL WHICH IS IMPORTANT IN A NUMBER OF ASPECTS. FIRST OF ALL, THE TRAIL IS A MULTI- USE TRAIL FROM SAUSALITO ALL THE WAY TO EUREKA HUGE UNDERTAKING WHAT IT DOES IS TRANSFERS PART OF THE ORIGINAL RAIL RIGHT OF WAY TO SMART FROM I BELIEVE IT'S TO CLOVERDALE AND THEIR OWNERSHIP NOW, AND THE PLACES THE REST OF THE RAIL LINE ALL THE WAY TO EUEREKA AND RAIL BANKING SO IT CAN BE USED AS A TRAIL THE CONTROVERSIAL PART OF IT BESIDES THE PRICE TAG IS THE RAIL BANKING QUESTION WHICH MANY BELIEVE IT WILL ACTUALLY PRECLUDE IT FROM EVER BEING USED AS A RAIL AGAIN, PARTICULARLY THERE WAS AN INTEREST IN FREIGHT RAIL FROM WITTITS SOUTH. SO JUST AWARENESS ON THAT. AND I THINK THERE IS AN OPEN HOUSE SCHEDULED ON THAT BY SENATOR MCGUIRE IF YOU GO ON THE WEB SITE.

RANDI KINMAN, CHAIR: VEDA?

VEDA FLOREZ: HI. I WANT TO REMIND EVERYONE THAT HIGHWAY 37 TOWN HALL MEETING WILL BE HOSTED BY SENATOR MIKE MCGUIRE BILL DODD SUPERVISORS JUDY ARNOLD AND DAVE RABBIT TOMORROW. THIS IS WHAT RICK JUST MENTIONED APRIL 15TH AT 6:00 P.M. THIS IS AVAILABLE AND YOU CAN GO TO MIKE MCGUIRE'S WEB SITE FOR MORE INFORMATION. I KNOW IT IS BEING POSTED ON MANY LOCATIONS BUT IT'S EASY TO GO TO MIKE MCGUIRE AND FIND MORE INFORMATION ON THAT EVENT THAT'S TOMORROW AT 6:00 P.M.

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RANDI KINMAN, CHAIR: THANK YOU. AND I BELIEVE MARTI MAY HAVE INCLUDED IT IN HER STAFF REPORT BUT I'M BURIED IN PAPER RIGHT NOW.

MARTI PASCHAL: I CAN SEND IT OUT THIS EVENING AS WELL TO THE ENTIRE COUNCIL.

RANDI KINMAN, CHAIR: THANK YOU. I SEE NO MORE HANDS. I'LL GIVE YOU TWO UPDATES FROM MY COMMUNITY. THE FIRST ONE IS -- I HOPE CARLOS IS STILL ONLINE. CARLOS AND I WORK WAY BACK, WHEN WE WERE STILL MEETING IN OAKLAND, AND I BELIEVE WE HAD -- AND I THINK RICH HEDGES WAS A MEMBER OF THE BODY AT THIS POINT AND IT WAS BEFORE WE WERE THE POLICY ADVISORY COUNCIL. THERE WERE HOUSING PLANS CALLED THE FIRST ONE WAS NOAH OR CHELO WHICHEVER ONE IT WAS AND WE HAD A MEETING I DISCOVERED TO MY GREAT SURPRISE AN AFFORDABLE HOUSING PRECONCEIVE FOR SENIORS A QUARTER OF A MILE FROM MY HOUSE. THAT PROJECT IS PROBABLY CLOSE TO 15 YEARS OLD AND IT LOOKS LIKE THIS SUMMER WE WILL HAVE OCCUPANCY PERMITS ON IT, FINALLY. IT WENT THROUGH MULTIPLE OWNERS, PROJECT OWNERS, IT WENT THROUGH MULTIPLE CONSULTANTS. IT FINALLY, I BELIEVE THE COUNTY BOUGHT IT WITH THEIR -- WITH THEIR HOUSING BOND. AND SO THAT'S WHAT FINALLY GOT IT GOING. IN THE MEANTIME, THE NEXUS TO TRANSIT HAS MOVED, BUT WE'RE JUST GOING TO IGNORE THAT FOR NOW. BECAUSE I HAVE

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CLOSE TO 70 UNITS OF SENIOR HOUSING COMING ONLINE THIS SUMMER. THANK YOU MTC FOR LOANING THE ORIGINAL MILLION DOLLARS FOR THAT. THE SECOND THING IS, AS YOU HAVE HEARD ME COMPLAIN OVER AND OVER, OR MENTION HOW LONG IT TAKES TO MAKE PROJECTS MOVE. AND MY PAVING AND ROAD REDESIGN PROJECT GOT KICKED OFF A WEEK -- TWO WEEKS AGO. I KNOW THAT WHEN THIS MEETING IS OVER, AND I WALK OUT MY DOOR THAT THE FINAL AMOUNT OF PAINT WILL BE DONE SO WE HAVE TRANSFORMED A HALF MILE OF ROADWAY THAT RUNS PAST NURSING HOMES AND SCHOOLS THAT WAS MULTIPLE LANES IN EACH DIRECTION, LIMITED PARKING, NO ROOM FOR BIKES. AND WHERE I HAD KIDS GETTING, YOU KNOW, HIT BY PEOPLE WHO DIDN'T WANT TO SLOW DOWN FOR PEDESTRIANS. IT WILL BE DONE. WE NOW HAVE ONE LANE IN EACH DIRECTION. I HAVE SOME REALLY AWESOME NEW BIKE LANES THAT ARE THERE. THE PAINTED ROUNDABOUTS ARE THERE. SO, YEAH. PROGRESS IS MADE. AND I AM GLAD TO REPORT BACK THAT THOSE TWO PROJECTS, YEA, ARE FINALLY DONE. IT'S ALSO THE MAJOR PEDESTRIAN AND WHEELCHAIR ROUTE FOR PEOPLE WHO RIDE LIGHT RAIL AND ACCESS OUR COUNTY HOSPITAL. SO GOOD THINGS CAN HAPPEN TO THOSE WHO WAIT, AND WAIT, AND WAIT. THAT PROJECT, BY THE WAY, WAS APPROVED IN 2002. SO WITH THAT, WE WILL MOVE TO ITEM 11, NEW BUSINESS. I HAVE ALREADY NOTED RICH'S REQUEST. ARE THERE ANY OTHER NEW REQUESTS FOR BUSINESS THAT WE HAVEN'T COVERED? I SEE NO HANDS COMING UP. NO HANDS BEING RAISED. WITH THAT, WE WILL ADJOURN THIS MEETING. AND THE NEXT MEETING OF THE POLICY ADVISORY COUNCIL WILL BE HELD WEDNESDAY MAY 12TH, 2021 AT 1:35

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P.M. REMOTELY AND BY WEBCAST AS APPROPRIATE DEPENDING ON THE STATUS OF SHELTER-IN-PLACE ORDERS ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTED TO THE PUBLIC. THANK YOU ALL. IT WAS A LONG MEETING. IT WAS A REALLY PRODUCTIVE MEETING. AND, YEA. WE ARE ADJOURNED. [ADJOURNED]

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