METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

SPECIAL PROGRAMMING AND ALLOCATIONS COMMITTEE WORKSHOP

WEDNESDAY, 2:30 P.M., JUNE 9, 2021

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. CAN YOU MAKE THE INTRODUCTORY RECORDING, 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. 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,

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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.

DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. I THINK WE CAN FOREGO THE ROLL CALL, SINCE THIS IS A WORKSHOP. AND JUST SAY THANK YOU TO EVERYONE FOR BEING HERE. CHAIR'S PREROGATIVE, I WANT TO SAY THANK YOU TO YOUR VICE CHAIR, COMMISSIONER PAPAN WHO TOOK OVER FOR ME THIS MORNING AT OUR EARLIER PROGRAMMING AND ALLOCATIONS COMMITTEE MEETING AND CALLED AWAY ON CONFLICT WITH A DROUGHT ISSUE. ANOTHER DISASTER UPON US. APPRECIATE THAT. THANK YOU VERY MUCH. THANK YOU EVERYONE FOR BEING HERE. OBVIOUSLY WE'RE WANT TO HEAR FROM THE TRANSIT OPERATORS ABOUT THE LAST 15 MONTHS SEEM LIKE WE HAVE BEEN TREADING WATER AND NOW SEEMS LIKE WE'RE AT THE POINT OF SWIMMING IN A REAL DIRECTION, WE UNDERSTAND THE CUTTING OF BUDGETS AND RESTORATION SERVICES AND CHALLENGES AND OPPORTUNITIES, AND APPRECIATE YOU TALKING TO US TODAY AND SHARING INFORMATION WE MOVE FORWARD, AND WE HAVE THERESE MCMILLAN TO TALK ABOUT THE MTC STAFF OVERVIEW AND REGIONAL RESPONSE TO THE PANDEMIC IMPACT ON PUBLIC TRANSIT IN THE BAY AREA.

THERESE MCMILLAN: THANK YOU. THIS HAS BEEN QUITE A RIDE, I WOULD SAY, GETTING TO THIS POINT, AND AS WE HAD DISCUSSED WITH OUR COMMISSION LAST MONTH, WE REALLY, I THINK, ARE ALL ABOUT

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STOPPING, YOU KNOW, LOOKING IN THE REAR VIEW MIRROR OF WHERE WE HAVE BEEN, AND LOOKING THROUGH THE FRONT WINDSHIELD AS TO WHERE WE FEED TO GO AS PART OF OUR RECOVERY AND ESSENTIAL PARTNERS IN THAT ARE ALL OF YOU FROM OUR TRANSIT OPERATOR COMMUNITY WHO HAVE BEEN DOING THE HARD WORK OF PUTTING SERVICE ON THE STREET, YOU KNOW, THROUGH THE THIS CRISIS, AND NOW, ORIENTING YOURSELVES COLLECTIVELY AND INDIVIDUALLY TO HOW WE BRING OUR TRANSIT SERVICE BACK BETTER THAN EVER. AND SO, REALLY, IT'S ABOUT YOUR STORIES THAT WE'LL BE GETTING TO SOON BUT WE WANTED TO BRING UP A BRIEF PRESENTATION, THAT SORT OF TABLE SETS, IF YOU WILL, WHERE WE ARE TO DATE, AND HIGHLIGHT SOME COMMONALITIES THAT MAY HELP FRAME THE SPECIFICS THAT WE'LL BE HEARING FROM EACH OF YOU. SO IF WEEKEND BRING UP THE PRESENTATION. TERRIFIC. THANKS SO MUCH. SO THE INTENT OF THIS PRESENTATION IS, AS I SAID, TO SET THE STAGE AHEAD FOR YOU ALL, PROVIDING SOME OVERARCHING BACKGROUND ON THE PANDEMIC'S IMPACT AND OUR REGIONAL RESPONSE TO DATE. SOME DIFFERENCES AND COMMONALITIES BETWEEN THE TRANSIT OPERATORS RELATED TO THE CHALLENGES OF THE CRISIS, AND INFORMATION ON THE OUTLOOK THAT YOU SEE FOR A POST PANDEMIC FUTURE. IN THE NEXT AGENDA ITEM WE'LL ALL HAVE OPPORTUNITY TO HEAR, SPECIFICALLY, AS I SAID FROM THE INDIVIDUAL TRANSIT AGENCIES, AND ALL OF THE OPERATORS WERE ASKED TO SUBMIT INFORMATION ON THEIR ACTUAL AND FORECASTED BUDGETS, SERVICE LEVELS, AND RIDERSHIP. WE'LL BE COVERING A BIT OF THIS ALONG WITH BILL BACON ON SOME OF THE

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AGGREGATED INFORMATION FOR THE PURPOSES OF THE PRESENTATION. AND THERE IS HANDOUTS IN THE PACKET WITH MORE DETAIL. SO LET'S GO TO THE NEXT SLIDE. THE COVID PANDEMIC IS STRETCHED ON FOR 15 MONTHS WE HAD TO VIEW THIS AS NOTHING LESS THAN AN EXISTENTIAL CRISIS FOR THE DELIVERY OF PUBLIC TRANSPORTATION ACROSS THE NATION. FAITHFULLY THE FEDERAL GOVERNMENT HAS MEANT APPROXIMATELY $4 BILLION IN EMERGENCY RELIEF FUNDING A CRUCIAL LIFELINE THAT NOT ONLY ALLOWED FOR CONTINUED OPERATIONS THROUGH THE PANDEMIC BUT ALSO IS THE SEED MONEY WITH WHICH TO BEGIN RECOVERY, AND THAT IS REALLY THE ORIENTATION AROUND THE AMERICAN RESCUE PLAN, THE ARP FUNDS, THAT IS THE THIRD TRANCHE. AS WE EMERGE FROM THE PANDEMIC, THE COMMISSION WILL BE CONSIDERING HOW TO ALLOCATE THE ARP, WHICH IS LIKELY THE FINAL INSTALLMENT CONVENTIONAL WISDOM CERTAINLY IN A WAY TO HELP DELIVER TRANSIT SERVICE TO OUR COMMUNITIES IN THE NATURE THEY NEED AND DESERVE MOVING FORWARD. MTC HAS ALREADY DISTRIBUTED TWO ROUND OF COVID RELIEF TOTALING $2.3 BILLION THROUGH THE CARES AND CRRSAA THAT ROBUST AMOUNT OF FUNDING WAS ABLE TO BRING ALL OF OUR TRANSIT OPERATORS INTO THIS UPCOMING FISCAL YEAR ON SOME STABILIZED FOOTING. THE TOTAL REVENUE LOSS ATTRIBUTED TO THE PANDEMIC FROM MARCH THROUGH JUNE OF 2021 IS ESTIMATED AT 1.8 BILLION WHICH LEFT A CUSHION OF APPROXIMATELY $500 MILLION REGION-WIDE AS WE MOVE INTO THIS NEXT FISCAL YEAR. AND, AGAIN, THAT PROVIDES SOME MEASURE OF BREATHING ROOM, AS WE BEGIN DISTRIBUTION OF THE $1.7 BILLION IN ARP

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FUNDING, WHICH WE ARE TARGETING A FIRST TRANCHE OF THAT FOR THE, IN NEXT MONTH, IN JULY. AT THIS POINT WHAT I WOULD LIKE TO DO IS TURN IT OVER TO BILL BACON TO GO OVER A FEW SLIDES ON SOME OF THE DATA THAT WE HAVE SEEN TO IMPACTS TO DATE WITH RESPECT TO THE IMPACT GOING FORWARD. BILL?

WILLIAM BACON: GOOD AFTERNOON. THIS SLIDE BASED ON INFORMATION OF THE TRANSIT PROVIDERS SHARED WITH US, IN TODAY'S WORKSHOP. ONE OF THE GREATEST IMPACTS OF THE PANDEMIC AND RELATED SHELTER-IN-PLACE ORDERS IS IMPACT ITS HAD ON PUBLIC TRANSIT RIDERSHIP COMPARED TO FISCAL WENT 19 WE HAVE SEEN OVERALL RIDERSHIP DEGREE AT 75% ACROSS THE BAY AREA. OPERATORS DO FORECAST SIGNIFICANT YEAR OVER YEAR INCREASES IN RIDERSHIP IN THE COMING FISCAL YEARS HOWEVER CHANGES IN COMMUTER AND TRAVEL PATTERNS HAVE LEAD FORECASTS TO THE CONCLUSION THAT RIDERSHIP LEVELS WILL LIKELY NOT MATCH THOSE BEFORE THE PANDEMIC. AS RELATED TO THE REDUCED DEMAND THE BAY AREA SAW SIGNIFICANT DROP IN SERVICE LEVELS THE REDUCTION IN FISCAL YEAR 2021 SERVICE HOURS 33% LESS THAN THAT OF FISCAL YEAR 2019. LOOKING FORWARD ACROSS THE BAY AREA'S OPERATORS THEY'RE CURRENTLY PLANNING TO RESTORE 90% OF PREPANDEMIC SERVICE IN FISCAL YEAR 2022, AND 94% BY FISCAL YEAR 2023, THERE IS VARIATION IN OPERATORS IN TERMS OF LEVEL OF SERVICE THEY EXPECT TO OPERATE IN THE NEXT TWO FISCAL YEARS. THOSE DETAILS ARE IN THE HAND OUT. NEXT SLIDE. REGULAR NON-FEDERAL LIFE REVENUES FOR TRANSIT

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OPERATIONS SHOWN IN BLUE ON THE CHART DECREASED BY $1.2 BILLION OR ROUGHLY A THIRD IN THE CURRENT FISCAL YEAR AS COMPARED TO PRE-PANDEMIC LEVELS IN 2019. HOWEVER OPERATORS HAVE BUDGETED OR ASSUMED THE $2.3 BILLION IN FEDERAL RELIEF FUNDS PROGRAMMED BY THE COMMISSION THROUGH CARES ACT AND CRRSAA SO THAT TOTAL REVENUE USE FOR FISCAL YEAR '21 AND CURRENT FISCAL YEAR '22 ARE 92 AND 98% RESPECTIVELY. DOESN'T INCLUDE SIGNIFICANT COST REDUCTIONS AGENCIES HAVE REALIZED OVER THE PAST YEAR OVERALL OPERATORS EXPECTING NONFEDERAL RELIEF REVENUES TO RECOVER SIGNIFICANTLY IN FISCAL YEAR 2022. OPERATORS ARE HOPING TO RESTORE PRE-PANDEMIC LEVELS WITH THE HELP OF FEDERAL FUNDS AND RECOVERY IN THE BAY AREA. EXPECTING RESTORATION SERVICE LEVELS AT A FASTER RATE. THE SLIDE SHOWS TRANSIT RIDERSHIP FORECAST IN ORANGE AND PROJECTED SERVICE LEVELS IN GREEN CHART ON THE RIGHT OF THE SLIDE SHOWS ALLOCATED FEDERAL RELIEF FUNDS WILL ENABLE OPERATORS TO RESTORE SERVICE TO NEAR PREPANDEMIC LEVELS WITHOUT THE ALREADY ALLOCATED FEDERAL LIFE, OPERATORS FORECAST THEY WOULD HAVE ONLY HAD 78 PERCENT OF THE PREPANDEMIC REVENUES NEEDED TO OPERATE SERVICE IN THE UPCOMING FISCAL YEAR. NOW I'M GOING TO TURN THE PRESENTATION BACK TO THERESE WHO WILL TAKE US THROUGH THE END. THANKS.

THERESE MCMILLAN: OKAY. NEXT SLIDE. YOU KNOW, THROUGHOUT THE PANDEMIC, TRANSIT OPERATORS HAVE FACED A DIVERSE SET OF

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CHALLENGES. MANY OF THEM SIMILAR ACROSS AGENCIES, BEYOND SIMPLY THE LOSS OF RIDERSHIP. PHYSICAL DISTANCING RESTRICTIONS HAVE SEVERELY LIMITED VEHICLE CAPACITY, MAKING IT VERY DIFFICULT TO SATISFY EVEN DRAMATICALLY REDUCED DEMAND LEADING TO CASES TO THE MUCH TALKED ABOUT PHENOMENON OF PASS UPS. STAFF SHORTAGES HAVE EMERGED AS ANOTHER CHALLENGE THAT IS LIKELY TO SLOW THE RETURN OF PREPANDEMIC SERVICE LEVELS WHILE OPERATORS DID NOT FURLOUGH OR LAY OFF STAFF TO CUT EXPENSE MANY DID FREEZE HIRING. THERE IS STILL A LOT OF UNCERTAINTY INVOLVED WITH PREDICTING DEMAND WHEN AND HOW WILL SCHOOLS REOPEN, HOW BIG OF AN IMPACT WILL FUTURE REMOTE WORK HAVE, AND IMPORTANTLY, WILL PREPANDEMIC LEVELS REALLY REFLECT THE DEMAND, THE OVERALL MOBILITY DEMAND THAT WE SEE IN OUR REGION. FINALLY, MANY OF OUR OPERATORS CANNOT BE AS NIMBLE AS DESIRED IN SERVICE PLANNING, COMPARED TO SOME SMALLER OPERATORS DUE TO COMPLEXITIES INVOLVED WITH CHANGING SERVICE LEVELS AND ROUTES. NEXT SLIDE. IT IS ALSO IMPORTANT TO KEEP REITERATING THAT THE FINANCIAL IMPACTS OF THE PANDEMIC HAVE NOT BEEN FELT EVENLY BY ALL TRANSIT OPERATORS. THIS CHART ILLUSTRATES THE VARIED MIX OF OPERATOR REVENUE ACROSS MULTIPLE OPERATORS. FARE, TOLL, AND PARKING REVENUES IN PINK, I THINK IT'S PINK, AND THE DARK BLUE, AND PARKING, I BELIEVE, WAS UNDER OTHER OPERATOR -- NO -- IN THE GRAY, DARKER GRAY COLOR; WHERE THOSE WERE DOMINANT THOSE TRANSIT OPERATORS CONTINUE TO EXPERIENCE SIGNIFICANT REVENUE LOSSES WHEREAS SALES AND PROPERTY TAX REVENUES

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PERFORMED RELATIVELY WELL DURING THE PANDEMIC BY COMPARISON, AND THEREFORE IF THAT WAS A LARGER PART OF AN OPERATOR'S PORTFOLIO, ALLOW THEM TO BE RELATIVELY IN A BETTER FISCAL POSITION. LET'S GO TO THE NEXT SLIDE. ONE MAJOR SILVER LINING THAT WE HAVE EXPERIENCED DURING THE TRIALS OF THE LAST 15 MONTHS HAS BEEN THE INCREASED LEVEL OF COORDINATION AMONG THE REGION'S OPERATORS WHICH SHOULD HELP BETTER POSITION THE BAY AREA FOR RESET RECOVERY. THIS SLIDE HIGHLIGHTS A FEW OF THE COORDINATED PLANNING EFFORTS THAT THE OPERATORS HAVE ENGAGED IN, AND INCLUDING, EXCUSE ME, COMMON TRANSIT SERVICE CATEGORIES AND DEFINITIONS. A COMMON SET OF TERMINOLOGY TO DEFINE DIFFERENT TRANSIT SERVICE TYPES, WHICH SHOULD HAVE A WIDE RANGE OF PLANNING APPLICATIONS GOING FORWARD. SERVICE CHANGE TIMELINE COORDINATION. THIS WAS QUITE SIGNIFICANT. THIS IS THE DEVELOPMENT OF A RECOMMENDED REGIONAL SIGN UP AND SERVICE CHANGE SCHEDULE TO SIGNIFICANTLY IMPROVE SCHEDULE COORDINATION FOR RIDERS MAKING TRANSFERS. BART HAD SIGNIFICANT PARTICIPATION IN LEADERSHIP IN THIS, AS MANY OPERATORS CONNECT TO BART AND THEREFORE CREATING A LOT OF THE REGIONAL TRANSFERS THAT WE SEE. THE THIRD IS HUB TRANSFER COORDINATION. THIS WOULD BE ELEMENTS OF A FRAMEWORK TO IMPROVE THE TRANSFER EXPERIENCE FOR THOSE THAT DO NEED TO TAKE MORE THAN ONE SERVICE. THIS WOULD INCLUDE FORMALIZATION AND STANDARDIZATION OF HUB COORDINATION PROCESSES, THE IDENTIFICATION OF REMAINING GAPS IN AREAS OF REMAINING IMPROVEMENT, AND THE IDENTIFICATION

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OF TOOLS AND PROCESSES THAT CAN SUPPORT HUB COORDINATION EFFORTS INCLUDING THE TESTING OF A TOOL THAT MTC IS DEVELOPING THAT ANALYZING THE EFFECTIVENESS OF COORDINATED SCHEDULES OF VARIOUS TRANSIT OPERATORS AT KEY HUBS THROUGHOUT THE REGION. IN ADDITION COORDINATED PLANNING EFFORTS, THE TRANSIT OPERATORS HAVE ALSO INCREASED SERVICE COORDINATION. IN MARCH, BART AND CALTRAIN SIGNIFICANTLY IMPROVED THE TRANSFER CONNECTION AT THE MILLBRAE STATION, WHICH INCLUDES COORDINATED SCHEDULE TIMES AND SIMPLE CROSS-PLATFORM TRANSFERS. IN ADVANCE -- TO ADVANCE -- EXCUSE ME -- TRANSIT PRIORITY, SFMTA HAS IMPLEMENTED PORTIONS OF ITS EMERGENCY TRANSIT LANES PLAN AND IS ALLOWING ACCESS TO OTHER TRANSIT OPERATORS. AND IN THE EAST BAY AC TRANSIT AND THE CITY OF OAKLAND IMPLEMENTED BUS RAPID TRANSIT ALONG INTERNATIONAL BOULEVARD AND DEDICATED TRANSIT LANES ON BROADWAY THROUGH DOWNTOWN. AND FINALLY IN THE AREAS OF SERVICE RECIPROCITY AND MUTUAL AID, SFMTA HAS PARTNERS WITH MULTIPLE OPERATORS TO ALLOW THEIR BUSES TO OPERATE IN SAN FRANCISCO. AND OPERATORS ARE PROVIDING BUS BRIDGES BETWEEN BART STATIONS TO FACILITATE [INDISCERNIBLE] WORK AND FINALLY SERVICE OPERATORS HAVE PROVIDED AID TO VTA DURING THE SUSPENSION OF LIGHT RAIL SERVICE IN MAY IN THE AFTERMATH OF THE TRAGIC SHOOTING. OVERALL INTRODUCTION OUR AGENDA WILL ALLOW ALL OF US TO HEAR DIRECTLY FROM SOME OUR TRANSIT OPERATORS WE HAVE 11 PRESENTATIONS THAT WILL BE GIVEN

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IN THE ORDER THAT YOU SEE ON THIS SLIDE. AND WITH THAT, MR. CHAIR, I TURN IT BACK TO YOU.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH, THERESE. APPRECIATE THAT VERY MUCH. FIRST WE'LL START WITH MICHELLE BOUCHARD.

THERESE MCMILLAN: EVERYONE IS ASKED TO KEEP THEIR PRESS WITHIN 6 TO 7 MINUTES. AND WE REQUEST THAT QUESTIONS BE HELD UNTIL THE END OF ALL THE PRESENTATIONS SO THAT WE HAVE SUFFICIENT TIME TO MAKE SURE THAT WE HEAR FROM EVERYONE BEFORE Q&A. THANKS.

