METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

BLUE RIBBON TRANSIT RECOVERY TASK FORCE

MONDAY, FEBRUARY 22, 2021, 1:05 PM

JAMES P. SPERING, CHAIR: OKAY. THANK YOU. WALLY, WOULD YOU TAKE THE ROLL, PLEASE?

WALLY CHARLES, CLERK: YES. CHAIR SPERING?

JAMES P. SPERING, CHAIR: PRESENT.

WALLY CHARLES, CLERK: CHAIR SPERING?

JAMES P. SPERING, CHAIR: PRESENT. ASSEMBLE MEMBER DAVID CHIU OR NICOLE R? YES. SHE'S HERE. SENATOR DAVE CORTESE OR MIKE SHARIF.

MIKE SHARIF: I'M HERE.

WALLY CHARLES, CLERK: SECRETARY DAVID KIM OR CHAD ADDISON?

SPEAKER: CHAD ADDISON IS HERE.

WALLY CHARLES, CLERK: TASK FORCE MEMBERS, I WILL CALL YOU ONLY BY LAST NAME. PLEASE BE READY TO UNMUTE.

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WALLY CHARLES, CLERK: BAKER?

SPEAKER: HERE.

WALLY CHARLES, CLERK: CHAVEZ?

CINDY CHAVEZ: HERE.

WALLY CHARLES, CLERK: FORD?

JOHN FORD: PRESENT.

WALLY CHARLES, CLERK: GRIFFITHS? >IAN GRIFFITHS: HERE.

WALLY CHARLES, CLERK: GRISBY?

SPEAKER: PRESENT.

WALLY CHARLES, CLERK: HAGGERTY? HALLS?

DARYL HALLS: HERE.

WALLY CHARLES, CLERK: HARTNETT?

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JIM HARTNETT: HERE.

WALLY CHARLES, CLERK: HURSCH?

MICHAEL HURSH: HERE.

WALLY CHARLES, CLERK: JOSEFOWITZ?

COM. NICK JOSEFOWITZ: HERE.

WALLY CHARLES, CLERK: KINMAN?

RANDI KINMAN: HERE.

WALLY CHARLES, CLERK: LINDSAY? MCMILLAN?

THERESE MCMILLAN: HERE.

WALLY CHARLES, CLERK: MULLIGAN?

DENNIS MULLIGAN: HERE.

WALLY CHARLES, CLERK: MURPHY? PAPAN?

GINA PAPAN: HERE.

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WALLY CHARLES, CLERK: PEDROZA?

ALFREDO PEDROZA: HERE.

WALLY CHARLES, CLERK: POWERS?

ROBERT POWERS: HERE.

WALLY CHARLES, CLERK: RABBIT? RAMACIER?

RICK RAMACIER: HERE.

WALLY CHARLES, CLERK: ROTCHY?

SUSAN ROTCHY: HERE.

WALLY CHARLES, CLERK: TRAN?

EVELYNN TRAN: HERE.

WALLY CHARLES, CLERK: TREE?

MICHAEL TREE: HERE.

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WALLY CHARLES, CLERK: TUMLIN?

JEFFREY TUMLIN: HERE.

WALLY CHARLES, CLERK: WHELAN?

NANCY WHELAN: HERE.

WALLY CHARLES, CLERK: WORTH?

AMY R. WORTH: HERE.

WALLY CHARLES, CLERK: WU?

SPEAKER: HERE.

WALLY CHARLES, CLERK: WUNDERMAN?

JIM WUNDERMAN: HERE.

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

JAMES P. SPERING, CHAIR: I WANT TO WELCOME EVERYONE BACK. THERE IS CONGRATULATIONS IN ORDER. THIS IS OUR 10th MEETING FINALLY HIT DOUBLE DIGITS. WE CERTAINLY RECOGNIZE THE EFFORTS

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EACH AND EVERY ONE OF YOU HAVE MADE ESPECIALLY WHILE MANY OF YOU ARE IN ESSENTIAL WORK. WE RECOGNIZE RECOVERY TRANSFORMATION TO SUCCESSFULLY ACHIEVE WE I WANT EACH OF TO YOU STRIVE TO MAKE THE MOST OF WHAT WE CAN. WE HAVE APPROXIMATELY FOUR MEETINGS LEFT AND I AM SURE THERE WILL BE A MEETING OR TWO SQUEEZED IN THERE. WE HAVE A LOT TO DO SO WE'RE REALLY GOING TO HAVE TO FOCUS ON THE ISSUES THAT ARE BEFORE US. THIS HAS BEEN A BUSY MONTH FOR THE TASK FORCE SINCE OUR JANUARY MEETING MTC EXECUTIVE DIRECTOR THERESE W. MCMILLAN AND I HAVE MET WITH BOTH LARGE AND SMALL OPERATORS TO UPDATE ON THE TASK FORCE WORK AS WELL AS THE SUBSET OF TASK FORCE MEMBERS AD-HOC WORKING GROUP MET ON FEBRUARY 17TH TO DISCUSS AND DEBATE THE NETWORK MANAGER. ACKNOWLEDGING THERE ARE MANY TOPICS WE HEARD DIFFERENT VIEWS FROM STAFF AND BOARD MEMBERS AND OPERATORS AND THIS MAKES IT DIFFICULT. I WANT TO ENSURE THE TASK FORCE MEMBERS TO ENSURE THE RESPECT FOR THE WORK WE ARE DOING BY THE TRANSIT OPERATORS DURING THIS UNPRECEDENTED TIME. ONE OF THE CONCERNS I'M HEARING IS THAT HOW DO WE CONTINUE THAT WORKING RELATIONSHIP WITH THAT ARE GENERAL MANAGERS ARE ESTABLISHING AND HOW DO WE SORT OF INSTITUTIONALIZE IT AND I THINK THAT'S GOING TO BE PART OF THE DISCUSSION COMING BEFORE US. I VALUE THE TIME EFFORT AND OF THE GENERAL MANAGERS, OF THE EFFORT THAT THEY'RE PUTTING INTO OUR WORK ON THIS COMMITTEE. WHAT IS COMING NEXT IS GOING TO BE A CHALLENGE LIKE NO OTHER. AT LEAST NOT IN MY 30 PLUS YEARS OF

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PUBLIC SERVICE NOW, WE'RE MOVING INTO THE HEART OF THE WORK THAT WILL DEFINE THE FUTURE OF BAY AREA TRANSIT. I AM TO ACKNOWLEDGE THAT WE KNOW ALL DIFFERENCES REMAIN OUR COLLABORATION IS FOCUSED ON THE RIGHT PATH FORWARD. WHAT OUR FACILITATOR WILL BE PRESENTING TODAY WILL TEST US ALL IN MAKING THE SERVICE OF TRANSIT MORE CUSTOMER FRIENDLY WE NEED TO CHANGE THE WAY WE DO BUSINESS MOVE TO EQUITABLE OUTCOMES SUPPORT THE BAY AREA ECONOMY AND INSTITUTIONALIZE MOMENTUM GAINED DURING THIS COVID. AND THERE IS A LOT OF -- WE HEARD IN THE TWO MEETINGS THAT WE HAVE, THAT INDIVIDUALS SAYING THIS IS THE WRONG TIME TO BE DOING THIS, AND THIS IS THE RIGHT TIME FOR US TO BE ADDRESSING THESE ISSUES. AND SO I REALLY LOOK FORWARD TO SOME OF THE DECISIONS THAT WE'RE GOING TO BE MAKING, THE RECOMMENDATIONS. I'LL SAY MORE ABOUT THIS WHILE WE GET INTO THE AGENDA. SO IF WE CAN, LET'S GO AHEAD AND GET STARTED. FIRST ITEM WE HAVE IS OUR CONSENT CALENDAR, AND THIS REQUIRES LITTLE OR NO DISCUSSION. I DON'T KNOW IF ANYONE WANTS TO DISCUSS ANYTHING ON CONSENT? IS THERE ANY PUBLIC COMMENTS WALL?

WALLY CHARLES, CLERK: NO.

JAMES P. SPERING, CHAIR: OKAY. WITH THAT, IS THERE A MOTION AND A SECOND TO ACCEPT THE CONSENT CALENDAR?

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AMY R. WORTH: MOVE APPROVAL. AMY.

GINA PAPAN: SECOND BY PAPAN.

JAMES P. SPERING, CHAIR: WALLY DID YOU GET THAT.

CLERK OF THE BOARD: YES.

JAMES P. SPERING, CHAIR: OKAY, WITH THAT, ROLL CALL.

WALLY CHARLES, CLERK: OKAY. [ROLL CALL VOTE]. MOTION PASSED 20-8.

JAMES P. SPERING, CHAIR: ITEM FOUR NETWORK MANAGEMENT PROBLEM STATEMENT. THESE NEXT ITEMS DIG INTO THE LONG-STANDING ISSUES THAT THE BAY AREA'S PUBLIC TRANSIT RIDERS AND THOSE WHO SERVE US HAVE GRAPPLED WITH YEARS, ARTICULATING A PROBLEM STATEMENT AND I APPRECIATE THE WORK YOU HAVE ALL DONE ON THE EFFORT AND MANY COMMENTS AND SUGGESTIONS YOU HAVE MADE. AS IN MY OPENING COMMENTS I WANT TO TIP MY HAT TO THE INCREASED COORDINATION BEING DONE BY THE GENERAL MANAGERS AND THEIR STAFF OVER THE PAST YEAR, A GREAT EFFORT ON THEIR PART. THE REVISED PROBLEM STATEMENT ARE NOT NEW PROBLEMS WHAT IS NEW IS THE DEVASTATING IMPACT COVID-19 HAS HAD WHEN IT BROUGHT MANY ISSUES TO THE FOREFRONT. THE PROBLEM STATEMENT MAKES MANY THINGS CLEAR COVID

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HAS LAID BEAR PROBLEMS THAT HAVE GNAWED AT OUR TRANSIT AGENCIES FOR DECADES AND MUST BE ADDRESSED FOR THE LONG-TERM BENEFIT OF THE RIDERS AND TO ATTEND TO THE LONG-STANDING EQUITY ISSUES FOR TRANSIT TO BETTER SERVE THE BAY AREA ECONOMY. THE NETWORK MANAGEMENT CHANGES WILL BE TO MELD THE OLD CHALLENGES WITH THE NEW ONES AND TO FIND A CREATIVE PATH TO INSTITUTIONALIZE THE COLLABORATIVE MOMENTUM GAINED DURING THIS PAST YEAR. AND AS I SAID, I WANT TO RECOGNIZE AGAIN THE WORK THAT THE OPERATORS HAVE DONE AND I REALLY BELIEVE IT IS SOMETHING THAT WE CAN BUILD ON IT GIVES US A FOUNDATIONS TO MOVE FORWARD. WE WILL NOW REVIEW THE STEPS WE HAVE TAKEN AS A TASK FORCE AND HIGHLIGHT THE REVISIONS TO THE DRAFT PROBLEM STATEMENT SINCE WE LAST MET THEN I'LL OPEN THE MEETING UP FOR TASK FORCE AMENDMENTS OR OTHER COMMENTS AND I WANT US TO COMPLETE OUR REVIEW AND ACT ON THE STATEMENT AT TODAY'S MEETING. IT'S VERY IMPORTANT. THIS IS A CRITICAL MILESTONE FOR US TO BE ABLE TO MOVE FORWARD. JUNE IS GOING TO BE ON TOP OF THIS AND I REALLY APPRECIATE EVERYONE PARTICIPATING AND HELPING US COME TO SOME AGREEMENT TODAY. WITH THAT, STEVE, ARE YOU READY TO BRING THIS ITEM FORWARD?

STEVE KINSEY: YES, SIR. OKAY. CAN WE GET THE SLIDE DECK? WHILE THAT'S COMING UP, I WILL JUST MENTION THAT YOU JUST UNANIMOUSLY APPROVED CONSENT. I DON'T THINK THE NEXT ITEMS THAT WE'RE GOING TO TALK ABOUT ARE GOING TO GO QUITE SO

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UNIFORMLY BUT I THINK THERE IS A CONTINUING VALUE IN LISTENING CLOSELY TO EACH OTHER, HEARING WHERE YOUR DIFFERENCES LIE AND WORKING WITH ME AND YOURSELVES COLLABORATIVELY CREATIVELY TO FIND THAT SPOT WHERE EVERYONE FEELS THAT THEY HAVE BEEN HEARD AND CAN LIVE WITH THE SOLUTIONS THAT'S REALLY WHAT CONSENSUS IS STRIVING FOR. WE'LL SEE WHERE WE GET TODAY UNFORTUNATELY OTHER THAN THE PROBLEM STATEMENT TODAY, TODAY IS A DAY TO LISTEN AND SHARE WITH EACH OTHER AND NOT HAVING TO TAKE IMPORTANT ACTIONS ON SOME OF THE BIG PIECES OF WHAT LIES IN FRONT OF US. I'M LOOKING FORWARD TO THE VALUE TODAY IT'S A VERY IMPORTANT AND PIVOTAL MEETING IN SOME WAYS AS I SAID THERE ARE SOME ELEMENTS OF TODAY THAT ARE AN EXPRESSION OF THE DYNAMIC PROCESS THAT ALL OF YOU ARE WORKING IN. AS YOUR TASK FORCE HAS MOVED FORWARD YOU HAVE EMPHASIZED NETWORK MANAGEMENT MODIFICATIONS AS ESSENTIAL INGREDIENTS OF THE TRANSFORMATION PLAN GOALS 3 AND FOUR STATE THAT EXPLICITLY AND REFLECT THAT PRIORITY. NEXT SLIDE PLEASE. OUR WORK TODAY INVOLVES BOTH GOALS 3 AND 4. GOAL THREE CALLS FOR BUILDING A CLEAR BUSINESS CASE BEFORE MAKING CHANGES, AND GOAL FOUR SEEKS TO CONFIRM JUST HOW THE MTC AND STATE ONGOING INITIATIVES CONTRIBUTE TO AND INTEGRATE WITH THE NETWORK MANAGEMENT ISSUES THAT YOU'RE GRAPPLING WITH. LAST MONTH YOUR TASK FORCE BEGAN DEEPER CONSIDERATIONS OF BOTH 3 AND 4 MTC PRESENTED ITS ONGOING INITIATIVES IN WAY THAT IS IT CONSIDERS TO BE DIRECTLY RELATED TO THE WORK OF YOUR TASK FORCE. NEXT SLIDE. WE ALSO INITIATED

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TASK FORCE GOAL THREE CALLS FOR A PROBLEM STATEMENT AND THAT'S AN ACTION ITEM FOR TODAY. IT'S AN ESSENTIAL FOUNDATION FOR NETWORK MANAGEMENT DISCUSSIONS THAT LYE AHEAD. IT'S VERY IMPORTANT WORK BECAUSE THE PARAMETERS OF THE NETWORK MANAGEMENT AND GOVERNANCE, ESPECIALLY NEAR-TERM PRIORITY ACTIONS SHOULD CONCENTRATE ON SPECIFIC PROBLEMS THAT ARE IDENTIFIED IN THIS STATEMENT. DURING THIS AGENDA ITEM, I'M ENCOURAGING YOUR TASK FORCE TO THINK ADAPTIVELY. YOU HAVE BEEN CLEAR ABOUT WANTING TO CHART A PATH FOR A TRANSIT TRANSFORMATION, BUT AT THE SAME TIME, YOU HAVE ALSO BEEN CONFRONTED WITH THE MOST DEVASTATING AND UNCERTAIN TIME IN TRANSIT'S HISTORY. THAT CANNOT BE IGNORED. AND ITS NOT CLEAR AT ALL HOW TRANSIT WILL RESPOND TO THE POST PANDEMIC REALITY, WHAT IT WILL ACTUALLY BE AND WHEN THAT DAY WILL ARRIVE. SO THERE IS A TREMENDOUS AMOUNT OF UNCERTAINTY. WE OFTEN ARE TALK THESE DAYS AROUND PUBLIC POLICY AND ADAPTABILITY, AND I THINK THE WORK YOU'RE DOING ON THIS TASK FORCE IS IN DIRECT EXPRESSION OF THAT NEED TO BE RESILIENT AND ADAPTIVE. WE'RE GOING TO START BY THE REVISED PROBLEM STATEMENT FOLLOWING THAT ACTION ON THE SCOPE AND CONVERSATION TO VAULT THE NETWORK MANAGEMENT. IT SAY IS AN INITIAL CONVERSATION. WE'LL ALSO TALK ABOUT THE TIMING OF THE WORK THEN LASTLY WE'LL BE CONTINUING THE WORK YOU WILL BE DOING TO NARROW AND SHARPEN YOUR SPECIFIC NEAR-TERM MANAGEMENT NETWORK MANAGEMENT ACTIVITIES THAT SHOULD BE ADDRESSED AND BY WHAT TRANSIT PARTNERS. I'M GOING FOREWARN

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YOU THAT I TOOK SOME LIBERTIES TO ORGANIZE YOUR SLIDE TO STIMULATE AND FOCUS YOUR THOUGHTS. DURING THE LAST MONTH, I HAVE HEARD FROM A NUMBER OF VOICES, AND RECEIVED A RANGE OF SUGGESTED REVISIONS FROM A NUMBER OF SOURCES. SO I WANT TO THANK ALL OF YOU WHO HAVE CONTRIBUTED YOUR THINKING BOTH DURING YOUR MEETINGS LAST MONTH OF THE TASK FORCE AND SINCE THEN. I HAVE HEARD FROM BOTH MEMBERS OF SMALL AND LARGE TRANSIT AGENCIES THAT MTC SPONSORS I HAVE HAD INDIVIDUAL E-MAILS AS WELL AS CALLS MOST NOTABLY A PHONE CALL BY THE COMMISSION OF YOUR OPERATORS THAT WAS INCLUDED IN YOUR PACKET I HAVE HAD A CONVERSATION WITH A NUMBER OF THESE GM'S IN WHICH THEY WERE ABLE TO CANDIDLY FOCUS THE SERIOUSNESS OF THE WORK WHILE TRYING TO PUT IN ENORMOUS HOURS AND CALLING UPON STAFF TO DO THE SAME AS THEY STRUGGLE TO SAY GOING FORWARD. AND FINALLY WE HAD A REALLY USEFUL CONVERSATION IN THE WORKSHOP JUST LAST WEEK FIVE DAYS AGO FROM THE AD-HOC WORKING GROUP THAT YOUR TASK FORCE HAD AUTHORIZED. SO THIS LAYS OUT THE PROCESS YOU HAVE BEEN THROUGH SINCE SOME OF THE COMMENTERS QUESTIONS ABOUT WHY ARE WE EVEN TALKING ABOUT NETWORK MANAGEMENT DURING THIS TIME. I WANT TO QUICKLY REVIEW THEM. YOU KNOW, YOU DID ADOPT GOALS. YOU REVIEWED THE KEY CHALLENGES TO SET THE STAGE FOR THE PROBLEM STATEMENT IN DECEMBER AND AUTHORIZED A WORKING GROUPS THAT WERE POPULATED MORE THAN HALF BY PROFESSIONALS WITHIN THE OPERATORS AGENCIES, AND OTHERS. WE TALKED ABOUT THE TASK FORCE LAST MONTH, PRESENTED YOU A DRAFT

