METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

POLICY ADVISORY COUNCIL

WEDNESDAY, 1:30 P.M., JUNE 9, 2021

RANDI KINMAN, CHAIR: THANK YOU. WELCOME TO THE POLICY ADVISORY MEETING. ROLL THE TAPE. DUE TO COVID 19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDER THAT SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE. 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 CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND PUBLIC WISHING TO SPEAK SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9 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 YESTERDAY WILL BE POSTED ON THE ONLINE AGENDA AND INTO THE RECORD, BUT NOT READ OUT LOUT. IF AUTHORS OF WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. YOU SHOULD NOTE THE CHAT FEATURE IS NOT ACTIVE.

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RANDI KINMAN, CHAIR: THANK YOU AND AGAIN THIS IS THE POLICY ADVISORY COUNCIL MEETING OF JUNE 9, 2021. MAY WE HAVE ROLL CALL, PLEASE.

SPEAKER: RICHARD BURNETT IS HERE.

SPEAKER: HERE.

SPEAKER: BURNETT.

SPEAKER: HERE.

SPEAKER: COATES.

SPEAKER: HERE. COCHRAN.

SPEAKER: HERE.

SPEAKER: FLORES.

SPEAKER: HERE.

SPEAKER: GOTUACO.

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SPEAKER: HERE.

SPEAKER: CALLINS.

SPEAKER: HERE.

SPEAKER: LOPEZ.

SPEAKER: HERE.

SPEAKER: MADDEN.

SPEAKER: HERE.

SPEAKER: MENDOZA.

SPEAKER: HERE.

SPEAKER: BROWN.

SPEAKER: HERE.

SPEAKER: SCHWENG.

SPEAKER: HERE.

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SPEAKER: SCOTT.

SPEAKER: HERE.

SPEAKER: WILTE.

SPEAKER: WILSON.

SPEAKER: WALTER WILSON? THAT'S NOT JOINED AND GOING BACK.

RANDI KINMAN, CHAIR: THANK YOU. THAT TAKES US TO ITEM NUMBER THREE, CHAIRS REPORT. FIRST, AGAIN, I WANT TO THANK EVERYBODY WHO IS IN THREE MEETINGS ALL DAY WITH US. IT HAS BEEN AN INTERESTING DAY TO SAY THE LEAST. THE FIRST ITEM IN MY CHAIRS REPORT IS THE EXPENSE REPORT. MARTHA IS A MOM AND NO ONE IN THE FINANCE SECTION NEEDS TO BE REOPENING THE BOOK. LET'S GET THAT DONE AS SOON AS POSSIBLE. SECOND ITEM IS THE RECRUITMENT PROCESS FOR THE POLICY ADVISORY AND THE COUNCIL IS OPENING. PLEASE READ MARTI'S STAFF REPORT. IF YOU ARE NOT GOING TO REPLY, LET MARTI KNOW. THIS IS AN OPEN AND COMPETITIVE PROCESS AND TAKES AN EXTRAORDINARY AMOUNT OF WORK TO BALANCE SUBMISSIONS AGAINST THE SLOTS. IT'S LIKE TRYING TO PUT TOGETHER A PUZZLE WITH A 3D FORMAT. LIKE THE STAIRS AT HOG WARTS, BUT IT'S A 2D MOVING THING. THEY NEED AS MUCH

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INFORMATION AS EARLY AS POSSIBLE. I WANT TO REMIND YOU THAT POSITIONS ARE NOT GUARANTEED. I WOULD ASK THAT IF YOU KNOW ANYBODY WHO WANTS TO OR YOU THINK WOULD BE A GOOD CANDIDATE TO JOIN THIS BODY, PLEASE RECRUIT THEM. AS YOUR CHAIR, I WANT TO LET YOU KNOW I'M ADVOCATING TO ACKNOWLEDGE THE BUDGET TO ALLOW FOR SCHEDULING MULTIPLE PUBLIC MEETINGS TO BE HELD AT THE SAME TIME. TODAY AND LAST MONTH IS A REALLY GOOD EXAMPLE. AND I'M ALSO ADVOCATING FOR US TO CONTINUE A POST COVID HYBRID SYSTEM THAT WILL ALLOW MEMBERS TO ATTEND REMOTELY AND THEY CAN CONSULT LEGAL WITH THIS OTHER JURISDICTIONS ARE DOING IT. AND NOT HAVE TO OPEN THEIR HOMES TO THE GENERAL PUBLIC. UNDER THE BROWN ACT, IF IT'S EVER REINSTATED FULLY, YOU HAVE TO DO THAT. I THINK THAT WE CAN FUNCTION WITHOUT HAVING TO DO THAT. I'M NOT SURE HOW LONG IT TAKES FOR PEOPLE IN THE NORTH BAY TO GET TO AND FROM MEETINGS AT HEADQUARTERS. I KNOW IT TAKES ME TWICE AS LONG TO COMMUTE BACK AND FORTH AS IT DOES TO ATTEND A TWO HOUR MEETING. WITH THAT SAID, I'M ASKING FOR A REVIEW OF THE COMPENSATION AND THE MEETINGS THAT QUALIFY BECAUSE A LOT OF YOU HAVE BEEN ATTENDING EXTRA MEETINGS AND REPORTING BACK TO US BECAUSE WE HAVE SENT YOU TO THESE MEETINGS AND I WANT TO MAKE SURE WE ARE LOOKING AT THAT. IF WE WANT TO RECRUIT A DIVERSE BODY AND WANT EQUITY IN OUR REPRESENTATION, WE NEED TO REALLY LOOK AT WHAT WE HAVE LEARNED IN THE LAST YEAR. I'M ALSO GOING TO ASK STAFF TO SHOE HORN IN THE INFORMATION FROM TODAY'S SPECIAL MEETING OF THE PROGRAMMING AND ALLOCATIONS

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MEETING RUNNING CONCURRENT WITH OURS. THIS REALLY DOES CONCERN A FUNDING PROCESS THAT WE NEED TO BE INVOLVED IN. JUST TO WRAP UP, I TALKED TO SEVERAL OF YOU ABOUT INCLUDING ITEMS IN MY REPORT TO THE COMMISSION. IF I HAVE OMITTED ANYBODY, ANYTHING, NOW IS THE TIME TO LET ME KNOW WHAT I HAVE OMITTED. I SEE SEVERAL HANDS RAISED. ADINA? UNMUTE.

SPEAKER: YES, THANK YOU, CHAIR KINMAN AND THANK YOU VERY MUCH FOR RAISING THE ISSUE OF HYBRID MEETINGS. I WANTED TO SHARE SOME RESEARCH THAT I HAVE BEEN DOING ON THIS TOPIC. ALSO TO IN THAT, DIFFERENTIATE BETWEEN TWO THINGS THAT SEEM PRETTY DIFFERENT, ONE FROM THE OTHER. SO ONE IS THE ABILITY FOR MEMBERS OF THE PUBLIC TO DIAL IN AND GIVE PUBLIC COMMENT. THIS IS SOMETHING THAT MANY AGENCIES AND JURISDICTIONS ARE TRANSITIONING TO ALREADY, AND BELIEVE THAT THIS IS LEGAL UNDER THE BROWN ACT CURRENTLY. SO THE BOARD IS GOING TO BE HAVING HYBRID MEETINGS WHEN IT RESUMES MEETINGS IN THE BOARD ROOM. AC TRANSIT BOARD APPROVED A SIX MONTH PILOT. SAM TRANSBOARD IS HOLDING AGENDA ITEM ON THIS. ET ABOARD COMMITTEE HAD A FAVORABLE STAFF RECOMMENDATION THAT WILL BE HEARD AT ITS UPCOMING MEETING. CITIES IN SAN MATEO AND SANTA CLARA COUNTY WHERE I HAVE DONE MOST OF THE RESEARCH ARE ALL WORKING TOGETHER WITH CITY CLERKS, WORKING ON THE LOGISTICS OF HOW TO DO HYBRID MEETINGS. WITH MANY CITIES ALREADY PLANNING TO DO THOSE HYBRID MEETINGS, ALLOWING MEMBERS OF THE PUBLIC TO DIAL

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IN. THOSE AGENCIES AND JURISDICTIONS ARE NOT SEEING ISSUES WITH THAT. THERE IS A DIFFERENT TOPIC, WHICH IS ABOUT MEMBERS OF A BROWN ACT BODY TO BE ABLE TO PARTICIPATE REMOTELY IN A TELECONFERENCE SETTING. IT IS FOR THE MEMBERS OF THE BODY THAT HAVE THIS CONSTRAINT THAT IS WRITTEN INTO THE LANGUAGE. IF YOU ARE CONFERENCING IN, FIRST WITH THE JURISDICTION WHICH IS NOT THAT HARD IN THE COUNTY BAY AREA. BECAUSE IT'S A BIG JURISDICTION, BUT THE OTHER IS THAT THE INDIVIDUALS PARTICIPATING FROM HOME NEED TO POST THEIR ADDRESS AND HAVE IT BE OPEN TO THE PUBLIC. THIS IS SOMETHING THAT EVEN BEFORE THE PANDEMIC IS SOMETHING WHERE A MEMBER OF A LOCAL CITY COUNCIL WHO HAD A STALKER WAS EXTREMELY UNCOMFORTABLE WITH BECAUSE HAVING A STALKER. ONE OF HER FRIENDS WAS A NURSING MOM WHO WANTED TO TELECONFERENCE IN FOR OBVIOUS REASONS AND DIDN'T WANT HER DOOR OPEN TO THE PUBLIC FOR UNDERSTANDABLE REASONS. THAT'S SOMETHING BECAUSE OF THE TEXT OF THE BROWN ACT IS GOING TO NEED A LEGAL CHANGE AND SO I WOULD HOPE THAT THIS BODY WOULD RECOMMEND TO THE MTC TO SUPPORT THAT LEGAL CHANGE IN A SUBSEQUENT LEGISLATIVE SESSION IS PRETTY FAR ADVANCED. IT WOULD BE FAIRLY DIFFICULT TO DO THAT NOW. I THINK IT'S SOMETHING THAT WE SHOULD RECOMMEND. THOSE ARE TWO IDEAS. HAVING OUR AND MTC CONTINUE TO ALLOW DIAL IN ZOOM PUBLIC COMMENT AS SOON AS POSSIBLE, AS SOON AS THE AGENCIES START MEETING IN A BOARD ROOM. SECONDLY TO SUPPORT FUTURE CHANGE TO

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THE BROWN ACT TO MAKE IT EASIER TO TELECONFERENCE IN AS MEMBERS. THANK YOU.

RANDI KINMAN, CHAIR: NEXT?

SPEAKER: I NEED A COUPLE OF EXAMPLES. I WAS ON VACATION AND I SAW THE BOARD. I HAD PEOPLE SHOW UP WHO WERE ON VACATION TO TRY TO DEDUCT SOME OF THEIR TRAVEL EXPENSES. ALSO WE HAD A MEMBER OF A BOARD WHO TOOK SICK AND WAS RUSHED TO THE HOSPITAL WHO HAD TO SHUT THE WHOLE MEETING DOWN BECAUSE THAT WAS A PUBLIC LOCATION THAT NO LONGER EXISTED. SO I BELIEVE THEY CAN TELL US THERE WAS A BILL, I DON'T KNOW WHAT HAPPENED TO IT, THAT WOULD ALLOW WHAT WE ARE DOING NOW TO CONTINUE WITH POPULATIONS OF OVER 250,000. I WILL SAY THAT AND BE QUIET.

RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA?

SPEAKER: I WANT TO TALK ON THE FLIP SIDE. MY CONCERN WOULD BE, IS THIS BODY GOING TO BE REPRESENTATIVE OF PEOPLE WHO ARE LOCAL? IF YOU CAN CALL IN REMOTE, YOU COULD BE LIVE ANYWHERE AND JUST CHECK ON WHERE PEOPLE ARE COMING FROM.

RANDI KINMAN, CHAIR: I THINK THE SCREENING PROCESS REQUIRES YOU TO HAVE AN ADDRESS WITHIN THE JURISDICTION YOU ARE REPRESENTING. I THINK THAT'S A GOOD POINT. WE WILL ADD THAT

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AND I KNOW THAT REBECCA IS PROBABLY LISTENING IN ON THIS. WE WILL ADD THAT TO THE MIX OF THINGS TO DISCUSS. I HAVE KATHLEEN. GO AHEAD.

SPEAKER: HI, YES. AS YOUR GENERAL COUNSEL, HELLO.

RANDI KINMAN, CHAIR: HI.

SPEAKER: I WANTED TO MAKE SURE WE ARE ALLOWING PUBLIC COMMENT IS SINCE WE HAVE A SENSITIVE CONVERSATION HERE. THERE ARE A COUPLE OF CONCURRENT QUESTIONS GOING ABOUT THE BROWN ACT AND WHERE IT WILL LAND AND WE ARE OBVIOUSLY TRACKING THIS AND WILL BE ANALYZING IT FOR THE RELATED ENTITIES. OUR DESIRE IS TO HAVE AS MUCH AND BROAD OF INPUT AS WE CAN. A LOT OF ENTITIES DISCOVERED THERE HAS BEEN MORE PARTICIPATION IN THIS REMOTE ENVIRONMENT THAN THERE HAS BEEN WITH IN PERSON MEETINGS BECAUSE IT'S EASIER FOR A NUMBER OF PEOPLE TO PARTICIPATE. AS IT STANDS, THE BROWN ACT DOES NOT ALLOW EXPLICITLY ALLOW THE PUBLIC TO DIAL IN FROM UNPOSTED LOCATIONS. SO YOU ARE ALLOWED TO HAVE REMOTE LOCATIONS POSTED WITH THE AGENDA AND PEOPLE CAN PARTICIPATE, BUT THE BROWN ACT IS NOT CLEAR ON THAT LANGUAGE. IT'S CONSISTENT WITH THE INTENT OF THE BROWN ACT TO ALLOW MEMBERS OF THE PUBLIC TO PARTICIPATE. THAT LANGUAGE HASN'T BEEN CLARIFIED. WE ANTICIPATE IT'S LIKELY THAT THE BROWN ACT ITSELF WILL HAVE AMENDMENTS COMING OUT OF THIS EXPERIENCE. WE

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WILL BE TRACKING CLOSELY AND DOING ANALYSIS ABOUT WHAT'S POSSIBLE FOR THE RELATED ENTITIES. WHERE IT'S POSSIBLE TO ALLOW FOR THE PUBLIC TO BE ABLE TO DO THAT. THE REMOTE PARTICIPATION PROVISIONS FOR BOARD MEMBERS WERE WRITTEN AT A TIME WHEN ZOOM DIDN'T EXIST AND A LOT OF THESE FORMATS WERE NOT AVAILABLE. I THINK THEY WATCH THE SPACE IN THE NEXT COUPLE OF LEGISLATIVE SESSIONS, IT'S LIKELY THERE WILL BE SUBSTANTIAL CHANGES.

SPEAKER: THANK YOU. AS THE COUNSEL, I WANT TO ADVISE YOU THIS CAME UP LONG BEFORE, FOR ME, LONG BEFORE COVID. DURING THE NORTH BAY FIRES AND DURING THE FIRES PRIOR TO THAT, I'M A COMMUNITY COLLEGE BOARD MEMBER. IT BECAME A PARENT THAT THEY COULD NOT HOLD MEETINGS PERIOD. THERE WAS NO PUBLIC SPACE IN WHICH TO HOLD THE MEETING. THAT BECAME HALF THE BOARD WAS DISBURSED ELSEWHERE BECAUSE THEY WERE NOT IN THEIR HOMES OR WEREN'T IN THE COUNTY EVEN. I'M GLAD TO HEAR THAT CONVERSATION IS GOING ON. THANK YOU. WITH THAT FOLLOWING COUNSEL'S ADVICE, I WILL ASK FOR PUBLIC INPUT. IF YOU ARE ON THE PHONE, HIT STAR 9 OR OTHERWISE RAISE YOUR HAND. I SEE NICK.

SPEAKER: GOOD AFTERNOON. I'M ACTUALLY NOT PUBLIC. I AM STAFF. I'M THE DIRECTOR OF TECHNOLOGY SERVICES FOR MTC. I WANT TO ANSWER ONE QUESTION THAT CAME UP. IT WAS A STATEMENT MAKING IT INTO A QUESTION I WILL ANSWER FOR YOU ALL. WE DO HAVE

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CAPABILITIES WHEN WE GO BACK TO THE BUILDING, DEPENDING ON WHAT THE LAW AND THE RULES ARE TO DO HYBRID MEETINGS. I WANT TO YOU THAT THAT POSSIBILITY DOES EXIST. WE CERTAINLY USE THAT TO THE EXTENT THAT WE CAN.

RANDI KINMAN, CHAIR: DOES THAT POSSIBILITY EXIST RUNNING SIMULTANEOUS MEETINGS?

SPEAKER: WE ARE RUNNING SIMULTANEOUS MEETINGS TODAY. THERE IS A SPECIAL PROGRAMMING AND ALLOCATIONS WORKSHOP GOING ON WHILE THIS MEETING IS GOING ON. WE ARE DOING THAT. I WAS PLANNING ON ADDRESSING THIS GROUP NEXT MONTH. ANSWER QUESTIONS ABOUT THAT. JUST SO THIS GROUP KNOWS THE LIMITATION WE HAVE, WHEN WE ARE DOING A ZOOM MEETING WE ARE DOING IT AS A BROWN ACT MEETING, KEEP IN MIND THESE VIDEOS ARE ACTUALLY THE PUBLIC RECORD THAT WE ARE CREATING. SO IT BECOMES THE MINUTES. THERE IS A LOT OF PEOPLE INVOLVED IN THAT. WE HAVE A LIMITED AMOUNT OF STAFF THAT DOES THE MEETINGS SO WHEN WE DO THESE ZOOM MEETINGS AND THEY ARE ENTIRELY ZOOM, WE HAVE GOT A NUMBER OF FOLKS BECAUSE OF THE CLOSED CAPTIONING, THE WEB STREAMING, THE ACTUAL ZOOM OPERATION, AND TAKING THE MINUTES, SO WE HAVE GOT TO BE ABLE TO BASICALLY LEVY THOSE PEOPLE ACROSS ALL THE DIFFERENT TASKS. THAT'S WHY FOR THE MOST PART, WE ONLY DO ONE MEETING AT A TIME. IF WE HAVE A VERY, VERY SERIOUS CRUNCH, WE REALLY SPREAD FOLKS THIN ON THE TECHNICAL SIDE AND WE WILL DO TWO MEETINGS

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AS WE DO TODAY. TODAY IS A LITTLE BIT DIFFERENT. IF YOU THINK ABOUT THIS BEING IN OUR BUILDING, THIS WOULD BE LIKE THE MORNING MEETINGS WOULD HAVE BEEN SCHEDULED IN THE BOARD ROOM AND THEN THE POLICY ADVISORY COMMITTEE WOULD HAVE BEEN IN THE BOARD ROOM AS WELL IN THE AFTERNOON. SO THIS WOULD BE A SITUATION WHERE THERE WOULD HAVE BEEN A DELAY ALSO IF WE WERE IN THE BUILDING. THAT OTHER WORKSHOP WOULD HAVE BEEN IN YERBA BUENA. TODAY IS LIKE A TYPICAL MEETING DAY IN 375 BEIL. WE WILL HAVE ANOTHER CONFERENCE ROOM TO USE.

RANDI KINMAN, CHAIR: CORRECT, BUT IF THIS WERE A TYPICAL DAY MEETING IN PERSON, WE WOULD HAVE HAD A SUBCOMMITTEE MEETING RUNNING CONCURRENT WITH THE MEETINGS THAT RAN THIS MORNING. THAT'S WHY FOR US, THE SUBJECT IS WE WILL BE GLAD TO HAVE THIS DISCUSSION WHEN YOU COME BACK. THANK YOU. I'M GOING TO CALL FOR PUBLIC INPUT IF YOU ARE ON THE PHONE. DIAL STAR 9 OR OTHERWISE RAISE YOUR HAND. I SEE NO HANDS AND MARTHA, IS THERE PUBLIC COMMENTS?

SPEAKER: NO PUBLIC COMMENTS AND NO ONE IN THE PUBLIC WITH THEIR HANDS.

RANDI KINMAN, CHAIR: THANK YOU VERY MUCH. WE HAVE MAY 12TH 2021 MINUTES. DO I HAVE A MOTION TO APPROVE? I HEARD HEDGES FIRST. FLORES SECOND. MARTHA, IS THERE PUBLIC COMMENT ON THIS?

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SPEAKER: NO PUBLIC COMMENT SUBMITTED AND NO MEMBERS OF THE PUBLIC WITH HANDS RAISED.

RANDI KINMAN, CHAIR: THANK YOU. IS THERE COMMENTS FROM THE COUNSEL. CAN WE HAVE A ROLL CALL, PLEASE? [ROLL CALL VOTE] IT PASSES WITH 21AYES AND ONE ABSTENTION.

RANDI KINMAN, CHAIR: PUBLIC COMMENTS AND OTHER BUSINESS. I WILL ASK MARTHA TO READ THE NAMES AND ORGANIZATIONS SUBMITTING GENERAL WRITTEN PUBLIC COMMENTS RECEIVED BY 5:00 P.M. YESTERDAY. IF YOU ARE IN THE AUDIENCE AND WISH TO SPEAK ON ITEMS NOT ON THE AGENDA, DIAL STAR 9 OR RAISE YOUR HAND. MARTHA, WAS THERE ANY PUBLIC COMMENT SUBMITTED.

SPEAKER: NO PUBLIC COMMENT AND NO MEMBERS OF THE PUBLIC WITH HANDS RAISED.

RANDI KINMAN, CHAIR: SUBCOMMITTEE PARTS. FIRST UP IS THE EQUITY AND ACCESS SUBCOMMITTEE. VEDA.

SPEAKER: I'M VEDA FLORES AND I REPRESENT MARIN COUNTY AND THE CHAIR OF EQUITY AND ACCESS SUBCOMMITTEE AND DUE TO ZOOM SCHEDULING DIFFICULTIES, THE JUNE 3RD HAS BEEN PUT IN ACCESS SUBCOMMITTEE WAS CANCELED.

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RANDI KINMAN, CHAIR: THANK YOU. NEXT IS THE POLICY [INAUDIBLE] OPERATIONS SUBCOMMITTEE.

SPEAKER: THE BODY LAST MET BEFORE THE INTEGRATION TASK FORCE MET AFTER THE STUDY OF THE VARIETY OF DIFFERENT OPTIONS FOR REGIONAL FARE FOR INTEGRATION. THE RESULTS OF THE STUDY ARE GOING TO BE PUBLISHED AND THERE ARE GOING TO BE PRESENTATIONS AT A VARIETY OF TRANSIT AGENCIES. [INAUDIBLE] THAT'S BEFORE IT'S INTERESTED IN SEEING ADVANCEMENT OF COORDINATED AT THE TRANSIT. THEY WOULD ENCOURAGE TO YOU STAY TUNED FOR THE REPORT ABOUT THE SCHEDULE OF THE PRESENTATIONS TO THE TRANSIT AGENCIES SO WE CAN BE PAYING ATTENTION TO HOW THOSE AGENCIES ARE REACTING TO THE RECOMMENDATIONS GOING FORWARD AND WE SHOULD CERTAINLY BE PAYING ATTENTION TO THE RECOMMENDATIONS COMING FORWARD WHERE THE SUBCOMMITTEE WILL HAVE A CHANCE TO WEIGH IN AND THEN HOPEFULLY BRING IT UP TO THIS BODY. I'M HAPPY TO TAKE ANY QUESTIONS ABOUT THAT UPDATE.

RANDI KINMAN, CHAIR: THANK YOU. ARE THERE ANY QUESTIONS OR COMMENTS ON ITEM SIX FROM THE COUNSEL? I SEE NO HANDS RAISED. MARTHA, WAS THERE ANY PUBLIC COMMENT SUBMITTED?

SPEAKER: THERE IS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM

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RANDI KINMAN, CHAIR: THANK YOU, AND NO HANDS RAISED IN THE AUDIENCE. RECOVERY TASK FORCE UPDATE. TERESA?