MICHELLE BOUCHARD: THANK YOU. LET ME BRING UP THE PRESENTATION AND SHARE WITH YOU ALL. FIRST OF ALL, REALLY WANT TO THANK YOU ALL SO MUCH FOR THE OPPORTUNITY TO PRESENT TODAY. HERE WE GO. AND I WILL BE BRIEF, BUT I THINK, THERESE, THANK YOU VERY MUCH FOR POINTING OUT THAT THERE IS SOME AGENCIES WITH UNIQUE FINANCIAL CIRCUMSTANCES BASED ON THEIR PREPANDEMIC REVENUE SOURCES. AND NOT WANTING TO LOOK BACKWARDS CERTAINLY WANTING TO LOOK FORWARD, I THINK, I JUST WANTED TO POINT OUT THAT CALTRAIN HAD NO DEDICATED FUNDING PREPANDEMIC, AND WAS ESSENTIALLY ON AN ANNUAL BASIS FACING SOME SIGNIFICANT FINANCIAL CHALLENGES THAT WE SOLVED IN TWO-WAYS. WE HAVE HAD MEMBER CONTRIBUTIONS FROM OUR THREE MEMBER AGENCIES. SFMTA SAN MATEO COUNTY TRANSIT DISTRICT AND SANTA CLARA VTA SIGNIFICANT

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PORTION OF OPERATING COSTS COVERED THROUGH THE FARE BOX THIS MEANT WE HAD OVER THE COURSE OF TIME TO AGGRESSIVELY PURSUE PASSING COST ON TO PASSENGERS FARE INCREASES TO ENSURE THAT WE COVER BUDGETARY HOLES AND THIS LED TO LESS SERVICE THAN WE MIGHT HAVE WANTED TO. AND THANKFULLY MEASURE RR PASSED AND THANKFULLY IT'S BEEN A LIFE SAFER FOR THE RAILROAD WHILE IT WAS INTENDED TO COVER A MODEST AMOUNT OF THE OPERATING BUDGET TO PROVIDE MORE SERVICE AND RELIEF TO FARES IT WAS ALSO INTENDED TO COVER STATE OF GOOD REPAIR AND OTHER CAPITAL PROJECTS. DURING THE PANDEMIC WE'LL SHOW THAT YOU WE HAVE LOST ABOUT 100 MILLION IN REVENUE. AND SO THAT'S BETWEEN FARES AND MEMBERS AGENCY CONTRIBUTIONS. SO WE WILL BE CALLING ON RR TO PLUG SOME GAPS THERE. SO WE ALSO WILL USE RR FUNDING FOR ITS INTENDED PURPOSE. RATHER QUICKLY THROUGH COVID, YOU SEE THE RED SECTION OF THE PIE THAT IS THE FARE BOX REVENUE, AND WE DID THIS FOR SEVERAL YEARS. WE HAD A RELATIVELY STABLE SCHEDULE, AND, AGAIN, WE WORKED ON BUDGETS ON AN ANNUAL BASIS TO BE ABLE TO PROVIDE THE SERVICE ON THE STREET. IN TERMS OF OUR RIDERSHIP BECAUSE OF HOW WE HAVE HAD TO PURSUE VERY HIGH FARE BOX RATIO, RIDERSHIP HIGHLY REPRESENTATIVE OF COMMUTERS PEOPLE WHO ACCORDING TO CENSUS ARE LARGELY WEALTHIER AND LESS DIVERSE BUT BASED ON A SET OF COMMUNITIES LIVING AROUND THE STATION IS MORE DIVERSE THAN ACTUAL RIDERSHIP COMPOSITE. TURNING TO COVID AFFECTS AND RIDERSHIP WHERE WE HAVE SEEN FINANCIAL IMPACT AGAIN HEAVILY COMMUTER FOCUSED RAILROAD

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SERVICING RIDERSHIP WE LOOKED AT EXCESS OF 95% DECREASE IN RIDERSHIP. YOU SEE THE BOTTOM OF THE GRAPH THERE, AND THIS OF COURSE PRECIPITATED A CORRESPONDING FINANCIAL CRISIS FOR THE RAILROAD THAT ELIMINATED THAT $75 MILLION IN FARE REVENUE IN FY2021, WE WOULD NOT HAVE BEEN ABLE TO SURVIVE IF IT WEREN'T FOR THE FEDERAL FUNDING. SO, THEN, MOVING ON TO RESPONDING TO COVID. WE DID A BUNCH OF SCALING BACK. I WANT TO SAY CALIBRATING OUR SERVICE THROUGH THE 2020. AND AS THERESE MENTIONED INCREASED COORDINATION WITH BART AS WELL AS PROVIDING MIDDAY AND WEEKEND SERVICES FOR NON-TRADITION COMMUTERS AND ESSENTIAL WORKERS THROUGHOUT THE PANDEMIC. THE CHANGES TO CALTRAIN'S SCHEDULE ARE, THEY'RE PART OF AN ACCELERATED IMPLEMENTATION OF THE COMPREHENSIVE SET OF EQUITY POLICIES THAT WERE ADOPTED BY THE JPB IN 2020. EQUITY WORK WAS IN PROGRESS BEFORE COVID HIT AS PART OF OUR BUSINESS PLANNING PROCESS BUT THE EQUITY PLANNING WAS MODIFIED IN ADVANCE TO RESPOND TO THE PANDEMIC WHEN IT BECAME CLEAR THAT RIDERSHIP WAS GOING TO BE LARGELY COMPRISED OF ESSENTIAL WORKERS AND TRANSIT DEPENDENT INDIVIDUALS. WE MADE KEY POLICY CHANGES THAT FOCUSED ON PROVIDING A SIMPLIFIED SCHEDULE WITH BETTER COORDINATION WITH BART AT MILLBRAE AS WELL AS OPERATING AT INCREASED LEVELS OF FREQUENCY DURING MIDDAY AND ON WEEKENDS. WE MADE A RANGE OF FARE REDUCTIONS AND OTHER PROGRAMS AIMED AT MAKING THE SERVICE MORE AFFORDABLE INCLUDING EXPANSION OF CLIPPER START PARTICIPATION. FOR 2022 CALTRAIN IS PLANNING TO

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EXPAND AND RESTORE SERVICE IN COORDINATION WITH BART. WE WILL BE LOOKING AT KEEPING OUR LEVELS OF MIDDAY AND WEEKEND SERVICE. WE HAVE GOTTEN GREAT RESPONSE TO THAT. WE ALSO PLAN TO ADD MORE PEAK HOUR TRAINS AND EXPANDED EVENING SERVICE. WE STILL RECOGNIZE THE CALTRAIN CORRIDOR IS GOING TO BE HIGHLY COMMUTE FOCUSED. HOUR SCALING BACK TO TWO TRAINS PER HOUR, WHAT WE'RE FINDING IS LIKELY NOT TO BE PROVIDING THE LEVEL OF SERVICE THAT'S NEEDED. AND I THINK A THEME THAT WE'LL HEAR THROUGHOUT THE DAY IS THAT IT'S ESSENTIAL THAT WE CAPTURE AS MUCH RIDERSHIP AS POSSIBLE, AS COMMUTERS RETURN TO WORK. AND AS THEY MAKE CRITICAL DECISIONS ABOUT WHETHER TAKING TRANSIT OR SOME OTHER MODE. IT'S ALSO SO IMPORTANT FOR US THAT WE CONTINUE OUR EQUITY FOCUS WHAT WE WANT TO ENSURE IS THAT WE DON'T HAVE A HIGHLY CONCENTRATED RIDERSHIP BASE THAT WE STAY AS DIVERSE AS POSSIBLE. SO IN TERMS OF THE 2022 FINANCIAL OUTLOOK, AGAIN, RR REALLY HAS BEEN A SAVING GRACE FOR THE RAILROAD. IT WAS PASSED IN NOVEMBER. IT REPRESENTS THE FIRST EVER DEDICATED FUNDING SOURCE FOR CALTRAIN. WE'LL BE RELYING HEAVILY ON THESE REVENUE IN FY2022. AS MENTIONED BEFORE IT WAS INTENDED FAIR LARGER RANGE OF USES INCLUDING LONG RANGE CAPITAL IMPROVEMENTS, SO BETWEEN RIDERSHIP LOSS, AS WELL AS, AND IN THE INTENDED FARE REVENUE AS WELL AS MEMBER AGENCY CONTRIBUTIONS, CALTRAIN HAS EFFECTIVELY LOST ABOUT $100 MILLION IN REVENUE FOR FY '22, SO WHEREAS MEASURE RR IS BEING USED TO FILL THIS GAP USED TO PASS OUR BUDGET WE WILL REQUIRE

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FURTHER FEDERAL RELIEF FUNDING DISTRIBUTIONS TO KEEP CALTRAIN RUNNING IN THE NEAR-TERM WHILE ALSO CONTINUING TO KEEP OUR LONGER TERM PLANS MOVING FORWARD. WITH RESPECT TO THOSE LONGER TERM PLANS, DURING 2020 AS PART OF OUR BUSINESS PLANNING PROCESS AND DURING COVID-19 SHIFTED TO A VARIETY OF INTENSIVE LONG RANGE SCENARIO PLANNING AND WE FIND REASONS TO BE OPTIMISTIC AND EXPECT THAT POST 2023 AND BEYOND WILL CONTINUE TO PRESENT CHALLENGING BUSINESS ENVIRONMENT TO THE RAILROAD, AND FIGURING OUT WHAT LONG-TERM NATURE OF COMMUTING AND MOBILITY WOULD BE IN THE POST-COVID ERA IT MAY TAKE SEVERAL YEARS TO FULLY SHAKE OUT BUT THERE IS REASONS TO BELIEVE THAT THERE WILL BE SOME LARGER PERCENTAGE OF TELECOMMUTE FROM HOME AND TRAVEL PATTERNS COULD BE SIGNIFICANTLY DIFFERENT THAN THEY WERE DURING PRECOVID. CALTRAIN IS IN THE MIDST OF EXPANSION WITH OUR ELECTRIFICATION PROGRAM WHICH REALLY DOES PROVIDE THE BEDROCK FOR THE GROWTH THAT WE'RE ALREADY COMMITTED TO. AND FOR CALTRAIN TO SUCCEED, WE WILL STILL NEED TO AGGRESSIVE FOCUS ON REBUILDING RIDERSHIP, BOTH FOR RECAPTURING AS MUCH OF THE MARKET THAT WE FORMERLY SERVED, BUT AS WELL AS CONTINUING TO BUILD THOSE NEW MARKETS OF NON-COMMUTERS AND COMMUNITIES WHO HAVE TRADITIONALLY BEEN UNDERREPRESENTED ON THE CALTRAIN SERVICE. SO WITH THAT, I WILL UNSHARE. I DO HOPE I HAVE STUCK TO MY SIX MINUTES.

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DAVID RABBIT, CHAIR: APPRECIATE THAT VERY MUCH. THANK YOU FOR THAT PRESENTATION. WE'LL MOVE ON TO RACHEL EDE FROM SANTA ROSA CITY BUS.

CLERK OF THE BOARD: RACHEL, IF YOU WOULDN'T MIND, PLEASE UNSHARING YOUR SCREEN, OUR BROADCAST TEAM WILL BRING UP THE PRESENTATIONS FOR YOU. ALIX?

RACHEL EDE: ON BEHALF OF SONOMA COUNTY TRANSIT OPERATORS CITY BUS PETALUMA TRANSIT SONOMA COUNTIES IMPROVE TRANSIT OPERATORS SMART RAIL SYSTEM AND SONOMA COUNTY TRANSIT PROVIDERS INNER CITY SERVICE THROUGH THE SONOMA COUNTY AS WELL AS LOCAL SERVICE IN A NUMBER OF SONOMA COUNTY SMALLER CITIES. TO SET THE STAGE PRIOR TO THE PANDEMIC SONOMA COUNTY TRANSIT OPERATORS WERE EXPERIENCING MULTI-YEAR RIDERSHIP INCREASES REFLECTING A ROBUST NETWORK INCLUDING LAUNCH OF SMART SERVICE TO LARKSPUR FERRY AND REDESIGN TRANSIT NETWORK TO SANTA ROSA AND INCREASING STUDENT RIDERSHIP IN PETALUMA AND SUCCESS AM PROGRAMS INCLUDING MULTI-OPERATOR PARTNERSHIP WITH SANTA ROSA JR. COLLEGE TO PROVIDE FARE FREE TRANSIT. AND IMPLEMENTATION OF THE SONOMA COUNTY TRANSIT INTEGRATION EFFICIENCY STUDY TIES WITH GOAL OF IMPROVING CUSTOMER EXPERIENCE THROUGH ENHANCED INTEGRATION SYSTEMS THIS IS THE BASELINE WE WANT TO GET BACK TO POST-COVID AND IMPROVE ON IT. RETURNING TO A ROBUST TRANSIT NETWORK IS IMPORTANT GIVEN WHO OUR RIDERS ARE. OUR RIDERSHIP

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HAS REMAINED RELATIVELY STRONG IN SONOMA COUNTY DURING THE PANDEMIC REFLECTING DEMOGRAPHICS OF RIDERSHIP. FINALLY OUR SYSTEMS CARRY LARGE NUMBERS OF STUDENTS WHICH MAKES IT PARTICULARLY IMPORTANT FOR US TO RAMP SERVICE BACK UP FOR THE FALL AND SUSTAIN THOSE SERVICE INCREASES GOING FORWARD. NEXT SLIDE PLEASE. DURING THE EARLY DAYS OF THE PANDEMIC SONOMA COUNTY OPERATORS RESPONDED TO FINANCIAL UNCERTAINTY BY TAKING STEPS TO CONTROL COST INCLUDING REDUCING SERVICE FREEZING POSITIONS AND DELAYING CAPITAL PROJECTS INCLUDING VEHICLE REPLACEMENT. OPERATORS WERE ENGAGED WITH WORK OF MEETING COMMUNITY NEEDS FOLLOWING SERVICE CUTS IN MARCH 2020 OPERATORS BEGAN RESTORING SERVICE IN JUNE 2020 TO SUPPORT ESSENTIAL TRIPS AND MAINTAIN SOCIAL DISTANCING ON BOARD BUSES WE IMPLEMENTED A NEW SERVICE MODEL TO PROVIDE COVERAGE IN AREAS WITH FIXED ROUTE SERVICE SUPPORTING UNHOUSED INDIVIDUALS AND SHELTER SITES AND MORE RECENTLY IMPROVED ACCESS TO VACCINATION SITES. NEXT SLIDE PLEASE. SONOMA COUNTY OPERATORS ARE RESTORING SERVICE WITHIN OUR FINANCIAL MEANS. SMART, SONOMA COUNTY TRANSIT, AND CITY BUS ARE OPERATING AT 70% OF PREPANDEMIC SERVICE LEVELS AND SONOMA COUNTY TRANSIT INTEND TO INCREASE TO 85%. RIDERSHIP IN PARTICULAR HAS BEEN RELATIVELY HIGH THROUGH THE PANDEMIC AT 45 TO 50% OF PREPANDEMIC LEVELS WE ANTICIPATE JUMP UP IN RIDERSHIP WITH FURTHER RESTORATION AND RETURN TO SCHOOL IN AUGUST. SERVICE RESTORATION IS OCCURRING IN CONTEXT OF ONGOING INTEGRATION EFFORTS AND INTENT

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TO DEVELOP A UNIFIED BRAND FOR LOCAL BUS TRANSIT IN SONOMA COUNTY OPERATORS HAVE DEDICATED STAFF AND FINANCIAL RESOURCES AND HAVE ALREADY TAKEN STEPS IN SERVICE COORDINATION AND FARE INTEGRATION CUSTOMER SERVICE PUBLIC INFORMATION. THE SPEED AT WHICH WE CAN RESTORE SERVICE WILL BE DEPENDENT ON LABOR MARKET AND DIFFICULTY HIRING QUALIFIED TRANSIT OPERATORS. SUSTAINING OUR SERVICE RESTORATION PLANS WILL REQUIRE SUBSTANTIAL INVESTMENT FROM BOTH SANTA ROSA AND PETALUMA URBANIZED AREAS. NEXT SLIDE. GIVEN THE LIMITED TIME I'LL THANK YOU VERY MUCH ON THE FACT THAT ALL SONOMA COUNTY OPERATORS ARE USING FARE POLICY TO SPUR BOTH RIDERSHIP RECOVERY AND ECONOMIC RECOVERY FROM THE PANDEMIC BEING CREATIVE AND OFFERING BOLD DISCOUNTED FARE FREE TRANSIT PROGRAMS. HOW WILL WE BUILD BACK IN SONOMA COUNTY TRANSIT AGENCIES HAVE MADE A COMMITMENT TO INTEGRATING OUR SYSTEMS AND RECOVERY WILL OCCUR IN THAT CONTEXT WE NEED TO RE-ESTABLISHED HIGH FREQUENCY RAIL SERVICE LINKING THE COUNTY TO THE FERRIES AND REBUILD OUR BUS SYSTEMS ON AN INTEGRATED NETWORK WITH EMPHASIS ON HIGH QUALITY SERVICE AND SERVICE MODELS TO SERVE LOWER DENSITY AREAS. WE WILL LEVERAGE VOTERS INVESTMENT IN THE RAIL INVESTMENTS IN BUS SYSTEMS THROUGH LOCAL SALES TAX DOLLARS SUPPORTING TRANSIT SPENDING MILLIONS OF DOLLARS IN TRANSIT SERVICES THAT HAVE INCREASED FUNDING TO SONOMA IN THE URBANIZED AREA. FUNDS USED TO SUPPORT RESTORATION OF ROBUST TRANSIT NETWORK IN SONOMA COUNTY FINALLY RESPONDING TO THE EMPHASIS ON CLIMATE ACTION BY PRIORITIZING

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CONVERSION OF ELECTRIC BUSES. OUR CAN WE SUPPORT SONOMA COUNTY TRANSIT IN THE FUTURE STAFF NEEDS TO STEP UP TO RESTORE SERVICE AND HIRING REQUIRES AVAILABILITY OF FUND TO SUPPORT THESE SERVICE STAFFING LEVELS. FUND WILL ENABLE US TO IMPLEMENT FUTURE PHASING OF TRANSIT PLANS AND DEPLOY ADDITIONAL BUS SERVICES TO BRIDGE LOCAL OPERATING REVENUE. FINALLY RECEIVING PRESSURE ON OUR CAPITAL PROGRAMS TO RESUME FLEET REPLACEMENT TIMELINES THESE INVESTMENTS WILL REQUIRE FULL ALLOCATION OF ARPA. TO CONCLUDE I WANT TO EXPRESS APPRECIATION OF SUPPORT FROM THE COMMISSION AND STAFF AS WELL AS THE HARD WORK TO ASSIST OUR REGION IN RECOVERING FROM THE PANDEMIC AND COMING BACK STRONGER THAN BEFORE.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. MICHAEL HURSCH FROM AC TRANSIT.

MICHAEL HURSH: GOOD AFTERNOON. THANK YOU FOR THE OPPORTUNITY TO SPEAK BEFORE THE COMMISSIONERS AND INTERESTED PARTIES. I AM THE GENERAL MANAGER AT AC TRANSIT, I BELIEVE YOU ALL ARE GOING TO SCREEN SHARE OUR PRESENTATION. NEXT SLIDE, PLEASE. I ASSUME EVERYBODY ON THE CALL KNOWS, WE COVERED THE INTER-EAST BAY 365 SQUARE MILES WE CONNECT WITH FERRY SYSTEMS, BART, WE CARRY OPERATION IN SAN FRANCISCO, PALO ALTO, ON THE DUMBARTON CORRIDOR AND SAN MATEO CORRIDOR PREPANDEMIC THOUSANDS OF DAILY RIDERS, WE ARE EXTREMELY DEPENDENT TO KNOW WHAT OUR ALLOCATION

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WILL BE SO WE CAN EXPAND SERVICE. OUR NUMBER ONE PRIORITY IS TO RESTORE SERVICE BACK TO 100% WITH CONSIDERATION TO HOW THE RIDERSHIP IS. NEXT SLIDE PLEASE. PREPANDEMIC WE HAVE THE LARGEST LOW INCOME AND MINORITY RIDERSHIP IN THE BAY AREA 65% OF OUR RIDERS OF LOW INCOME, 73% PEOPLE OF COLOR, 29% LIMITED ENGLISH PROFICIENCY. OUR RIDERSHIP PLUMMETED BUT COMPARATIVELY WE HAD RELATIVELY HIGH RIDERSHIP COMPARED TO THE DRAMATIC PLUMMETED BY OTHER SAYS BECAUSE OF THE TRANSIT DEPENDENT RIDERSHIP WE STILL CARRY 66,000 TRANSIT DEPENDENT. WE WERE TRANSPORTING AT LEAST 50% OF ESSENTIAL WORKERS. WE NEED TO GET OUR NETWORK BACK BECAUSE WE KNOW WE HAVE UNDERSERVED COMMUNITIES OUT THERE. NEXT SLIDE WILL TALK ABOUT OUR RIDERSHIP GRAPH. AND THE PEAK IN THE MIDDLE, ON THE LEFT WE'RE UP AT 165 EVEN GETTING CLOSE TO 180 AT PINT THEN THE PANDEMIC HAPPENED. YOU SEE THE PLUMMET AND THIS RISE WITH ANOTHER PLUMMET OR ANOTHER DECREASE IN THE MIDDLE OF THE GRAPH. WE WERE FARE FREE UNTIL WE COULD GET TO ALL REAR-DOOR BOARDING UNTIL WE COULD GET THE SAFETY OF OPERATORS GET THE BARRIERS AND SHIELDS UP GET THE SOCIAL DISTANCING ON THE BUS, YOU SEE THE TRANSIT RIDERSHIP WITH THE SPIKE IN RIDERSHIP AS SOON AS WE STARTED CHARGING FARES WE SAW A SIGNIFICANT DECREASE AGAIN AND THAT CONCERNED US BECAUSE WE KNOW THOSE POTENTIAL RIDERS ARE OUT THERE. UNTIL WE KNOW OUR ALLOCATION IT'S GOING TO BE DIFFICULT FOR US TO PLAN WHAT OUR SERVICE IS GOING TO BE. NEXT SLIDE, PLEASE. OUR RESPONSE IS WE BASICALLY WENT TO AN

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IMMEDIATE WEEKEND SERVICE CUT 35% OF OUR SERVICE ADDED BACK 10% TO GET TO THE CURRENT 75% SERVICE LEVEL ONCE WE SAW AMOUNT OF RIDERSHIP RETAINED AND PASS UPS TODAY OUR TRUNK LINES ARE NEARLY ALL OPERATING AT PREPANDEMIC SERVICE LEVELS WE STILL KNOW THAT WE HAVE MAJOR AREAS OF OUR SERVICE THEY'RE NOT JUST BEING SERVICED BECAUSE WE DON'T HAVE ALL OF OUR SERVICE BACK OUT THERE. NEXT SLIDE TALKS ABOUT CHALLENGES. RIDERSHIP PASS-UPS. PASSING UP RIDERS. LEAVING PEOPLE AT STOPS EVEN WORST-CASE IN THE MIDDLE OF THE NIGHT. WE REDUCED SOCIAL DISTANCING TO THREE FEET LAST WEEK WE ARE MEASURING TO SEE HOW THAT'S IMPROVED BUT LOOKING FURTHER TO REDUCE THAT WERE LOOKING AT WHAT HAPPENS JUNE 15TH. EXPANDING RIDERSHIP ROUTES BUT AS MENTIONED THAT LEAVES TRANSIT DEPENDENT RIDERS WITH NO OPTIONS AND WITH OUR DEMOGRAPHIC OF NO OPTIONS FOR TRAVEL NIGHT TIME SERVICE IS POPULAR PARTICULARLY WITH WHETHER CONSTRUCTION RELATED WE HAVE A LOT OF PEOPLE DEPENDENT ON NIGHT TIME SERVICE. SCHOOL BASED WORK BECAUSE TRANSBAY SERVICE DOVE TAILED TOGETHER OPERATOR CAN DO SCHOOL TRIPS WE ARE GOING TO BE ABLE TO PROVIDE SCHOOL SERVICE AGAIN IN AUGUST WE DON'T SEE THAT AS A SERVICE COMING BACK AS QUICKLY. DEPENDING ON HIRING AND TRAINING, HIRING OPERATORS IS GOING TO BE A CHALLENGE WE HAVE RAMPED THAT UP AND WILL CONTINUE TO DO SO NUMBER ONE GOAL IS TO GET BACK TO 100% SERVICE NOT EXACTLY THE SERVICE PATTERN BUT AT LEAST THAT LEVEL OF SERVICE SERVES WHAT THE NEW RIDERSHIP PATTERNS ARE AS SOON AS POSSIBLE. FARE REVENUES WILL