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ONE, MANY COMMENTS HAVE BEEN MADE THERE HAVE BEEN SUBSEQUENT COMMENTS AS I MENTIONED THE WORKSHOP HAS BEEN USE ENVELOPE DRILLING DOWN FURTHER AND TODAY IS MY GOAL FOR YOU THAT YOU CAN CONTINUE THAT CONVERSATION, THERE IS CERTAINLY ROOM FOR DEVELOPMENT. THERE IS A LIST OF KEY REVISIONS TO THE PROBLEM STATEMENT THAT DIRECTLY REFLECT WHAT YOU HAVE SHARED WITH ME. YOU WANT, THERE WAS A COMMENT ABOUT NEEDING MORE DIRECT STATISTICAL ACKNOWLEDGEMENT IN EFFECT THE FOOTNOTES THAT YOU SEE THAT IDENTIFY WHERE THE SPECIFIC CITATIONS AND TECHNICAL INFORMATION OR STATISTICS COME FROM. THERE WERE SOME CHANGES TO THE INSTITUTIONAL PURPOSE, AND IT WAS WELL WRITTEN. SO I SIMPLY UTILIZED THE INFORMATION THAT THE OPERATOR HIS SHARED TO MODIFY THE SUMMARY STATEMENT OUTSIDE OF THE SPECIFIC BULLETED ITEMS. AND THE LACK OF A SYSTEM WIDE COORDINATION WAS MOVED DOWN INTO THE BULLETED SECTION BECAUSE THAT IS SUCH AN IMPORTANT PART OF WHAT IS IN THIS CONVERSATION FROM THE BEGINNING. UNDER THE ORGANIZATIONAL AND INSTITUTIONAL CHALLENGES, YOU WILL, I THINK, BE UNANIMOUSLY IN AGREEMENT WITH THE IDEA THAT WE HAVE ELEVATED AND PUT AT THE TOP OF THE LIST THIS WORK ON TRANSIT PRIORITY PROJECTS. IT REFLECTS WHAT I HAVE HEARD FROM ALL DIRECTIONS ABOUT THE IMPORTANCE OF LETTING TRANSIT BE RELIABLE AND SPEEDIER IF WE'RE GOING TO GO ITS RIDERSHIP. ONE THING THAT CAME UP IN THE WORKSHOP THAT I PUT BACK HERE OR MENTIONED HERE IS THEY REMOVED SCHOOL SERVICE FROM THE DRAFT ON THE BASIS THAT THERE IS QUITE A BIT OF

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VARIATION AND SOME AGENCIES HAVE RESPONSE AROUND SCHOOLS WHILE OTHERS DON'T BUT DURING THE WORKSHOP SEVERAL MEMBERS MADE IT CLEAR THAT THEY THINK SCHOOL SERVICE SHOULD BE IN THE PROBLEM STATEMENT SO THAT'S SOMETHING YOU CAN ALL WRESTLE WITH TODAY. THE OTHER THING THAT CAME UP IS THERE IS WORK BEING DONE ON A NUMBER OF THESE CUSTOMER-FACING IDEAS, AND THAT IT SHOULD BE ACKNOWLEDGED, WHETHER IT'S CLIPPER 2.0 OR THE FARE INTEGRATION STUDY OR THE WAYFINDING WORK THAT HAS BEEN GOING ON WE'LL TALK MORE ABOUT THAT LATER. ON THE CURRENT DISPARITIES I WANT TO THANK THE OPERATORS WHO HAVE BEEN ON THE FRONT LINES STRUGGLING WITH THE RIGHT LANGUAGE, INCLUSION, AND POLICIES TO STRENGTHEN EQUITY IN YOUR ORGANIZATIONS. SO THE LANGUAGE THEY PROPOSED UNDER THIS AREA IS ALMOST ENTIRELY THEIR OWN. THERE WERE SOME COMMENTS MADE AT LAST MONTH'S WORKING GROUP, TASK FORCE MEETING, THAT ARE ALSO INTEGRATED WITH THAT, AND THEN FINALLY, I THINK MANY OF YOU SAID LAST MONTH THAT ADDITIONAL FUNDING IS NEEDED TO REALLY BUILD A TRANSFORMATIVE SYSTEM. IT'S FUNDAMENTAL TO ACHIEVING THE GOALS THAT ARE DEFINED IN YOUR VISION AND AS A RESULT IT SHOULDN'T BE LIMITED TO THE IDEA THAT IT'S JUST FOR THE REGIONAL COORDINATION. IT CAN BE FOR THE ENTIRE NETWORK AND LASTLY THE POLICY TRADEOFFS DEFINITELY NEED TO BE UNDERSTOOD BEFORE YOU START SHIFTING MONEY AROUND. NEXT SLIDE. SO BEFORE WE GET INTO THE CONSULTANT WORK, I WANT TO TURN IT BACK TO THE CHAIR, ALLOW HIM TO GATHER THE COMMENTS FROM EACH OF YOU AS TO WHETHER THIS IS AN

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ADEQUATE STATEMENT OF THE PROBLEM, OR WHETHER YOU WANT TO SUGGEST SOME REVISIONS, AND THEN TO TAKE A FORMAL VOTE AT THE END OF THAT BEFORE WE BEGIN THIS NEXT SECTION. CHAIR SPERING?

JAMES P. SPERING, CHAIR: OKAY. THANK YOU STEVE. STEVE, IN THE HAND OUTS, YOU HAVE THE PROBLEM STATEMENT SUMMARY, WHICH HAS THE ORGANIZATIONAL AND INSTITUTIONAL CHANGES, CUSTOMER EXPERIENCE. IS THAT PART OF THE PROBLEM STATEMENT THAT YOU'RE LOOKING FOR, THE COMMENTS ON TODAY?

STEVE KINSEY: ABSOLUTELY. IT INCLUDES THE SUMMARY AS WELL AS THE BULLETED LIST. SO I THINK ANYTHING THAT, YOU KNOW, THERE ARE -- IS SOME INFORMATION THAT'S PROVIDED AS A CONTEXT FOR THE PROBLEM STATEMENT, AND I THINK THAT'S USEFUL. AND IF CHANGES WANT TO BE PROPOSED THERE, THAT'S ALSO APPROPRIATE. AND THEN OF COURSE, THE STATEMENT SUMMARY IS REALLY THE MOST IMPORTANT WAY FOR YOU TO FOLLOW-THROUGH AND SEE IF THE IDEAS THAT YOU DEVELOP AROUND NETWORK MANAGEMENT ARE ACTUALLY ADDRESSING THESE SO ONCE THESE ARE ADOPTED THEY'RE GOING TO BE VERY IMPORTANT.

JAMES P. SPERING, CHAIR: THE REASON I'M ASKING IS I WANT TO SURE WE'RE ALL REVIEWING OR TALKING ABOUT THE SAME DOCUMENT, THE SINGLE PAGE WITH THE PROBLEM STATEMENT AND THE BULLETS THAT FOLLOW?

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STEVE KINSEY: IT IS ALTHOUGH THERE MAY BE SUGGESTIONS FOR CHANGES OR ADDITIONS TO THE CONTEXT STATEMENT.

JAMES P. SPERING, CHAIR: OKAY. WE'RE GOING TO OPEN IT UP FOR COMMENTS AND SUGGESTIONS AND WE'RE GOING TO START OFF WITH BOB POWERS. BOB?

ROBERT POWERS: HI, COMMISSIONER. IT'S BOB POWERS, THE BART GENERAL MANAGER. SO I'M HOPING YOU CAN SEE MY -- CAN EVERY -- CHAIRPERSON SPERING, STEVE KINSEY, CAN YOU GUYS SEE MY SCREEN?

STEVE KINSEY: YES.

ROBERT POWERS: FIRST I WANT TO THANK COMMISSIONER SPERING FOR KEEPING US ALL TOGETHER AND KEEPING US POINTED IN THE RIGHT DIRECTION IS MAKING PROGRESS ON THIS VERY IMPORTANT TOPIC. I THINK EVERYBODY ON THIS CALL IS ON THE SAME PAGE REGARDING TRANSIT RIDERSHIP AND MAKING TRANSIT RIDERSHIP THE FIRST OPTION FOR PEOPLE AS THEY GO ABOUT, WHETHER THEY'RE COMMUTING OR JUST THEIR DAY-TO-DAY EFFORTS TO THE STORE OR WHEREVER THEY'RE GOING TO MAXIMIZE THE RIDERSHIP AND THE SERVICE. AS THE SYSTEMS AND ECONOMY COMES BACK ONLINE. ANYWAY COMMISSIONER SPERING, THANKS FOR YOUR LEADERSHIP HERE. I KNOW IT'S A VERY DIFFICULT AND A VERY DIVERSE POINT OF VIEW WITH EVERYBODY ON

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THIS CALL. AND STEVE KINSEY, YOU'RE DOING A GREAT JOB. ALTHOUGH I'M PRETTY SURE THAT YOU HAVE BEEN IN SOME DIFFICULT CONVERSATIONS. I, FROM BART'S PERSPECTIVE, YOU'RE DOING A GREAT JOB. SO, ANYWAY, SO, COMMISSIONER SPERING, I, YOU KNOW, I ALWAYS LIKE TO SHOW STUFF INSTEAD OF TALKING TO STUFF. SO I JUST WANTED TO WALK THROUGH THIS, YOU KNOW THE OTHER OPERATORS WHETHER IT'S TUMLIN OR HURSCH OR HARTNETT, NANCY WHELAN THEY CAN CHIME IN. THE FIRST COMMENT I WOULD OFFER UP IS JUST A LITTLE BIT OF FEEDBACK FROM SOMEBODY THERE -- IS JUST A LITTLE BIT MORE TO THE PREAMBLE, AND THIS'S IN RED HERE. AND IT'S FROM THE DISCUSSIONS THAT WE HAVE HAD, WE, MEANING THE OPERATORS, WITH MR. KINSEY AND THE WORKING GROUP THAT HE HAS ESTABLISHED THERE, BUT IT'S JUST AN EXTENSION OR IT'S A LITTLE BIT LONG OF A PREAMBLE TALKING ABOUT COVID-19, AND THEN ALSO -- AND I WANT TO GO BACK TO WHAT JIM SPERING SAID AT ONE OF THESE MEETINGS AGO, ABOUT DATA. AND THE IMPORTANCE OF DATA IN DECISION MAKING -- AND THEN WE TIE IT INTO THIS UCLA STUDY THAT MTC CONTRACTED FOR OR PARTICIPATED WITH UCLA ABOUT THE DATA IN THE FRAMEWORK THERE. SO, ANYWAY, THE FRONT END OF THIS THING THAT I'M SHOWING ON MY SCREEN IS ALL ABOUT THE PREAMBLE. AND JUST EXPLAINING IT A LITTLE BIT BETTER. AND THEN SCROLLING DOWN ON THE SCREEN, THE FIRST CHANGE IS TO DO WITH THE CONCEPT OF, STEVE, FROM THE OPERATOR'S PERSPECTIVE, YOU -- NOT MEANING YOU, YOU PER SE -- BUT THE DRAFT WE HAVE IN FRONT OF US -- JUMPS RIGHT INTO THE NETWORK MANAGEMENT AND WITH THE

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SUFFICIENT RESOURCES -- WHAT WE HAVE PROPOSED HERE IS A RESTATEMENT OF THAT ABOUT THE NECESSITY, OR THE LACK OF RESOURCES TO IMPROVE THE CROSS JURISDICTIONAL TRAVEL, MEANING WE CAN DO BETTER, BUT WE NEED -- THERE IS SOME RESOURCES, AND IT'S ALL ABOUT THE CONNECTIONS AT THE HUBS TO ENSURE, AGAIN, BACK TO A STATEMENT THAT WAS MADE TODAY, RELIABILITY AND FREQUENCY. THAT'S KIND OF THE FIRST EDIT THERE. WE DIDN'T HAVE ANYTHING ON THE THIRD -- THE NEXT BULLET THERE. THAT BULLET ON PARATRANSIT, STEVE, AND COMMISSIONER SPERING, IT'S JUST A REWORDING OF THAT. YOU KNOW, TO SAY THAT COORDINATED PLANNING SERVICES FOR PARATRANSIT SENIORS DOES NOT EXIST, WE THOUGHT THAT WAS A LITTLE BIT HARSH AND INACCURATE. AND IN OUR MEETING THIS MORNING, MONDAY, AT 9:00, COMMISSIONER SPERING, WE HAVE OUR GM MEETING EVERY MONDAY MORNING WE HAD A ROBUST DISCUSSION ON THIS AND THIS IS A STATEMENT COMMISSIONER SPERING THAT'S IN THE AFFIRMATIVE AND NOT IN THE NEGATIVE, MOVING FORWARD THERE. AND THEN THE OTHER ONE, AS WE SCROLL DOWN HERE, YOU DON'T SEE ANY MORE RED AND YOU DON'T SEE ANY MORE YELLOW. THE LAST ONE IS ABOUT THE INTENT IS THERE, AND THE OPERATORS FROM THE OPERATOR'S PERSPECTIVE, BUT IT'S NOT JUST -- THIS -- IT WAS READING AS "A PERSON" THAT JIM SPERING WAS GOING TO BE THE PERSON, I'M JUST MAKING UP THIS JIM -- THAT YOU WERE GOING TO BE THE CHAMPION AND LEADER. YOU KNOW, IT'S NOT -- IT'S A FORM. IT NEEDS TO BE A FORM IF WE'RE GOING TO MAKE SUBSTANTIAL CHANGES IN THIS. THAT'S WHAT THE REGION SHOULD IDENTIFY A

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CLEAN FORM FOR FACILITATING. YOU KNOW, MAYBE NOT THE SAME, JIM -- SORRY -- COMMISSIONER SPERING, AS THIS, BUT A FORM, SO WHERE WE CAN ALL WORK TOGETHER FOR THE BETTER GOOD OF THE BAY AREA AND OUR TRANSIT RIDERS. AND THEN, YOU KNOW, THEN IT KIND OF WRAPS UP. SO THAT'S, I GUESS, 1, 2, 3 COMMENTS ON THERE, AND THEN THE INCLUSION OF A LITTLE BIT LONGER PREAMBLE. SO -- AND I'M NOT TRYING TO, YOU KNOW, TAKE MR. KINSEY'S ROLE HERE AT ALL, I DON'T KNOW IF TUMLIN OR MART NET, ANYBODY, WANT TO EDIT WHAT I SAID FROM OUR TRANSIT OPERATORS MEETING?

JAMES P. SPERING, CHAIR: BOB THIS, IS A LOT FOR ALL OF US TO SEE AND ANALYZE RIGHT NOW IT WOULD HAVE BEEN NICE IF WE HAD GOTTEN SOME OF THIS AHEAD OF TIME BUT I REALIZE THIS WAS JUST DEVELOPED.

ROBERT POWERS: WE'RE WORKING HARD ON THIS JIM.

JAMES P. SPERING, CHAIR: STEVE OR THERESE MAYBE CAN HELP. WE HAVE TO PICK OUT OF THIS WHAT ARE THE CHANGES THAT YOU'RE ASKING FOR. I DON'T KNOW, IT'S GOING TO BE VERY DIFFICULT FOR THIS COMMITTEE TO JUST ADOPT THESE PARAGRAPHS WITHOUT TAKING A LOT OF TIME ANALYZING WHAT YOU'RE SAYING. AND SO STEVE.

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JEFFREY TUMLIN: WE DID SEND THIS MATERIAL AS PART OF OUR REVISED STATEMENT WE'RE JUST ASKING MORE TO BE INCLUDED AND ACKNOWLEDGING WHAT WAS EDITED.

JAMES P. SPERING, CHAIR: I'M TALK BY THE TIME CHANGES BEFORE US.

STEVE KINSEY: MR. CHAIR, WHAT I WOULD SUGGEST, I THINK THIS IS HELPFUL TO HAVE, AND I DID RECEIVE A COPY JUST BEFORE THE MEETING BEGAN, THEY CAN LOOK AT HERE, AS YOU TAKE OTHER COMMENTS I THINK I CAN HOLD THESE AND HEAR THOUGHTS AND COMMENTS FROM THE REMAINDER OF THE DIRECTORS, AND AS THEY HEARD THE PRESENTATION FROM BOB, THEY MADE SOME NOTES.

GINA PAPAN: MR. CHAIR, IS THERE ANY WAY WE CAN RECEIVE A COPY OF THIS IN AN E-MAIL IT'S HARD TO SEE WHEN SOMEBODY IS SCROLLING.

JAMES P. SPERING, CHAIR: WALLY?

STEVE KINSEY: I WILL SEND IT TO WALLY AND SHE CAN DISTRIBUTE IT.

JAMES P. SPERING, CHAIR: OKAY. LET ME GO BACK TO COMMENTS. IAN GRIFFITHS?

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IAN GRIFFITHS: YES. THANKS. SO I HAD A COMMENT, I, OVERALL, GENERALLY, THANK YOU FOR ALL THE WORK TO STAFF FOR UPDATING THE PROBLEM STATEMENT I GENERALLY AM SUPPORTIVE OF THE VERSION THAT WAS SHARED I JUST HAVE A COMMENT ON THE USE OF THE TERM CROSS JURISDICTIONAL WHICH SHOWS UP IN TWO PLACES IN THE PROBLEM STATEMENT AND WANTED TO PROPOSE THOSE TWO REFERENCES BE A DIFFERENT WORD USED. SO THE FIRST TIME, RIGHT AT THE OPENING STATEMENT, IN THE VERY FIRST SENTENCE, THAT THE PUBLIC TRANSIT SERVICE ARE NOT ORGANIZED TO SUPPORT CUSTOMER FRIENDLY CROSS JURISDICTIONAL TRAVEL. AND I THINK THAT IS THE -- JURISDICTIONS ACTUALLY HAVE NOTHING TO DO WITH THE PROBLEM. THERE IS A LOT OF TRANSIT SERVICES THAT GO BETWEEN CITIES AND COUNTIES. I THINK THE PROBLEM IS REALLY INTER-AGENCY. SO I WOULD LIKE THAT FIRST CROSS JURISDICTIONAL BE REPLACED WITH INTER-AGENCY. AND THAT ACTUALLY WAS IN THE OPERATOR'S ORIGINAL COMMENTS, THE WORD THEY HAD PROPOSED SO I HOPE THAT CHANGES AMENABLE TO THE OPERATORS BECAUSE THAT ACTUALLY WAS THEIR PROPOSE SAID WORDING. AND THEN SECOND REFERENCE TO CROSS JURISDICTIONAL IS IN THE SECOND BULLET UNDER ORGANIZATIONAL AND INSTITUTIONAL CHALLENGES, NO NETWORK MANAGEMENT SUFFICIENT RESOURCES AND AUTHORITY ENSURES THAT MULTIPLE TRANSIT AGENCIES OPERATOR HELD ACCOUNTABLE FOR INFREQUENT AND CROSS JURISDICTIONAL SERVICE I THINK THIS IS A PROBLEM FOR LONG DISTANCE TRIPS AND CROSS JURISDICTIONAL TRIPS WHEN AGAIN IT'S

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ABOUT NEEDING TO CHANGE OPERATORS REGARDLESS OF WHETHER YOU'RE TAKING A LOCAL TRIP OR A LONG DISTANCE TRIP. AND MANY LONG DISTANCE TRIPS LIKE IF IT'S JUST ON BART IT'S NOT THE PROBLEM IT'S THE FACT THAT IT'S A LONG DISTANCE TRIP I ASK THAT LONG DISTANCE AND CROSS JURISDICTIONAL BE REMOVED FROM THAT PHRASE AND JUST THE WORDS LONG DISTANCE AND CROSS JURISDICTIONAL BE REMOVED FROM THAT SENTENCE THOSE ARE MY TWO MINOR EDITS OTHERWISE I'M SUPPORTIVE OF THE STATEMENT.

JAMES P. SPERING, CHAIR: OKAY. STACY MURPHY?