SPEAKER: I WILL BE PRESENTING IN PLACE OF TERESA. I WILL PROVIDE AN UPDATE OF THE BLUE RIBBON MEETING FROM MAY 24TH AND THEN HIGHLIGHT THE UPCOMING MEETING LATER THIS MONTH. IN THE RECAP OF THE MAY 24TH MEETING, THERE WAS A FEW ITEMS THAT WERE OF DISCUSSION. THE FIRST ITEM WAS TERESA PROVIDED AN UPDATE ON THE ONGOING WORK IN THE REGION. ONGOING INITIATES AND THE MAIN TOPICS WERE FOCUSED ON THE COORDINATION WORK, MAPPING WAYFINDING AND BUS TRANSIT PRIORITY. SOME PROPOSED NEXT STEPS WERE PRESENTED TO THEA TASK FORCE FOR CONSIDERATION AND INCLUSION IN THE ACTION PLAN THAT THE OVERALL TASK FORCES SCHEDULED TO ADOPT IN JULY. THAT WAS THE FIRST PRESENTATION. THEN THE SECOND PRESENTATION TO THE TASK FORCE WAS FOCUSED ON THE NETWORK MANAGEMENT RESPONSIBILITIES THAT THE CONSULTANT WILL EVALUATION AND THE EVALUATION WORK THEY ARE DOING. THE PROPOSED RULES AND RESPONSIBILITIES WERE PRESENTED TO THE TASK FORCE FOR ACTION. THE RECOVERY TASK FORCE. THEY TOOK ACTION AND APPROVED THE RULES AND RESPONSIBILITIES, THE LIST FOR NEAR TERM PRIORITIZATION AND REVIEW. THEY DIDN'T MAKE REQUESTED CHANGES FROM THE VERSION WE POSTED ON THE WEBSITE IN MAY AND PRESENTED AT THE MEETING. THE SUBSTANTIVE CHANGES THAT WERE MADE WAS TO ADD FUNDING AND ADVOCACY AS A NEAR TERM RULES AND RESPONSIBILITIES TO BE EVALUATED. THE SECOND ONE THAT WAS

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ADDED WAS CAPITAL PROJECT PLAN ABILITIES THAT WERE PARSED OUT AND THE TASK FORCE RECOMMENDED PER CONSULTANT REVIEW THAT THESE BE PULLED UP TO NEAR TERM. THEN THERE WAS ONE THAT WAS REMOVED OR DEFERRED FOR NON NEAR TERM CONSIDERATION, BUT STILL FOR CONSULTANT REVIEW. THAT RULE AND RESPONSIBILITY WAS MEGA PROJECT DELIVERY AND OVERSIGHT. THAT RULE AND RESPONSIBILITY WAS TAKEN OFF OF THE LIST, BUT HOWEVER THERE WAS A RECOMMENDATION THAT THE CONSULTANT SHOULD REVIEW IT AND MAKE RECOMMENDATIONS ON WHERE IT BELONGS IN THE LIST. POSSIBLY WHICH FORUM THAT SHOULD COME THROUGH IN TERMS OF THAT DISCUSSION. AND THEN THE LAST ITEM THAT WAS ACTED ON IN TERMS OF THE RULES AND RESPONSIBILITIES WAS REALLY TO STRENGTHEN THE STAGE AND HUB DESIGN REVIEW ROLE AND RESPONSIBILITY TO REFLECT THAT STATION'S MUST CONSIDER ACCESS FROM AND TO THE SURROUNDING COMMUNITY. THE STATION WITHIN THE CONTEXT OF THE COMMUNITY ITSELF. SO THAT WAS ACTED UPON AND APPROVED DURING THE TASK FORCE MEETING IN MAY. THE CONSULTANTS NOW, THAT LIST WAS GIVEN TO CONSULTANTS AND THE NETWORK EVALUATION CONSULTANTS ARE REVIEWING THE RULES AND RESPONSIBILITIES. THE THIRD COMPONENT PRESENTED WAS THE CONSULTANT TEAM ITSELF. THEY WERE INTRODUCED AND ALSO THE PROPOSAL ON HOW THEY ARE APPROACHING THE NETWORK MANAGEMENT EVALUATION WAS PRESENTED TO THE TASK FORCE. IN TERMS OF UPCOMING ACTIVITIES, THEY HAVE GOT A LOT OF WORK THEY ARE FURIOUSLY TRYING TO PULL TOGETHER AND PULL THROUGH. WHAT WE ARE DOING IS WE HAVE AN AD HOC WORKSHOP

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WHICH IS A SUBSET OF THE TASK FORCE TO DO A PRELIMINARY REVIEW OF MATERIALS THAT WILL BE FORWARDED TO THE TASK FORCE MEETING ON THE 28TH LATER THIS MONTH. THAT AD HOC MEETING IS NEXT WEEK AND IT IS JUST A SUBSET OF THE TASK FORCE. IT'S A WORKSHOP THAT'S ONLY FOR THE TASK FORCE MEMBERS. THE LAST ITEM THAT WAS PRESENTED TO THE TASK FORCE WAS A PRESENTATION OF THE E AND C ON THE HOLDING RESULTS AND FOCUS GROUP RESULTS FROM THE POLLING THAT WAS DONE IN APRIL AND MAY AS WELL AS JUST SOME OF THE OUTREACH THAT WAS DONE. RESULTS WERE PRESENTED TO THE TASK FORCE AT A VERY HIGH LEVEL AND THE GENERAL RESULTS OVERALL, THEY WERE NOT SURPRISING, BUT IT REINFORCED THE THINGS AND WORK BEING DONE AND PROVIDED ADDED INFORMATION TO GUIDE WHAT THE TASK FORCE SHOULD BE FOCUSING ON IN ITS SPACE. THE FEEDBACK FROM THE POLLS AND THE FOCUS GROUPS IS BEING INCORPORATED REALLY INTO TWO EFFORTS. ONE, THE BLUE RIBBON WORK THAT WE HAVE BEEN DISCUSSING INTO THE ACTION PLAN. THEN THE SECOND PIECE IS THIS PARALLEL ACTIVITY OF THE RETURN TO TRANSIT CAMPAIGN, WHICH WE HAD TALKED ABOUT EARLY ON LAST YEAR THAT ONCE WE ARE READY TO RETURN TO TRANSIT AND WE EMERGE FROM THE PANDEMIC, THERE SHOULD BE MAKING AN INVESTMENT FOR A RETURN TO TRANSIT CAMPAIGN. THE RESULTS FEED INTO BOTH OF THESE ACTIVITIES. THE ACTION PLAN OF THE BLUE RIBBON TASK FORCE AS WELL AS THIS RETURN TO TRANSIT CAMPAIGN. AFTER THE TASK FORCE MEETING ON THE 24TH, WE DID OFFER A DEEPER DIVE INTO THE POLLING RESULTS AND THAT WAS ON MAY 27TH. SOME OF YOU

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MIGHT HAVE BEEN PARTICIPATING IN THAT MEETING, BUT IF YOU WEREN'T, THE RECORDING THE MATERIALS FROM THAT MEETING SAID THERE WERE POLLING RESULTS ON THE WEBSITE AS WELL. THAT IS POSTED ON THE BLUE RIBBON PAGE. THAT SUMMARIZES THE MAY 24TH MEETING. THERE ARE TWO OTHER UPDATES THAT I JUST WANT TO CALL OUT. THAT LAST MONTH, WE LEARNED ASSEMBLY MEMBER'S CHU6 TWINE BILL WAS MADE INTO A TWO YEAR BILL. IT IS ON HOLD, BUT IF PASSED NEXT YEAR WOULD NOT TAKE EFFECT UNTIL JANUARY OF 2023. THE SILVER LINING IS THAT THE TIMING THAT IT PROVIDES MORE TIME WITH THE BLUE RIBBON WORK TO LINEUP WITH THE LEGISLATION AND THE LEGISLATION COULD TAKE RECOMMENDATIONS FROM THE TASK FORCE. THEN THE SECOND THING THEY WANTED TO CALL OUT IS THAT WE ALSO HAVE SCHEDULED SOME TRANSIT AGENCY BOARD MEETINGS TO PROVIDE AN OPPORTUNITY FOR BOARDS TO PROVIDE FEEDBACK AND GET UPDATES ON THE TASK FORCE WORK, THE BLUE RIBBON TASK FORCE WORK. IS SCHEDULED FOR TOMORROW, JUNE 10TH AND THE SECOND ONE IS SCHEDULED LATER IN THE MONTH FOR JUNE 21ST. THAT'S FOCUSED ON THE MEDIUM AND SMALL TRANSIT AGENCIES. SO THOSE ARE TWO OF THE ACTIVITIES. THEN I'LL CONCLUDE BY GIVING A SHORT SUMMARY OF THE JUNE 28TH MEETING IN SEVERAL WEEKS. THIS MEETING WILL BE REALLY FOCUSED ON THE NETWORK MANAGEMENT EVALUATION WORK AND CRITERIA IS COMING OUT OF OUR CONSULTANT WORK. AND THEN IN FINAL, WE HAVE OUR LAST MEETING OF THE TASK FORCE SCHEDULED BY JULY 26. AT THAT MEETING, WE ARE SCHEDULED TO ADOPT AN ACTION PLAN. THAT CONCLUDES MY PRESENTATION ON KIND OF A HIGH LEVEL

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SUMMARY OF HOW THE NEXT SEVERAL MONTHS WILL UNFOLD FOR THE TASK FORCE. I'M HAPPY TO ANSWER ANY QUESTIONS.

RANDI KINMAN, CHAIR: THANK YOU. BEFORE I OPEN IT UP TO QUESTIONS, I JUST WANT SOME CLARITY. THE AD HOC COMMITTEE, IS THAT A CROSS SECTION OF THE BLUE RIBBON TASK FORCE?

SPEAKER: IT IS A SUBSET OF THE TASK FORCE MEMBERS ITSELF AND A CROSS SECTION. THAT GROUP, IF YOU RECALL, CONVENED IN FEBRUARY TO REVIEW I BELIEVE IT WAS I CAN'T RECALL. IT WAS A STATEMENT AND NETWORK MANAGEMENT DISCUSSIONS.

RANDI KINMAN, CHAIR: THERE HAS BEEN SEVERAL AD HOC GROUPS. THERE WAS ONE EARLIER AND ONE IN FEBRUARY. I SAT ON ONE AD HOC GROUP. I'M WONDERING HOW THE AD HOC GROUPS ARE AND I SUPPOSE PLEASE TAKE THAT BACK TO THE CONSULTANT THAT I HAVE BEEN ASKED HOW THE AD HOC GROUPS ARE BEING DRAWN FROM AND I CAN'T ANSWER IT. MY SECOND QUESTION OR ASK IS, PLEASE MAKE SURE THAT THE MEETINGS WITH TRANSIT AGENCIES ARE SENT THROUGH TO MARTI SO SHE CAN MARTHA. SO THOSE OF US WHO CAN, CAN ATTEND THE MEETINGS OF OUR OWN TRANSIT AGENCIES TO ATTEND THESE MEETINGS. I HAVE ANOTHER QUESTION BEFORE I OPEN THIS BACK UP. SORRY, EVERYBODY. THE NEW CONSULTANT COMMENTED THAT THEY WERE INTERVIEWING MEMBERS OF THE TASK FORCE. I REMEMBER THINKING, OKAY, I WONDER HOW THAT'S GOING TO WORK. AND COMMISSIONER PAP

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IN COMMENTED SHE HAD NOT RECEIVED ANY SUCH CALL. I WONDER IF THERE ARE ALSO INTERVIEWING A CROSS SECTION AND IF SO, HOW ARE THEY CHOOSING IT. IF THEY ARE INTERVIEWING MEMBERS OF THE TASK FORCE, THERE SHOULD BE A WAY TO PROVIDE INPUT TO THEM. I REALIZE THEY HAVE A VERY SHORT WINDOW TO PRODUCE A LOT OF WORK, BUT AGAIN, JUST SO THAT WE KNOW THAT EVERYBODY HAS THE ABILITY TO HAVE THE INPUT THAT IS SUPPOSED TO BE THERE IS REALLY IMPORTANT. WITH THAT, I'M GOING TO TAKE COMMENTS FROM THE COUNSEL. CHRISTINA IS UP FIRST. GO AHEAD.

SPEAKER: IS THIS THE AVENUE TO ASK HOW THE CAPITAL PROJECT PLANNING AND STATION ACCESS REVIEW FALL UNDER THE NETWORK MANAGER RULE?

SPEAKER: SO ONE OF THE THINGS I BELIEVE WHAT YOU ARE ASKING IS SPECIFICALLY HOW THEY FALL INTO THE NETWORK MANAGEMENT ROLE. ONE OF THE THINGS THE CONSULTANT LIKELY WILL PRESENT IN JUNE IS FLUSHING OUT OF WHAT COMPONENTS AND WHAT THEY ARE CALLING ACCOUNTABILITIES. MANY OF THESE ROLES HAVE A LOT OF DIMENSIONS. THERE IS A LOT OF ASPECTS. SOME FOLKS HAVE SOME ENTITIES HAVE RESPONSIBILITIES FOR A CERTAIN ASPECT. THERE ARE MANY ROLES. ONE OF THE THINGS THE CONSULTANT IS LOOKING AT IS VIA ARCHITECTURE AS A CONSULTANT TEAM. ONE OF THE THINGS THEY ARE LOOKING AT IS SUMMARIZING THEM AND BREAKING THAT DOWN AND

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EXPLAINING THAT A LITTLE BIT MORE. I THINK IN JUNE, THERE WILL BE MORE INFORMATION TO ADDRESS YOUR QUESTION.

RANDI KINMAN, CHAIR: THANK YOU. ARE THERE OTHER MEMBERS OF THE COUNSEL WITH QUESTIONS OR COMMENTS? MARTHA?

SPEAKER: I WANT TO PIGGY BACK ON SOMETHING RANDI SAID ABOUT RECEIVING INFORMATION ABOUT MEETING PACKETS. Y'ALL CAN ALWAYS BE ADDED TO E MAIL DISTRIBUTION LISTS. SEND ME AN E MAIL REQUEST AND I WILL ADD YOU TO THE DIFFERENT MEETING BODIES YOU WOULD LIKE TO BE ON.

RANDI KINMAN, CHAIR: THANK YOU. I HAVE ONE MORE BEFORE WE MOVE INTO PUBLIC COMMENT. THERE HAS BEEN DISCUSSION AT THE TASK FORCE TO CONSIDER THE NEED FOR A BODY TO TAKE THIS THROUGH THE NEXT LEVEL. AT WHAT POINT IS THAT GOING TO BE DISCUSSED OR UNDERTAKEN BECAUSE WE ALREADY HAVE AN EXISTING BODY. EVERYBODY AGREES IT'S A GREAT CROSS SECTION OF EVERYBODY INVOLVED IN THIS PARTICULAR WORLD. SO, HOW DOES THAT WORK?

SPEAKER: THAT'S A VERY GOOD QUESTION. IT HAS COME UP SEVERAL TIMES DURING THE TASK FORCE MEETINGS IN TERMS OF THAT REQUEST. THE CHAIR HAS INDICATED THAT THERE IS VALUE IN THAT AND I THINK ALSO IN SOME OF THE PRESENTATIONS THAT WE HAVE GIVEN AT THE TASK FORCE THAT HAS BEEN INDICATED SOME FUTURE ADVISORY

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FORMAT, FORUM FOR OVERSEEING OR AT LEAST GUIDING THE BUSINESS CASE WORK. AFTER THE TASK FORCE COMPLETES THIS WORK IN JULY, THERE IS A RECOMMENDATION TO CONTINUE AND FLUSH OUT A BUSINESS CASE ANALYSIS. DUE TO TIME FRAME THAT COULDN'T HAVE BEEN COMPLETED UNDER THE LAST THIS MONTH AND NEXT MONTH. SO, THERE IS SUPPORT FOR DOING THAT AND INDICATIONS TO MOVE IN THAT DIRECTION. IN TERMS OF FLUSHING IT OUT AND THE SPECIFICS OF IT, THAT WE ARE TRYING TO THAT LIKELY WON'T COME THROUGH IN JUNE. THOSE DISCUSSIONS ARE HAPPENING AND SOMETHING MAY BE PROPOSED OR DISCUSSED IN JULY.

RANDI KINMAN, CHAIR: OKAY, SO I WILL CONTINUE TO BRING IT UP AT THE TASK FORCE, BUT I WANT IT ON RECORD NOW. I FEEL IT'S REALLY IMPORTANT FOR THIS BODY TO MAINTAIN REPRESENTATION GOING FORWARD. WE ARE THE ADVISORY BODY TO THE COMMISSION, AND I JUST WE REPRESENT A GREAT CROSS SECTION OF THE COMMUNITY. WITH THAT, I WILL OPEN IT UP TO PUBLIC COMMENT. IF THERE IS ANYONE IN THE PUBLIC WHO WISHES TO SPEAK OUT ON THIS ITEM. RAISE YOUR HAND OR DIAL STAR 9. MARTHA, ARE THERE ANY PUBLIC COMMENTS

SPEAKER: NO PUBLIC COMMENTS AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: THANK YOU, MELANIE.

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SPEAKER: THANK YOU ALL

RANDI KINMAN, CHAIR: WITH THAT WE WILL MOVE INTO ITEM NUMBER EIGHT FOR AN UPDATE. GEORGIA?

SPEAKER: HI. IT'S ACTUALLY REBECCA, FIRST.

RANDI KINMAN, CHAIR: REBECCA, I WAS GOING TO SAY, THIS IS NOT GEORGIA.

SPEAKER: I THINK GEORGIA IS GOING TO BE JOINING US. THERE SHE IS.

SPEAKER: I'M HERE.

SPEAKER: WE WILL TAG TEAM. I WILL START WITH THE STATE AND GEORGIA WILL TALK ABOUT THE HAPPENINGS IN WASHINGTON, WHICH ARE A LOT. LET'S SEE. WE ALREADY GOT AN UPDATE IN CASE YOU WERE NOT ALREADY AWARE FROM MELANY RELATED TO THE BILL 8629 ON SEAMLESS TRANSIT AND THAT IS A TWO YEAR BILL. THAT'S BIG NEWS. AND SOMEWHAT DISAPPOINTING, BUT IT'S STILL LIVE AND IT DOES HAVE THE BENEFIT OF PROVIDING MORE TIME TO FIGURE OUT WHAT EXACTLY YOU SHOULD KNOW IN THAT BILL. ANOTHER BILL THAT IS A TWO YEAR BILL IS SB623. THIS WAS A BILL RELATED TO HOW

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AGENCIES HANDLE PERSONALLY IDENTIFIABLE INFORMATION AND TRYING TO ADDRESS LITIGATION THAT DATA AND OTHER AGENCIES HAVE BEEN HIT WITH OVER THE LAST FEW YEARS. HONESTLY, I DON'T KNOW IF THAT BILL WILL CONTINUE. THERE IS A LOT OF CHALLENGES AND WE ARE TRYING TO RUN LEGISLATION RELATED TO REGISTRATION. IT BETTER TO BE FIGHT ABOUT IT IN COURT. WE WILL SEE ON THAT FRONT. AB550, RELATED TO AUTOMATED SPEED ENFORCEMENT UNFORTUNATELY DID NOT MAKE IT OUT OF THE APPROPRIATIONS COMMITTEE. THAT'S DEAD AND NOT THE FIRST TIME SOMETHING LIKE THAT DIED IN SACRAMENTO. IT'S A VERY HEAVY LIFT. SB7, WHICH IS SENATOR ATKINS' BILL RELATED TO ACCELERATING PROJECTS BY ACCELERATING A JUDICIAL REVIEW PROCESS. WE EXPANDED THAT PROGRAM TO INCLUDE AFFORDABLE HOUSING PROJECTS. THAT HAS BEEN SIGNED ALREADY. THAT WAS ONE OF THE BILLS FROM LAST YEAR THAT WAS ON THE ASSEMBLY FLOOR READY TO BE SIGNED AND AT THE LAST MINUTE, THERE WAS A PROBLEM WITH MEETING THE DEADLINE AND IT GOT HELD SO IT WAS ALREADY THE EXACT SAME BILL HAD GONE THROUGH THE PROCESS LAST YEAR. THAT'S WHY IT WAS ABLE TO MOVE REALLY QUICKLY THIS YEAR. THEN WE DO HAVE ATTACHED TO YOUR ITEM, A LIST OF THE OTHER BILLS THAT ARE STILL PENDING AND STILL ACTIVE. THAT INCLUDES THE IT'S FRIEDMAN'S BILL RELATED TO SPEED LIMITS AND HOW THOSE ARE SET. THAT'S STILL ACTIVE. AB43. AND A NUMBER OF OTHERS. ALSO SENATOR WIENER'S BILL, SB10 IS RELATED TO BASICALLY ALLOWING ZONING CHANGES UP TO A CERTAIN AMOUNT. UP TO 10 UNITS PER PARCEL WOULD BE ABLE TO BE

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MADE WITHOUT BEING SUBJECT TO THE ZONING CHANGE ITSELF. THAT BILL AT LEAST DIDN'T CHECK IT TODAY, BUT HOPEFULLY IT MADE IT OFF THE SENATE. AS I BELIEVE THE DEADLINE IS. IT DID NOT? IT LOOKS LIKE BOARD MEMBER COATS IS SHAKING HIS HEAD

SPEAKER: I WAS SHAKING MY HEAD, BUT [INAUDIBLE]

SPEAKER: OKAY. I SHOULDN'T INFER BY PEOPLE MEAN BY SHAKING THEIR HEAD. I WILL TELL YOU, IT IS OVER IN THE ASSEMBLY. THAT BILL IS STILL ACTIVE. BUT AGAIN, JUST FOR THE RECORD, WHAT THAT BILL DOES IS IT REALLY IS NOT ABOUT AVOIDING THE PROJECTS ITSELF, BUT JUST ON THE ZONING. THAT CAN BE EXPENSIVE AND AN IMPEDIMENT TO JURISDICTIONS LAUNCHING IN THE FIRST PLACE. THAT'S THAT. THEN THE OTHER BIG NEWS IN SACRAMENTO IS THE STATE BUDGET WHICH IS WRAPPING UP OVER THE NEXT WEEK. IT NEEDS TO BE ON THE GOVERNOR'S DESK BY JUNE 15TH. IT HAS BEEN A VERY UNUSUAL YEAR. THE LEGISLATURE ANNOUNCED AN AGREEMENT ON THE BUDGET PRETTY EARLY. THE ASSEMBLY AND SENATE RELEASED A HIGH LEVEL AGREEMENT AND THEY ARE NEGOTIATING BEHIND CLOSED DOORS WITH THE ADMINISTRATION, BUT WHAT WE HAVE SEEN AS FAR AS WHAT IS INCLUDED IN THAT AGREEMENT IS REALLY GREAT. WE ARE LOOKING AT A NEW PROGRAM, POTENTIALLY, TO FUND SUSTAINABLE COMMUNITY STRATEGIES. THAT'S THE PLAN BAY AREA. WHEN THE LAW WAS CREATED TO REQUIRE US TO DEVELOP SUSTAINABLE COMMUNITY STRATEGIES AND NO FUNDING CONNECTED TO THAT AND AS YOU KNOW, WE HAVE VERY BIG

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PLANS AND CHALLENGES TO IMPLEMENTING THE SCS. THIS WOULD BE THE FIRST CREATION OF A BLOCK GRANT TO GIVE NPOS THAT WE WOULD HAVE FLEXIBILITY ABOUT WHAT WE FUND. THAT'S SIMILAR TO FUNDS WE GET FROM WASHINGTON, BUT WE REALLY DON'T HAVE FLEXIBLE FUNDS LIKE THAT FROM THE STATE AND SO IT'S PROPOSED TO BE 750,000,000. THE ADMINISTRATION PROPOSED A 500 MILLION PROGRAM AND SO WE KNOW THAT THERE IS SUPPORT IN THE ADMINISTRATION, WHETHER WHICH NUMBER MAKES IT INTO THE FINAL BUDGET REMAINS TO BE SEEN. THAT IS VERY ENCOURAGING. THERE IS ALSO A BILLION DOLLAR INCREASE OF THE TRANSIT AND INNER CITY RAIL CAPITAL PROGRAM. TIRCP, WHICH THE BAY AREA TENDS TO DO WELL ON. A COMPETITIVE PROGRAM. THE FIRST TIME A LEGISLATURE IS PROPOSING A 400 MILLION TRANSPORTATION PROGRAM FOR BOTH STATE AND LOCAL CLIMATE ADAPTATION RELATED WORK. THAT'S A NEW PROGRAM AND WE DON'T KNOW HOW THAT WOULD WORK. IT WOULD NOT BE [INAUDIBLE]. I THINK THE INTENT IS TO FUND BOTH PLANNING AND INFRASTRUCTURE. I WOULD NOTE THAT THE BAY AREA MADE THIS A REALLY BIG PRIORITY. WE HAVE BEEN WORKING WITH VC DC AND THROUGH BART AND OTHERS, MAKING THIS REQUEST. WE ARE REALLY EXCITED THAT THIS LOOKS LIKE IT'S IN THE LEGISLATURE'S PROPOSED BUDGET AND A 500 THERE GOES THE DARK. THE PROGRAM FOR THE ACTIVE TRANSPORTATION PROGRAM WHICH IS HEAVILY OVERSUBSCRIBED. THAT IS A QUICK OVERVIEW OF THE HIGHLIGHTS OF THE STATE BUDGET AND WE CAN REPORT BACK AND FIND OUT WHAT'S

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ACTUALLY IN IT. RANDI, WOULD YOU LIKE ME TO TAKE ANY QUESTIONS ON THAT BEFORE WE GO TO FEDERAL OR HAND IT OVER TO GEORGIA?

RANDI KINMAN, CHAIR: I'M GOING TO HOLD ALL QUESTIONS UNTIL WE ARE DONE WITH FEDERAL AND I'M GOING TO ADVISE THE COUNCILMEMBERS, THIS IS NOT THE TIME TO DISCUSS WHETHER WE LIKE A BILL OR NOT. THAT SHIP HAS SAILED AND DC HAS TAKEN POSITIONS ON POLICY. IF YOU WANT TO ASK QUESTIONS OR HAVE COMMENTS ON HOW THINGS ARE PROCEEDING OR WHAT EXACTLY IS IN THE BILL, THAT'S GREAT. BUT I DON'T WANT THIS TO TURN INTO AN I LIKE THIS, I DON'T LIKE THIS TYPE OF SCENARIO. WITH THAT, WE ARE GOING TO MOVE INTO FEDERAL AND THEN TAKE ALL QUESTIONS AT THE END.