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TAKE LONGEST TO RETURN WHICH OBVIOUSLY IS A PROBLEM FOR US, WITHOUT THE FEDERAL AID, AND I WANT TO THANK MTC FOR WHAT HAS ALREADY BEEN ALLOCATED. BECAUSE AGAIN, WE WOULD NOT HAVE SURVIVED WITHOUT IT EITHER. NEXT SLIDE PLEASE. LOOKING TOWARDS THE FUTURE RIDERS HAVE TO CHOOSE TO RETURN TO TRANSIT AND WE NEED TO MAKE IT AVAILABLE, MAKE IT FREQUENT AND RELIABLE FOR THEM. FOR US, IT'S AN EQUITY ISSUE, BECAUSE OF OUR LOW INCOME AND MINORITY RIDERSHIP. OUR TRANSIT DEPENDENT RIDERSHIP TO MEET DEMAND. HIRING CONSTRAINTS. WE DON'T THINK WE CAN RESTORE THE SAME NETWORK WE HAVE A MAN FOR ROBUST OUTREACH AND COMMUNITY INPUT ON A NEW NETWORK SO THAT WE BUILD BACK BETTER. WE WILL CONTINUE THE SIGNIFICANT REGIONAL COORDINATION WITH OTHER OPERATORS AS WAS MENTIONED BY THERESE, THE SILVER LINING OF THE PANDEMIC HAS BEEN HOW WE CAN COME TOGETHER WE ARE NOW COORDINATED WITH BART IN PARTICULAR, SFMTA, VTA WE ARE ONE OF THE MUTUAL AGENCIES PROVIDING AID DURING THE PREPANDEMIC AND PANDEMIC WE SERVICE SANTA CLARA AND WILL CONTINUE TO LOOK FORWARD TO THAT PARTNERSHIP. NEXT SLIDE. SERVICE RIDERSHIP RECOVERY PROJECTIONS WE WOULD LIKE TO BUILD BACK TO 100% SERVICE LEVELS BY FISCAL YEAR 2022, 2022, I THINK WE CAN DO THAT SOONER IF WE GET ADEQUATE ARP DISTRIBUTION WITH SOME RECRUITMENT WE CAN BEAT THAT TIMELINE WE ARE BEING REALISTIC PUTTING THESE NUMBERS OUT THERE BUT IT'S DEPENDENT ON QUICK MTC ACTION FOR THE ALLOCATION SO THAT WE CAN RESTORE SERVICE AS QUICKLY AS POSSIBLE. REDUCED HOURS IN OFFICES WILL

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LIKELY PERMANENTLY REDUCE DEMAND FOR THE TRANSBAY IN PARTICULAR BUT THAT DOESN'T MEAN THAT WE CAN'T INVEST IN RESOURCES TO BETTER SERVE OUR COMMUNITY. IF YOU LOOK AT OUR BUDGET WE'RE FORTUNATE TO HAVE A REVENUE BASE BUT WITHOUT CRRSAA ACT FUNDS WE WANT BE HERE STILL MAKE UP 11.5% IN THE COMING FISCAL YEAR BUDGET WE HAVE SIGNIFICANT CONCERNS IN THE FUTURE YEARS AS WE DON'T KNOW EXACTLY HOW RIDERSHIP WILL RETURN, THE OPERATORS AND MECHANICS FIELD SUPERVISORS, PROBLEM CONDITIONS THE WORK AROUND BUS OPERATOR PREPANDEMIC THIRD LARGEST, RIGHT NOW GOING BACK AND FORTH WITH RIDERSHIP WE HAVE SIGNIFICANT OPERATOR HEAD COUNT. FINANCIAL LOOK AHEAD $100,603,000,000 -- WE EXPECT YEARLY DEFICITS TO CONTINUE WHAT IS SHOWING BEYOND THIS GRAPH. WE'RE CONCERNED ABOUT HAVING SERVICE TO BE CUT OUT LATER IF WE CAN'T FILL THE GAPS WE HAVE LOST SEVERAL YEARS OF REVENUE GROWTH THAT HAS THROWN OFF OUR REVENUE EXPENSE BALANCE WHILE WE WORK THROUGH THESE TUSH LET WATERS IT'S GOING TO BE A MOVING TARGET AS TO WHAT WE WANT TO DO. WE NEED TO RESTORE SERVICE FOR THE HIGHEST CONCENTRATION OF LOW INCOME MINORITY RIDERS IN THE REGION AS SOON AS POSSIBLE. EXISTING SERVICE LEVELS SUPPORTED BY THE CARES ACT AND CRRSSA FUNDS AGAIN THANK MTC FOR THE ACTIONS THEY TOOK WE EXPECT ACT FUNDS TO FILL IN INCREASE SERVICE LEVELS IN THE NEAR-TERM CONCERNED ABOUT THE FUTURE. THANK YOU FOR THE TIME TODAY. I HAVE A HARD STOP AT FOUR SO IF WE DON'T GET TO Q&A BY

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THEN, WE HAVE STAFF HERE. THAT CONCLUDES MY PRESENTATION. I THINK I BROUGHT IT IN AT SEVEN MINUTES.

DAVID RABBIT, CHAIR: THANK YOU MICHAEL. I APPRECIATE THAT SO MUCH. NEXT UP IS JEFFREY TUMLIN, SFMTA.

JEFFREY TUMLIN: THANK YOU. PLEASE BRING UP THE PRESENTATION. NEXT SLIDE PLEASE. SAN FRANCISCO IS UNUSUAL IN THAT WE ARE THE SECOND DENSEST CITY IN THE UNITED STATES, ALSO ONE OF THE SMALL NUMBER OF TRANSIT OPERATORS DEPARTMENT OF TRANSPORTATION COMPRISED OF 40% OF TRANSIT RIDERSHIP IN THE NINE COUNTY BAY AREA ALSO BEEN MONTH HARDEST HIT BY COVID. 37% OF PRECOVID RIDERSHIP LOSSES ARE ENORMOUS. WE ESTIMATE WE WILL LOSE OVER $1.1 BILLION AS A RESULT OF COVID. DEEPLY CONCERNED ABOUT THE PACE OF OUR RECOVERY, DOWNTOWN SAN FRANCISCO IS A GLOBAL OUTLIER IN FACT THE GLOBAL OUTLIER FOR VERY SLOW RETURN TO OFFICE EMPLOYMENT LARGELY AS A RESULT OF THE UNIQUE ECONOMY OF DOWNTOWN SAN FRANCISCO HEAVILY ORIENTED AROUND TECH AND PROFESSIONAL SERVICES CONDUCIVE TO WORK-FROM-HOME THIS IS OF GREATEST CONCERNS TO OPERATORS AND SHARED CONCERNS OF FELLOW OPERATORS IS HOW QUICKLY EMPLOYMENT WILL COME BACK AND DELIVER THE RIDERSHIP THAT WE NEED TO SUSTAIN OUR FARE BOX. CHALLENGE IS ADVANCING SERVICE AHEAD OF ECONOMIC RECOVERY SO THAT WE CAN SUPPORT THE ECONOMIC RECOVERY BUT NOT ADVANCING THAT SERVICE SO FAST THAT IS BANKRUPTS US AND THEN WE HAVE TO THEN CUT

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SERVICE AS A RESULT. NEXT SLIDE. MUNI TOOK A RADICAL RESILIENCY STANCE EARLY IN THE PANDEMIC. WE CUT OUR ENTIRE RAIL SYSTEM EARLY IN THE PANDEMIC. AND CUT A TREMENDOUS AMOUNT OF TRANSIT SERVICE, LARGELY TO FOCUS ON THE HEALTH AND SAFETY OF OUR WORKFORCE AND OUR OPERATORS, AS WELL AS KNOWING THE FINANCIAL IMPACT WAS GOING TO BE SEVERE. WE'RE VERY PROUD THAT WE HAVE THE LOWEST COVID TRANSMISSION RATE OF ANY TRANSIT AGENCY THAT WE KNOW OF. TRANSMISSION RATE THAT IS LOWER THAN THE REGIONAL AVERAGE. ON THE TOP RIGHT YOU CAN SEE THAT EVEN THOUGH WE'RE LOSING REVENUE, OUR ANNUAL OR HOURLY OPERATING EXPENSES CONTINUE TO GROW. AND THIS IS BECAUSE OUR EXPENSES ARE DRIVEN BY LABOR AND WE HAVE TO PAY OUR WORKFORCE A LIVING WAGE. THE GREATEST COMPONENT OF RISING RATE OF WAGES AND THE RISING COST OF LIVING IN THE BAY AREA IS THE EXTRAORDINARY COST OF HOUSING AND FAILURE TO DELIVER HOUSING AT THE RATE AT WHICH JOBS GROW. THE SAN FRANCISCO CITY GENERAL FUND AT 30% TRANSIT FARES 21% AND PARKING FEES AND FINES AT 20%. ALL THREE SOURCE OF REVENUE WERE HIT AND WILL BE HIT FAIR LONG TIME. SAN FRANCISCO IS THE STATE OUTLIER IN SALES TAX IMPACTS FROM COVID WHERE SALES TAXES ARE DOWN 40% TRANSIT FARES WERE EFFECTIVELY DOWN TO ZERO AND PARKING FEES AND FINES WERE ALSO DOWN DRAMATICALLY ALTHOUGH THOSE HAVE RECOVERED FASTER THAN [INDISCERNIBLE] NEXT SLIDE PLEASE. MUNI COMPLETELY REBUILT OUR ENTIRE TRANSIT SYSTEM FOUR TIMES DURING COVID IN ORDER TO RESPOND TO THE DRAMATIC CHANGES IN TRAVEL BEHAVIOR. WE

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RETREATED TO A CORE NETWORK FOCUSING ON VERY FAST, FREQUENT, AND RELIABLE SERVICE ON OUR CORE NETWORK IN ORDER TO MEET THE NEEDS OF ESSENTIAL WORKERS AND TO MINIMIZE THE HUNDREDS OF ESSENTIAL WORKERS THAT WERE LEFT BEHIND AT THE CURB EVERY DAY DUE TO THE SOCIAL DISTANCING REQUIREMENTS. WE REBUILT THE SYSTEM TO FOCUS ON EQUITY. COVID REVEALED THE GEOGRAPHY OF ESSENTIAL WORK AND ALSO MEANT TO US THE CRITICAL IMPORTANCE OF US INVESTING IN TRANSIT SERVICE IN NEIGHBORHOODS THAT HAVE THE FEWEST MOBILITY CHOICES. DURING COVID IN 40% OF SERVICE CUTS WE EXPANDED NUMBER OF JOBS AVAILABLE FOR RESIDENTS WITHIN A 30 MINUTE COMMUTE AND FIVE MINUTE COMMUTE NINE FOLD BY INVESTING SERVICE WHERE IS THEY WERE MOST NEEDED. WE ARE PROUD OF THE WAY IN WHICH WE MADE OUR TRANSIT SERVICE DRAMATICALLY MORE EFFICIENT. 20 MILES OF TEMPORARY EMERGENCY TRANSIT ONLY LANES BUILT 15 MILES OF THOSE ABOUT TO STRIKE HOV LANES ON THE STATE HIGHWAY IN SAN FRANCISCO ALSO INVENTED THE INCENTIVE TRIP CARD TO GIVE DISCOUNT TAXI RIDES TO PEOPLE WHO HAD BEEN LEFT BEHIND AND FOR ALL HIGH FREQUENCY ROUTES ABANDONED SCHEDULES AND SWITCHED TO HEADWAY MANAGEMENT ASKING OUR OPERATORS TO [INDISCERNIBLE] RESULT MANAGE A TRENT% IMPROVEMENT IN TRANSIT, AND IMPROVED TRANSIT RELIABILITY. WE ARE FOCUSED NOW ON FIGURING OUT HOW DO WE BRING BACK SERVICE. OUR FINANCING MAKE US STALL OUT AT ABOUT 85% OF THE PRECOVID SERVICE HOURS. SO WE'RE TRYING TO CAREFULLY ALLOCATE THOSE SERVICES TO MAKE SURE THAT EVERYONE IS WITHIN 2 TO 3 BLOCKS OF A TRANSIT LINE THAT

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100% OF OUR EQUITY NEIGHBORHOODS ARE SERVED ALSO SUCCESSFULLY REOPENED RAIL SERVICE INCLUDING HISTORIC STREET CARS REOPENING CABLE CAR IN THE FALL AND NOW LONG-TERM PLANNING WORK TO CAPITALIZE ON THE EXTRAORDINARY SUCCESS WE HAVE HAD ON OUR HIGH FREQUENCY CENTRAL LINES BY BUILDING OUT OUR FIVE MINUTE NETWORK AND MAKING SURE THAT OUR HIGH FREQUENCY LINES ARE NEVER AGAIN STUCK IN TRAFFIC CONGESTION. GOAL IS TO GET TO 100% PRECOVID SERVICE HOURS BY 2023 THAT REQUIRES SIGNIFICANT NEW ONGOING OPERATING REVENUE THAT WE'RE HOPING TO GET IN 2022. NEXT SLIDE PLEASE. MUNI'S RIDERSHIP IS MORE REPRESENTATIVE OF OUR COMMUNITY'S POPULATION BOTH BY ETHNICITY AND INCOME OTHER THAN OTHER TRANSIT SERVICES AROUND THE COUNTRY. DURING COVID OUR RIDERSHIP, INCREASINGLY ASIAN AND LATINX. PRECOVID, MUNI WAS SUFFERING ABOUT A $50 MILLION ANNUAL STRUCTURAL DEFICIT. COVID HAS SIGNIFICANTLY EXACERBATED THAT. WHILE OUR TOTAL LOSSES ARE SIGNIFICANTLY GREATER THAN ONE HADN'T $1 BILLION LOSSES DIRECTLY ATTRIBUTABLE TO COVID ARE $1.1 BILLION WE'RE EXPECTING THOSE LOSSES TO CONTINUE AT LEAST INTO FISCAL YEAR 2024 LARGELY BECAUSE OF THE SLOW RETURN OF PRIMARY TRANSIT RIDER IN SAN FRANCISCO WHO OVERWHELMINGLY FINANCIAL DISTRICT OFFICE BUT ALSO DRIVERS LIKE BUSINESS TRAVEL AND INTERNATIONAL TOURISM. REGIONAL TOURISM IS COMING BACK AND TOURISM WHO TAKES TRANSIT WON'T BE COMING BACK UNTIL NEXT YEAR AND BUSINESS TRAVEL WON'T BE BACK FOR QUITE SOMETIME UNTIL AT LEAST TO GET TO SERVICE LEVELS. DARK BLUE UNDER

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SERVICE WE EXPECTING TO GET TO 83% OF PRECOVID TRANSIT SERVICE IN FISCAL YEAR 2022 AT ABOUT 87% IN 23. THAT ASSUMING NO NEW ONGOING OPERATING REVENUE SOURCES. AND, AGAIN, WE REALLY WANT TO EMPHASIZE THE UNIQUE NATURE OF SAN FRANCISCO COMPARED TO ANY OTHER GLOBAL CITY. EMPLOYMENT IN SAN FRANCISCO IS RETURNING MORE SLOWLY, OR AT LEAST OFFICE, DOWNTOWN OFFICE EMPLOYMENT. I WANT TO EMPHASIZE THAT OUR RIDERSHIP DEMAND IS LARGELY IN OUR NEIGHBORHOOD COMMERCIAL CENTERS AS WELL AS ARE KEY INSTITUTIONS AND WE EXPECTING A SIGNIFICANT RETURN TO SCHOOL COMING IN THE FALL. AND I'M PROBABLY AT SEVEN MINUTES SO LET ME CLOSE THERE. THANK YOU VERY MUCH. I ALSO NEED TO LEAVE AT FOUR SO MAY NOT BE AVAILABLE FOR QUESTIONS.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. APPRECIATE THAT. WE'LL MOVE TO BETH KRANDA, SOLANO COUNTY TRANSIT.

BETH KRANDA: THANK YOU CHAIR AND GOOD AFTERNOON COMMISSIONERS BETH KRANDA SOLANO COUNTY TRANSIT EXECUTIVE DIRECTOR, SOLTRANS. WE HAVE FIVE OPERATOR IN SOLANO COUNTY THE LARGEST OF THE FIVE. WE HAVE STRUCTURED A LITTLE DIFFERENTLY THAN THE OTHER AGENCIES HERE, WE ARE A JPA WHERE OTHER AGENCIES ARE TYPICALLY RUN BY RESPECTIVE CITIES MOSTLY RUN BY PUBLIC WORKS DEPARTMENTS PRIOR TO THE PANDEMIC SOLTRANS COMMITTED A SERVICE REVAMP WHERE WE WERE INCREASING FREQUENCY AND REDUCING WAIT TIMES, CURRENTLY WE'RE RUNNING ABOUT 65,000 HOURS. AND ON THE

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SLIDE HERE YOU CAN SEE THE DIFFERENCE SERVICES THAT MOST OF US RUN THROUGH THE OUR COUNTY. NEXT SLIDE. OUR REGIONAL SERVICES RUN BY TWO DIFFERENT OPERATORS FAIRFIELD AND SUISUN RUNS BLUE LINE AND GREEN AND THE OTHER YELLOW AND RED. WE RUN FROM SACRAMENTO ALL WAIT DOWN TO SAN FRANCISCO AND MAKE ALL OF THE IMPORTANT CONNECTIONS. WE REDUCE SERVICE HOURS THAT WE RAN BUT PASSING THROUGH DECLINED TO 50% AS WELL. RIDERS PER OUR SERVICE HOURS HAVE REMAINED STRONG INDICATING THAT OUR RIDERS HAVE FEWER CHOICES THAN OTHER RIDERS. NEXT SLIDE PLEASE. CAPACITY RESTRICTIONS HAVE HIT SMALL OPERATORS IN A BAD WAY. WE HAVE HAD TO PASS UP, AND INSTEAD OF PROVIDING EXTRA BUSES EQUIPMENT AND PERSONNEL WE JUST DON'T HAVE IT WE'RE LUCKY ENOUGH THAT WE HAD INTRODUCED SOCIAL -- REDUCED SOCIAL DISTANCING THIS MONDAY JUNE 7TH SO WE COULD STOP LEAVING PEOPLE AT CURB. NEXT SLIDE. MORE ABOUT SOLANO COUNTY WE ARE OFTEN CONSIDERED THE LAST AFFORDABLE PLACE IN THE BAY AREA. WE HAVE A LOT OF LOW INCOME WORKERS, A LOT OF LOW INCOME JOBS. WE SUPPORT LOTS OF WORKERS TO THE BAY AREA OR SAN FRANCISCO AND PART OF OUR CONCERN IS, IN OUR COUNTY, WE DO NOT HAVE ANY SALES TAX MEASURES TO HELP US. WE ARE NOT A SELF-HELP COUNTY SO WE RELY ON COMPLEX FUNDING SOURCES AND HAVE TO LIVE WITHIN OUR MEANS. NEXT SLIDE PLEASE. SOLTRANS PARTNERS WITH SOLANO TRANSPORTATION AUTHORITY ON A LOT OF PROJECTS WE WORK HAND IN HAND WITH THEM ON A LOT OF CAPITAL PROJECTS. SOLANO COUNTY IS GOING TO BE PARTICIPATING IN MTC WAYFINDING PILOTS, SOLTRANS

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IS LEADING THE WAY IN OUR COUNTY ON THE FARE INTEGRATION SUBGROUP WITHIN OUR COUNTY AND ACTUALLY SUPPOSED TO BE THE ROADMAP FOR IMPLEMENTATION OF CHANGES THAT COME OUT OF THE BLUE RIBBON RECOVERY TASK FORCE AND WANT TO IMPROVE TRANSIT. THANK YOU FOR THE OPPORTUNITY TODAY. THAT CONCLUDES MY REPORT.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH BETH OF THE NEXT WE HAVE CARTER WITH SAMTRANS.

