METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

PROGRAMMING AND ALLOCATIONS COMMITTEE

WEDNESDAY, 10:00 A.M., MAY 12, 2021

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. I WOULD LIKE CALL TO ORDER THE PROGRAMMING AND ALLOCATIONS COMMITTEE MEETING OF MAY 12TH, 2021 TO ORDER. WELCOME COMMISSIONERS. THANK YOU, VICE CHAIR GINA PAPAN, FOR BEING HERE AS WELL. COULD WE PLEASE HAVE THE -- OH, SORRY -- COULD WE PLAY THE INTRODUCTORY RECORDING FOR COVID-19, PLEASE? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY.

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WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

CLERK OF THE BOARD: YOU ARE MUTED, MR. CHAIR. YOU NEED TO UNMUTE YOURSELF. IS

DAVID RABBIT, CHAIR: THANK YOU. CAN I PLEASE ASK THE CLERK TO CONDUCT THE ROLL AND QUORUM.

CLERK OF THE BOARD: ABE-KOGA?

DIR. MARGARET ABE-KOGA: HERE.

CLERK OF THE BOARD: CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK OF THE BOARD: EL-TAWANSY IS ABSENT. GLOVER?

FEDERAL D. GLOVER: HERE.

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CLERK OF THE BOARD: THANK YOU. MILEY?

SUP. NATHAN MILEY: HERE.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: HERE.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT, CHAIR: HERE.

CLERK OF THE BOARD: RONEN?

DIR. HILLARY RONEN: HERE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH: HERE.

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

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. AGENDA ITEM TWO, CONSENT CALENDAR, SIX ITEMS, 2A THROUGH 2F, AND VICE CHAIR

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PAPAN HAS QUESTIONS I'LL ENTERTAIN THOSE FIRST AND THEN GO TO MY FELLOW COMMISSIONERS.

GINA PAPAN: THANK YOU MR. CHAIR. ITEM 2B DO YOU BELIEVE LYNN TRANSIT CENTER PARKING GARAGE 537 PARKING SPACES. DO WE KNOW WHO HAS ACCESS TO THAT STATION AND WHO WILL ACTUALLY BE RUN THINK IT? AND I DON'T NEED AN ANSWER AT THIS POINT IN TIME BUT JUST OUT OF EXPERIENCE I HOPE THE LOCAL JURISDICTION MAINTAINS THAT AUTHORITY SO WE CAN MOVE ON FROM THERE. ITEM TWO. B FUNDING BART'S FARE COLLECTION EQUIPMENT FOR 16 ALMOST $17 MILLION. I FIND THAT KIND OF PROBLEMATIC. WE -- BART IS KNOWN FOR FARE EVASIONS AND LOSING MILLIONS EACH YEAR. SO IS THIS JUST UPGRADING THE MACHINES OR IS IT PUTTING INTO PLACE SOMETHING THAT AVOIDS APPEAR JUMPING? DO WE HAVE ANY FURTHER INFORMATION ON THIS? THIS IS A VERY LARGE SUM OF MONEY. DOES ANYBODY KNOW?

THERESA ROMMELL: YES, COMMISSIONERS THIS IS THERESA ROMMEL WITH MTC. I DID RESPOND TO YOUR ORIGINAL E-MAIL BY THE WAY JUST SO THAT YOU HAVE SOME OF THOSE ANSWERS ON YOUR LIST BUT THE PROGRAMMING ACTION THAT WAS TAKEN LAST MONTH FOR TRANSIT CAPITAL PRIORITIES PROGRAM TODAY'S ACTION WILL ADD THAT PROGRAM TO THE TRANSPORTATION IMPROVEMENT PROGRAM. AND THOSE FARE DATES DO INCLUDE DESIGN ENHANCEMENTS TO KIND OF COMBAT

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THE FARE EVASION THAT YOU'RE SPEAKING OF. AND ALSO, JUST, MEET THE GENERAL STATE OF GOOD REPAIR OF THE GATES AS WELL.

GINA PAPAN: THANK YOU VERY MUCH THERESE AND GIVEN THAT MY INQUIRES WENT OUT AT 11:30 ALMOST MIDNIGHT LAST NIGHT, I APPRECIATE THAT. I MISSED THE E-MAIL. ITEM 2F QUANDARY HERE THIS IS FOR BART CARS AND ALSO SAYS THAT THEY ARE NOT ACCEPTING -- SUSPENDING ACCEPTING THE NEW CARS. SO HAVING JUST HAD OUR BUDGET REVIEW, SHOULD WE BE TURNING OVER THAT KIND OF FUNDING AT THIS POINT IN TIME? OR IS IT BETTER THAT MTC MAINTAINS THAT UNTIL IT'S ACTUALLY NEEDED?

THERESA ROMMELL: YEAH, WE ARE. I THINK THE ITEM THAT YOU'RE REFERRING TO IS JUST AN UPDATE WHERE WE STAND ON THE REGIONAL MEASURE TWO PROGRAM. WE DO PAY FOR THE BART CARS ON A REIMBURSEMENT BASIS. SO WE WILL BE PAYING THEM ONCE WE RECEIVE THAT INVOICE FOR THE ACTUAL CARS RECEIVED.

GINA PAPAN: THANK YOU VERY MUCH THERESA. GREATLY APPRECIATE IT.

DAVID RABBIT, CHAIR: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: COMMISSIONER PAPAN, DID YOU HAVE ONE MORE THING?

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GINA PAPAN: NO. I WAS JUST SAYING THANK YOU.

CINDY CHAVEZ: OKAY. THANKS. ON ITEM 2F, I WANTED TO ASK STAFF, IF, AS PART OF THIS ACTION, WE COULD ASK FOR A REPORT BACK ON THE IMPLICATIONS OF THIS FOR OTHER PROJECTS, JUST SO THAT WE HAVE A -- THAT WE HAVE A STRATEGY WORKING FORWARD SHOULD, THERE BE AN IMPACT TO RESOURCES? AND IF THAT WERE COMFORTABLE FOR FOLKS, I WOULD MUST CONSENT CALENDAR WITH THAT ADDITIONAL REQUEST FOR INFORMATION.

THERESA ROMMELL: YOU ARE REFERRING SPECIFICALLY TO THE RM3 PORTION OF THE UPDATE? OR RM2 AS WELL?

CINDY CHAVEZ: RM3.

THERESA ROMMELL: ABSOLUTELY, WE CAN PROVIDE YOU WITH THE INFORMATION THAT YOU'RE SEEKING.

CINDY CHAVEZ: GREAT. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. ANY OTHER QUESTIONS?

GINA PAPAN: PAPAN SECONDS THE MOTION.

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DAVID RABBIT, CHAIR: GREAT. MOTION BY CHAVEZ, SECOND BY PAPAN. AND I'LL ASK THE CLERK TO READ ANY PUBLIC COMMENTS RECEIVED ASSOCIATED TO THE ITEM, INTO THE RECORD.

CLERK OF THE BOARD: YES, MR. CHAIR, I HAVE RECEIVED NOTHING IN WRITING FOR THE CONSENT CALENDAR, BUT I TO HAVE TWO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED FOR CONSENT. THE FIRST IS ROLAND LEBRUN, PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

SPEAKER: THANK YOU MR. CHAIR. MY COMMENTS ARE TO ITEM 2F, TWO SLIDES IN PARTICULAR I DON'T KNOW IF WE CAN BRING THEM UP OR NOT. FIRST SLIDE NUMBER FIVE BETWEEN THE CALTRAIN ELECTRIFICATION, THE PHASE REVENUES TO BE EXPECTED TO BEGIN 2022. YOU ARE GOING TO FIND OUT REALLY SOON IT'S GROSSLY INCORRECT. AND I'M WILLING TO BET SOME SERIOUS MONEY THAT SPACE X IS GOING TO GET MAN BACK ON THE MOON BEFORE CALTRAIN IS ELECTRIFIED. THIS WEEKEND, I WILL BE SEND TWO LETTERS, ONE WITH A SERIOUS ISSUE WITH A GRADE CROSSING ACTIVATION. AND WE'RE LOOKING AT SOMETHING IN EXCESS OF $200 MILLION IN COST OVERRUNS AND I'M GOING TO SEND YOU ANOTHER LETTER ABOUT STATION DESIGN AND TWO SPECIFIC VIOLATIONS OF FEDERAL REGULATIONS WITH REGARD TO ADA REGULATIONS FOR NEW STATIONS. AND ACTUALLY THE STATION WILL HAVE TO BE DEMOLISHED AND RECONSTRUCTED. NEXT SLIDE NUMBER EIGHT WHICH IS TALKING ABOUT THE OVERPASS. YOU CAN SEE, THAT'S GOOD ENOUGH. I WANT TO

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REMIND YOU, THIS IS WHERE THE TRANSBAY TUBE IS COMING. SO WHEN YOU SEE THIS BLUE AREA CALLED PHASE ONE, WHATEVER CLEARANCE YOU HAVE THERE, HAS TO BE SUFFICIENT FOR ELECTRIFIED TRAIN TO GO AROUND THERE, AND IT DEPENDS ON WHO YOU TALK TO, IT'S ANOTHER GOING TO BE 20 OR 30 FEET. I DON'T KNOW WHY -- AT LEAST 30 FEET. AND LAST THING, WHEN YOU SAY PHASE THREE, YOU SEE THE LITTLE ORANGE BUS, RIGHT ABOVE IT, THAT IS THE FORK THE CONNECTION TO CAPITAL CORRIDOR. I WANT EVERYBODY TO REALLY BE ON THEIR TOES HERE AND PAY ATTENTION TO WHAT'S GOING ON DOWN THERE BECAUSE LAST THING WE WANT TO DO IS HAVE TO DEMOLISH THIS A COUPLE OF YEARS DOWN THE ROAD. THANK YOU.

CLERK OF THE BOARD: THANK YOU. I SEE NO ADDITIONAL MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED, MR. CHAIR.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. I'LL LOOK BACK TO MY MEMBERS AND ASK THE CLERK FOR A ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE] THE MOTION PASS UNANIMOUSLY BY ALL MEMBERS PRESENT.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. WE'LL MOVE TO AGENDA ITEM 3A, MTC RESOLUTION 4463 ADOPTION $45.4 MILLION FISCAL YEAR 21/22 REGIONAL MEASURE OPERATING MARKETING ASSISTANCE PROGRAMS. CHERYL CHI WILL MAKE THE PRESENTATION.

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CHERYL CHI: I AM HERE TO PRESENT THIS PROGRAM TO PROVIDE FUNDING FOR THE REGIONAL MEASURE TWO OPERATING AND MARKETING PROGRAM COMPRISED OF 4.8 MILLION IN RM2 OPERATING FUNDS. JUST A REMINDER THIS PROGRAM NEEDS TO BE KEPT WITHIN THE 30% STATUTORY LIMIT OF REGIONAL MEASURE TOLL FUNDS RECEIVED. WE ARE PLANNING TO PROGRAM ABOUT 85% OF ESTIMATED REVENUES TO BE CONSERVATIVE IN THIS PROGRAMMING. A FEW THINGS TO NOTE WITH THIS PROGRAM IS THAT WE'RE RECOMMENDING SUSPENSION OF BAY PRIVILEGE FORWARD FUNDING, WHICH HAD BEEN PROVIDED TO THE WATER EMERGENCY TRANSPORTATION AUTHORITY SINCE FISCAL YEAR '17, THIS WAS A ONE TIME COMMITMENT OF UP TO TWO AND A HALF MILLION DOLLARS TO SUPPORT ADDITIONAL SERVICE BY WETA TO HELP DEAL WITH -- AGAINST CONGESTION -- SORRY -- WITH HIGH DEMAND DURING THE COMMUTE. WE ARE PROPOSING ABOUT 425,000 IN ADDITION FUNDING FOR DUMBARTON BUS SERVICE. THIS PROJECT HAD BEEN UNDER THE STATUTORILY ALLOWED FUNDING LIMIT, A SIGNIFICANT AMOUNT, AND THEY HAD REQUESTED ADDITIONAL FUNDING TO HELP SUPPORT THEIR BUS OPERATIONS. FINALLY, I WANT TO NOTE THAT WE ARE ALLOWING OPERATORS MORE FLEXIBILITY TO SHIFT FUNDS BETWEEN ROUTES AS DEMAND TO ADDRESS THEIR DEMAND. AND THIS ISN'T FLEX BELIEVABILITY THAT WE HAVE ALLOWED OPERATORS BEFORE WHEN FUNDS HAVE BEEN PROGRAMMED TO SPECIFIC ROUTES THEY WERE TO BE USED FOR THAT SPECIFIC ROUTE. ON TO THE MARKETING PROGRAM. AGAIN, THERE IS 4.6 MILLION PROPOSED FOR THE MARKETING PROGRAM, AND

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THE MAJORITY OF THAT FUNDS WILL GO TO SUPPORT THE CLIPPER MARKETING AND OUTREACH. ADDITIONAL FUNDING WILL GO TO SUPPORT THE MAPPING AND WAYFINDING EFFORT, 511, AND SOME OTHER PROGRAMS. 500,000 IS ALSO PROPOSED TO BE PROGRAMMED TO AC TRANSIT TO SUPPORT THEIR MARKETING EFFORTS TO FREE UP FUNDS FOR THEIR SCHOOL BUS SERVICE. SHOULD TOLL REVENUES BE HIGHER THAN ANTICIPATED? WE WILL RETURN TO THIS COMMITTEE TO PROPOSE ADDITIONAL PROGRAMMING. AND LASTLY, WE ARE REQUESTING THAT THE PERFORMANCE MEASURES THAT ARE PART OF THE RM2 PROGRAM BE SUSPENDED FOR THIS FISCAL YEAR AND NEXT FISCAL YEAR. THE COMMISSION HAD APPROVED A WAIVER OF THOSE PERFORMANCE STANDARDS THROUGH THE CURRENT FISCAL YEAR. BUT WITH THE ONGOING UNCERTAINTY AROUND TRANSIT RECOVERY, WE'RE ASKING FOR AN EXTENSION OF THAT AND WE WILL CONTINUE TO EVALUATE THE PERFORMANCE REQUIREMENT AS WELL AS CONSIDER MODIFICATIONS TO THE PROGRAM DURING THIS TIME. AND THAT RESPONSE TO THE COMMISSION'S DIRECTION TO ASSESS PROGRAMS FOR WHICH MTC HAS DISCRETION OVER. AND WITH THAT I'M HAPPY TO TAKE ANY QUESTIONS AND ASK THAT YOU REFER MTC RESOLUTION 4463 TO THE COMMISSION FOR APPROVAL. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH, MRS. CHOY. COMMISSIONER PAPAN?

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GINA PAPAN: WONDERFUL JOB QUICKLY DISTRIBUTING THOSE FUNDS. THANK YOU VERY MUCH FROM THE ENTIRE STAFF HERE. I ASKED THERESA A QUESTION AND GOT A RESPONSE ABOUT KIND OF GIVING LOCAL JURISDICTIONS MORE CAPACITY IN MOVING FORWARD HERE. SO THERESA, CAN YOU JUST EXPLAIN THAT A LITTLE BIT MORE FOR THE BENEFIT OF THE LOCAL JURISDICTIONS?

THERESA ROMMELL: DID YOU ASK A QUESTION OF EXECUTIVE DIRECTOR THERESE MCMILLAN? OR?

GINA PAPAN: WELL YOU RESPONDED TO MY E-MAIL. SORRY.

THERESA ROMMELL: LET'S SEE. I DIDN'T SEE A QUESTION SPECIFICALLY ON THE REGIONAL MEASURE TWO FUNDING. I THINK YOUR QUESTION MIGHT HAVE BEEN REFERENCING THE QUICK STRIKE PROGRAM WHICH IS LATER ON THE AGENDA.

GINA PAPAN: OH I'M SO SORRY.

THERESA ROMMELL: THAT'S ALL RIGHT.

DAVID RABBIT, CHAIR: ANY QUESTIONS ON THIS ITEM, 3A? I'M NOT SEEING ANY HANDS RAISED BY MY COLLEAGUES. DO I HAVE A MOTION TO APPROVE ITEM 3A?

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CINDY CHAVEZ: SO MOVED. CHAVEZ.

DAVID RABBIT, CHAIR: MOVED BY CHAVEZ. SECOND?

GINA PAPAN: SECOND.

DAVID RABBIT, CHAIR: PAPAN. MAY I ASK THE CLERK TO READ PUBLIC COMMENTS RECEIVED ASSOCIATE WITH THIS ITEM INTO THE RECORD?

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

DAVID RABBIT, CHAIR: ROLL CALL VOTE PLEASE?

CLERK OF THE BOARD: MOTION BY CHAVEZ, SECOND BY PAPAN? [ROLL CALL VOTE] MOTION PASSES UNANIMOUSLY

DAVID RABBIT, CHAIR: ITEM FIVE PROPOSE THE FRAMEWORK DISTRIBUTION HIGHWAY INFRASTRUCTURE FUNDING PROVIDED THROUGH THE FEDERAL CORONAVIRUS RESPONSE RELIEF SUPPLEMENTAL APPROPRIATIONS ACT $34.4 MILLION AUGMENTATION TO THE SAFE AND SEAMLESS MOBILITY QUICK STRIKE PROGRAM AND WE HAVE THERESA ROMMEL PRESENTING.