SPEAKER: OKAY. GOOD AFTERNOON. NICE TO SEE YOUR FACES TODAY. SO, ON THE FEDERAL SIDE, THE CONVERSATION CONTINUES. WE ARE LOOKING AT A SCENARIO WHERE COMING OUT OF THE COVID PANDEMIC, THE FEDS LIKE THE STATE OF REALLY LOOKING AT WHAT WE CAN DO FOR WHAT THEY CAN DO TO STIMULATE THE ECONOMY AND REALLY SUPPORT AND PROMOTE ECONOMIC RECOVERY AND AS A PART OF THAT, TRANSPORTATION INVESTMENT AND INFRASTRUCTURE INVESTMENT IN PARTICULAR, TRANSPORTATION INVESTMENT IS REALLY HIGH ON THE PRIORITY LIST FOR THE NEW ADMINISTRATION AND FOR CONGRESS. WE ARE SEEING TWO TRACKS. WE ARE PLAYING OUT OF THE SAME TIME AT THE FEDERAL LEVEL AS IT RELATES TO FEDERAL TRANSPORTATION

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INVESTMENT, WHICH IS WHY I'M VERY TIRED. SO THE FIRST TRACK IS A MULTIYEAR SERVICE TRANSPORTATION REAUTHORIZATION, WHICH IS A VEHICLE TO UPDATE FEDERAL TRANSPORTATION LAW FROM A POLICY PERSPECTIVE, AND TO UPDATE FUNDING AND FUNDING AMOUNTS AND WHAT WE ARE LOOKING AT RIGHT NOW OR WHAT'S ON THE TABLE RIGHT NOW ON THE FEDERAL WORLD IS A BILL THAT WOULD REALLY BOOST BASE LINE SPENDING THAT COULD COME TO STATES AND TO REGIONS INTO PERPETUITY. THE OTHER OPTION IS IT WOULD DO THAT BECAUSE IT WOULD GROW RESOURCES OR INCREASE RESOURCES THAT COME THROUGH THE SORT OF REGULAR ANNUAL FORMULA PROGRAMS AND ONCE YOU GROW A PROGRAM, ONCE YOU INCREASE BASE LINE SPENDING, IT'S REALLY HARD FOR CONGRESS TO CLAW THAT BACK. THAT'S SORT OF WHY WE SAID THIS IS IMPORTANT. IT'S AN IMPORTANT THING TO TRACK. THE OTHER OPTION THAT IS ON THE TABLE AT THE FEDERAL LEVEL IS A ONE TIME MASSIVE INVESTMENT IN INFRASTRUCTURE, INCLUDING A VERY SUBSTANTIAL INVESTMENT IN TRANSPORTATION INFRASTRUCTURE THAT WOULD COME IN THE FORM OF AN INFRASTRUCTURE PACKAGE. BOTH OF THESE POTENTIAL AVENUES FOR INVESTMENT ARE MOVING ALONG AT THE SAME TIME. WE GET SORT OF LIKE A WAIT AND SEE RELATION WHERE WE IDENTIFY HOW IS IT GOING TO SHAKE OUT? SOME OF THE CORE THINGS THAT MTC IS TRACKING AS IT RELATES TO BOTH OF THESE VEHICLES IS JUST THEMATICALLY, BRINGING RESOURCES BACK TO THE BAY AREA. WE ARE LOOKING REALLY CLOSELY AT DIFFERENT PROPOSALS AND TRYING TO ENGAGE AT THE FRONT END THAT THE WAY THE FUNDING IS DISTRIBUTED VIA A FORMULA OR A DISCRETIONARY

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GRANT PROGRAM. SO THE BAY AREA RESOURCES. THEN THE OTHER SHIFT THAT WE ARE LOOKING AT OR THE OTHER COMPONENT WE ARE LOOKING AT IS, WHAT ARE THE THEMES OR HOW ARE THE FEDS GOING TO BE REALLY TAKING A LEADERSHIP ROLE ON ALL OF THE WHOLE HOST OF PRIORITIES THAT WE HAVE AND THAT HAVE BEEN DETAILED IN PLAN BAY AREA. SO FROM THAT PERSPECTIVE, IT'S REALLY TAKING A LOOK AT, IS THE FEDERAL TRANSPORTATION PROGRAM ALREADY REALLY STEPPING OUT THERE AND LEADING ON GOOD REPAIR FOR TRANSIT AND HIGHWAYS. ON CONGESTION REDUCTION AND ON SAFETY. THOSE ARE ALL REALLY BIG PARTS OF THE TRANSPORTATION PROGRAM RIGHT NOW. THE BARRIER TO HAVING A STRONG FEDERAL PARTNER ON THOSE IS MAINLY FROM THE FUNDING PERSPECTIVE. THERE IS NOT ENOUGH RESOURCES. [INAUDIBLE] THEN THE OTHER PLACE WHERE THE FEDS ARE LACKING IS IN THE CLIMATE SIDE AND TRANSPORTATION'S NEXUS TO CLIMATE CHANGE AND THE RESILIENCY SIDE. I HAVE BEEN ADVOCATING STRONGLY FOR THE FEDERAL GOVERNMENT TO STEP UP AND FILL THOSE SPACES. THE GOOD NEWS TO REPORT IS THUS FAR, THE FEDS HAVE IT'S LOOKING PROMISING IN THE DIFFERENT PROPOSALS WE SEE COMING OUT OF THE HOUSE AND THE SENATE. AT LEAST INITIAL DISCUSSIONS AND THINGS WE ARE SEEING COMING OUT OF THE WHITE HOUSE. THERE IS DEFINITELY SPACE FOR PROGRESS. THE BIGGEST SPACE AND A COUPLE OF AREAS OF PROGRESS THAT WE ARE TRACKING ARE AREAS AROUND THE SCALE OF CLIMATE RESILIENCE ON PAR WITH THE NEED. THAT'S A BIG ONE. THE OTHER BIG AREA FOR PROGRESS IS REALLY AROUND REORIENTING GETTING A STRONGER FEDERAL

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PARTNERSHIP WITH METRO AREAS AND POPULATION AND JOB CENTERS AND SHIFTING THAT SORT OF HIGHWAY FOCUS, CALTRANS FOCUS PRIMARY RELATIONSHIP AND GETTING SOME OF THE DECISION MAKING AND FUNDING DOWN TO THE REGION. THOSE ARE THE AREA FOR PROGRESS. I WILL STOP.

RANDI KINMAN, CHAIR: THANK YOU. COUNSEL WITH RICH HEDGES.

SPEAKER: I HAD A QUESTION. REBECCA, I SEE A BLURB EARLIER AND YOU SAID THERE WAS A BILL TO ALLOW A HYBRID VIRTUAL MEETING. I'M WONDER FIGURE THAT BILL HAS SURVIVED. IF IT EXISTS.

SPEAKER: THANK YOU, RICH. THERE IS A BILL, AB339, THAT MADE IT OVER TO THE SENATE. BY QUITE A BIG MARGIN. THIS BILL IS MORE ABOUT PROVIDING ACCESS TO THE PUBLIC THAN IT IS TO BOARD MEMBERS. WE WILL SEE WHERE THAT GOES. AS ADINA MENTIONED EARLIER, WE DON'T HAVE THE FLEXIBILITY TO JUST OFFER UP THAT OPTION ONCE THE EXECUTIVE ORDER SENDS US. WE HAVEN'T ENGAGED ON THAT BILL SO MUCH. BUT THERE IS STILL A BILL IN PLAY.

SPEAKER: YOU HEARD WHAT I SAID EARLIER. YOU HAD VIRTUAL MEETINGS AND IF SOMETHING HAPPENS WITH ONE OF THOSE LOCATIONS, YOU HAVE TO SHUT THE WHOLE MEETING DOWN. THAT HAS BEEN POSTED AS A QUESTION. RAPPED RAND THANK YOU. MOVING NEXT TO CYNTHIA AND THEN ADINA.

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CYNTHIA V. MURRAY, V.CHAIR: MY QUESTION IS, I THOUGHT I HAD SEEN SOMETHING ABOUT FUNDING MORE ELECTRIC CHARGING STATIONS AND I AM WONDERING, IS THAT A BILL THAT YOU ARE TRACKING AND IS THAT BILL ALIVE?

SPEAKER: SORRY, FINDING THE MUTE BUTTON. THERE ARE BILLS RELATED TO IT, BUT A LOT OF INTEREST IN THE BUDGET ON THIS. IT'S NOT TOTALLY CLEAR WHAT THE FINAL NUMBERS ARE GOING TO BE, BUT THE GOVERNOR WAS PROPOSING HUNDREDS OF MILLIONS OF DOLLARS TO SUPPORT AS WELL AS OVER A BILLION DOLLARS TO SUPPORT VEHICLE HEAVY DUTY AND MEDIUM DUTY VEHICLES AND CHARGING SOME OF THAT TO ASSIST WITH ZERO EMISSION BUSES. THE SHORT ANSWER AND THE LEGISLATURE IS INTERESTED IN THIS AS WELL. THE DETAILS ARE TDD. WE WILL DEFINITELY

SPEAKER: CAN YOU BRIEF US AGAIN ON THAT.

SPEAKER: I HAVE A COUPLE OF COMMENTS AT THE STATE LEVEL AND A COUPLE OF QUESTIONS AT THE FEDERAL LEVEL. AT THE STATE LEVEL, THE COMMENT ON 8629 IS THAT BOTH WITH THE AFFAIRS STUDY AND THE TASK FORCE NETWORK MANAGEMENT STUDY, THERE MAY BE RECOMMENDATIONS COMING OUT OF THOSE PRACTICES THAT WOULD NEED TO BE ABLE TO IMPLEMENT ON THE FAIR STUDY, THE STAFF REPORT HAS ALREADY SAID THAT TO ACHIEVE THE LARGER SCALE THINGS BEING

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STUDIED WOULD REQUIRE LEGISLATION AND CERTAINLY IN THE NETWORK MANAGEMENT. THAT IS POTENTIALLY AN OPPORTUNITY TO PICK UP SOME OF THE ELEMENTS OF THESE RECOMMENDATIONS THAT WOULD TAKE LEGISLATION TO IMPLEMENT GOING INTO NEXT YEAR. THAT WAS COMMENT NUMBER ONE. COMMENT NUMBER TWO IS ON AB339, THAT BILL IS NOT TO EDITORIALIZE, BUT FACTUALLY, IT HAS BEEN RESTRICTED TO APPLY TO CITIES AND COUNTIES WITH POPULATIONS OVER 250,000. IT DOESN'T APPLY TO MTC OR TRANSIT AGENCIES. ALL OF THAT IS MOVING FORWARD, IT DOES NOT APPLY TO THE METROPOLITAN COMMISSION OR AGENCIES. THE QUESTION THAT I AND, IT'S NOT ONLY LEGALIZING, IT'S A MANDATE. THE QUESTION I HAD ON THE FEDERAL IS THAT THERE WAS A BILL THAT WAS JUST ANNOUNCED ABOUT FEDERAL FUNDING FOR TRANSIT OPERATIONS IS SOMETHING WAS THAT ELIMINATED IN THE REAGAN ERA AND REINSTATED FOR RURAL TRANSIT AND HASN'T BEEN IN PLACE FOR MAJOR METROPOLITAN AREAS FOR MANY DECADES AND I WAS WONDERING IF GEORGIA MIGHT BE ABLE TO COMMENT ON THAT AND THE VIABILITY OF THAT, WHICH WOULD BE HELPFUL FOR OUR REASONS. THE OPERATIONS AND FUNDING FOR THE SERVICE. AND THEN AT THE FEDERAL LEVEL, ANOTHER THING THAT I HAVE HEARD OF WITH MY ADVOCACY IS THAT THERE IS A REQUEST FOR A POLICY CHANGE THAT WOULD MAKE IT EASIER FOR THE FEDERAL GOVERNMENT TO FUND RAIL PROGRAMS THAT SUPPORT THOSE TRANSIT AND REGIONAL, INTERREGIONAL RAILS. WE HAVE GOT IN THE BAY AREA, THIS IS AN INTERNATIONAL BEST PRACTICE TO DO THIS, BUT IN THE REGION, WE HAVE A NUMBER OF PROGRAMS THAT WOULD BENEFIT

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FROM THIS AND HISTORICALLY, THE FEDERAL GOVERNMENT PENALIZED PROJECTS THAT SERVE BOTH IN TRANSIT AND INTERREGIONAL. SO, I WAS WONDERING ABOUT HOW THAT CHANGE IS MOVING FORWARD AT THE FEDERAL LEVEL AND HOW THAT ALSO SEEMS VERY BENEFICIAL. THANKS.

RANDI KINMAN, CHAIR: GEORGIA, BEFORE I CALL ON THE NEXT PERSON, DID YOU WANT TO COMMENT ON ADINA'S FEDERAL QUESTIONS?

SPEAKER: I WILL START WITH THE SECOND ITEM FIRST. AS IT RELATES TO NEW INTEGRATED PASSENGER RAIL FUNDING SOURCE, WHEN I SAY INTEGRATED PASSENGER RAIL SOURCE, I MEAN A FEDERAL FUNDING SOURCE THAT COULD HELP BUILD THOSE PROJECTS THAT BENEFIT BOTH TRADITIONAL INTERCITY PASSENGER RAIL AND A COMMUTER RAIL OR TRANSIT WHICH RIGHT NOW WEAR TWO VERY DIFFERENT HATS AT THE FEDERAL LEVEL. INTERRAIL WEARS ONE AND TRANSIT RAIL WEARS ANOTHER. THERE IS A GROWING EFFORT WITH FOLKS AROUND THE COUNTRY TO SUPPORT FINDING A PLACE TO GET THOSE INTEGRATED PROJECTS FUNDED. IT'S NOT YET SOMETHING THAT WE HAVE SEEN IN A PIECE OF LEGISLATION THAT'S COME OUT YET. THERE A COUPLE OF DIFFERENT OPPORTUNITIES FOR THAT THAT WE CAN KEEP THE GROUP APPRISED OF. ONE OPPORTUNITY WOULD BE TO HAVE CONGRESS INCLUDE IN A TRANSPORTATION BILL, A BRAND NEW PROGRAM TARGETED AT FUNDING THOSE TYPES OF PROJECTS THAT DON'T FIT NEATLY INTO THE EXISTING BUCKETS. ANOTHER OPTION WOULD BE TO REALLY GROW AND EXPAND A MORE NEUTRAL PROGRAM THAT COULD HAVE

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THE PROJECTS COMPETE WELL. IN THE BAY AREA, MOST OF THE PROJECTS HAVE FALLEN INTO THE CATEGORY AND PROJECTS AROUND BRINGING HIGH SPEED RAIL INTO THE BAY AREA AND THROUGH TO THE EAST BAY. YES, ACTIVE CONVERSATIONS. THERE IS DEFINITELY A PATH FORWARD, BUT ABSOLUTELY NOT SOLIDLY THERE YET. ON THE QUESTION ABOUT OPERATING ASSISTANCE, THEY OUTLINED VERY WELL THE CHALLENGE AT THE FEDERAL LEVEL IN SORT OF OPENING UP WHAT MANY OF THE FEDS WOULD CALL PANDORA'S BOX RELATED TO WHAT THE FEDERAL ROLE IS RELATED TO TRANSIT AND WHETHER OR NOT THE FEDERAL GOVERNMENT SHOULD BE BACK IN THE BUSINESS OF FUNDING OPERATING WITH THE LARGE SYSTEMS. AND THERE IS ABSOLUTELY A PUSH FROM THE ADVOCACY COMMUNITY AROUND THE COUNTRY FOR THAT. THE BILL THAT ADINA MENTIONED IS A BILL BY CONGRESSMAN JOHNSON FROM GEORGIA, AND THE BILL IS A PROPOSAL FOR $20,000,000,000 ANNUALLY AND FOR A SENSE OF SCALE, THE PROGRAM IS 11,000,000,000 DOLLARS ANNUALLY. THAT'S A VERY AMBITIOUS APPROACH. I THINK THIS IS QUITE LATE IN THE GAME FOR SOMETHING THAT IS AS BIG OF A POLICY SHIFT AS IT RELATES TO THE BIG SURFACE TRANSPORTATION AUTHORIZATION. THAT BEING SAID, WHAT PART OF THIS IS DOING, SPURRING THE CONVERSATION ABOUT WHAT THE FEDERAL ROLE IS. IT'S A LONG GAME. I THINK THAT BEING SAID AS IT RELATES TO A LOT OF WHAT WE TALKED ABOUT IN THIS REGION AROUND SEAMLESS TRANSIT AND MORE CUSTOMER ORIENTED TRANSIT SERVICE, ONE OF THE THINGS WE ARE SEEING HAPPEN MORE AND MORE WITHIN THE EXISTING PROGRAM IS GROWING FLEXIBILITY. TO SAY IF

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THE FEDERAL MONEY SHOULD BE USED TO ACHIEVE X, Y, OR Z GOAL AND HOW YOU ACHIEVE THAT GOAL IS UP TO YOU. THERE IS MORE FLEXIBILITY BUILT INTO QUITE A FEW OF THE PROGRAMS WE ARE LOOKING AT AND THAT IS ABSOLUTELY AN AVENUE THAT WE WOULD BE ABLE TO LOOK AT.

RANDI KINMAN, CHAIR: MARC AND THEN WENDI

SPEAKER: REPORTED IN BLOOMBERG LAST WEEK WAS AN ATTEMPT AT THE FEDERAL LEVEL TO ALLOCATE UP TO $10,000,000,000 TO CONNECT PEDESTRIAN AND BIKE GREENWAY INFRASTRUCTURE, I SUPPOSE YOU CAN SAY. WHAT CAN YOU TELL US ABOUT IT? THIS IS MARC.

SPEAKER: YOU ARE REFERRING TO GEORGIA BECAUSE THIS IS A FEDERAL ITEM, RIGHT?

SPEAKER: YEAH, THIS IS A FEDERAL QUESTION.

SPEAKER: RANDI?

RANDI KINMAN, CHAIR: GO AHEAD.

SPEAKER: I CAN'T KEEP TRACK OF HOW MANY DIFFERENT PROPOSALS THERE AROUND MULTIBILLION DOLLAR INVESTMENTS. I THINK I CAN JUST TACKLE THIS ONE BY SHARING THAT BOTH CHAMBERS IN CONGRESS

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AND THE PRESIDENT HAVE PROPOSED IN THE HIGH BILLIONS OF DOLLARS FOR BICYCLE PEDESTRIAN RELATED TRANSPORTATION IMPROVEMENTS. THE BILL THAT IS A PIECE OF LEGISLATION BEING DISCUSSED ACTIVELY TODAY AND PROBABLY TOMORROW INTO FRIDAY IS THE HOUSE PROPOSAL FOR A LONG TERM TRANSPORTATION BILL. THAT BILL WOULD INCLUDE IT'S SIMILAR TO INCLUDING BREAD AND BUTTER MONEY FOR ACTIVE TRANSPORTATION THAT THROUGH THE EXISTING PROGRAM IN CALIFORNIA WOULD FUNNEL INTO THE STATE'S ACTIVE TRANSPORTATION PROGRAM AND THE REGIONAL ACTIVE TRANSPORTATION PROGRAM. ON TOP OF THAT FUNDING GROWTH, THE HOUSE BILL PULLED PIECES OF WHAT THE PRESIDENT'S PRIORITIES HAVE BEEN IN HIS INFRASTRUCTURE BILL. IT CREATES A STAND ALONE SET ASIDE VISION OF DISCRETIONARY GRANT PROGRAMS. THEY WOULD ALSO FUND A DISCRETIONARY GRANT PROGRAM CALLED THE RECONNECTING COMMUNITIES PILOT AND IT'S ABOUT PLACE MAKING, TEARING DOWN ARTERIALS THAT HAVE PROVIDED DISADVANTAGED COMMUNITIES. THERE ARE A LOT OF OPPORTUNITIES THERE. A LOT OF DIFFERENT PIECES OF LEGISLATIONS.

SPEAKER: I'M TALKING SPECIFICALLY ABOUT THE SO CALLED CAATS PROGRAM, LARGELY CENTERED FROM WHAT IS BEING PROPOSED ON THE SENATE SIDE BY, AS I SAID BEFORE, ED MARKEY AND I THINK CHRIS VAN HOLLEN. ANYTHING ON THAT SPECIFICALLY?

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SPEAKER: YOU KNOW WHAT, I AM NOT FAMILIAR WITH THAT SPECIFIC PROPOSAL.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. WENDY AND THEN VEDA.

SPEAKER: YES. JUST GOING BACK TO CONGRESSMAN JOHNSON'S BILL, WHICH HE'S FROM NEW JERSEY, BY THE WAY. COMMUNITIES THROUGH BETTER TRANSIT ACT. YOU SEEM TO BE INFERRING THAT THE PRICE TAG HE'S PUT ON IT MAKES IT A NONSTARTER. DO YOU THINK THIS IS JUST ASKING YOUR OPINION. IS THIS HIS WAY OF TRYING TO GET THEM TO CHANGE THEIR RULES ABOUT FUNDING OPERATIONS?

RANDI KINMAN, CHAIR: GO AHEAD.

SPEAKER: I CAN'T SPEAK TO WHAT THE CONGRESSMAN'S TEAMS' GOAL IS, BUT WHAT THE BILL WOULD DO IS NEWLY ALLOW YES, IT WOULD OPEN UP THE FEDERAL TRANSIT PROGRAM TO FUND OPERATIONS. THAT'S THE GOAL OF THE BILL. YEAH.

SPEAKER: WOULD YOU SAY IT'S A NONSTARTER BECAUSE OF THE PRICE TAG?

SPEAKER: I AM SAYING THAT I THINK THAT THE PRICE TAG IS I THINK IT WOULD BE A VERY, VERY HARD LIFT. I THINK IT IS VERY LATE IN THE GAME TO PROPOSE SOMETHING LIKE THIS IN A SERVICE

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TRANSPORTATION AUTHORIZATION. YES, THAT'S WHAT I THINK. THERE IS A NUMBER OF JOHNSONS IN CONGRESS. THIS IS CONGRESSMAN JOHNSON FROM GEORGIA. I THINK HIS POSITION

SPEAKER: HE'S FROM NEW JERSEY.

SPEAKER: WELL

RANDI KINMAN, CHAIR: I'M GOING TO ASK THAT WE NOT ASK STAFF TO READ THE MINDS OF CONGRESSIONAL PEOPLE OR SENATORS. I REALLY WOULD LIKE OUR MINDS TO CONTINUE TO FUNCTION WELL. IT'S NOT IN THEIR JOB DESCRIPTION.

SPEAKER: I'M TRYING TO DETERMINE IF THERE IS AN OPPORTUNITY TO GET OPERATIONS MONEY, TO GET A DISCUSSION GOING. WE KNOW ONE OF THE BIGGEST OBSTACLES TO BEING ABLE TO IMPROVE OUR TRANSIT SYSTEM IS THE FACT THAT THERE IS NO WAY TO INCREASE OPERATIONS MONEY AT THIS POINT. THAT'S REALLY WHAT I'M GETTING AT.

RANDI KINMAN, CHAIR: EXACTLY.

SPEAKER: I ALSO WANTED TO HEAR MORE INFORMATION ON, I THINK IT'S THE STATE BILL ON ACTIVE TRANSPORTATION. CAN I GET MORE DETAIL ON THAT ABOUT WHAT EXACTLY IT WOULD DO?

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SPEAKER: THANK YOU, WENDY. ARE YOU REFERRING TO THE BILL RELATED TO THE SPEED LIMITS?

SPEAKER: ACTUALLY I AM INTERESTED IN THE SPEED LIMIT BILL. THAT'S THE 1 THAT IS GOING TO ADDRESS THE 85TH PERCENT I'LL?

SPEAKER: AB43 IS THE BILL. I THINK THERE IS A LOT OF AMENDMENTS BEING CONTEMPLATED THAT ARE HIGHLY TECHNICAL. WHAT I CAN SAY IS, IT'S MOVED ON TO THE SENATE. IT'S STILL ALIVE, WHICH IS NOT THE CASE WITH THE AUTOMATED SPEED ENFORCEMENT. I THINK AAA AND OTHERS ARE VERY ENGAGED. IT'S LOOKING ENCOURAGING THAT SOMETHING LIKE THAT WILL PASS. THEN FOR THE ACTIVE TRANSPORTATION PROGRAM IN PARTICULAR, THAT'S A BUDGET PLAY, JUST TO BASICALLY EXPAND IT BY 500 MILLION.

SPEAKER: GREAT, THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU, VEDA.

SPEAKER: THANK YOU, RANDI AND GEORGIA AND REBECCA FOR THE PRESENTATION. MY QUESTIONS ARE DIRECTED IN PARTICULAR IN THE RELATIONSHIP TO HIGHWAY 37 OR STATE ROUTE 37. WE HAVE A BIGGER BASKET OF MONEY WITH THE APP. I'M WONDERING IF THESE ARE SHOVEL READY PROGRAMS IN THE TRANSPORTATION ADAPTATION INVESTMENT. WE ONLY HAVE 500 MILLION FOR TRANSPORTATION

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ADAPTATION AND THAT'S WHERE HIGHWAY 37 WOULD FIT IN A LITTLE BIT BETTER FOR THE BUDGET. BUT WE HAVE A BIGGER BASKET WITH THE ATP FOR SAFETY MEASURES. WE DO WANT TO BUILD SAFETY MEASURES IN HIGHWAY 37 OR STATE ROUTE 37, BUT WE ARE A LITTLE WE ARE FAR AWAY FROM THE DECISION MAKING. I AM WONDER FIGURE THE FUNDS ARE FOR USED FOR EIR PURPOSES.