CARTER MAU: THANK YOU. ACTING DIRECTOR AND CEO OF SAMTRANS TRANSIT. SAMTRANS BEGAN SERVICE IN 1976 AND IN ITS FORMATION 11 SMALL BUS COMPANY IN SAN MATEO COUNTY WERE CONSOLIDATED IN FORMATION BECAME THE TRANSIT AGENCY FOR CALTRAIN AND SAN MATEO COUNTY TRANSPORTATION AUTHORITY MADE FINANCIAL CONTRIBUTIONS TO THE BART EXTENSION TO SFO AND TO FUND A NUMBER OF SHUTTLE ROUTES THROUGH THE SAN MATEO COUNTY. NEXT SLIDE. WHILE WE ARE TRULY AN AGENCY THAT HAS MANY DIFFERENT HATS TODAY I'M GOING TO FOCUS ON THE BUS SERVICE PROVIDED BY SAMTRANS. WE ARE CURRENTLY OFFERING APPROXIMATELY 70 ROUTES, WHICH REPRESENT ABOUT 80% OF THE SERVICE AS COMPARED TO BEFORE THE PANDEMIC. WE PROVIDE THAT SERVICE WITH A MIX OF EMPLOYEES WE HIRED BY THE DISTRICT BUT ALSO CONTRACT OUT SOME OF THAT SERVICE. WE CURRENTLY CARRY ABOUT 15,000 TRIPS PER DAY COMPARED TO 35,000 PREVIOUSLY AND THE MAJORITY OF THOSE RIDERS ARE VERY LOW INCOME AND TRANSIT DEPENDENT. ALMOST 50% OF THE RIDERS MAKE

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LESS THAN $50,000 PER YEAR, AND MOST OF THOSE RIDERS ARE PEOPLE ARE COLOR. NEXT SLIDE. LIKE EVERY OTHER BUS AGENCY WE HAD TO MAKE SHOULD MAJOR MODIFICATIONS TO OUR OPERATIONS WHEN THE PANDEMIC HIT. WE REDUCED SERVICE TO 65% AND REQUIRED SOCIAL DISTANCING. HOWEVER WE HAVE BEEN RESTORING SERVICE CURRENTLY BACK TO ABOUT 80% LEVEL AS COMPARED TO BEFORE THE PANDEMIC. NEXT SLIDE. ON THIS SLIDE YOU SEE WHERE WE STAND WITH RIDERSHIP. THE REDLINE SHOWS THE DRAMATIC DROP OFF DUE TO THE PANDEMIC AND THE GREEN LINE IS OUR MOST RECENT PERFORMANCE. I'M HAPPY TO REPORT THAT THE IN THE LAST TWO MONTHS WE ARE CURRENTLY BACK TO APPROXIMATELY 60% OF PRECOVID RIDERSHIP AND WE ANTICIPATE THAT THIS TREND WILL CONTINUE AS THE ECONOMY STARTS TO REOPEN. AND THE SAN MATEO COUNTY SCHOOLS START TO REOPEN IN AUGUST. SCHOOL RIDERSHIP REPRESENTS ABOUT 25% OF SAMTRANS'S RIDERSHIP. NEXT SLIDE. AS IN THE CASE WITH THE OTHER OPERATORS, WE ARE SEEING SOME FLATTENING OF THE AM AND PM PEAK RIDERSHIP WITH A STEADYING AMOUNT OF MIDDAY RIDERSHIP WITH THIS CHANGE IN RIDERSHIP IT SHOULD BE NOTE THAT WE ARE CARRYING A GREATER PERCENTAGE OF MINORITY AND LOW INCOME RIDERS ON OUR SERVICE. NEXT SLIDE. GOING FORWARD WE ARE PLANNING TO EXPAND SERVICE. IN AUGUST WE WILL BE RESTORING MUCH OF OUR SCHOOL ORIENTED SERVICES IF WE CAN FIND STAFFING AND BUS OPERATORS TO DO SO. WE WILL BE PRIMARILY FOCUSING ON RESTORING SERVICE TO SCHOOLS THAT SERVE HIGH RISK AND VULNERABLE POPULATIONS. AS I MENTIONED, DEPENDING ON THE

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OPERATOR AVAILABILITY WE WILL BEEF UP OUR REGULAR SERVICE AND SHOULD BE CLOSE OUR PREPANDEMIC SERVICE LEVELS BY AUGUST OR JANUARY OF THIS YEAR OR NEXT YEAR. WE ARE ALSO IN THE MIDDLE OF A COMPREHENSIVE OPERATIONAL ANALYSIS THAT IS CALLED REIMAGINE SAMTRANS AND LIKELY WE WILL BE EXPANDING SERVICE OVER AND ABOVE PRECOVID LEVELS ONCE THE PLAN IS ADOPTED. NEXT SLIDE. SAMTRANS FINANCING FISCAL YEAR '20, REVENUES DOWN PRECOVID. WE HAVE PUT IN COST MEASURES PRIMARILY BECAUSE OF UNCERTAINTY AND IMPACT OF THE PANDEMIC ON THE OVERALL ECONOMY. WE ARE PROJECTING RIDERSHIP AND REVENUE INCREASES NEXT YEAR BUT I WOULD BE REMISS IF I DIDN'T MENTION LARGE CAPITAL NEEDS OF UPCOMING YEARS THAT WE HAVE NOT IDENTIFIED FOR. TWO BASES IN SOUTH SAN FRANCISCO AND REDWOOD SHORES AND PUTTING PLANS TOGETHER ON HOW TO PROTECT THOSE BASES AGAINST RISING SEA LEVELS. WE HAVE A MANDATE TO GO TO ZERO EMISSIONS BUSES BY THE STATE OF CALIFORNIA AND NO FUNDING IDENTIFIED TO PAY FOR THE CHARGING INFRASTRUCTURE. IN ADDITION PROVIDING SERVICE TO THE ESSENTIAL WORKERS AND TRANSIT DEPENDENT POPULATIONS OF SAN MATEO COUNTY WE NEED TO FIGURE OUT A WAY TO FUND THESE REQUIRED CAPITAL PROJECTS. I WOULD LIKE TO THANK YOU AGAIN FOR THE OPPORTUNITY TO SPEAK WITH YOU. I LOOK FORWARD TO OUR CONVERSATIONS GOING FORWARD.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH CARTER. APPRECIATE THAT. NEXT UP, KATE MILLER. NAPA VALLEY. KATE?

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KATE MILLER: MY NAME IS KATE MILLER EXECUTIVE DIRECTOR OF THE NAPA VALLEY TRANSPORTATION AUTHORITY VTA OVERSEES ALL PUBLIC TRANSIT SERVICE IN NAPA COUNTY AS WELL AS SERVES AS THE COUNTY TRANSPORTATION AGENCY. NEXT SLIDE PLEASE. SERVICES INCLUDE FIXED ROUTE IN THE CITY OF NAPA EXPRESS SERVICE TO -- ALSO PROVIDES STOP TO STOP ON DEMAND SERVICE IN THE CITY OF NAPA DOOR-TO-DOOR ON DEMAND SERVICE IN THE FOUR JURISDICTIONS OF NAPA COUNTY AS WELL AS ADA PARATRANSIT SERVICES NAPA HAS A SIGNIFICANT DISPARITY IN HOUSING COST AND RELATIONSHIP TO ITS MODERATE AND LOW INCOME AND AGRICULTURE JOBS MANY LOW INCOME NEIGHBORHOODS AND MULTIPLE FAMILIES AND GENERATIONS LIVING IN ONE HOUSEHOLD. [INDISCERNIBLE] LOW INCOME WORKERS REACH JOBS MORE AFFORDABILITY. 37% OF VINE RIDERS ARE TRANSIT DEPENDENT. PRIOR TO THE PANDEMIC THE LINE PROVIDED A MILLION UNLINKED PASSENGER TRIPS DROPPING TO 82,000. THE VINE MEETS BETWEEN 4 AND 6 OF THE PERFORMANCE MARRIAGES EVERY YEAR OUTPERFORMING ALL OTHER URBANIZED AREAS IN THE REGION. NEXT SLIDE. MANY SMALL OPERATORS AROUND THE REGION CUT SERVICES QUICKLY WITH THE ONSET OF THE PANDEMIC AND ARE CONCERNED ABOUT RESOURCES BOTH REVENUES BEING ABLE TO DRAW RETAIN WORKERS INCLUDING DRIVERS. THESE RESOURCES ARE NECESSARY TO RESTORE SERVICES WHEN RIDERS COME BACK AND ESPECIALLY WHEN SCHOOL IS BACK IN SESSION IN SEPTEMBER. SALES TAX MAKE UP 70% OF THE VINE REVENUES NAPA SALES WHILE COMING BACK QUICKER THAN EXPECTED.

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WILDFIRES HAVE DEPRECIATED THE HOSPITALITY OF WINE INDUSTRIES. REVENUE INSTABILITY HAS FORCED NVTA TO LOOK AT CAPITAL PROJECT RESERVES FOR OPERATIONS WHICH COULD DELAY CRITICAL CAPITAL IMPROVEMENTS AND UNDERMINE AFFECTED SYSTEMS. THIS IS A NAP OF THE FIXED ROUTE SYSTEM. RIDERSHIP TRENDING DOWN NATION-WIDE, PRIOR TO THE PANDEMIC VINE HAD CREATED AN OPERATIONAL ANALYSIS IN RESPONSE TO REDUCED RIDERSHIP RESPONSE TO CHANGE SHIFTING COVERAGE TO GEOGRAPHIC ROUTES RIDERSHIP WAS GOING DOWN IN JANUARY AND FEBRUARY BY OVER 6%. NEXT SLIDE PLEASE. THIS CHART PROVIDES A VISUAL OF WHAT HAPPENED TO TRANSIT RIDERSHIP DURING THE PANDEMIC COMPARING PREPANDEMIC RIDERSHIP IF THE FIRST QUARTERS OF THE FISCAL YEAR IT'S WOBBLING COMING BACK ANTICIPATING THE FINANCIAL DISASTER OF A COMPLETE ECONOMIC SHUT DOWN WE REDUCED HOURS AND SERVICES IMMEDIATELY AND WITHIN THREE WEEKS SHIFTED CITY SERVICE WHICH IS WHERE MOST OF OUR SERVICES ARE DEPLOYED FROM FIXED ROUTE TO STOP TO STOP ON DEMAND THROUGHOUT THE CITY USING AN APP WE CALL RIDE THE VINE IT'S ONE OF THE BIGGEST ON DEMAND SYSTEMS NOW, DEFINITELY IN THE STATE BUT POSSIBLY IN THE COUNTRY. THE APP USES VERY MUCH LIKE THE UBER AND LYFT. WE DECIDED NOT TO IMPLEMENT IT AT THE TIME IN HYBRID FORM ANTICIPATING THAT CONVENIENCE OF ON DEMAND SERVICES WOULD INCREASE RIDERSHIP BEYOND THE VINE'S EXISTING FINANCIAL AND CAPABILITIES. WE UNDERSTAND THE ABILITY TO USE TECHNOLOGY TO IMPROVE SERVICES. NEXT SLIDE. WE KNEW THE ON DEMAND SERVICES WOULD ALLOW US TO BUILD BACK. THE MAP SHOWS

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RIDERS GETTING ON AND OFF AND REMOVES MYSTERY WHEN RIDERS TRANSFER. THIS HELPED US DESIGN TWO NEW ROUTES TO RESPOND TO GROWING DEMAND WE WERE EXPERIENCING IN MARCH AND APRIL OF THIS YEAR. CONCEPT IN RESTRUCTURING WILL ALLOW US TO MAINTAIN CONVENIENCE OF STOP TO STOP ON DEMAND SERVICE BUT PROVIDE MORE EFFICIENT TRAVEL FOR THOSE GOING TO THE MOST FREQUENTED STOPS. LET'S SEE. THE TWO NEW FIXED ROUTES WERE INTRODUCED SHOWN AT THE BOTTOM OF THE SLIDES, ROUTES THAT END IN S CORRESPOND TO THE CONCENTRATED ORIGIN DESTINATION SHOP SHARE SHOWN IN THE HEAT PLANS OVERLAYING THE NEW ROUTES ON TOP OF THE ON DEMAND SERVICE CREATES MORE RIDERSHIP GREATER SERVICE FREQUENCY. RIDERSHIP WENT UP 17% IN MAY AND JUNE. SERVICE EFFICIENCIES REALIZE BY THE NEW SERVICE CONCEPT HAS HELPED FACILITATE RESTORING SOME REGIONAL EXPRESS BUS SERVICES AS WELL AS EXTENDING HOURS TO POPULAR SHUTTLE SERVICES. NEXT SLIDE. I'LL LEAVE YOU TO THE COORDINATED EFFORTS HAPPENING AND ALSO OPPORTUNITIES FOR YOUR CONSIDERATION. NVTA AND SOLANO TRANSPORTATION AUTHORITY JOINED THE VINE ROUTE EXPRESS BUS SERVING STUDENTS AND WORKERS CONNECTING SERVICE TO FAIRFIELD TRANSIT CENTER AND SUISUN CAPITAL CORRIDOR AMTRAK STATION. THE NORTH BAY TRANSPORTATION OFFICIALS MET THREE TIMES A YEAR TO DISCUSS COLLABORATION AND SHARE IDEAS RESULTING IN A NUMBER OF JOINT PROCUREMENT TECHNOLOGY EXCHANGE AND SYNCHRONIZATION SCHEDULE CHANGES. PARTNERS ON PARA TRANSIT ASSESSMENT SERVICES SHARING ELECTRIC BUS CHARGING STATIONS AT MAJOR HUBS PLANNING

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TRANSIT MICRO TRANSIT ON STATE ROUTE 37 ON THE CORRIDOR AND PARK AND RIDE FACILITIES TO IMPROVE SERVICE AND INCREASE FREQUENCIES FOR COMMUTERS OPPORTUNITIES TO BREAK DOWN BARRIERS IDENTIFYING REVENUE SOURCES AND ONE IDEA IMPLEMENTING RAPID BUS SERVICE ON MAJOR HIGHWAY CORRIDORS USING MULTIPLE OPERATORS SUCH AS STATE ROUTE AND NAPA IN VALLEJO FINDING REGIONAL COLLEGE STUDENT PASS ALLOWING COLLEGE STUDENTS -- [INDISCERNIBLE] IMPROVE EFFICIENCIES BEYOND PROVIDING THE FIRST AND LAST MILE SERVICES. WITH THAT I WANT TO THANK YOU FOR YOUR TIME AND EXPRESS NVTA'S APPRECIATION FOR THE WORK YOU'RE DOING TO HELP THE REGION'S TRANSIT SYSTEM RECOVER.

DAVID RABBIT, CHAIR: THANK YOU. APPRECIATE THAT. NEXT UP IS DENIS MULLIGAN GOLDEN GATE TRANSIT. ^

DENISE RODRIGUES: ^

DENIS MULLIGAN: ^

DENNIS RODONI: THANK YOU. THANKS FOR THE OPPORTUNITY TELL OUR STORY. IF YOU WANT TO GET FROM MARIN, SONOMA SAN FRANCISCO IT'S GOING TO BE OUR BRIDGE, BUS OR FERRYBOAT WE ARE PRIMARILY PROVIDING -- [INDISCERNIBLE] SO DOES THE MONEY TO SUSTAIN OUR TRANSPORTATION SERVICES. NEXT SLIDE PLEASE. BEFORE COVID WE TOOK THOUSANDS OF CARS OFF THE STREETS OF SAN FRANCISCO AND

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HIGHWAY 101 EVERY DAY OUR BUS AND FERRY SERVICE CARRY 23% OF ALL TRIPS TO SAN FRANCISCO FROM MARIN AND SONOMA DURING THE MORNING COMMUTE. LONG TRIPS ARE IMPORTANT BECAUSE THEY CONTRIBUTE DISPROPORTIONATELY TO VEHICLE MILES TRAVELED GREENHOUSE GAS AND EMISSIONS CONGESTION THE ABSENCE OF LONG DISTANCE TRIPS IN THE REGION WILL NOT MEET ITS GOALS TO REDUCE GREENHOUSE GAS EMISSIONS. OUR TRANSIT SERVICE PROVIDES EQUITY AND VITAL MOBILITY 22 HOURS A DAY ALONG HIGHWAY 101 CORRIDOR AND CONNECTING COUNTIES. NEXT SLIDE PLEASE. THIS IS THE CARRIE -- SCARY ONE. THE GRAPH IN THIS SLIDE SHOW PREPANDEMIC RIDERSHIP VERSUS RIDERSHIP DURING COVID ORANGE LINE PREPANDEMIC IN 2019 BLUE LINE DECLINE OF RIDERSHIP IN 2020 AND GREEN CURRENTLY TO DATE. TRANSIT SERVICE IS DOWN 44%. IMPORTANTLY DESPITE DECLINE IN RIDERSHIP WE HAVE MAINTAINED REGIONAL BUS SERVICE PROVIDING SERVICE TO ESSENTIAL WORKERS AND THOSE WITHOUT ACCESS TO AN AUTOMOBILE. THESE CUSTOMERS WILL CONTINUE TO BE OUR FOCUS. SOME REGIONAL ROUTES WE HAVE ADDED SERVICE TO ACCOMMODATE THE DEMAND WHILE MEETING SOCIAL DISTANCING OVERALL CUTTING 90% OF COMMUTE SERVICE AND REDUCED BUS SERVICE TO 50% IN RESPONSE TO THE DECREASED DEMAND. RIDERSHIP TODAY IS STILL DOWN 93% IN RESPONSE TO THE DROP IN DEMAND WE SUSPENDED 75% OF WEEKDAY SERVICE AND ALL WEEKEND SERVICE. IT'S IMPORTANT TO NOTE THAT BEFORE THE PANDEMIC NEARLY HALF OF OUR FERRY REVENUE CAME FROM FARE BOX. NEXT SLIDE PLEASE. USER FEES PRIMARILY BRIDGE TOLLS ARE HOW WE PAY

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FOR TRANSIT SERVICE. BEFORE COVID BRIDGE TOLLS AND TRANSIT FARES PROVIDED 70% OF OUR TRANSIT FUNDING SIMILAR TO LAST SLIDE SHOWING THE PREPANDEMIC IN ORANGE LAST YEAR IN BLUE AND GREEN LINES. IMPORTANTLY AS BRIDGE TRAFFIC DECLINES SO DO THE FUND FOR TRANSIT. AFTER A 70% DROP IN BRIDGE TRAFFIC IN 2020 WE HAVE SEEN SOME RECOVERY TRAFFIC REMAINS WELL BELOW PREPANDEMIC LEVELS. WHAT THIS MEANS IS TOLLS FOR TRANSIT ARE DOWN BETWEEN 40 AND 60%. INTERESTINGLY BUT PRINCIPAL NOT SURPRISINGLY COMMUTE TRAFFIC IS STILL DOWN SIGNIFICANT HE INDICATING THAT MANY SAN FRANCISCO OFFICE WORKERS CONTINUE TO STAY HOME OR ARE WORKING ON ADJUSTED SCHEDULES. NEXT SLIDE PLEASE. THIS GRAPH SHOWS TRANSIT REVENUES AND EXPENSES OVER THE LAST THREE YEARS AND LOOKS AHEAD TO THE NEXT FISCAL YEAR. LEFT COLUMN TRANSIT REVENUES BY CATEGORY BEFORE THE PANDEMIC LEFT TO MOST COLUMN MAJORITY OF REVENUE CAME FROM BRIDGE TOLLS, ORANGE, AND TRANSIT FARES SHOWN IN YELLOW. LEFT TO RIGHT THE GREEN BOXES REPRESENT FEDERAL FUNDING THAT FILL THE GAP LEFT BY FARE SHORTAGES. WE RECEIVE NO SALES TAX REVENUE AND DEPEND ON RIDERSHIP FOR SERVICES. WE ARE STILL LOSING 13 TO $1.5 MILLION EVERY YEAR. WE TOOK STEPS TO CUT COSTS. WE SUSPENDED MAJORITY OF BUS AND FERRY SERVICE TRANSITIONED STAFF TO LOWER COST MEDICAL PLANS. FROZE SALARY INCREASES. FROZE ALL NON-ESSENTIAL HIRING. FROZE AND RENEGOTIATED VENDOR CONTRACTS TO REDUCE COST AND REMAIN PRUDENT TO MEET CUSTOMER DEMAND DESPITE COST CUTTING EFFORTS FEDERAL FUNDS ARE STILL FILLING

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THE GAP BY PROVIDING NEARLY HALF OF TRANSIT REVENUES FOR THIS FISCAL YEAR. WE NEED $49,000 IN ARP FUNDS TO BALANCE OUR UPCOMING BUDGET FOR NEXT FISCAL YEAR IN ORDER TO AVOID LAYOFFS. WE WANT TO THANK MTC FOR SWIFTLY MOVING TO DELIVER THE FIRST ROUND OF CRRSAA FUNDING. OVER 140 STAFF HAD RECEIVED A LAY OFTEN NOTICE INITIAL CRRSAA FUNDS ALLOWED US TO AVOID LAYOFFS. AND ALLOWED US TO PLAY AN ACTIVE ROLE IN SPITE OF COVID-19 SEVERAL STAFF WOULD HAVE BEEN LAID OFF BUT WERE ABLE TO MOVE -- [INDISCERNIBLE] NEXT SLIDE PLEASE. IN CLOSING, IT IS CLEAR THAT WE'RE ARE COVID LONG HAULERS AND WILL NOT BE BACK TO 100% TRAVEL IN THE CORRIDOR ANY TIME SOON. WE ARE UNIQUE AND HAVE NO DIRECT SALES TAX FUNDING AND WILL NEED THE ARP FUNDS BY THIS TIME NEXT YEAR WE EXPECT TO SEE A MODEST INCREASE IN RIDERSHIP TRAFFIC. WE WILL CONTINUE TO FACE IMMEDIATE AND FUTURE FINANCIAL CHALLENGES. THE $49 MILLION THAT WE NEED FOR THE UPCOMING FISCAL YEAR REPRESENTED 1/3 OF OUR TRANSIT FUNDING. IN THE FUTURE WE WILL SOON FACE DIFFICULT DECISIONS TO CUT CORE TRANSIT SERVICE AND LAY OFF OUR DEDICATED EMPLOYEES. I THANK YOU FOR THE OPPORTUNITY TO TELL OUR STORY.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH DENNIS. APPRECIATE THAT. NEXT UP ROBERT POWERS WITH BART. ROBERT.