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THERESA ROMMELL: THANK YOU. GOOD AFTERNOON. I WILL PRESENT THE FRAMEWORK FOR THE DISTRIBUTION HIGHWAY FUNDING COMING TO THE REGION THROUGH THE CORONAVIRUS RESPONSE RELIEF SUPPLEMENTAL APPROPRIATIONS ACT CRRSAA. CALIFORNIA RECEIVED APPROXIMATELY 912 MILLION OF 10 BILLION PROVIDED STATION WIDE FOR SUPPLEMENTAL COVID RELIEF FUNDING FOR HIGHWAY INFRASTRUCTURE PROGRAMS 65 MILLION OF THAT WILL BE COMING TO THE REGION THROUGH TWO DIFFERENT PROGRAMS. A LITTLE LESS THAN HALF OR 31 MILLION WILL BE ADMINISTERED BY THE CALIFORNIA TRANSPORTATION COMMISSION THROUGH THE REGIONAL PORTION OF THE STATE TRANSPORTATION IMPROVEMENT PROGRAM. AND THE REMAINING 34 MILLION WILL BE AVAILABLE FOR MTC DISCRETIONARY PROGRAMMING. FOR THE PORTION THAT WILL FLOW THROUGH THE STIP, 31 MILLION WILL BE PROGRAMMED TO PROJECTS THROUGH A MID-CYCLE AMENDMENT TO THE STIP. ATTACHMENT ONE IN YOUR PACKET OUTLINES THE POLICIES AND PROCEDURES AND SCHEDULE THAT WILL SERVE AS GUIDANCE FOR THE 2021 MID-CYCLE RTIP PROGRAM. HIGHLIGHTS OF THE GUIDANCE JUST TO BE BRIEF, THE FUNDS WILL BE PROGRAMMED ACCORDING TO THE COUNTY SHARES AS DIRECTED BY THE COUNTY'S CTC ADOPTED GUIDELINES COUNTIES CAN CHOOSE TO USE THE FUNDS TO ADD NEW PRESENTLY PROGRAMMING AUGMENT AN EXISTING PROJECT IN THE STIP ADVANCE CURRENTLY PROGRAMMING STIP PROJECTS OR DELAY PROGRAMMING OF THE PROJECT SHARES UNTIL 2022 STIP. GUIDELINES ALLOW COUNTIES TO PROGRAM UP TO 5% OF THEIR COUNTIES SHARES TO PROGRAMMING PLANNING AND MONITORING PURPOSES AND CYCLE FUNDS

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MAY BE USED TO BACKFILL AVAILABLE RM3 FUNDS. MTC'S RTIP GUIDELINES REQUIRE SENATOR BILL ONE PROGRAM APPLICANTS TO USE THEIR STIP FUNDS AS MATCH PRIOR TO MTC COMMITTING OTHER REGIONAL DISCRETIONARY FUNDING FOR THIS PERSPECTIVE. SPECIFICALLY FOR MARIN AND SOLANO COUNTIES REQUIRED TO PROGRAM THEIR COUNTY SHARES TO THE US101 SONOMA NARROWS PROJECT AND INTERSTATE 80 EXPRESS LANES RESPECTIVELY AS PART OF THE RM3 ARRANGEMENT STAFF WILL PRESENT CHANGES INCLUDING REQUESTS TO PROGRAM PROJECTS AT THE JUNE MTC MEETING AND CONCURRENT CTC IS SCHEDULED TO PROVIDE MID-CYCLE PROGRAMMING CHANGES AT THE CTC MEETING. FOR THE CRRSAA HIGHWAY FUNDS THROUGH MTC, PROPOSING FUNDS TO AUGMENT SAFE AND SEAMLESS MOBILITY QUICK STRIKE PROGRAM $54 MILLION SEAMLESS GRANT PROGRAM APPROVED COMMISSION PROGRAM SEEKS TO INVEST MEANINGFUL LOW COST NEAR-TERM DELIVERABLE PROJECTS, BIKE, PED PROJECTS EQUITABLE MOBILITY OPTIONS PROGRESS ON REGIONAL EFFORTS RELATED TO TRANSIT COORDINATION AND CONNECTED MOBILITY. THE SELECTION FOR THE PROCESS PROGRAM IS UNDERWAY AND WE'LL BE PROPOSING A PROGRAM OF PROJECTS FOR YOUR CONSIDERATION IN JUNE. STAFF IS PROPOSING TO USE THE 34 MILLION OF CRRSAA FUNDS TO MTC DISCRETION TO INCREASE FUNDING AVAILABLE WITHIN THIS PROGRAM AS PROJECTS DOUBLE THE AMOUNT AVAILABILITY IN THE ORIGINAL PROGRAM, THERE ARE MILLION DOLLARS TO FUND ADDITIONAL PROJECTS NOMINATED, AND PROJECTS CONOMINATED BY CTAS UNDER THE ORIGINAL SAFE AND SEAMLESS FRAMEWORK WOULD BE FUNDED WITH AUGMENTATION ON THE

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REGIONAL SIDE CREATING ADDITIONAL CAPACITY WITHIN THE COUNTY PROGRAM FOR ADDITIONAL COUNTY PRIORITY PROJECTS A TABLE DETAILING THE PROPOSED REVISIONS TO THE SAFE AND SEAMLESS QUICK STRIKE PROGRAM IS AVAILABLE IN YOUR SUMMARY MEMO AND DETAILS AVAILABLE IN THE ATTACHMENT. I WOULD ASK THE COMMITTEE REFER THE RESOLUTION TO THE COMMISSION FOR APPROVAL AND I'M HAPPY TO ANSWER ANY QUESTIONS.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. I'LL LOOK TO MY COLLEAGUES. I SEE COMMISSIONER ABE-KOGA?

DIR. MARGARET ABE-KOGA: THANK YOU VERY MUCH FOR THE PRESENTATION. I'M HAVING TROUBLE UNDERSTANDING, WITH THE 34 MILLION, SOUNDS LIKE HALF OF IT WOULD GO TO THE QUICK STRIKE PROGRAM EXISTING AUGMENTS THE CLOSE TO 50 MILLION THAT WE ORIGINALLY O LOTTED IN JANUARY, AND IS THE OTHER HALF GOING TO REGIONAL PROJECTS, INCLUDING BLUE RIBBON TASK FORCE ITEMS? OR IS IT SPECIFICALLY BLUE RIBBON TASK FORCE ITEMS?

THERESA ROMMELL: IT'S -- IT COULD BE EITHER. IN THE ORIGINAL PROGRAM, WE ACTUALLY DID HAVE A SET-ASIDE OF 5 MILLION FOR SPECIFICALLY BLUE RIBBON. THE 34 MILLION IS -- WE'RE PROPOSING IT AUGMENT THE OVERALL QUICK STRIKE PROGRAM BUT WE ARE DIVIDING IT 17 MILLION BETWEEN COUNTY PROGRAM AND A REGIONAL PROGRAM. WITHIN THE REGIONAL PROGRAM, WE WOULD -- WE'RE

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PROPOSING TO FUND ANY OF THE CONOMINATED PROJECTS THAT HAVE COME THROUGH FOR THE ORIGINAL 54. ONE THAT ORIGINAL PROGRAM, AND FURTHER, WE MAY OPT TO FUND ADDITIONAL BLUE RIBBON TRANSIT PRIORITIES OR BLUE RIBBON INITIATIVES WITHIN THAT 17 MILLION AS WELL.

DIR. MARGARET ABE-KOGA: OKAY, AND THEN, AND I'M NOT AS UP TO DATE IN TERMS OF THE BLUE RIBBON TASK FORCE BUT WITH THE ITEMS BEING RECOMMENDED THROUGH THE TASK FORCE IS THERE A TOTAL DOLLAR AMOUNT OF WHAT IS NEEDED? I KNOW IN AN EARLIER ITEM WE ALLOWED 1.2 MILLION AND IT SEEMS LIKE THERE IS DIFFERENT ALLOCATIONS BEING MADE THROUGH DIFFERENT FUNDING AND I'M TRYING TO GET AN YOU UNDERSTANDING AS TO THE OVERALL PICTURE AND WE'RE LOOKING AT AND TRYING TO COMPARE, FRANKLY, WHAT IS THE BEST FASTEST WAY TO GET FUNDING OUT TO THE PUBLIC AND COMMUNITY BECAUSE THAT'S REALLY MY UNDERSTANDING OF THE COVID RELIEF FUNDS IS TO GET IT OUT TO DIRECT ASSISTANCE OR TO SHOVEL READY PROJECTS THAT ARE READY TO GO THAT JUST NEED THAT EXTRA FUNDING TO ACTUALLY BE CONSTRUCTED. SO, YEAH, IF WE SHOULD ABLE TO GIVE ME A SENSE OF WHAT WE'RE LOOKING AT, IN TERMS OF TOTAL AMOUNTS?

THERESA ROMMELL: I DON'T KNOW THAT THERE HAS BEEN A REALLY GOOD INVESTMENT AS TO HOW MUCH OVERALL MIGHT BE REQUIRED FOR BLUE RIBBON INITIATIVES. THE ONLY FUNDING THAT I'M AWARE OF

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THAT HAS BEEN REALLY SET-ASIDE FOR BLUE RIBBON KIND OF PROJECTS IS THE 5 MILLION THAT WAS PROPOSED IN THE ORIGINAL SEAMLESS QUICK STRIKE PROGRAM. WE'RE PROPOSING WE COULD SPEND UP TO ANOTHER 5 MILLION FROM THIS AUGMENTATION ON BLUE RIBBON INITIATIVES AND NEXT MONTH, WE'LL BE BRINGING FORWARD A PROPOSED PROGRAM OF PROJECTS FOR THIS PROGRAM. WE MAY PROVIDE A PREVIEW OF WHAT MIGHT BE FUNDED THROUGH THE BLUE RIBBON INITIATIVES. ALTHOUGH THE BLUE RIBBON TASK FORCE, AS YOU MAY KNOW, IS WORKING ON A TRANSFORMATION ACTION PLAN WHICH THEY WILL BE WRAPPING UP IN JULY SO WE MAY NEED TO WAIT UNTIL JULY TO CONFIRM WHICH PROJECTS ARE GOING FORWARD. BUT THAT'S THE PROPOSED 5 TO 10 MILLION FROM THIS POT OF FUNDING COULD BE SET-ASIDE FOR BLUE RIBBON.

THERESE MCMILLAN: COMMISSIONER ABE-KOGA, THIS IS THERESE MCMILLAN, EXECUTIVE DIRECTOR, LET ME ADD A FEW THINGS TO THERESE'S EXPLANATION WHICH IS RIGHT ON POINT. THE BLUE RIBBON TASK FORCE'S PORTFOLIO OF ACTIONS COMING OUT OF THEIR WORK IS STILL TBD. THERE IS -- YOU AS THE CHAIR OF THAT GROUP, JIM SPERING IS ON THE CALL HERE, AND THERE IS A SIGNIFICANT AMOUNT OF DISCUSSION THAT WILL BE CONTINUING AS TO WHAT THIS ACTION PLAN IS GOING TO INN -- ENTAIL. THAT SAID, THERE ARE AT LEAST THREE MAJOR ONGOING INITIATIVES THAT MTC IS INVOLVED WITH, THAT RELATE TO FARE INTEGRATION, WAY FINDING AND BRANDING AND SOME WORK WE'RE ALREADY DOING IN THE SPACE OF PRIORITY FOR BUS

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OPERATIONS AND OTHER SYSTEMS WHERE WE KNOW WE'RE GOING TO BE ALREADY MOVING FORWARD WITH THOSE AND THOSE ARE BEING WRAPPED INTO THE BLUE RIBBON WORK SO SOME OF THE AMOUNTS WE'RE TARGETING COULD BE ALIGNED WITH THOSE AT A MINIMUM, BUT THERE IS A WHOLE TBD PORTFOLIO THAT IS APROPOS TO THE QUESTION COMMISSIONER SPERING RAISED DURING THE BUDGET WHICH IS HOW ARE WE GOING TO FUND THAT, AND THAT IS AN OPEN QUESTION OF AMOUNTS THAT WILL COME FROM EXISTING REVENUE SOURCES, SUCH AS THIS ONE, VERSUS FUND SOURCES STILL TO BE SECURED TO UNDERWRITE CERTAIN ACTIVITIES SO THERE IS A SIGNIFICANT FINANCIAL STRATEGY AND PACKAGE TO BE DONE. AND SO WE ADMIT THAT WHEN WE SEE MONEY THAT IS ELIGIBLE BUT ALIGNS WITH CERTAIN THINGS WE PRETTY MUCH KNOW ARE GOING TO HAPPEN, WE'RE TRYING TO IDENTIFY THEM NOW, THERE IS STILL A LOT TO COME. AND I THINK THERE WILL BE A SERIES OF PRESENTATIONS TO THE COMMISSION COMMITTEES, PARTICULARLY TO THIS ONE WHERE THAT WILL BECOME CLEAR.

DIR. MARGARET ABE-KOGA: THANK YOU. I APPRECIATE THAT. I GUESS I'M TRYING TO COMPARE, OR DETERMINE -- DETERMINE BETWEEN THE QUICK STRIKE PROGRAM, WHICH, WITH 71 PROJECTS $108 MILLION REQUEST IS OVERSUBSCRIBED. SO THE 17 MILLION OR SO, IS IT BEST UTILIZED, WOULD IT GO OUT TO THE PUBLIC MORE QUICKLY BY FUNDING MORE QUICK STRIKES PROGRAMS? OR THROUGH THESE OTHER UPCOMING PROGRAMS I THINK IS REALLY WHAT I'M TRYING TO KIND OF

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DETERMINE. SO, I REALLY APPRECIATE YOUR ANSWER. THANK YOU VERY MUCH.

DAVID RABBIT, CHAIR: GREAT. THANK YOU. COMMISSIONER JOSEFOWITZ? NICK JOSEFOWITZ: THANK YOU. I THINK IT'S TERRIFIC THAT WE'RE KIND OF MOVING FULL-STEAM AHEAD ON THIS QUICK STRIKE PROGRAM. AND HOPEFULLY IT'S GOING TO DELIVER SORT OF REAL BENEFITS TO SO MANY COMMUNITIES AROUND THE REGION. AND I THINK THAT'S ONE OF THE BENEFITS OF THESE KIND OF DISTRIBUTED GRANT PROGRAMS IS SO MANY CAN BENEFIT. ONE OF THE DISCUSSIONS WITH THERESE, BEFOREHAND, IS THE NUMBER OF TRANSIT PRIORITY PROJECTS WHICH ARE KIND OF BEING SUBMITTED BECAUSE THERE AREN'T A BUNCH OF HUGE TRANSIT PRIORITY PROJECTS THAT ARE READY TO GO THAT'S A HUGE ELEMENT OF SO MANY THINGS WE'RE TRYING TO DO FROM BLUE RIBBON TO A.B. 629 CALLS OUT TRANSIT PRIORITY JUST THINKING ABOUT TRANSIT RECOVERY. AND I WANT TO ASK, ONE OF THE THINGS BEING CONTEMPLATED IN A.B. 629 AND COMING OUT OF THE BLUE RIBBON IS A REGIONAL TRANSIT PRIORITY PLAN TO A CERTAIN EXTENT AND I WAS WONDERING IF THAT'S SOMETHING THAT COULD BE FUNDED OUT OF THIS OR IS THAT ALSO GOING TO BE UP FOR CONSIDERATION AMONGST THE OTHER -- IF THAT COULD QUALIFY FOR THIS, I GUESS?

THERESE MCMILLAN: I THINK, MAYBE JUST TO LINK IT TO THE RESPONSE I HAD TO COMMISSIONER ABE-KOGA, YOU KNOW,

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COMMISSIONER JOSEFOWITZ, IN THAT. TBD REALM, ONCE WE GET THE TRANSFORMATIONAL ACTION PLAN COMING OUT OF BLUE RIBBON, THERE WILL BE A NUMBER OF QUESTIONS, ARE THE NEEDS -- OR, ARE THE ACTIVITIES THAT ARE LISTED IN THERE ONE TIME OR ONGOING IN ARE THEY, YOU KNOW, RELATED TO AND CAN BE SUSPECTED WITH EXISTING REVENUE SOURCES OR SOME THAT WE HAVE TO GO GET. IF YOU PUT A MATRIX TOGETHER FOR THAT HOW TO YOU MIX AND MATCH. THAT'S EXACTLY THE TYPE OF EXERCISE THAT'S COMING UP, AND TO BE PERFECTLY HONEST, I WOULD EXPECT THAT SOME OF THAT DISCUSSION, PARTICULARLY, THAT OVERALL WRAP AROUND FUNDING PACKAGE WOULD BE PART OF THE BUSINESS PLAN THAT THE COMMISSION TASK FORCE IS GOING TO BE ADVANCING. BECAUSE THOSE ARE REALLY SIGNIFICANT QUESTIONS ABOUT, YOU KNOW, WHO WOULD BE RESPONSIBLE FOR WHAT? WHAT FINANCING THEY WOULD BRING TO THE TABLE, ET CETERA. SO, I THINK, AGAIN, ELIGIBILITIES THEMSELVES CAN BE FAIRLY BROAD, DEPENDING ON A PARTICULAR FUNDING SOURCE. BUT IT'S SCALE AND TIMING AND WORTH VERSUS ONGOING AND THOSE TYPES OF THINGS WE NEED TO SORT OUT. NICK JOSEFOWITZ: THAT'S HELPFUL. THANK YOU FOR CLARIFYING THAT. AND I JUST WANT TO END UP TO FOCUS ON TRANSIT PRIORITY IF THESE PROJECTS AREN'T BUBBLING NATURALLY AND TRYING TO DELIVER THEM AT A GREATER SCALE. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU. CHAIR PEDROZA?