SPEAKER: ALL OF THIS IS TOO PRELIMINARY TO BE ABLE TO ANSWER. WE HAVEN'T SEEN THE FINAL DETAILS, PARTICULARLY ON THE NEW ADAPTATION PROGRAM. THAT ONE IS 400 MILLION. WHAT I WOULD SAY IS THERE IS A RECOGNITION THAT THERE IS A LOT OF WORK TO BE DONE ON THE PLANNING SIDE AND THE DESIGN WORK. I THINK SOME OF THOSE FUNDS DEFINITELY WOULD BE FOR LONGER TERM, NOT JUST SHOVEL READY WORK. FOR ATP, I BELIEVE THEY ALSO TRIED TO FUND SOME PLANNING AS WELL AS CONSTRUCTION AND WHETHER THOSE FUNDS WILL JUST GO RIGHT INTO THE EXISTING PROGRAMS WHICH ALSO PROVIDE FUNDING FOR MTC'S OWN REGIONAL ATP REMAINS TO BE SEEN. THAT'S WHAT WE HAVE BEEN ADVOCATING FOR. BEING ABLE TO COMMENT ON HOW ANY PARTICULAR PROJECT WOULD SCORE, IT'S TOO HARD AT THIS TIME. I DO THINK YOU'RE RIGHT THAT STATE ROUTE 37 WOULD BE ELIGIBLE POTENTIALLY FOR BOTH.

SPEAKER: THANK YOU FOR LOOKING INTO YOUR CRYSTAL BALL. I RECENTER IT.

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RANDI KINMAN, CHAIR: THANK YOU. MARTHA, ARE THERE ANY PUBLIC COMMENTS SUBMITTED ON THIS ITEM AND NOW WOULD BE THE TIME TO EITHER RAISE YOUR HAND OR DIAL STAR 9.

SPEAKER: THERE IS NO PUBLIC COMMENT SUBMITTED ON THE ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

RANDI KINMAN, CHAIR: THANK YOU. GEORGIA AND REBECCA. THANK YOU VERY MUCH. I LOOK FORWARD TO THE NEXT ROUND OF THIS WHEN WE CAN ACTUALLY SEE THE TAIL END OF HOW THE BILLS MADE IT THROUGH PLACES. THANK YOU. AND WITH THAT, WE ARE GOING TO MOVE ON TO ITEM NUMBER 9, THE REGIONAL TRANSIT MAPPING WAYFINDING SCOPE. WE HAVE AN ENTIRE TEAM. I'M NOT SURE WHO IS STARTING OFF.

SPEAKER: I'M SHAUNA AND I WILL START. I'M SHAUNA CALLOW, AN ASSISTANT DIRECTOR IN THE TECHNOLOGY SERVICES SECTION. WE ARE HERE TO PROVIDE A PRESENTATION ON PHASE TWO OF THE REGIONAL TRANSIT PROJECT. WE HAVE A TEAM OF PEOPLE HERE. DAVID LED THE DESIGN WORK AND PHIL FROM STEER, THE TEAM THAT LED THE CASE WORK. THEY WILL DELIVER MOST OF THE PRESENTATION. I WANTED TO LET YOU KNOW THAT THE VERSION OF THE PRESENTATION TODAY IS ABBREVIATED FROM WHAT'S IN THE SLIDE DECK BECAUSE THEY HAVE TIME. WE HAVE APPROXIMATELY 30 MINUTES FOR QUESTIONS. I ACTUALLY NEED THE PRESENTATION TO BE LOADED UP. THANK YOU. AND NEXT SLIDE. HERE YOU SEE BY THE AGENDA, IT'S ABOUT 30 MINUTES

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AND THEN A Q&A. WITH THAT, I'M GOING TO TURN IT OVER TO DIVED PICK UP THE REST OF THE PRESENTATION. THANK YOU.

SPEAKER: THANKS, SHAUNA. GOOD AFTERNOON, EVERYONE. I WILL JUMP STRAIGHT IN. NEXT SLIDE, PLEASE. NEXT SLIDE. THANK YOU. SO THE PROJECT TANK TEAM IS APPROACHING THE END OF THE SECOND PHASE OF THIS PROGRAM. PHASE TWO IS PRIMARILY ABOUT TAKING WHAT WE HAVE LEARNED FROM PHASE ONE, WHICH WAS PRIMARILY STAKEHOLDER OUTREACH AND THEN DEVELOPING CONCEPTUAL OPTIONS OR DESIGN DIRECTIONS FOR EXPLORATION. THESE OPTIONS ARE THEN USED FOR EVALUATION AGAINST THE PROGRAM GOALS TO INFORM RECOMMENDATIONS OF SYSTEM DEVELOPMENTS AND PILOTS IN PHASE THREE AND ULTIMATELY LEAD TO IMPLEMENTATION OF THIS PROGRAM IN FUTURE PHASES. NEXT SLIDE, PLEASE. IT'S BEEN A COLLABORATIVE JOURNEY. THIS BEING FOUR DIFFERENT WORKSHOPS. ASSISTING TOWARDS THE MEETINGS. THIS HAS BEEN VALUABLE AND HELPED US EVOLVE AND SHAPE THE PROGRAM. THE BOARD'S SUPPORTIVE AGENCY CITIES AND STAKEHOLDERS. NEXT SLIDE. AND WE HAVE BEEN INFORMED BY USER RESEARCH FOR THE PROCESS AND THAT STARTED OUT WITH THE BEST RESEARCH CONDUCTED BY OUR TEAM. WE HAVE DONE VIDEO INTERVIEWS AND MORE RECENTLY, DETAILED FOCUS GROUPS THAT DRILLED DOWN INTO SPECIFIC BITS OF HARMONIZATION THAT ARE MOST VALUABLE TO TRAVELERS. AS WE MOVE BEYOND THE CONCEPTUAL PHASE, WE HAVE OUTREACH THAT IS A KEY PART OF THIS INCENTIVE THAT INCLUDES THE DESIGN PROCESS. NEXT SLIDE. SO, THE CHALLENGE AND THE

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BACKGROUND AND CONTEXT BEHIND THIS IS THE PROPORTION OF RIDERSHIP AS WE UNDERSTAND IT RELATIVE TO VEHICLE USE. THIS HIGHLIGHTS THE CHANGE AND THE OPPORTUNITY FOR CHANGE. NEXT SLIDE. AND THAT REALLY PRESENTS OR HAS CONSEQUENCES THAT IMPACTS THE WHOLE BAY AREA IN RELATION TO PRODUCTIVITY. FOR EXAMPLE, THE AMOUNT OF TIME DUE TO CONGESTION AND HOW THAT IS INCREASING IN RELATION TO THE ENVIRONMENTS AND THE AMOUNT OF GREEN HOUSE GASSES THAT ARE EMITTED, OF COURSE IN RELATION TO EQUITY AND THE FACT THAT EQUITY PRIORITY COMMUNITIES ARE MORE LIKELY TO USE TRANSIT AND DEMOGRAPHICS AND USER GROUPS. IN RELATION TO HEALTH AND WELL BEING WITH PHYSICAL ACTIVITY DECLINING OVER RECENT YEARS AND TRANSIT RIDERSHIP ITSELF, IT IS STIRRING UP IN AREAS ON SOME SYSTEMS. THE PICTURE IS THAT IT IS DECLINING AND COVID IS EXACERBATING THESE TRENDS AS WE UNDERSTAND IT. IT PRESENTS OPPORTUNITIES, NEW OPPORTUNITIES TO HELP EFFECT CHANGE AND COME BACK OUT IN THIS STAGE OF TIME. NEXT SLIDE, PLEASE. SO WAYFINDING INFORMATION CAN PLAY A KEY ROLE IN MAKING TRANSIT MORE ATTRACTIVE AND ACCESSIBLE TO CUSTOMERS. SOME AGENCIES AS WE DID GET INFORMATION AND THE OUTCOME ON THIS SLIDE, BAY AREA WIDE IS INCONSISTENT AND IT'S NOT ALWAYS OPTIMAL IN TERMS OF ACCESSIBILITY, MORE ERGONOMIC AND IT'S FRAGMENTED, WHICH REDUCES ELIGIBILITY, THE EASE AT WHICH PEOPLE CAN NAVIGATE A PLACE OR NETWORK. THIS LEADS TO COST AND EFFICIENCIES AS WE HEARD FROM VARIOUS STAKEHOLDERS AND DISCOURAGES TRANSIT USE. RESEARCH IS SHOWING THAT. NEXT

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SLIDE, PLEASE. SO THIS PROGRAM AIMS TO ADDRESS THIS BY DELIVERING COORDINATED INTEGRATED AND CONSISTENT WAYFINDING INFORMATION PROGRAMS, ENABLING AGENCIES TO DELIVER BETTER INFORMATION MORE EFFICIENTLY AND COST EFFECTIVELY. USER RESEARCH SHOWS CONSISTENCY REALLY EQUALS CONFIDENCE, CONFIDENCE TO TRAVEL AND CONFIDENCE TO USE THE SYSTEM. WE THINK ABOUT THE CONFIDENCE SYSTEM FOR THE BAY AREA AND ACHIEVE THE SHARED GOALS FROM STAKEHOLDERS AND WE NEED INTEROPERABILITY WITH PLACES AND IN THIS SLIDE, WE ARE HINTING AT THE OTHER ASPECTS OF SERVICE. THAT COULD BE ALIGNED TO COMPLIMENT THIS PROGRAM. BEYOND THE SCOPE OF THIS PROGRAM WITH TICKETS AND FARES AND SCHEDULING AND SO ON. IT MIGHT BE IMPORTANT TO SAY AT THIS POINT THAT WE RECOMMEND THE MULTIMEDIA SYSTEM WILL BE REQUIRED TO ENSURE THE INCLUSIVE DESIGN PROGRAM THAT SHOWS DIFFERENT ABILITY, COMMUNITIES, AND NEEDS. NEXT SLIDE, PLEASE. THE PROGRAM GOALS DEFINE IN COLLABORATION WITH STAKEHOLDERS AND INFORMED BY USER RESEARCH. IN SUMMARY, THEY ARE BETTER INFORMATION FOR TRAVELERS. THAT MEANS DEPENDABLE INFORMATION WHEN YOU NEED IT. PREDICTABLE AND RECOGNIZABLE PATTERNS IN THE BAY AREA AND YOU CAN USE IT ANYWHERE. IT MEANS BETTER WAYS OF WORKING FOR THE PROVIDERS, COMMON PARTS, APPLICATIONS AND STANDARDS TO ACHIEVE EFFICIENCIES AND ECONOMIES OF SCALE. AND ULTIMATELY BETTER OUTCOMES FOR THE REGION. SOCIAL, ENVIRONMENTAL, AND ECONOMIC BENEFITS. NEXT SLIDE, PLEASE. AND WE LISTENED TO THE STAKE

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HOLD FORS FOR THE ROUTE REACH CONDUCTED AND A KEY PART OF THIS IS TO DEVELOP A ROBUST DELIVERY CASE AND DELIVERY PLAN AND TO GET THE BUY IN REQUIRED. WITH THIS BUSINESS CASE, WE HAVE BEEN ABLE TO DEVELOP AND REACH AN EVIDENCE OF RECOMMENDATION BASED ON ACHIEVING THE GOALS AND THE BENEFITS AND THE RETURN ON INVESTMENT THAT'S REALLY OPTIMAL AT THIS STAGE. THE RECOMMENDATION IS FOR A FULLY HARMONIZED SYSTEM AS STATED HERE. WE ARE GOING TO TALK THROUGH HOW WE GOT TO THAT POINT. NEXT SLIDE, PLEASE. SYSTEM DESIGN. AFTER THIS SECTION, I WILL HAND OVER TO MY COLLEAGUE, PHIL. NEXT SLIDE, PLEASE. THANK YOU. SO WHAT'S OUR TIERS. WE USED THIS A LOT IN THIS PHASE OF THE PROGRAM. TIERS ARE INCREMENTS OR OPTIONS FOR IMPROVING INFORMATION. THEY SPAN FROM LOW TO A HIGH DEGREE OF CHANGE. THEY ARE REFINED STAKEHOLDER FEEDBACK FOR USER RESEARCH. THEY HAVE BEEN DEVELOPED TO HELP US COMPARE COSTS, BENEFITS AND THE IMPLICATIONS OF DELIVERY. IT HAS BEEN BETWEEN OURSELVES AND OTHER MEMBERS OF THE TEAM. MOVING ON, PLEASE. NEXT SLIDE. HARMONIZATION THROUGH THIS PROGRAM IS DEFINED AS THE ACT OF CREATING SIMILARITY ACROSS DIFFERENT SERVICE PROVIDERS SO THAT SYSTEMS CAN WORK TOGETHER MORE EASILY. OUR FOCUS IS ON THE HARMONIZATION OF INFORMATION, SPECIFICALLY THE INFORMATION IN TRANSIT ENVIRONMENTS. NEXT SLIDE, PLEASE. AND ANY INTEREST AT THE TIME IS MENTIONED, THERE WAS MORE DETAIL IN THE SLIDE. WE HAVE MORE INFORMATION IN A MORE DETAILED FILE. SO THE FIRST HERE THAT WE LOOKED AT ON A SCALE FROM LOW TO HIGH, TIER ONE.

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TIER ONE IS AN UPDATED HUB SIGNAGE STANDARD USING THE SYSTEM DEVELOPED BY MTC AND PROVIDES BETTER INFORMATION AND IT'S FOCUSED IF YOU LOOK AT THE ENVIRONMENTS COLUMN AND PLANNING AND TRANSFER ENVIRONMENTS. NEXT SLIDE, PLEASE. AND IN THIS OPTION, WE PROPOSE THAT THE ENHANCEMENT WOULD BE IMPLEMENTED WITHIN PLANNING AND TRANSFER ENVIRONMENTS. ESSENTIALLY INCREASING THE NUMBER OF DESIGNATED REGIONAL HUBS FROM THE 26 AS THEY ARE NOW TO AROUND 160 TRANSFER LOCATIONS. THERE IS A HIGH DEGREE OF MODES WHERE SYSTEMS INTERSECT. NEXT SLIDE, PLEASE. TIER TWO, WE PRESENT A REGIONAL MOBILITY INFORMATION SYSTEM. THIS MEANS BETTER INFORMATION TO PLANNING, TRANSFER AND REGIONAL TRIPS. IT'S NOT JUST IN THE PLAN AND TRANSFER ENVIRONMENTS, BUT ALSO IMPLEMENTED IN THE REGIONAL TRAVEL ENVIRONMENTS RELATED TO RAIL, FERRY, AND REGIONAL BUS ENVIRONMENTS. THE SYMBOLS AND THE IDENTITY COLUMN HAVE CHANGED. WE ARE PROPOSING IN THIS TIER FOR THE FIRST TIME, A NEW UNIFYING IDENTITY WITH THE SYSTEM OF PRODUCTS IS DEVELOPED, CREATING UNITY AND PREDICTABILITY TO INCREASE CONFIDENCE IN THE TRANSIT SYSTEM, BUT WITH THE FLEXIBILITY FOR THE EXISTING TRANSIT BRANDS AND TRANSIT BRAND RECOGNITION. THE BAY SYMBOL IS USED AS A PLACE HOLDER TO REPRESENT WHAT WAS SUGGESTED AS A NEW UNIFYING WAY FOR TRANSIT INFORMATION. NEXT SLIDE, PLEASE. IN THIS TIER WE EXTEND THE NUMBER OF ENVIRONMENTS. IT'S NOT JUST THE TRANSFER HUBS, BUT ALSO LOOKING AT THE TRAVEL ENVIRONMENTS, AS YOU MENTIONED RAIL

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STATIONS, FERRY TERMINALS AND REGIONAL BUS STOPS. MOVING ON TO THE NEXT SLIDE. IN TIER THREE, WE TAKE IT A STEP FURTHER AGAIN. THIS TIME IT'S VERY MUCH THE SAME, BUT IT EXTENDS ALL THE WAY TO LOCAL TRAVEL ENVIRONMENTS LIKE LIGHT RAIL, STREET CAR, AND LOCAL BUS ENVIRONMENTS. MAINTAINING WHAT WE CALL THE FLEX CONCEPTS AND PROVIDED WITH ENTITIES REMAIN FOREGROUND IN A UNIFIED PLACE IN THE BAY AREA. MOVE ON TO THE NEXT SLIDE, PLEASE. THANK YOU. SOCIETY NUMBER OF ENVIRONMENTS INCREASES DRAMATICALLY AT THIS POINT TO INCLUDE ALL LIGHT RAIL STREET CAR, CABLE CAR, BUS STOP, AND ENVIRONMENTS ACROSS THE BAY AREA. AT THIS POINT IT'S 100% COVERAGE. A PROGRAM THAT WILL AFFECT ALL ENVIRONMENTS, TRANSIT ENVIRONMENTS ACROSS THE BAY AREA. AND MOVING ON TO THE NEXT SLIDE. THE FOURTH OPTION WE LOOKED AT IS THE SAME AS TIER THREE IN EXTENT AS THE SYSTEM IMPLEMENTATION IN THESE ENVIRONMENTS. IT STARTS TO ASK, IF WE ARE GOING TO THIS LEVEL OF CHANGE, AND IF SO, OTHER HARMONIZATION EFFORTS COMING TO FRUITION, ARE THERE BENEFITS TO REIMAGINING A INFORMATION SYSTEM OF PARTS, THE BRAND EXPRESSION OF TRANSIT MORE WIDELY AND ENHANCED THE WIDER TRANSIT EXPERIENCE FOR TRAVELERS. TIER FOUR WE CALL ONE MOBILITY NETWORK AND IT RELIES ON AN EVOLVING NETWORK CONDITION. NEXT SLIDE, PLEASE. AS WITH TIER FOUR, IT'S IMPLEMENTED ACROSS ALL ENVIRONMENTS. ALL OF THIS IS PROPOSED AT THIS STAGE FOR REVIEW. MOVING ON TO THE NEXT SLIDE. WHEN WE GET TO THIS STAGE OF TIER FOUR, WE START TO IMAGINE A STAGE OF

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HARMONIZATION. WE IMAGINE CONCEPTUALLY IDEAS FOR MORE INTENTIONAL OR POTENTIALLY USEFUL FORMS OF DIFFERENTIATION. THESE ARE JUST IDEAS, BUT WITHIN AN INFORMATION SYSTEM AT THE LEAST, WE CAN START TO CONSIDER WHETHER THE OVERALL COMBINED SYSTEM IS DIFFERENTIATED BASED ON THIS SITUATION BY MODE. I WILL SHOW YOU THE OTHER SLIDE. MOVING ON TO THE NEXT SLIDE. IT COULD BE BASED ON LOCALITY, FOR EXAMPLE, RELATED TO COUNTIES. OR IN THE NEXT SLIDE, MOVING ON, OR BY SUBREGION. INDEED IT CAN BE A COMBINATION. THESE ARE THE POSITIONS AND NOT THE OPTIONS. THE MAIN FACTORS BEHIND ANY CHANGE OF COURSE WOULD HAVE TO RELATE TO ENHANCED NETWORK THAT WE MENTIONED EARLIER. THE PROPENSITY TO CHANGE BEHAVIOR, WHICH WAS KEY. FUTURE RESILIENCE OF THE SYSTEM AND SUITABILITY FOR FUTURE CHANGES AND TRENDS WE SEE IN RELATION TO MOBILITY. NEXT SLIDE, PLEASE. UNDERPINNING ALL OF THE IMPROVED INFORMATION THAT'S PROPOSED FOR THE OPTIONS AND TO ACHIEVE CONSISTENCY OF OPERATION IN THE DATA BASE. THIS WILL BE MANAGED CENTRALLY BY THE REGIONAL COORDINATOR. THERE WILL BE ACCESS FOR PARTNERS TO IMPROVE THEIR PROCESSES AND POTENTIALLY A PLATFORM THAT COULD LINK TO DATA FEES THAT COULD ASSIST IN RELATED TECHNOLOGIES OR ASSISTIVE TECHNOLOGIES LIKE DISTRIBUTORS AND SO ON. IT IS ESSENTIALLY A SPATIAL DATABASE OF TRANSIT ENVIRONMENTS ACROSS THE BAY AREA. SOMETHING WE ARE LOOKING INTO. NEXT SLIDE, PLEASE. THANK YOU. AND AGAIN, BEYOND THE PHYSICAL INFORMATION THAT WE'RE VERY MUCH FOCUSED ON AND FOCUSED ON EVALUATING,

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THERE WERE MANY OPPORTUNITIES THAT WE MENTIONED, PARTICULARLY IN THE HIGHER TIERS TO CREATE A MORE SEAMLESS AND APPEALING APPEARANCE. WHAT I MENTIONED EARLIER, IT ALLOWS FOR CUSTOMIZABLE PRINTS AND TECHNOLOGIES AND DATA STANDARDS FOR MORE INCLUSIVE PRINT AND DIGITAL SUPPORTING PRODUCTS AND SERVICES. NEXT SLIDE, PLEASE. THANK YOU. SO IN ORDER TO EVALUATE EACH OF THESE TIERS AND OPTIONS, WE NEED TO KNOW THE SCALE OF CHANGE IN INVESTMENTS. WE WENT THROUGH A PROCESS ESTABLISHING SYSTEM PRINCIPALS BASED ON THE OPTIONS AND INFORMATION AND PRODUCT TYPES AND WHERE THEY WILL BE APPLIED. WE WENT TO ESTIMATE A BASE LINE LEVEL OF IMPLEMENTATION AND WHAT IT MIGHT MEAN IN THE FIVE YEAR PROCESS. USING VARIOUS RESEARCH, WE WORKED TO CALCULATE THE COST OF THAT CHANGE OVER THOSE YEARS. AS I SAID, WE ARE FOCUSED ON INFRASTRUCTURE ENHANCEMENTS AS THE MOST SIGNIFICANT COST TO THIS PROGRAM IN THAT BUSINESS CASE. NEXT SLIDE, PLEASE. THANK YOU. I WILL HAND OVER TO PHIL TO TALK YOU THROUGH THE BUSINESS CASE ANALYSIS. THANKS.