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ROBERT POWERS: THANKS CHAIRPERSON RABBIT. THANK YOU FOR HAVING THE INVITATION TO BART AND THANK YOU MTC COMMISSIONERS EXECUTIVE DIRECTOR MCMILLAN FOR HAVING BART HERE. AS WE GET THIS PRESENTATION PULLED UP BY THE TEAM, WITH THE GUIDANCE FROM THERESE AND HER TEAM HERE, THERE IS ABOUT SEVEN SLIDES HERE. AS WE PULL THIS TOGETHER CHAIRPERSON RABBIT, KIND OF THREE OR FOUR THEMES KIND OF ROSE UP, AND HOPEFULLY YOU WILL SEE THESE THINGS AS I WALK THROUGH THE WORKSHOP NUMBERS HERE OF THE FIRST, BART IS AND HAS BEEN THE BACKBONE OF THE REGIONAL TRANSIT NETWORK. WE ARE INVESTED IN AND ARE COMMITTED TO THIS REGIONAL COORDINATION THAT'S GOING ON RIGHT NOW. AND AS YOU HEARD THERESE SAY EARLIER IT'S BETTER NOW THAN IT EVER HAS BEEN IN THE PAST. FIRST THING. AND SECOND THING IS BART HAS BEEN AVAILABLE THROUGHOUT THE COVID-19 PANDEMIC. WE HAVE BEEN HERE, WE HAVEN'T CLOSED STATIONS, I HAVEN'T CLOSED LINES, I, AS BART, AND WE ARE COMMITTED TO PROVIDING ESSENTIAL SERVICE TO KEEP THE BAY AREA MOVING. A THIRD THEME, AND YOU HAVE HEARD IT -- YOU JUST HEARD IT FROM DENS AND I JEFF AND OTHERS, IT'S THE CONCEPT OF DIFFERENT AGENCIES AND FUNDING MECHANISMS BUT AGENCIES LIKE BART THAT HAVE A HIGH FARE BOX RECOVERY, HAD BEEN A STRENGTH IN THE PAST, RIGHT? IT'S BEEN SOMETHING THAT WE HAVE LEANED ON AND ARE QUITE PROUD OF, BUT DURING THIS PANDEMIC IT HAS LEAD TO SOME VERY DEEP REVENUE IMPACTS AND IT REALLY CREATES FISCAL UNCERTAINTY AHEAD. AND THE FOURTH THEME AS WE PUT THESE SLIDES TOGETHER FOR THERESE

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IS THAT BART IS PLANNING ON USING THESE ARP FUNDS TO RESTORE SERVICE TO MAINTAIN SERVICE, AND TO DRIVE THE REGIONAL RECOVERY. SO WITH KIND OF THOSE FOUR THEMES CHAIRPERSON RABBIT, LET'S GO TO SLIDE ONE AND THIS SLIDE TALKS TO THE PREPANDEMIC AND BART'S ROLE IN THE REGION. PREPANDEMIC, AS I SAID WE ARE THE BACKBONE OF THE REGIONAL TRANSIT PROVIDING SERVICE AND ALL FIVE COUNTIES, WE HAVE 50 STATIONS AND FIVE LINES. JUST A COUPLE OF FACTS HERE. BART CARRIES A QUARTER OF ALL THE TRANSIT TRIPS AND MORE THAN HALF OF ALL TRANSIT PASSENGER MILES TRAVELED. THAT'S PASSENGER MILES TRAVELED. THAT JUMPS BACK TO SUSTAINABILITY AND HAVING AN IMPACT ON THE ENVIRONMENT. BART HAS CONNECTIONS WITH MANY OF THE REGION'S OTHER TRANSIT SERVICES. IN ONE IN FIVE. SO THAT'S 20% INVOLVES A TRANSFER WITH BART ON A BART TRIP. ON OUR DEMOGRAPHICS, PREPANDEMIC, OUR RIDER DEMOGRAPHICS VERY CLOSELY MATCHED THE AREA DEMOGRAPHICS. AND THE LAST BULLET THERE, THAT SINCE ITS OPENING, WE JUST TALKED ABOUT THIS, BART RIDERS HAVE FUNDED MOTORIST OF THE OPERATING EXPENSES THAT'S THE FARE BOX RECOVERY AND ABOUT TWO THIRDS OF OUR OPERATING COMMENCE IS COVERED BY OUR FARES AND YOU ADD IN PARKING AND TOD AND SOME OTHER RELATE AND ADVERTISING, THAT GETS US TO ABOUT 70% FARE BOX RECOVERY, BUT YOU WILL SEE IN A MINUTE HERE, WHAT WAS AN ASSET IN THE PREPANDEMIC HAS REALLY PROVEN TO BE A VULNERABILITY AS WE KIND OF LOOK TO THE FUTURE HERE. SO WHY DON'T WE MOVE TO SLIDE TWO. SLIDE TWO IS VERY SELF-

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EXPLANATORY HERE. BART RIDERSHIP, NO OTHER WAY TO SAY IT JUST REALLY COLLAPSED WHEN COVID-19 PANDEMIC BEGAN, FALLING FROM $400,000 RIDERS DAILY JUST NORTH OF 400,000 TO JUST UNDER 22,000 IN MAY YOU CAN SEE WE WERE KIND OF BOTTOMED OUT AT ABOUT 6% OF NORMAL. WE HOVERED AROUND 15% FOR A WHILE, AND I AM PLEASED TO SAY THAT, YOU KNOW, WE HAVE SEEN ENCOURAGING SIGNS EVER GROWTH IN THE LAST FEW YEARS, CHAIRPERSON RABBIT. WE HAD OUR HIGHEST RIDERSHIP LAST THURSDAY JUST NORTH OF 70,000 SO WE'RE CLIMBING BACK UP THAT SCALE BUT IT HAS A LONG ROAD BACK. THEN, I WANTED TO TALK A LITTLE BIT ABOUT THAT, THE PICTURE ON THE UPPER SCREEN, ON THE UPPER RIGHT THERE, YOU KNOW, WE HAVE MAINTAINED SERVICE THROUGH THE COVID. BUT THE FOLKS THAT ARE TAKING BART DEFINITELY HAS CHANGED WITH THIS PANDEMIC HITTING US. MORE THAN HALF OF THE PANDEMIC RIDERS THAT WE SERVE RIGHT NOW IS LOWER THAN 50K AND HALF DO NOT HAVE ACCESS TO A CAR AND THREE QUARTERS OF FOLKS TAKING BART RIGHT NOW IDENTIFY AS NON-WHITE PEOPLE. IF WE GO TO SLIDE THREE, REVENUE IMPACTS. LET ME WALK THE FOLKS ON THIS CALL THROUGH THIS THING. THIS IS A VERY TELLING SLIDE. SO, FIRST, JUST A FACT. BEGINNING IN FEBRUARY OF 2020 OUR OPERATING REVENUE DROPPED TO $35 MILLION A MONTH. SO DURING THE PANDEMIC $35 MILLION A MONTH ARE OPERATING REVENUES. THIS GRAPHIC HERE, FOUR BARS, 19 '20, '21 ESTIMATED THERE, THERE AT LEFT SIDE GRAPHIC IN THE BLUE YOU SEE OPERATING REVENUE AND MOSTLY FARES RIGHT SIDE FINANCIAL ASSISTANCE SALES TAX AND A COUPLE OF

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OTHER SOURCES INCLUDING PROPERTY TAX STATE ASSISTANCE AND YOU CAN SEE FY '19, THE LAST FULL YEAR PREPANDEMIC WE HAD MORE THAN 500 MILLION IN OPERATING REVENUE. YOU CAN SEE HOW THOSE SOURCES HAVE COLLAPSED WITH THIS PANDEMIC FALLING TO LESS THAN 90 MILLION TOTAL DURING FY2021. AND ON THE RIGHT YOU SEE FINANCIAL ASSISTANCE INCLUDING SALES TAX PROPERTY TAX HAS BEEN RELATIVELY STABLE. SO YOU CAN SEE THE IMPACT THIS HAS HAD ON BART. AND I WANT TO BE CLEAR, CHAIRPERSON RABBIT, YOU KNOW, WHAT'S NOT SHOWN HERE IS THE FEDERAL EMERGENCY ASSISTANCE THAT MANY OF US ON THIS CALL THAT CHAMPIONS FOR AND LOBBIED FOR AND WERE THE RECIPIENTS OF. SO FAR BART HAS RECEIVED CARES AND CRRSAA FUNDING ABOUT 755 MILLION AND THAT FUNDING HAS BEEN CRITICAL IN ALLOWING US TO MAINTAIN SERVICE FOR OUR RIDERS AND TO MAINTAIN BART'S WORKFORCE AND THE ECONOMY. SO LET'S GO TO SLIDE FOUR HERE. WHAT DID WE DO WAS QUITE A FEW THE NEXT SLIDE WE WERE ASKED. SO QUITE PROUD OF WHAT WE HAVE IT DONE HERE, CHAIRPERSON RABBIT. SO, QUICKLY, VERY QUICKLY, BART RESPONDED. WE MOVED TO CONSERVE RESOURCES. WE CUT BACK ON SERVICE TO JUST THE ESSENTIAL, AND WITH SHORTER OPERATING HOURS AND LESS FREQUENT TRAIN SERVICE BUT STILL MAINTAINING A BACKBONE OF SERVICE. THAT WAS CRITICAL FOR THE BAY AREA THAT WE WERE STILL DEPENDABLE AND RELIABLE. WE GOT OUR MESSAGE OUT THERE THAT WE WERE REDUCING HEADWAYS, AND MODIFYING HOURS BUT STILL OUT THERE FOR THE PUBLIC. OUR PLANNING DECISIONS AND SERVICE DECISIONS ARE DATA-DRIVEN. WE TAILORED OUR SERVICE CHANGES TO

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MEET AT THE DEMAND, MONITORED LOADS ON THE TRAINS AND WERE ABLE TO SLOT TRAINS WHEN WE NEEDED TO AND MAINTAIN THE SIX-FOOT SOCIAL DISTANCING THAT WAS A REQUIREMENT THERE. LIKE ALL OF THE FOLKS THAT HAVE BEEN ON THIS CALL ALREADY, COMMISSIONER RABBIT, ALL OF US HAVE BEEN FOCUSED ON KEEPING OUR RIDERS AND EMPLOYEES SAFE, FIRST AND FOREMOST AND WE DID THIS WITH VERY AGGRESSIVE CLEANING AGGRESSIVE PROTOCOLS WORKED WITH EACH OTHER JEFF CALLING ME AND RICK, WE WERE VERY TRANSPARENT WITH EXCHANGING BEST PRACTICES WITHIN THE OPERATING COMMUNITY AND THAT WAS HAPPENING LOWLY, SHARING WHAT'S NEW YORK AND CHICAGO DOING WE SHARED INFORMATION. AND ON THE COST SIDE, ON THE OTHER SIDE OF THAT EQUATION, COST SIDE CUTTING COST VERY QUICKLY HIRING FREEZES ELIMINATING VACANT POSITIONS BART IMPLEMENTED THIS RETIREMENT INCENTIVE PROGRAM THAT'S RESULTED IN ABOUT $20 MILLION ON AN ONGOING BASIS. AND I WANT TO STOP FOR A SECOND, THAT DOESN'T HAPPEN, NONE OF THIS HAPPENS WITHOUT THE PARTNERSHIP OF LABOR. WITH BART, THE UNIONS, ABSOLUTELY DIFFERENT, WE'RE NOT ABLE TO CUT COST WITH PARTNERSHIPS WITHOUT LANE ARE, YOU KNOW, YOU CAN MODIFY THIS WORK RULE, CAN WE DO THIS, AND IT REALLY WAS THAT PARTNERSHIP, COMMISSIONER RABBIT AND SOMEBODY ELSE MENTIONED SILVER LININGS. FROM BART'S PERSPECTIVE, ANOTHER SILVER LINING IS OUR RELATIONSHIP THAT BART HAS WITH LABOR RIGHT NOW. IT IS SEXED TO NONE AND HAS REALLY PAID OFF AND CONTINUES TO PAY OFF. WE AVOIDED LAYOFFS. THE OTHER THING IS ACCELERATING CAPITAL

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PROGRAMS OR PROJECTS THERE, OUR TERM FOR THIS IS CALLED LOAD SHEDDING. WHAT DOES THAT MEAN TO THE PUBLIC FOLKS THAT ARE TAKE BART OR THAT ARE TAKING HURSH'S SYSTEM INTO BART AND CONNECTING TO BART, THE CABLE REPLACEMENT PROGRAM BY ACCELERATING THAT PROJECT DURING COVID WE WERE ABLE TO ELIMINATE 24 SUNDAYS OF SINGLE TRACKING. SO THAT MEANS YOU'RE -- IF YOU'RE RIDING BART DURING THE WEEK AND WE HAVE HAD A CHANGE FOLKS MUCH MORE RIDING THROUGH THE WEEKEND WE HAVE ELIMINATE THAT SINGLE TRACK ON SUNDAY JUST A BETTER QUALITY OF TRANSIT EXPERIENCE. AND LASTLY MAYBE I'M GETTING LONG HERE, THIS COORDINATING WITH OUR REGIONAL PARTNERS AT THE STATE AND FEDERAL LEVELS. BART HAS PLAYED VERY MUCH A NATIONAL ROLE IN WORKING THROUGHOUT THE TRANSIT, PUBLIC TRANSIT AGENCIES, AND ARTICULATING, YOU KNOW, THE IMPACT OF COVID ON PUBLIC TRANSIT, AND WE'RE WORKING WITH THERESE AND MTC ON THAT, SO JUST A LITTLE BIT ON THAT. GO TO SLIDE FIVE, HERE. ALL RIGHT. SO WHAT ARE WE -- NEXT ONE WAS, WHAT ARE YOU DOING -- WHAT DID YOU DO, THIS ONE IS ABOUT RESTORING SERVICE. SO JUST A COUPLE OF HIGHLIGHTS THERE. WE HAVE A VERY ROBUST AND AGGRESSIVE SERVICE PLANNING GROUP. AND WE HAD OUR CRITERIA THAT'S LISTED ON THE THIRD BULLET THERE. WE EVALUATED MANY SERVICE SCENARIOS, RIGHT? AND WE HAD CRITERIA FOR RIDERSHIP, FINANCIAL STABILITY, EQUITY, CAPITAL RECOVERY, AND WE RAN THROUGH THIS MODEL THAT WE HAVE AND SCORED THEM ALL HERE. AND I'M JUST VERY PLEASED TO ANNOUNCE TO YOU, COMMISSIONER, THAT WE HAVE ALREADY

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STARTED. IT STARTED TWO DAYS AGO. ON MONDAY, WE ADDED 26 ADDITIONAL TRIPS TO DOUBLE, YOU KNOW, TO GET US BACK TO 15 MINUTE HEADWAYS THAT STARTED ON MONDAY AND ALSO ADDED 16 ADDITIONAL TRIPS ON SATURDAY THAT'S THE FIRST PART. AND THERESE MENTIONED IN ONE OF HER SLIDE HERE IS THAT WE ARE GOING TO BE RESTORING LATE EVEN SERVICE SIX NIGHTS PER WEEK THEN MOVING BACK 15 MONDAY HEADWAYS AND SATURDAY SERVICE MAKE SURE YOU'RE TRACKING THIS, WILL BE MORE ROBUST THAN BEFORE PANDEMIC. WE'RE SEEING THE WEEKEND RIDERSHIP COME BACK QUICKER, WEEKEND RIDERSHIP SATURDAY SERVICE IS GOING TO BE MORE ROBUST THAN BEFORE PANDEMIC AND WITH THIS SERVICE PLAN THAT WE'RE PUTTING OUT THERE, THAT WE ARE GOING TO BE ABLE TO MAXIMIZE IMPACT AND BE ABLE TO SERVE THOSE FOLKS RETURNING TO WORK THOSE FOLKS WORKING OUTSIDE OF THE TRADITIONAL 9 TO 5 HOURS FOLKS THAT ARE COMING IN TO THE URBAN CENTERS FOR THE SPORTING EVENTS AND MUSEUMS AND STUFF. YOU SEE OVERALL ON THE BOTTOM FY '22 PLAN CALLS FOR SLIGHTLY MORE SERVICE THAN WE OPERATED IN FY '19. JUST A LITTLE BIT MORE SERVICE. AND I DON'T KNOW WHAT THE FUTURE HOLDS. WE HAVE SOME PRETTY GOOD MODELING SKILL SETS HERE AT THE DISTRICT. HOPING BY FY '23 THE FAR RIGHT THERE THAT WE WILL BE BACK TO FY '19 SERVICE LEVELS ACROSS THE WHOLE SYSTEM THAT'S THE GOAL WE'RE KEEPING OUR EYE ON THAT. I GUESS THE PERSON -- THE MOST IMPORTANT MOVE TO RESTORING SERVICE STABILITY IS TO WIN BACK OUR RIDERS. AND NOT JUST BART'S RIDERS, ALL OF PUBLIC TRANSIT RIDERS ACROSS THE

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BAY AREA, AND YOU DO THAT WITH HIGH QUALITY SERVICE AND A WORLD CLASS RIDERSHIP EXPERIENCE. AND THE LAST THING I WOULD ADD TO THIS SLIDE, IT IS ON THERE, MONTH OF SEPTEMBER, COMMISSIONER RABBIT. ON BART, 50% OFF OF ALL CLIPPER FARES THROUGH THE MONTH OF SEPTEMBER TO GAIN THAT RIDERSHIP BACK AND KIND OF JUMP-START THAT ECONOMY BACK. I HAVE TWO MORE SLIDES COMMISSIONER RABBIT THEN I'LL WRAP UP HERE. THIS IS A POWERFUL SLIDE HERE. IT'S GOT THE TIMELINE ON THE BOTTOM, AND IT'S GOT THE BART RIDERSHIP ON THE TOP THAT'S KIND OF THE X AND Y AXIS OF THE THING THESE ARE ACTUALS. AS YOU CAN SEE AS TIME PROGRESSES ON THE HORIZONTAL HERE, THE RECESSION OF THE '90S, THE GREAT RECESSION THERE, AND HOW OUR RECOVERY THE IMPACT ON BART COMPARING TO COVID-19, MUCH MORE SIGNIFICANT, COMMISSIONER, MUCH MORE SIGNIFICANT. IN THE PAST BART'S RIDERSHIP HAS GROWN WITH THE REGION'S POPULATION AND EMPLOYMENT. WE HAVE EXPERIENCED DIPS AND DOWN TURNS DURING THESE RECESSIONS AND DEPRESSIONS, BUT NOTHING LIKE YOU HAVE SEEN WITH THIS COVID PANDEMIC HERE. SO, WHAT WE HAVE THERE IS THAT, YOU KNOW, THAT PIVOT LINE THERE, IN FY '21, THE BLUE LINE IS OUR BASE CASE THAT WE'RE CARRYING IN OUR BUDGET PROJECTIONS AND WE HAVE BRACKETED THAT WITH THE ORANGE LINE WHICH IS AN UPSIDE, AND THE GRAY LINE WHICH IS A DOWNSIDE, WHICH IS HOW WE PRESENTED OUR BUDGET TO THE BOARD. I GIVE THEM MY BEST WORK ON THIS ON OUR MODELING AND WHAT I THINK AND THEN WE BRACKET IT SO I GIVE A LITTLE BIT OF UNCERTAINTY THERE. AND

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YOU CAN SEE THAT, YOU KNOW, WE EXPECT -- WE REACH ABOUT A THIRD OF OUR PRECOVID RIDERSHIPS FOR FY2022 AS YOU HAVE MORE IN THE PACKET THAT WE SENT OUT. BUT AT THE END OF THE DAY, OUR GOAL IS THAT A GRADUAL RECOVERY OF ABOUT, WE GET TO ABOUT 80% OF PRECOVID RIDERSHIP EXPECTATION IN ABOUT FIVE YEARS. AND, YOU KNOW, THAT'S WHAT WE HAVE GOT TO -- WE, COLLECTIVELY, HAVE TO KEEP OUR EYE ON HERE. THE UPSIDE GETS US BACK TO 90% OF PRECOVID RIDERSHIP EXPECTATIONS AND THE DOWNSIDE, THE LIGHT GRAY ONE IS ABOUT 65%. REGARDLESS THERE, IS A LOT OF FACTORS AND OUR MODELING TAKES A LOT OF THESE FACTORS IN. BUT THE BIGGEST QUESTION IS -- ONE OF THE BIGGEST QUESTIONS I SHOULD SAY, IS TO THE DEGREE TO WHICH THE WORKFORCE RETURNS. WE'RE GOING TO KEEP OUR EYE ON THAT AND CONTINUE TO WORK CLOSELY WITH THERESE AND HER TEAM. SLIDE SEVEN THIS IS MY WRAP UP SLIDE. WE WERE ASKED TO LOOK AT OUR OUTLOOK. SO THIS IS THE LAST SLIDE, AND IT SHOWS BART'S FINANCIAL FISCAL PROJECTIONS. AT THE TOP TABLE THERE, SHOWING A BUDGET LINE ITEM. IT'S REALLY OUR BUDGET LINE ITEM THAT WE SHARE WITH THE BART BOARD INCLUDES ACTUALS FROM FY 2019 THROUGH OUR PROJECTIONS FROM OUR FINANCIAL FOLKS THROUGH WHAT IS THAT? 2025 THERE. JUST TO EMPHASIZE A FEW THINGS, FIRST, AGAIN, THE COLLAPSE IN THE OPERATING REVENUE THROUGH '19, THROUGH '21, MEANINGFUL. QUITE MEANINGFUL. BUT THE TABLE ALSO SHOWS A PROJECTED RECOVERY OF OPERATE THAT'S REALLY CONSISTENT WITH OUR BASE CASE, THAT THE MIDDLE LINE THERE. SO YOU CAN SEE THE NET OPERATING RESULT,

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THOUGH. AND ON THE BOTTOM HALF OF THE SLIDE, WE ILLUSTRATE THAT THREE THOSE HAVE THE NET OPERATING RESULTS GRAPHED OUT OVER TIME ON THE X, AND THE DEFICIT OF THE Y AXIS THERE. WE'RE KEEPING OUR EYE ON IT BUT OUR PLANNING SCENARIO SHOW THAT YOU CAN SEE ACCUMULATE FOUR YEAR DEFICIT OF ANYWHERE BETWEEN 668 MILLION TO ABOUT 1.3 BILLION. AND SO, YOU KNOW, MY -- A TAKE-AWAY COMMISSIONER, AND I GUESS THIS IS MY LAST STATEMENT HERE, IT'S -- IT SHOWS ABSOLUTELY HOW CRITICAL THE COMMISSIONS ALLOCATION WILL BE OF THE FEDERAL FUNDS AND SUSTAINING BART SERVICE OVER THE NEXT TWO FISCAL YEARS AND BEYOND. YOU KNOW, I CAN'T EMPHASIZE THAT ENOUGH. AND THE OTHER PIECE IS, I JUST KIND OF STARTED WITH THAT IN THE THEME IN OUR FARE BOX RECOVERY, IS FARE DEPENDENT AGENCIES LIKE BART, IT'S GOING TO BE QUITE CHALLENGING, AND WE'RE GOING TO HAVE TO WORK TOGETHER OVER THE NEXT FIVE OR SIX YEARS OR SO, BUT WE ARE VERY COMMITTED. I'M COMMITTED. BART'S COMMITTED, TO PROVIDE THE MOBILITY THAT THE REGION NEEDS TO RECOVER FROM THIS PANDEMIC. SO WITH THAT, I WILL CLOSE OUT MY PRESENTATIONS, AND IF I WAS SLIGHTLY LONG WINDED CHAIRPERSON RABBIT, YOU CAN LET MS. MCMILLAN KNOW AND I WILL TAKE IT FROM THERE. BUT, ANYWAY, MY PLEASURE TO PRESENT HERE.