STACY MURPHY: I JUST WANT TO BE CLEAR ON THE SCHOOL BUS, MAKE SURE THAT YOU'RE SAYING THAT IT IS BEING ADDED BACK IN, THAT IT IS GOING TO BE A PART OF THIS PROBLEM STATEMENT, AND STRESS HOW IMPORTANT IT IS. YOU KNOW, THESE SCHOOL BUS CONTRACTORS ARE FIGHTING CONSTANTLY WITH THE DISTRICTS TO HOLD ON TO THIS WORK, FIND OUT WHEN THEY'RE GOING BACK, FIND OUT WHEN THEY'LL BE GETTING FUNDS. THEY HAVE NOT BEEN ABLE TO PASS ANY COSTS TO ANY OF OUR DRIVER WHO IS HAVE BEEN SITTING HOME ON UNEMPLOYMENT THIS WHOLE TIME. AND WE ACTUALLY HAVE A RIDE-SHARE COMPANY THAT IS ACTUALLY OUT THERE AGGRESSIVELY BIDDING ON SCHOOL WORK, TRYING TO ELIMINATE SCHOOL BUS. SO THERE IS A LOT GOING ON BEHIND THE SCENES AND IT IS A PART OF TRANSIT AND KIDS THAT DON'T HAVE TRANSPORTATION TO SCHOOL NEED THESE SCHOOL BUSES AS WELL AS CITY AND COUNTY TRANSIT TO GET TO AND

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FROM SCHOOL. IT'S NOT SOMETHING WE HAVE TALKED ABOUT MUCH DURING THIS WHOLE PROCESS, AND I UNDERSTAND IT'S KIND OF TAKEN A BACK SEAT BUT I'M JUST HERE TO REMIND EVERYBODY HOW IMPORTANT IT IS THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. STEVE KINSEY, WHAT I WOULD LIKE TO DO IS GO THROUGH AND TAKE THESE QUESTIONS AND WE CAN RESPOND AFTER WE TAKE COMMENT. DARNELL?

SPEAKER: GOOD MORNING. I WANT TO VOICE MY SUPPORT FOR THE CHANGES PROPOSED BY MR. POWERS. I THINK IT'S A GOOD COMBINATION OF BOTH STATEMENTS AND A GREAT WAY TO MOVE FORWARD.

JAMES P. SPERING, CHAIR: AMY WORTH?

AMY R. WORTH: THANK YOU MR. CHAIR. I WANT TO CONFIRM I ALSO SUPPORT THE RECOMMENDED LANGUAGE ENHANCEMENTS THAT MR. POWERS HAS BROUGHT FORWARD I ALSO CONCUR WITH IAN'S RECOMMENDATIONS WITH THE WORDING CHANGES. I THINK IT'S CLEAR HE HAS IDENTIFIED THE CRUX ISSUES CLEAR WORDING IS IMPORTANT AND THE THIRD COMMENT I AGREE WITH THAT ABOUT SCHOOL TRANSPORTATION SCHOOL IS A HUGE PART OF WHAT WE OFFER IN TERMS OF TRANSPORTATION RESOURCE TO COMMUNITY. SO I THINK THAT IS A GOOD SUGGESTION. SO THANK YOU, SIR.

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

JOHN FORD: THANK YOU CHAIR. I JUST ACTUALLY HAVE A PROBLEM IN THE CUSTOMER EXPERIENCE SECTION, THERE ARE TWO BULLET POINTS THAT START WITH "WHILE BE STUDIED NOW" .2 AND 3, FARES REMAIN WHILE BEING STUDY NOW UNIFIED SERVICES. I THINK THE PROBLEM REMAINS THE PROBLEM UNTIL THERE IS A SOLUTION IN PLACE AND IT DOESN'T MATTER TO ME THAT THEY'RE BEING STUDIED I UNDERSTAND THEY'RE BEING STUDIED A LOT OF THESE THINGS ARE BEING WORKED ON I ACTUALLY RECOMMEND STRIKING THOSE FROM THE BEGINNING OF THE TWO BULLET POINTS I THINK IT WOULD BE A BETTER STATEMENT. THANK YOU.

JAMES P. SPERING, CHAIR: NOW, JOHN, ARE YOU STAYING TO STRIKE THE WHOLE --?

JOHN FORD: NO. JUST THE "WHILE BEING STUDIED NOW."

JAMES P. SPERING, CHAIR: OKAY. I JUST WANTED TO MAKE THAT CLEAR. RICK RAMACIER?

RICK RAMACIER: THANK YOU MR. CHAIR. I DIDN'T KNOW YOU WERE GOING TO CALL ON ME SO QUICKLY. I JUST KIND OF WANT TO THROW IN, AGAIN, WHAT BOB POWERS GAVE YOU I KNOW YOU'RE JUST SEEING

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IT AT THIS MOMENT IT'S WORTH GIVING EVERYONE A CHANCE TO SEE THAT IT BRINGS US MUCH CLOSER TOGETHER IT BUILDS ON WHAT STEVE HAS PUT IN THE PACKET. RELATIVE TO STEVE ALL THE WORK STEVE'S DONE WITH THE DIFFERENT MEETINGS AND GROUPS WE HAS HAD AROUND THE PROBLEM STATEMENT, WHICH IS CRUCIAL, AS AN OPERATOR ONE OF THE THINGS THAT RESONATES WITH ME IS PREAMBLE LANGUAGE ABOUT COVID. AND I'LL TELL YOU TODAY MY ATTENTION IS NOT FULLY ON THIS MEETING AS IT SHOULD BE BECAUSE WE GOT A UNIQUE OPPORTUNITY THAT FELL INTO OUR LAP THAT SAID CONTRA COSTA COUNTY HEALTH SAID WE HAVE 140 VACCINES, YOU HAVE TO GET TO THEM BY END OF DAY SO I HAVE SOME OF MY EMPLOYEES TRYING TO RECEIVE THE VACCINE. I AM DUTY BOUND BY THE LAW. THAT'S GOING ON ALL AT SAME TIME I'M TRYING TO BE A PRODUCTIVE MEMBER OF THIS PANEL. I THINK THAT PREAMBLE LANGUAGE IS IMPORTANT IT ACKNOWLEDGES THAT WE'RE STILL GOING TO BE IN THIS COVID WORLD FOR SOMETIME TO COME AS WE TRY TO MAKE THE REGION A BETTER PLACE FOR TRANSIT USERS AND CUSTOMERS AND I THINK THE THREE SUGGESTED CHANGES ON THE BULLETS ARE REALLY MEANT TO REALLY BRING US MUCH CLOSER TOGETHER ON A COMMON VISION FOR THE PROBLEM STATEMENT SO WE CAN MOVE FORWARD TOGETHER DOING THE WORK WE WANT TO DO TO BECOME MORE CUSTOMER CENTRIC. SO I WANT TO SAY, I KNOW IT'S LATE BUT SOMEBODY HAD AN IDEA THIS MORNING WHO SAID IT'S BETTER TO GET IT OUT THERE NOW RATHER THAN HOLD IT FOR ANOTHER TIME. SO I HOPE EVERYONE CAN CONSIDER IT AND GIVE IT ITS FAIR SHOT. THANK YOU.

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JAMES P. SPERING, CHAIR: DENNIS MULLIGAN.

DENNIS MULLIGAN: I WANT TO THANK ALL OF MY COLLEAGUES AND THOSE WHO PUT TIME AND EFFORT INTO THIS TO GET US TO WHERE WE ARE TODAY. COLLECTIVELY OUR THOUGHTS ARE BETTER COMBINED AS OPPOSED TO INDIVIDUAL THOUGHTS. WE'RE MOVING IN A GOOD DIRECTION WITH THIS I WANT TO SUPPORT THE EDITS PUT FORWARD BY MR. POWERS. THEY'RE THOUGHTFUL AND CONSISTENT WITH OUR ADOPTED GOALS IT MOVES THE PROBLEM STATEMENT IN LINE WITH OUR ADOPTED GOALS IN A PRIOR MEETING WE APPROVED THE GOALS 3 AND 4 THAT STEVE SHOWED US ON THE SLIDES AND IF YOU LOOK AT THE CHANGES FROM BOB, THEY ALIGN WELL WITH THIS TO PROVIDE CLARITY, AND E AN MADE A GOOD POINT JURISDICTIONAL MEANS DIFFERENT THINGS DIFFERENT PLACES AND THE HANDOFF BETWEEN AGENCIES SOMETIMES INTERPRETED DIFFERENTLY. I THINK THE JURISDICTION THOUGHT WAS HELPFUL. AND I THINK THAT COLLECTIVE CHANGES BEFORE US ARE GOOD MOVING IN THE RIGHT DIRECTION.

JAMES P. SPERING, CHAIR: TUMLIN.

JEFFREY TUMLIN: I CAN SUPPORT POWERS' AND GRIFFITHS' PROPOSED EDITS I WOULD ALSO LIKE TO REQUEST THAT WE KEEP IN THE PHRASE "WHILE BEING STUDIED NOW" IN THE FARE INTEGRATION STUDY AND WAYFINDING WORK AND PAYMENT TECHNOLOGY WORK THAT MTC AND ALL

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OF THE GENERALITY MANAGERS ARE CURRENTLY WORKING ON IT'S IMPORTANT TO ACKNOWLEDGE THAT THERE IS ALREADY INTEGRATED FUNDED BODY THAT IS DOING THAT NECESSARY WORK SO WE DO NOT NEED TO PRIORITIZE THAT WORK IN OUR PROBLEM STATEMENT BECAUSE THEY ALREADY HAVE A PATH FORWARD. AND FINALLY I WOULD LIKE TO SUGGEST AN EDIT TO FOOTNOTE NUMBER SIX UNDER COORDINATED PLANNING FOR PARATRANSIT AND SENIORS THE COORDINATED HUMAN SERVICES TRANSPORTATION PLAN FROM 2018 HAS SUBSTANTIAL ADDITIONAL WORK IN IT COMPARED TO THE 2013 STUDY THAT IS WORK THAT MTC HAS FUNDED ALL OF THE GENERAL MANAGERS PARTICIPATED IN AND WE'RE WORKING ON IMPLEMENTING TO BREAK DOWN KNOWN BARRIERS THAT EXIST WHEN MOVING ACROSS COUNTY LINES.

JAMES P. SPERING, CHAIR: JIM, THAT LAST CHANGE?

JEFFREY TUMLIN: I'LL SEND A NOTE.

STEVE KINSEY: I GOT IT MR. CHAIR.

JAMES P. SPERING, CHAIR: OKAY GOOD, STEVE. EVELYNN TRAN?

EVELYNN TRAN: HI GOOD AFTERNOON. I'M THE NEWEST MEMBER AND I'M THE ACTING GENERAL MEMBER FOR VTA. THANK YOU FOR HEARING US OUT. REPEATING WHAT BOB SAID EARLIER IS THAT THE GENERAL MANAGERS, YOU KNOW, WE HAVE THIS 9:00 A.M. MEETING WHERE, AS I

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STEPPED INTO THIS ROLE, I WAS REALLY PROFOUNDLY EXTREMELY, THE COOPERATION AMONG ALL OF THE GENERAL MANAGERS IN THIS REGARD I UNDERSTAND A LOT OF IT CAME AS I RESULT OF THE PANDEMIC WHERE WE ARE ALL FACED WITH A COMMON ISSUE THAT WE NEED TO SHARE A LOT OF INFORMATION. AND I THINK THE TRANSIT MANAGER CONCEPT IS REALLY JUST THAT, RIGHT, TO FURTHER THE COOPERATION AND COORDINATION AMONG ALL OF THE TRANSIT AGENCIES. AND AS I EMBARKED ON GETTING MY FEET WET IN THIS PARTICULAR ROLE AND LOOKING AT THE EFFORTS MADE BY THIS TASK FORCE TO GET TO FASTER, RELIABLE, MORE EFFICIENT AND SAFE TRANSIT SERVICE AND LOOK AT THIS PROBLEM STATEMENT, YOU KNOW, ONE OF THE THINGS THAT JUMPED OUT AT ME IS THAT A LOT OF THE STATEMENTS, YOU KNOW, THERE IS -- IT'S TRUE, YOU KNOW, WE COULD BE FASTER IF WE HAD TRANSIT PRIORITIES. IT WOULD BE FASTER IF OUR BUSES WEREN'T STUCK IN TRAFFIC. WHAT IT DOES MAKE ME THINK IS, HOW DO WE SOLVE THAT. RIGHT? IS IT BUILDING ON WHAT HAS BEEN BUILT THROUGH THIS YEAR BY ALL OF THE TRANSIT OPERATORS IN COORDINATION TO ADDRESS THIS PANDEMIC? RIGHT? HOW DO WE BUILD OUR RIDERSHIP? HOW DO WE GET PEOPLE BACK ON OUR BUSES HOW DO WE PROVIDE THOSE CONNECTIONS AND HOW DO WE GET TO WHERE WE NEED TO GO FASTER. AND SO THE CONCERN I HAVE IS, IF WE SAY THERE IS THIS HUGE PROBLEM THAT CAN ONLY BE MANAGED, A TRANSIT MANAGER CAN ONLY BE SOLVED BY A MANAGED -- I'M SORRY -- A TRANSIT MANAGER, YOU KNOW, IF I REGISTER MY VOTE IN REGARD TO THE PROBLEM STATEMENT, DOES THAT MEAN THAT I BELIEVE THAT

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THERE IS THIS PROBLEM THAT CAN ONLY BE SOLVED THAT WAY? HAVING SAID THAT, YOU KNOW, THE COOPERATION THAT'S BEEN BUILT AMONG THE MANAGERS, I THINK WE ALL WANT TO MOVE FORWARD. WE ALL WANT TO RESOLVE THE ISSUES THAT ARE FACING THIS REGION. AND SO WHAT I -- YOU KNOW, WHAT I WOULD LIKE TO DO IS JUST REGISTER MY VOTE AND MY THOUGHT IN REGARD TO WHAT IS PROPOSED BY THE GENERAL MANAGER AS A COMPROMISE FROM WHAT HAD BEEN DRAFTED BEFORE. RIGHT? THE GENERAL MANAGERS HAD PROPOSED ON FEBRUARY 10TH CHANGES THAT WERE DIFFERENT FROM WHAT BOB POWERS HAD PRESENTED EARLIER WHAT HASN'T CHANGED FROM THAT WERE THE TWO PREAMBLE PARAGRAPHS THOSE WERE IN THE PACKET SENT OUT FEBRUARY 10TH. AND FOLKS CAN LOOK AT THAT IT SHOULD BE IN YOUR PACKET ALREADY AND I THINK THAT'S REALLY IMPORTANT TO REFLECT THE CURRENT SITUATION ALL THE TRANSIT AGENCIES ARE IN REGARD TO THE PANDEMIC AND THE GOAL OF GETTING OUR TRANSIT RIDERSHIP BACK UP. SO I'M REGISTERING MY SUPPORT FOR THE PROPOSAL BY THE TRANSIT OPERATORS WITH THE INTENT OF MOVING THIS TOWARD THE SOLUTION OF GETTING OUR TRANSIT AGENCIES BACK, PROVIDING FASTER, SAFER, MORE EFFICIENT SERVICE. THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU. THAT'S A LOT IN THAT COMMENT THERE. YOU KNOW, ON THE SURFACE, I WOULD SAY IF YOUR VOTE IN FAVOR OF THIS PROBLEM STATEMENT, THERE IS STILL GOING TO BE AN OPPORTUNITY TO WEIGH IN ON THE NETWORK MANAGER, OR WHATEVER ALTERNATIVE THAT WILL BE PRESENTED. AND SO THERE WILL

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BE OPPORTUNITY FOR THAT DISCUSSION. YOU KNOW, BEFORE I GO TO NICK, THERESE AND STEVE KINSEY, YOU KNOW, I HAVEN'T SEEN THE LANGUAGE YET, THE WRITTEN LANGUAGE YET. BUT YOU CAN CHECK AND MAKE SURE, THERE WAS SOME REFERENCE ABOUT FUNDING, AND I WANT TO MAKE SURE THAT REFERENCE DOESN'T CONSTRAIN ANY RECOMMENDATIONS THAT WE WOULD MAKE THAT HAVE TO BE PREDICATED ON FUNDING. I MEAN, IF WE MAKE RECOMMENDATIONS AND IT REQUIRES ADDITIONAL FUNDING THAT WILL BE A DETERMINATION. BUT JUST LOOK AT THAT LANGUAGE FOR ME WHILE WE'RE GOING THROUGH THIS MEETING. AND THEN I'LL, HOPEFULLY I'LL GET A COPY HERE SHORTLY BUT I WANT TO MAKE SURE THAT FUNDING REFERENCE ISN'T CONSTRAINING THIS COMMITTEE TO MOVE RECOMMENDATIONS FORWARD. NICK JOSEFOWITZ? AND THEN NANCY WHELAN.

COM. NICK JOSEFOWITZ: THANK YOU. I REALLY APPRECIATE PROPOSALS BY BOB, THE ORGANIZATIONAL CHALLENGES, THE SECOND BULLET, I THINK IT MAKES SENSE TO ELIMINATE THE PROBLEM BEING THAT THERE IS NO NETWORK MANAGEMENT ENTITY. I THINK THAT'S FINE. I THINK THAT -- THE PROBLEM IS NOT THAT THE ENTITY DOESN'T EXIST. BUT I THINK CHANGES, TO ME, MISS KIND OF TWO THINGS THAT THE ORIGINAL LANGUAGE HAD. THE FIRST ONE IS, I DON'T THINK IT'S JUST A RESOURCE ISSUE. AND THE WAY THAT IT'S PHRASED NOW IMPLIES THAT IT IS SOLELY A RESOURCE ISSUE THAT WE DON'T HAVE BETTER TRANSIT COORDINATION, AND SO I THINK THAT'S, YOU KNOW, I THINK MAYBE FINDING A WAY TO REWORD THAT STATEMENT TO

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REFLECT, SO THERE ISN'T JUST A RESOURCE ISSUE. I MEAN, IN NEW EXPERIENCE, BOB, I DON'T KNOW ABOUT YOURS, BUT THERE HAVE BEEN EFFORT FOR A LONG TIME TRYING TO GET BART AND CALTRAIN TO SYNC UP AT MILLBRAE THEY DO, AT A TIME WHEN THERE WERE FAR FEWER RESOURCES IN THE PAST I ALWAYS FELT WHEN I WAS ON THE BART BOARD THAT IT WAS AN AUTHORITY ISSUE OF ACCOUNTABILITY AS TER WE PUT IT THAT NO ONE WAS RESPONSIBLE FOR THAT CONNECTION. NOT THAT SOMEONE HAD TO MANDATE IT BUT THAT NO ONE WAS RESPONSIBLE FOR THE RIDERS MAKING THAT CONNECTION. AND THE SECOND ISSUE I THINK THAT WAS IN THAT BULLET POINT WHICH I THINK IS IMPORTANT TO TEASE OUT WHICH ISN'T IN THE NEW LANGUAGE, IS THE ISSUE OF SORT OF PLANNING ACROSS INTER-AGENCY, PLANNING TRIPS THAT CROSS INTER-AGENCY BOUNDARIES. AND I THINK WHILE OF COURSE, THE WAY YOU PHRASED IT HERE, CONNECTIONS OF REGIONAL SIGNIFICANCE IS IMPORTANT BUT WHO IS LOOKING OUT FOR THAT RIDER OR THE PERSON WHO IS NOW DRIVING WHO WANTS TO GO FROM SANTA ROSA TO PALO ALTO? WHO IS KIND OF HOLDING THAT RIDER'S TRIP, OR THAT POTENTIAL RIDER'S TRIP AND TRYING TO PLAN FOR IT OR SORT OF WHETHER THINKING ABOUT WHETHER THAT IS A TRANSIT MARKET TO SERVE. I'M NOT LOOKING TO KIND OF -- I KNOW, TO UNDERSTAND THERE ARE ISSUES OF SCOPE HERE AND I'M NOT LOOKING TO THE MAXIMUM SCOPE OF THE BULLET WRITTEN BY POWERS BUT JUST TRYING TO FIND A WAY TO KIND OF REFLECT THOSE CONCERNS. I DON'T KNOW, CHAIR, IF YOU JUST WANT US ALL TO GIVE COMMENTS

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LIKE THIS OR WHETHER IT MIGHT BE APPROPRIATE FOR BOTH TO RESPOND OR FOR HOW YOU WOULD LIKE TO MANAGE IT.