SPEAKER: THANKS, EVERYONE. GOOD AFTERNOON. NEXT SLIDE, PLEASE. SO, THE PURPOSE OF THE BUSINESS CASE IS TO CONSIDER EACH OF THE PROPOSITIONS TO BE FOLLOWED, AND TO ASK HOW WELL THE PROPOSALS ADDRESS AND IDENTIFY CHALLENGES FOR THE ABILITY ACROSS. TO DO THAT, WE LOOK AT THE COSTS. WE EVALUATE THE BENEFITS BASED ON PRECEDENT INTERNATIONALLY AND LOCALLY. I

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LOOK AT HOW WELL EACH OF THE TIERS ADDRESSES THE REGIONAL STRATEGY GOALS AND OBJECTIVES. NEXT SLIDE, PLEASE. THE BUSINESS CASE IS STRUCTURED AROUND FOUR SUBCASES. EACH ANSWER DIFFERENT ASPECTS OF THE PROJECTIONS AND THE PROJECTS TO DELIVER. THEY COME UP WITH AN ORIENTATION THAT WILL IN RESPONSE, SUBSEQUENTLY HAVE A DECISION TAKEN ON THIS PROJECT. THE STRATEGY CASE EVALUATES EFFECTIVELY THE PROJECT THAT WILL ADDRESS THE STRATEGY GOALS MENTIONED EARLIER. THE PROGRAM GOALS. AND STRATEGY OUTCOMES ACROSS EQUITY, ENVIRONMENTAL, HEALTH AND WELL BEING, FOR EXAMPLE. THE ECONOMIC CASE IS ON THE BUSINESS CASE. WE UNDERTAKE A BENEFIT COST ANALYSIS LOOKING AT THE LEVEL OF ECONOMIC BENEFITS GENERATED SO THE MONEY GENERATED TO THE REGION BY THIS PROJECT OVERTIME AGAINST THE COSTS OF IMPLEMENTATION OF THE PROGRAM. THE FINANCIAL CASE CONSIDERS FUND AND THE INVESTMENT. IF THE FUNDING IS NOT AVAILABLE, THEN THE PROJECT IS NOT VIABLE. WE HAVE TO CONSIDER THE FUNDING IN PLACE. THIS IS THE OPPORTUNITY FOR FUNDING. FINALLY, WE NEED TO CONSIDER HOW DELIVERABLE THE PROJECT IS. WHAT REQUIREMENTS IN ORDER TO PUSH THIS FORWARD OR THE IMPLEMENTATION PROGRAM. WHAT IS ENOUGH THAT WE WOULD HAVE A PREVIOUS CONVERSATION ABOUT THE DEFINITION OF OPERATION OF COSTS AND THE CHALLENGES ASSOCIATED WITH THOSE. OPERATIONS AND THE RISK PROGRAM ARE CRUCIAL TO MAINTAIN THE CURRENCY AND MAKE SURE IT'S UP TO DATE WITH THE TIME. THAT'S WHAT THE ORGANIZATIONAL CHALLENGES AND WHAT WE NEED TO DELIVER. NEXT

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SLIDE, PLEASE. SO, WE START OFF BY LOOKING AT THE COSTS SUPPLY THROUGH THE DESIGN TEAM. OVER THE 15 YEAR PROJECT LIFE CYCLE, WE LOOK AT THE CAPITAL EXPENDITURE COVERING WHAT IMPLEMENTATION COSTS IN THE ORANGE WITH THE WHITE ITALICIZED FIGURES SHOWING THE CAPITAL COST AND THE ENABLING COST THAT COVER, FOR EXAMPLE, DESIGN PLANNING, SYSTEM SET UP, SYSTEM GUIDELINES THAT ARE REQUIRED TO REACH THE TIERS. THE TIERS ARE CONSIDERED INDEPENDENTLY AND NOT CONSIDERED AS A WHOLE. WE LOOK AT TIER ONE WITH THE CAPITAL EXPENDITURE. OVER A 15 YEAR LIFE CYCLE. RANGING UP TO TIER FOUR, WE HAVE THE EXPENDITURE OF $113,000,000. THESE VALUES ARE NORMALIZED BASED ON 2020 VALUES. CONSISTENCY OVER THAT TIME FRAME. NEXT SLIDE, PLEASE. WE HAVE TO TAKE A COUNT OF THE OPERATIONAL COSTS. THEY WILL BE GENERATED IN ADDITION TO THE EXPENDITURE BY THIS PROJECT. THE GREEN AT THE BOTTOM SHOWS THE CURRENT EXPENDITURE OVER 15 YEARS BASED ON SPENDING TODAY IN THE YEAR PRE COVID. THE NUMBERS ON THE OPERATIONAL EXPENDITURE SHOWS THE ANTICIPATED COST BY TIER. $11,000,000 OVER 15 YEARS FOR TIER AND UP TO $53,000,000 IN TIER 4. IMPORTANTLY WHEN WE GET TO THE BENEFITS, WE START TO SEE THE TIERS THREE AND FOUR AND THE FINANCIAL CASE GENERATE ADDITIONAL RIDERSHIP, WHICH IS MORE OF A KEY OBJECTIVE TO THIS PROJECT AND IT'S EXPECTED THAT WITH ADDITIONAL RIDERSHIP, WE WILL BROADLY COVER THE ADDITIONAL OPERATIONAL. NEXT SLIDE, PLEASE. AND JUST TO GIVE THIS, THIS IS WHAT WE EXPECT THE OPERATIONAL COSTS TO LOOK LIKE IN A

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TYPICAL YEAR. WE HAVE TAKEN 2028. WHEN THE PROGRAM IS WELL PROGRESSED WITH A SIGNIFICANT AMOUNT OF PROJECTS IN THE GROUND, AND THE INCIDENTS WILL THEN BE UPLIFTED TO COVER BOTH CONTENT AND THE MAPPING PRODUCT DATABASE AS WELL AS ANY REPLACEMENTS DUE TO DAMAGE OR RATHER THERE IS ALSO CONSIDERATION TO DELIVER THIS PROJECT LOOKING AT EXISTING STAFFING. THE SECOND AT THE TOP, THE SECOND HERE, THE ADDITIONAL STAFF ACQUIRED BY TIER. THAT'S TO DELIVER THE EXTENT OF THE PROJECT. THE BACK END DATABASE WILL PROVIDE SOME OF THE BROADER BENEFITS BEYOND THE PROJECT DIRECTLY. TO THE AGENCIES BY ALLOWING THEM TO USE THIS BACK END MAPPING DATABASE TO PRODUCE MAPS FOR THIS PROJECT AND OTHER MAPPING NEEDS. WE HAVE IDENTIFIED A POTENTIAL FOR EXTENDING BEYOND THE ANTICIPATED NEEDS AND DEPENDING ON THE PACE AND THE LEVEL OF RESPONSIBILITY ASSUMED BY MTC, THE SHARING OF OWNERSHIP OF THIS PROJECT AND THE ABILITY OF AGENCIES OVERTIME TO TAKE ON THAT SHARED DELIVERY RESPONSIBILITY. NEXT SLIDE, PLEASE. ONCE YOU UNDERSTAND THE COSTS, YOU CAN START TO CONSIDER HOW DO YOU MEASURE THESE BENEFITS? AS I MENTIONED, THE PROGRAM GOALS AND THE BETTER INFORMATION AND WAYS OF WORKING BETTER OUTCOMES OF THE REGION. THESE ARE UNDER A RANGE OF THEMES. I WILL TALK ABOUT THE TOP FIRST. TRANSPORTATION SYSTEM EFFECTIVENESS. THAT'S EVALUATED OR MONETIZED TO GIVE A FINANCIAL OUTCOME. WHAT DO YOU EXPECT PEOPLE TO GAIN IN TERMS OF OVERALL EXPERIENCE OF THE SYSTEM AND HOW DO WE EXPECT THAT TO DELIVER

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THE BENEFIT TO THE END USERS? THAT IS TIME SAVING AND MAKING A DECISION ABOUT YOUR TRIP. TIMES THE NUMBER OF USERS TRAVELING IN THE SYSTEM. WE LOOK AT RIDERSHIP GROWTH. THE NUMBER OF NEW RIDERS AND THE NUMBER OF TRIPS EXISTING IS UNIQUE. BY MAKING THE SYSTEM MORE ACCESSIBLE AND UNDERSTANDABLE AND EASIER TO USE, WHICH WILL IMPOSE TO TRAVEL TO PLACES YOU MIGHT NOT BE AWARE YOU CAN TRAVEL TO PREVIOUSLY. THE MAP TO IMPROVE THE BACK END SYSTEMS AS WELL AS THE BENEFITS OF PURCHASING POWER THROUGH DELIVERING A CONSISTENT PRODUCT ACROSS THE WHOLE OF THE REGION. THE OUTCOMES ARE CONSIDERED IN TERMS OF EQUITY. IMPROVING TRANSIT ACCESSIBILITY, THAT'S MEASURED THROUGH THE SYSTEM COVERAGE AND EQUITY PRIORITY COMMUNITIES. HEALTH AND SAFETY COMMUNITIES. LOOKING AT TRAVEL. BY ENCOURAGING THE USE OF TRANSIT, WE ENCOURAGE ACTIVE ABILITY. WALK OR BIKE TO GET TRANSIT IN THE FIRST PLACE AND IT'S A MONETIZED BENEFIT. THAT CAN BE ASSIGNED TO THAT INCREASE IN ACTIVITY. PROTECTION THROUGH GREEN HOUSE GASSES THROUGH A SHIFT IN PRIVATE VEHICLE USE TO TRANSIT USE. IMPROVEMENTS IN PRODUCTIVITY TO DELIVER THE ECONOMIC VITALITY BENEFITS. AS A CONSEQUENCE, THAT CONTRIBUTES TO A MANAGEMENT OF NORMAL CONGESTION ACROSS THE REGION. THIS IS EXPERIENCED THE LAST COUPLE OF DECADES. NEXT SLIDE, PLEASE. WHAT DOES THIS MEAN? WELL, THE BENEFITS RANGE FROM TIER ONE, PREDOMINANTLY IMPROVEMENTS AND HOPING PEOPLE UNDERSTAND HOW TO USE THE SYSTEM AND WE EXPECT THAT TO DELIVER IN THE REGION OF 80,000,000 DOLLAR BENEFIT AND IMPROVING

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NETWORK AWARENESS. TIER TWO COVERS A BROADER RANGE AND WILL DELIVER MORE THAN DOUBLE THAT BENEFIT. APPROXIMATELY $198,000,000 AND ALSO STARTS TO DELIVER SOME SHIFT. NOT THAT SIGNIFICANT. THAT STARTS TO ENTER THE BOTTOM OF THAT SECOND COLUMN. TIER THREE, YOU START TO SEE THE CONGESTION BENEFITS AND HEALTH BENEFITS AND ENVIRONMENTAL BENEFITS. WITH AN OVERALL VALUE OF $363,000,000. TIER FOUR, FOR A RELATIVELY SMALL INVESTMENT UPLIFT OF APPROXIMATELY $10,000,000 OVER THE PROGRAM, WE GET AN INCREASE OF $120,000,000 IN BENEFITS. PARTICULARLY IN THE SHIFT AND DECONGESTION IN THE ENVIRONMENTAL. NEXT SLIDE, PLEASE. TO UNDERSTAND HOW THESE DIFFERENT PIECES COME TOGETHER. WE LOOK AT THE COST BENEFIT RATIO AND THAT DIVIDES THE OVERALL PROJECT ACROSS ITS LIFETIME BY THE ANTICIPATED BENEFITS. IN ONE WE GO FROM THE PROJECT COST AGAINST THE BENEFIT. TIER FOUR WE HAVE $167,000,000. THAT DELIVERS AN ESTIMATED $167,000,000 BENEFIT. AND THAT RESULTS IN THE BENEFIT COST RATIO. THIS SIGNIFIES THAT EVERY DOLLAR INVESTED IN THE PROJECT, HOW MUCH ECONOMIC BENEFIT IS EXPECTED TO BE GAINED ACROSS THE REGION, RANGING FROM 2.$2,000,000 TO 2.92 IN TIER FOUR. THESE ARE DRAFTED AND THE FINAL REVIEW OF THE BUSINESS CASE IS UNDER WAY. WE EXPECT TIERS THREE AND FOUR TO HAVE A VERY SMALL UPLIFT, POTENTIALLY AS AN FINAL REVIEW. WE WILL CONTINUE TO THE VALUE OF ACTIVITY LEVELS IN THE REGION WITH TIERS THREE AND FOUR. THESE ESTIMATIONS ARE BASED ON INTERNATIONAL PROJECTS, FOR EXAMPLE, IN TORONTO AND LONDON.

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AND AS WELL AS THE BENEFITS WE HAVE SEEN THROUGH SOME OF THE INITIATES THAT ARE TAKING PLACE AROUND THE BAY AREA AND OVER RECENT YEARS. WE HAVE SEEN A BUCKING OF THE TREND TO CLAIMING RIDERSHIP, PARTICULARLY WITH THE MAPPING PROJECT THAT WAS LAUNCHED IN LATE 2019. NEXT SLIDE, PLEASE. SO FOR EVERY DOLLAR INVESTED, WE CAN EXPECT BETWEEN 2.28 TO 2.92. IN CONTEXT, THESE RATIOS ARE VERY, VERY STRONG. THE TRANSPORTATION PROJECT ARE NOT MEASURED THROUGH THE BROADER BENEFITS COMPARED TO INVESTMENT IN INFRASTRUCTURE SUCH AS THE METRO SYSTEM OR RAPID TRANSIT SYSTEM. THESE ARE VERY, VERY POSITIVE NUMBERS. IN REALTIME, THE OVERALL INVESTMENT OF THIS PROJECT COMPARED TO THE COVERAGE ACROSS THE TIERS THREE AND FOUR. THAT DELIVERS VERY, VERY GOOD VALUE TO THE REGION. NEXT SLIDE, PLEASE. AND AS DAVE MENTIONED EARLIER, WE HAVE SEEN WITH THE VALUATION, THE OTHER CASES AS WELL. THINK ABOUT DELIVERABILITY, AND THINKING ABOUT THE STRATEGY OUTCOMES, THE TIER FOUR IS ACHIEVABLE IN THE CURRENT CONDITIONS AND WILL DELIVER A VERY POSITIVE RESULT IN THE BAY AREA. SHOULD INTEGRATION COME ABOUT AND SHOULD THE NETWORK CONDITIONS PERMIT, THEN TIER THREE PROVIDES THE BASE LINE THAT SUPPORTS THE TIER FOUR IN WHATEVER FORM THAT MIGHT TAKE. AT SOME STAGE IN THE FUTURE. WE ARE NOT PRECLUDING THE OPPORTUNITY FOR TIER FOUR, BUT WE ARE SAYING TIER THREE IS THE OPTIMAL WAY FORWARD. FOR THIS PROJECT BASED ON ANALYSIS THAT WAS UNDERTAKEN. THANK YOU, NEXT SLIDE. THAT GOES BACK TO SHAUNA.

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SPEAKER: BACK TO ME. NEXT SLIDE, PLEASE. SO OUR IMMEDIATE NEXT STEPS, WE ARE REALLY ON A JOURNEY PRESENTING THESE FINDINGS AND WE RECENTLY PRESENTED THEM TO THE TASK FORCE FOR THE MAJOR REPORT. AND THE NEXT STEP IS TO TAKE THESE FINDINGS AND RECOMMENDATIONS TO OPERATIONS COMMITTEE THIS SUMMER EITHER IN JULY OR SEPTEMBER. NEXT SLIDE. OF AND WANTED TO LEAVE YOU WITH THE ROAD MAP OF WHERE WE ARE GOING. SO, THE NEXT PHASE OF THIS ACTUALLY GETS INTO THE DESIGN AND DEVELOPMENT OF THE STANDARDS AND THE MAP DATABASE. THE REMAINDER OF THIS YEAR WOULD BE FOCUSED ON PROCUREMENT. AND THEN STARTING IN 2022 WOULD BE DEVELOPMENT OF THE DESIGN STANDARDS AND MAP DATABASE. GOING DOWN THE LEFT SIDE, YOU SEE A PROTOTYPE. THAT'S REALLY THE OPPORTUNITY TO TEST WHAT'S DESIGNED OUT IN THE FIELD AT ONE OR MORE PROTOTYPES. YOU SEE THE BASE LINE RESEARCH THAT WOULD OCCUR. THE IMPLEMENTATION OF THIS PROTOTYPE, AT WHICH POINT WE EVALUATION AND USE THAT TO INFORM ANY UPDATES TO THE BUSINESS CASE AND THEN LOOKING DOWN AT THE FINAL, THE REGIONAL ROLL OUT. THE DEVELOPMENT OF THE STANDARDS AND THE FINDINGS FROM THE PROTOTYPE HUB. THE EXPECTATION IS THAT WE MIGHT START WITH SUBREGIONAL PILOTS. IN MID 2023. AND THEN ULTIMATELY IN 2024, MOVE ON TO THE BAY AREA. NEXT SLIDE IS BASICALLY Q&A. THANK YOU AND WE ARE HOPE FOR QUESTIONS.

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RANDI KINMAN, CHAIR: THANK YOU. I HAVE A NUMBER OF RANDS RAISED. WE WILL START. I WANT TO CAUTION MEMBERS TO BE ASKING SPECIFIC QUESTIONS AND NOT GOING OFF INTO LONG ANECDOTAL STORIES. SHORT ANECDOTAL STORIES THAT LEAD TO A QUESTION ARE GREAT. ADINA AND THEN FRANK.

SPEAKER: THANK YOU VERY MUCH FOR THIS REALLY INTERESTING AND THOUGHTFUL PRESENTATION. I HAVE TWO QUESTIONS. AND ONE IS COMING OFF A CONVERSATION AHEAD OF YESTERDAY WITH A NONPROFIT LEADER IN THE BAY AREA WITH A LOT OF TRANSIT EXPERIENCE MAKING A HYPOTHESIS THAT BECAUSE PEOPLE HAVE ASKED, THE NEED FOR WAYFINDING HAS BASICALLY GONE AWAY AND HAD MINIMAL ADDED VALUE. WHAT I AM SEEING AS A RESULT OF THIS STUDY IS THIS STUDY IS CONCLUDING, NO, EVEN IN A WORLD WHERE PEOPLE HAVE GOOGLE MAPS, THERE IS A SUBSTANTIAL VALUE IN TERMS OF HAVING A TYPICAL WAYFINDING. I WANTED TO PUT THAT OUT AS A QUESTION. THE SECOND QUESTION THAT I HAD IS ABOUT THE SCOPE OF THE STUDY MAKING SURE THAT I UNDERSTAND IT. THIS IS REALLY FOCUSING ON THE DESIGN WAYFINDING AND NOT ACTUALLY ON THE PRODUCTS AND SERVICE ITSELF. SO THIS IS THAT VISUAL PHYSICAL DESIGN OVER AND ABOVE WHETHER IF YOU ARE TRYING TO TAKE A MULTIAGENCY TRIP, YOU ARE TALKING ABOUT INFORMATION AND YOU REALIZE IT'S A SIMILAR FORMAT THAT MY MULTI LED TRIP IS GOING TO COST $32 AND 42 MINUTES OF A WAIT FROM AGENCY A TO AGENCY B. ARE YOUR SCENARIOS NOT ADDRESSING THOSE ISSUES OF SERVICE OF A $32 FARE

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AND 47 MINUTE WAIT. YOU GET ALL THESE BENEFITS FROM THE ELEMENT THAT IS DESIGNED AND BENEFITS OF ADDRESSING THE OTHER SERVICE ISSUES ARE SEPARATE OVER AND ABOVE. THOSE ARE MY TWO QUESTIONS.

RANDI KINMAN, CHAIR: THANK YOU. FEEL FREE TO ANSWER THE QUESTIONS.

SPEAKER: FIRST QUESTION, I THINK IN OUR EXPERIENCE, WE CONTINUE TO FIND THAT HAVING PHYSICAL WAYFINDING IN TRANSIT ENVIRONMENTS IS SO INCREDIBLY IMPORTANT IN TERMS OF BUILDING AWARENESS IN TRANSIT. I THINK FROM AN EQUITABLE STANDPOINT AS WELL, IT'S EXTREMELY IMPORTANT THAT THERE IS A MINIMUM LEVEL OF SERVICE REALLY IN TERMS OF THE QUALITY OF INFORMATION THAT'S AVAILABLE TO EVERYONE WITHIN THESE ENVIRONMENTS. I THINK ANECDOTALLY, WHEN WE ARE OUT TALKING TO PEOPLE FOR RESEARCH, IT'S A QUESTION USING A COMBINATION OF THINGS TO PLAN YOUR TRIP. COMBINE WHAT YOU USE FROM YOUR DEVICE OF WHAT YOU ARE SEEING. WHEN YOU TALK TO STAFF AND TALK TO OTHER PEOPLE AND ANOTHER TALK THAT YOU MIGHT NEED OR WHAT HAVE YOU. I THINK PHIL MIGHT BE ABLE TO ANSWER THIS, BUT I THINK THAT'S GOING OUT WITH THE RESEARCH AND THE BUSINESS CASE. SO IS THE ANECDOTAL THAT WE HAVE HEARD.

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SPEAKER: THANK YOU, DAVE. THE SECOND QUESTION IS THIS PROJECT IS REALLY INDEPENDENT AND WHAT WE LOOKED AT WAS INDEPENDENT OF THOSE OTHER PROJECTS. BUT WITH THE RECOGNITION THAT AT TIER FOUR, THAT TIER IS REALLY SUCCESSFUL OTHERS ARE IN PLACE. SO THE BENEFIT AND COST RATIO JUST FOCUSES ON THIS PROJECT, BUT PHIL, YOU MIGHT HAVE OTHERS. IF ALL OF THOSE THINGS WERE IN PLACE, THE BENEFIT COST RATIO IS A GREATER SYSTEM INTEGRATION ORGANIZATION.

SPEAKER: THANKS, SHAUNA. THAT'S ABSOLUTELY CORRECT. THE ANALYSIS WAS SOLELY AN INFORMATION PROJECT. NOT OF THE TRANSIT PRODUCT IN TERMS OF SERVICE BEING OFFERED. THE REASON TIER FOUR DOESN'T CURRENTLY RECOMMEND WE ARE HEADS IS THE RISK OF PRESENTING A SYSTEM THAT IS NOT INTEGRATED. THEREFORE TIER FOUR REALLY MAKES SENSE FOR INTEGRATION. IT DOESN'T REALLY MAKE SENSE, BUT IT'S THE COMMISSION PRODUCT. THE PROMISE, AS YOU RIGHTLY PICKED UP IS NOT BEING FULFILLED BY THE EXPERIENCE THAT PEOPLE WOULD GET IN TRANSIT. WE HAVEN'T EVALUATED THAT AS PART OF THIS BUSINESS CASE. WORTH NOTING, THEY'RE ALSO UNDERTAKING THE PROJECT.

RANDI KINMAN, CHAIR: THANK YOU. FRANK AND THEN VEDA.

SPEAKER: YES, FIRST OFF I WANT TO PREFACE FOR THOSE OF YOU DON'T KNOW, I AM A PERSON WHO IS BLIND. MY FIRST QUESTION IS,

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WHAT SPECIFIC PROVISIONS ARE INCLUDED IN THIS WAYFINDING PLAN TO ADDRESS THE SPECIFIC INFORMATION REQUIREMENTS OF PEOPLE WHO HAVE DISABILITIES SUCH AS THOSE WHO ARE BLIND, VISION IMPAIRED, DEAF OR HARD OF HEARING OR COGNITIVE OR OTHER NEUROLOGICAL DIFFERENCES OR MOBILITY IMPAIRMENTS AND MY SECOND QUESTION IS, WHERE CAN I GET AN ACCESSIBLE COPY OF YOUR SLIDE DECK WHICH I COULD NOT SEE THIS AFTERNOON?

SPEAKER: THANK YOU FOR THOSE QUESTIONS. THIS PHASE HAS REALLY BEEN ABOUT THE CONCEPTUAL PLANNING TIERS AND EVALUATION OF IT. THE ACTUAL DESIGN OF THE MAPPING AND WAYFINDING SYSTEM WOULD OCCUR DURING THE NEXT PHASE. THAT IS WHEN WE WOULD EXPECT TO DO RESEARCH INTO MAKING SURE THAT THINGS ARE ACCESSIBLE AND HOW THEY CAN PROVIDE ADDITIONAL DETAILS ON THAT. I WILL LOOK INTO MAKING SURE YOU HAVE AN ACCESSIBLE VERSION OF THE SLIDE DECK AS WELL.

SPEAKER: ARE THOSE PROVISIONS INCLUDED IN YOUR ROAD MAP? IF NOT, YOU WILL FORGET THEM.

SPEAKER: THEY ABSOLUTELY ARE. I KNOW YOU INCLUDED SOME OF THESE.

SPEAKER: YEAH, I THINK THE COST OF LINE ITEMS TO LOOK AT BEST PRACTICES IN RELATION TO ACCESSIBLE PROVISIONS AND BEYOND WHAT

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HAS BEEN THE LARGEST ITEM IN TERMS OF COSTING, WHICH HAS BEEN PHYSICAL INFRASTRUCTURE. WE STARTED LOOKING AT BEST PRACTICES INTO THAT AND IN TERMS OF THE INCLUSIVE DESIGN PROCESS, TO WHICH YOU WERE REFERRING TO, WE DO REQUIRE A PROCESS THAT IS INCLUSIVE AND WOULD INCLUDE THOSE COMMUNITY SAYS AND THE BEST PROVISIONS THROUGH THAT MORE DETAILED DESIGN PROCESS.

RANDI KINMAN, CHAIR: THANK YOU. VEDA AND THEN CYNTHIA.

SPEAKER: GOOD AFTERNOON AND THANK YOU FOR THE PRESENTATION. I THINK IT'S FABULOUS THE WAY THIS IS ALIGNED WITH PLAN BAY AREA 2040. SO IT WILL CONCLUDE ITS FIRST LIFE CYCLE AT THAT TIME TO BE IN PLAN BAY AREA 2080. ANOTHER 40 YEARS DOWN THE LINE. I THINK A RELIABLE SYSTEM SUCH AS THIS WILL INCREASE RIDERSHIP AND BE EMPOWERING TO RIDERS. MY QUESTION IS, IN REGARDS TO THE COST BENEFIT ANALYSIS, YOU MENTIONED THAT WE USE DATA FROM TORONTO AND LONDON. I'M WONDER FIGURE THERE IS ANY MODELING YOU USE FROM THE UNITED STATES, IF THERE ARE ANY SYSTEMS TO THIS OR A PARTIAL EXTEND IN WAYFINDING SUCH AS THIS.

SPEAKER: PHIL, CAN YOU TAKE THAT ONE? SPEAK THANK YOU VERY MUCH FOR YOUR QUESTION. YOUR INITIAL COMMENT, THIS IS A GREAT OPPORTUNITY, I THINK, PARTICULARLY POST COVID TO PROVIDE MUCH GREATER RESILIENCE TO THE SYSTEM AS WELL. AND TO BE ABLE TO RESPOND WITH GREATER AGILITY IN THE FUTURE TO CHANGES IN

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SERVICE LEVELS AND CHANGES TO TRANSIT INFORMATION TO SUPPORT THE ONGOING NEEDS OF RIDERS AND COMMUNITIES ACROSS THE BAY AREA. THE TWO PROJECTS THAT WERE LOOKED AT SPECIFICALLY IS THE WAYFINDING PROJECT, WHICH INCLUDED A TRANSIT ELEMENT. AND THE LONDON PROJECT, WHICH AGAIN IS PENETRATING THE TRANSIT ENVIRONMENTS. THESE ARE THE TWO MOST COMPREHENSIVE PROJECTS GLOBALLY. WE HAVE DRAWN IN BEST PRACTICES AND PRECEDENT ACADEMIC PAPERS AS WELL AS OTHER FINDINGS, FOR EXAMPLE, WHERE THERE WAS A RIDERSHIP GROWTH EXPERIENCED IN A SHORT PERIOD POST IMPLEMENTATION OF THEIR REVISED MAPPING IN LATE 2019. THERE WERE A NUMBER OF PROJECTS UNDER WAY THAT TRANSFORM FRAGMENTED SYSTEMS INTO HEALING SYSTEMS, BUT THERE IS NO COMPARABLE PROJECTS IN THE U.S. WITH ROBUST EVIDENCE THAT WE CAN DRAW ON FOR A BUSINESS CASE. THAT'S ONE OF THE REASONS THAT ONE OF THE NEXT STEPS IN DERISKING THIS PROJECT FOR THE REGION IS TO IMPLEMENT A PILOT AND THEN EVALUATE THE PILOT DIRECTLY WITH LOCAL COMMUNITIES TO UNDERSTAND WHAT THE ACTUAL IMPACTS ARE FROM THE REAL SYSTEM AND TO THEN BUILD THOSE BACK INTO THE CASE WITH AN UPDATED EVALUATION AT THE END OF THAT PROCESS. RAPPED RAND THANK YOU. CYNTHIA AND RICK.