DAVID RABBIT, CHAIR: I APPRECIATE THAT. I WAS GOING TO MAKE A SNIDE COMMENT REGARDING PERCENTAGE DOCKED FOR EVERY SECOND OVER 30 SECONDS SEVEN MINUTES. IT'S TRUE THE SLIDES ARE

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TELLING A STORY. THANK YOU. NEXT UP IS RICK RAMACIER, COUNTY CONNECTION. RICK?

RICK RAMACIER: I'M GOING TO PRESENT TODAY FOR THE EAST BAY OPERATORS COUNTY CONNECTION TRI DELTA TRANSIT WESTCAT. YOU CAN SEE THROUGH THIS MAP IN THIS GRAPHIC THE FOUR AGENCIES COVER QUITE A GEOGRAPHY. COUNTY CONNECTIONS SERVICE AREA BY EXAMPLE IS 200 SQUARE MILES. AND WE'RE PROBABLY 30% OF THE TERRITORY AT LEAST FOR SUBURBAN AGENCIES COVER COMBINE OUR ANNUAL BUDGETS AROUND 90 MILLION ANNUAL RIDERSHIP PRECOVID 10 MILLION THAT'S SORT OF BASELINE WE LOOK AT IN TERMS OF WHO WE ARE. NEXT SLIDE PLEASE. AS YOU HAVE HEARD TODAY FROM EVERYBODY ELSE, COVID HIT, OUR RIDERSHIP DROPPED LIKE A ROCK, COMBINED AROUND 73% WHEN YOU LOOK AT FEBRUARY OF 2021 TO FEBRUARY OF 2020, STARTING TO COME BACK IN SPURTS IN DIFFERENT PLACES ACROSS THE FOUR AREAS. COUNTY CONNECTION 50% WHERE WE WERE IN FEBRUARY OF 2020 WHICH TO US IS A GOOD SIGN. WHEN SCHOOLS GO BACK IN SESSION THIS FALL WE EXPECT THAT TO PICK UP. WE'RE HOPEFUL THAT THE BART RIDERSHIP WILL START TO PICK UP WHEN WE GO BACK TO FULL SERVICE AUGUST 30TH. BOB MENTIONED FARES INCENTIVES WE'RE LOOKING AT TAKING BACK TO OUR BOARD MAKING OUR BUSES FARE FREE DURING THAT SAME TIME AND MARKETING BUS FARE FREE TO GET BACK, AND THAT'S OPPORTUNITY TO BE COORDINATED. PRECOVID, WE WERE IN THE EAST BAY WORKING ON THINGS TO SORT OF ANTICIPATE COINCIDENTLY THE ESTABLISHMENT OF

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A TASK FORCE IDEAS BUILDING A BETTER CONNECTED SERVICE SYSTEM. WHEN WE INTRODUCED CLIPPER ON THE FOUR SYSTEMS WE INTRODUCED AS ONE WHAT THAT MEANS IS OUR FARES ARE THE SAME NOW IF YOU USE CLIPPER NOT QUITE THERE IF YOU USE CASH PAYMENTS OR PASSES BUT IF YOU USE A CLIPPER CARD ON ONE OF THE FOUR EAST BAY SYSTEM THE STRUCTURE IS THE SAME. INCLUDING AN ALL DAY ACCUMULATOR PASS WHEN THAT MEANS TO THE CUSTOMER IS IF YOU USE OUR FOUR CORE SYSTEMS, AND YOU USE THE BUS ALL DAY AND ARE CHARGED $3.75 NO MATTER WHICH SYSTEMS YOU ARE USING ONCE YOU HIT THAT YOU ARE FREE FOR THE REST OF THE DAY. WE'RE COMMITTED TO THE CLIPPER START PROGRAM AND NOW HAVE A YOUTH SUMMER PROGRAM THAT WAS THE BRAIN CHILD IF YOU WILL OF COMMISSIONER GLOVER TO CAME TO ALL OF US IN CONTRA COSTA SAYING I GOT THESE SUMMER YOUTH PROGRAMS THAT I AM INVOLVED WITH, I WOULD LIKE SOME DISCOUNTED TRANSIT TO GET THESE FOLKS TO GET TO USE TRANSIT FOR THE COUNTY-WIDE PROGRAMS THIS DOESN'T INVOLVE LAFTA. WE ARE DEMONSTRATING THE ONE SEAT PARATRANSIT RIDE PROGRAM WHERE YOU DON'T HAVE TO TRANSFER TO A CONNECTION YOU GO ALL THE WAY TO WALNUT CREEK AND GET ON A VEHICLE AND GO BACK TO LIVERMORE THE CUSTOMER DOESN'T KNOW WHO IS PROVIDING THAT SERVICE BUT THEY CALL THEIR HOMETOWN NUMBER IF YOU ARE ON THAT EXAMPLE I JUST GAVE YOU IF YOU CALL LAFTA AND SAY I NEED A TRIP THEY WILL HELP YOU AND WORK BEHIND THE SCENES WITH STAFF TO MAKE SURE THAT HAPPENS. WE'RE ALSO DOING SOMETHING WITH PARATRANSIT THAT'S INTERESTING OUR CONTACT CONTRACTOR

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TRANSDEV HAS BEEN ASKED TO PROVIDE ON A ONE YEAR DEMONSTRATION BASIS RUNNING BOTH PARATRANSIT, AND MAKING SURE THIS DOESN'T VIOLENT FDA GUIDELINES ABOUT PROCUREMENT CONSIDERING THIS IS SUCCESSFUL WE WILL DO A JOINT RFP TO CONTINUE THE SERVICE LATER THIS YEAR. AND FINALLY THIS INITIATIVE INVOLVES SOLANO COUNTY, ALAMEDA COUNTY AND SANTA CLARA COUNTY THROUGH THE LEADERSHIP OF TIM HALE AND DARYL HALLS AND DEBRA D, WE'RE MEETING AND WORKING WITH DIFFERENT GROUPS TO DISCUSS DIFFERENT WAYS OF WORKING TOGETHER IN THE CORRIDOR AND RESULTS EARLIER THIS WEEK THE LAFTA BOARD ADOPTED THE EXPRESS BUS PLAN FOR THE 680 CORRIDOR INVOLVING ALL OF US AND REVIEW OF THE PLAN TO GET GOING ON A PROJECT THAT WOULD DEMONSTRATE HYDROGEN FUELCELL BUSES IN THE 680 CORRIDOR IN EXPRESS BUS MODE HOPEFULLY, WE'LL HAVE MORE TO REPORT ON THAT LATER. COORDINATION IS VERY IMPORTANT FOR THE SUBURBAN OPERATORS MOST OF OUR ROUTES NOT ALL OF THEM, BEGIN AT THE BART STATION AND ARE COMBINED SCHEDULE COORDINATING TO HAVE A POLICY OF COUNTY CONNECTION TO BE COORDINATED WITH A BART TRAIN. YOU WILL CATCH A TRAIN UPON GETTING OFF A BUS AND VICE VERSA IN THE EVENING WE STEPPING UP COORDINATED WITH BART SERVICE ON AUGUST 30TH AND BART HAS BEEN GIVING US SCHEDULES CHANGES 90 DAYS IN ADVANCE SO WE CAN MEET AND CHANGE OUR SCHEDULE AT THE SAME TIME. FINALLY, DO I HAVE TO MENTION THAT WE HAVE ALL BEEN PROVIDING BUS BRIDGES FOR BART OVER THE YEARS WHEN THEY OCCASIONALLY HAVE SOME SERVICE ISSUES ON THE CONCORD OR DUBLIN LINE TO COVER THOSE SERVICE

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GAPS WHEN THOSE ISSUES ARISE SO PASSENGERS CAN CONTINUE TO GET TO WHERE THEY NEED TO GO. NEXT SLIDE. AND, AGAIN, IN THE EAST BAY, THIS IS A LOT OF FOCUS ON INNOVATION. COUNTY CONNECTION, BY WAY OF EXAMPLE WAS OF THE FIRST AGENCY TO BUY AN ALL ELECTRIC GILLICK BUS. GILLICK HAS A LOT OF SUPPORT IN THIS REGION BECAUSE OF THE GREAT JOBS THEY OFFER TO THE BLUE-COLLAR WORKERS IN LIVERMORE AND NOW GILLICK IS SELLING ELECTRIC BUSES ALL OVER THE WORLD AND THE DEMO AUTONOMOUS SHUTTLES FROM BART STATION TO DUBLIN THEY PLANNED TO EXPAND THAT DEMO TO A BUSINESS PARK CALLED HACIENDA BUSINESS PARK. IN CONCERT WITH CTA, IN THE PLANNING STAGES, MOVING DOWN THE CHART HERE, WE HAVE AN MOU WITH LAFTA WHERE THEY EXTEND THE TRI-VALLEY PROJECT WITH PNCS INTO SAN RAHMON INTO ANOTHER AREA OF SAN RAHMON WHERE WE DON'T OPERATE SERVICE. SO IF SOMEBODY IN SAN RAHMON WANTS TO USE THAT SERVICE TO GET TO THE DUBLIN BART STATION, THEY SEND US A MONTHLY INVOICE AND WE PAY FOR THOSE SUBSIDIES. THE BEAUTY ABOUT THAT PROJECT IS WE DON'T HAVE TWO OPERATORS GOING TO THE FTA AND GETTING PERMISSION TO TRY TO USE DEMONSTRATION PROJECTS AND WHEN YOU GO TO FTA TO TRY TO SET THESE UP, IF YOU ARE AN FTA RECIPIENT AND YOU HAVE LABOR AGREEMENTS THESE CAN BE LONG DRAWN OUT DISCUSSIONS AVOIDING THAT BY SIGNING AN MOU, FOR PEOPLE TO GET TO BART IN AREAS THAT ARE NOT SERVED WITH MIXED ROUTE SERVICE. TRI DELTA TRANSIT PRODUCED ON DEMAND SERVICE CALLED "TRY MY RIDE" FROM BART TO ANTIOCH SERVICE HAS BEEN HIGHLY SUCCESSFUL CUSTOMERS

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USE THEIR SMART PHONE, MUCH LIKE A TNC, TO SCHEDULE A RIDE THAT MIMICS A TNC, BUT IS DELIVERED BY TRI-DELTA TRANSIT. THE NEW REAUTHORIZATION BILL HAS CLEARED FIRST HURDLE THIS WEEK AND IS STILL IN THE BILL. THESE ARE THINGS WE WERE THINKING OF DOING BEFORE COVID AND WE WANT TO BUILD UPON AFTER COVID IN PART USING OUR FUNDS TO CONTINUE THESE THINGS TO BUILD UPON AND INCREASE THE SERVICE CONVENIENCE TO THE CUSTOMER AND BREAK DOWN SOME OF THE BARRIERS OF BEING INDEPENDENT AGENCIES. NEXT SLIDE PLEASE. THIS IS THE LAST SLIDE. AND IT REALLY TALKS ABOUT WHAT I THINK WE'RE ALL TALKING ABOUT TODAY, THE CHALLENGES AND OPPORTUNITIES AND THE POST-COVID RECOVERY PERIOD AND WHERE DO THE ARP FUNDS FIT N WE HAVE THE SAME CHALLENGES AS YOU HAVE HEARD TODAY OPERATOR SHORTAGES, MECHANIC SHORTAGES, WE WANT TO GIVE THE PUBLIC PERCEPTION THAT TRANSIT IS SAFE, AND THEY CAN RETURN AND AS SPERING WAS TALKING ABOUT PRIOR TO THE START OF MEETING. WE NEED TO CAPITALIZE AND GET THAT OUT TO THE PUBLIC IT'S FAIR TO SAY OUT OF THE FOUR SUBURBAN OPERATORS WE ARE ABLE TO MAKE IT THROUGH FISCAL YEAR 2022 BUT WHEN YOU GO BEYOND 2023 WE HAVE SIMILAR HOLES IN OUR CAPITAL OPERATING BUDGET AS THE OTHER OPERATORS AND WE ALSO HAVE THE CHALLENGING OF MOVING TO ZERO-EMISSION BASED TRANSIT WHILE WEAVE DEMONSTRATED WITH ELECTRIC BUSES, THOSE ARE STILL VERY EXPENSIVE, WE HAVE TO TRAIN STAFF AND THERE IS THE PROSPECT OF THE FUEL ITSELF, THE ELECTRICITY IF WE GO BATTERY ELECTRIC, WITH PG&E BEING EXTRAORDINARILY HIGH

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AT LEAST IN THE SHORT-TERM HYDROGEN FUEL CELLS ANOTHER OPTION THOSE FUEL PRICES ARE HIGHLY UNPREDICTABLE IN THE MARKETPLACE AND AS WE MOVE TOWARDS THESE, WILL INCUR TREMENDOUS COST BECAUSE THEY WILL REDUCE GREENHOUSE GAS AND SERVE THE PUBLIC NUMBER A CONVENIENT WAY WE OUGHT TO BE THINKING ABOUT A STRATEGIC HOW WE ARE GOING TO MATCH UP OPPORTUNITIES WE HAVE FROM FUNDING WITH THE NEED FOR MOVING FORWARD WITH THE PROJECTS. OPPORTUNITIES WE'RE WORKING TOGETHER TO PROMOTE TO OTHER THAN TO TRANSIT THERE'S A WORKING GROUP. THE BLUE RIBBON TASK FORCE IS TALKING ABOUT A NUMBER OF THINGS WE HAVE BEEN TALKING ABOUT IN CONTRA COSTA COUNTY FARE INTEGRATION THROUGH CLIPPER, WE HAVE EXTENDED 41INGLY ENCOURAGING OUR BOARD MEMBERS TO ADOPT REGIONAL EFFORT TO DO MAPPING AND WAYFINDING. WE'LL BE THE GUINEA PIGS FOR THAT, AND IN THE MAIN CORRIDORS WHERE WE HAVE BUS SERVICE THAT GETS CAUGHT UP IN TRAFFIC, IT SERVES AS 95 FOR PEOPLE TO GET TRANSIT SERVICE. THIS HAS BEEN A LONG DAY FOR SOME OF YOU. I THINK I HAVE HIT ON A LOT OF THE THINGS. I THINK YOU SEE THEY ARE SIMILAR TO SIGNIFICANT OTHER OPERATORS. THERE ARE SOME SLIGHT DIFFERENCES GIVEN WHO WE SERVE IS WHERE WE SERVE BUT AGAIN MOVING FORWARD WE WOULD LIKE TO BUILD ON THE COORDINATION WE STARTED. WE THINK IT SERVES OUR CUSTOMER NEEDS OUR GREATEST OPPORTUNITIES TO GROW RIDERSHIP IN THE FUTURE ARE GOING TO BE WITH OUR ABILITY TO INCREASE COORDINATION WITH CARRIERS LIKE BART. THERE ARE SEVEN OPERATORS THAT TOUCH OUR COUNTY NOT JUST FOUR OR FIVE OR SIX.

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WE'RE STARTING TO TALK TO WETA ABOUT FERRY OPPORTUNITIES. I THINK I'LL LEAVE IT AT THAT AND WAIT FOR THE Q&A. THANK YOU VERY MUCH FOR THE OPPORTUNITY TO PRESENT. AND THANK YOU TO MTC STAFF FOR EVERYTHING YOU ALL ARE DOING WITH KEEPING US GOING IN THIS REGION.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH VERY MUCH RICK. APPRECIATE THAT. OUR LAST PRESENTATION TODAY IS EVELYNN TRAN WITH VTA.

EVELYNN TRAN: THANK YOU GOOD AFTERNOON COMMISSIONERS. I'M EVELYNN TRAN INTERIM MANAGER FOR VTA. I ALSO SERVE AS ITS GENERAL COUNSEL I'M GLAD TO BE HERE TO SPEAK WITH YOU ABOUT VTA AND OUR VISION FOR SANTA CLARA COUNTY. I WANT TO TAKE THIS OPPORTUNITY TO THANK AC TRANSIT, SAM TRANS, AND GOLDEN GATE. I HAVE ANOTHER COMMITMENT AT 430. I APOLOGIZE I'LL NOT BE ABLE TO STAY ON TO ANSWER QUESTIONS. VTA IS SANTA CLARA'S MULTI-MODAL TRANSPORTATION AGENCY WE ARE THE BAY AREA FOURTH'S LARGEST TRANSIT AGENCY BUT WE BRING IN A QUARTER [INDISCERNIBLE] FOR OUR REGION WE PROVIDE BUS, LIGHT RAIL AND PARATRANSIT SERVICES A SERVICE AREA OF 346 SQUARE MILES WE CONNECT TO CALTRAIN, BART, ACE, CAPITAL CORRIDOR, SANTA CRUZ METRO, MONTERAY SALINAS AND DUMBARTON EXPRESS WE ARE A COUNTY MANAGEMENT AGENCY AND LOCAL SALES TAX AUTHORITY. NEXT SLIDE. SANTA CLARA COUNTY IS THE LARGEST COUNTY IN THE BAY AREA AND

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MORE THAN 80% OF THE PEOPLE WHO LIVE HERE ALSO WORK HERE. SAN JOSE, THE MAIN CITY IN OUR COUNTY IS THE LARGEST CITY IN NORTHERN CALIFORNIA, AND THE 10TH LARGEST IN THE NATION. A LARGE NUMBER OF RESIDENTS ARE TRANSIT DEPENDENT AND NEED A ROBUST SERVICE NETWORK TO TAKE THEM TO THEIR DOG'S DOCTOR APPOINTMENTS, SCHOOLS, WORK AND RELIGION CENTERS. SANTA CLARA IS A DIVERSE COUNTY WITH OVER HALF THE POPULATION FROM COMMUNITIES MUCH COLOR AND QUARTER OF THE POPULATION IN COMMUNITY EQUITY PRIORITY COMMUNITIES. NEXT SLIDE PLEASE. IN JANUARY 2020, RIGHT BEFORE THE PANDEMIC, VTA MADE MAJOR CHANGES TO THE TRANSIT NETWORK CONSOLIDATING AND STREAMLINES LESS PRODUCTIVE ROUTES AND LINE STREAMLINING SERVICE. AFTER MARCH 2020 WE ADJUSTED TO CONCENTRATE RESOURCES ON PROVIDING SAFE AND F EFFICIENT TRANSIT SERVICE TO CONNECT POPULATIONS. DEMAND HAS GROWN FASTER AND THE SOCIAL DISTANCING REQUIREMENTS IN PLACE UNTIL LATE MAY EFFECTIVELY CRIPPLED OUR RIDERSHIP RECOVERY. WE HAVE BUDGETED SUFFICIENT FUNDING TO RUN 100% OF PREPANDEMIC LEVELS STARTING JULY 2021, NEXT MONTH, BUT OUR CONSTRAINT INN LIKE OTHER TRANSIT AGENCIES BY THE NEED TO INCREASE THE NUMBER OF BUS OPERATORS SADLY IT'S UNCLEAR EXACTLY LOUT RECENT TRAGEDY AT VTA WILL IMPACT OUR OVERALL RETURN TO FULL SERVICE. I WANT TO TURN TO AN ISSUE THAT IS IMPORTANT TO US IN SANTA CLARA CANYON WITH RESPECT TO THE DISTRIBUTION OF THE EMERGENCY FUNDING BUT ALSO WITH RESPECT TO MTC DISTRIBUTION OF DISTRIBUTION OF FEDERAL FUNDS IN GENERAL.