JAMES P. SPERING, CHAIR: WELL, STEVE IS KEEPING NOTES AND WE'RE GOING TO TRY AND GO THROUGH AS MANY OF THESE AS WE CAN. SO HOPEFULLY WE'LL ADDRESS THAT. NANCY WHELAN.

NANCY WHELAN: THANK YOU CHAIR SPERING. I JUST WANTED TO ADD MY THANKS TO YOU FOR ACKNOWLEDGING US AND THE HARD WORK WE HAVE BEEN DOING AND ALSO NOT ONLY TO THANK MY COLLEAGUES HERE BUT THOSE WHO AREN'T NECESSARILY A PART OF THE BLUE RIBBON TASK FORCE AND THE SMALLER OPERATOR GENERAL MANAGERS WE MEET WEEKLY AND HAVE HAD A CHANCE TO WEIGH ON THIS AS WELL AND WANT TO LET YOU KNOW HOW MUCH WORK IS GOING ON BIND THE SCENES ON THIS. AND TO THEN JUST SUPPORT WHAT'S BEEN SAID SO FAR ABOUT WHAT BOB POWERS HAS PRESENTED AND SUPPORT THAT, AND THE CHANGES IAN HAS MADE AS WELL AND ALSO TO ADD THAT SCHOOL SERVICE N AND AS YOU KNOW MANY OF US PROVIDE LOTS OF TRANSPORTATION TO STUDENTS TO SCHOOL, AND THERE IS A DIFFERENCE BETWEEN THE YELLOW BUS SERVICE AND SOME OF US DO HELP PROVIDE THAT, AND THE PUBLIC TRANSIT SERVICE THAT WE PROVIDE AND OFFER TO STUDENTS. SO JUST WANTED TO PUT THAT BACK OUT THERE. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU NANCY. GINA PAPAN.

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GINA PAPAN: THANK YOU MR. CHAIR, IN CONSENSUS, ABSOLUTELY WITH WHAT IAN SAID AND ALSO WITH THE SCHOOL BUS SERVICES BECAUSE THEY DO IMPACT PARTICULARLY STATION AREAS. AND I HAVE TO AGREE WITH NICK ON THAT BULLET AS FAR AS THE ORGANIZATIONAL AND INSTITUTIONAL CHANGES. TO SAY THERE IS A LACK OF RESOURCES OF IMPROVING. THERE HAS BEEN RESOURCES THERE FOR A LONG TIME, AND I THINK HE ACCURATELY POINTED OUT THAT THE ACCOUNTABILITY WAS JUST THROWN TO THE WIND. IT'S NOT OUR PROBLEM. IT'S NOT THEIR PROBLEM. SO I DO HAVE A PROBLEM WITH THAT CHANGE. I DO ALSO HAVE A PROBLEM HAVING GOTTEN THE CHANGES HERE. I BELIEVE THE CHAIR KIND OF NAILED IT THERE ON THE NEW ADDITION, THE PARAGRAPH ABOUT THE PANDEMIC. THERE IS A STATEMENT IN THERE FUNDAMENTALLY UNDERMINING OUR ABILITY TO EFFECTIVELY SERVE THE REGION." WE KNOW. AND APPRECIATE ALL THE WORK THAT'S BEEN HAPPENING, BUT WITH COVID IT SEEMS LIKE WE'RE TRYING TO EXCUSE SOMETHING AND WE WANT TO FOCUS ON MAKING THE IMPROVEMENTS THAT YOU'RE DOING RIGHT NOW AND HELPING THOSE ALONG. SO I'M A LITTLE CONCERNED ABOUT THAT. I'M DEEPLY CONCERNED ABOUT RELYING ON THE UCLA REPORT WHEN IT'S NOT BEFORE US. I DOUBT MOST PEOPLE HERE HAVE READ THE REPORT. I DON'T THINK THAT'S RELEVANT AT THIS POINT IN TIME. WE CAN RELY ON THAT WHEN WE ALL GET A CHANCE TO CASUALLY READ THE 300, 600 PAGE, WHATEVER THE REPORT SAYS, BUT I DON'T THINK THAT SHOULD BE IN THERE AT THIS POINT IN TIME. IT'S JUST TOO MANY PEOPLE IN HERE. WE DON'T KNOW WHAT'S WRITTEN IN THERE. THAT WAS PREPANDEMIC. SO

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IT MAY NOT BE AS SIGNIFICANT AS WE NEED AT THIS POINT IN TIME. SO I WOULD ASK THAT THAT BE REMOVED. AND THAT WE DO TAKE A CAREFULLY LOOK AT THE SECOND SENTENCE IN PARAGRAPH ONE. THAT WAS PROPOSED BY MR. POWERS HERE. AND IT READS "IF SUSTAINED THIS DECLINE IN RIDERSHIP THREATENS TO PLUNGE THE REGION'S TRANSIT SYSTEM INTO A DOWNWARD SPIRAL, JEOPARDIZING BOTH NEAR AND LONG-TERM FINANCIAL VIABILITY OF INDIVIDUAL TRANSIT OPERATORS NEGATIVELY IMPACTING RIDERS AND FUNDAMENTALLY UNDERMINING OUR ABILITY TO EFFECTIVELY SERVE THE REGION." I JUST THINK THAT STATEMENT GOES A LITTLE TOO FAR HERE. WE CLEARLY KNOW EVERYBODY'S ABILITY TO SERVE THE REGION IS AT STAKE HERE. I THINK COMMISSIONER SPERING POINTED OUT EARLIER THERE HAVE BEEN SOME PREEXISTING PROBLEMS THAT HAVE BEEN ADDRESSED HERE AND I WANT TO MAKE SURE, AS WRITTEN, THAT'S SOMETHING THAT'S GOING BENEFIT US MOVING FORWARD. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU GINA. RANDI KINMAN.

RANDI KINMAN: THANK YOU. AND THANK YOU GINA FOR KIND OF SUMMING UP MY ITCHINESS OVER THE -- THAT LAST ISSUE. BECAUSE THE REALITY IS TRANSIT WASN'T A DECLINE BEFORE WE WERE HAVING ISSUES WITH TRANSIT BEFORE ON A REGIONAL LEVEL IT'S THE BIGGEST COMPLAINT WE GET AND FIXING IT IS THE HIGHEST POLLING POINT THAT WE ALWAYS FIND. I DON'T WANT US TO CONCENTRATE SOLELY ON THE FACT THAT COVID BLUE UP EVERYTHING. WHAT IT DID

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IS REVEAL SOME SERIOUS FLAWS IN OUR SYSTEM THAT WE AREN'T BLAMING ANYBODY FOR. I DON'T WANT PEOPLE TO THINK THIS IS A STATEMENT ABOUT THE LACK OF WORK YOU HAVE BEEN DOING THROUGH ALL OF THIS. I'M JUST AMAZED THAT YOU HAVE BEEN ABLE TO KEEP BUSS ON THE ROAD AND TRAINS RUNNING. I MEAN, I TRULY AM. WHAT I WANT TO SEE IS THE SPIRIT OF THIS GO FORWARD. I HAVE A PROBLEM WITH THE FORM VERSUS ENTITY STATEMENT. BECAUSE YOU ALREADY HAVE A FORUM TO HAVE THESE CONVERSATIONS. FORUM IS NOT, TO ME, A WORD THAT IMPLIES THAT THERE IS ANYBODY WITH ANYBODY RESPONSIBILITY. YOU CAN HAVE A FORM WHERE EVERYBODY GETS TOGETHER, AND YOU'RE TALKING ABOUT CROSS-AGENCY ISSUES BUT NOBODY'S RESPONSIBLE, SO NOTHING GETS RESOLVED. AND YOU NEED AN ACTUAL ENTITY THAT CAN HELP FACILITATE THOSE DISCUSSIONS. I DON'T CARE WHAT WE CALL IT. BUT IT HAS TO BE SOMETHING OTHER THAN A FORUM FOR PEOPLE TO TALK ABOUT AND NOT SOMETHING WHERE THERE IS SOME RESPONSIBILITY. AND THERE IS THE ABILITY NOT JUST TO BE RESPONSIBLE, BUT TO REACH OUT INTO EVERYBODY'S AGENCIES AND SAY, AND YOUR BOARDS THAT YOU REPORT TO, BECAUSE I HAVE SAT THROUGH BOARD MEETINGS AND I WOULD BE SURPRISED IF TWO PEOPLE ON A BOARD AGREED WITH EVERYTHING. AND THAT'S THE SAME AS MY BOARD. SO I'M NOT THROWING ANY SHADE WITH THAT. I WANT TO AGREE WITH IAN'S STATEMENTS ON THIS, AND I WANT TO SAY IT'S NOT A RESOURCE ISSUE THAT WE'RE DEALING W WE'RE DEALING WITH A BYPRODUCT OF 27 TRANSIT AGENCIES. IT'S AN ORGANIZATIONAL ISSUE. IT'S NOT A RESOURCE ISSUE. WE HAVE MONEY

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THAT COULD BE BETTER SPENT. WE HAVE ORGANIZATIONS THAT -- WE COULD BE BETTER ORGANIZED. SO I DON'T SEE IT AS JUST A RESOURCE ISSUE. AND I DO WANT TO THROW SOME WEIGHT TO THE IDEA OF SCHOOL SERVICES, BECAUSE WE DON'T HAVE A LOT OF YELLOW BUSES AROUND HERE. MY STUDENTS ARE ATTENDING CLASSES, THEY'RE BEING CERTIFIED IN NEW FIELDS, THEY'RE TRYING TO GET JOB TRAINING. I'M A COMMUNITY COLLEGE TRUSTEE. MY HIGH SCHOOL STUDENTS, WHEN THEY GO BACK, WILL BE DEPENDING HEAVILY ON TRANSIT. SO I WANT TO MAKE SURE THAT SCHOOLS AND SCHOOL SERVICE ARE PART OF OUR PRIORITIES BECAUSE IT'S HOW WE'RE GOING TO HELP BUILD OUR WORKFORCE IT'S HOW WE'RE GOING TO EDUCATE THE PEOPLE THAT NEED BETTER PAYING JOBS TO GET THEIR EDUCATION. THANK YOU.

JAMES P. SPERING, CHAIR: CHAD?

SPEAKER: THANK YOU VERY MUCH. I APPRECIATE THE INPUT THE GENERAL MANAGERS BOB POWERS MADE AND IAN GRIFFITHS MADE. I THINK THE INTER-AGENCY TRIPS PICK UP MANY IMPORTANT CONCEPTS HERE AND THE REFERENCE TO FOCUS ON REGIONAL HUBS IS ALSO HELPFUL. AND ONE OF THE EVENTS EARLIER IN THE PROBLEM STATEMENTS THAT I THINK MIGHT BE ABLE TO PUT BACK INTO THE CONTEXT PORTION IS THE DISCUSSION OF BOTH THE TRANSIT NETWORK BEING RELEVANT TO BOTH REGIONAL AND INTER-REGIONAL TRIPS WE SEE A LOT FROM THE CENTRAL VALLEY AND SACRAMENTO REGION OF

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TRAVEL COMING INTO THE REGION THAT HAS AN IMPACT ON THE SYSTEM, AND PREVIOUSLY SOME OF THAT LANGUAGE WAS IN HERE THAT MIGHT USEFUL TO REINSERT. ONE AREA IN THE DOCUMENT THAT WAS SENT AROUND BY BOB POWERS, INCLUDING THE AREA WHERE IT TALKS ABOUT THE GROWTH AND REGIONAL EXPANDED GROWTH NETWORK WE THINK THERE IS SIGNIFICANT OPPORTUNITY FOR US TO WORK TOGETHER AS BOTH REGIONAL AND INTER-REGIONAL SCALE AS WE THINK ABOUT HOW TO INVEST IN THE REGION TO BETTER ACCOMMODATE ALL OF THAT TRAVEL. THANK YOU.

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

THERESE MCMILLAN: THANK YOU MR. CHAIR. COUPLE OF THINGS. LET ME ADDRESS THE ONE YOU ASKED ABOUT FUNDING AND I'M NOT SURE I CAUGHT EXACTLY WHAT IT IS BUT I WANT TO PICK UP ON WHAT A COUPLE OF FOLKS SAID I APPRECIATE THAT NOT EVERYTHING BEFORE US IS DUE TO LACK OF FUNDING, BUT A LOT OF IT IS. AND IF WE THINK THAT WE CAN ADDRESS THESE ISSUES WITHOUT SOME SIGNIFICANT INFUSION OF FUNDING, THAT WOULD BE A VERY DANGEROUS AND FALSE PLACE TO BE. I'M JUST SAYING. SO I'M GOING TO THE TRANSIT COST AND FUNDING SECTION. AND I THINK THERE IS A COUPLE OF THINGS THAT ARE SPLIT APART THAT MIGHT BRING SOME CLARITY TO THIS. THE FIRST BULLET READS, "CURRENT AND FUTURE SERVICE COORDINATION EFFORTS CAN ONLY OFFER LIMITED BENEFITS WITHOUT ADDITIONAL FUNDING WHICH HAS NOT YET BEEN IDENTIFIED."

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I AGREE WITH THAT. NO ONE HAS CONTESTED THAT AND THAT IS CENTRAL TO WHAT WE NEED TO DO HOWEVER THE THIRD BULLET IS ONE THAT HAD MODIFICATION TO IT IN WHERE THERE HAS BEEN BACK AND FORTH ABOUT WHAT IT SHOULD READ. AND I WOULD SUGGEST THAT YOU COMBINE THEM TO ADD, AFTER THE FIRST BULLET, AGAIN, ADDITIONAL FUNDING, WHICH HAS NOT YET BEEN IDENTIFIED, AND THEN HAVE A SEMICOLON THAT SAYS "THE REGION SHOULD INTENTIONALLY DEVELOP NEEDED REVENUE STRATEGIES." AND JUST LEAVE IT AT THAT. BECAUSE IT DOESN'T, THEN, GET INTO PARSING ABOUT WHETHER IT'S AN ENTITY OR FORUM OR WHATEVER IT SIMPLY ACKNOWLEDGES THAT WITH INTENTION THE REGION NEEDS TO DEAL WITH ADDITIONAL RESOURCES HOWEVER THEY NEED TO BE DEALT WITH. AND IT'S GOING TO BE A COMBINATION IT'S GOING TO BE LOCAL, STATE, AND FEDERAL ALL OF WHICH NEED TO BE BROUGHT TO THE TABLE IF WE'RE GOING TO DEAL WITH THE SCALE OF CHANGE THAT WE'RE TALKING ABOUT HERE. THAT'S ONE SUGGESTION. MY SECOND SUGGESTION GOES TO THE NOTION OF CONTACT. AND I'LL JUST, AGAIN, GIVE YOU MY OWN PERSONAL TAKE ON THAT. I AGREE THAT INSERTING INTO THIS PROBLEM STATION OF ADDITIONAL CONTEXT IS CRUCIAL. BECAUSE PROBLEMS EMERGE OUT OF CONTEXT. AND FRANKLY WE ONLY HAVE TO LOOK AT THE PERPETUAL CONDITION OF RACIAL INJUSTICE IN THIS COUNTRY TO SEE THE DANGER OF WHEN WE IGNORE CONTEXT AS A PARALLEL WHILE MAYBE NOT AT THE SAME SCALE IT'S IMPORTANT TO RECOGNIZE THAT WHERE WE ARE TODAY COVID IS A SEISMIC CHANGE THAT WE ARE GOING TO BE GRAPPLING WITH, AND I THINK WE'LL HAVE A FOUNDATIONAL IMPRINT

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ON WHAT WE DO IN THIS REGION TO SURVIVE ON MANY LEVELS ONLY ONE OF WHICH IS MOBILITY. SO I THINK THE STATEMENT OF THE COVID SITUATION IS AN IMPORTANT CONTEXTUAL. IT'S A POINT IN HISTORY FOR US. NOW, IT DOESN'T TAKE ANYTHING OFF THE TABLE. I THINK THAT'S BEEN CLEARLY STATED HERE. THERE IS NOTHING THAT WAS USED AND EXCUSED TO REMOVE SOMETHING. BUT I DO THINK THAT IT IS AN IMPORTANT CONTEXT WITHIN WHICH WE WILL MEASURE OUR SUCCESS AND THE INEVITABLE STUMBLES WE HAVE GOING FORWARD. THANKS.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU THERESE. MICHAEL HURSCH AND THEN JIM HARTNETT.

MICHAEL HURSH: THERESE AND I ARE ON THE SAME PAGE SIMILAR TO COMMENTS I WOULD MAKE. I THINK WE CAN WORK THIS TO DEATH BUT WE SHOULD LOOK FORWARD TO THE NEXT STEPS ONCE YOU HAVE A PROBLEM STATEMENT WE'RE GOING TO TRY TO DEVELOP SOLUTIONS. IT'S IMPERATIVE THAT THE CURRENT LAY OF THE LAND BEING INCLUDE THE IN THE STATEMENT. WE CAN TALK ABOUT ALL THE IMPROVEMENTS WE WANT BUT WHILE I'M OPERATING 75% OF SERVICE AND LEAVING PEOPLE BEHIND, THAT IS ABSOLUTELY OUR NUMBER ONE PRIORITY IS TO SERVE THE CUSTOMERS THAT WE'RE NOT DOING A GOOD ENOUGH JOB SERVING TODAY. I ESPECIALLY WANTED TO DRILL DOWN THE POINT ON WHETHER IT'S A RESOURCE ISSUE OR NOT. HAVING WORKED AT SFMTA, VTA, AND AC TRANSIT SINCE 1993, I CAN TELL YOU THERE'S A LIST

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OF THINGS, 100 IF NOT 1500 THINGS I COULD GO IF WE HAD MORE RESOURCES TO DO IT. THE PUBLIC WANTS FREQUENCY, RELIABILITY, AND SAFETY. AND WE CAN DO THAT, PROPERLY RESOURCED. SO I WOULD URGE THAT NOT TO FALL OFF THE BOLD UNDERLYING PORTIONS OF THE PROBLEM STATEMENT. PLEASE INCLUDE THE SCHOOL SERVICE. AC TRANSIT CARRIES MY STUDENTS ONE SCHOOL IS IN THAN MOST OPERATORS CARRY IN THEIR ENTIRE RIDERSHIP PER DAY. AND YELLOW SCHOOL BUS IS FAILING TRANSPORTATION FOR SPECIAL NEEDS IS FAILING. EITHER WE FIND ANOTHER ENTITY THAT'S GOING TO FIX THE SCHOOL BUS SERVICE BUT THE REALITY IS THE TAXPAYERS AND CUSTOMERS ARE EXPECTING US TO FIX IT AND WE NEED TO AT LEAST STUDY AND BETTER UNDERSTAND THE PROBLEM. LASTLY I WOULD SAY, IN THE FIVE COUNTIES RIGHT NOW MORE RESOURCES TO INCREASE RELIABILITY, FREQUENCY, AND SAFETY, I THINK WE'RE PRETTY WELL INTEGRATED CONSIDERING HOW MANY 16 SYSTEMS WE CONNECT TO. YES THERE IS IMPROVEMENT AND SCHEDULED COORDINATION. WE CAN DO THAT WE'RE DOING IT NOW WITH MORE RESOURCES. LAST THING WANT TO REITERATE, I THINK WE COULD WORDSMITH IT TO DEATH I AM APPRECIATIVE AND PROUD OF STEVE FOR WHAT HE HAS BEEN ABLE TO BRING TOGETHER. I WOULD URGE SUPPORT OF BOB'S AND IAN'S RECOMMENDATIONS MOVING FORWARD.