SPEAKER: THANK YOU FOR THIS INTERESTING PRESENTATION. I HAVE MORE QUESTIONS HAVING HEARD IT. I WANT TO STRESS WHAT FRANK SAID ABOUT BEING ABLE TO HAVE THE SYSTEM BE ACCESSIBLE TO PEOPLE WHO ARE BLIND OR HEARING IMPAIRED OR HAVE COGNITIVE

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DISABILITIES. IT'S REALLY IMPORTANT, I THINK, FOR THOSE KINDS OF TRANSIT USERS TO HAVE A SYSTEM THAT WORKS FOR THEM. I ALSO WONDER, WHEN I USED THE SYSTEM, ONE OF THE FRUSTRATING THINGS WAS ALWAYS WHETHER THE BUS WAS ACTUALLY GOING TO COME ON TIME. WAS IT SOME KIND OF WEIRD HOLIDAY I DIDN'T KNOW ABOUT? IS IT GOING TO HAVE REALTIME SHOWING WHEN THE BUS IS GOING TO COME OR THE TRAIN OR ANYTHING LIKE THAT AS OPPOSED TO A STATIC SYSTEM OF WHAT IT'S SUPPOSED TO DO, BUT WILL IT SHOW WHAT IT REALLY IS DOING?

SPEAKER: THANK YOU FOR THOSE QUESTIONS. BUILDING ON THE ACCESSIBLE QUESTION, I DID WANT TO POINT OUT THAT STAFF REALLY AT THE END OF THIS WHEN WE GO TO THE OPERATIONS COMMITTEE, THE NEXT PIECE OF WORK FOR STAFF IS TO WORK ON A PROCUREMENT FOR THE NEXT PHASE OF THE WORK. THE ACCESSIBLE AND INCLUSIVE DESIGN AND THE OUTREACH IS PART OF THAT AND WILL ABSOLUTELY BE INCLUDED IN THAT PROCUREMENT. I WANTED TO MAKE SURE THAT WAS CLEAR

SPEAKER: BEFORE YOU ANSWER THE NEXT ONE, I WANT TO MAKE SURE WE HAVE FOREIGN LANGUAGES SO THINGS WOULD BE TRANSLATED NOT ONLY FOR PEOPLE WHO LIVE HERE NOW AND SPEAK A DIFFERENT LANGUAGE, BUT FOR TOURISTS WHICH WE HOPE WOULD USE OUR SYSTEM?

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SPEAKER: YEAH, THAT WOULD BE PART OF THE RESEARCH, THE USER RESEARCH. I MIGHT DEFER TO JAY OR DAVE TO TALK ABOUT STANDARDS IN THAT. I BELIEVE BASED ON THE CURRENT HUB SIGNAGE PROGRAM, WE TRY TO USE AS MANY SYMBOLS AS POSSIBLE. WITH LIMITED SPACE ON SIGNS AND MAPS, THE USE OF SYMBOLS HELPS RATHER THAN NEEDING TO TRANSLATE MULTIPLE SECTIONS OF TEXT.

SPEAKER: OR IF IT'S ELECTRONIC, PEOPLE CAN SELECT WHAT THEY ARE LOOKING FOR AS OPPOSED TO HAVING IT BE STATIC. I'M SORRY, YOU WERE GOING TO ANSWER THE OTHER QUESTION ABOUT THE UPDATING. MAYBE THAT TIES TOGETHER.

SPEAKER: YOU HAD A QUESTION ABOUT REALTIME. WE ARE DEFINITELY THE STANDARDS WILL BE DEVELOPED TO APPLY TO THE DIGITAL ENVIRONMENTS AS WELL. THAT ABSOLUTELY INCLUDES REAL TIME SIGNS. RIGHT NOW OUR TRAVEL INFORMATION PROGRAM PROVIDES REALTIME SIGNAGE IN KEY LOCATIONS THROUGHOUT THE BAY AREA. ULTIMATELY THE IMPLEMENTATION OF THIS, THAT WOULD INCLUDE ADDITIONAL SIGNS AND LOCATIONS.

SPEAKER: I WANT TO CAUTION AGAINST THE PRESUMPTION THAT PEOPLE HAVE APPS. IF ONLY 4% OF PEOPLE ARE USING IT, IF YOU TRY TO ATTRACT NEW USERS AND YOU HAVE TO MAKE AN IMPRESSION AND IF THEY HAVEN'T DOWNLOADED IT AND DON'T KNOW ABOUT IT, I WANT TO MAKE SURE WE ARE NOT RELYING ON THINGS THAT PEOPLE WOULDN'T

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NECESSARILY HAVE DOWNLOADED OR EVEN KNOW WAS AVAILABLE TO BE SUCCESSFUL USERS. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU, RICK?

SPEAKER: I'M GLAD TO SEE THIS IS BEING CONSIDERED SERIOUSLY. I FOR ONE FIND IT'S MOSTLY FOR [INAUDIBLE] BUT REALLY, I HAVE A FEW CONCERNS. FIRST IS THE SAME AS WHAT ADINA BROUGHT UP. YOU DEAL WITH CONNECTIVITY AND COORDINATION. THE WAYFINDING IS GOING TO BE OF LIMITED VALUE. NUMBER TWO, TO THINK IT WILL TAKE 15 YEARS TO PUT A SYSTEM LIKE THIS IN PLACE. IF WE TRY TO GET PEOPLE OUT TO TRANSIT, THIS TIME FRAME IS UNREALISTIC. BY THE TIME WE GET AROUND TO 15TH YEAR, IT WILL BE CHEWED UP BY ENVIRONMENTAL DISASTERS. AND THE LAST THING IS WITH THE EXPENSE. THE PRICE TAG. WAYFINDING CAN COST SO MUCH MONEY. BUT THEN MAYBE IT'S BECAUSE I COME FROM A BUSINESS ENVIRONMENT AND NOT ACTUALLY GOVERNMENT, TOO. IT JUST SEEMS A LOT.

RANDI KINMAN, CHAIR: I WILL TAKE ALL THREE AS COMMENTS AND NOT SPECIFIC QUESTIONS. THANK YOU. WENDI AND CHRISTINA.

SPEAKER: I WILL START WITH GETTING A CLARIFICATION. I WAS WATCHING THE PRESENTATION THINKING YOU WERE TALKING ABOUT AN APP. BUT THEN WHEN ADINA STARTED SAYING IT WAS ONSITE, I GOT

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CONFUSED. IS THIS ONLY GOING TO BE ONSITE? WILL THERE BE AN APP INCLUDED WITH THIS?

SPEAKER: THIS IS ACTUALLY ABOUT DEVELOPING STANDARDS FOR IN STATION, ON STREET, AT BUS STOPS. AND THOSE DESIGN STANDARDS WOULD APPLY TO BART STATIONS AND MOONY STATIONS IN SAN FRANCISCO AND BUS STOPS IN SONOMA. IT IS DESIGN STANDARDS THAT APPLY TO ALL THOSE ENVIRONMENTS. THOSE STANDARDS WOULD BE DEVELOPED TO APPLY TO DIGITAL ENVIRONMENTS, TOO. THEY COULD BE APPLIED TO THE MAPPING PROGRAM AS PART OF ARE NOT DEVELOPING A TRIP PLANNER AS PART OF THIS PROJECT. THE NEXT PHASE IS ABOUT DESIGNING THE STANDARDS AND OTHER PROGRAMS THAT DO PROVIDE TRANSIT TRIP PLANNERS, THEY CAN TAKE THE PLANNERS AS WELL.

SPEAKER: OKAY. THAT'S DISAPPOINTING. I DO LIKE THAT CHOICE. I KNOW THAT JUST ANECDOTALLY AND NOT SCIENTIFICALLY, WHEN I TALKED TO PEOPLE ABOUT USING TRANSIT, THAT IS THE 50 THING THAT COMES UP. I WOULDN'T KNOW WHERE TO BEGIN. THOSE PEOPLE WOULD NOT EVEN BE AT THE STATION TO SEE THE WAYFINDING. I THINK THE DEVELOPMENT OF SOME TRIP PLANNER IS REALLY PARAMOUNT. I DON'T KNOW, THAT MIGHT BE OUTSIDE OF THE SCOPE OF WHAT YOU BRING. IS THAT OUTSIDE YOUR SCOPE?

SPEAKER: TRAVELER INFORMATION AND TRIP PLANNING HAS BEEN PART OF THE 511 PROGRAM. IN RECENT YEARS, THAT TRIP PLANNER HAS

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ACTUALLY BEEN I BELIEVE IT'S NO LONGER ON THE WEBSITE. WE HAVE A NUMBER OF DIGITAL PROGRAMS BETWEEN THE CLIPPER APP, THERE ARE A NUMBER OF DIGITAL TOOLS FOR TRAVELERS.

SPEAKER: NOT LIKE THIS.

SPEAKER: NO, BUT AS WE LOOK AT OUR NEXT PHASE, THAT'S WHERE WE ARE GETTING INTO PLANNING FOR THE IMPLEMENTATION AND BOTH PHYSICAL AND DIGITAL ENVIRONMENTS. WE WILL ABSOLUTELY EVALUATION WHERE WE COULD CONTRIBUTE TO THE 511 PROGRAM FOR THE RULES.

SPEAKER: I DO BELIEVE THERE IS A COUPLE OF CITIES, ONE IS ST. LOUIS AND ONE IS DENVER THAT JUMPED IN AND DEVELOPED SOMETHING QUICKLY DURING THE PANDEMIC. ARE YOU AWARE OF THEM?

SPEAKER: I'M NOT PARTICULARLY. I DON'T KNOW IF ANYBODY ELSE ON THE TEAM IS

SPEAKER: ANYBODY ELSE ON THE TEAM KNOW THAT? IT WILL BE INTERESTING TO SEE WHAT THEY DEVELOPED AND HOW THEY WERE ABLE TO DEVELOP IT SO QUICKLY.

SPEAKER: WE WILL TAKE A LOOK AT THAT.

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RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA AND THEN BEN.

SPEAKER: HEY THERE. I JUST WANT TO SAY THAT I WORKED ON THE HUB SIGNAGE PROGRAM BACK FROM 2010 TO 2015. HELLO, JAY. NICE TO SEE YOU. SO, I'M VERY CLOSELY ACQUAINTED WITH THE CURRENT SYSTEM AS IT EXISTS. I HAVE A COUPLE OF COMMENTS. SO, ON THE MATERIALS IN THE PRESENTATION, ONE QUESTION IS, WHY ARE TIERS ONE AND TWO EVEN BE CONSIDERED IF THEY DON'T GENERATE ADDITIONAL RIDERSHIP AND ANOTHER ONE IS THAT, CAN EXAMPLES BE BROUGHT IN FROM ASIA AS WELL? I ASKED THIS IN OUR PREVIOUS PROJECT AT MTC WHERE IT'S USUALLY EUROPEAN CENTRIC EXAMPLES OR CANADIAN, BUT NEVER ASIA. THEN IN TERMS OF THE PROPOSAL ABOUT DIFFERENT WAYS TO DIFFERENTIATE THE SYSTEM, I THINK INSTEAD OF LOCALITY, IT WOULD BE HELPFUL IF THE DIFFERENTIATION BY MODE IS HELPFUL FROM A RIDER STANDPOINT WHERE YOU KNOW WHAT KIND OF VEHICLE, WHAT KIND OF TRANSIT VEHICLE YOU WOULD BE LOOKING FOR. THE NEXT PHASE OF YOUR TRIP, THIS ONE BAY AREA AND NOT BE DIVIDING BY REGION OR SUBREGION SINCE PEOPLE ARE CROSSING THE LINES OFTEN. AND KIND OF ALONG THE LINES OF WENDY'S COMMENTS, I'M A LITTLE DISAPPOINTED, TOO. THIS IS THE SAME PROGRAM WE WERE ROLLING OUT BACK WHEN I WAS WORKING ON IT. AT THAT TIME IT WAS NO OFFENSE TO US , BUT THAT'S HOW WE ARE AT THIS 4% LEVEL OF TRANSIT RIDERSHIP FOR ALL BAY AREA TRAVEL SHIPS. THE CURRENT SYSTEM IS NOT AS HELPFUL AS IT COULD BE TO TRANSIT RIDERS. AT THE TIME WE WERE ALREADY A COUPLE YEARS BEHIND THE

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TIMES. WITH SMART PHONES GAINING POPULARITY IN 2007, 2008 AND PEOPLE HAVING THIS ADDITIONAL TOOL. SO, JUST KIND OF HOW GPS DEVICES AND GOOGLE MAPS REVOLUTIONIZED DRIVING BY LETTING ANYONE DRIVE ANYWHERE WITH NO TRIP PREPLANNING AND YOU DON'T HAVE TO PRINT OUT DIRECTIONS IN ADVANCE. THAT'S KIND OF HOW THE WAYFINDING SYSTEM TRANSIT IN THE BAY AREA WORKS. PEOPLE DON'T HAVE TO KNOW ANYTHING IN ADVANCE. YOU JUST SHOW UP AND THE WAYFINDING HELPS THEM KNOW WHERE THEY'RE GOING. ALSO, THIS IS THE OPPORTUNITY TO PROVIDE A BETTER ALTERNATIVE TO DRIVING SO THAT PEOPLE DON'T FEEL LIKE THEY ARE GOING TO BE LOST OR CONFUSED. THEY THINK THEIR TRIP WILL BE FASTER BY TAKING TRANSIT. IDEALLY, THIS IS MORE OF A DIGITAL 511 FOCUS, WHERE THE ONLINE TOOLS ARE PRESENTED MORE IN LIKE A TOUCH SCREEN FORM OR SOME WAY THAT PEOPLE WHO DON'T HAVE ACCESS TO SMART PHONES AND APPS ARE ABLE TO STILL ACCESS THE SAME RESOURCE AS ALL OTHER TRANSIT RIDERS, ESPECIALLY WHEN THEY ARE AT THE STATION AND HAVE NO OTHER MEANS OF ACCESSING THE INFORMATION. IF IT IS AN INTERACTIVE SYSTEM, WHAT IT DOES THAT SOLVES SOME OF THE TROUBLE OF THE OLD SYSTEM WITH THE STATIC MAPS IS THAT YOU CAN THEN REORIENT THE MAP TO A DIRECTION THAT YOU ARE FACING. THE PREVIOUS MAPS THAT WE HAD AND THE MAP DATABASE, ETC., WAS VERY MANUALLY CONSTRUCTED. YOU CAN ONLY LOOK AT THE MAP FROM ONE PERSPECTIVE. YOU CANNOT REORIENT YOURSELF. IT WAS ALWAYS NORTH FACING. OR BASED ON THE WAY YOU PRINTED OUT THE SIGNS, BUT IF SOMEONE IS STANDING THERE AND IS FAMILIAR WITH

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CERTAIN INTERSECTIONS AND WAS PLAYING WITH AN INTERACTIVE KIOSK, THEY COULD THEN REORIENT IT TO THE DIRECTION THEY ARE MOST FAMILIAR WITH AND IF IT WAS MORE INTERACTIVE, IT COULD ALSO DISPLAY STEP BY STEP INSTRUCTIONS, FOR EXAMPLE, OR LET THE PLANNER OR SO THE REALTIME LOCATION OF TRANSIT VEHICLES WHICH MANY APPS DO. MUNI APPS AND GIVE PEOPLE WHO ARE STANDING AT THE STATION WAY MORE INFORMATION THAN THEY CURRENTLY GET FROM THE EXISTING SYSTEM. AND IDEALLY, THIS WOULD BE BETTER INFORMATION THAN YOU ARE GETTING FROM GOOGLE MAPS. YOU ARE GETTING IT LIVE FROM THE TRANSIT. FOCUSING IT MORE ON MAKING TRANSIT EASIER TO RIDE THAN IT IS NOW AND MAKING IT MORE CONVENIENT THAN CHOOSING TO DRIVE AND MAKING IT FOOL PROOF SO PEOPLE CAN'T GET LOST. BECAUSE THEY KNOW WHERE TO GET THE RESOURCES TO FIND OUT WHERE THEY ARE AND WHAT TO DO NEXT. SO, IF THERE WAS A WAY TO JUST FOCUS MORE ON THE INTERACTIVE ELEMENTS OF THE WAYFINDING AND PILOT THAT AS A MEANS OF DOES THIS IMPROVE THE RIDERSHIP EXPERIENCE FOR USERS? THAT'S IMPORTANT IN THE INITIATIVE.

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

SPEAKER: I HAVE A COUPLE OF COMMENTS ABOUT THE MULTILINGUAL. I THINK IT WAS ADDRESSED EARLIER. MY COMMENT IS THAT I'D LIKE TO SEE THAT AS PART OF THE ANALYSIS. FROM AN EQUITY STANDPOINT, SOMETIMES IT'S NOT THE MOST EFFICIENT THING TO DO, BUT IT'S

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THE RIGHT THING TO DO. SPENDING $1 BRINGS IN TWO OR THREE DOLLARS DOWN THE LINE. INCLUDING MULTILINGUAL SIGNAGE MAY MAKE IT LESS EFFICIENT, BUT IT'S THE RIGHT THING TO DO.

RANDI KINMAN, CHAIR: THANK YOU.

SPEAKER: THAT WILL BE PART OF THE NEXT PHASE. THANK YOU.

RANDI KINMAN, CHAIR: TERRY AND THEN CARLOS.

SPEAKER: ONE COMMENT AND ONE QUESTION. I AGREE WITH CHRISTINA THAT THE SYSTEM NEEDS TO BECOME MORE USER FRIENDLY THAN IT IS NOW. WHAT IS CURRENTLY PLANNED. MY QUESTION IS, WHAT ARE THE ANTICIPATED SPECIFIC REVENUE SOURCES NEEDED TO GET FROM HERE TO THERE?

RANDI KINMAN, CHAIR: YOU ARE TALKING ABOUT THE REVENUE SOURCES, TERRY, TO FUND THE ENTIRE PROGRAM?

SPEAKER: YES.

SPEAKER: SO FUNDING IS STILL BEING EXPLORED. I'M NOT SURE IF REBECCA IS STILL UNAVAILABLE. THIS IS CURRENTLY HI, REBECCA. YOU MAY HAVE MORE CURRENT INFORMATION THAN I DO. I THINK AT THIS TIME WE ARE EXPLORING LONG TERM FUNDING SOURCES.

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RANDI KINMAN, CHAIR: REBECCA, DID YOU HAVE ANYTHING TO ADD?

SPEAKER: I GUESS I COULD JUST SAY YOU HEARD OUR LEGISLATIVE UPDATE. THERE IS A LOT OF FUNDING BEING PROVIDED FOR TRANSPORTATION. FOR EXAMPLE, IN THE STATE BUDGET, POTENTIALLY FROM REAUTHORIZATION. THERE ARE A NUMBER OF SOURCES WE WOULD BE ABLE TO LOOK TO. NOTHING IS REALLY WRITTEN IN STONE AS OF YET. I THINK WE ARE PRETTY OPTIMISTIC. WE WILL FIND THE FUNDS WE NEED.

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

SPEAKER: THANK YOU. I WANT TO START WITH A COMMENT AND I REALLY APPRECIATE THIS IN TERMS OF THE REALLY LOOKING AT BOTH THE WAYFINDING AND IN THE WAY OF HOW PEOPLE THINK AND HOPEFULLY YOU CONTINUE TO LOOK AT THAT AS TO HOW OUR DAY TO DAY RIDERS AND FUTURE RIDERS, HOW THEY THINK. I ACTUALLY AGAIN, I AM JUST ONE PERSON, BUT I LIKE THE IDEA OF THINKING ABOUT IT IN A SUBREGION AS WELL AS THE MODE AS WELL. IT'S REALLY LOOKING AT HOW BECAUSE PEOPLE PROBABLY DO HAVE TO TRAVEL FROM ONE REGION TO ANOTHER. THROUGH ICONS AND THAT'S THE THING I WANT TO MENTION. I THINK THAT SHOULD BE PUSHED AS WELL AS HOW TO MAKE THINGS ICONIC. THAT WAY PEOPLE WILL KNOW THAT THIS PARTICULAR ROUTE OR THIS PARTICULAR MODE IS GOING TO

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TAKE THEM FROM THIS SUBREGION TO THIS SUBREGION. HOPEFULLY IT'S THROUGH ICONS. I HEAR THAT AND I APPRECIATE THAT. I WILL SUPPORT CONTINUING TO MAKE IT IN THAT VEIN. I WANTED TO ECHO AND I'M GLAD, THANK YOU, CHRISTINA, FOR BRINGING UP THE PREVIOUS VERSION OF THIS. IT LED ME TO A QUESTION THAT I DON'T KNOW IF YOU CAN ANSWER RIGHT NOW, BUT WHAT LESSONS HAVE WE LEARNED FROM WHAT WAS DONE BEFORE. I WOULD LIKE TO HEAR THAT. OR THAT IS BAKED INTO WHAT'S GOING FORWARD. SECONDLY, I ALSO WAS THINKING AND THIS IS ONE AGAIN, I THINK IT WAS ECHOED BY CHRISTINA AND TERRY. THE IDEA HERE IS LEARNING FROM WHAT'S GOING ON OUT THERE. I'M CURIOUS, NOT TO SAY IT'S THE COMPETITION, BUT LEARNING ABOUT WHAT HAS BEEN HAPPENING WITH SAY GOOGLE MAPS AND HOW PEOPLE USE THAT. AND THEIR TRIP PLANNING AND WAYFINDING. MAYBE NOT SO MUCH THE TRIP PLANNING AND THAT'S THE DIFFERENT THING. IN TERMS OF THE WAYFINDING, I SEE REALLY EXCITING THINGS IN WHAT WE WERE TALKING ABOUT EARLIER. SOME OF THE COMMENTS FROM MY COLLEAGUES HERE. ABOUT REALLY THINKING YOU ARE IN THE MIDDLE OF THE TRIP. GIVING PEOPLE THAT CONFIDENCE OF I KNOW I'M GOING THE RIGHT WAY. THAT'S SOMETHING I HOPE IS COMING THROUGH THIS. I KNOW IT'S NOT ALWAYS GOING TO BE JUST IN A SMART PHONE, BUT IT COULD BE EVEN IN A SIGN WHEN YOU GET OFF. AGAIN, I DON'T WANT TO TRY TO SOLVE THIS, BUT I MEAN YOU KNOW YOU ARE GOING IN THE RIGHT DIRECTION IF YOU MAYBE PROGRAMMED IT OR HAD A TRIP FROM HERE TO THERE. WHEN YOU SWIPE YOUR CLIPPER OR WHATEVER, IT TELLS

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YOU. KEEP GOING. THE LAST THING, I GUESS THE QUESTION ABOUT TIERS ONE THROUGH FOUR. MY QUESTION THERE WAS, IS TIER ONE AND TWO, ARE THESE INCREMENTAL TO HAVING TO GETTING TO TIER THREE OR YOU HAVE TO MAKE A DECISION RIGHT NOW, WE ARE DOING TIER THREE AND NOT DEALING WITH ONE AND TWO? I WANT TO GET A BETTER SENSE OF THAT. THEY SOUND LIKE THEY COULD BE INCREMENTAL. I DON'T KNOW IF THAT TAKES AWAY THE COST BENEFIT OF IT. THANK YOU.