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ALFREDO PEDROZA: THANK YOU CHAIR RABBIT. THERESA, THANK YOU FOR YOUR PRESENTATION. I, FOR ONE, THINK IT'S GREAT THAT WE HAVE AN OVERSUBSCRIBED PROGRAM IT JUST SHOWS INTEREST OF PROJECTS OUT THERE AND THAT'S A GOOD THING. AND I SUPPORT THE PROJECT THAT'S LAID OUT IT'S NOT A CHOICE OF ONE OR ANOTHER WE HAVE TO DO BOTH WE HAVE TO INVEST IN SHOVEL READY PROJECTS BUT THERE IS A LOT OF WORK HAPPENING AT THE BLUE RIBBON AND A LOT OF WHICH IS STILL UNDETERMINED BUT WE HAVE TO START EMPOWERING AND OUTCOMES WE NEED TO UNDERSTAND HOW TO POSITION BECAUSE THERE IS EXPECTATION AROUND WORK PRODUCT THAT'S GOING TO COME OUT. THIS IS A GOOD STEP IN THE RIGHT DIRECTION POWER FOR DISCUSSION, IT'S A START SUPPORTING THIS IN A MORE SUITABLE MANNER. I THINK THIS IS A GOOD APPROACH.

DAVID RABBIT, CHAIR: THANK YOU. COMMISSIONER SPERING?

JAMES P. SPERING: I WANT TO THANK THERESA AND THERESE. I THINK GOING IN THE DIRECTION ON THIS ITEM AND THE NEXT ITEM IS THE RIGHT THING TO DO. WHEN YOU LOOK AT THE WORK THE BLUE RIBBON COMMITTEE IS LOOKING AT A LOT OF THIS IS ONGOING INITIATIVES THAT WE JUST HAVEN'T IMPLEMENTED YET, FARE INTEGRATION WAYFINDING EQUITY IS A HIGH PRIORITY FOR THE BLUE RIBBON AND AS TRANSIT OPERATORS COME OUT OF THIS PANDEMIC, AND/OR ARE STARTING TO MAKE CHANGES THIS, IS THE ONE OPPORTUNITY WE HAVE TO IMPLEMENT AND INSTITUTIONALIZE A LOT OF THESE CHANGES AND

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IF WE SELL IT SHORT BY NOT FUNDING SOME OF THESE PROGRAMS WE JUST FELL ON AN OPPORTUNITY THAT MANY OF US WON'T SEE AGAIN IN OUR POLITICAL LIFE. I JUST WANT THE COMMISSION TO BE PATIENT. AND WE HAVE, I THINK, ABOUT SIX COMMISSIONERS ON THE BLUE RIBBON. SO THIS IS GOING TO GET WAY OUT OF LINE WITH WHAT THE COMMISSION IS THINKING OR WHAT ISSUES WE'RE TRYING TO MOVE FORWARD. BUT IT'S JUST A REAL OPPORTUNITY. AND THE BALANCE THAT OUR STAFF IS FINDING, I THINK, IS REALLY APPROPRIATE. AND I THINK IT'S ABSOLUTELY NECESSARY. THANK YOU MR. CHAIRMAN.

DAVID RABBIT, CHAIR: THANK YOU. VICE CHAIR PAPAN.

GINA PAPAN: I JUST WANT TO THANK STAFF FOR RESPONDING TO MY EARLIER QUESTION. AND I DO WANT TO REITERATE, I THINK WHAT'S GOING TO COME OUT OF THE BLUE RIBBON COMMITTEE WILL BE TIME SAVING AND COST SAVINGS. SO FINGERS CROSSED HERE, MOVING FORWARD. THANK YOU EVERYBODY FOR WORKING TOGETHER ON THIS. I THINK WE HAVE A LOT OF AMAZING THINGS LEFT TO DO. STAFF THANK YOU. IT'S GREATLY APPRECIATED.

DAVID RABBIT, CHAIR: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: THANK YOU TO STAFF. I WANT TO PIGGYBACK ON WHAT COMMISSIONER SPERING JUST SAID. I THINK THERE IS GOING TO BE SOME VERY NATURAL TENSION, AND THAT NATURAL TENSION IS GOING

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TO BE -- WE HAVE A LOT OF FOLKS THAT HAVE BEEN WAITING ALSO FOR A MANNA TO FALL FROM THE SKY IN OUR LOCAL REGIONS TO BE ABLE TO BUILD THE THINGS THAT WE WANT TO BUILD AS FAST AS WE CAN, AND I REALLY WANT TO LIFT UP THE ROLE AND OPPORTUNITY FOR MTC TO BE ABLE TO PROVIDE MORE SUPPORT. SO ONE OF THE POINTS THAT I THINK COMMISSIONER ABE-KOGA RAISED, THAT I WANT TO HIGHLIGHT IS THAT, I DO THINK THAT WE HAVE TO FIGURE OUT A WAY TO USE THESE MEETINGS TO HAVE A DEEPER DISCUSSION ABOUT THE STRATEGIC APPROACHES THAT WE WANT TO TAKE, AND EVEN WITH OUR PARTNER AGENCIES. IF YOU'RE HEARING TENSION FROM US IT'S BECAUSE WE'RE HEARING TENSION FROM OUR LOCALS ASKING WHAT'S HAPPENING. AS WE MOVE FURTHER WITH MTC AND SEEING ADDITIONAL FUNDS COMING OUT WHICH I HOPE WE'RE GOING TO SEE MORE OF, I HOPE THERE IS BENEFIT IN HAVING CONVERSATION ABOUT HOW STAFF SINGLING ABOUT THE DIVISION. AND WHAT I HEARD TODAY THEY HADN'T REALLY TAUGHT ABOUT, IS THE POINT THAT OUR EXECUTIVE DIRECTOR RAISED ABOUT, YOU KNOW, FRANKLY, BEING OPPORTUNISTIC, AND REALLY BEING ABLE TO MOVE QUICKLY WHEN WE SEE THAT THERE ARE RESOURCES AVAILABLE. AND AGAIN, I THINK THIS'S ALL GOT TO BE JUST LAID OUT SO THAT EVERYBODY UNDERSTANDS THAT AND FEELS LIKE THEY'RE PART OF THE FRAMEWORK, EVEN IF YOU DON'T DISAGREE THAT YOU UNDERSTAND WHAT THE FRAMEWORK IS OF STAFF AND THE BLUE RIBBON COMMISSION AND THE LEADERS OF MTC IN TERMS OF OUR ELECTED REPRESENTATIVES. THANK YOU.

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DAVID RABBIT, CHAIR: THANK YOU. GREAT COMMENTS AND DISCUSSION, I FOUND MYSELF NODDING IN AGREEMENT WITH MUCH OF IT THANK YOU FOR THAT. DO WE HAVE A MOTION AND SECOND TO APPROVE THE MTC RESOLUTION 4202 TO THE COMMISSION FOR APPROVE?

GINA PAPAN: PAPAN MOVES APPROVAL.

FEDERAL D. GLOVER: GLOVER SECONDS. MOTION AND SECOND. I'LL ASK THE CLERK TO READ ASSOCIATED COMMENTS ON THIS ITEM.

CLERK OF THE BOARD: FIRST COMMENT IS FROM SPUR AND SECOND SIGNED BY SILICON VALLEY LEADERSHIP GROUP, SPUR, AND THE BAY AREA COUNCIL. AND THEN I DO HAVE MEMBERS OF THE PUBLIC WITH THEIR HANDS HANDS RAISED. FIRST IS ROLAND LEBRUN, PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

SPEAKER: I WOULD LIKE TO TALK ABOUT EQUITY IN THE NINE BAY AREA COUNTIES. FIRST, RECALLING IN BRIAN'S PRESENTATION, THE COUNTIES IN THE BAY AREA THAT WERE AFFECTED BY THE PANDEMIC IN VARIOUS DEGREES AND AS YOU PROBABLY NOTED, THE IMPACT ON SAN FRANCISCO WAS BRUTE AN. I MEAN, THERE IS NO OTHER WORD FOR IT. BUT THEN IF YOU LOOK AT SIGNIFICANT OTHER COUNTIES, ENDING UP WITH SURPLUSES STANDING IN SURPLUSES IN EXCESS OF $100 MILLION IN RESIDUAL FUNDING AND ONE COUNTY IN PARTICULAR HAS ABSOLUTELY NO INTENTION WHATSOEVER RIGHT NOW TO PROVIDE RELIEF

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TO THOUSANDS OF BUS RIDERS WHO HAVE BEEN LEFT STRANDED ON THE SIDE OF THE ROAD EVERY DAY AND HAVE DECIDED TO STASH THE MONEY AWAY, YOU KNOW, TO UNDERWENT CASH FLOW ISSUES AND SOMETIME SPEND THAT MONEY IN 2028. AND I WILL BE FORWARDING SLIDES TO THE EXHIBITION. IN CLOSING, WHAT I WOULD LIKE TO DO IS PRESENT THREE RECOMMENDATIONS FOR YOUR CONSIDERATION. NUMBER ONE, THAT THESE COUNTIES, WITH THESE SERVICES WILL NO LONGER BE -- IS MY TIME UP? IS MY TIME UP?

CLERK OF THE BOARD: NO. IT IS NOT.

SPEAKER: WILL NO LONGER RECEIVE ANY MORE FUNDS UNTIL THE SURPLUS HAS BEEN EXHAUSTED. NUMBER TWO, IS THAT THESE COUNTIES WILL RETURN ANY SURPLUS FUNDING THAT THEY DO NOT EXPLAIN, PLAN ON EXTENDING BETWEEN NOW AND JUNE 2022, AND NUMBER THREE, IS THE TRANSITION TO -- OKAY. THAT'S MY -- IS TO TRANSITION TO OTHER EXPENDITURE CLAIMS VERSUS UP FRONT FUNDING WITH, BASICALLY, NO ACCOUNTABILITY FOR HOW THE MONEY IS GOING TO BE SPENT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS RAM, PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES. YOU'RE UNMUTED ON THIS END. PLEASE UNMUTE YOURSELF, RAM. IF NOT PLEASE PUT YOUR HAND DOWN. THERE ARE NO ADDITIONAL SPEAKERS, MR. CHAIR.

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DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. APPRECIATE THAT. AND WITH THAT, I'LL ASK THE CLERK FAIR ROLL CALL VOTE ON THE MOTION.

CLERK OF THE BOARD: YES. MOTION BY PAPAN, SECOND BY GLOVER. [ROLL CALL VOTE] THANK YOU. MOTION PASS UNANIMOUSLY BY ALL MEMBERS PRESENT.

DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. ITEM 4B PRINCIPLES AND PROPOSED APPROACH TO THE DISTRIBUTION OF TRANSIT FUNDING FROM THE AMERICAN RESCUE PLAN ACT OF 2021 AND WE HAVE THERESE MCMILLAN AND WILLIAM BACON TO MAKE THIS PRESENTATION. I'LL GO TO OUR EXECUTIVE DIRECTOR FIRST.

THERESE MCMILLAN: GREAT. THANK YOU VERY MUCH. SINCE WE'RE HAVING OUR TEAM BRING UP THE PRESENTATION, I JUST WANT TO NOTE, THANK YOU FOR YOUR PATIENCE. IT'S BEEN A LONG DAY. I THINK A NUMBER OF FOLKS HAVE BEEN WAITING FOR THIS PARTICULAR PRESENTATION. I THINK IT WILL TIE TOGETHER A NUMBER OF THREADS AND THEMES THAT WE HAVE HEARD THROUGHOUT THE DAY. SO, WE'RE HERE TO PRESENT PRINCIPLES TO GUIDE THE DISTRIBUTION OF THE AMERICAN RESCUE PLAN ACT KNOWN AS THE AARP, THAT WE HAVE BEEN HEARING QUITE A LOT ABOUT AND HAS BEEN THE SUBJECT OF A LOT OF DISCOURSE AMONG STRIKE HOLDERS AND TRANSIT OPERATORS AND HOPEFULLY WITH YOU. LET'S GO TO THE NEXT SLIDE. IT'S

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INCREDIBLY TO TART WITH A REVIEW OF WHAT WE HAVE DONE TODAY PARTICULARLY WHAT YOU, THE COMMISSION HAVE DONE TO DATE. BACK IN APRIL, AND JULY OF 2020, YOU DISTRIBUTED THE FIRST TRANCHE OR THE FIRST WAVE, IF YOU WILL, OF THE COVID RELIEF FUNDS, WHICH WAS THE CARES ACT. THAT WAS 1.3 BILLION THAT CONGRESS GOUT OUT IN RECORD SPEEDS TO DEAL WITH THE DEVASTATING EFFECTS OF THE PANDEMIC BECAUSE WE HAD DISTRIBUTED OUT OF ALL OF THESE COVID PACKAGES ARE SUBJECT TO AMONG 27 DIFFERENT TRANSIT OPERATORS, WE DID IT IN TWO TRANCHES, WORKING EXTREMELY CLOSELY WITH OUR TRANSIT OPERATORS IN ORDER TO GET THE BEST INFORMATION AND COME TO AN AGREEMENT ON HOW THOSE FUNDS SHOULD BE DISTRIBUTED. AS I AM SURE YOU ALL PAINFULLY RECALL, THE PANDEMIC DID NOT END AT THE END OF 2020 -- OF CALENDAR YEAR 2020. IN FACT, WE WERE IN THE MIDDLE OF A SURGE, AND TRANSIT OPERATORS ACROSS THE COUNTRY WERE APPROACHING THE PROVERBIAL FISCAL CLIFF. SOME OF THEM, INCLUDING SOME IN OUR REGION, AS THE CARES ACT MONEY WAS RUNNING OUT, CONGRESS CAME BACK WITH THE CRRSAA ALLOCATIONS ALMOST ANOTHER BILLION DOLLARS TO OUR REGION AND MANY KUDOS TO OUR LEGISLATIVE TEAM WHO HAD WORK REALLY CLOSELY ON WHAT THE BASIS FOR THAT FUNDING SHOULD BE. THIS WAS A BIT UNUSUAL. THE RULES HAD CHANGED IN SOME SMALLER URBANIZED AREAS SOME ACTUALLY NOT GETTING AN ALLOCATION BUT WE WORKED CLOSELY WITH OUR TRANSIT OPERATORS AND USE THE FLEXIBILITY YOU HAVE AS A COMMISSION IN ORDER TO ENSURE THAT EVERYONE'S NEEDS GOING FORWARD, ANTICIPATING THE END OF THIS

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FISCAL YEAR COULD BE MET WITH THE CRRSAA FUND. SO IN TOTAL, $2.3 BILLION HAVE BEEN ALLOCATED BY THIS COMMISSION ALREADY, AMONG OUR 27 DIFFERENT TRANSIT OPERATORS. AND IT WAS ROBUST AS TO THE ESTIMATED REVENUE LOSSES THAT WE HAD FOR THE END OF THE YEAR WAS ONLY 1.8 BILLION AND IF YOU GO TO THE NEXT SLIDE ILLUSTRATES THE FACT THAT WE ACTUALLY HAD A CUSHION THAT OUR TRANSIT OPERATORS COLLECTIVELY, IN TOTAL, WERE ANTICIPATING BY THE END OF THIS FISCAL YEAR, WOULD BE ABOUT $500 MILLION LOOKING AT THE COMBINED AMOUNTS OF CARES AND CRRSAA. THIS IS IMPORTANT TO UNDERSTAND BECAUSE THERE HAS BEEN A NARRATIVE THAT TRANSIT OPERATORS ARE ON THE BRINK OF ANOTHER FISCAL CLIFF THAT THEY'RE GOING TO FALL OFF OF AT THE END OF THIS FISCAL YEAR AND AGAIN WE WERE LUCKY ENOUGH IN THE WORK THAT YOU ALL HAVE DONE THAT'S NOT THE CASE THERE IS THIS CUSHION WALKING INTO THE NEXT FISCAL YEAR THAT WILL ALLOW US -- NEXT SLIDE PLEASE -- TO THOUGHTFULLY THINK THROUGH HOW TO USE THE THIRD WAVE OF THE COVID RELIEF FUNDS, THE AMERICAN RESCUE PLAN OR AARP FUNDS, WHICH IS AT AN A SOUNDING LEVEL OF ALMOST $1.7 BILLION THANKS TO THE BIDEN HARRIS ADMINISTRATION, AND CONGRESS IS NOW AVAILABLE TO US. NOW THESE APPORTIONMENTS WERE JUST APPROVED BY FTA AT THE VERY END OF MARCH. WE ARE BINGING FORWARD TO YOU, A SERIES OF STEPS HOW WE CAN EVALUATE GOING FORWARD WITH THE 1.7 BILLION WITH THE ADVANTAGE OF HAVING THIS CUSHION, WALKING FORWARD, THE LITTLE BLUE BAR IN THE MIDDLE AND THE BOTTOM. IN ORDER TO BEST STRATEGIZE HOW A TOTAL OF