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

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JIM HARTNETT: THANK YOU MR. CHAIR. RATHER THAN AGREEMENT WITH ALL OF THE COMMENTS THAT HAVE BEEN MADE FROM OTHER FOLKS LET ME ADOPT IN LARGE PART WHAT MIKE HURSCH SAID I THINK HE SPEAKS FOR MANY OF US. AND I ALSO WANT TO CALL OUR IAN'S INTER-AGENCY SUGGESTION. BECAUSE I THOUGHT THAT WAS A GOOD ONE. SO I WOULD SUPPORT UTILIZING THE POWERS SUGGESTED DRAFT WITH IAN'S INTER-AGENCY LANGUAGE BECAUSE I THINK THAT'S REALLY HELPFUL. AND I JUST CAN'T HELP BUT AGREE MORE WITH THERESE'S COMMENTS ON CONTEXT. I THINK THAT'S REALLY IMPORTANT. AND I RECOGNIZE THE COMMENT ON THE ISSUE OF CITATION TO THE UCLA REPORT AND WE HAVE OTHER FOOTNOTES AS WELL. THE UCLA REPORT WAS PRESENTED TO ALL OF US, I THINK, OVER A YEAR AGO. AND I GENERALLY RECALL WHAT WAS IN IT AND I DIDN'T AGREE WITH EVERYTHING THAT WAS IN IT BUT I AGREE WITH SOME AND I CAN'T SAY I AGREE WITH THE DOCUMENTS IN THE FOOTNOTE SECTION EITHER BUT I THINK THEY'RE INTENDED TO BE A REFERENCE TO THE REPORT WE DID ASK FOR DATA, STATEMENTS FOR THE DATA TO BE SUPPORTED THAT'S BEEN THE INTENT, I THINK, WITH THE FOOTNOTES. AGAIN I'M APPRECIATIVE OF ALL OF THE WORK THAT'S GONE INTO THIS AND I WOULD LIKE, AS MIKE HURSH, INDICATED, TO MOVE ON TO THE SOLUTION.

JAMES P. SPERING, CHAIR: THANK YOU. ALFREDO THEN JIM WUNDERMAN.

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ALFREDO PEDROZA: THANK YOU MR. CHAIR I AGREE WITH THE COMMENTS FROM MIKE HURSCH I THINK THEY WERE SPOT ON, MICHAEL, THANK YOU FOR THOSE COMMENTS AND TO BOB POWERS THANK YOU FOR BRINGING THIS FORWARD IN THE WAY YOU DID IT. I APPRECIATE THE WAY YOU DID IT IN TERMS OF FINDING SOLUTIONS TO GO FORWARD. MR. CHAIRMAN, I THINK THIS IS A GREAT PATHWAY TO GO FORWARD THE PROBLEM STATEMENT IS WHAT WE DEFINED HERE AND I SUPPORT THAT. BUT TO MIKE'S POINT WE CAN'T LOOK IT AT IN ISOLATION IN A SILO WE NEED TO LOOK AT IT WITH ACTION STEPS TO CREATE SOME MEANINGFUL OBJECTIVE FOR THE REGION. THAT'S WHAT I'M EXCITED ABOUT THIS HAVING THIS BEING A FOUNDATIONAL DISCUSSION TO HOW WE LOOK AT THE FUTURE AND IN THE PROBLEM STATEMENT WHAT I WAS ATTRACTED TO AND WHAT I APPRECIATE WITH THE BIG AND SMALL OPERATORS IS LOOKING TO THE FUTURE AND HOW WE RESTORE RIDERSHIP IN A SUSTAINABLE WAY BUT NOT JUST GOING BACK TO BUSINESS AS USUAL BUT MAKING SURE WE'RE THRIVING AND EFFICIENT AND I AGREE WITH SOME OF THE COMMENTS THAT WE SECOND BE MORE EFFICIENT AND I THINK THAT'S THE OPPORTUNITY WE HAVE HERE IS HOW DO WE INCENTIVIZE NEW EFFICIENCY TO ENSURE WE HAVE SUSTAINABLE TRANSIT IN THE BAY AREA. AGAIN THANK YOU MR. CHAIRMAN FOR KEEPING EVERYONE ON THE DANCE FLOOR. WE GOT GOOD DISCUSSIONS AND THERE NEEDS TO BE DISCUSSIONS TO BE HAD SO WE CONTINUE TO MAKE PROGRESS. THANK YOU.

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JAMES P. SPERING, CHAIR: JIM WUNDERMAN. WON I UNDERSTAND THE PROBLEMS THAT THE AGENCIES ARE HAVING

JIM WUNDERMAN: AND THEY'RE HISTORIC PROBLEMS, AND I GET IT. IN THIS PROCESS I HAVE TRIED TO BE SUPPORTIVE AND UNDERSTANDING, AND IN THE MEETING WE HAD LAST WEEK ON THE AD-HOC COMMITTEE, SUGGESTED MAYBE WE SHOULD DELAY THIS, AND NOT PUSH FORWARD AT THE TIMELINE THAT WE WERE TALKING ABOUT BECAUSE WE DIDN'T ANTICIPATE THE PANDEMIC TO GO ON THIS LONG WHEN WE STARTED THE PROCESS. WE RECEIVED THE MATERIALS NOW, I'M NOT A VERY GOOD WORDSMITHER I DON'T WANT TO INTO IT TOO MUCH THE OTHER NIGHT I ACCEPTED WITHOUT QUESTION THE CHANGES THAT WERE BEING MADE AND NOW THERE ARE MORE CHANGES BEING MADE TO THE PROBLEM STATEMENT AND SO FORTH, BUT YOU KNOW, I'LL LIVE WITH IT. IT'S FINE. I FEEL LIKE THIS, THOUGH, YOU KNOW, THE CORE QUESTION S SHOULD WE BE DOING THIS? IT'S BEEN RAISED A LOT OF TIMES. AND I THINK THE GUTS OF THIS, YOU KNOW, WE SHOULD CONFRONT IT, IS, IS THIS THE RIGHT TIME TO BE TRYING TO MAKE SIGNIFICANT -- YOU KNOW, TO BE DISCUSSING SIGNIFICANT SYSTEMIC TYPE CHANGES? BECAUSE THAT'S WHAT THIS WAS ABOUT, AND I THINK THERE'S A REASONABLE ARGUMENT THAT CAN BE MADE THAT IT'S NOT BECAUSE WE'RE TOO BUSY AS RICK RAMACIER SAID, I'M TOO BUSY TRYING TO FIGURE OUT WHO GETS A SHOT, THERE IS A LOT OF DIFFERENT REASONS WHY THIS IS A CRAPPY TIME TO BE THINKING ABOUT SYSTEM CHANGES. I THINK WE HAVE TO REALLY MAKE THAT DECISION. AS FAR AS THE RESOURCE

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QUESTION GOES, YOU KNOW, WHAT I HEAR IS, WE CAN'T DO ANYTHING WITHOUT RESOURCES. SO POWERS' WANTS TO BE POSITIVE, SO I WILL TURN IT AROUND AND SAY, IF WE HAVE RESOURCES DO WE THEN AGREE THAT WE CAN HAVE A NETWORK -- WE CAN HAVE A CENTRAL COMMAND WE CAN PUT IN A NETWORK MANAGER, WE HAVE A LOT OF RESOURCES SO LET'S HAVE A STRONG CENTRAL COMMAND BECAUSE WE CAN AFFORD IT RESOURCE IS NO LONGER A PROBLEM. IS THAT WHAT WE'RE SAYING? IF NO RESOURCES YES WE CAN HAVE A CONVERSATION -- SO, IF NO RESOURCES -- YOU KNOW I FEEL LIKE THE AGENCIES REALLY DON'T WANT TO DO THIS. AND YOU KNOW, I GUESS WHY WOULD THAT I WANT TO DO IT BECAUSE THIS IS ABOUT KIND OF GIVING UP SOME CONTROL. I APPRECIATE WHAT MIKE HURSCH SAID BUT I DON'T AGREE WITH IT. THE INTERCONNECTIVITIES OF THIS 27 SYSTEMS ARE NOT AT THE HIGHEST LEVEL THEY COULD BE. THEY'RE NOT CLOSE. AND YES, THE PUBLIC WANTS FOR LIABILITY, AND YES THE PUBLIC WANTS SAFETY AND SECURITY BUT THE PUBLIC WANTS INTERCONNECTIVITY THAT'S WHAT THE PUBLIC TOLD US IN THE SIGNIFICANT POLLING AND FOCUS GROUPS THAT WE DID BACK AT THE BEGINNING OF FASTER. THEY TOLD US THAT. IT WAS DISARMING TO THE EFFECT THEY TOLD US THAT. SO I GUESS NOW WE CAN SAY IT'S A PANDEMIC THROW THAT OUT. THAT'S NOT WHAT THAT I WANT ANYMORE? I DON'T BELIEVE THAT. I GUESS IT WOULD BE -- I'M NOT PERSONALLY WILLING TO GIVE UP ON THE NOTION THAT WE CAN HAVE A BETTER INTEGRATED SYSTEM BECAUSE WE HAVE A PANDEMIC SO THAT'S NOT AS IMPORTANT ANYMORE WHICH IS KIND OF WHAT I'M HEARING. YOU CAN SAY WE CAN STILL HAVE THAT

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CONVERSATION I AM ONLY ONE PERSON HERE AND EVERYONE SEEMS TO BE IN AGREEMENT I THINK WHAT RANDI SAID ABOUT THIS THING NOT BEING AN ORGANIZATIONAL QUESTION, I THINK THAT'S SPOT O YOU DON'T NECESSARILY GET TO RAISE YOUR PRICE YOU DON'T NECESSARILY GET TO HAVE MORE RESOURCES. THE CHALLENGE OF AN ORGANIZATION IS TO DO A BETTER JOB OF WHAT YOU HAVE AND HOPEFULLY THAT BRINGS IN MORE RESOURCES BECAUSE MORE PEOPLE WANT YOUR PRODUCT OR YOUR SERVICE. SO I THINK THIS IS BECOMING ABOUT US. IT'S BECOMING ABOUT THE AGENCIES. IT'S BECOMING ABOUT, YOU KNOW, THE PRODUCT, AND NOT THE MARKET, THE PEOPLE OR CUSTOMERS THAT'S WHAT I'M SEEING. I'M FRUSTRATED BY IT, IF YOU CAN'T TELL. I'LL GO ALONG WITH THE WORDING BECAUSE I WANT TO SEE THIS MOVE ALONG, BUT MAYBE I'M R READING IT WRONG AND IF THAT'S THE CASE I APOLOGIZE FOR IT AND I WOULD BE HAPPY TO HEAR FOLKS SAY SOMETHING ELSE THAT THAT'S NOT WHAT THE CASE S BUT YOU KNOW, THAT'S THE -- THAT'S THE TRAIN I FEEL WE'RE ON. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU JIM. NOW, I SHARE A LOT OF YOUR COMMENTS THERE, AND THAT'S WHY I WAS ASKING THERESE AND STEVE TO LOOK, I WANT TO MAKE SURE THIS FUNDING ISSUE ISN'T THAT POISON PILL. IT CONSTRAINS WHAT RECOMMENDATIONS WE'RE GOING TO MAKE OR HOW WE LOOK AT THIS FUTURE TRANSIT SYSTEM AND SO I HAVE A CONCERN. YOU KNOW, I, TOO, AGREE, IT'S AN ORGANIZATIONAL ISSUE. AND IF, WHATEVER RECOMMENDATIONS WE MAKE

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DO NEED ADDITIONAL FUNDING TO IMPLEMENT THEM, THEN THAT'S THE OBJECTIVE AND THAT'S THE GOAL WE'RE FACED WITH. I THINK WE ALL UNDERSTAND THAT CONSTRAINT BUT TO STIFLE ANY RECOMMENDATIONS THAT COME OUT OF THIS COMMITTEE BASED ON FUNDING AVAILABILITY, I THINK THAT'S SHORTSIGHTED. IAN GOING BACK TO YOU.

IAN GRIFFITHS: I FIRST MADE MY COMMENT I DIDN'T HAVE A CHANCE TO REVIEW THE REVISED DRAFT CIRCULATED BY POWERS'. AND I AGREE WITH WHAT NICK SAID REGARDING THAT SECOND BULLET AND I AM FINE WITH THE PROPOSED CHANGES BY BOB POWERS EXCEPT FOR THE SECOND BULLET AND ONE OF THE SUGGESTED REMOVAL IS THE WORD AUTHORITY. RIGHT NOW WITH THE CHANGES THE WORD AUTHORITY IS NOT IN THE PROBLEM STATEMENT AT ALL IF WE ACCEPT THE CHANGES AS CURRENTLY PROPOSE SAID AND OUR PROBLEM STATEMENT WOULDN'T INCLUDE THE SUGGESTION OF AUTHORITY. WE NEED RESOURCES AND AUTHORITY. I THINK WE HAVE ALL -- AGREE THAT THERE'S A RESOURCE ISSUE AND AN AUTHOR ORGANIZATIONAL ISSUE IT'S NOT ONE OR THE OTHER AND THEY BOTH SHOULD BE REFLECTED IN THE PROBLEM STATEMENT SOMETHING BASED ON HOWEVER ALL THE COMMENTS YOU CHOOSE TO REVISE THE SECOND COMMENT I WOULD LIKE TO SEE IT ACKNOWLEDGE NEED FOR RESOURCES AND AUTHORITY TO, AND THE, TO ACHIEVE ALL OF THOSE OUTCOMES. THANK YOU.

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JAMES P. SPERING, CHAIR: OKAY. THANK YOU. I DON'T SEE ANY OTHER HANDS UP RIGHT NOW. STEVE, HOW DO YOU WANT TO GO THROUGH THIS? UNFORTUNATELY --

WALLY CHARLES, CLERK: CHAIR SPERING, THERE IS PUBLIC COMMENT I DON'T KNOW IF YOU WANT TO DO THAT RIGHT NOW.

JAMES P. SPERING, CHAIR: NOT RIGHT NOW WALLY, IN A MINUTE. I KNOW WE HAVE TO TAKE PUBLIC COMMENTS. STEVE, FIRST, I'M AT A DISADVANTAGE BECAUSE I HAVE BEEN TRYING TO LISTEN TO ALL THE COMMENTS AND TAKE NOTES AND I HAVEN'T HAD AN OPPORTUNITY TO READ THE REVISED LANGUAGE, WHICH --

STEVE KINSEY: SURE, OKAY. MR. CHAIR I WOULD SAY THAT I WOULD LIKE TO JUST BE ABLE TO GO THROUGH A FEW OF THESE THINGS. YOU KNOW, IT'S VERY CLOSE TO BEING SOMETHING THAT EVERYONE COULD AGREE O BUT I THINK IT'S GOING TO BE VIRTUALLY IMPOSSIBLE TO DO THE WORDSMITHING HERE, WE HAVE EXTENDED BEYOND THE TIME THAT WE HAVE ALLOCATE POWERED THIS SO I WOULD LIKE TO GO THROUGH THESE AND PERHAPS I THINK THERE WOULD BE A WAY THAT I COULD WORK WITH ALL OF YOU OUTSIDE OF THIS AND HAVE THE FINAL STATEMENT ON THE CONSENT AGENDA FOR NEXT MONTH, AS MY PREFERRED WAY OF HANDLING THIS. BUT I DO THINK IT'S IMPORTANT TO GO THROUGH THESE RIGHT NOW IF YOU WOULD GIVE ME AN OPPORTUNITY TO KIND OF HIGHLIGHT WHERE PEOPLE WERE AT?

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WALLY CHARLES, CLERK: THE ZOOM TEAM CAN ALSO BRING IT UP IF YOU WANT THEM TO, ON THE SCREEN.

STEVE KINSEY: THANK YOU WALLY.

JAMES P. SPERING, CHAIR: STEVE, WHAT I WOULD LIKE TO DO IS JUST GO THROUGH THOSE ISSUES, AND THEN BEFORE PEOPLE COMMENT, I WOULD LIKE TO TAKE THE PUBLIC COMMENTS. SO IF SOMETHING NEEDS TO BE ADDED OR CHANGED WE'LL TRY THAT AND THEN COME UP WITH THE FINAL SUGGESTED LANGUAGE OR PROBLEM STATEMENT.

STEVE KINSEY: IN THE FIRST ITEM IS THAT THE OPERATORS HAVE RECOMMENDED EXPANDING THE STATEMENT SUMMARY BEFORE IDENTIFYING THE SPECIFIC PROBLEMS BY ADDING TWO PARAGRAPHS. THAT SEEMED TO BE WIDELY ACCEPTABLE TO MOST PEOPLE. THERE WAS ONE ASPECT OF IT, THE SECOND SENTENCE IN THE FIRST PARAGRAPH THAT SAYS "IF SUSTAINED, THIS DECLINE IN RIDERSHIP THREATENS TO PLUNGE THE REGION'S TRANSIT SYSTEM INTO A DOWN WARDS SPIRAL JEOPARDIZING NEAR AND LONG-TERM FINANCIAL LIABILITY OF INDIVIDUAL TRANSIT OPERATORS NEGATIVELY IMPACTING RIDERS AND UNDERMINING OUR ABILITY TO EFFECTIVELY SERVE THE REGION" COMMISSIONER PAPAN WAS CONCERNED ABOUT THAT, IN PARTICULAR. SHE ALSO WAS CONCERNED IN THAT SAME FIRST PARAGRAPH ABOUT THE CITATION TO THE UCLA STUDY. I THINK THAT THE -- WHAT THE TASK FORCE MEMBER

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WHO MADE THE POINT ABOUT WANTING TO HAVE FOOTNOTED REFERENCES TO STATISTICAL INFORMATION IS THE REASON THAT THE UCLA STUDY IS CITED I DON'T THINK THAT'S PARTICULARLY PROBLEMATIC THAT STUDY WAS PRESENTED TO YOUR COMMISSION LAST JANUARY IN YOUR WORKSHOP AND REALLY IT'S JUST THERE TO IDENTIFY A SOURCE OF WHAT OUR, ACTUALLY, TECHNICAL STATIC STATISTICS. MY OVERALL IMPRESSION IS THAT THERE IS SUPPORT FOR HAVING THESE IN, IF YOU WANTED TO DO ANY MORE WITH THIS TODAY, IT WILL BE JUST TO SEE HOW MUCH -- IS THERE ANYONE RELUCTANT TO ALLOW THOSE IN. I THINK IT'S FINE. AND SECOND WE MOVED INTO THE BULLET POINTS. THE SECOND OBSERVATION THAT BOB POWERS MADE HAD TO DO WITH THE SECOND BULLET UNDER ORGANIZATIONAL AND INSTITUTIONAL CHALLENGES AND AS I HAVE LISTENED THERE IS A WIDE RANGE OF COMMENTS THAT CAME FROM YOUR TASK FORCE MEMBERS, AND I PERSONALLY BELIEVE THAT IF YOU STOP AND TAKE A LOOK AT THE ORIGINAL OR THE LANGUAGE THAT WAS PRESENTED THERE TODAY, I THINK IT ACTUALLY COULD STAY. BECAUSE FOLKS ARE NOT AS INTERESTED IN THE IDEA OF IDENTIFYING THE LACK OF RESOURCES AS THE BASIS FOR WHAT'S WRONG WITH TRANSIT. SO I WOULD SUGGEST TO YOU THAT IT MAY BE THAT THAT PARTICULAR BULLET COULD STAY AS IT IS OR THAT IT COULD BE MODIFIED. HAVING SAID THAT, THE USE OF THE TERM INTER-AGENCY IN LIEU OF JURISDICTIONAL, OR CROSS JURISDICTIONAL, THAT'S FINE, EVERYBODY SEEMS TO BE COMFORTABLE WITH THAT, SO I THINK THERE'S NO PROBLEM WITH THAT. THE THIRD ITEM ABOUT THE INACCURACY OR THE MISREPRESENTATION OF THE