SPEAKER: I WILL ANSWER THE LAST QUESTION FIRST. I THINK YOU COULD INTERPRET TIERS 1 4 AS IMPLEMENTAL. THEY COULD BE IMPLEMENTED IN THAT WAY, THOUGH I THINK AS THERE WAS AN EARLIER COMMENT ABOUT THE TIMELINE OF THIS, I THINK IF WE START AT TIER ONE AND WORK OUR WAY INCREMENTALLY THROUGH THAT WOULD TAKE SIGNIFICANTLY LONGER. BASED ON THE EVALUATION ABOUT THE COST RATIO, WE CONSIDER STARTING AT TIER THREE WITH IS ESSENTIAL TO MOVE TO TIER FOUR. WHEN THAT'S IN PLACE. I THINK

SPEAKER: CAN I ADD TO THAT. THANKS, SHAUNA. I WANTED TO PICK UP ON THE COMMENT ABOUT THE TIME SCALE IN 15 YEARS. I BELIEVE WE WERE TALKING ABOUT EVALUATION OVER 15 YEARS. WHERE AS I THINK IN RELATION TO IMPLEMENTATION, WE WERE LOOKING AT A PERIOD MUCH CLOSER TO A FIVE YEAR PARAMETER WITHIN THIS. A 15 YEAR WAS THE FULL EVALUATION WE WERE LOOKING AT. EVEN CAVEATING AND EVEN THAT IS A WHAT IF SCENARIO WE WERE

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EVALUATING THROUGH THE BUSINESS CASE. THESE THINGS IT ARE FLEXIBLE AND CAN BE ACCELERATED. THE PROGRAM ITSELF, PICKING UP A NUMBER OF COMMENTS, I SUPPOSE. THE PROGRAM ITSELF IS ABOUT A SYSTEMIZED APPROACH. OUR FOCUS HAS BEEN IN INFORMATION, BUT WITHIN THAT SYSTEMIZED APPROACH AND THE IDEA OF SYSTEMS AND A NUMBER OF PROJECTS THAT CAN BE EVOLVED IN THAT FRAMEWORK. WHETHER IT'S DIGITAL APPS OR REALTIME INFORMATION, WHICH IS BY THE WAY A KEY PART OF THIS, BUT NOT POSTED IN THE INITIAL POSTING AGAIN. ALL OF THOSE THINGS CAN INVOLVE SHARING THE SAME PRINCIPALS AND THE SAME PARTNERSHIP. THAT'S AN IMPORTANT ONE. AND SO THERE WAS A SET OF QUESTIONS ABOUT GOOGLE MAPS AND THE LIKE. THERE IS A LOT WE CAN LEARN FROM GOOGLE MAPS. THERE ARE INTERESTING THINGS THEY ARE LOOKING AT NOW IN TERMS OF MORE DETAILED GRANULAR INFORMATION AT A CITY SCALE. IN SAN FRANCISCO, APPLE MAPS, THEY ARE LOOKING AT INDOOR MARKET LANGUAGES, WHICH WOULD BE INTERESTING IN TERMS OF AUDIO AND NAVIGATION AND ALL SORTS OF OTHER THINGS, WHICH COULD MAKE FOR THE SYSTEM. THERE IS LOTS OF INTERESTING TECHNOLOGIES THAT RELATE TO THE PROGRAM. YOU CAN PICK THAT UP.

SPEAKER: THANK YOU. GO AHEAD. I WAS GOING TO SAY OUR 511 PROGRAM PARTNERS WITH APPLE AND THEY REALLY I WORKED SEVERAL YEAR AGO AND I DON'T WANT TO THINK FOR CURRENTS, BUT I KNOW THAT WE WERE DEFINITELY SEEING A DECLINE IN USAGE. WE HAD HIGH

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RATINGS FOR ACCURACY AND RELIABILITY AND THE QUALITY OF THE INFORMATION, BUT PEOPLE GO TO GOOGLE MAPS ON THEIR PHONE. THERE HAS BEEN A REAL EMPHASIS IN RECENT YEARS ABOUT THAT PARTNERING PROVIDING DATA AND THE GOOD QUALITY DATA TO GOOGLE OTHER THIRD PARTIES. I THINK AS DAVE MENTIONED, THERE WERE OTHER OPPORTUNITIES HERE FOR OUR OWN DIGITAL AND ALSO OTHER WORK WITH THOSE THIRD PARTY PROVIDERS AS WELL.

RANDI KINMAN, CHAIR: THANK YOU. ADRIAN? UNMUTE.

SPEAKER: I WAS JUST WANTING A CLARIFICATION FROM ONE OF YOUR SLIDES. NOT SURE IF IT WAS SLIDE THREE WITH THE REGIONAL BAY AREA MAP. YOU CAN BRING IT UP. THE REGIONAL SERVICE AREA.

SPEAKER: ARE YOU ABLE TO BRING THE SLIDES BACK UP?

SPEAKER: ONE SECOND.

SPEAKER: THANK YOU.

RANDI KINMAN, CHAIR: WHAT WAS YOUR SPECIFIC QUESTION, ADRIAN?

SPEAKER: IT DIDN'T APPEAR TO GO UP ONE ON ONE. I WAS CURIOUS, WAS THERE A REASON? IS THAT AN ACCURATE PLAN?

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SPEAKER: THIS IS THE MAP? SO, WE HAVE DEVELOPED AS PART OF THE INITIAL PHASE ONE OF THIS PROJECT, WE DEVELOPED A REGIONAL TRANSIT APPROPRIATE PROTOTYPE MAP AND IT DOES INCLUDE THE COUNTIES. SOMETIMES ON THE POWERPOINT SLIDE DECKS, THE LANDSCAPER ORIENTATION CUTS OFF THE NORTHERN OR SOUTHERN ENDS. THE MAPPING SYSTEM IS

SPEAKER: THAT ANSWERS THAT QUESTION. JUST CURIOUS.

SPEAKER: POWERPOINT IS NOT OUR FRIENDS. WE ARE AT THE ONE HOUR MARK. IF YOU HAVE GOOD THINGS, I WILL CALL ON YOU FOR A SECOND TIME, BUT KEEP THEM QUICK. CHRISTINA.

SPEAKER: QUICKLY, I WILL SAY THAT ICONS WERE A BIG THING OF THE LAST ONE. AND THEN THE WAY THAT LANGUAGES WERE ADDRESSED WITH THE TITLE OF EACH MAP TRANSLATED INTO MULTIPLE LANGUAGES AND YOU CAN KNOW IF YOU WERE LOOKING AT THE STATION MAP. THERE WAS ALWAYS A DILEMMA BETWEEN CLUTTERING THE MAP WITH MORE INFORMATION OR MAKING IT LOOK SIMPLER. AND ALSO, MANY PEOPLE DON'T KNOW HOW TO READ MAPS. THERE NEEDS TO BE MORE THAN JUST MAPS AS THE WAYFINDING TOOL. AND CARLOS REMINDED ME OF AN IDEA, WHICH IS THAT THERE ARE SOME MUSEUMS WHERE THEY USE BEACONS WHERE THEY KNOW WHERE YOUR CELL PHONE IS AND TELL YOU WHERE IT'S GOING. THAT MIGHT BE A WAY TO ADDRESS FRANK'S

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COMMENTS ABOUT IMPROVING ACCESSIBILITY IF THE TRANSIT STATION AS BEACONS LOCATED AS PART OF THE WAYFINDING.

RANDI KINMAN, CHAIR: THANK YOU. THAT'S GREAT. VEDA.

SPEAKER: LISTENING TO EVERYONE'S CONVERSATION REMINDS ME THAT WE ARE PROJECTING INTO THE FUTURE AND TECHNOLOGY IS CHANGING VERY, VERY QUICKLY. THERE IS A GREAT OPPORTUNITY TO MOVE FORWARD. IT'S JUST A MATTER OF HOW MUCH WE CAN IMAGINE AND DREAM TO MAKE IT COME TRUE. THAT BEING SAID, I REALLY LIKE THE IDEA OF US WORKING BETWEEN REGIONS. WE ARE A MEGA REGION AND DOING A LOT OF WORK WITH MOVING DOWN TO SAN LUIS OBISPO COUNTY AS WELL AS SACRAMENTO. IF WE CAN CREATE OPPORTUNITIES TO EXPAND THIS PRODUCT INTO OTHER MEGA REGIONS. THAT'S THE LAST COMMENT. THANK YOU VERY MUCH.

RANDI KINMAN, CHAIR: THANK YOU. I'M GOING TO GIVE YOU MY COMMENTS AND QUESTIONS BEFORE GOING TO PUBLIC COMMENT. WHAT HAS NOT BEEN MENTIONED IS ON BORT CONSISTENCY, ESPECIALLY FOR EMERGENCIES. FOR ME, HAVING WITNESSED EMERGENCIES ON CALTRAIN, ON BART, ON VTA'S LIGHT RAIL AND MULTIPLE BUS SYSTEMS WHERE I NEEDED TO BE ABLE TO CONTACT SOMEONE IN AN EMERGENCY. FIRST OF ALL, EVERYBODY PUTS THE BUS NUMBER OR THE TRAIN NUMBER AT THE END OF THE CARS. IF YOU ARE SITTING IN A SEAT, YOU CAN'T SEE THOSE, NECESSARILY. BEING ABLE TO HAVE A WAY THAT I CAN EITHER

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LOOK UP OR SOMETHING, HAVE A WAY OF IDENTIFYING THAT IS EXTREMELY IMPORTANT. THAT DOES FALL INTO THE HOW DO I CONTACT PEOPLE IN A MEDICAL EMERGENCY IF I AM NOT A SIGHTED PERSON? THAT'S A REALLY IMPORTANT THING WE NEED TO ADD TO THE MIX. THE COMMENT THAT I HAVE IS, I'M GUESSING THAT A LOT OF THE SITUATIONS THAT WE LOOK AT WHERE PEOPLE HAVE DONE REALLY QUICK TURN AROUNDS ON MAPPING AND WAYFINDING WERE DONE SINGLE AGENCY AREAS. NOT THE 27 PLUS AGENCIES THAT WE HAVE. I WANT EVERYBODY TO KEEP TAKING THAT INTO CONSIDERATION. THE ONE SLIDE YOU HAD WAY DOWN ON SLIDE 35 AND IT DOESN'T NEED TO BE PULLED UP, IT'S AN INCREASE IN REGIONAL WHOEVER IT IS THAT IS HANDLING THIS, PERSONNEL TO HANDLE THE ENTIRE BUCKET OF THINGS. BEFORE THAT WAS MENTIONED WAS THE FACT THAT AGENCIES CAN AUTOMATICALLY FEED INTO THE SYSTEM THE INFORMATION. DOES THAT ACTUALLY REFLECT PERHAPS A DROP IN THE PERSONNEL NEEDED IF IT'S ALL GOING TO BE INTEGRATED AND IT'S ALL GOING TO BE IN A HUB, A DECREASE IN THE OTHER AGENCY'S STAFFING. IS THAT SOMETHING THAT IS PART OF THIS EQUATION? PEOPLE ARE GOING TO QUESTION WHY THE NUMBERS GO UP ON ONE SIDE AND DON'T GO DOWN ON THE OTHER, IF WE ARE DOING A CENTRALIZED SYSTEM. THAT'S JUST SOMETHING TO ANSWER BEFORE I MOVE DOWN THE LINE. THE OTHER TWO QUESTIONS THAT I THINK I HAD WERE INTEGRATING NOT JUST THE TRANSIT SYSTEM, BUT BEING ABLE TO THE BIKE PAD ISSUE IS VERY MUCH A REAL THING. BEING ABLE TO PICK UP ANY BIKE AND GET TO THE NEXT SECTION AM AT LEAST KNOWING THE LOCATIONS OF THOSE IS

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GOING TO BE REALLY HELPFUL. IT'S ALSO GOING TO GET PEOPLE ON BOARD A LOT EASIER AND A LOT QUICKER. AS MUCH AS I HATE PEOPLE TRACKING WHERE I AM AND WHAT I'M DOING, I DO LOVE THE IDEA OF EITHER AN APP OR MY CLIPPER CARD WARNING ME THAT I'M PAST MY STATION OR THAT I'VE TURNED LEFT INSTEAD OF TURNING RIGHT. I ALWAYS DO THAT. MY FAMILY IS KNOWN FOR THAT. WE MAKE IT ABOUT THREE STEPS AND WE REORIENT. THAT'S A CONSISTENCY THAT WE NEED TO PEOPLE NEED TO FEEL SAFE. THEY NEED TO FEEL LIKE SOMEONE HAS THEM WHEN THEY TURN THE WRONG WAY. THAT'S REALLY IMPORTANT. I'M ALSO GOING TO STATE THAT COORDINATING FARES IS SOMETHING WE HAVE TO LOOK AT. BEING ABLE TO BUILD THAT IN AS WE GO IS EXTREMELY IMPORTANT. THERE WAS ONE MORE THING, BUT I FORGOT WHAT IT IS AND I DIDN'T WRITE IT DOWN. OKAY. WE ARE GOING TO GO TO PUBLIC COMMENTS. IS THERE ANY PUBLIC COMMENT THAT WAS SUBMITTED ON THIS ITEM. IF YOU ARE IN THE AUDIENCE AND A MEMBER OF THE PUBLIC, USE STAR 9 OR RAISE YOUR HAND.

SPEAKER: THERE WAS NO PUBLIC COMMENT AND NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

RANDI KINMAN, CHAIR: THANK YOU. GREAT PRESENTATION AND I THINK WHAT YOU TOOK AWAY IS WE WANT ALL THE BELLS AND WHISTLES. I'M GOING TO 55 BOTH ELECTRONIC AND DIGITAL WORLD AND FLAT MAPS. I AM ONE OF THE PEOPLE THAT HAS TO SEE THINGS. IF YOU CAN GIVE ME A FLAT MAP THAT POINTS ME IN THE RIGHT DIRECTION, A DIGITAL

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FLAT MAP WOULD BE AWESOME. THAT'S THE WAY WE ACTUALLY NEED TO GO. I USE PAPER MAPS STILL, TOO. TRUE CONFESSION TIME HERE. I LOVE PAPER MAPS. THANK YOU VERY MUCH. THERE IS A LOT OF WORK TO BE DONE. GLAD TO HEAR AN IMPLEMENTATION TIME WOULD NOT TAKE 15 YEARS. THANK YOU AND WE LOOK FORWARD TO SEEING THE NEXT ITERATION OF THIS COMING THROUGH. WITH THAT, WE HAVE ONE MORE BIG ITEM ON OUR AGENDA HERE. ITEM NUMBER 10, THE DRAFT PLAN BAY AREA 2050. DAVE, I PROMISE I WILL NOT LEAVE YOU UNTIL THE END OF THE AGENDA ANYMORE. YOU WILL GO UP TO THE FIRST AGENDA IN THE NEXT ROUND. DAVE, YOU'RE UP.

SPEAKER: THANK YOU, CHAIR KINMAN. I WILL DO MY BEST TO COMPRESS THE PRESENTATION TODAY TO PROVIDE TIME FOR Q&A BY GOING THROUGH THE FIRST HALF RELATIVELY QUICKLY. MANY OF YOU HAVE SEEN THAT BEFORE. IF THE STAFF CAN BRING UP THE SLIDE DECK. ALL RIGHT. WE ARE HAPPY TO BE HERE TODAY TO SHARE A DRAFT PLAN BAY AREA 2050. BEFORE I GET STARTED, I WANT TO ACKNOWLEDGE THE HARD WORK THAT DOZENS OF STAFF, INCLUDING MY COLLEAGUES WHO LED THE DOCUMENT IMPLEMENTATION PLAN. THEY ARE HERE TO ANSWER QUESTIONS AS WELL. AS I MENTIONED, I WILL GO THROUGH THE FIRST HALF QUICKLY, A HIGH LEVEL OVERVIEW OF THE DRAFT PLAN. THAT'S KNOWN AS THE FINAL BLUEPRINT. THAT WAS UNANIMOUSLY ADVANCED BY THE COMMISSIONING BOARD IN JANUARY. NONE OF THAT MATERIAL HAS CHANGED. BUT I WANT TO BIG INTO THE SECOND HALF OF THE PRESENTATION THAT HIGHLIGHTS NEW

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DELIVERABLES IN MAY AND JUNE, INCLUDING THE DRAFT IMPLEMENTATION PLAN AND THE DRAFT EIR. ALL OF THESE ARE AVAILABLE IN PLAN BAY AREA.ORG AND COMMENTS ARE BEING ACCEPTED THROUGH JULY 20TH. NEXT SLIDE. I WILL GO THROUGH THIS VERY QUICKLY. AS YOU ALL KNOW, WE ARE IN THE FOURTH YEAR OF A FOUR YEAR LONG PLANNING PROCESS. YOU ALL HAVE BEEN THERE FEW FUTURES ROUND ONE AND DRAFT BLUEPRINT, FINAL BLUEPRINT AND WE ARE HERE TODAY AT THE DRAFT PLAN MILESTONE WITH ONLY THE FINAL PLAN MILESTONE REMAINING. THROUGHOUT THAT PROCESS, WE CONDUCTED OVER 290 PUBLIC AND STAKEHOLDER MEETINGS AND WILL BE WELL ABOVE 300 BY THE TIME THE PROCESS IS COMPLETE. WE RECEIVED OVER00,000 COMMENTS AND 19,000 FOLKS PARTICIPATING INCLUDING TARGETED AUDIENCES INCLUDING YOUTH, NON ENGLISH SPEAKER ANDS FOLKS WITH NO INCOME AND FOLKS WITHOUT HOMES. NEXT SLIDE, PLEASE. YOU ARE ACUTELY AWARE OF THE VISION FOR THE PLAN AS WELL AS THE FOUR ELEMENTS OF THE PLAN. TRANSPORTATION, HOUSING, ECONOMY AND ENVIRONMENT. NEXT SLIDE. AND THE CORE OF THE PLAN INCLUDES BOTH STRATEGIES AND GROWTH GEOGRAPHIES. GROWTH GEOGRAPHIES ARE THE QUESTION OF WHERE DO WE GROW AND WHERE DO WE NOT GROW. THE GROWTH GEOGRAPHIES WERE PART OF THE FINAL BLUEPRINT AND SHOWING THE MAP ON THE RIGHT. NEXT SLIDE. THE STRATEGIES INFORM HOW WE GROW IN THE VARIOUS PLACES IN THE REGION WITH 35 TOTAL STRATEGIES NESTED UNDER THE 11 THEMES SHOWN HERE. THE DRAFT PLAN DOCUMENT LAYS OUT EACH ELEMENT AS ITS OWN CHAPTER WITH THE STRATEGIES DESCRIBED

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UNDERNEATH. NEXT SLIDE. AND THE PLAN DOCUMENT INCLUDES THE SUMMARY OF REVENUES THAT YOU HAVE SEEN BEFORE TOTALING 1.4,000,000,000,000 ACROSS THE ELEMENTS OF THE PLAN. WE HAVE A NEW TECHNICAL ASSUMPTION THAT DEALS INTO MORE DETAIL. PERHAPS OF INTEREST IS FINANCIAL WONKS OUT THERE. THE GROWTH PATTERN WITH GROWTH STRATEGIES AND GEOGRAPHIES. THEY WERE REVIEWED IN DECEMBER OF 2020 AND THROUGH TO JANUARY OF 2021. NEXT SLIDE. WHAT'S MOST IMPORTANT IN OUR OPINION ARE THE KEY OUTCOMES OF THE PLAN. THERE DOZENS OF DIFFERENT PERFORMANCE METRICS HIGHLIGHTED. THE EQUITY REPORT AND PERFORMANCE REPORT. THESE FIVE ARE THE MOST NOTABLE TO US THAT REDUCE TRANSPORTATION AND HOUSING COST BURDEN AND IMPROVED ACCESS TO FREQUENT TRANSIT AND PEDESTRIAN FACILITIES. AFFORDABLE HOUSING AND EXCLUSIONARY JURISDICTIONS AND ACHIEVEMENT OF THE GREEN HOUSE GAS TARGET AND PROTECTIONS FOR NEARLY ALL HOMES FROM SEA LEVEL RISE IMPACTS AND THE IMPROVEMENTS OF THE JOBS HOUSING BALANCE AND STRATEGIES WOULD YIELD IF IMPLEMENTED. NEXT SLIDE. WE DO HAVE A SHORT VIDEO THAT WE CAN SHARE OR MAYBE I MIGHT SUGGEST FOR THE SAKE OF TIME THAT WE CAN SEND OUT A LINK TO THAT VIDEO TO THE POLICY ADVISORY COUNCIL AFTERWARDS. IT SPOTLIGHTS ELECTED OFFICIALS TALKING ABOUT THE PLAN. CHAIR KINMAN, IS THAT ACCEPTABLE?

RANDI KINMAN, CHAIR: YES.

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SPEAKER: GREAT, WE WILL SEND THE YOUTUBE LINK AFTER THE MEETING. NEXT SLIDE. ALL RIGHT, SO LET'S DIG INTO THE CORE OF THE MAY AND JUNE RELEASES. NEXT SLIDE. STARTING WITH THE DRAFT PLAN DOCUMENT. SO, THE DRAFT PLAN DOCUMENT WAS RELEASED IN LATE MAY. THE CORE OF THE PLAN WEAVES ALL THE THINGS I BREEZED THROUGH THAT WERE REALLY THREE YEARS'S WORTH OF PLANNING WORK THAT YOU LIVED THROUGH THE VISION, THE STRATEGIES AND THE GROWTH GEOGRAPHIES AND THE OUTCOMES AND THE IMPLEMENTATIONS INTO A SINGLE DOCUMENT. IT INCLUDES OVERALL INTRODUCTION AND CONTEXT SETTING WITH FOUR ELEMENT CHAPTERS AND THE OUTCOMES CHAPTER AND IT INCLUDES IMPLEMENTATION PLAN WE WILL DISCUSS IN A MINUTE. IN ADDITION, THERE IS EVEN MORE SELF SUPPORTING DOCUMENTATION, SUNDAY HUNDREDS OF MORE PAGES ON SOCIAL EQUITY, MODELING AND FORECASTING AND LOCATION ON THE IMP LECTION PLAN AND THE NATIVE AMERICAN ENGAGEMENT AND GOVERNMENT TO GOVERNMENT CONSULTATION. PERFORMANCE SUMMARIES, PUBLIC ENGAGEMENT SUMMARIES, A SERIES OF STATUTORY REQUIRED PLAN MAPS THAT SHOW THE GROWTH AND PROTECTED AREAS OF THE PLAN AND TECHNICAL ASSUMPTIONS AND THE PROJECT LIST. NEXT SLIDE. IT WOULD BE GREAT TO SPOTLIGHT EACH OF THESE REPORTS B YOU WE DON'T HAVE TIME TO DO SO TOGETHER. I WOULD BE REMISS IF WE DIDN'T ACKNOWLEDGE THE REPORT GIVEN THE EQUITY IN THE DRAFT PLAN. THE PLAN DOCUMENT DESCRIBES HOW EQUITY WAS DIVING IN DEEPER. KEY FINDINGS THE REPORT INCLUDES WOULD BE AT THE DISPROPORTIONATE BENEFITS OF THE PLANNED STRATEGIES FOR LOW

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INCOME HOUSEHOLDS AND EQUITY COMMUNITIES AND THAT FINDING TRANSCENDS EACH OF THE FOUR ELEMENTS OF THE PLAN. YOU WILL ALSO SEE A TABLE ON THE SLIDE HERE THAT SUMMARIZES SOME OF THE KEY EQUITY METRICS. FOR NEARLY EVERY METRICS. THEY IMPROVE METRICS AND ON THE FAR RIGHT, IT REDUCES DISPARITIES FOR THE METRICS. LAST BUT NOT LEAST, THE REPORT DESCRIBES AND SHOWS HOW THE TRANSPORTATION INVESTMENT IS ZOOMING IN ON THAT SPECIFIC PORTION OF THE PLAN TO FILL TITLE AND ENVIRONMENTAL JUSTICE REQUIREMENTS SENT AT THE FEDERAL LEVEL. NEXT SLIDE. LET'S TURN TO THE IMPLEMENTATION PLAN NEXT. THIS IS WHERE WE TRANSLATE THE LONG RANGE STRATEGIES APPROVED IN THE FALL OVER THE 30 YEAR HORIZON INTO THE NEAR TERM IMPLEMENTATION ACTIONS THROUGH 2025. THE IMPLEMENTATION PLAN SERVES AS THE COP STONE TO THE PLAN DOCUMENT UNLESS IT'S FEATURED AS THE FINAL CHAPTER. BUT IT'S AUGMENTED BY A SERIES OF BRIEFERS AS WELL. FOR EACH STRATEGY, THE DRAFT IMPLEMENTATION PLAN IDENTIFIES WHAT THE SUCCESS FACTORS HAVE TODAY, INCLUDING AUTHORITY, FINANCIAL RESOURCES, TECHNICAL CAPACITY, AND OR PUBLIC AND POLITICAL SUPPORT. WHAT POTENTIAL ROLE THE ORGANIZATIONS COULD TAKE ON, LEADING, PARTNERING, OR SUPPORTING. OF COURSE EVERY SINGLE STRATEGY WOULD INVOLVE PARTNERSHIP AND COLLABORATION. EVEN WHEN THE MTCA ARE LISTED AS THE LEAD, THAT WOULD NOT MEAN WE NEED A LOAN. NEXT SLIDE. TO DATE THE DRAFT IMPLEMENTATION IS FOCUSED ON ACTIONS THAT MTC AND ABAG WOULD TAKE OVER. WHY THE FOCUS ON JUST MTC AND ABAG? IT'S AN INTEREST ON THE STATE

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LEVEL FROM THE CALIFORNIA AIR RESOURCES BOARD TO SEE WHAT MTC AND ABAG ARE DOING TO ADVANCE STRATEGIES FOR THE CLIMATE NEXUS AND THE ACCOUNTABILITY PERSPECTIVE, TRYING TO UNDERSTAND WHAT THE REGION SPECIFICALLY IS DOING. THIS IS REALLY KEY. WE KNOW THAT PARTNERSHIPS AND EFFORTS BEYOND MTC AND ABAG CAN ACCELERATE PROGRESS AS WELL AND THE FINAL PHASE OF THE PLANNING PROCESS THIS SUMMER WILL EXPAND THE PLAN'S FOCUS BEYOND MTC AND ABAG. WE ARE LOOKING FORWARD TO PARTNERS' FEEDBACK ON HOW TO ITERATE FROM THE DRAFT TO THE FINAL IMPLEMENTATION PLAN. WE WILL BE MEETING WITH KEY PARTNERS TO DISCUSS FEEDBACK LETTERS IN LATE JULY AND INTO AUGUST. WE ALSO WELCOME OPPORTUNITIES TO PRESENT A PARTNER ORGANIZATION AND WE PLAN ON SEVERAL WEBINARS IN LATE JULY AND AUGUST TO SET ACTIONS AND COMPLEMENTARY INITIATES FOR PARTNER ENTITIES. THIS IS AN AREA WHERE WE LOOK FORWARD TO COMMENTS BECAUSE IT REMAINS DYNAMIC IN THE FINAL MONTHS OF THE PLANNING PROCESS. NEXT SLIDE. LAST, LET'S TURN TO THE DRAFT ENVIRONMENTAL IMPACT REPORT. THAT CERTAINLY IS ONE OF THE MOST COMPLEX DELIVERABLES IN TOTAL. ALMOST 1,000 PAGES IN LENGTH. THE ENVIRONMENTAL IMPACT REPORT IS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT. IT ANALYZES AND DISCLOSES THE ENVIRONMENTAL IMPACTS FROM PLAN BAY AREA 2050 AS WELL AS MITIGATION MEASURES FOR ADVERSE IMPACTS AND STUDIED A REASONABLE RANGE OF ALTERNATIVES TO THE DRAFT PLAN. IT'S A PROGRAMMATIC EIR AT A HIGHER LEVEL GIVEN THE SCOPE OF THE PLAN ACROSS NINE COUNTIES,