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$3.9 BILLION IN RELIEF CAN BEST BE USED AMONG OUR TRANSIT OPERATORS, BUT MOST CRITICALLY TO SERVE OUR TRANSIT RIDERS. NEXT SLIDE. IT'S VERY IMPORTANT, THOUGH, TO TAKE AN OPPORTUNITY NOW TO RETHINK WHAT IS GOING TO BE THE BASIS OF HOW WE EVALUATE, HOW WE USE THESE PRECIOUS DOLLARS? DISTRIBUTION OF CARRIES AND CRRSAA AT THE TIME WAS BASED ON DETERMINING A APPROACH LOOKING BACK TO THE WORLD AS WE KNEW IT IN FEBRUARY 2020 TO SAY IF THAT WAS THE LEVEL OF SERVICE OUT THERE, WHAT'S THE PROJECTED REVENUE LOSS OF OUR TRANSIT AGENCIES IN TERMS OF, YOU KNOW, THE RIDERSHIP LOSSES THAT THEY EXPERIENCE, THE SERVICE REDUCTIONS THAT HAPPENED, AND WHAT WOULD THIS COVID RELIEF MONEY DO TO FILL THOSE -- TO ADDRESS THOSE REVENUE SHORTFALLS? WHAT'S REALLY IMPORTANT IS, A KEY PART OF ALL OF THAT WAS ALSO ENSURING -- AND THIS WAS WRITTEN INTO THE CONGRESSIONAL INTENT OF ALL THREE OF THESE BILLS THAT NO FURLOUGHS OR LAYOFFS WOULD OCCUR WITH A TRANSIT LABOR STAFF'S ASSOCIATED WITH THE TRANSIT RECIPIENTS. SO WHERE WE ARE RIGHT NOW, AS WE HAVE GOTTEN THROUGH AND ANTICIPATE GETTING THROUGH THIS FISCAL YEAR WITH OUR TRANSIT OPERATORS, AGAIN, WITH SOME MARGIN, IS THAT THE AARP FUNDS, SO THIS IS THE THIRD WAVE, IS VERY LIKELY THE LAST SIGNIFICANT FEDERAL OPERATING COVID RELIEF FUNDING THAT WE WILL HAVE AT OUR DISPOSAL. AND SO THEREFORE IT'S CRITICAL ON TO NOT TO KEEP LOOKING BACKWARD BUT INSTEAD TO LOOK FORWARD TO SAY STRATEGICALLY HOW ARE WE GOING TO ENSURE THAT THE USE OF THESE

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FUNDS CAN ENSURE TRANSIT SERVICE ACROSS THE BAY AREA THAT'S ENDURING? ANOTHER WAY TO THINK ABOUT IT IS THIS, THE SERIES OF COVID RELIEF FUND HAVE BEEN AN INCREDIBLE BRIDGE OVER AN ECONOMIC CHASM THAT WAS CREATE BY THE PANDEMIC. HOWEVER IT'S NOT A BRIDGE WITHOUT -- IT'S A ONE TIME NON-RECURRING NOR WERE FUNDS CAPABLE OF BUILDING ECONOMIC HOUSE CREATED BY THE PANDEMIC THE CHASM IS THE UNITED STATES IS RECOVERING WITH THE ECONOMY BUT NOT YET ON ITS FEET. AS WE CONSCIOUSLY WANT TO BRING BACK AND INCREASE TRANSIT SERVICE ON OUR BAY AREA STREETS, ESPECIALLY FOR THOSE THAT NEED IT MOST AND DON'T HAVE OTHER OPTIONS, WE ALSO NEED TO ENSURE THAT THAT SERVICE STAYS ON THE STREET. AND WE NEED TO USE OUR AARP FUNDING CAPACITY WITH THE BEST POSSIBLE INFORMATION WE HAVE, LOOKING FORWARD, INTO THIS NEW NORMAL TO ENSURE THAT ENDURING INCREASED LEVELS OF SERVICE CAN GO FORWARD. NEXT SLIDE. IT'S IMPORTANT TO RECOGNIZE THAT WE'RE NOT ALONE IN THIS FRONT-FACING STRATEGY THIS IS A TIME TO TAKE A BREATH AND NOT STRETCH THIS OUT INTO INFINITY BUT TO MAKE SURE WE'RE MAKING THE BEST DECISIONS THAT BEE CAN. AND THE CALIFORNIA LEGISLATIVE ANALYST'S OFFICE LMAO HAD THE SAME OBSERVATION WITH RESPECT TO HOW THE STATE OF CALIFORNIA SHOULD BE USING ITS SHARE OF AARP FUNDS. THEY SAID, QUOTING FIRST AMONG THE SUGGESTED PRINCIPLES IS A RECOMMENDATION THAT THE LEGISLATURE TAKE SOME TIME TO DEFINE ITS GOALS AND DEVELOP A PLAN FOR ALLOCATING THE FEDERAL FUNDS. THIS PRINCIPLE UNDERPINS OUR GUIDELINES, BECAUSE, IN ADDITION

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BEING A ONCE IN A GENERATION MAGNITUDE, THE AARP DOES NOT REQUIRE THE STATE TO SPEND THE FEDERAL RESOURCES IMMEDIATELY. IN OTHER WORDS, THEY'RE URGING, TAKE THE TIME TO DO IT RIGHT. NEXT SLIDE. HERE'S SOMETHING THAT WAS MENTIONED IN DISCOURSE TO DATE THE CARES AND CRRSAA FUNDING ALREADY ALLOCATED AS MENTIONED ARE SUFFICIENT TO COVER THE OPERATING EXPENDITURES AT LEAST FOR THE FIRST QUARTER OF THE NEXT FISCAL YEAR AND LONGER FOR MANY OPERATORS. WHY? BECAUSE EACH OPERATOR AS A UNIQUE MIX OF ITS BASIC REVENUE BASE FOR THEIR OPERATIONS OF WHICH SOME SOURCES HAVE RECOVERED RAPIDLY FROM THE PANDEMIC BUT OTHERS ARE LAG. WHAT WE SEE IN THIS CHART IS FOR DIFFERENT OPERATORS, IN THE BLUE SORT OF WORST-CASE LOOKING IN THE REAR VIEW MIRROR REVENUE LOSS SCENARIO THROUGH THE END -- FROM MARCH OF 2020, THROUGH JUNE EVER 2021, COMPARED TO THE FEDERAL RELIEF FUNDS THAT HAVE ALREADY BEEN ALLOCATED. YOU CAN SEE IN MANY INSTANCES THE GRAY BAR IS SOME DISTANCE HIGHER THAN THE BLUE BAR. THIS COMMISSION IS GOING TO MOVE FORWARD TO ENSURE THAT THE OPERATORS ARE PUT ON SOME SORT OF CANNOT FINANCIAL FOOTING GOING FORWARD INTO FISCAL YEAR '21, '22 NEXT SLIDE. WITH THAT BACKGROUND WE HAVE THREE PRINCIPLES WE WOULD LIKE YOUR APPROVAL TODAY OR CERTAINLY FOR THE COMMISSIONERS TO MOVE FORWARD FOR APPROVAL, FIRST IS TO PROVIDE TRANSIT OPERATORS WITH A LEVEL OF FINANCIAL CERTAINTY FOR FISCAL YEAR 2021, AND 2022 AND THAT MTC TRANSIT OPERATORS HAVE JOINTLY DEVELOPED PRINCIPLES TO GUIDE DISTRIBUTION BY THE AARP AND BY THE WAY WE

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RECEIVED A LETTER FROM MAJOR TRANSIT OPERATORS SUPPORTING THE APPROACH WE'RE DESCRIBING TODAY WE HAVE NOT DONE THIS IN A VACUUM BUT WE'RE WORKING CLOSELY WITH TRANSIT OPERATORS TO UNDERSTAND WHAT THEIR NEEDS ARE GOING FORWARD. SECOND IS RESTORING SERVICE FOR THOSE MOST DEPENDENT ON TRANSIT IS OF PARAMOUNT IMPORTANCE. WE CANNOT FORGET THAT IS SOMETHING THAT HAS TO UNDERRIDE THE PRINCIPLES THAT WE'RE OUTLINING FOR U THAT IS INCREDIBLY CRITICAL AND CANNOT BE LOST IN ANY COMBINATION OF STRATEGIES. THE THIRD FACTOR THAT WE'RE THINKING ABOUT IS THAT CERTAIN TRANSIT AGENCIES CAN DELIVER EQUAL AND RELIABLE SERVICE WILL BE KEY TO THE RECOVERY OF THE BAY AREA ECONOMY WE NEED TO INCREASE SERVICE ON THE STREET THAT'S IMPORTANT FOR US TO MATCH THE ECONOMY AS IT RECOVERS IN SOME CASES LEAVING IT AS AN INCENTIVE BUT IN ORDER TO DO THAT WE NEED SOME THOUGHTFUL PRINCIPLES TO GUIDE US GOING FORWARD FIRST STABILIZING SUSTAINED TRANSIT, SECOND RESTORE REIMAGINE THE SERVICE THAT WE PUT OUT IN THE NEXT FEW MONTHS AND THIRD IS TO IMPROVE THE CUSTOMER EXPERIENCE FOR THE SERVICE THAT WE DO GET OUT THERE. SO I'M GOING TO TURN IT OVER TO BILL BACON TO WALK THROUGH EACH ONE OF THESE PRINCIPLE IN A LITTLE MORE DEPTH. BILL?

WILLIAM BACON: THANK YOU THERESE. MY NAME IS BILL BACON, MTC CO-PROJECT MANAGER. I'M GOING TO WALK YOU THROUGH THE CONSULTATION WITH TRANSIT OPERATORS TO GUIDE DISTRIBUTION. THE

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PRINCIPLES MAY BE FOUND IN ATTACHMENT A IN YOUR AGENDA. FIRST COUPLE EVER PRINCIPLES FOCUSED ON FINANCIAL STABILIZING. THE BIDEN HARRIS ADMINISTRATION MADE IT CLEAR THAT COMBINED ROUNDS OF PANDEMIC FUNDS CARES ACT CRRSAA SHOULD BE USED TO PREVENT FURLOUGH AND LAYOFFS OF TRANSIT OPERATOR AND STAFF. EACH OPERATOR IS IF A UNIQUE FINANCIAL POSITION GIVEN THE VARYING DEGREES TO WHICH REVENUE SOURCES HAVE BEEN IMPACTED BY THE PANDEMIC SOME AGENCIES HAVE SIGNIFICANT FINANCIAL CUSHIONS BECAUSE OF A COMBINATION OF EARLY FEDERAL RELIEF FUNDS QUICKLY IMPROVING REVENUE AND OTHERS WITH PARKING REVENUES AND FARE REVENUE ARE CONTINUING TO EXPERIENCE LOSSES THAT THREATEN THEIR ABILITY TO OPERATE SERVICE AND PROTECT JOBS. THIS PRINCIPLE IS INTENDED TO PROVIDE AN ASSURANCE TO OPERATORS THAT FUNDS ALLOCATED BY MTC OVER THE COURSE OF THE FISCAL YEARS 2021, AND 2022 SO THAT REVENUE LOSSES THAT HAVE IMPACTED DO NOT -- [INDISCERNIBLE] THIS IS HIGHLIGHTED IN 1C HIGHLIGHTED IN THE BOX ON THIS SLIDE FURTHER CALLING FOR OPERATORS TO TAKE ACTION TO AMEND BUDGETS TO ACCOMMODATE ALLOCATIONS AS THEY ARE MADE AVAILABLE TO ADDRESS OPERATING AND SERVICE ADJUSTMENT IN A TIME LEAN MANNER. NEXT SLIDE PLEASE. THE SECOND PRINCIPLE IS FOCUSED ON RESTORING AND REIMAGINING SERVICE. SPECIFICALLY THE PRINCIPLE STATES THAT AARP FUNDS SHOULD BE DISTRIBUTED WITH THE DIRECTION THE TRANSIT OPERATORS TAKE MEASURES TO RESTORE SERVICE IN A WAY THAT ADVANCES EQUITY AND TO AT LEAST MATCH CURRENT DEMAND FOR

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TRANSIT AS WELL AS TO PLAN TO DEPLOY ADDITIONAL SERVICE AT A LEVEL NECESSARY TO SUPPORT INCREASED LOCAL AND REGIONAL TRANSIT DEMAND THAT'S EXPECTED BY SEPTEMBER OF THIS YEAR. THE PRINCIPLE ENCOURAGES OPERATORS TO REMAIN NIMBLE AND CREATIVE IN THEIR SERVICE PLANNING SO THAT OPERATORS CAN DEPLOY SERVICE TO THOSE MOST IN NEED AND ACKNOWLEDGES THAT DISTRIBUTING AARP FUNDS OVER SEVERAL ALLOCATION TRANCHES WILL ALLOW FUNDS TO BE BEST TARGETED TO ALLOW CHANGE RIDERSHIP AND REVENUE TRENDS. I WANT TO CALL YOUR ATTENTION TO THE BOX ON THIS SLIDE WHICH HIGHLIGHTS PRINCIPLE 2A FOCUSING ON RESTORING SERVICE AND ELIMINATING PASSENGER PASS UPS. THE PRINCIPLE STATES THAT AARP ACT FUNDS SHOULD BE USED TO RESTORE SERVICE AND DEPLOY OPERATING STAFF IN A MANNER THAT SIGNIFICANTLY REDUCES PASS UPS WHILE PHYSICAL DISTANCING PUBLIC HEALTH ORDERS REMAIN IN PLACE AND ELIMINATE PASS UPS ENTIRELY AS POSSIBLE AS CHANGES IF PHYSICAL DISTANCING HEALTH PRIORITIES ARE NOTED. IT WILL LIKELY TAKE THE RELAXATION OF PHYSICAL DISTANCING PUBLIC HEALTH ORDER WHICH IS LIMIT VEHICLE CAPACITY TO FULLY ELIMINATE PASS UPS. NEXT SLIDE PLEASE. FINALLY, THE THIRD PRINCIPLE IS FOCUSED ON IMPROVING THE CUSTOMER EXPERIENCE. MORE SPECIFICALLY, THE AARP FUNDS SHOULD BE USED TO INCREASE AND RETAIN RIDERSHIP IN THE REGION BY INVESTING IN WELCOMING RIDERS BACK AND BY NOT DOING SO WE RISK THAT HABIT SUPERVISOR TRAVEL MODES ADOPTED DURING THE PANDEMIC WILL LINGER LONG AFTER THE PUBLIC HEALTH RISK WITH COVID HAS RECEDED IN ORDER

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TO SUCCEED FOR CUSTOMERS TRANSIT MUST BE SAFE RELIABLE AFFORDABLE EASY TO USE I'LL CALL TO YOUR ATTENTION THE BLUE BOX PRINCIPLE 3A NOTING AARP FUNDS SUPPORT IMPLEMENTATION AND RECOMMENDATIONS FROM THE BLUE RIBBON TRANSIT TASK FORCE AND WILL INCREASE THE VALUE AND ENHANCE CUSTOMERS EXPERIENCE. [INDISCERNIBLE] AGAIN, AS I NOTED EARLIER THE FULL TEXT OF THE PROPOSE THE PRINCIPLES IS NOTED IN ATTACHMENT A OF THIS ITEM. NEXT SLIDE PLEASE. LASTLY AND WRAPPING UP OUR PRESENTATION ARE PROPOSED NEXT STEPS FOR DISTRIBUTION OF AARP FUNDS FIRST WE'RE HERE TODAY SEEK THE COMMITTEE'S APPROVAL FOR THE PROPOSED PRINCIPLES THAT WE JUST DISCUSSED, THE PRINCIPLES COULD THEN BE CONSIDERED BY THE FULL COMMISSION AT ITS MEETING IN TWO WEEKS ON MAY 26TH. ON JUNE 9TH AT THE REGULARLY SCHEDULED PROGRAMMING AND ALLOCATIONS COMMITTEE MEETING STAFF PLANS TO RETURN TO THE COMMITTEE WITH POLICY DECISIONS FOR THE COMMISSION TO CONSIDER WEIGHING EVALUATION OF APPROACHES OF THE INITIAL DISTRIBUTION OF AARP FUNDS THEN JUNE 9TH SPECIAL PROGRAMMING AND ALLOCATIONS COMMITTEE WORKSHOP THAT WILL HELD AND PRESENTATIONS AND UPDATES FROM TRANSIT OPERATORS REGARDING THEIR SERVICE PLANS UPCOMING FISCAL YEAR AND CHALLENGES THEY FACE AND RECOVERY. JUNE 23RD WE WILL SHARE A SUMMARY OF INFORMATION HEARD FROM TRANSIT OPERATORS AT THE JOIN NINTH WORKSHOP WHICH WILL FACILITATE AND FURTHER GUIDE CONSIDERATION OF THE AARP FUNDS AND THE INITIAL DISTRIBUTION OF AARP FUNDS THAT COMES ON THIS COMMITTEE, AND POSSIBLY TO THE FULL

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COMMISSION JULY 28TH. DISTRIBUTION OF AARP FUNDS IS OF PARTICULAR INTEREST TO MANY STAKEHOLDERS AND MTC STAFF PLAN TO RETURN TO THIS COMMITTEE THROUGHOUT THE FALL OF 2021 TO PROVIDE UPDATES TO FACILITATE DISCUSSIONS ON THE NEXT ALLOCATION OF ARE AARP FUNDS AFTER THE OFFICIAL ACTION TO THE COMMISSION FOR APPROVAL. THAT CONCLUDES MY PRESENTATION. HAPPY TO TAKE QUESTIONS.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. APPRECIATE THAT. I'LL LOOK TO MY COLLEAGUES FOR QUESTIONS. CHAIR PEDROZA?