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SITUATION AROUND COORDINATED PLANNING PARATRANSIT FOR SENIORS I THINK THE SUPERIOR OFFICERS HAVE PUT A GOOD WAY OF STATING THAT AND YOU OUGHT TO ACCEPT IT, I DO HAVE A QUESTION AS TO WHETHER THAT IS THE RIGHT SENTENCE TO ALSO ADD BACK IN THE SCHOOL SERVICES SO THAT IT WOULD BE STATED AS IT WOULD READ AS "THERE IS A NEED TO IMPROVE PARATRANSIT SERVICE FOR INTER-AGENCY TRIPS, LOCAL SCHOOL ACCESS -- AND LOCAL SCHOOL ACCESS IN AN EFFECTIVE AND EFFICIENT MANNER." YOU COULD DECIDE NO ONE HAS DECIDED WHERE SCHOOL ACCESS WHICH GO BUT YOU HAVE SPOKEN TO THAT. THE NEXT ITEM IS THE IDEA AROUND FORUM, AND THE TRANSIT COST AND FUNDING, THE THIRD BULLET THE RECOMMENDATION THERE WAS THAT THERE NEEDED TO BE A FORUM AND THIS IS WHERE THE WORD FORUM WAS USED INSTEAD OF INSTITUTIONAL LEADER. I THINK THAT'S ABSOLUTELY FINE AND CORRECT. AND IF YOU REMEMBER EARLIER IN YOUR TASK FORCE VOICES FOR PUBLIC TRANSIT IS REALLY ENCOURAGING THERE TO BE A FORUM. THEY DID WANT SOME LEADERSHIP AROUND THAT BUT THE FORUM IS THE REALLY MOST IMPORTANT ISSUE THERE BUT SO I THINK THE LANGUAGE COULD BE ACCOMMODATED THERE. AND THERESE HAD TALKED ABOUT TAKING THAT AND LINKING IT WITH THE FIRST BULLET AND I THINK THAT'S FINE AND COULD BE DONE. AND I WOULD PROBABLY NEED A LITTLE MORE OF HER LANGUAGE ABOUT DEVELOPING THE, THE REGION SHOULD DEVELOP SOMETHING OR OTHER, I DIDN'T QUITE CATCH ALL OF THAT, BUT I DON'T THINK THAT THERE IS A LOT OF DISAGREEMENT THAT'S COMING OUT OF YOUR TASK FORCE AROUND THAT. THERE WAS SOME DISAGREEMENT AROUND WHETHER OR NOT

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A CUSTOMER EXPERIENCE, THE RECOGNITION OF THINGS BEING STUDIED NOW, SHOULD BE INCLUDED OR NOT. I DON'T THINK UNDER EITHER APPROACH IT'S PARTICULARLY PROBLEMATIC TO TAKE IT OUT, OR LEAVE IT IN, BECAUSE IT'S WHAT LIES BEYOND THAT STATEMENT THAT IS THE MOST IMPORTANT PIECE OF THE PROBLEM. AND I THINK THAT'S PROBABLY WHAT JOHN FORD WAS REFERRING TO. THEN, AS FAR AS THE COMMENTS THAT WERE MADE BY CHAD, MAKING SURE I'M IN THE RIGHT ORDER HERE, CHAD HAS BEEN TALKING ABOUT IT APPROPRIATELY, THE FACT THAT THIS IS A NETWORK THAT DOESN'T JUST STOP AT THE EDGES OF THE NINE BAY AREA COUNTIES. IN THE CONTEXT STATEMENT IN THE VERY FIRST PARAGRAPH, WE TALK ABOUT CREATING THIS MORE CONNECTED, MORE EFFICIENT, AND MORE USER FOCUSED MOBILITY NETWORK ACROSS THE ENTIRE BAY AREA AND BEYOND AND THEN LATER IN THE CONTEXT, PARAGRAPH, THE THIRD PARAGRAPH, BENEATH THE BULLETS, WE HAVE THE STATEMENT THAT "THE BARRIERS TO THE VISION STILL EXIST AND MUST BE ADDRESSED IN A REGION WHERE THE GEOGRAPHY JURISDICTIONAL BOUNDARIES URBAN SETTLEMENT PATTERNS OVERLAP AND INTERSECT IN COMPLICATED WAYS WHILE ALSO CONSIDERING HOW MEGA REGIONAL AND INTER-REGIONAL TRANSIT SERVICES WILL INTERFACE WITH THE BAY AREA SYSTEM." SO I THINK WHETHER THAT NEEDS TO COME INTO THE BULLET OR WHETHER YOU ACCEPT IT INTO THE CONTEXT THAT CLEARLY THAT PERSPECTIVE IS CAPTURED HERE. SO WITH THAT, I WOULD SAY THAT I AM GOING TO HAND IT BACK TO YOU TO SAY, WOULD YOU ACCEPT THE IDEA THAT WITH LIMITED DISCUSSION ON POSSIBLY THAT SECOND BULLET POINT

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UNDER ORGANIZATIONAL AND INSTITUTIONAL CHALLENGES, TO GET A BETTER READ FROM THE REST OF YOU, AS TO WHETHER YOU ALL CAN LIVE WITH THE LANGUAGE THAT WAS THERE BEFORE THE PROPOSED REVISION, THAT I COULD GIVE YOU SOME GREAT CONFIDENCE THEY CAN CLEAN THIS UP AND HAVE IT IN YOUR CONSENT PACKET FOR NEXT MONTH RATHER THAN TAKE MORE TIME TODAY.

JAMES P. SPERING, CHAIR: OKAY SO STEVE, FOR CLARITY, THE WORD "AUTHORITY" WOULD STAY IN?

STEVE KINSEY: WELL, YES. SO WOULD THE WORD "ENTITY" -- "NO NETWORK MANAGEMENT ENTITY WITH SUFFICIENT RESOURCES" THAT TOUCHES ON THE ISSUE THAT OPERATORS HAVE BROUGHT UP "AND AUTHORITY" -- WHICH TOUCHES ON THINGS THAT SEVERAL OF THE SPEAKERS BOUGHT UP "ENSURES THAT THE MULTIPLE SEPARATE AGENCIES TRANSIT AGENCIES PLAN" -- WHICH TALKS ABOUT THE COMMISSIONER JOSEFOWITZ REFERRED TO -- "OPERATE AND ARE HELD ACCOUNTABLE FOR PROVIDING EQUITABLE INCLUSIVE FREQUENT AFFORDABLE ACCESSIBLE RELIABLE AND INTEGRATED LONG -- AND SERVICE" THE SUGGESTION WAS TAKING OUT LONG DISTANCE AND INTER-AGENCY AND I THINK THAT PHRASE COULD BE REMOVED AND STILL THE POINT WOULD BE CAPTURING THE ESSENCE OF THE PROBLEM.

JAMES P. SPERING, CHAIR: WALLY, HOW MANY SPEAKERS DO WE HAVE?

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WALLY CHARLES, CLERK: TWO PUBLIC SPEAKERS.

JAMES P. SPERING, CHAIR: OKAY. WE ONLY HAVE TWO. WE'LL GIVE THEM TWO MINUTES. AND IF YOU CAN, GO AHEAD AND CALL THEM. THEN I'LL GO BACK TO COMMITTEE MEMBERS AS SOON AS WE TAKE THE PUBLIC COMMENTS.

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

ADINA LEVIN: GOOD AFTERNOON TASK FORCE MEMBERS, ADINA LEVIN, AND I FIRST WANT TO REALLY APPRECIATE THE AMOUNT OF DIFFICULT WORK THAT TRANSIT AGENCIES ARE DOING TO KEEP SERVICE RUNNING DURING A PANDEMIC AND WORKING AT AN UNPRECEDENTED MANNER TO MAKE THINGS BETTER EVEN IN THIS DIFFICULT SITUATION. IN TERMS OF THE LANGUAGE HERE, SPEAKING FOR MYSELF, BUT AS THE CHAIR OF THE FARE INTEGRATION ADVISORY BODY, ON THE POLICY ADVISORY COUNCIL, WOULD LIKE TO SEE THAT LANGUAGE REMAIN ABOUT THAT STUDY BECAUSE EVEN THOUGH THAT STUDY IS ONGOING AND IS CERTAINLY HAPPENING, THE STAFF REPORTS FOR THAT STUDY WITH THE OPTIONS THAT THE TRANSIT GENERAL MANAGERS HAVE JUST APPROVED

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FOR FURTHER STUDY, THE STAFF REPORTS SAY THAT SOME OF THE OPTIONS WILL NOT BE POSSIBLE TO IMPLEMENT UNLESS THERE IS SOME ORGANIZATIONAL CHANGE. AND THEREFORE KEEPING THIS IN WILL HELP KEEP THAT TO THE FLOOR THAT SOME CHANGES THAT MAY BE FOUND TO IMPROVE RIDERSHIP AND IMPROVE TRANSIT, CONVENIENCE, AND EQUITY, MAY REQUIRE SOME OF THE INSTITUTIONAL CHANGES, AND THAT WAS THE POINT THAT I WANTED TO MAKE. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU.

WALLY CHARLES, CLERK: WENDI KALLINS. CALIFORNIA YES THANK YOU. I BELIEVE THE CHAIR GAVE TWO MINUTES?

JAMES P. SPERING, CHAIR: YES.

WENDI KALLINS: I ALSO SERVE ON THE POLICY ADVISORY COUNCIL AND FARE INTEGRATION ADVISORY COMMITTEES AND ONE THING I WANT TO MENTION IS THAT THE TIME, THE NEED FOR REEVALUATING THE TIME OF DAY WHEN TRANSIT IS PROVIDED IS A HEAVY EMPHASIS RIGHT NOW ON COMMUTE AND THAT MIGHT NOT BE AS REAL AFTER PANDEMIC THAN IT WAS PREPANDEMIC BUT WHAT WE HAVE DISCOVERED IS ESSENTIAL WORKER SERVICE IS NEEDED LATE AT NIGHT AND INTO THE WEEKEND. I DON'T KNOW IF THAT WOULD GO INTO THE EQUITY SECTION. AND PERSONALLY THROWING IN MY SAFE SCHOOLS HAT IT ALSO LOOK LIKES THE SCHOOLS TRANSPORTATION IS GOING TO STAY IN AND I WANT TO

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GIVE A COUPLE OF REASONS WHY I THINK THIS IS A REGIONAL ISSUE EVEN THOUGH IT'S PROVIDED LOCALLY. ONE IS THERE IS A NEED FOR REGIONAL FUNDING FOR SCHOOL SERVICES, MOST AGENCIES HAVE A HARD TIME PROVIDING THE SERVICE, AND YELLOW BUS SERVICES IS QUITE CHALLENGING. AND SECONDLY, THERE IS A DEARTH OF OPERATORS AND I THINK IF THERE WAS A REGIONAL COORDINATION AND CONTRACTING OF SERVICES THAT MIGHT MAKE THE CONSULTING OPERATORS INCENTIVE TO BE ABLE TO RAMP UP AND HAVE MORE BUS SERVICE THAN THERE ARE DRIVERS AVAILABLE THAN WHAT'S AVAILABLE RIGHT NOW. THANK YOU.

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

WALLY CHARLES, CLERK: THANK YOU. THERE IS NO MORE PUBLIC SPEAKERS.

JAMES P. SPERING, CHAIR: OKAY. SO NOW I WANT TO BRING IT BACK TO THE COMMITTEE --

WALLY CHARLES, CLERK: ROLAND JUST CAME ON.

JAMES P. SPERING, CHAIR: OKAY.

WALLY CHARLES, CLERK: ROLAND? ROLAND?

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SPEAKER: CAN YOU HEAR ME NOW?

JAMES P. SPERING, CHAIR: YES. GO AHEAD.

SPEAKER: GREAT. HANG O IS THIS BETTER?

JAMES P. SPERING, CHAIR: YES. GO AHEAD.

SPEAKER: OKAY GREAT. SO VERY BRIEFLY. I APOLOGIZE, I CONTINUE TO CONFLICT WITH CALTRAIN WITH THE BLUE RIBBON TASK FORCE. THE THING I WANT TO BRING TO YOUR ATTENTION SALON -- SALON DON IS GOING TO -- RIGHT NOW I'LL GIVE YOU THE URL FOR THE WEB SITE IT'S CALLED "BIGPLANBIGCHANGES -- ONE WORD -- THAT'S CO.UK" THAT'S BASICALLY GOING TO TELL WHAT YOU THEY ARE DOING. WRAPPING IT UP IN A READ YOU WHAT IT SAYS "EASIER [INDISCERNIBLE] RAIL INDUSTRIES PROPOSAL FOR FAIR EFFICIENT AND MODERN SYSTEM TICKETS SALES AND INTERFACE. THANK YOU.

JAMES P. SPERING, CHAIR: ANY OTHER SPEAKERS.

WALLY CHARLES, CLERK: NO MORE SPEAKERS.

JAMES P. SPERING, CHAIR: STEVE, I WOULD AGREE IT REALLY JUST CAN'T BE ON CONSENT MAYBE WE NEED TO AGENDAIZE IT BUT LET'S LIMIT IT TO TEN MINUTES OF DISCUSSION AND HAVE PEOPLE POINT

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OUT WHAT THEIR ISSUES ARE CONCERNED AND THEN WE'LL BRING IT TO A VOTE. SO I DO HAVE A CONCERN. THERE IS TOO MUCH HERE. AND AS I HAVE SAID I HAVEN'T HAD OPPORTUNITY TO READ THE PROPOSAL BUT IT SOUNDS LIKE SOME HAVE AND ARE IN SUPPORT.

STEVE KINSEY: MR. CHAIR I CAN IMPLEMENT THE LANGUAGE THAT THERESE PROPOSED AND MAKE SURE IT'S OUT WELL IN ADVANCE OF THE NEXT TASK FORCE MEETING BUT I THINK YOU HAVE GOTTEN IT VERY CLOSE WORKING TOGETHER. THANK YOU.

JAMES P. SPERING, CHAIR: YEAH. SO DO I. AND I THINK THESE ARE ALL VERY GOOD COMMENTS. SO IS THERE ANYBODY THAT'S IN DISAGREEMENT, GINA BEFORE YOU TAKE YOU AND RANDI, IS THERE ANYBODY THAT'S IN DISAGREEMENT WITH THE PROCESS THAT WE'RE GOING TO GO FORWARD WITH? OKAY. NOT HEARING ANY. I'LL GO TO GINA THEN RANDI, THEN WE NEED TO MOVE ON TO THE NEXT ITEM.

GINA PAPAN: THANK YOU MR. CHAIR. I THOUGHT WE HAD SOME CONSENSUS ABOUT WHAT IAN SAID ABOUT CROSS JURISDICTIONAL AS OPPOSED TO THE AGENCIES?

STEVE KINSEY: WE DID.

GINA PAPAN: I DID HEAR THAT FROM STEVE? I DIDN'T HEAR THAT AND I KNOW STEVE IS TRYING TO DO THE BEST HE CAN ON THAT FRONT. SO

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I WANT TO MAKE SURE THAT GETS CHANGED THERE AND I THINK WE STILL HAVE PROBLEMS WITH LACK OF RESOURCE AND CROSS JURISDICTIONAL BULLET POINT ON ORGANIZATIONAL SORRY I'M ACKNOWLEDGE FROM PERSONAL EXPERIENCE HERE AND RESOURCES HAVE EXISTED THEY HAVE NOT BEEN USED AT TRANSIT HUBS FOR A MULTITUDE OF REASONS. SO IF WE CAN JUST -- I JUST DON'T WANT IT TO BE THAT, OH, YOU'RE -- WE'RE NOT GOING TO DO ANYTHING UNLESS WE GET MORE MONEY THEY'RE ALREADY DOING THESE THINGS I APPLAUD THEM RIGHT NOW FOR DOING THEM AND I WOULD LIKE TO SEE THEM CONTINUED. SO JUST, IT CAN'T BE CONDITIONED JUST ON THAT, PLEASE. AND THE FOOTNOTE K WE DO THAT UCLA THING AS A FOOTNOTE?

STEVE KINSEY: SURE.

JAMES P. SPERING, CHAIR: OKAY. SO STEVE, THE POINT GINA IS MAKE WE'RE NOT ELIMINATING LOOKING AT ORGANIZATIONAL CHANGES? I MEAN, WE'RE NOT ELIMINATING THAT OPTION, ARE WE?

STEVE KINSEY: NO WE'RE NOT I THINK WHAT I HEARD HER SAY IS BEING CAREFUL ABOUT TRYING TO ASSIGN THE PROBLEMS EXCLUSIVELY TO LACK OF RESOURCES AND I THINK WE MAKE SURE THAT'S NOT IDENTIFIED. AND IN TERMS OF INTER-AGENCY I THOUGHT WE TOUCHED ON IT, BUT I AGREE WE CAN GO AHEAD AND CHANGE IT.

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JAMES P. SPERING, CHAIR: YEAH. RANDI?

RANDI KINMAN: THANK YOU. STEVE, I WANT TO ADD TO YOUR FOOTNOTES, ON THE "WHILE BEING STUDIED NOW" ISSUE, I HAVE NO -- - DON'T CARE EITHER WAY IT CAN GO BUT I WOULD LIKE THAT YOU REFERENCE THE TWO COMMITTEES THAT ARE WORKING ON THOSE ISSUES AS A POINT FOR PEOPLE TO LOOK ALL THE STUDIES THAT ARE GOING ON AND TO HAVE THE MOST CURRENT INFORMATION AVAILABLE TO THEMSELVES.

STEVE KINSEY: GOOD.

RANDI KINMAN: THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. STEVE YOU'RE READY TO MOVE ON AND FOR OUR NEXT MEETING DON'T INVITE BOB POWERS.

STEVE KINSEY: HE'S MADE SURE WE'RE ALL OKAY. WITH THAT BRING BACK THE SLIDE SHOW. SLIDE SIX.

JAMES P. SPERING, CHAIR: I THINK ASSEMBLYMEMBER CHIU HAS JOINED US.

DAVID CHIU: I'M HERE. SORRY. JUST STEPPING OFF THE FLOOR AND TRYING TO UNDERSTAND THE CONTEXT.

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JAMES P. SPERING, CHAIR: THANK YOU.