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THIS SHOWS REVENUE GENERATED WITHIN THE SAN JOSE AND GILROY MORGAN HILL URBANIZED AREAS AND COMPARES TO LEVELS OF FUNDING THAT VTA RECEIVED. THE BLUE BARS SHOWS LEVEL OF FUNDING GENERATED BY SANTA CLARA COUNTY RESIDENTS AND RIDERS FOR THE REGION THE ORANGE BAR SHOW FUNDING WE RECEIVED. FY2020VTA RECEIPTS WERE 74% OF FUNDING GENERATING AND FY2020 PERCENTAGES OF THE TO 28%. VTA HAS RECEIVED A PERCENTAGE OF FUNDING [INDISCERNIBLE] AND THE REMAINDER GOES TO THE REGION. NEXT SLIDE. WE WILL TURN TO SIMILAR ANALYSIS OF THE SUBJECT THAT BRINGS US HERE TODAY. FTA FEDERAL FUNDING. I WOULD LIKE TO NOTE THERE IS A CORRECTION THAT'S NECESSARY TO THIS SLIDE. THE TABLE SHOWS THE FIRST DISTRIBUTION IN THE AMOUNT OF 72.9 BUT NOT THE SECOND DISTRIBUTION OF 68.7 SO I WANT TO CORRECT THAT, THE FULL AMOUNT RECEIVED UNDER THE CARES ACT BRINGS THE TOTAL TO 100.56 MILLION TO VTA, BUT REMINDER OF FUNDING GOES TO REGION'S. VTA HAS RECEIVED 50% OF SHARES OF CRRSAA FUNDS BASED ON APPORTIONMENT FACTORS BASED ON THE AGGREGATE WE UNDERSTAND AND CONCUR WITH MTC'S PRIORITY FOR FINANCIAL RELATED PANDEMIC REVENUE LOSSES RATHER THAN -- BUT WE BELIEVE THE ISSUE SHOULD NOT BE CIRCUMVENTED THE RESIDENTS AND TAXPAYERS ARE ENTITLED TO RECEIVE THEIR FAIR SHARE OF THE PORTION IN FUNDING. IN RELATION TO THE DISTRIBUTED FUNDS ALLOCATED ANNUALLY TO UZA PERPETUATES A LOWER LEVEL OF SERVICE IN SANTA CLARA COUNTY COMPARED TO OUR PEERS. NEXT SLIDE PLEASE. WHILE THE FEDERAL COVID FUNDING IS SUFFICIENT TO GET US BACK TO WHERE WE WERE

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PREPANDEMIC, IT CONTINUES TO FALL SHORT OF WHAT WE SHOULD BE PROVIDING. THIS SLIDE COMPARES VTA AND OTHER OPERATORS IN THE REGION AND AROUND THE COUNTRY BASED UPON THE AMOUNT OF SERVICE HOURS PROVIDED PER CAPITA SAMTRANS PROVIDING 10% MORE SERVICE HOURS DESPITE THE PACKET THAT THEIR SERVICE AREA POPULATION PLACES THEM IN A SMALLER LEVEL BUS AGENCY CATEGORY ACCORDING TO THE AMERICAN PUBLIC TRANSPORTATION. VTA PROVIDES 70% MORE SERVICE HOURS AND ALTHOUGH NOT INCLUDED IN THIS TABLE SAN FRANCISCO SERVICE HOURS PER CAPITA OF 300% HIGHER THAN VTA ANOTHER WAY TO LOOK AT EQUITY AND SERVICE IN THE COUNTY IS TO LOOK AT POPULATION LEVELS THE POPULATION IN OUR COUNTY HAS GROWN 16% SINCE 2001. THIS SHOWS SUCCESSFUL INCREASE IN RIDERSHIP THE LEVEL OF SERVICE IS FAR SHORT OF WHAT IS NECESSARY FOR A USEFUL TRANSIT SYSTEM THAT ENCOURAGES PEOPLE WITH OPTIONS TO LEAVE THEIR CARS AT HOME. TRANSIT NETWORKS SERVING COMMUNITIES WITH A POPULATION IN URBAN FORM LIKE VTAS ARE MOST ATTRACTIVE, EFFECTIVE AND EFFICIENT WHEN THEY OFFER TEN MINUTE HEADWAYS ON ALL MAJOR LINES. YET VTA'S MOST FREQUENT SERVICE ON THE MOST HEAVY LEAVE USED CORRIDOR IS STILL AT 15 MINUTE HEADWAYS. THE SEVERAL LEVELS INDICATE THE SERVICE LEVEL VTA WOULD BE ABLE TO PROVIDE IF WE WERE ABLE TO OPERATE THE SAME SERVICE HOURS. THE CHART SHOWS A TEN MINUTE NETWORK WOULD PUT US WITHIN REASONABLE RANGE OF OUR PEERS. A ROBUST NETWORK WITH TEN MINUTE FREQUENCIES ON THE MOST HEAVILY USED CORRIDORS AND INCREASED FREQUENCY TO BETTER AND OTHER

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SERVICE IMPROVEMENTS WOULD BRING OUR SELF LEVEL PER CAPITA MORE IN LINE WITH AC TRANSIT. FINALLY THIS IS WHAT IT WOULD COST FOR US TO PROVIDE MORE FREQUENT AND USEFUL SERVICE ON AN ANNUAL BASIS TO ACHIEVE TEN MINUTE SERVICE ON THE MOST FREQUENT ROUTES WE WOULD NEED TO INCREASE COST BY 80 MILLION ANNUAL AND 137 MILLION ANNUALLY FOR A MORE ROBUST NETWORK. WE WOULD NEED TO INCREASE FREQUENCIES ON OTHER ROUTES AND THAT WOULD REQUIRE MORE FUNDING. GREATER ACCESS TO THE FEDERAL RELIEF FUNDING GENERATED AS A RESULT OF SANTA CLARA COUNTY POPULATION SERVICE FACTORS WON'T GET US ALL THE WAY THERE BUT ACCESS TO THE FUNDS WILL PROVIDE A VERY CRITICAL FIRST STEP IN ORDER TO RECOVER FROM COVID-19 RELATED TO RIDERSHIP LOSS IT'S NECESSARY FOR VTA TO BEGIN TO CLOSE OUR SERVICE DEFICIT AND MAKE SIGNIFICANT WORK WITH IMPROVEMENTS TO OUR NETWORKING TO BRING RIDERS BACK WE'RE SINCERELY HOPE YOU TAKE THIS INTO CONSIDERATION IN ALLOCATION OF OUR SHARE OF THE FUNDING.

DAVID RABBIT, CHAIR: THANK YOU. WE'LL GO TO PANELISTS FOR QUESTIONS AND COMMENTS. I'LL LOOK TO MY COLLEAGUES TO SEE IF THERE IS ANY HANDS RAISED. WE HAVE A LONG LIST HERE. I'M GOING TO GO TO OUR CHAIR ALFREDO PEDROZA.

ALFREDO PEDROZA: THANK YOU. TO ALL THE OPERATORS WE APPRECIATE THE TIME YOU TOOK TO DETAIL, LOOKING AT THE GRAPHS REALLY A GREAT NARRATIVE AND THE SPIRIT OF COLLABORATION HAPPENING IN

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YOUR COUNTIES. THAT'S EXACTLY WHAT WE WANT TO SEE. TODAY WAS INTENTIONAL. WE TALKED ABOUT IT AT THE PREVIOUS PROGRAMMING AND ALLOCATIONS COMMITTEE ABOUT TIMING AND FUNDING AND WHAT WE WANTED TO HEAR FROM YOU ALL IN TERMS OF FORECASTING. WE APPRECIATE LOOKING FORWARD IN DISTRIBUTION OF CARES AND CRRSAA DID WHAT IT NEEDED TO DO IN TERMS OF AVOIDING LAYOFFS AND WE HEARD FROM YOU THAT IT DID. AND NOW LOOKING AT COMING BACK BETTER AND I HAVE QUESTIONS OF RESTORATION AND HOW PEOPLE COME BACK TO WORK AND WHAT THAT DOES TO YOUR TRANSIT SYSTEMS IT'S NOT COMPETITION AMONG YOU BUT COMPETITION OF PEOPLE GETTING BACK INTO THEIR CARS AND CHOOSING THAT OPTION. THIS IS WHY WE WANTED TO DO THIS TODAY TO GIVE YOU THE OPPORTUNITY AND ALSO TO TALK ABOUT ASSUMPTIONS OF HOW YOU GROW. SO AGAIN, NOT REALLY QUESTIONS, JUST MORE TAKING IN ALL THE INFORMATION FROM ALL THE OPERATORS AND HOPEFULLY YOU FOUND THIS AS HELPFUL AS WE DID, AND I CAN'T SAY ENOUGH TO CONTINUE THE COLLABORATION FOR THOSE THAT USE THE SYSTEMS AND I KNOW YOU ALL WANT TO COME BACK BETTER AND WE HOPE WE CAN INCENTIVE USE YOU ALL. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU. COMMISSIONER JOSEFOWITZ. NICK JOSEFOWITZ: I WANT TO SAY WHAT CHAIR PEDROZA SAID. I THOUGHT THIS WAS REALLY ENLIGHTENING. AND THE LEVEL OF COORDINATION IS REMARKABLE. THE LEVEL OF INNOVATION THAT'S HAPPENING, THE PARTNERSHIPS WITH COMMUNITIES AND LABOR AND OTHERS IS REALLY

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IMPRESSIVE, IT'S A BIG HOLE TO PLUG. AND THAT'S ALSO, LIKE, A HUGE TAKE AWAY.

DAVID RABBIT, CHAIR: APPRECIATE THAT VERY MUCH. COMMISSIONER SPERING?

JAMES P. SPERING: THANK YOU MR. CHAIRMAN. I APOLOGIZE, DON'T HAVE VIDEO ON THE DEVICE I'M ON, BUT I TOO WANT TO THANK THE OPERATORS. IT IS EYE OPENING HOW MUCH THEY HAVE BEEN ABLE TO DO DURING THIS CRISIS AND IT SHOWS A STRENGTH OF THE WHOLE TRANSIT SYSTEM THAT WE HAVE IN THIS BAY AREA. THE OPERATORS AND APPROACHES THEY HAVE TAKEN IS VERY ENCOURAGING. THEY ARE DOING STUFF, AND I CAN'T THINK EVERYBODY FOR THIS WORKSHOP, IT REALLY HAS FOR ME GIVEN AN INSIGHT INTO WHAT THE TRANSIT OPERATORS ARE DEALING W AS THE BLUE RIBBON COMMITTEE GOES THROUGH ITS EXERCISES WE DON'T SEE THIS VIEW OF THE OPERATIONS SO I WANT TO THANK ALL THE OPERATORS. THE ONE TAKE AWAY THAT I HAVE HEARD CONSISTENTLY IS THIS PREMATURE RECOVERY, YOU KNOW, OF GOING BACK AND THEN NOT HAVING RESOURCES OR THE RESTORED RIDERSHIP TO WHERE WE HAVE TO CUT SERVICE, YOU KNOW, RESTORE IT AND THEN CUT IT. SO HOW WE MANAGE THAT, I THINK, IS GOING TO BE VERY CRITICAL, AND A LOT OF THE OPERATORS TALKED ABOUT THAT. AND THE LAST QUESTION I DID WANT TO ASK, IT'S KIND OF LIKE THE ELEPHANT IN THE ROOM IS THIS QUESTION THAT VTA IS RAISING, AND MAYBE THERESE OR SOMETHING CAN ANSWER THAT, YOU

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KNOW, HOW ARE WE GOING TO ADDRESS THAT? AT LEAST FROM THEIR VIEW, THEY SEE THIS AS VERY INEQUITABLE AND NOT A FAIR DISTRIBUTION AND AT SOME POINT THAT HAS TO BE ADDRESSED AND REALLY THE COMMISSION TO DO REALLY MAKE IMPORTANT DECISIONS ABOUT ALLOCATIONS AND IN FAIRNESS, THE NEEDS OF THE TRANSIT RIDERS. THANK YOU ALL THESE ARE GREAT PRESENTATIONS. AND TO THE THREE NORTH BAY GUY IN CONTRA COSTA COUNTY THE STUFF THE SMALL OPERATORS ARE DOING IS ABSOLUTELY IMPRESSIVE, AND I HOPE THE COMMISSION PUTS AN INVESTMENT IN CONTINUING THAT GOOD WORK. AND CERTAINLY I WANT TO SEE SOME OF THAT TAKE PLACE IN SOLANO COUNTY. BUT WE HAVE TO MAKE SURE THE SMALLER SYSTEMS, THAT WE INVEST IN THEM SO THEY CONTINUE THAT GREAT WORK. THEY FEED INTO ALL THESE LARGER OPERATORS AND THEY PLAY A VERY IMPORTANT ROLE IN OUR REGION. SO, AGAIN, THANK YOU FOR THE PRESENTATIONS. THANK YOU, STAFF, FOR SETTING THIS UP. I THINK THIS IS VERY INFORMATIVE. AND FOR BOB POWERS, THOSE NEW TRAINS WANT TO MAKE ME GO BACK ON TRANSIT. AND I THINK WE ALL CAN PRESENT, YOU KNOW, OUR BUSES AND TRAINS, AND ALL OF OUR VEHICLES IN A NEW FRESH LOOK. I THINK IT'S GOING TO REALLY BRING RIDERS BACK. AND I THINK THEY'RE GOING TO SEE THAT THERE REALLY IS A DIFFERENCE THAT THE TRANSIT OPERATORS HAVE MADE THAT CHANGE TO BRING RIDERS BACK, BUT THAT BART EXPERIENCE REALLY WAS A GOOD ONE. THANK YOU MR. CHAIRMAN, AND, AGAIN, REALLY APPRECIATE THIS WORKSHOP.

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DAVID RABBIT, CHAIR: GREAT THANK YOU VERY MUCH FOR THOSE COMMENTS. COMMISSIONER CHAVEZ?

CINDY CHAVEZ: THANK YOU. I TOO WANTED TO SHARE MY THANKS. I LEARNED A GREAT DEAL ABOUT WHAT'S HAPPENING AROUND THE NINE BAY AREA COUNTIES, AND TO BE FRANK WITH YOU, I DIDN'T REALIZE HOW MANY SYSTEMS OVERLAP WITH EACH OTHER AND SHARE COUNTIES. IN PART BECAUSE IN OUR COUNTY WE HAVE ONE ENTITY AND THE BRANCHES CONNECT. IT'S REALLY KIND OF OVERWHELMING AND A LITTLE BIT, I UNDERSTAND COMMISSIONER SPERING, YOUR DESIRE TO LOOK AT WHERE WE CAN HAVE MORE CONNECTION AND MORE SHARED RESPONSIBILITY. SO I APPRECIATE THAT. YOU KNOW, I MADE A COMMENT TO SOME COLLEAGUES THE OTHER DAY ABOUT FEELING AS IF SANTA CLARA COUNTY PLAYED A ROLE OF A DONOR COUNTY AND THIS IS EXACTLY WHAT I MEANT. I CAUSED SOME CONSTERNATION AFTER I GOT OFF THE CALL I DIDN'T HAVE A CHANCE TO FOLLOW UP WITH SOME OF YOU WHO RAISED SOME CONCERNS ABOUT THE ISSUES I RAISED. I WOULD LIKE TO HAVE A BETTER UNDERSTANDING OF HOW TO HAVE THAT CONVERSATION. I WOULD BE INTERESTED IN WRESTLING THAT DISCUSSION TO THE GROUND. AND THE OTHER THING I WANTED TO REQUEST IS THAT, SOMETIME AGO MTC DID A REALLY GOOD JOB OF CREATING A SERIES OF SLIDES THAT SHOWED ALL OF OUR DIFFERENT FUNDING. YOU SHOWED A SIMILAR -- YOU SHOWED US SOMETHING SIMILAR TODAY AT A HIGH LEVEL. I'M GOING TO ASK IF YOU CAN RECIRCULATE THAT. THERE WERE SOME NEW BOARD MEMBERS, I DON'T

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REMEMBER WHAT IT SHOWED BUT BY TRANSIT DISTRICT THE FUNDING HOW MUCH WAS SELF-HELP HOW MUCH CAME FROM OTHER PLACES HOW MUCH RIDERSHIP IT REALLY DRILLED DOWN, AND MOSTLY ENFORCED HOW DIFFERENTLY WE'RE ALL FUNDED AND WHAT WE RELY ON WHICH HELPS IN UNDERSTANDING PEOPLE WHERE WE ALL SITTING IN DIFFERENT PLACE IN THE ROOM AND HAVING THESE CONVERSATIONS. THANK YOU.

DAVID RABBIT, CHAIR: EXECUTIVE DIRECTOR MCMILLAN.

THERESE MCMILLAN: IT WAS A LOT OF WORK OF OUR PARTNERS TO PULL THINGS TOGETHER. I REALLY APPRECIATE YOUR DEDICATION TO WORKING WITH US. A LOT OF INTERESTING STORIES OF RESILIENCE RESPONSE AND CONTINUING CHALLENGE. A COUPLE OF THINGS I WANT, BEFORE WE LEAVE. STAFF HAD MENTIONED IT IN OUR OPENING SESSION, BUT I WANT TO REITERATE IT AGAIN. THERE WERE THREE PARTS THAT WE PRESENTED THAT PUTS, YOU KNOW, IT'S PRETTY DENSE, SO OBVIOUSLY WE DIDN'T PUT IT UP HERE. BUT IT'S A COMPILATION OF THREE KEY METRICS THAT THE TRANSIT OPERATORS SUBMITTED TO US. AND I THINK FOR ALL OF THE COMMISSIONERS ON THE CALL, NOW THAT YOU HAVE THESE PRESENTATIONS, YOU MIGHT BE ABLE TO GO BACK TO THOSE AND LOOK AT THAT WITH A FRESH EYE. ONE IS, IMPORTANTLY, THE PATTERN OF WHAT THE TRANSIT OPERATORS HAVE EITHER SPENT OR ARE BUDGETING WITH THE CARES AND CRRSAA FUNDING THEY HAVE ALREADY RECEIVED. AND I THINK THAT'S A REALLY IMPORTANT PERSPECTIVE AS TO, YOU KNOW, FOR THOSE -- FOR

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THE AMOUNT THAT WE ALREADY, AS A COMMISSION, YOU KNOW, EXTENDED TO OUR TRANSIT OPERATORS, WHERE ARE THEY NOW, AND WHERE ARE THEY, IF THEY HAVE GOT CUSHION, AND FOR SOME, THERE IS SUBSTANTIAL CUSHION, HOW ARE THEY ASSUMING THAT IN THEIR BUDGETS GOING FORWARD? SO I THINK NOW YOU CAN GO BACK AND HAVE SOME CONTEXT FOR THAT, THAT I THINK WOULD BE IMPORTANT. I'M CERTAINLY GOING TO GO BACK AND LOOK AT IT BASED ON WHAT I HAVE HEARD. THE SECOND METRIC HAS TO DO WITH RIDERSHIP, RIGHT? AND THE ASSUMPTIONS OF RIDERSHIP, NOT ONLY THE PATTERNS THAT HAVE HAPPENED THROUGH COVID, BUT AGAIN HOW THE TRANSIT OPERATORS ARE VIEWING THAT RIDERSHIP RECOVERY GOING FORWARD. AND IT WAS VERY INTERESTING TO ME HOW MUCH EXPECTATIONS, WHAT THE ECONOMY IS OR ISN'T GOING TO DO, AND THE UNCERTAINTIES AROUND THAT, I KNOW BART AND MUNI AND SOME SMALLER OPERATORS SAYING WE KIND OF DON'T KNOW HERE ARE SOME SCENARIOS. BUT WE CAN LOOK AT THE RIDERSHIP ASSUMPTIONS NOW AS WE AS STAFF HAVE BEEN DOING TO KIND OF GET A SENSE OF HOW WE INTERPRET THAT INFORMATION FOR PURPOSES OF HOW IT MIGHT APPLY. LAST ONE IS REVENUE VEHICLE HOURS, WHICH IS A GOOD METRIC ON THE SERVICE THAT HAS BEEN, THAT WAS PUT IN PLACE DURING, AGAIN, THESE PANDEMIC YEARS, COMPARED TO WHAT THEY'RE LOOKING AT GOING FORWARD. SO, AGAIN NOW THESE CHARTS, GOING, LOTS OF NUMBERS, NOW YOU WILL BE ABLE TO LOOK AT THESE CHARTS BASED ON THE PRESENTATIONS AND SEE HOW THEY COMPARE WITH TRANSIT AGENCIES ACROSS THE REGION. WHAT I GOT OUT OF THIS, WE'RE A DIVERSE REGION WITH A LOT OF

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DIFFERENT NEEDS AND FACTORS AND LANDSCAPES AND THAT'S THE CHALLENGE THE COMMISSION HAS IS, AMONG THAT DIVERSITY, HOW DO WE MAKE INFORMED DECISIONS OF DISTRIBUTING THE MONEY. AND DISTRIBUTING THE MONEY IN THIS PARTICULAR CONTEXT OF THIS -- I HATE TO USE THE WORD GLIDE PATH BECAUSE IT WAS TAKEN OUT OF CONTEXT BEFORE, BUT THE IDEA THAT THERE IS THIS BRIDGE THAT THE NEXT ROUND OF COVID WILL PROVIDE TO THE FUTURE. IT'S RAY ONE-TIME-BRIDGE AND HOW WE CAN BEST CREATIVELY USE THAT TO HELP WATCH THE UNDERLYING ECONOMY COME BACK, AND HOW THAT PAIRS UP TOGETHER IS GOING TO BE THE CHALLENGE OF A COLLUDED CRYSTAL BALL WE'LL HAVE IN TERMS OF HOW WE GO FORWARD. I'M CERTAINLY LOOKING FORWARD TO LOOKING AT ALL OF THIS INFORMATION, AGAIN, BETWEEN NOW AND CERTAINLY THE COMMISSION MEETING IN JULY, AND A LOT OF INCREDIBLY IMPORTANT INFORMATION HERE TO BALANCE OUT AS WE FIGURE OUT HOW TO DEAL WITH THE DIFFERENT STORIES AND NEEDS AND CUSTOMER RESPONSIVENESS THAT WE NEED TO BRING FORWARD IN THE ENSUING WEEKS. SO, THANKS EVERYONE.

DAVID RABBIT, CHAIR: THANK YOU. COMMISSIONER CHAVEZ DO YOU HAVE SOMETHING?

CINDY CHAVEZ: I WANT TO APOLOGY TO MY COLLEAGUES, I SEE THE MAGIC GRID IS ON PAGE NINE. SO THANK YOU FOR THAT. AND THERESE, WHAT I DON'T RECALL, WHEN I SAW THIS THE FIRST TIME,

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WAS THERE ALSO A -- WAS THIS DONE, ORIGINALLY, WAS THIS DONE FOR '19 AND '20 OR IT DIDN'T TOUCH THAT AT ALL.

THERESA ROMMELL: YOU'RE ON MUTE THERESE.

TERESE MCMILLAN: THE BILL IN OUR OPENING PRESENTATION WHAT WAS THE TIME FRAME ON THAT ONE?

CINDY CHAVEZ: '19 AND '20.