ALFREDO PEDROZA: THANK YOU CHAIR RABBIT. AND I WANT TO THANK STAFF FOR FRAMING THIS APPROPRIATELY IN THE TIMES OF THE MOMENT IN TIME WE'RE IN. I THINK WHAT WE WERE ABLE TO DO WITH CARES AND CRRSAA ACCOMPLISHED THE OBJECTIVE OF AVOIDING LAYOFFS WHEN PEOPLE NEEDED JOBS THE MOST, BEING ABLE TO RESTORE SERVICE WITH IN PLACE AROUND SOCIAL DISTANCING NOW WE'RE IN A POSITION BECAUSE OF HOW IT WAS DISTRIBUTED EFFECTIVELY TO LOOK FORWARD. AND THAT'S WHAT'S EXCITING AROUND THIS MOMENT IN TIME. AGAIN, I SUPPORT THE DIRECTION THAT WAS LAID OUT BUT I ALSO WANT TO THANK THE OPERATORS FOR THE COLLABORATION EVER CONTINUING TO COMING TOGETHER OF WRITING THE LETTER OF SUPPORT OF THE DIRECTION WE'RE OUTLINING HERE IF IT WERE A DIFFERENT SITUATION WHERE THERE WAS A FINANCIAL CLIFF I THINK THIS WOULD BE A DIFFERENT DISCUSSION BUT THE

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FACT OF THE MATTER IS, GMS HAVE DONE A GREAT JOB WITH THEIR BOARDS AND STAFF KEEPING SERVICE AT A LEVEL THAT'S APPROPRIATE. I'M VERY EXCITED ABOUT THAT AND WE HAVE BEEN WORKING FOR THE JUNE 9TH MEETING WHERE WE WILL HAVE THE OPERATORS COME IN AND LEARN MORE ABOUT THEM. WE NEED TO PAUSE REALIZE THERE IS NO FINANCIAL CLIFF AND LET'S GET IT RIGHT THERE THIS IS ONE OPPORTUNITY TO MAKE SURE WE DO GET IT RIGHT. CHAIR, SUPPORT FOR THE DIRECTION AND I KNOW WE'RE GOING TO BE HAVING ROBUST CONVERSATIONS AS THESE OPPORTUNITIES COME FORWARD. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU. COMMISSIONER SPERING?

JAMES P. SPERING: THANK YOU. I WANT TO THANK THERESE EXECUTIVE DIRECTOR AND STAFF. I THINK THIS APPROACH IS ABSOLUTELY NECESSARY. AND THE WORK THAT THE BLUE RIBBON HAS DONE AND ALL OF THE LARGE OPERATORS AND BLUE RIBBON COMING TOGETHER THAT WORK IS GOING TO ASSURE THAT WILL CONTINUE THROUGH THE PANDEMIC AND PART OF THE STRATEGY IS TO HELP INSTITUTION LIES SOME OF THESE CHANGES THAT HAVE BEEN MADE FOR THEIR FUTURE RIDERS. THERESE, QUESTION. I WANT TO MAKE SURE THAT WE'RE NOT ALLOCATING MONEY TO TRANSIT OPERATORS THAT ARE INEFFICIENT NOT REALLY ADDRESSING THE NEEDS OF EQUITY AND MANY OF THE OTHER THINGS THAT WE'RE STRIVING FOR. THERE HAS BEEN GOT TO BE SOME TYPE OF MECHANISM IN THIS PROCESS THAT REALLY WE'RE NOT

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REWARDING THAT BAD BEHAVIOR. AND I THINK IT WON'T SURPRISE ANYBODY ON THIS CALL IS THAT WE HAVE SEVERAL OF THEM IN SOLANO COUNTY THAT REALLY ARE NOT SERVING THE PUBLIC AND THE PEOPLE THAT NEED IT, IT'S JUST INEFFICIENT. SO WE HAVE TO MAKE SURE THAT THERE IS A MECHANISM IN THERE TO DEAL WITH THOSE TYPES OF OPERATIONS. AND THAT THERE IS A REWARD FOR THE WORK THAT SONOMA CAN'T HAS DONE. AND IN ADDITION $750,000, THAT'S AN INVESTMENT THAT WE REALLY OUGHT TO BE LOOKING AT, BECAUSE THAT'S GOING TO REAP MANY BENEFITS IN THE FUTURE. AND SO, I JUST HOPE THERE IS ROOM IN THIS PLAN, THAT HAS FLEXIBILITY TO DEAL WITH THOSE TYPES OF ISSUES. THANK YOU, MR. CHAIRMAN.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. LOOKING FOR OTHER HANDS RAISED FROM MY COLLEAGUES? NOT SEEING ANY. I HAVE ONE COMMENT. WE WEAR ALL THESE DIFFERENT HATS -- THANK YOU. I'M GOING TO GO TO COMMISSIONER GLOVER, FIRST.

FEDERAL D. GLOVER: I WANT TO HIGHLIGHT CONVERSATION THAT COMMISSIONER SPERING WAS HAVING IN TERMS OF HOW WE INCENTIVIZE THOSE THAT ARE DOING THE RIGHT THINGS, AND, YOU KNOW, OUR SMALL -- IN CONTRA COSTA, WE HAVE A NUMBER OF SMALL OPERATORS, AND CERTAINLY WE'RE SEEING A LOT OF COLLABORATIVE ACTION THAT'S GOING ON AMONG THOSE. AND WE WANT TO MAKE SURE THAT WE INCENTIVIZE THOSE SMALL OPERATORS FOR THE ABILITY TO DO THE TYPE OF COLLABORATIVE ACTIONS THAT IT TAKES TO GET PEOPLE

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MOVEMENT FROM REGION TO REGION WITHIN A PARTICULAR COUNTY. SO I JUST WANT TO PIGGYBACK OFTEN OF HIS COMMENTS, AND SAY THAT THERE NEEDS TO BE A STICK AND A CARROT.

DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. ANYONE ELSE HAVE ANY QUESTIONS, COMMENTS OR CONCERNS? I WANT TO SAY, ONCE AGAIN, LIKE MANY OF YOU, WE ALL WEAR THESE DIFFERENT HATS AND I SHARE RESPONSIBILITY FOR THREE OF OUR CURRENT 27 TRANSIT AGENCIES AND THAT'S ON THE GOLDEN GATE BRIDGE WHERE I HAPPEN TO BE THE FINANCE CHAIR, FRONT AND CENTER WITH ALL OF THE FINANCE DOLLARS AND HEMORRHAGING THAT'S BEEN GOING ON THROUGH COVID. CHAIR OF SMART SEEING A DIFFERENT APPROACH ON SALES TAX REVENUE IN THE NORTH BAY AND IN OUR COUNTY BEING RELATIVELY STABLE AND SONOMA COUNTY ON OUR OWN TRANSIT AGENCY ALL HAVING DIFFERENT ENACTS AND I HAVE SEEN FIRST HANDS THE CONSEQUENCES OF THE DIFFERENT REVENUE STREAMS AND I THINK THAT'S VERY REAL, OBVIOUSLY. I THINK WHAT THAT REALLY, FOR ME, THE BIGGEST QUESTION THAT IT ALWAYS COMES DOWN TO ON ANY OF THE AID PACKAGES IS THE BURN RATE. HOW LONG WILL IT LAST UNTIL, YOU KNOW, WE ARE LOOKING FOR THAT NEXT AUGMENTATION. YOU KNOW, I -- OBVIOUSLY, I THINK WE ALL KIND OF KNEW, AFTER CARES, THAT THERE WOULD BE SOMETHING FOLLOWING. WE DIDN'T KNOW QUITE WHEN. THE GOLDEN GATE BRIDGE HIT ITS FISCAL CLIFF EARLY BASED ON TOLLS BEING WEIGHED OUT PEOPLE STAYING HOME NOT GOING INTO SAN FRANCISCO AND THEN OF COURSE THE TOLLS BEING HALF THE REVENUE

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FOR THE BUS AND FOR DIVISION. FERRY BEING DOWN UP TO, YOU KNOW, 98% REDUCTION IN RIDERSHIP. AND WHEN YOU HAVE A HIGH FARE BOX RECOVERY ON A SYSTEM LIKE THAT, THAT'S JUST DEVASTATING FINANCIALLY. AT THE SAME TIME, YOU KNOW, HERE IN THE NORTH BAY, SIGNIFICANT SMALLER BUS SYSTEMS MORE RELIANT ON PROPERTY TAX OR SALES TAX DIFFERENT IMPACTS, FINANCIAL IMPACTS. SAME IMPACTS, SOMETIMES ON RIDERSHIP, BUT DIFFERENT IMPACTS FINANCIALLY. I'M ALWAYS WORRIED ABOUT THE BURDEN RATE HOW LONG THINGS WILL LAST THIS IS A WISE MOVE AT THIS PARTICULAR POINT IN TIME WE DON'T KNOW WHAT THE FUTURE HOLDS IF THERE IS SOME DATE IN THE FUTURE WHAT THAT DATE WILL BE AND HOW QUICKLY WE WILL COME BACK TO QUOTE UNDER QUOTE NORMAL WHATEVER THAT WILL BE. AND I APPRECIATE COMMISSIONER SPERING ON THE BLUE RIBBON RECOVERY TASK FORCE AND THE FACT THAT MTC SET THAT UP THROUGH CHAIR PEDROZA I THINK IT'S IMPORTANT THAT WE HAVE AN OPEN AND HONEST LOOK ABOUT, IS THIS A 2, 3, 4, 5 YEAR RETURN TO PRECOVID NUMBERS AND WE REALLY NEED TO COME TO GRIPS WITH THAT AND I KNOW THAT NO ONE HAS A CRYSTAL BALL BUT WE NEED TO BE AS CAUTIOUS AS POSSIBLE. AT THE SAME TIME, I KNOW THAT EVERY INDIVIDUAL AGENCY WANTS TO DO THE QUOTE UNQUOTE WELCOME BACK CAMPAIGN. WE HAVE BEEN TALKING ABOUT THAT UP HERE AS WELL, AND I LOOK FORWARD TO WORKING WITH BOTH THE BLUE RIBBON COMMITTEE AND MTC TO MAKE SURE THAT WE CAN DO THAT TO ENSURE THAT THE PUBLIC, GETTING BACK ON PUBLIC TRANSIT IS SAFE, SECURE, AND A GREAT WAY TO GO, EVEN BETTER PERHAPS GOING

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FORWARD THAN IT HAS EVER IN THE PAST. SO I THINK EVERY CHALLENGE CREATES OPPORTUNITIES AND WE'RE ON THE CUSP OF THAT. AT THE SAME TIME, THE PLAN THAT'S IN FRONT OF US IS A LOGICAL PRAGMATIC WAY TO GO FORWARD AND I THINK WORKING WITH ALL OF OUR TRANSIT OPERATORS WE CAN MAKE SURE THAT WE LAY THE FUTURE OUT AS, TO GIVE US THE BEST OPPORTUNITY FOR SUCCESS. AND I THINK THAT'S WHAT WE ALL DO WANT TO ACHIEVE. SO, WITH THAT, I WILL LOOK TO MY COLLEAGUES. PERHAPS ON THIS ONE, SINCE WE HAVE SO MANY PEOPLE IN THE PUBLIC WANTING TO MAKE COMMENT, WE'LL SAVE THE MOTION IN A SECOND, GOING FORWARD, AND I THINK WE'LL -- I'LL TURN TO THE CLERK TO READ ANY PUBLIC COMMENTS ASSOCIATED TO THIS ITEM INTO THE RECORD AND TO CALL ON THOSE THAT ARE WITH US TODAY FROM THE PUBLIC.

CLERK OF THE BOARD: YES. WE HAVE RECEIVED WRITTEN CORRESPONDENCE. THERE WERE THREE LETTERS. FIRST WAS SIGNED BY SANTA ROSA CITY BUS, SONOMA COUNTY TRANSIT, AND SMART. THE SECOND WAS SIGNED BY SFMTA AND GENERAL MANAGERS, AND THE THIRD WAS FROM SILICON VALLEY LEADERSHIP GROUP, SPUR, AND THE BAY AREA COUNCIL. AND MR. CHAIR, JUST WANT TO CONFIRM TWO MINUTES IS APPROPRIATE FOR THE 14 MEMBERS OF THE PUBLIC THAT ARE WISHING TO SPEAK?

CLERK OF THE BOARD: WE HAVE A SPEAKER.

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SPEAKER: I AM SPEAKING TO SUPPORT AGENCIES PROVIDING CLEAR ESTIMATE OF THEIR ALLOCATION BEFORE JULY SO THEY CAN INCLUDE IT IN THEIR FISCAL YEAR BUDGET AND ALLOCATE A SUFFICIENT AMOUNT TO RESTORE SERVICE THIS YEAR AND ON OTHER URGENT SPENDING PRIORITIES. MTC MADE A STATEMENT TO THE PRESS THAT NO MONEY IS BEING WITHHELD AND THAT MONEY IS BEING MADE AVAILABLE AS NEEDED. MTC ISN'T HOLDING ANYTHING BACK I QUESTION THIS BECAUSE AC TRANSIT THE SECOND LARGEST TRANSIT AGENCIES IN THE BAY AREA HAS STATED THEY DO HAVE URGENT SPENDING NEEDS WHICH DO NEED TO BE ADDRESSED. AS AN EXAMPLE AC SERVICE HAS MANY JANITORIAL SPOTS AND SERVICE THAT NEED TO BE FILLED TRANSIT DRIVERS HAVE DESCRIBED A SITUATION IN THIS SERVICE WORKERS ARE SCRAMBLING TO CLEAN THE BUSES. MTC STATES THAT COMMUNICATING AGENCIES THAT THEY HAVE WHAT THEY NEED THE UNREASONABLE MANAGER SAID AT THE LAST BOARD MEETING THEY WERE LISTENING SO THEY COULD HEAR ABOUT THEIR SPENDING NEEDS. I THINK AC TRANSIT AGENCY WHICH SERVES THE LOW INCOME RIDERSHIP IN THE BAY AREA DID GOT SIGN ON TO LETTER IN SUPPORT OF THE ALLOCATION PRINCIPLES. MTC HAS BEEN RELYING ON WHAT HAS BEEN COMMUNICATED TO THEM THAT THE MONEY WILL BE PRIORITIZED FOR YEARS INTO THE FUTURE THEY DON'T KNOW WHAT THEY'LL GET THIS YEAR THEY ARE IN A PERIOD OF FINANCIAL UNCERTAINTY AND ARE DELAYING A RETURN TO NORMAL SERVICE UNTIL NEXT YEAR. I STRONGLY URGE MTC TO ALLOCATE THIS MONEY ASAP AND TO PRIZE ALLOCATION OF THE MONEY NOW NOT INTO THE FUTURE THERE IS A CLEAR STRONG NEED FOR THIS

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MONEY NOW WE SHOULD USE THAT MONEY IN THE SHORT-TERM TO ADDRESS URGENT NEEDS TO GET THE ECONOMY MOVING AS WELL. THANK YOU FOR YOUR TIME.

CLERK OF THE BOARD: NEXT SPEAKER. NCS WHITLOW. PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO. MY NAME IS NATHAN I AM SPEAKING FOR PEOPLES TRANSIT ALLIANCE OF EAST BAY I'M SPEAKING TO URGE YOU TO RELEASE THE $1.7 BILLION IN AAPR MONEY TO TRANSIT AGENCIES OR AT LEAST PROVIDE A FUND ESTIMATE TO AGENCIES THAT THEY CAN CONSIDER THIS MONEY AS THEY PLAN THEIR BUDGETS FOR THE UPCOMING YEAR AND WANT TO BRING TO YOUR ATTENTION THE COALITION OF LABOR ORGANIZERS CAME TOGETHER TO RALLY OUTSIDE, AT THE BAY AREA METRO CENTER, REALLY OF 120 PEOPLE IT WAS QUITE MOVING TO SEE SO MANY PEOPLE WHO HAVE BEEN ABSENT -- IT'S CLEAR THE COMMISSION HAS THE RESPONSIBILITY TO RELEASE THE $1.7 BILLION THESE FUNDS ARE INTENDED AS PART OF THE EMERGENCY LEGISLATION THAT ARE INTENDED TO BE SPENT IMMEDIATELY BOTH EMERGENCY AND IMMEDIATE ARE THE OPERATIVE WORDS NOT SOMETIME IN THE FUTURE. THERE HAVE BEEN SHOTS DEFINED TO CONTINUE TO -- [INDISCERNIBLE] COMMUNICATIONS WITH TRANSIT AGENCIES ABOUT THE ISSUE. WE KNOW FOR A FACT THESE ARE TWO GROUPS THAT HAVE NOT BEEN INCLUDED IN THIS COMMUNICATIONS WHEN YOU SAY YOU HAVE BEEN TALKING TO AGENCIES YOU DO NOT MEAN

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THE PEOPLE WHO ARE WORKING YOU MEAN STAFF AND MANAGEMENT WHO MAKE DECISIONS FROM THEIR COMPUTER SCREENS EXCEPT FOR CONSOLATION MEETING HERE AND THERE MTC HAS SHOWN IT HAS FAILED TO ACT IN A WAY THAT CONSIDERS LABOR AND RIDERS AND STAKEHOLDERS IN MAKING THE DECISION. IT WAS LABOR THAT MADE THIS MONEY AVAILABLE IN THE FIRST PLACE NOW THIS MONEY IS AVAILABLE WE'RE CUT OUT OF THE PROCESS. WORKERS RECOGNIZE THE NEED TO STIMULATE OUR TRANSIT SYSTEMS NOW LABOR KNOWS THAT WITHOUT DOING SO TRANSIT SYSTEMS WOULD LIKELY GO ONTO A DEATH SPIRAL SO WHEN LANGUAGE USED SUCH AS SUSTAINABILITY IT'S SHOWING MISALIGNMENT FOR INTENTIONS FOR THIS MONEY. IT IS NOT TRANSIT AGENCIES THAT HAVE $1.7 BILLION OF FEDERAL STIMULUS MONEY IN THEIR POCKETS IT'S MTC PLEASE RELEASE THE MONEY THAT WAS MADE AVAILABLE IN LARGE PART BY LABOR SO IT BE USED AS INTENDED TO RESTORE SERVICE TO OPERATORS BEFORE THERE IS PERMANENT DAMAGE. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS JC. PLEASE UNMUTE YOURSELF.