STEVE KINSEY: WE HAVE JUST SPENT 45 MINUTES TALK BECOME REFINING THE PROBLEM STATEMENT, IT WAS A REVISED STATEMENT, THERE WERE SOME COMMENTS MADE BY OPERATORS AND THEY PROVIDED A -- SOME DRAFT LANGUAGE FOR CHANGES. THOSE HAVE BEEN REVIEWED. WE HAVE DECIDED THAT WE WILL -- I WILL TAKE ALL OF THOSE COMMENTS AND BRING BACK THE PROBLEM STATEMENT FOR FINAL ACTION AND LIMITED DISCUSSION PRECEDING THAT AT NEXT MONTH'S MEETING. NOW WE'RE GOING TO MOVE ON TO THE DISCUSSION ABOUT THE ROLE THAT THE NETWORK MANAGEMENT EVALUATION CONSULTANT PLAYS, AND THE TIMING FOR THAT. AND SO THAT'S WHERE WE STAND. I WOULD JUST SAY THAT THE TASK FORCE HAS AGREED ON SEVERAL IMPORTANT ELEMENTS WHEN ADOPTING GOAL THREE THAT THERE WOULD BE A SOUND BUSINESS CASE DEVELOPED TO SUPPORT THE NETWORK MANAGEMENT REFORMS AND A QUALIFIED PROFESSIONAL TEAM SHOULD PROVIDE A THIRD PARTY EVALUATION OF THESE NETWORK MANAGEMENT ALTERNATIVES THAT HAVE BEEN IDENTIFIED AND WILL BE IDENTIFIED BY YOUR TASK FORCE SO THOSE WERE THE TWO THINGS THAT YOU HAD SPECIFICALLY INCLUDED IN YOUR GOALS. NEXT SLIDE. SO ON THIS, IN SUPPORT OF THOSE TWO REQUIREMENT THIS IS SLIDE ADDRESSES EACH. ACROSS THE TOP YOU WILL SEE THREE BOXES THAT HAVE A CORRESPONDING TIMELINE. THE LOWER GRAPHIC PROVIDES A STAGES OF THE NETWORK MANAGEMENT EVALUATION THAT WOULD OCCUR AND ITS

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CORRESPONDING TIMELINE. AND I WANT TO MAKE IT CLEAR THAT THIS SLIDE REFLECTS WHAT I HAVE HEARD AND WHAT MANY OF YOU HAVE SUPPORTED WHICH IS THAT THERE NEEDS TO BE A -- AN HONEST ACKNOWLEDGEMENT OF THE DEVASTATING AND IMPACTING SITUATION CAUSED BY THE PANDEMIC SO WHAT YOU'RE SEEING HERE IS THAT THIS SLIDE EXTENDS OUT BEYOND THE TIMELINE THE WORK OF THE TASK FORCE BUT WITH SOME ADDITIONAL WORKING GROUP SUPPORT SO THE THOUGHTS COMING OUT OF YOUR TASK FORCE WILL REMAIN. WHAT IT SAYS IS THAT BY JUNE IF YOU LOOK AT THE LEFT HAND SLIDE IN THE TOP BOXES THAT YOU WILL DEVELOP THE FRAMEWORK FOR A BUSINESS CASE ANALYSIS, WHAT IS NEEDED TO DO THAT, WHAT DATA NEEDS TO BE AVAILABLE TO DO A MEANINGFUL ANALYSIS. YOU WILL ALSO REITERATE OR CONFIRM THE GOVERNANCE ALTERNATIVES THAT HAVE BEEN PUT IN PLAY FROM EVERYONE AT SEAMLESS AND SPUR AND THE OPERATORS AND TO THOSE OF YOU THAT HAVE YOUR OWN IDEAS THAT YOU HAVEN'T YET PRESENTED. THAT THAT OPPORTUNITY SHOULD EXIST WITHIN THE WORK OF THE TASK FORCE TO GET THEM ON THE TABLE. AND THEN AS WAS DISCUSSED AT SOME LENGTH IN THE WORKSHOP, THERE NEEDS TO BE SOME KIND OF TRIGGER SET SO THAT THE EXPECTATION IS THAT, IS NOT THAT OPERATORS HAVE TO DEAL WITH THINKING ABOUT NEW WAYS TO MANAGE THE NETWORK WHILE THEY'RE TRYING TO SURVIVE. AND SO THERE HAVE BEEN SOME SUGGESTIONS AS TO WHAT THE TRIGGER WOULD BE. WE WOULD TRY TO FINALIZE THAT AS PART OF YOUR TASK FORCE WORK. BETWEEN THEN AND THE END OF THE YEAR, THE BUSINESS CASE DATA WOULD GET ORGANIZED IN THE WAY

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THAT IT'S USEFUL FOR EVALUATION AND WE WOULD TRACK THE ASSEMBLY MEMBERS LEGISLATION WHICH I UNDERSTAND IS IN THE FORM OF A SPOT BILL NOW BUT HE INTENDS TO FLESH OUT IDEALLY WITH INPUT COMING FROM THIS TASK FORCE AS WE THINKS ABOUT THAT. AND THEN NEXT YEAR, I WOULD CHANGE THE JULY TO DECEMBER, BUT IN THE FIRST HALF, FIRST QUARTER OF NEXT YEAR, YOU WOULD BE IMPLEMENTING THE NETWORK MANAGEMENT EVALUATION AT THE SAME TIME AS YOU WERE IMPLEMENTING SOME OF THE THINGS THAT COULD MOVE FORWARD IMMEDIATELY AFTER YOUR TASK FORCE CONCLUDES IT'S WORK, FARE INTEGRATION, WAYFINDING, TRANSIT AUTHORITY, THOSE PRIORITIES AS I HAVE HEARD FROM MANY OF YOU DON'T REQUIRE A NETWORK MANAGEMENT EVALUATION TO BEGIN THEM THEY WILL ULTIMATELY BE INTEGRATED INTO THE PROCESS OF NETWORK MANAGEMENT THAT YOU ALL SELECT. SO RUNNING THROUGH THOSE THAT'S SORT OF THE PROCESS IN TERMS OF THE SUBSTANCE FROM A TIMING PERSPECTIVE. WE WANT TO MAKE SURE THAT THE PROCUREMENT IS SUFFICIENTLY CLEAR, THAT WHEN WE BRING A CONSULTANT TO YOU, THAT THEY HAVE AN ACCURATE SCOPE OF WORK THAT WILL BE SUPPORTIVE OF THIS REVISED KIND OF PROCESS TIMELINE. SO WE WOULD LIKE TO BRING THEM TO YOU BY APRIL, BUT SOMETIME IN APRIL OR MAY THEY WOULD COME WE WOULD BE FINALIZING TOGETHER THE SCOPE OF THEIR WORK AND WAITING UNTIL THE END OF THIS YEAR AT THE EARLIER TO BEGIN CARRYING OUT NETWORK MANAGEMENT EVALUATION AND USING THAT TIME DURING THIS YEAR TO ORGANIZE THE DATA TO PREPARE SO THAT THEY HAVE THE ABILITY TO MAKE A

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BUSINESS CASE BASED ON SPECIFIC INFORMATION. SO THAT, I THINK, IS THE KEY ELEMENTS OF THE CONSULTANT THAT WOULD BE WORKING WITH THE TASK FORCE AND BEYOND, AND I THINK THAT WE CAN GO -- WEEKEND TAKE COMMENTS ON THIS NOW, CHAIR SPERING, BEFORE MOVING ON TO THE NETWORKS ROLES AND RESPONSIBILITY SLIDES, IF YOU'RE UP FOR THAT.

JAMES P. SPERING, CHAIR: YEAH. STEVE, LET'S DO THAT. AND WHAT I WOULD LIKE TO ASK COMMITTEE MEMBERS, IF YOU COULD JUST MAYBE LIMIT YOUR COMMENTS TO A COUPLE OF MINUTES BECAUSE WE'RE RUNNING WAY BEHIND. HEY, STEVE, LET ME ASK A QUESTION ON THIS SLIDE HERE, WHERE YOU HAVE "IDENTIFYING NETWORK MANAGEMENT GOVERNANCE ALTERNATIVES" ONE THING THAT'S SUGGESTED IN ONE OF OUR EARLIER MEETINGS IS LOOKING AT THE CLIPPER EXECUTIVE MODEL TO WHERE ALL THE TRANSIT OPERATORS AND SOME CONSIDERATION OF EXPANDING THAT, SO, SOCIAL JUSTICE BUSINESS AND THE VARIOUS INTEREST GROUPS WOULD BE REPRESENTED ON IT AND THEY WOULD BE TASKED AT POSSIBLY FORMALIZING IT THROUGH LEGISLATION OF SOME KIND OF SO THERE IS SOME ACCOUNTABILITY THERE. AND CRITERIA IS DEVELOPED WITH A TIMELINE. CAN SOMETHING LIKE THAT BE CONSIDERED AS WE'RE BRINGING THIS TO A CONCLUSION IN JUNE?

STEVE KINSEY: ABSOLUTELY. THAT IS A COMPLETELY LEGITIMATE SUGGESTION. EVEN IN THE COURSE OF THE WORK THAT'S GONE ON, TO DATE, OF YOUR TASK FORCE. THE IDEA OF UTILIZING THE CLIPPER

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EXECUTIVE BOARD, BUT ALSO THE IDEA OF EXPANDING IT OR CREATING ADVISORY SUPPORT MUCH IN THE WAY THE FARE INTEGRATION TASK FORCE IS BEING DONE UNDER THE CLIPPER EXECUTIVE BOARD BUT IT'S ADDED A CITIZEN ADVISORY COMPONENT TO CONTRIBUTE TO THEIR WORK. SO YES, THE SHORT ANSWER IS YES. THAT CAN BE, AND IS COMPLETELY LEGITIMATE, AS ONE OF THE ALTERNATIVES TO BE CONSIDERED.

JAMES P. SPERING, CHAIR: YEAH. OKAY. I -- YOU KNOW, I WOULD LIKE TO SEE US PURSUE THAT CONCEPT BECAUSE THAT MIGHT BE SOMETHING THAT'S WITHIN OUR GRASP OR WITHIN OUR REACH AND IT'S SOMETHING THAT PEOPLE ARE FAMILIAR WITH. WITH THAT I WANT TO OPEN IT UP TO COMMITTEE MEMBER COMMENTS ON WHAT'S BEEN PRESENTED WITH THIS TIMELINE. OKAY. I DON'T SEE ANY HANDS. SO WE HAVE EITHER WORN EVERYBODY OUT, OR --

STEVE KINSEY: YEAH, YOU KNOW, SOMEONE SAID, DO YOU WANT TO KEEP EVERYONE ON THE DANCE FLOOR, I THINK YOU D YOU WORE THEM OUT.

DAVID CHIU: MR. CHAIRMAN, I WAS CONFUSED BY THE DECEMBER 2021 OBVIOUSLY WE'RE PLANNING TO MOVE FORWARD WITH THE BILL IN THE COMING MONTHS DO YOU MEAN AFTER ITS DONE?

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STEVE KINSEY: STEVE KINSEY HERE WHAT WE MEANT BY THE COURSE OF JUNE THROUGH DECEMBER WE WOULD BE OBSERVING HOW IT PROCEDURE E PROCEEDS WHAT IT INCLUDES AND WHETHER IT'S SIGNED INTO LAW. THIS IS IMPORTANT BECAUSE THE TRUTH IS BECAUSE NOBODY KNOWS TODAY WHAT THE LEGISLATION IS CONTAINED WHETHER IT WILL BE SUCCESSFUL BUT IT DOES ALLOW FOR THIS PERIOD OF TIME FOR YOU TO ADVANCE THAT AND IT MAY BE VERY INFLUENTIAL IN HOW NETWORK MANAGEMENT ALTERNATIVES ARE EVALUATED. SO BY POSTPONING THIS, WE'RE PROVIDING THE OPERATORS THE CHANCE TO KEEP THEIR PRIMARY FOCUS ON RESPONDING TO THE PANDEMIC UNTIL SOME OF THE CRITERIA FOR BEGINNING TO MOVE PAST IT ARE IN PLACE. BUT WE'LL ALSO BE ABLE TO TRACK THE SUCCESS AND SUBSTANCE OF YOUR LEGISLATION.

DAVID CHIU: GOT IT. I APPRECIATE IT. AND I'M SORRY WE'RE IN THE MIDST OF VOTING ON A WHOLE BUNCH OF BILLS AROUND BILLIONS OF DOLLARS TODAY SO I'M WATCHING ANOTHER TELEVISION AND I'M SORT OF GOING IN AND OUT OF THIS. IT IS OUR INTENT TO MOVE FORWARD AS MUCH AS WE POSSIBLY CAN WITH THIS CONVERSATION THIS COMING YEAR. I THINK EVERYONE AGREES THAT IF WE DON'T MOVE THIS YEAR, THE IDEA THAT WE'RE GOING TO START THIS CONVERSATION NEXT YEAR TO POTENTIALLY NOT BE DONE UNTIL A NEW BILL COULD GO INTO EFFECT IN JANUARY 1ST OF 2023 DOESN'T FEEL PARTICULARLY SATISFYING. SO THAT'S WHY WE WANT TO MOVE FORWARD ON THIS AND CERTAINLY APPRECIATE THE CHARGES FACING THE OPERATORS RIGHT NOW I WANT TO BALANCE THAT WITH THE SENSE THAT

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I THINK IF WE CAN GIVE THE PUBLIC SOME CONFIDENCE ON MOVING FORWARD ON QUESTIONS LIKE THIS I THINK IT WILL HELP WITH THE RECOVERY CONVERSATION AND HELP WITH THE FUNDING CONVERSATION BUT I KNOW A LOT MORE CONVERSATIONS NEED TO HAPPEN. SO JUST WANTED TO UNDERSTAND WHAT YOU MEANT BY THAT BULLET.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU ASSEMBLYMEMBER. AND STEVE, I MEAN, OUR GOAL IS STILL, WE'RE GOING TO HAVE RECOMMENDATION IN JUNE THAT WILL BE FORWARDED TO ASSEMBLYMEMBER CHIU?

STEVE KINSEY: YES THAT IS CORRECT. AND I THINK THE PLAN, ONE THING YOU NEED TO REINFORCE WITH YOUR TASK FORCE BECAUSE IT'S COME UP A BIT IS THAT THIS TASK FORCE REALLY IS DETERMINED TO GET ITS ACTION PLAN RECOMMENDATIONS COMPLETED BY JUNE. THAT'S A GOOD EXAMPLE, SO THAT THE ASSEMBLE MEMBER HAS CLEAR DIRECTION FROM YOU AS TO WHAT FOLKS ARE LOOKING FOR.

JAMES P. SPERING, CHAIR: YEAH. I JUST WANTED TO CLARIFY THAT. WITH THAT STEVE, GO AHEAD AND MOVE O I HAVEN'T SEEN ANY HANDS ON THIS.

STEVE KINSEY: GREAT. THANK YOU ALL. NEXT ITEM, NEXT SLIDE PLEASE. AND WE'LL MOVE RIGHT THROUGH THAT THIS IS NOW WE'RE MOVING INTO THE ROLES AND RESPONSIBILITIES. AND THIS SLIDE

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HERE REALLY IS JUST INTENDED TO BE BENCHMARK FOR THE WORK YOU HAVE BEEN DOING ON WHAT ARE THE APPROPRIATE ROLES AND RESPONSIBILITIES, YOU KNOW, MANY COMMENTS HAVE COME IN FROM THE LAST MEETING WHEN THIS EXACT SLIDE WAS PRESENTED, AND IN THE WORKSHOP, AND IN OTHER SETTINGS, THAT THE LIST IS TOO LONG TO REALLY BE WORKABLE, THAT THERE -- IT DOESN'T DISTINGUISH PRIORITIES, AND SO I'M USING IT ONLY AS PINT OF REFERENCE. BUT WE'RE GOING TO WORK IN A DIFFERENT WAY THROUGH THESE IMPORTANT ISSUES TODAY. NEXT SLIDE PLEASE. SO THIS SLIDE HERE IS A DISPLAY OF THE LISTED TOPICS THAT LAST MONTH YOU HEARD MTC STAFF PRESENT TO YOU. MANY OF THESE NETWORK MANAGEMENT OPPORTUNITIES AND ACTIVITIES COULD PROCEED EXPEDITIOUSLY AND BE GIVEN EXTRA MOMENTUM BY YOUR TASK FORCE WHAT I'M LOOK TOCK DRAW FROM YOU TODAY WOULD BE THE QUESTION ON THE LAST DO YOU NEED ADDITIONAL INFORMATION ABOUT ANY OF THESE SPECIFIC INITIATIVES THAT ARE CURRENTLY UNDERWAY BEFORE YOU DECIDE THAT THEY WARRANT GOING FORWARD EITHER AT THE PACE THEY'RE AT OR AT AN ACCELERATED PACE BUT EVEN IN ADVANCE OF ANY KIND OF ULTIMATE NETWORK MANAGEMENT STRUCTURE THAT MIGHT BE PUT IN PLACE, UNDERSTANDING THAT THEY WOULD BE INTEGRATED OR WORKED INTO THE NETWORK MANAGEMENT PROCESS AT THAT TIME. SO WHAT I'M LOOKING FOR HERE, MR. CHAIR IS, IF YOU LOOK ON THE RIGHT, THAT SORT OF GIVES YOU A TIMELINE ON SOME OF THE SPECIFIC THINGS EACH OF THESE STUDIES INTENDING TO ADDRESS. I THINK THEY ARE ALL DIRECTLY RELATED TO WORK THAT THE TASK FORCE WANTS TO SEE

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ACCOMPLISHED AND I'M REALLY ASKING WHAT ELSE DO YOU AS A TASK FORCE WANT US TO BRING YOU SO THAT YOU CAN BE SATISFIED THAT YOU'RE CLEAR ABOUT THEM AND CAN MAKE A MEANINGFUL DECISION ABOUT ALLOWING THEM TO GO FORWARD OR MAKING OTHER RECOMMENDATIONS IN ADDITION THAT.

JAMES P. SPERING, CHAIR: OKAY. THERESE W. MCMILLAN I'LL LET YOU KICK IT OFF. GO AHEAD THERESE.

THERESE MCMILLAN: I THINK THE POINT I WOULD LIKE TO MAKE HERE AND YOU PROBABLY HEARD IT CLEARLY IN NEW LAST COMMENTS, YOU KNOW, WITH ALL OF THESE, WE'RE LOOKING AT THE STUDIES. AND WITH ALL, AGAIN, DUE RECOGNITION THAT SOME OF THESE THINGS CAN BE DONE WITHIN EXISTING AUTHORITIES AND WITHIN EXISTING RESOURCES. THERE IS PROBABLY A LOT THAT CAN'T BE DONE IN TERMS OF EXISTING AUTHORITY AND EXISTING RESOURCES. AND I AM A HUGE PROPONENT OF ADVANCING THE FIRST THREE AS CENTRAL TO, YOU KNOW, A TIER ONE SET OF NETWORK MANAGEMENT PRIORITIES. BUT THE POTENTIAL ACTION PLAN NEAR-TERM IMPLEMENTATION PRIORITY STATEMENT NEEDS TO BE ACCOMPANIED BY A STATEMENT OF WHAT ARE THE TECHNICAL AUTHORITY AND FINANCIAL RESOURCES NEEDED TO ACTUALLY MAKE THEM SUCCESSFUL ON THE GROUND. AND SO I JUST WANT TO MAKE SURE THAT FOR ALL OF THEM, IN TERMS OF ADDITIONAL INFORMATION, IT'S NOT NECESSARILY THAT THAT MAYBE CAN BE PULLED COMPLETELY TOGETHER BY JUNE, BUT THERE ABSOLUTELY HAS

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TO BE A COMMITMENT THAT THAT'S AN ESSENTIAL PART OF WHATEVER ANALYSIS GOES FORWARD.

STEVE KINSEY: THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU THERESE. IS THERE ANYONE ELSE THAT HAS ANY OTHER COMMENTS ON THIS? AM I ASSUMING THAT EVERYBODY DOESN'T NEED THE ADDITIONAL INFORMATION? OR? ON THESE ITEMS? OKAY. NOT HEARING ANY OTHER COMMENT. STEVE, DO YOU NEED ANYMORE GUIDANCE ON THAT?

STEVE KINSEY: NO I DON'T. AND YOU KNOW, I WANT TO APPRECIATE THAT. I THINK THERE HAS BEEN SOME TRUST BUILT IN THE COURSE OF THIS TASK FORCE, THAT THESE INITIATIVES ARE WELL FUNDED AND HAVE A GOOD MINDS AT WORK ON THEM, AND THAT THERE IS NO REASON TO HOLD THEM BACK FROM BEING ADVANCED AS QUICKLY AS THEY DESERVE TO BE WITHIN THE PRIORITIES, UNDER THE ADDITIONAL COMMENTS THAT THERESE MADE, THAT THERE NEEDS TO BE TECHNICAL INFORMATION, FUNDING NEEDS TO BE CLEARLY IDENTIFIED AND AUTHORITY NEEDS TO BE ESTABLISHED, SOME OF WHICH MAY IN FACT REQUIRE THAT LEGISLATIVE WORK THAT ASSEMBLYMEMBER CHIU IS TALKING ABOUT. BUT THIS IS ENCOURAGING TO ME. BECAUSE I THINK THESE ARE THINGS THAT CAN REALLY DEMONSTRATE VALUE THAT YOU'RE TASK FORCE CAN ADD BY ADDING MOMENTUM OR PUTTING FIRM

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TIMELINES TO THESE, AND SO VERY GOOD. NEXT ITEM. NEXT SLIDE PLEASE.