WILLIAM BACON: IN THE PAST WE HAVE SHARED DETAILED INFORMATION FOR PREPANDEMIC FOR EVERY TRANSIT OPERATOR SO I'M SURE WE CAN RESEARCH THAT TO DISCUSS THAT WAS A LIMIT OF NUMBER OF AGENCIES.

CINDY CHAVEZ: THAT WOULD BE HELPFUL. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. BEFORE WE GO TO A COUPLE OF PUBLIC COMMENTS, I WOULD JUST LIKE TO SAY, AGAIN, THANK YOU TO EVERYONE. AND I AGREE WITH THE LOVELY COMMENTS OF MY FELLOW COMMISSIONERS. AS SOMEONE WHO REPRESENTS A COUNTY THAT HAS GONE THROUGH QUIT A FEW DISASTERS OVER THE LAST FIVE YEARS OR SO. I HATE TO BE CRASS, BUT YOU CAN'T LET A DISASTER GO TO WASTE. HAVE TO CAPITALIZE ON THE LESSONS LEARNED AND EXPERIENCES YOU HAVE GONE THROUGH AND IT'S IMPORTANT FOR US TO

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MAKE SURE THAT WE'RE GOING TO EMERGE EVEN STRONGER WHETHER IT'S YOUR AGENCY OF COURSE OR WHETHER AS A WHOLE I THINK IT'S IMPORTANT THAT WE PAUSE, TAKE A LOOK AT HOW TO FIGURE OUT HOW TO COME OUT OF THIS STRONGER, MORE COORDINATED, MORE EVERYTHING, JUST TO MAKE SURE THAT WE PROVIDE SERVICE TO THE ENTIRE BAY AREA IN A WAY THAT MAKES SENSE AND IN A WAY THAT CONTINUES TO PROVIDE THAT SERVICE AT AN EXCELLENT LEVEL AND REALLY TO BRING IT TO THE NEXT LEVEL. I VERY MUCH APPRECIATE THAT. I'M GOING TO ASK THE CLERK. WE'RE GOING TO GO TO PUBLIC COMMENT. I SEE FOUR HANDS RAISED. AND I WILL FIRST GO, ROLAND, YOU'RE UP.

SPEAKER: ONE OR TWO MINUTES, MR. CHAIR?

DAVID RABBIT, CHAIR: HOW ABOUT 90 SECONDS. WE'LL SPLIT THE DIFFERENCE.

SPEAKER: ALL RIGHT LET'S TALK ABOUT VTA. YOU KNOW, EVENING, IT'S ONE OF THE NICEST PEOPLE I KNOW, AND THE ISSUE IS, SHE HAS GOT STAFF REPORTING TO US LYING THROUGH THEIR TEETH. YOU KNOW THE SLIDES ARE NOT QUITE RIGHT, AND THEN YOU TAKE $40 MILLION, AS YOU HEARD, THIS MORNING, ITEM 3C APPENDIX A, THE $140 MILLION IS A RESIDUE THAT THEY DID NOT SPEND THAT THEY ARE GOING TO BE SPENDING UNTIL 2028 TO MAKE UP A STRUCTURAL FUNDING GAP THAT IS BASICALLY CLOSED BECAUSE ALL OF THE SALES

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TAX REVENUE IT'S GOING TO BART. AND THEY ARE GIVING THE SAME INFORMATION TO THE BOARD MONTH AFTER MONTH, BUT BACK IN THE DAYS WHEN NURIA WAS THE ACHIEVE EXECUTIVE SHE USED TO CALL THEM OUT AND SAY, OKAY, WHAT ARE THE REAL NUMBERS. SO MY ADVISE TO THERESE IS TO GO AND SEE HOW MUCH MONEY THEY GOT, THEY GOT $187 MILLION AND HAVE $140 BILLION LEFT. HOW CAN THESE PEOPLE BE BUDGETING FREE COVID REVENUE SERVICE WHEN SITTING ON A $140 MILLION OF CARES ACT? DO I HAVE ANY TIME LEFT MARTHA?

CLERK OF THE BOARD: YES. YOU HAVE 30 SECONDS.

SPEAKER: WHAT HAPPENED TO CALTRAIN. THE REASON THEY FELL OFF THE CLIFF -- BY THE WAY THE ONLY PEOPLE WHO DIDN'T SHOW YOU THE RIDERSHIP RECOVERY SLIDE BECAUSE BEYOND THE 150% OF FARE BOX RECOVERY, THEY'RE BASICALLY, YOU KNOW, THE ONLY TRANSIT THAT MADE MONEY AND THESE WERE THE ONLY PEOPLE INTERESTED IN RIDING. THERE YOU GO RIDERSHIP IS NOT RECOVERING ABOVE 5%. THANK YOU.

CLERK OF THE BOARD: THANK YOU MR. LEBRUN. LAST SPEAKER IS LAST FOUR DIGITS 0101, PLEASE UNMUTE YOURSELF. YOU HAVE 90 SECONDS.

SPEAKER: ZACK WITH SAN FRANCISCO TRANSIT RIDERS. I WANT TO THANK ALL AGENCIES THAT PRESENTED TODAY THIS INFORMATION IS

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CRITICAL TO RIDERS WHO OTHERWISE DON'T KNOW WHEN TO EXPECT THEIR SERVICE TO RETURN, IF EVER. WE DEFINITELY APPRECIATE THE TECHNICAL AND FISCAL LIMITATIONS TO RESTORING SERVICE. THE FACT THAT SFMTA CAN'T GUARANTEE 100% RETURN TO PREPANDEMIC SERVICE BY FY2023 IS A SLAP IN THE FACE TO RIDERS AND ESSENTIAL WORKER WHO IS ARE CRITICAL TO OUR PANDEMIC RECOVERY. I WANT TO EMPHASIZE THIS ISN'T JUST A MAPPING PROBLEM FOR SERVICE DELIVER TO RIDERSHIP, IT PUNISHES THOSE WHO ARE TRANSIT DEPENDENT AND BROADCASTS A MESSAGE OF DON'T BOTHER COMING BACK TO THOSE WITH TRANSIT ALTERNATIVES. THE STIMULUS WAS PASSED WITH THE SPECIFIC PURPOSE OF BRINGING BACK OUR ECONOMY ASAP, NOT TO DELAY RECOVERY AND SAVE FOR A FUTURE RAINY DAY. WE HEARD THAT TRANSIT AGENCIES ARE STRUGGLING TO RESTORE SERVICE AND FILL VACANT OPERATOR POSITIONS WHILE HIRING TRAINING TAKES TIME WE HAVE AN IN-HOUSE SOLUTION BRING BACK OVERTIME AND REGULAR DAYS OFF THIS WAS BETTER LEVERAGING EXISTING WORKFORCE CAPACITY AND ALLOWED BRING BACK SERVICE OPERATORS. WE LOOK FORWARD TO CONTINUING TO WORK WITH MTC AND TRANSIT OPERATORS TO ENSURE THE RESTORATION OF NEEDED TRANSIT SERVICE AS SOON AS POSSIBLE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS DON CASTILLO, YOU HAVE 90 SECONDS. PLEASE UNMUTE YOURSELF. ARE YOU THERE IN YOU ARE UNMUTED ON THIS END. AND WE WILL GO AHEAD

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AND MOVE ON TO THE NEXT SPEAKER. OKAY. THE NEXT SPEAKER IS SHANE WEINSTEIN, PLEASE UNMUTE YOURSELF. YOU HAVE 90 SECONDS.

SPEAKER: THANK YOU VERY MUCH. SHANE WINE STEED -- WEINSTEIN. THE EMPLOYEES OF THESE AGENCIES SHOULD BE LOOKED AT AS THE TRUE HEROES THEY ARE AND AWARD THEM WITH THE RAISES THEY DESERVE. MOST AGENCIES THROUGHOUT THE BAY AREA WILL BE GOING INTO COLLECTIVE BARGAINING WITHIN THE NEXT YEAR, MY ATU LOCAL GOLDEN GATE TRANSIT HAS ROUGHLY 20% POSITIVITY WITH THE COVID RATE WORKING EVERY DAY NOT KNOWING WHAT THEY WERE BRINGING HOME TO THEIR FAMILIES. NOW WITH THE ATROCITIES DOWN AT VTA, UNDER SCORES THE NEED TO REWARD THESE HEROES WITH THE MONEY THEY DESERVE GAS IS GETTING MORE EXPENSIVE FOOD IS GETTING MORE EXPENSIVE WE HAVE A DROUGHT UPON US THAT WILL RAISE COST OF THESE GOODS WITH EVERYTHING THAT'S GOING ON IN THE BAY AREA WE'RE GOING TO NEED TO GET BUS OPERATORS ON THE ROAD, GET MECHANICS WE'RE GOING TO NEED A WAGE THAT WILL GET THEM INTO THESE AGENCIES. I APPRECIATE THE REPORTS THAT HAPPENED TODAY AND COMMISSIONERS THAT ARE DOLING OUT THIS MONEY BUT LOOK AT THE PEOPLE WHO ARE DOING THE LABOR.

CLERK OF THE BOARD: ALETA DUPREE.

SPEAKER: LOVE THE SPECIAL MEETINGS. LOTS OF GOOD THINGS HERE TODAY. HEARD A LOT. I THINK WE HAVE TO HAVE COLLABORATION.

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CERTAINLY, I ADVOCATE FOR THE IMPORTANCE OF CLIPPER AND CLIPPER START, AND FARE INTEGRATION. WE HAVE TO HAVE A UNIFIED FARE SYSTEM WHERE WE HAVE SIMPLICITY HERE, FORWARD THINKING, BECAUSE EQUITY MUST NOT HANG ON TO THE PAST, BUT FOCUS ON THE FUTURE. TIME TO GET AWAY FROM PAPER TICKETS. SO PROGRAMS SUCH AS FARE A ACCUMULATORS AND CAPS WILL HELP PEOPLE TO HAVE MORE PREDICTABLE TRANSIT COSTS, BUT REALLY I THINK, ALSO, WHAT'S KEEPING PEOPLE OFF TRANSIT IS THAT, IF THERE ISN'T ANYTHING TO DO BECAUSE THINGS ARE CLOSED UP, THEY'RE NOT GOING TO GET ON THE BUSES AND TRAINS. SO AS THINGS OPEN UP MORE, I WANT TO BE BACK ON THE BUSES AND TRAINS AND NOT JUST HERE IN THE BAY AREA BUT CERTAINLY TO GO TO AND RIDE THE NEW YORK CITY SUBWAY WHICH IS A SYSTEM THEY GREW UP ON, AND YOU CAN'T HAVE ENOUGH GRAND CENTRAL TERMINAL IN ONE'S LIFE. WE ALL HAVE TO GET TOGETHER AND BUILD A NETWORK THAT IS SIMPLE AND UNIFIED BECAUSE REALLY THE TRANSIT IS HERE FOR THE RIDERS. AND I ASK THAT WE PRACTICE STRONG STEWARDSHIP, REWARD GOOD STEWARDSHIP AND NOT BALANCE THE BUDGET ON THE BACKS OF THE RIDERS. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS LAST FOUR DIGITS 9483 E PLEASE UNMUTE YOURSELF. YOU HAVE 90 SECONDS.

SPEAKER: GOOD EVENING MTC COMMISSIONER MEMBERS AND CHAIR RABBIT. MY NAME IS JOHN ARANIS RESIDENT 1021 REPRESENTING 1800 MAINTENANCE AND CLERICAL WORKERS AS THE COMMISSION GOES TO THE

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DELIBERATIONS I ASK YOU TO ACCOUNT FOR THE LATEST FEDERAL STIMULUS PACKAGE WAS PASSED BY THE FEDERAL GOVERNMENT TO COVER THE REVENUE LOSS TO TRANSIT AGENCIES CAUSED BY THE COVID-19 PANDEMIC NOT TO COVER ALREADY PREEXISTING BUDGET SORT FALLS AS SOME TRANSIT AGENCIES HAVE BEEN FACING OVER THE YEARS. THOSE BUDGET SHORT FALL CHALLENGES NEED TO BE ADDRESSED WE NEED THE FUNDING FOR TRANSIT IN THE AREA.

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

SPEAKER: THANK YOU VERY MUCH FOR THE OPPORTUNITY TO COMMENT CYRUS HALL MEMBER OF THE SAN FRANCISCO TRANSIT RIDERS AND CALLING MTC TO USE THE RESCUE PLAN DOLLARS AS SOON AS HOBBLE TO HELP RESTORE TRANSIT. TODAY I HEARD DIFFERENT APPROACHES TO RECOVER WE HAD OPERATORS WHO ARE WAITING TO SEE RETURN TO SERVICE THOSE WHO ARE WILLING TO BE A LITTLE OUT IN FRONT AND THOSE FEW WHO EMBRACE MTC'S CALL TO LEAD RIDER RECOVER NOT JUST FULL RESTORATION OF SERVICE BUT IMAGINING WHAT IT WILL TAKE TO SIGNIFICANT HE IMPROVE SERVICE IN THE FUTURE. WE'RE ABOUT TO LIVE THROUGH A REALLY NASTY CLIMATE INDUCED DROUGHT HERE IN CALIFORNIA. AS A REGION, WE ARE TOE STEPPING TO ENSURING RELIABLE AND FREQUENT SERVICE THIS DOESN'T PUT US AS BAY AREA INTO THE LEADERSHIP POSITION IN TERMS OF CLIMATE CHANGE FOR JUSTICE. AS A RIDER IN SAN FRANCISCO I HAVE TO WALK

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15 MINUTES TO REACH TRANSIT THE CLOSEST BUS IS NOT STILL FULLY RESTORED. THIS IS SIGNIFICANT USE OF TIME THAT'S COSTLY TO MANY RIDERS. I REQUEST MTC FIGURE OUT HOW TO ALLOCATE THESE FUNDS AND EMPHASIZE IN DOING SO THE RESUMPTION OF SERVICE AS SOON AS POSSIBLE ALLOWING HIRING INCENTIVES SHOULD BE CONSIDERED TO HELP AGENCY STAFF. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER DON COSTELLO. PLEASE UNMUTE YOURSELF. ARE YOU THERE, MR. COSTELLO?

SPEAKER: YES I'M HERE. THANK YOU VERY MUCH, OPERATOR HERE AT IT. WU. AND I WANT TO SAY COMMENTS REGARDING RDO, AS A QUICK RESPONSE TO THE GREAT PROBLEM WE HAVE. ON JUNE 15TH, WE'RE ENDING COVID-19 BOARD CAPACITY LIMITS AND WE'RE ALSO RETURNING TO NORMAL SANITATION PRACTICES. THE TRUTH IS THAT SINCE MEMORIAL WEEKEND WE HAVE SEEN MORE INCREASE IN PASSENGERS ON OUR BUSES AND KEEPING COST DOWN HAS LEAD TO ATTRITION AND NOW THE MORE COMMON SAYING DUE TO OPERATOR AVAILABILITY IS THE REASON FOR NOT BRINGING BACK MORE LINES AND RUNS EVEN HAVING OPERATORS TODAY NOT TO MENTION NEW ONES SUPPOSED TO BE COMING BACK SOON. WHAT WE'RE TRYING TO SAY AS OPERATORS, WOULDN'T RDO FILL IN THE BLANKS, HELP WITH THE GAPS, AND RETURNING MORE SERVICES WHILE THE HIRING PROCESS TAKES ITS LONG TIME, AND THAT A SHORT TIME SOLUTION TO WE HAVE COME UP, GETTING MORE RDO, REGULAR DAYS OFF AND MOREOVER TIME AND THAT WILL HELP

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AGENCY FILLING THOSE GAPS AND RETURNING SERVICE QUICKER AND SOONER. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS JONATHON KASS, PLEASE UNMUTE YOURSELF.

SPEAKER: HI CAN YOU HEAR ME?

CLERK OF THE BOARD: YES WE CAN.

SPEAKER: GREAT. GOOD AFTERNOON MY NAME IS JONATHON KASS THE TRANSPORTATION POLICY MANAGER FOR SPUR IT'S BEEN INSPIRING TO SEE ALL THE DEDICATION INNOVATION AND CREATIVITY REPRESENTED IN THE SUMMARIES PRESENTED TODAY. SPURS CONTINUES SUPPORT PUTTING OPERATORS ON A LEVEL PLAYING FIELD AND ENSURING EQUITY AMONG TRANSIT OPERATORS IN DISTRIBUTION IN COMBINED AND CURRENT FEDERAL RELIEF FUNDS THAT INCLUDES PRIORITIZING FUNDING TO AGENCY THAT ARE CARRYING THE MOST TRANSIT DEPENDENT RIDERS DELIVERING SERVICE EFFICIENTLY AND FACING THE GREATEST PANDEMIC DRIVEN FUNDING CHARGES THE PRIMARY FOCUS OF FEDERAL FUNDS SHOULD BE ON RESTORING SERVICE AVOIDING LAYOFFS AND IMPROVING SERVICE ON HIGH DEMAND CORRIDORS DID YOU SPUR ALSO SUPPORTS DEDICATING OUR RESOURCES NECESSARY TO ADVANCE BLUE RIBBON TASK FORCE TRANSFORMATION ACTION PLAN WITH ADDITIONAL FUNDS OUR REGION HAS UNIQUE OPPORTUNITY TO CONTINUE TRANSIT

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REFORMS YOU HEARD ABOUT TODAY MANY OF THE TASK FORCE PRIORITIES INCLUDE TRANSIT PRIORITY BRANDING MAPPING WAY FINDING AND REQUIRES RESOURCES FOR IMPLEMENTATION. THANK YOU FOR HELPING TO ENSURE REOPENING THE REGION ALSO MEANS REIMAGINING THE REGION TO BETTER SERVE THE PUBLIC. THANKS SO MUCH.

CLERK OF THE BOARD: THANK YOU. THAT WAS OF THE LAST SPEAKER, MR. CHAIR.

DAVID RABBIT, CHAIR: THANK YOU KIMBERLY. APPRECIATE THE HELP THERE. YOU CAN READ COMMENTS?

CLERK OF THE BOARD: ABSOLUTELY. WE HAVE RECEIVED NOTHING IN WRITING FOR THIS MEETING.

DAVID RABBIT, CHAIR: I APPRECIATE THAT. THE LAST ITEM WE HAVE ON THE AGENDA TODAY IS PUBLIC COMMENT. I'M GOING ASK THE CLERK TO READ THE NAMES OR OH ORGANIZATION OF ANY GENERAL WRITTEN COMMENT RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO THE RECORD I WOULD ALSO ASK IF THERE ARE ANY MEMBERS OF THE PUBLIC BY TELECONFERENCE WITH GENERAL PUBLIC COMMENT NOT RELATED TO AN ITEM ON THE AGENDA PLEASE USE THE RAISE HAND FEATURE I SEE ROLAND.

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CLERK OF THE BOARD: NOTHING IN WRITING, MR. CHAIR.

SPEAKER: QUICK ONE, MR. CHAIR, AND I HAVE BEEN MEANING TO SPEAK ABOUT THIS FAIR LONG TIME, IT'S THE MAGIC GRID THAT SUPERVISOR CHAVEZ WAIVED, AND THE ISSUE THAT HAPPENS WITH THE MAGIC GRID IS THE EXPERIENCE THE AGENCIES ALL GET THE SAME AMOUNT OF DOLLARS I SUGGEST YOU CHANGE THE SCALE TO REFLECT THE AMOUNT OF REVENUE THESE AGENCIES ARE GETTING AND YOU ARE GOING TO FIND OUT IN SALES TAX ALONE VTA IS IN THE $800 MILLION A YEAR MARK, AND I DON'T KNOW OF ANY OTHER AGENCIES THAT GET THAT AMOUNT OF SALES TAX ANNUALLY. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THERE IS ONE ADDITIONAL SPEAKER. ALETA DUPREE. PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU, CHAIR DAVID RABBIT AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER. I DIDN'T GET TO MAKE IT TO YOUR REGULAR MEETING EARLIER, TO CONTINUE THE WORK OF BUILDING AN ECOSYSTEM WHERE PEOPLE DON'T HAVE TO BE DEPENDENT ON SINGLE OCCUPANCY AUTOMOBILES. DON'T GET ME WRONG. I LIKE CARS. I HOPE TO RENT A TESLA MODEL S SOME DAY. BUT, ESPECIALLY, AS I HOPE TO SPEND MORE TIME IN THE BAY AREA, BEING ABLE TO WORK ON THE BOTTLENECKS SUCH AS TRYING TO GET ON THE BAY BRIDGE, ESPECIALLY OUT OF POWELL STREET IN EMERYVILLE AND CONTINUING TO FUND THE FARE INTEGRATION AND CLIPPER PROGRAM, THIS IS

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BUDGET TIME, AND INFORMATION AND WAYFINDING, ESPECIALLY FOR PEOPLE WHO HAVE DISABILITIES. I HAVE A REDUCED CLIPPER CARD FOR THAT REASON. BECAUSE I WANT TO BE ABLE TO GO WHEREVER I NEED TO GO IN A SAFE, TIMELY, AND AFFORDABLE MANNER. AND SO, SERVICE FREQUENCY IS ESSENTIAL, AS IS FARE RELIEF. AND THE BEST WAY TO HELP THE MOST PEOPLE IS TO HAVE BROAD IMPROVEMENTS IN SERVICE, AND BROAD RELIEF IN FARES. THANK YOU.

DAVID RABBIT, CHAIR: THANK YOU. KIMBERLY, I THINK THIS'S IT?

CLERK OF THE BOARD: THAT IS IT.

DAVID RABBIT, CHAIR: AND, AGAIN, I WANT TO THANK EVERYONE FOR BEING WITH US TODAY AND MOST OF ALL THANK YOU TO STAFF AND MOST OF ALL KIMBERLY WARD FOR THE HELP. THANK YOU FOR PARTICIPATING GOOD LUCK AS WE GO FORWARD. SAY SAFE AND UNTIL WE MEET AGAIN. THANK YOU. [ADJOURNED]

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