SPEAKER: HI. SEAMUS MURPHY WITH WETA WANT TO SUPPORT THE PRINCIPLES ON BEHALF OF ALL OPERATORS THAT SIGNED THE LETTER IN YOUR PACKET I CAN CONFIRM MTC STAFF HAS WORKED CONSISTENTLY THROUGH THIS PROCESS AND DESERVES A LOT OF CREDIT FOR ADVOCATING FOR THE FEDERAL RELIEF FUNDS AND REALLY MAXIMIZED

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THE AMOUNT OF REVENUE AVAILABLE AVOIDED LAYOFFS MAINTAINING SERVICE FOR THE LAST YEAR AND OPPORTUNITY PROVIDES RECOVERY RESTORATION IN OUR SERVICE LOOKING FORWARD THESE PRINCIPLES WILL DO THAT THERE HAS BEEN AN INCREASING FLURRY OF NEWS AROUND THE INCREASE OF SERVICE FROM A VARIETY OF OPERATORS THROUGHOUT THE REGION THAT'S BECAUSE OF THE WORK WE HAVE DONE TO COORDINATE MTC ON THE ALLOCATION OF THESE FUNDS. IT WILL EQUIP AGENCIES TO MOVE FORWARD WITH THE RESTORATION OF SERVICE IN A WAY THAT MEETS DEMAND. I ALSO WANT TO ACKNOWLEDGE THAT MTC HIS RECOGNIZED THAT SOCIAL DISTANCING DOES NEED TO BE RELAXED AND EVENTUALLY ELIMINATED IN ORDER FOR DEMAND TO BE MET THROUGHOUT THE REGION ALSO APPRECIATE THE CUSTOMER FOCUS ORDER ATTENTION. WE HAVE SEEN MANY AGENCIES START TO TALK ABOUT REDUCING FARES AND MAKE IMPROVEMENTS THAT WILL INCENTIVIZE RIDERSHIP OVER THE NEXT YEAR AND NONE OF THAT CAN HAPPEN WITHOUT FEDERAL ADDITIONAL RELIEF THAT WILL COME THROUGH THE REGION WE'RE ALL IN THE PROCESS OF PUTTING TOGETHER OUR FY2022 BUDGETS WE'RE GOING TO MAKE ASSUMPTIONS ABOUT RIDERSHIP RETURN AND BUDGETS IF WE GET IT RIGHT OR WRONG WE NEED TO MAKE SURE ADDITIONAL TRANCHES OF FUNDING ARE AVAILABLE MOVING FORWARD AND THE BIG NEED IS LIKELY TO COME IN FY20 -- [INDISCERNIBLE]

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

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SPEAKER: GOOD AFTERNOON LADIES AND GENTLEMEN OF THE BOARD. MY NAME IS JOHN COURTNEY PRESIDENT BUSINESS AGENT AT LOCAL ATU 265 WORKERS HAVE BEEN ON THE FRONT LINES SINCE THE BEGINNING OF THE PANDEMIC AND NOT ONE WORKER HAS RECEIVED HAZARD PAY OR HERO PAY FOR RISKING THEIR LIVES AND THE LIVES OF THEIR FAMILIES. THIS IS ONE ISSUE THAT'S UNACCEPTABLE WHAT ELSE IS UNACCEPTABLE IS MTC NOT UNLOCKING THE FUNDS. MTC NEEDS TO UNLOCK THE FUND SO WE CAN STOP PASSING UP PASSENGERS AND OUR TRANSIT AGENCIES CAN RESTORE SERVICE SOONER RATHER THAN LATER ARE WE TO TELL RIDERS THAT ARE BEING PASSED UP NOW THAT THEY NEED TO WAIT UNTIL SEPTEMBER 2022 FOR A RIDE. THAT IS ABSOLUTELY UNACCEPTABLE. THANK YOU VERY MUCH FOR YOUR TIME AND HAVE A WONDERFUL DAY.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS RICHARD MARK ANTONIO. PLEASE UNMUTE YOURSELF.

SPEAKER: PRESIDENT BIDEN SIGNED THE AMERICAN RISK'S PLAN ACT TWO MONTHS AGO THIS IS AN OPPORTUNITY FOR PUBLIC TO BE HEARD AFTER A SLOW MOTION DISTRIBUTION PROCESS HAS BEEN BROKERED BEHIND CLOSED DOORS. THAT IS UNACCEPTABLE. MTC'S ROLE IS VERY LIMITED AUTHORIZING TRANSIT AGENCIES TO APPLY FOR A SHARE OF FTA FUNDS REAL WORK OF PLANNING THE RESTORATION IS AT THE TRANSIT AGENCIES THEY NEED TO KNOW THAT NUMBER NOW IN ORDER TO

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DEVELOP THOSE DETAILED PLANS TO RAMP UP HIRING AND TRAINING AND TO REMOVE ANY OTHER OBSTACLES TO QUICKLY RESTORING LOST TRANSIT SERVICE. THAT'S NOT MTC'S JOB HERE. MTC SHOULD IMMEDIATELY PROVIDE A FUND ESTIMATE TO THE TRANSIT AGENCIES. YOU CAN ALSO TRUE THING UP WITH THE SECOND TRANCHE. BUT HOLDING OFF UNTIL THE END OF JULY TO ANNOUNCE THOSE SHARES HAS EFFECTIVELY PUT AGENCY LEVEL PLANNING ON HOLD. DELAYING THIS FUNDING IS NOT MTC'S DECISION TO MAKE AND YOU HAVE NO LEGITIMACY TO MAKE IT ON BEHALF OF THE RIDERS AND WORKERS OF THE BAY AREA. FINALLY IF MTC WANTS TO MAKE TRANSIT SUSTAINABLE YOU SHOULD JOIN IN ASKING CONGRESS TO RESTORE TRANSIT OPERATION SUPPORTING THE PENDING REAUTHORIZATION.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ADINA LEVIN. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD AFTERNOON COMMISSIONERS, ADINA LEVIN WITH FRIEND OF CALTRAIN AND SEEM LITTLE BAY AREA. AND I WOULD LIKE TO COMMEND THE MTC FOR THE WORK ON THESE GOOD AND THOUGHTFUL PRINCIPLES ABOUT USING THE FEDERAL RELIEF FUNDS TO BE ABLE TO RESTORE SERVICE QUICKLY BY SEPTEMBER AS PEOPLE ARE RETURNING TO MORE TRAVEL TO AVOID PASS UPS ASAP TO IMPROVE CONVENIENCE FOR RIDER EXERCISE ALSO TO PROVIDE FLEXIBILITY AS TRANSIT USAGE PATTERNS MAY BE CHANGING AND NEEDS MAY BE CHANGING. I AM GLAD TO SEE AGENCIES ARE BEING ASKED TO COME FORWARD IN JUNE

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TO ENSURE HOW THEY ARE USING THE MONEY TO RESTORE SERVICE, AVOID PASS-UPS ASAP, AND I WOULD LIKE TO AGREE WITH THE PREVIOUS SPEAKER IN TERMS OF RISK YOU FUNDING IT MAY BE OVER BUT THERE ARE OPPORTUNITIES TO CHANGE THE DIRECTION OF FEDERAL FUNDING REPAIRING SOME PROBLEMS IN THE PAST WHERE MONEY WENT MUCH MORE MONEY WENT TO HIGHWAYS AND TRANSIT AND REGIA ERA ELIMINATION OF OPERATING. FROM THE FEDERAL LEVEL THIS'S GOOD POLICY GOING FORWARD FOR ENVIRONMENTAL GOALS AND EQUITY GOALS AND MORTGAGE -- AND ENCOURAGE TO YOU SUPPORT THAT ON A GOING FORWARD BASIS. THANK YOU.

CLERK OF THE BOARD: ROLAND LEBRUN?

SPEAKER: THANK YOU. I WILL BE BRIEF. FIRST OF ALL I WOULD LIKE TO THANK STAFF AND COMMISSIONERS FOR ESSENTIALLY ADDRESSING THE ISSUES THAT WERE RAISED DURING THE PREVIOUS ITEM. BUT I THINK THAT, MOVING FORWARD, WE CAN DO BETTER AND NOT GET INTO THIS SITUATION NOW WHERE MTC IS BEING PUT FORWARD AS THE BAD BOY OUT THERE. THIS -- WE SAW THIS COMING LAST JUNE. AT THE VTA THE PROBLEM WAS CLEAR. WE KNEW WHAT THE ALLOCATIONS WERE, AT THE MTC MEETING. IT TOOK STAFF THREE MONTHS TO REPORT BACK TO THE ALLOCATIONS SHOWING THE PROPERTY TAX REVENUES THAT'S IN TURN WHAT GOES TO THE -- [INDISCERNIBLE] TO MAKE SHOULD, BAD DECISION AS TO WHAT THE AMOUNT OF TRANSIT TO PROVIDE. SO MOVING FORWARD, LET'S JUST LOOK AT SLIDE NUMBER SEVEN, FOR

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INSTANCE. IT SHOWS OVER $100 MILLION OF WORST-CASE SCENARIO OF VTA AT THE END OF THE DAY $35 MILLION I WOULD PUT TO YOU THERE IS SOMETHING SERIOUSLY WRONG, MTC NEEDS TO GET TO THE BOTTOM OF WHAT HAPPENED THERE. I WOULD ALSO RECOMMEND THAT MTC ALLOCATE STAFF TO WATCH EACH AGENCY'S BOARD MEETING RATHER THAN WAITING FOR MEMBERS OF THE PUBLIC TO COME BACK AND SAY, WE HAVE GOT A PROBLEM. SLIDE TEN, AND I HOPE JOHN COURTNEY IS STILL ON THE CALL, BECAUSE JOHN TESTIFIED AT A BOARD MEETING THAT THE OPERATORS WERE TOLD BY VTA MANAGEMENT TO STOP PUSHING THE PASS UP BUTTON TO SAVE BANDWIDTH. AND THAT'S WHY YOU CAN SEE THE PASS UPS HAVE DROPPED INEXPLICABLY IN THE LAST MONTH AT THE TIME OF RISER RIDERSHIP AND THAT'S A SCANDAL AND NEEDS TO BE ADDRESSED BY COMMISSIONERS.

CLERK OF THE BOARD: NEXT IS HALEY COURIER. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD AFTERNOON MY NAME IS HALEY CURRIER OF TRANSFORM DISTRIBUTION OF AARP MONEY NEEDS TO BE OUTLINED IN PRINCIPLES IMPORTANTLY MONEY SHOULD BE DIRECTED TO TRANSIT AGENCIES TO RESTORE PRIORITIZING ELIMINATING PASS UPS AS QUICKLY AS POSSIBLE. RIDERSHIP WILL NEVER REPORT TO SERVICE IF THE SERVICE ISN'T THERE. I AM PLEASED TO HEAR TRANSIT AGENCIES WILL BE MAKING INFLUENCE RESTORE SERVICE AT THE MEETING OUTLINED IN THE STAFF REPORT. THIS KIND OF TRANSPARENCY AND

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PUBLIC ACCOUNTABILITY IS CRUCIAL WE MUST UNDERSTAND THE ONGOING BARRIERS, AND WE THE PUBLIC DESERVE TO SEE EACH AGENCY'S PLAN FOR RETURNING TO FULL SERVICE ASAP AND PLEASE FORWARD AND DISTRIBUTE THE AARP PLAN FOR RESTORING TRANSIT SERVICE.

CLERK OF THE BOARD: BOB ALAN?

SPEAKER: HI COMMISSIONERS THIS IS BOB ALAN, URBAN HABITAT WITH THE DISTRIBUTION PRINCIPLES IT'S IMPORTANT TO TAKE A STEP BACK AND ASK OURSELVES WHY WE'RE IN THE POSITION OF HAVING THESE PRINCIPLES PUT OUT NOW. A LOT OF THESE HAVE BEEN PUSHING THESE ISSUES AT THE BLUE RIBBON TASK FORCE FOR OVER A YEAR NOW; NOW WE'RE JUST GETTING THESE PRINCIPLES AND DEBATE AND DISCUSSION ABOUT HOW WE BRING THE SYSTEM BACK THAT'S THE FIRST PROBLEM THAT WE NEVER SAW BEFORE AND THEN WE TRIED TO PUSH THOSE DISCUSSIONS EVEN IN THE SO-CALLED RECOVERY TASK FORCE AND DIDN'T EVER HAPPEN. NONE OF THIS CAN BE ADDRESSED WITHOUT THE FUNDS BEING RELEASED AND NONE OF THIS CAN BE ADDRESSED WITHOUT A CLEAR FUND ESTIMATE ULTIMATELY AS PREVIOUS SPEAKERS HAVE SAID THIS IS GOING TO BE ADDRESSED ON THE OPERATOR LEVEL. I WAS JUST ON THE SFMTA CALL LISTENING TO PEOPLE FIGURE OUT WHETHER THEY GOING TO BRING SERVICE BACK. WE NEED TO GET THIS CLARIFIED SO THE INDIVIDUAL OPERATORS CAN ACTUALLY GO ABOUT THE BUSINESS RESTORING SERVICE AND GETTING IT ON THE STREET.

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AND MEETING WITH THE GENERAL MANAGERS IS NOT THE SAME AS MEETING WITH THE RIDERS AND THE FRONTLINE WORKERS THAT JOHN COURTNEY MENTIONED. IT'S NOT THE SAME THING. I KNOW SOME OF THESE FUNDS WERE JUST COMMUNICATED TO YOUR STAFF IN TERMS OF THE AMOUNTS YOU'RE GOING TO HAVE. LESS THAN TWO MONTHS AGO, THE FACT THAT WE DON'T COME OUT IN THE BEGINNING DIDN'T START THIS PROCESS DIDN'T START TO THINK ABOUT A CLEAR DIRECTION WE WANTED TO THINK ABOUT TO GET BACK TO PREPANDEMIC SERVICE AND MTC AND OPERATOR LEVELS DON'T HAVE A FULL CLEAR COMMITMENT THAT WE NEED TO GET BACK TO SERVICE. WE NEED TO ADVOCATE FOR BETTER OPERATING MONEY WHICH IS A BIG THING TO ADDRESS THE STRUCTURAL PROCESS.

CLERK OF THE BOARD: JIM. PLEASE UNMUTE YOURSELF.

SPEAKER: HI MY NAME IS JONATHON KASS TRANSPORTATION POLICY MANAGER AS SPUR. AS INDICATED IN THE JOINT LETTER FROM SPUR THE SILICON VALLEY LEADERSHIP GROUP WE SUPPORT FIRST AND FOREMOST TO STABILIZE AND SUSTAIN TRANSIT AND TO RELEASE FUNDING IN TRANCHES SO THAT WE CAN ADAPT TO REVENUE SHORTFALLS AND DELIVERY A SUSTAINED TRANSIT RECOVERY. RIDERS ESPECIALLY PEOPLE OF COLOR AND LOW INCOME POPULATIONS HAVE BETTER ACCESS TO SERVICE THE PRINCIPLES ACKNOWLEDGE THAT IN SOME CASES IT MAY BE MORE EQUITABLE TO INCREASE FREQUENCY OF TRANSIT SERVICE ON ROUTES WHERE THERE IS HIGH DEMAND RATHER THAN SIMPLY

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RESTORING SERVICE TO PREPANDEMIC LEVELS ON ALL ROUTES. WE FURTHER RECOMMEND A DEVELOPMENT OF A REGIONAL TRANSIT PRIORITY NETWORK AND IMPLEMENTING TRANSIT PRIORITY MEASURES SO TAKING THE BUS IS FAST AND RELIABLE WE STRONGLY SUPPORT ALLOCATING FUNDS TO IMPROVE THE RIDER EXPERIENCE INCLUDING PROMOTIONAL TRANSIT PASS ENCOURAGING RIDERS TO RETURN AS HAD AS SUPPORTING INTEGRATION AND SERVICE COORDINATION. THANK YOU FOR YOUR LEADERSHIP ON THIS.

SPEAKER: THANK YOU. NEXT SPEAKER IS DERRICK SAGEHORN.

SPEAKER: THIS IS DERRICK S FROM THE EAST BAY TRANSIT RIDERS UNION. I WANT TO EXPRESS MY SUPPORT FOR GENERALIZED FOR BRINGING MORE MONEY AND HAVING A PLAN FOR RETURNING TO SERVICE. THE PASS UPS ARE REALLY BRUTAL RIGHT NOW AND FOR PEOPLE RELYING ON THE BUS, SEEING, YOU KNOW, LOSING 30, 40 MINUTES OUT OF YOUR DAY BECAUSE OF PASS UPS, IT CAN BE REALLY BAD. SO I WOULD LIKE TO SEE THAT MONEY COME OUT FASTER IF WE CAN. BUT I ALSO WANT TO RAISE THE ISSUE OF AC TRANSIT IS CONSIDERING A FARE INCREASE $0.25 10% OF THE FARE FOR A SINGLE RIDER AND TALKING ABOUT PEOPLE GETTING BACK ON THE BUS ASK STAYING AWAY FROM THE SINGLE OCCUPANCY CAR-POCOLYPSE WE NEED TO SEE IF WE CAN PUT THIS OFF AND I WOULD REALLY ENCOURAGE MTC TO CONSIDER CREATING AGENCIES THAT INCREASE FUNDING. THERE IS STILL PASS UPS AND ISSUE IN TERMS OF SERVICE. BART IS OFFERING

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DISCOUNTS IN SEPTEMBER AND I HOPE THAT WE CAN THINK ABOUT THIS HOLISTICALLY AND MAKE SURE THAT WE'RE NOT RAISING FARES JUST AS PEOPLE MIGHT BE CONSIDERING GETTING BACK ON THE BUS. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS MARINA. PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES PRACTICE. ARE YOU THERE? MARINA S? OKAY. THE NEXT SPEAKER IS JOHN MEN OWE. YOU HAVE TWO MINUTES.