JAMES P. SPERING, CHAIR: STEVE, HANG ON. WALLY, WAS THERE ANY PUBLIC COMMENTS ON THIS ITEM? 4B?

WALLY CHARLES, CLERK: NO.

JAMES P. SPERING, CHAIR: OKAY. GO AHEAD, STEVE.

STEVE KINSEY: OKAY. SO THIS ONE IS, WHAT I'M CALLING A STRETCH OPPORTUNITY, AS A SLIDE, BECAUSE IT PRIORITIZES SOME OF THE LISTS FROM LAST MONTH. IT ACKNOWLEDGES THAT THERE ARE VOLUNTARY EFFORTS THAT THE OPERATORS ARE DOING NOW, THAT IN THE NEAR-TERM SHOULD BE CONTINUED AND RECOGNIZED AND APPRECIATED. IT ALSO RECOGNIZES THAT WE JUST DID IN THE LAST SLIDE, THAT MTC HAS A NUMBER OF VERY IMPORTANT THINGS THAT COULD BE UTILIZED BY THE TASK FORCE UNDER ITS EXISTING AUTHORITY, IN MOST INSTANCES, AND PERHAPS WITH ADDITIONAL AUTHORITY ADDED. IT'S ALSO INTENDED TO DEMONSTRATE TO YOUR TASK FORCE THAT IT WILL BE VERY USEFUL FOR YOU TO CREATE A LIST OF YOUR HIGHEST PRIORITIES, INSTEAD OF THAT BULKY LIST OF 18, WHAT ARE THE MOST IMPORTANT THINGS THAT SHOULD BE DONE, AND WHAT KIND OF TIME FRAMES SHOULD THEY BE DONE IN. AND THEN THE WORK WILL BE TO FIGURE OUT THE WHO AND THE HOW AFTER THAT.

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SO THE DISCLAIMER ON THIS IS THAT YOU ALL ARE THE ONES THAT ULTIMATELY SHOULD BE MAKING THE DECISIONS ABOUT WHAT FITS INTO THESE DIFFERENT TIME FRAMES AND RESPONSIBILITIES, AND SO I TRIED TO REFLECT WHAT I HAVE HEARD FROM ALL OF YOU, BUT I WANT TO MAKE IT CLEAR THAT THESE ARE REALLY HERE FOR YOUR DISCUSSION PURPOSES ONLY. SO HAVE AT IT. WHAT IS -- WHAT ARE THE MOST IMPORTANT PRIORITIES? WHAT ARE SOME THINGS THAT SHOULD BE HAPPENING IN THE NEAR-TERM THAT MAY BE JUST A TIER BELOW THE MOST IMPORTANT ONES. ARE YOU COMFORTABLE WITH THE THINGS THAT MTC WOULD LEAD AND DO YOU RECOGNIZE AS IT GOES ALONG THAT VOLUNTARY COLLABORATION STILL IS A VERY IMPORTANT COMPONENT OF THE TRANSFORMATION YOU'RE SHOOTING FOR? SO I'LL GIVE IT BACK TO YOU, MR. CHAIR, TODAY ALL WE'RE INTERESTED THIS IS RECEIVING COMMENTS FROM YOUR TASK FORCE AND THE PUBLIC. YOU'RE ON MUTE, MR. CHAIR.

JAMES P. SPERING, CHAIR: THANK YOU, STEVE. YOU CAN SEE WE HAVE PRIORITIZED THESE, THE HIGHEST PRIORITY WITHIN ONE YEAR AND SO I THINK THAT'S A GOOD PLACE FOR THAT. OKAY. ALL RIGHT. SO JIM HARTNETT. JIM, WE'LL START WITH YOU.

JIM HARTNETT: THANK YOU VERY MUCH. I THINK WHERE YOU PLACED THIS ON THE AGENDA MAKES IT LESS LIKELY THAT WE WILL COMMENT. I THINK THAT WASN'T INTENTIONAL BUT I FEEL WE NEED MORE TIME TO REFLECT ON THIS. I AGREE WITH YOUR COMMENT ON THE HIGHEST

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PRIORITY WITHIN THE FIRST YEAR BUT THE ONES -- I THINK WE NEED MORE TIME TO REFLECT ON THE OTHER COLUMNS YOU HAVE THERE. I PERSONALLY WOULD RATHER THINK ABOUT THESE, BOTH IN THE CONTEXT OF WHAT WE JUST DISCUSSED ON THE PROBLEM STATEMENT, BECAUSE I THINK THAT HELPS INFORM SOME OF OUR VIEWS ON THIS. SO I WOULD RATHER COME BACK WITH THE COMMENTS AT THE NEXT MEETING ON THE THINGS BEYOND THE HIGHEST PRIORITY, MYSELF.

JAMES P. SPERING, CHAIR: THANK YOU JIM. YEAH, THIS IS AN INFORMATIONAL ITEM SO CERTAINLY YOU WILL HAVE THE OPPORTUNITY. ARE THERE ANY OTHER COMMENTS? ANY OTHER HANDS? IAN GRIFFITHS.

IAN GRIFFITHS: YEAH, I'M NOT SEEING FUNDING, YOU KNOW, ON HERE, ANYWHERE. IT'S UNCLEAR. IT SEEMS LIKE SO MANY OF THESE THINGS ARE CONTINGENT ON NEW FUNDING. SO IT'S -- I FEEL LIKE, TO HAVE THE FULL PICTURE OF THESE 1 TO 3 YEAR INITIATIVES, WE SHOULD BE ACKNOWLEDGING ON THIS, HOW SOMETHING LIKE A NETWORK CONNECTIVITY PLAN WOULD BE DEVELOPED IN -- AT, YOU KNOW, IN PARALLEL AND IN CLOSE COORDINATION WITH A, YOU KNOW, BUILDING THE CASE FOR THE FUNDING NEEDED TO IMPLEMENT THAT. SO THAT SEEMS LIKE AN IMPORTANT THING TO REFLECT ON A DIAGRAM LIKE THIS.

STEVE KINSEY: THANK YOU. I DO -- I WILL JUST POINT YOU TO THE IDEA OF A NETWORK PLAN ACTIVITY BEING ADOPTED IN 1 TO 3 YEARS

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BUT YOUR POINT TO NEEDING TO HIGHLIGHT THAT IT ALSO NEEDS TO HAVE A FUNDING PLAN ASSOCIATED WITH IT. THANK YOU.

JAMES P. SPERING, CHAIR: NICK JOSEFOWITZ? NICK, YOU NEED TO UNMUTE YOURSELF.

COM. NICK JOSEFOWITZ: I ALSO WANT TO TALK TO THE FUNDING. I THINK IT'S MORE THAN JUST WANT FUNDING. I THINK WHAT WE HAVE HEARD, LIKE, A LOT HERE IN THIS GROUP, IS IT'S NOT JUST ABOUT FUNDING THE KIND OF NETWORK, YOU KNOW, ANY INTEGRATION COST, IT'S REALLY JUST ABOUT EXPANDING FUNDING FOR TRANSIT IN A REALLY MEANINGFUL WAY. AND I THINK THAT, SO STEVE, I JUST KIND OF WANTED TO URGE YOU TO GO BEYOND HERE JUST KIND OF FUNDING THE INTEGRATION INTO A KIND OF BROADER DISCUSSION ABOUT HOW WE CAN KIND OF FUND TRANSIT IN A WAY WHICH IS GOING TO ENSURE ITS SUCCESS AND RECOVERY. AND I JUST ALSO WANTED TO SAY THAT I'M REALLY PLEASED TO SEE THIS KIND OF EMERGING CONSENSUS AROUND TRANSIT PRIORITY IS REFLECTED IN THE SHORT-TERM, BUT I THINK WITH ALL THE GOOD WILL IN THE WORLD IT'S NOT A ONE YEAR PRIORITY EVEN THOUGH WE NEED TO START PRIORITIZING IT IN THE FIRST YEAR THIS IS GOING TO BE NAG WE'RE -- SOMETHING WE'RE GOING TO NEED TO DO OVER AND OVER IN THE LONG-TERM IT'S GREAT TO RESTRUCTURE HOW TRANSIT IS -- HOW THE DECISIONS ARE MADE ABOUT WHEN AND HOW TRANSIT IS PRIORITIZED ON OUR ROADS BUT

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ALSO KIND OF REFLECT WHERE THE IMPLEMENTATION IS GOING TO HAPPEN OVER A LONGER PERIOD. THANK YOU.

JAMES P. SPERING, CHAIR: OKAY. OTHER COMMENTS? STEVE, CAN THE FUNDING ISSUE, CAN THAT BE SORT OF A FOOTNOTE IN HERE TO WHERE MANY OF THESE THINGS ARE PREDICATED ON ADDITIONAL FUNDING. SO INSTEAD OF ADDING THAT TO EVERY ITEM, THERE IS RECOGNITION THAT MANY OF THESE REQUIRE FUNDING.

STEVE KINSEY: I THINK IT CAN BE. I THINK THE IDEA OF THE FORUM TO REALLY TAKE A SERIOUS LOOK AT WHAT IS NEEDED TO GROW TRANSIT RIDERSHIP, NOT JUST TO RECOVER IS NOT JUST TO WORK ON INTERCONNECTIONS BETWEEN AGENCIES COULD BE ADDED INTO YOUR 1 TO 3 YEAR PLAN. YOU KNOW, SO, I THINK IT CAN BE A STATEMENT ACROSS THE BOARD, BUT I ALSO THINK IT COULD BE A SPECIFIC ACTION THAT YOU WOULD LIKE TO SEE TAKEN. AND I WOULD JUST SAY, NOT THE CRITICISM, BUT THE ADVOCACY THAT WE HAVE HEARD FROM SOME OF YOUR TASK FORCE MEMBERS AND THE PUBLIC HAS BEEN, THERE NEEDS TO BE A FORUM SETUP WHERE THERE IS THIS OPPORTUNITY TO HAVE THAT CONVERSATION. SO I THINK THAT'S REALLY WHAT I'M REFERRING TO IS IT COULD BE A SPECIFIC ACTION IS TO SET THAT FORUM UP AND IDENTIFY HOW IT WILL BE ORGANIZED.

JAMES P. SPERING, CHAIR: AND THAT THE -- OKAY. I AGREE. THE EXPEDITED APPROVAL PROCESS FOR BUS TRANSIT PRIORITY, I'M

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ASSUME THAT'S THE RELATIONSHIP WE HAVE WITH CALTRANS AND THE ACTUAL SYSTEM ITSELF?

STEVE KINSEY: ITS THAT AND WITH LOCAL JURISDICTIONS AS JEFFREY TUMLIN POINTED OUT HE'S REALLY THE ONLY AGENCY THAT CAN CONTROL THE STREETS AS WELL AS THE BUSES AND IF ASSEMBLYMEMBER CHIU HASN'T RUNOFF TO HIS VOTE I THINK IT'S IMPORTANT TO CONSIDERING IN HIS LEGISLATION IS THAT IF WE CAN FACILITATE AND DIRECT THE AGENCIES CALTRANS TO BE A LITTLE BIT MORE RESPONSIBLE AND EVEN ADVENTUROUS RISK TAKING IN TRANSIT PRIORITY, BUSES ON SHOULDER, YOU REMEMBER LAST MONTH WE HEARD FROM DIN A THE ACTING DIRECTOR, AND SHE SAID YEAH, I HAVE HEARD THAT BUS ON SHOULDER WORKS IN SOME PLACES IT NEEDS TO GO BEYOND ANECDOTES AND BEYOND WILLINGNESS TO COLLABORATE.

JAMES P. SPERING, CHAIR: I WANT TO POINT OUT THAT IT'S CRITICAL TO THE SUCCESS OF RESTORING TRANSIT OPERATIONS TO REALLY KEEP THE BUSES MOVING SO THEY'RE NOT TIED UP IN CONGESTION. MANY OF THOSE PROJECTS ARE SOMETHING WE CAN DO IN A SHORT-TERM TOO IF WE CAN GET THEM APPROVED. ALFREDO?

ALFREDO PEDROZA: THANK YOU MR. CHAIR. STEVE, SUPPORT THE GENERAL PRIORITIES, THE ONE THING I WOULD ASK IS JUST ENSURING THAT WE REMAIN FLEXIBLE RIGHT NOW WE'RE PLANNING WE HAVE THESE PRIORITIES 1 TO 3 YEARS OUT AND WE ALL ASSUME RIDERSHIP WILL

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GET REINSTATED IN THE EFFECT THAT IT DOESN'T AND OUR ASSUMPTIONS ARE NOT CORRECT WHAT IS OUR PRIORITY I WANT TO MAKE SURE WE HAVE THE FLEXIBILITY TO CONTINUE TO EVALUATE RIDERSHIP AND SEE HOW THAT MIGHT CHANGE OR IMPACT THE CURRENT PRIORITIES.

STEVE KINSEY: THANK YOU.

JAMES P. SPERING, CHAIR: WALLY, DID YOU HAVE ANY PUBLIC SPEAKERS?

WALLY CHARLES, CLERK: YES, THERE IS ONE. ADINA.

JAMES P. SPERING, CHAIR: OKAY.

ADINA LEVIN: GOOD AFTERNOON TASK FORCE MEMBERS ADINA LEVIN SPEAKING AND IN TERMS OF WHERE THE FARE COORDINATION AND INTEGRATION FITS INTO A TIMELINE, I SUGGEST AND SUSPECT THAT IT WILL BE DONE IN PHASES AND A TIMELINE SHOULD REFLECT THAT. THERE ARE PROBABLY SOME LOWER HANGING FRUIT ITEMS THAT CAN BE DONE WITH RELATIVELY MODEST FUNDING THAT WOULD BE WELL DONE AS SOON AS POSSIBLE AND SOME OTHER TRANSFORMATIVE CHANGES THAT MAY TAKE MORE FUNDING AND IT WOULD BE GOOD TO HAVE A TIMELINE THAT REFLECTED THAT. AND ALSO FOR DIFFERENT REASONS, WHAT NICK JOSEFOWITZ SAID ABOUT THE TRANSIT PRIORITY, THAT MAY ALSO BE

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SOMETHING THAT IS SOMETHING IN PHASES WHERE THERE IS SOME LOW-HANGING FRUIT ITEMS THAT CAN AND SHOULD MOVE AS QUICKLY AS POSSIBLE AND THEN SOME THINGS THAT WILL TAKE LONGER. SPEAKING AS SOME WEARING MY LOCAL ADVOCACY HAT WHERE I WORK WITH LOCAL CAMPAIGNS TO HELP WITH TRANSIT PRIORITY I THINK THAT'S IMPORTANT AND HAVING TRANSFORMATIVE CHANGE HAPPEN OVER MULTIPLE STEPS OVER TIME. THOSE ARE MY COMMENTS ABOUT THE TIMELINE.

JAMES P. SPERING, CHAIR: THANK YOU.

WALLY CHARLES, CLERK: THERE ARE NO MORE PUBLIC COMMENTS.

JAMES P. SPERING, CHAIR: STEVE, DID YOU HAVE ANYTHING TO WRAP UP ON THIS BEFORE I MOVE ON TO 5A?

STEVE KINSEY: NO.

JAMES P. SPERING, CHAIR: ALL RIGHT THIS. IS OTHER BUSINESS. THERE ARE SEVERAL ATTACHMENTS TO THIS MEETING'S AGENDA THAT WERE INCLUDED IN THE HANDOUTS AND OPERATOR FINANCIAL UPDATE AND UPDATE OUTREACH AND ENGAGEMENT AND SUMMARY OF DISCUSSIONS DURING PRESS TO THE OPERATOR TRANSIT BOARD DOES ANYBODY HAVE COMMENTS ON THOSE ITEMS THAT WERE SENT OUT WITH YOUR PACKET?

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OKAY. I DON'T SEE ANY THERE. LET'S MOVE ON TO PUBLIC COMMENTS. IS THERE ANYBODY IN PUBLIC COMMENTS, WALLY?

WALLY CHARLES, CLERK: NO, THERE IS NO OTHER PUBLIC COMMENTS.

JAMES P. SPERING, CHAIR: OKAY. WELL, STEVE, DO YOU WANT TO -- ANY CLOSING COMMENTS HERE BEFORE WE ADJOURN? YOU HAVE YOUR HANDS FULL FOR OUR NEXT MEETING, FOR SURE.

STEVE KINSEY: I DO. BUT I DON'T FEEL LIKE WE HAVE COME UP SHORT TODAY. I THINK WE HAVE ACTUALLY SUCCEEDED IN OVERCOMING ONE OF THE REAL FRICTIONAL ASPECTS IN THIS WHERE THERE ARE DIFFERENT PERSPECTIVES FROM THE DIFFERENT STAKEHOLDERS WE'RE CREATING A LOT OF UNCERTAINTY AND INTENTION LAST MONTH I THINK TODAY IS A REAL POSITIVE SIGN I BELIEVE THAT WE HAVE A PROBLEM STATEMENT WE CAN DELIVER THAT WILL BE A CONSENSUS ITEM. AND I THINK YOU STILL HAVE EARLY MONTHS THAT ARE GOING TO BE REALLY IMPORTANT AND I WILL CONTINUE TO WORK YOU. EACH OF YOU, I URGE TO YOU CONTACT ME FURTHER ABOUT IT OUTSIDE OF THESE MEETINGS BUT YOU HAVE DONE A GOOD JOB TODAY AND YOU DESERVE 15 MINUTES OFF.

JAMES P. SPERING, CHAIR: STEVE WHEN DO YOU THINK YOU WILL HAVE THE PROBLEM STATEMENT REVISED OUT TO EVERYONE?

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STEVE KINSEY: I HADN'T THOUGHT ABOUT THAT BUT IF YOU WOULD LIKE IT TO GO OUT MUCH EARLIER I WOULD BE HAPPY TO SEND IT OUT IN A WEEK AND ALLOW FOLKS TO COMMENT BEFORE A SUBMIT A FINAL REVISED. IS THAT SOMETHING YOU WOULD APPRECIATE MR. CHAIR?

JAMES P. SPERING, CHAIR: YEAH. THE REASON WHY IS IF PEOPLE HAVE CONCERNS THAT YOU CAN HAVE THAT DISCUSSION WITH THEM AND I THINK IT WILL ELIMINATE A LOT OF THE DISCUSSION THAT WE'LL HAVE AT THE MEETING. SO THINGS THAT YOU CAN IRON OUT AND GIVE EVERYONE TIME TO READ IT, UNDERSTAND IT AND RESPOND TO IT. SO THE QUICKER YOU CAN GET IT OUT THE BETTER. I URGE YOU TO CONTACT STEVE IF YOU HAVE CONCERNS.

STEVE KINSEY: WILL DO.

JAMES P. SPERING, CHAIR: I WOULD LIKE TO AT THE NEXT MEETING LIMIT DISCUSSION TO TEN MINUTES AND BRING IT TO A VOTE SO WE CAN GET THIS ITEM BEHIND US. WITH THAT DOES ANYONE HAVE CLOSING COMMENTS OR ANYTHING THEY WANT TO LEAVE US WITH? OKAY. I WANT TO THANK EVERYONE. THIS HAS BEEN A LONG MEETING. I REALLY APPRECIATE THE PARTICIPATION TODAY HAS BEEN PRODUCTIVE ONE OF THE BIG MILESTONES WE HAVE BEEN DRIVING FOR. THANK YOU. WITH THAT WE'RE ADJOURNED. [ADJOURNED]

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