CLERK OF THE BOARD: GOOD AFTERNOON THIS IS JOHN MINOT WITH THE EAST BAY TRANSIT RIDERS UNION I SUPPORT MTC TO USE THIS MONEY TO WORK TOWARDS RAPID SERVICE RESTORATION. PASS UPS ARE HURTING PEOPLE. LACK OF SERVICE IS HURTING PEOPLE, AND WE HAVE TO USE THIS MONEY WISELY, BUT ALSO EXPEDITIOUSLY. BUT WHAT DERRICK SAID EAST BAY TRANSIT RIDERS UNION BELIEVE THAT IS A FARE INCREASE AT THIS TIME WHICH WAS SCHEDULED IN PREVIOUS YEARS, BY THE WAY, BUT THIS IS A BAD TIME TO BE -- YOU'RE JUST GOING ALONG WITH THAT, NOW THAT THE PANDEMIC HAS COME. AND IT WOULD BE CONSISTENT, I BELIEVE, WITH THE PRINCIPLES THAT MTC HAS PUT UP, OF EQUITY, AND OF MAKING SURE THE PEOPLE ARE MOTIVATED TO RETURN, THAT THOSE PRINCIPLES SHOULD GUIDE YOU TO PREVENT FARE INCREASES. AND USE THE MONEY APPROPRIATELY, SO THAT IS NOT TAKING AWAY FROM SERVICE RESTORATION MONEY. AND, FINALLY, I ALSO WANT TO URGE YOU TO ADVOCATE AT THE FEDERAL

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LEVEL, AS OTHERS WILL, TO RELEASE MORE -- KEEP TRANSFERRING MONEY FROM HIGHWAYS TO TRANSIT, AND TO ALLOW THAT MONEY TO BE USED -- TO ALLOW TRANSIT MONEY TO USED FOR OPERATIONS RATHER THAN PRIMARILY FOR INFRASTRUCTURE GIVEN THE CONSTITUTIONAL BARS ON RAISING REVENUE IN CALIFORNIA, A LARGE FEDERAL INFUSION SEEMS TO BE THE CLEAREST PATH WE HAVE AT THE MOMENT TO THE KIND OF MASSIVE INCREASE IN TRANSIT THAT WE NEED. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS ANDREA LO. PLEASE UNMUTE YOURSELF.

SPEAKER: HI. THANK YOU FOR YOUR TIME THIS AFTERNOON. MY NAME IS ANDRRA WITH THE PEOPLE'S ALLIANCE OF THE EAST BAY. I AM WANT TO SUPPORT MOVING QUICKLY TO RELEASE THE FIRST ROUND OF MONEY AND GIVING TO THE AGENCIES SO THEY CAN ADD THIS TO THE BUDGET THIS'S BEING CREATED RIGHT NOW PLEASE USE THE STIMULUS MONEY FOR ITS INTENDED PURPOSE WHICH IS A HEALTHY ECONOMY. THEY NEED THE AARP FUNDS STASHED IN THE UPCOMING BACK INSTEAD OF A MONTH OR POSSIBLY YEARS FROM NOW.

CLERK OF THE BOARD: JOTY, PLEASE UNMUTE YOURSELF.

SPEAKER: MY NAME IS JOTY WITH THE PEOPLE'S TRANSIT ALLIANCE. THIS PAST WEEK THE APRIL JOBS REPORT STATED THAT 226 MILLION

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JOBS WERE OUT -- HAVE NOT TRANSLATE INTO JOBS AND ECONOMIC GROWTH AND SUCH A LARGE PACKAGE SHOULD HAVE NEVER BEEN DISTRIBUTED. BIDEN HAS CRITICIZED THIS DISTRIBUTION. MTC IS NOT ACTING IN A WAY THAT RECOGNIZES THAT WE ARE POTENTIALLY FACING AN ECONOMIC RECESSION. MTC SPOKESPERSON STATEMENT IN RESPONSE TO RELEASE THE FUNDS RALLY STAGE COALITION OF 24 ORGANIZATIONS THAT WAS MTC IS PLAYING, "THE LONG GAME" THIS CLEARLY SHOWS MTC IS NOT RECOGNITION THE INTENTION OF THE FUNDING THIS IS NOT A LONG GAME. THIS MONEY IS MEANT FOR IMMEDIATE ECONOMIC RECOVERY NOT TO BE SAVED FOR YEARS TO COME. THERESE MCMILLAN, YOU TALK ABOUT LOOKING FORWARD BUT GIVE NO SUGGESTION FOR WHAT THIS IS SUPPOSED TO LOOK LIKE. IF YOU HAVE FEARS ABOUT THE FACT THIS PACKAGE IS SUPPOSED TO LOOK LIKE THE LAST OF THE FEDERAL FUNDS. I RECOMMEND FOLLOWING THE LEADERSHIP OF MAYOR GARCETTI WHO IS MEETING WITH PETE B. TO DISCUSS HOW FEDERAL FUNDS CAN KEEP SUPPORTING OPERATIONS IF YOU WANT TO BE SUSTAINABLE AND THINKING LONG-TERM THEN YOU WOULD HAVE HIGHWAY GAS OR OTHER FEDERAL SOURCES BE PUT TOWARDS OPERATIONS STOP MISCONSTRUING STIMULUS FUNDS AS LONG-TERM FUNDING SOURCE FOR REWARD OR GOOD BEHAVIOR IT'S NEITHER. IF MTC DOESN'T COMMUNICATE HOW FUNDING WILL BE USED BEFORE THE NEXT YEAR IT'S EXTREMELY UNLIKELY THE STIMULUS WILL BE USED AS INTENDED. IT'S NOT YOUR MONEY TO HOLD MY MOVE YOUR TIMELINES SO THE ALLOCATION HAPPENS AT THE JUNE WORKSHOP. THANK YOU.

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CLERK OF THE BOARD: NEXT SPEAKER. CALLER 1086, PLEASE UNMUTE YOURSELF. OKAY. NEXT CALLER IS CHRIS ROGERS. GO AHEAD AND UNMUTE YOURSELF, MR. ROGERS.

SPEAKER: THANK YOU VERY MUCH. THANK YOU CHAIRMAN RABBIT AS WELL AS OTHER COMMISSIONERS MY NAME IS CHRIS ROGERS I AM THE MAYOR FOR THE CITY OF SANTA ROSA I WANT TO CALL IN TODAY AND PUNCTUATE A LETTER YOU HAVE IN YOUR PACKET THAT IS FROM THE CITY OF SANTA ROSA SONOMA COUNTY TRANSPORTATION AUTHORITY AND SMART. THE SMART TRAIN. WE REALLY APPRECIATE MTC'S STAFF WORK FOR PROMOTING THOUGHTFUL DISTRIBUTION OF THE FUNDS PARTICULARLY BEING BOTH FORWARD LOOKING AS WELL AS ENABLING US AND OTHER OPERATORS TO NOT JUST RESTORE TRANSIT BUT TO REIMAGINE HOW WE'RE GOING TO DO THINGS DIFFERENT IN A POST PANDEMIC ERA HOWEVER WE HAVE A SIGNIFICANT CONCERN THAT THE DISTRIBUTION APPROACH USED FOR CRRSAA RESULTED IN 67% OF THE SANTA ROSA UZA FUNDS BEING SHIFTED AWAY FROM THE THREE TRANSIT OPERATOR IN SANTA ROSA. THOSE FUNDS WERE GENERATED FROM THE FEDERAL GOVERNMENT TO SUPPORT THOSE IN THE TRANSIT AGENCIES AND UZA. GIVEN SIGNIFICANT FUNDS ALLOCATED TO URBANIZED AREAS THROUGHOUT THE BAY AREA WE WANT TO EMPHASIZE THE IMPORTANCE OF TAKING UZA CONSIDERATIONS INTO ACCOUNT FOR DISTRIBUTION OF FUNDS TO ENSURE THAT OUR LOCAL TRANSIT OPERATORS CAN ACCELERATE RESTORATION OF SERVICE TO CONTINUE TO DO TRANSFORMATIVE WORK AS MENTIONED EARLIER BY COMMISSIONERS IN

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THE BLUE RIBBON TASK FORCE. I WANT TO MAKE THIS IS ENTERED INTO THIS DISCUSSION BECAUSE I THINK IT'S SIGNIFICANT FOR SANTA ROSA AND OTHER OPERATORS WHO HAVE DONE OUR FAIR SHARE AND ARE TRYING TO ACCELERATE OUR PLANS AS WELL. THANK YOU VERY MUCH. I HOPE YOU WILL REFERENCE THAT LETTER.

CLERK OF THE BOARD: THANK YOU. ALETA DUPREE.

SPEAKER: THANK YOU CHAIR RABBIT AND MEMBERS OF THE COMMITTEE ALETA DUPREE SHE AND HER FOR THE RECORD. I AM SIMPLY AN ORDINARY USER OF TRANSIT MY OPINIONS ARE STRICTLY MY OWN. THIS ISN'T EASY. AND THE PROCESS ISN'T NE. IT TOOK A PERIOD OF WEEKS OR MONTHS TO GET THIS THROUGH CONGRESS. IT WOULD BE NICE IF WE COULD WRITE CHECKS TOMORROW BUT WE COULDN'T BECAUSE WE HAVE TO DO IT RIGHT. AND I ADVOCATE THAT ANY DISTRIBUTIONS THAT WE USE SHOULD REWARD GOOD FINANCIAL STEWARDSHIP. I AM CONCERNED ABOUT PASS-UPS. SO THE WAY TO SOLVE PASS-UPS IS TO ALLOW MORE PEOPLE TO GET ON BUSES. I HAVE BEEN RIDING BUSES LATELY THAT HAVE QUITE A FEW PEOPLE ON BOARD, AND I WAR A MASK. AND WE'RE ALL WEARING MASKS, AND I HAVE READ ABOUT A THREE-FOOT SOCIAL STANDARD. EVERYBODY NEEDS TO WEAR THEIR MASKS. I HAVE BEEN RIDING CROWDED BUSES AND I HAVE NOT GOTTEN COVID. WE NEED TO ALLOW MORE PEOPLE ON TO BUSES AND IT SHOULDN'T BE AN AGENCY DECISION AND SHOULD NOT BE BASED ON ARBITRARY NUMBERS AND PERCENTAGES BUT IT SHOULD BE BASED ON

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SCIENCE. I LOOK FORWARD TO YOUR DELIBERATIONS ON THIS MATTER. YES AS MUCH AS I WOULD LIKE THE CHECKS WRITTEN TOMORROW, IT'S NOT GOING TO HAPPEN, JUST AS I GET PAID ON THE FIRST OF THE MONTH AND I'M NOT GOING TO GET PAID UNTIL THE FIRST OF THE MONTH. IT'S IMPORTANT TO REMEMBER THESE CARDINAL RULES ABOUT MONEY IS THAT MONEY COMES AT CERTAIN TIMES. I LOOK FORWARD TO YOUR DISCUSSION AND RESTORATION OF SERVICE. BUT WE COULDN'T BE HASTY WITH IT OTHERWISE WE MAKE WASTE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS SHANE WEINSTEIN. PLEASE UNMUTE YOURSELF.

SPEAKER: CAN YOU HEAR ME.

CLERK OF THE BOARD: YES.

SPEAKER: CHAIR RABBIT AND COMMITTEE MEMBERS MY NAME IS SHANE WEINSTEIN REPRESENTING TRANSIT UNION LOCAL 1575 REPRESENTING ACTIVE RETIRED BUS OPERATORS GOLDEN GATE TRANSIT. THE LATEST ROUND OF FEDERAL STIMULUS WAS FOR TRANSIT AGENCIES TO USE AND NOT TUCK AWAY FOR A RAINY DAY. SO WHEN THE ECONOMY GETS GOING THE MONEY WOULD BE THERE FOR RECOVERY THIS WANT MEANT FOR RETROACTIVE RECOVERY THIS WAS TO PUT BUSES TRAINS AND FERRY ON THE ROAD AND WATERS AND TO BE PROACTIVE IN THE MIDST OF A TERRIBLE PANDEMIC THERE ARE STILL PEOPLE BEING LAID OFF BY NOT

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PUTTING SERVICE BACK ON THE ROAD YOU ARE KEEPING PEOPLE UNEMPLOYED THE PUBLIC IS BEING DISABLED FROM GETTING AROUND AND EFFECTIVELY SOMEBODY LOSES THEREFORE JOBS BECAUSE THEY ARE GETTING PASSED UP. PLEASE PAY ATTENTION TO THE PASS-UP PROBLEM WE HAVE GOING ON AT ALMOST EVERY SINGLE BAY AREA AGENCY AND TELL ME WE HAVE SERVICE ON THE ROAD. WE ARE CURRENTLY IN A RIDING SEASON AT ALL AGENCIES. I KNOW MY AGENCY THEY'RE ONLY CREATING A BUDGET THAT DOESN'T INCLUDE THE AARP FUNDS AND THAT'S SIMPLY FOOLISH KNOWING MTC IS SITTING ON $1.67 BILLION YET LOCAL AGENCIES ARE NOT INCLUDING IN THEIR NEXT YEAR'S FISCAL BUDGET IS TRULY HARD TO BELIEVE THE AGENCIES DESERVE TO KNOW AND THE RIDERS AND WORKERS ALSO DESERVE THE SAME RIGHT. I WANT THE COMMITTEE ON THE HEROES THAT HAVE WORKED THROUGH THIS PANDEMIC THE WORKERS WHO HAVE CAUGHT COVID-19 SOME WHO HAVE DIED NEED TO BE REWARDED WHEN THEIR TIME IS UP FOR COLLECTIVE BARGAINING. PLEASE RELEVANCE THE AARP FUNDS FOR THESE AGENCIES AND PUT SERVICE BACK ON THE ROAD NOW. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS MB.

SPEAKER: MARINA SECCHITANO. [INDISCERNIBLE] CHAIR RABBIT AND COMMISSIONERS, THE AMERICAN, THROUGH LEGISLATION, THE AMERICAN RESCUE ACT WAS PASSED TO HELP THE PUBLIC TRANSIT RECOVER FROM THE PANDEMIC IN THE IMMEDIATE FUTURE, NOT TO BANK THE FUNDS. WE NEED TO PROVIDE THE PUBLIC THE OPTION TO USE TRANSIT.

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PUBLIC TRANSIT IS A RIGHT UNDER THE EQUAL RIGHTS ACT NOT A PRIVILEGE. WHEN YOU DON'T RUN FULL SERVICE YOU'RE DEPRIVING THE TRANSIT DEPENDENT PUBLIC EQUAL ACCESS TO MOVE ABOUT FREELY WITH $1.7 BILLION FOR THE BAY AREA THIS CANNOT BE JUSTIFIED SO START THEM UP. WE HAVE MANY PEOPLE THROUGHOUT THE BAY AREA WHO HAVE HAD WAGES REDUCED HAVE BECOME LAID OFF OR OUT OF WORK. WE HAVE FUNDING TO COVER PEAKS AND RELIEFS MANY OF WHOM MAKE THIS LIVING HEALTH AND PENSION FOR THEIR FAMILIES. THEY HAVE BEEN LAID OFF SINCE MAY WITH $1.7 MILLION FOR THE BAY AREA THIS CANNOT BE JUSTIFIED ALL LABOR NEEDS TO GO BACK TO WORK. I KNOW SOME PEOPLE LIKE TO PUT THEIR WET FINGER IN THE AIR TO SEE IF THE WIND IS BLOWING AND NOT RESTORE THE PREPANDEMIC LEVELS OF SERVICE UNTIL THE PUBLIC COMMIT TO RIDING THE SERVICES. I WOULD SAY GET THE ECONOMY RUNNING AND GET PEOPLE BACK TO WORK. INFLATION IS RISING, BUSINESSES ARE OPENING. AS LEADERS YOU MUST LEAD. YOU HAVE BEEN GIVEN THE TOOLS BY THE BIDEN ADMINISTRATION TO LEAD NOT FOLLOWERS OF GOING AND SALESFORCE AND LET THEM DICTATE WHEN SERVICE SHOULD BE RESTORED. TAKE THE DOLLARS GIVEN TO EMPLOYEE PEOPLE AND USE THAT MONEY TO INSTILL CONFIDENCE IN THE COMMUNITIES THAT ARE RETURNING TO A BRIGHTER DAY. START THEM UP. THANK YOU.

CLERK OF THE BOARD: NEXT CALLER IS 1086. PLEASE UNMUTE YOURSELF.

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SPEAKER: HI. THANK YOU. MY NAME IS CHRIS ARVIN A TRANSIT RIDER IN SAN FRANCISCO AND I'M CALLING TO ASK THAT YOU HANDLE THE STIMULUS FUNDING WITH THE URGENCY IT REQUIRES. TRANSIT SERVICE RESTORATION IN THE BAY AREA IS LACKING COMPARED TO THE REST OF THE NATION AND OPERATORS NEED YOUR SUPPORT. RIDERS ARE BEING PASSED UM IN THE STREET BECAUSE OF CROWDED BUSES AND RIDERS DON'T HAVE ACCESS TO THE SERVICE AND NEED YOUR SUPPORT. I ENCOURAGE YOU NOT TO USE THIS FUNDING TO MASSAGE PREPANDEMIC BUDGET TO STORE SERVICE. WE WILL ONLY BE AT 85% NEXT YEAR BAY AREA IS OPENING BACK UP AND WE NEED IT THERE FOR TRANSIT RIDERS TO COME BACK TO RIDING TRANSIT. RESTORE SERVICE NOW. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER CALLER LAST FOUR DIGITS 0101. PLEASE UNMUTE YOURSELF. ARE YOU THERE?

SPEAKER: HI THERE. CAN YOU HEAR ME NOW?

CLERK OF THE BOARD: YES. WE CAN HEAR YOU.

SPEAKER: GREAT. THANK YOU. MY NAME IS ZACK, SAN FRANCISCO TRANSIT RIDERS. FIRST WE BELIEVE MTC SHOULD NOT TAKE MONEY OFF THE TOP WHEN IT COMES TO AARP DISTRIBUTION. THIS MONEY WAS MEANT TO RESTORE SERVICE ASAP AND FOR OUR ECONOMIC RECOVERY DIVERTING IT TO MTC'S OTHER BUDGET PRIORITIES WOULD BE MISUSE

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OF FUNDS THAT BEING SAID WE SUPPORT THE PRINCIPLES AS PROPOSED BUT THEY DO NOT GO FAR ENOUGH IN PRESSURING TRANSIT SERVICE OPERATORS TO RESTORE SERVICE ASAP. WE NEED TO MEET THE NEEDS OF RIDERS AND RETURN TRANSIT SERVICE. AND LASTLY [AUDIO DIFFICULTIES] [INDISCERNIBLE] WITHOUT RESTORING SERVICE IN ADVANCE OF RIDERSHIP WE RISK PASS UP OF BUSES FOR THE DISPROPORTIONATELY AFFECT THE COMMUNITIES WHO NEED IT MOST. WE ARE CONCERNED THAT TYPICAL WHITE CALOR COMMUTING IS BEING USED AS A COVER FOR DENYING ESSENTIAL NEEDED SERVICE RESTORATION TO COMMUNITIES OF CONCERN THROUGHOUT THE GREATER BAY AREA. WE ASK FOR RETURN OF SERVICE AS SOON AS POSSIBLE AND REQUEST A PLAN AT THE UPCOMING WORKSHOP ON UNION NINTH. THANK YOU.

CLERK OF THE BOARD: NO FURTHER MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, MR. CHAIR. AND YOU'RE MUTED.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. AND THANK YOU TO ALL THE PUBLIC FOR PARTICIPATING TODAY. WE DO APPRECIATE HEARING FROM YOU. AND I'LL LOOK TO MY COLLEAGUES TO SEE IF THERE IS ANY FOLLOW-UP QUESTIONS. WE DO NOT YET HAVE A MOTION ON THE FLOOR. I DON'T SEE ANY HANDS RAISED FROM MY COLLEAGUES. I HAVE ONE QUESTION I WOULD LIKE TO ASK THE EXECUTIVE DIRECTOR, AND THE MAYOR OF SANTA ROSA WAS HERE. WE HAVE HAD CONVERSATIONS REGARDING THE UZA AND WE ARE LUCKY TO HAVE 27 TRANSIT AGENCIES IN THE BAY AREA, BUT WE ARE ACTUALLY FORTUNATE TO HAVE 12

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FEDERALLY DESIGNATED URBANIZED AREAS IN ORDER TO RECEIVE FUNDING THAT'S A BONUS BUT THAT ALSO MEANS THAT MANY OF THOSE TRANSIT AGENCIES RUN THROUGH MULTIPLE UZAS AND THAT'S PROBABLY MORE UNIQUE THAN MOST AND I AM CURIOUS IF WE CAN ADDRESS THAT ISSUE, AT WHAT POINT IN TIME WILL WE ADDRESS THE KIND OF APPORTIONMENT OF DOLLARS THROUGH THE UZAS IN.

THERESE MCMILLAN: THANK YOU CHAIR RABBIT. AND LET ME TAKE THAT QUESTION PUTTING -- TAKING THE LIBERTY TO MAKE ONE OTHER OBSERVATION YOU NOTED THE CHANGE THAT THIS COMMISSION HAS OF HAVING TO DISTRIBUTE THESE FUNDS AMONG 27 DIFFERENT TRANSIT OPERATORS OVER 12 SEPARATE URBANIZED AREAS. AND THAT TAKES A LEVEL OF NEGOTIATION AND INFORMATION. AND I WOULD NOTE THAT BETWEEN CARES AND CRRSAA WE DID NOT USE THE SAME DISTRIBUTION FORMULA. IN CRRSAA, WE KNOWLEDGE WE HAD MORE INFORMATION ABOUT THE TRANSIT RIDERS WHO WERE OTHER THANKING TASK RETURNING TO THE 25% FORMULA DISTRIBUTION ON EQUITY BASED ON RIDERS. FOR AARP AS HIGHLIGHTED WE ARE TRYING TO SET THE STAGE TO HAVE THE BEST INFORMATION WE CAN TO MAKE A FORWARD-LOOKING DISTRIBUTION AMONG 27 TRANSIT OPERATORS AND UP TO TODAY WE DO NOT HAVE AN AGREEMENT OF HOW THAT SPLIT WOULD HAPPEN WE HAVE TO HAVE AN INFORMATION DATA-DRIVEN WAY TO COME UP WITH A FUND ESTIMATE THAT FOLKS ARE CLEARLY CALLING FOR. SO JUNE 9TH IS CRITICALLY IMPORTANT BECAUSE WE WILL BE HAVING THE TRANSIT OPERATORS THEMSELVES REPORT TO YOU. KEY INFORMATION TO HELP US MAKE

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THOSE DISTRIBUTIONS BASED ON A NUMBER OF FACTORS. HOW YOU HAVE USED THE CARES AND CRRSAA MONEY THAT YOU HAVE ALREADY RECEIVED TO DATE. WHAT CARRY OVERS DO YOU HAVE INTO THE NEXT FISCAL YEAR? HOW ARE YOU, THE TRANSIT OPERATORS, LOOKING FORWARD IN TERMS OF DIFFERENT RIDERSHIP ASSUMPTIONS AND THE DIFFERENT TYPES OF SERVICES YOU NEED TO PUT ON THE STREET? HOW THAT LINES UP WITH YOUR BUDGETS. AND I THINK, IMPORTANTLY, IS TO REMEMBER, WHILE OUR TIMELINE HAS THAT CORE INFORMATION COMING FORWARD IN JUNE, THAT WE WILL THEN INCORPORATE INTO A RECOMMENDATION FOR YOU TO MAKE IN JULY. TRANSIT OPERATORS CAN MODIFY THEIR BUDGETS AS BILL SAID IN HIS PRESENTATION. WE ARE URGING, AS PART OF OUR PRINCIPLES THAT WHEN ALLOCATIONS ARE MADE, THAT THE TRANSIT AGENCIES PIVOT QUICKLY TO ADJUST THEIR BUDGETS TO INCORPORATE THAT. AND I WOULD SAY THAT WE KNOW THAT THAT IS POSSIBLE, BECAUSE EVERYONE DID THAT IN MAY WHEN THE CARES ACT HAPPENED IN ADVANCE OF A BUDGET YEAR. THE TRANSIT OPERATORS WERE ABLE TO ACCOMMODATE THAT AND MODIFY THEIR BUDGETS TO INCORPORATE IT IN. SIMILARLY, WITH THE CRRSAA MONEY. THAT HAPPENED MID-FISCAL YEAR. OUR TRANSIT OPERATORS WERE ABLE TO MODIFY THEIR BUDGET PRESIDENCY MOVE THAT MONEY FORWARD. SO WE HAVE THE TECHNICAL CAPACITIES TO MAKE THE ADJUSTMENTS BASED ON ALLOCATION THAT WE ARE DESIGNING TO TAKE INTO ACCOUNT THE MOST IMPORTANT, CRITICAL, NEW INFORMATION THAT WE CAN GET ABOUT WHERE OUR TRANSIT OPERATORS ARE, WHERE THEY NEED TO GO AND WHO NEEDS TO BE SERVED AS QUICKLY AND

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DEEPLY AS POSSIBLE. SO THAT'S THE SCHEDULE. AGAIN, TO SETUP THINGS TO GET ALLOCATIONS OUT THE DOOR IN IDEAL. AND WITH RESPECT TO THE URBANIZED AREAS, THE ONE THING THEY WOULD SAY THIS COMMISSION DID THAT'S REALLY IMPORTANT TO REMEMBER, THIS WAS AN ALLOCATION CONGRESS MADE BASED ON AN EXISTING FORMULA TO ENABLE US TO GET DISTRIBUTIONS OF FUNDS THROUGHOUT THE COUNTRY FOR FTA AS QUICKLY AS POSSIBLE. IN AN EMERGENCY SITUATION, AND IN OUR CASE AS YOU NOTED, WITH 12 DIFFERENT URBANIZED AREAS THIS COMMISSION MADE THE COMMITMENT TO ADDRESS NEED NOT BORDERS. WE WANTED TO UNDERSTAND WHERE THE NEED EXISTED IN TERMS OF THE DEVASTATION THAT OUR TRANSIT OPERATORS WERE SEEING ON THEIR ECONOMIC BASE AND MAKE AS BEST AS WE COULD WITHIN FEDERAL LAWS TO GET THE MONEY WHERE THE NEED EXISTED. THAT HAS BEEN THE RUNNING OBJECTIVE THAT WE HAVE HAD FOR THIS UNIQUE EMERGENCY SITUATION. WE WILL KEEP THAT LENS IN THE LOOK FORWARD. WE WOULD NO, THOUGH, THAT IF ANY TRANSIT OPERATOR IN ANY UZA WANTS TO MAKE A CASE AS PART OF THE UNION NINTH PRESENTATION, THAT, YOU KNOW, A CAN BE MADE THAT THE NEEDS EXCLUSIVELY IN LINE TO THE UZA BORDERS THEY HAVE AN OPPORTUNITY TO MAKE THAT CASE AT THE JUNE 9TH WORKSHOP BUT THAT'S JUST ONE OF MANY FACTORS THE COMMISSION WOULD HAVE TO CONSIDER IN TERMS OF THE ULTIMATE RECOMMENDATION WE WOULD MAKE TO YOU AND THE ALLOCATION DECISIONS WE WOULD ASK YOU TO MAKE AT THIS POINT IN JULY. THANK YOU.

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DAVID RABBIT, CHAIR: I APPRECIATE THAT. WE WILL CONTINUE TO TALK ABOUT IT. YOUR EXPLANATION GOES TO THE SITUATION THAT IS UNIQUE TO THE BAY AREA AND THE ONE THAT WE FIND OURSELVES IN, IN TERMS OF TRYING TO MAKE SURE WE'RE LOOKING OUT FOR ALL. I THINK AS A BAY AREA AND AS A REGION WE'RE ALL INTERDEPENDENT ON ONE ANOTHER ALL THE AGENCIES AS WELL, AND VTA STANCE AND OPERATING AND SAN JOSE HEALTHY ENVIRONMENT, AND SAN FRANCISCO AND EVERYWHERE. I'LL GO MY COLLEAGUES. IF NOT, I WILL ENTERTAIN A MOTION -- IN A SECOND, TO APPROVE THE PROPOSED PRINCIPLES AND APPROACH TO DISTRIBUTION OF TRANSIT FUNDING FROM THE AMERICAN RESCUE PLAN ACT OF 2021 TO THE COMMISSION FOR APPROVAL.

GINA PAPAN: PAPAN MOVES.

DAVID RABBIT, CHAIR: MOTION BY PAPAN. AND SECOND BY?

FEDERAL D. GLOVER: SECOND.

DAVID RABBIT, CHAIR: SECOND BY GLOVER. I'LL ASK THE CLERK TO TAKE THE ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE] THE MOTION DOES NOT PASS. IT HAS FOUR AYES, ONE ANNE ABSTENTION AND CHAIR PEDROZA AND COMMISSIONER SPERING ARE ON THE LINE IF YOU WOULD LIKE TO

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DEPUTIZE THEM TO GET YOUR QUORUM. WE DON'T HAVE A QUORUM TO PASS THE MOTION.

ALFREDO PEDROZA: I'M HAPPY TO DEPUTIZE IF NEEDED.

DAVID RABBIT, CHAIR: I WOULD APPRECIATE THAT VERY MUCH.

CLERK OF THE BOARD: AND CHAIR PEDROZA, YOUR VOTE FOR THIS ITEM?

ALFREDO PEDROZA: AYE.

CLERK OF THE BOARD: THANK YOU. THE MOTION PASSES UNANIMOUSLY WITH CHAIR PEDROZA DEPUTIZED AND ONE ABSTENTION BY COMMISSIONER MILEY.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. I UNDERSTAND THE -- I UNDERSTAND THE MOTIVATIONS AND THE CONCERNS OVER THIS PARTICULAR ITEM BUT I ALSO LOOK AT IT -- IT REALLY SHOULD BE A CELEBRATORY ITEM AS WELL BRINGING IN THESE DOLLARS TO MAKE SURE OUR BAY AREA TRANSIT AGENCIES HAVE THE DOLLARS IN ORDER TO GO INTO THE FUTURE. SO I DO APPRECIATE THAT VERY MUCH. WE'LL MOVE TO ITEM FIVE, PUBLIC COMMENT OR ANY OTHER BUSINESS? I'LL ASK THE CLERK TO READ THE NAMES OR ORGANIZATIONS OF ANY GENERAL WRITTEN PUBLIC COMMENTS RECEIVED AT

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INFO@BAYAREAMETRO.GOV BY 5:00 P.M. INTO THE RECORD AND ASK IF THERE ARE MEMBERS PARTICIPATING BY TELECONFERENCE NOT RELATED TO ITEMS ON TODAY'S AGENDA TO EITHER RAISE THEIR HAND OR USE STAR NINE TO SPEAK.

CLERK OF THE BOARD: I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT. AND WE HAVE ONE PUBLIC COMMENT. MR. ROLAND LEBRUN.

SPEAKER: THANK YOU, MR. CHAIR. I AM GOING TO TALK ABOUT SOMETHING THAT MIGHT NOT BE COMFORTABLE FOR EVERYBODY BUT I HOPE YOU WILL COME TO KNOW, WHAT I'M GOING TO TALK ABOUT IS TOURIST VACCINATION. ESSENTIALLY WHAT HAS HAPPENED IS WE ARE DOING VERY WELL IN THE UNITED STATES IN TERMS OF VACCINATION. WE HAVE A SURPLUS AND MULTIPLE CITIES IN THE UNITED STATES HAVE DISCOVERED THAT THEY CAN BRING BACK TOURISM TO THEIR CITIES BY OFFERING VACCINATIONS AT THE AIRPORT. ALASKA SAYS WELCOME. WE'RE ALL OPEN. SAN FRANCISCO DID THE SAME THING LIKEWISE. SAME IN NEW YORK LAST WEEK BUT IN CLOSING I WANT TO BRING TO YOUR ATTENTION WE HAVE GOT THIS INCREDIBLE OPPORTUNITY IN SAN FRANCISCO TO BASICALLY PUT THE LITERALLY SHOTS IN THE ARMS OF HOSPITALITY AND WE CAN RECOVER THE CITY'S GENERAL FUND BUT FOR TOURISTS TO BE COMING TO YOUR TEA, YOU HAVE GOT TO OFFER JOHNSON & JOHNSON, RIGHT NOW SAN FRANCISCO IS OFFERING PFIZER AND IT'S UNREALISTIC TO ASK PEOPLE WHO ARE COMING FROM THOUSANDS OF MILES TO GET VACCINATED AND THEY'RE

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GOING TO BE MAKING TWO TRIPS. I HOPE THIS IS HEARD BY SAN FREQUENTLY. WHAT HAPPENED IN YAP AN IS THAT THIS ACTUALLY IS NORMAL -- ON THE MORNING NEWS, THE DAY AFTER NEW YORK MADE THE ANNOUNCEMENT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS ALETA DUPREE, PLEASE INN MUTE YOURSELF, MR. DUPREE.

SPEAKER: THANK YOU, CHAIR DAVID RABBIT AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER. GOOD MEETING TODAY. I LOOK FORWARD TO US CONTINUING THE CONVERSATIONS ABOUT THE NEEDS OF TRANSPORTATION AND THE PUBLIC IN OUR BAY AREA COMMUNITY. IT'S IMPORTANT TO CONTINUE THE COMMUNITY OUTREACH. I JUST WATCHED ON MY BIG SCREEN, A PRESS CONFERENCE FROM THE METROPOLITAN TRANSPORTATION AUTHORITY IN NEW YORK, THAT THEY ARE HOSTING VACCINATION SITES FOR THE PUBLIC NOW. AND IT INCLUDES SEVERAL RAILWAY STATIONS AND PENNSYLVANIA STATION ON 34TH STREET AND GRAND CENTRAL TERMINAL WORLD'S LARGEST RAILROAD STATION. THIS IS PART OF HELPING TO GET PEOPLE BACK ON BUSES AND TRAINS IT'S TO BE PART OF AWARENESS FACILITATING VACCINATIONS AND WEARING OF MASKS TO ENABLE TO GET MORE SERVICE, BECAUSE WE WANT TO BE ABLE TO GET MORE PEOPLE SAFELY ON TO EACH TRANSIT VEHICLE, AND THAT WILL DRIVE FARES. AND WE DON'T WANT TO RAISE FARES, SO I LOOK FORWARD TO TAKING THE TIME TO DELIBERATE THESE MATTERS SO WE CAN SUSTAIN A TRANSIT FUTURE.

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CLERK OF THE BOARD: NO FURTHER SPEAKERS.

DAVID RABBIT, CHAIR: THE NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS MEETING IS SCHEDULED TO BE HELD WEDNESDAY JUNE 9TH 2021 9:45 A.M., IT WILL BE HELD REMOTELY OR BY WEBCAST IF APPROPRIATE DEPENDING ON THE STATUS OF SHELTER-IN-PLACE. WE MIGHT BE BACK AT THIS POINT. THANK YOU FOR THE WORK TODAY. I'LL SEE YOU SOON. WE'RE ADJOURNED. [ADJOURNED]

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