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1.4,000,000,000,000 IN INVESTMENTS AND A HIGHER LEVEL THAN A TYPICAL PROJECT THAN SAY AN INDIVIDUAL DEVELOPMENT OR INDIVIDUAL TRANSPORTATION PROJECT. NEXT SLIDE. SO, AS YOU CAN SEE ON THE LEFT SIDE HERE, THE EIR EXPLORED DIFFERENT IMPACT AREAS, THE TABLE SUMMARIZES THE NUMBER OF SIGNIFICANT AND UNAVOIDABLE IMPACTS IDENTIFIED PRIOR TO MITIGATION MEASURES. IT'S REALLY IMPORTANT TO REMEMBER THAT THE EIR STUDIED THESE AND COMPARES BASE LINE CONDITIONS PRE COVID WITH FUTURE PROJECT CONDITIONS AND WHAT THIS MEANS IS THAT THE IMPACTS FROM FUTURE GROWTH ARE CAPTURED IN THE ANALYSIS, EVEN IF THE GROWTH IS LOCATED IN PLACES THAT HAVE FEWER ENVIRONMENTAL IMPACTS THAN A NO PROJECT APPROACH. SO, THAT'S JUST SOMETHING IMPORTANT TO KEEP IN MIND THAT THAT OVERALL REGIONAL GROWTH IS BAKED IN. YOU WILL FIND MORE INFORMATION ON THE MITIGATION MEASURES IDENTIFIED IN THE DRAFT. NEXT SLIDE. LET'S TURN TO THE ALTERNATIVES ANALYSIS COMPONENT OF THE EIR AND I APOLOGIZE FOR THE COMPLEXITY OF THIS PART OF WORK, BUT IT'S IMPORTANT TO PROVIDE CONTEXT. THROUGH THE SCOPING PROCESS, MTA AND ABAG STAFF PROVIDED ALTERNATIVES FOR A REASONABLE RANGE IN ADDITION TO THE NO PROJECT ALTERNATIVE, FIRST WE STUDIED AN ALTERNATIVE THAT LOOKED AT WHAT THE BAY AREA LOOKED LIKE IF 2050 IS NOT ADOPTED. THIS MEANS THERE WOULD BE NO TRANSPORTATION OR SEA LEVEL RISE INVESTMENTS BEYOND THOSE THAT ARE COMMITTED AND THE LAND USE WOULD BE DICTATED BY EXISTING LOCAL PLANS WITH URBAN GROWTH BOUNDARIES EXPANDING BASED ON HISTORIC TRENDS. WE

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STUDIED TWO ALTERNATIVES. BOTH BUILD ABOUT THE FINAL BLUEPRINT OR DRAFT PLANS, 35 STRATEGIES AND MAKE SELECT AND MEANINGFUL MODIFICATIONS TO ACHIEVE DIFFERENT OUTCOMES WITH A GOAL OF MINIMIZING ENVIRONMENTAL IMPACTS. ALTERNATIVE ONE ALSO KNOWN AS THE TRA FOCUS ALTERNATIVE, CONCEPT RATES GROWTH IN AREAS WITH HIGH QUALITY TRANSIT SERVICE AND TO SUPPORT THIS GROWTH PATTERN, ADDITIONAL CORE CAPACITY TRENDS AND INVESTMENTS ARE FUNDED IN LIEU OF HIGHWAY EXPANSION PROJECTS. ALTERNATIVE TWO IS KNOWN AS THE HRA FOCUS ALTERNATIVE FOCUS A SUBSTANTIALLY HIGHER SHARE OF HIGH RESOURCE AREAS, PLACES WITH WELL FUNDED SCHOOLS AND GREAT ACCESS TO JOBS. IT HAS A SPECIAL FOCUS ON THOSE THAT ARE IN JOB RICH EXCLUSIONARY CITIES AND NEIGHBORS THAT ARE DISPROPORTIONATELY LOCATED IN THE SOUTH BAY. IN GROWTH PATTERN INFRASTRUCTURE FUNDING WOULD BE SHIFTED AWAY FROM MAJOR REGIONAL AND INTERREGIONAL RAIL EXPANSION PROJECTS. THAT WOULD BE USED TO ADVANCE EQUITY TO LOCAL BUS FREQUENCY INCREASES AND NEW BUS LINES AND EXPANDED FARE DISCOUNT PROGRAMS AND ENHANCED BEYOND MOTORIZED INFRASTRUCTURE TO REDUCE EMP. THIS INCLUDES POSTPONEMENTS OF PROJECTS LIKE CALTRAIN EXTENSION AND CONNECT AFTER 2035 AND A POSTPONEMENT OF LINK 21, DUMBARTON RAPID TRANSIT AND THE CALTRAIN HIGH SPEED RAIL SOUTH OF SAN JOSE BEYOND 2050. GIVEN THAT MOST PROJECTS ARE USED BY HIGHER INCOME COMMUTERS AND THAT CAN BE REDIRECTED TO ADVANCE EQUITY MORE DIRECTLY. NEXT SLIDE. SO, IF THOSE STRATEGY CHANGES WERE MADE IN ALTERNATIVE ONE AND TWO,

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HOW WOULD THE GROWTH PATTERN DIFFER FROM THE GROWTH PATTERN FOR MANY MONTHS WITH THE DRAFT PLAN. THIS SHOWS THE DIFFERENCES IN JOBS. I WANT TO UNDERSCORE THAT THE JOB GROWTH PATTERN IS A BIT COMPLICATED IN A TELECOMMUTE WORLD. WHERE IS THE JOB SPACE LOCATED? WHERE IS YOUR OFFICE BUILDING EACH IF YOU ARE WORKING FROM HOME IN THE FUTURE ON A TYPICAL DAY. THERE IS MORE INFORMATION ON THE GROWTH IN THE DRAFT EIR ITSELF. JUST ON A HIGH LEVEL, A NO PROJECT CONDITION, NOT SURPRISINGLY, HOUSING WOULD BE MORE DISBURSED DUE TO A LACK OF STRATEGIES THAT FOCUS GROWTH INTO THE CORE OF THE REGION. WE WOULD EXPECT THAT JOB GROWTH WOULD BE MORE CONCENTRATED IN SAN FRANCISCO AND SILICON VALLEY WITHOUT THE STRATEGIES DESIGNED TO ACHIEVE A BETTER HOUSING BALANCE. THIS WOULD LEAD TO MORE HOUSING IN CONTRA COSTA COUNTY AND MORE JOBS IN SAN FRANCISCO AND SANTA CLARA COUNTIES. THIS GROWTH PATTERN EXTENDS THE STATUS QUO AND LEAD TO IMBALANCES BETWEEN THE EAST AND WEST BAY AS WELL AS NORTH AND SOUTH BAY. IN ALTERNATIVE ONE, WE FOCUS ON LAND USE STRATEGY CHANGES, NOT SURPRISINGLY, THIS ALTERNATIVE HAS MORE HOUSING GROWTH IN SAN FRANCISCO AND THE PENINSULA AND IT HAS A BIT MORE JOB GROWTH IN CONTRA COSTA ALONG THE BART LINE AS A RESULT OF THE FOCUS ALONG THE TRANSIT. THIS WOULD RESULT IN A BETTER JOBS HOUSING BALANCE THAN THE DRAFT PLAN. FINALLY IN ALTERNATIVE 2, WE FOCUS ON HIGH RESOURCE AREAS AS A KEY LOCATION FOR HOUSING. THE STRATEGIES WERE SUCCESSFUL, ESPECIALLY IN EXCLUSION AREAS

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DISPROPORTIONALLY LOCATED IN THE SOUTH BAY. THIS RESULTED IN LESS GROWTH IN SAN FRANCISCO. BUT THAT SHIFT COMES AT A COST. BECAUSE THAT ALTERNATIVE INCLUDES A BAN ON NEW OFFICE BUILDINGS THROUGHOUT THE SOUTH BAY, JOBS RELOCATE OTHER COMMUNITIES AND MANY CREATE A VERY LESS BALANCED GROWTH PATTERN COMPARED TO THE DRAFT PLAN. NEXT. THE COMMISSION BOARD ASKED US TO LOOK SPECIFICALLY AT EQUITY AND PERFORMANCE OUTCOMES FOR GENTRIFICATION ISSUES. THIS TABLE SUMMARIZES A SUBSET OF DOZENS OF DIFFERENT METRICS. AS WE LOOK AT THE THREE ALTERNATIVES, THE DRAFT PLAN, THE NO PROJECT , AND THE TWO ALTERNATIVES, WE WILL START WITH ENVIRONMENTAL ISSUES. YOU CAN SEE THAT THREE OUT OF THE FOUR ACHIEVED THE GREEN HOUSE GAS TARGET. THEY MOVED THE RANGE OF GREEN HOUSE DIFFERENCES BEING FAIRLY LIMITED AND TURNING JUST TENTHS OF A PERCENTAGE. ALTERNATIVE TWO PERFORMED SLIGHTLY BETTER IN PART BECAUSE IT PAIRED VERY TARGETED BMT REDUCING INVESTMENTS WITH THE GROWTH PATTERN. LONGER TERM, ALTERNATIVE ONE WOULD PERFORM BEST FOR GREEN HOUSE EMISSIONS NEAR 2050 WHEREAS THE TARGET IS SET FOR 2035 AS SHOWN HERE. ALTERNATIVE ONE PERFORMS BEST FOR REDUCING VEHICLE MILES TRAVELED. AND FOR OTHER ENVIRONMENTAL IMPACTS, ALTERNATIVE ONE PERFORMS THE BEST DUE TO THE SMALLER GROWTH PATTERN AS A RESULT OF CONTRACTED URBAN GROWTH BOUNDARIES AND DUE TO THE ELIMINATION OF ALL HIGH RANGE STANDARDS. JUST SLIGHTLY BETTER ON THE 2035 GREEN HOUSE TARGET, THE PREPONDERANCE OF IMPACTS SHOW ALTERNATIVE ONE IS THE

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ENVIRONMENTAL SUPERIOR ALTERNATIVE. SWITCHING GEARS TO EQUITY, THAT TELLS THE STORY OF LOW INCOME HOUSEHOLDS OF THEIR EXPERIENCE. YOU WILL SEE THAT ALL THE ALTERNATIVES EXCEPT FOR THE NO PROJECT PERFORM ON AFFORDABILITY. THEY HAVE SIMILAR AMOUNTS THAT RE RESTRICTED AFFORDABLE HOUSING. THE SECOND METRIC [INAUDIBLE] IT SHOWS THE HOUSEHOLD OF GUIDING PRINCIPAL ADOPTED IN 2019. YOU WILL SEE THAT THE GRAPH PLAN INCREASES THE LOW HOUSEHOLDS TO 24% AND 1 TO 25% AND ALTERNATIVE 2 THE BEST AT 27%. THE FINAL METRIC SHOWS DISPLACEMENT RISK IN EQUITY PRIORITY COMMUNITIES. WE ARE SEEING A COMPLICATED STORY HERE. AS YOU KNOW THE LACK OF HOUSING PRODUCTION IN THESE COMMUNITIES, ESPECIALLY AFFORDABLE HOUSING IS A KEY DRIVER IN THE DISPLACEMENT OF LOW INCOME HOUSEHOLDS AND IMPORTANCE OF COLOR TO OUTLYING AREAS. WE CAN'T DIRECTLY FORECAST DISPLACEMENT BECAUSE THAT INVOLVES KNOWING WHY SOMEONE MOVES. WE CAN IDENTIFY WHAT ARE AT RISK IN DETERMINES WHETHER OUR FORECAST INDICATES LOW INCOME HOUSEHOLDS DECLINING OVER THE DECADES AHEAD. WE DON'T KNOW THE CAUSE OF THAT LOSS. THAT DECLINE THE RESULT OF GENTRIFICATION PUSHING RESIDENTS OUT OR A VOLUNTARY RELOCATION TO A COMMUNITY WITH HIGHLY RANKED SCHOOLS IN SHORT TERM BENEFITS AND PREDICTIONS ARE ONLY PARTIALLY CAPTURED. WHAT THAT PERCENTAGE SHOWS IS THE SHARE OF NEIGHBORHOODS IN THE REGION THAT ARE LOSING LOW INCOME HOUSEHOLDS. IT GIVES A SENSE OF COMMUNITY STABILITY OVERTIME AND RAISES A CORE QUESTION OF WHAT SHARE OF

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NEW AFFORDABLE HOUSING UNITS SHOULD BE LOCATED IN EXISTING PRIORITIES AND WHAT SHARE SHOULD BE IN HIGH RESOURCE AREAS? AS YOU LOOK AT THE COLUMN, THE NO PROJECT HAS THE HIGHEST LEVEL OF DISPLACEMENT RISK PARTIALLY AS A RESULT OF FEWER STRATEGIES TO FOCUS AFFORDABLE HOUSING IN THOSE PLACES. THE DRAFT PLAN PERFORMS WITH SLIGHTLY LOWER DISPLACEMENT RISK. 40% SEE SOME LEVEL OF CHANGE THROUGH 2050. ALTERNATIVE 1 PERFORMS THE BEST HERE. WITH THE HIGHEST LEVEL OF GROWTH NEAR TRANSIT AND THE URBAN CORE OF SAN FRANCISCO, AND BY BUILDING AFFORDABLE HOUSING IN THE TRANSIT RICH COMMUNITIES, THAT ALTERNATIVE WE ARE ABLE TO PROVIDE A GREATER LEVEL OF STABILITY TO EXISTING RESIDENTS. ALTERNATIVE 2 PERFORMS WORSE THAN THE DRAFT PLAN ON THIS METRIC AS AFFORDABLE HOUSING IS IN OUTSIDE RESOURCES, CREATING A PRESSURE FOR THOSE RESIDENTS TO RELOCATE TO A HIGHER RESOURCE COMMUNITY OVERTIME. SO, IT'S A NUANCED STORY. THIS MOVING TO OPPORTUNITY THAT YOU CAN SEE AN ALTERNATIVE TO THAT LEAD TO CHANGES IN COMMUNITY CHARACTER. THEY MAY GENTRIFY OVERTIME AS THEY RELOCATE TO HIGHER RESOURCE AREAS. IT'S A QUESTION OF TRADE OFFS. WHERE SHOULD AFFORDABLE HOUSING BE LOCATED AND THE RELATIVE PRIORITY OF STABILIZING COMMUNITIES AT RISK OF DISPLACEMENT AND CREATING NEW AFFORDABLE COMMUNITIES THAT HAVE BEEN EXCLUSIVE PLACES. EACH OF THE ALTERNATIVES STRIKES A DIFFERENT BALANCE. NEXT SLIDE. SO WE LEARNED A LOT FROM THE ANALYSIS. WE LEARNED THAT OF THE DRAFT PLAN HAS A SIGNIFICANT AND POSITIVE IMPACT ON THE FUTURE

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COMPARED WITH THE NO PROJECT ALTERNATIVE WHERE YOU CAN SEE THE STATUS QUO TRAJECTORY WOULD NOT SUPPORT THE PLAN'S VISION. WE SAW THAT THE CONCENTRATED GROWTH PATTERN IN RICH AREAS WOULD LEAD TO THE BEST ENVIRONMENTAL OUTCOMES IN ALTERNATIVE AND ENABLE THE LOWEST DISPLACEMENT RISK IN THE COMMUNITIES AND WE SAW AN ALTERNATIVE TO REVISE STRATEGIES COMPARED TO THE INVESTMENTS THAT COULD ALLOW THE RESIDENTS TO RELOCATE TO HIGH RESOURCE AREAS, ABOUT YOU THAT MIGHT CHANGE THE CHARACTER OF LEGACY PRIORITY COMMUNITIES AS THE COMMUNITIES GENTRIFY AS DISPLACEMENT DOES NOT OCCUR. NEXT SLIDE. WHAT'S NEXT FOR PLAN BAY AREA 2050? THE PUBLIC REVIEW PERIOD IS UNDER WAY. COMMENTS ARE DUE BY 5:00 ON JULY 20. YOU WILL FIND MORE INFORMATION ON PLAN BAY AREA.ORG. WE WILL HOLD WORKSHOPS AND HEARINGS. WE HAVE OVERVIEWS ONLINE AND A YOUTH VIDEO CHALLENGE AND A VIRTUAL TRIBAL SUMMIT. THERE IS PLENTY OF TIME OVER THE NEXT MONTH TO TAKE A LOOK AT THE DRAFT PLAN AND WE LOOK FORWARD TO YOUR COMMENTS AND QUESTIONS. NEXT SLIDE. AND THEN JUST LOOKING AHEAD TOWARDS THE FALL, WE WILL BE WRAPPING UP THOSE HEARINGS AND WORKSHOPS IN EARLY JULY, REVIEWING THE COMMENTS RECEIVED AND ENGAGING IN THE PARTNERSHIP PHASE AS WE GO INTO AUGUST. WE WILL BE HAVING DISCUSSIONS ABOUT MOVING TOWARDS THE FINAL ENVIRONMENTAL IMPACT REPORT WITH POLICY MAKERS WEIGHING WHETHER TO PROCEED WITH THE DRAFT PLAN OR TO CONSIDER ONE OF THE ALTERNATIVES. WE ARE ON TRACK FOR A FALL ADOPTION AND

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TENTATIVELY SLATED TO BRING FORWARD THE IMPLEMENTATION PLAN IN EIR TO MCA AND ABAG. WITH THAT, I CAN TAKE ANY QUESTIONS.

RANDI KINMAN, CHAIR: THANK YOU. THIS IS MY QUEUE TO REMIND ANYBODY WHO IS IN THE AUDIENCE WHO IS NOT A MEMBER OF THE COUNSEL TO USE STAR 9 OR RAISE YOUR HAND. COUNCILMEMBERS RAISE YOUR HAND. FRANK, YOU ARE UP FIRST. GO AHEAD. UNMUTE YOURSELF.

SPEAKER: THIS IS FRANK WELTE AND I WANT TO SEE IF THE MATERIALS ON THE PLAN BAY AREA ARE THEY AVAILABLE TO ME SINCE I AM BLIND. ARE THE DO YOU MEANS ACCESSIBLE AND ARE THE VIDEOS AUDIO DESCRIBED AND IS THERE A VERSION OF YOUR SLIDE DECK THAT I CAN GET CITIES SINCE I COULDN'T SEE YOUR SLIDES THIS AFTERNOON?

SPEAKER: THIS IS MARTHA SPEAKING. I E MAILED THOSE TO YOU ON FRIDAY WITH THE REST OF THE PACKET ITEMS.

SPEAKER: I'M NOT SURE I GOT IT.

SPEAKER: I'LL REACH OUT TO YOU OFFLINE, OKAY?

SPEAKER: OKAY.

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RANDI KINMAN, CHAIR: CAN WE ANSWER HIS QUESTION ABOUT THE ONLINE ACCESS?

SPEAKER: I WILL HAVE TO LOOP BACK WITH OUR PUBLIC INFORMATION STAFF. THE DOCUMENTS ARE PDF FILES SO WE CAN CHECK IF THOSE ARE SCREEN READER AVAILABLE. WE CAN FOLLOW UP WITH YOU ON THAT QUESTION.

RANDI KINMAN, CHAIR: AND THE VIDEO?

SPEAKER: I BELIEVE THE VIDEOS ARE CLOSED CAPTIONED.

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

SPEAKER: THAT WAS A GREAT PRESENTATION. A COUPLE OF QUESTIONS. DO YOU EXPECT PUSH BACK FROM THE SOUTH BAY ESPECIALLY FROM SAN JOSE, TO THE OFFICE AND HOW DO YOU THINK IT WILL AFFECT, IF AT ALL. IF ALTERNATE TWO IS CHOSEN. [INAUDIBLE] LOOKING AT THE PLAN AND THE ALTERNATE ONE LOOKS LIKE A BETTER PLAN TO ME OVERALL. BUT THAT'S TO BE CONSIDERED. THANK YOU.

SPEAKER: THANKS, RICH. THAT'S ONE OF THE KEY DISCUSSION ITEM THAT IS THE JOINT PLANNING COMMITTEE WILL LIKELY TALK ABOUT ON THIS FRIDAY. THE TRADE OFF ASSOCIATED WITH THE DRAFT PLAN VERSUS THE VARIOUS ALTERNATIVES. CERTAINLY ALTERNATIVE 2

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SHIFTS JOBS FROM THE SOUTH BAY TO SAN FRANCISCO AND SHIFTS HOUSING FROM SAN FRANCISCO TO SOUTH BAY. THERE IS CERTAINLY A POLICY AND A TRADE OFF THERE. I'M CERTAIN SAN FRANCISCO AND SANTA CLARA COUNTY OFFICIALS WILL BE WEIGHING IN ON. I DON'T WANT TO PRESUME ANYTHING THERE. I WILL NOTE THAT SAN JOSE IS NOT ONE OF THOSE JOB RICH EXCLUSIONARY JURISDICTIONS. THE IMPACTS IN ALTERNATIVE 2 ARE MORE LIMITED. WE ARE TALKING MORE ABOUT THE WHOLE WESTERN PART OF SANTA CLARA COUNTY THAT IS MORE JOB RICH.

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

SPEAKER: YES. THANK YOU FOR THE PRESENTATION. MY QUESTION IS JUST REALLY ABOUT THE EIR. IS IT COMPLETED AND IS IT AVAILABLE FOR REVIEW?

SPEAKER: YES. YOU CAN FIND IT ON PLAN BAY AREA.ORG ON DRAFT EIR. IT WAS DEVELOPED BY MTCABAC.

SPEAKER: IT WAS IN HOUSE WITH THE CONSULTANT. THANK YOU.

RANDI KINMAN, CHAIR: RICK AND THEN WENDI.

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SPEAKER: LIKE RICH, I WOULD FAVOR ALTERNATIVE 1. IT SEEMS TO ME THAT THE EFFECTS OF CLIMATE CHANGE INEQUITY WILL BE FAR MORE. I WOULD GO WITH ALTERNATIVE 1. THAT'S ALL.

RANDI KINMAN, CHAIR: THANK YOU. WENDY AND THEN CYNTHIA.

SPEAKER: YEAH, THE ONE PIECE OF ALTERNATIVE 2 THAT INTRIGUES ME IS THE THIRD PIECE WHERE THEY HAVE EXPRESS BUS SERVICE, ETC. AS OPPOSED TO EXPANDING RAIL SERVICE. KNOW THAT RAIL OFTEN TIMES EATS UP A LOT OF EXPANSION FUNDING BECAUSE IT'S SO EXPENSIVE. I JUST AM WONDERING IF THERE IS A HYBRID OF ALTERNATIVE 1 AND 2 THAT COULD FACTOR IN. WE WERE TALKING ABOUT BUS SERVICE. WE ARE TALKING ABOUT THE TRANSIT DEPENDENT WHO NEED IT THE MOST. JUST WONDER FIGURE THERE IS A WAY OF COMBINING THAT INTO ALTERNATIVE 1.

SPEAKER: THANKS, WENDI. THAT GIVES ME A CHANCE TO CLARIFY SOMETHING I HAD TO DROP FROM THE SHORTER VERSION OF THE PRESENTATION. YOUR QUESTION ABOUT A HYBRID. WE HAVE DEVELOPED THIS DRAFT EIR AND IT IS OUT FOR COMMENT AND HEARINGS RIGHT NOW. THE POLICY MAKERS AT MTC AND ABAG COULD DIRECT US TO STUDY A HYBRID SET OF STRATEGIES AS AN EIR ALTERNATIVE 3, HOWEVER, THE RISK ASSOCIATED WITH THAT IS IT WOULD LIKELY DEPLAY THE PLAN'S ADOPTION BY UP TO SIX MONTHS. IT WOULD BE A FUSION OF ELEMENTS OF THE VARIOUS ALTERNATIVES WE WOULD NEED

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TO DO ADDITIONAL ENVIRONMENTAL ANALYSIS AND THIS WELLS TO PROJECT DELIVERY FOR THE REGION AND POSE A RISK IN TERMS OF ELIGIBILITY FOR STATE MONEY BECAUSE WE WOULDN'T HAVE APPROVED SCS AT A TIME FOR KEY DECISIONS IN 2022. BOARDS CHOSE THOSE AS DEVELOPED AND WE WOULD BE ABLE TO APPROVE IT TO DIRECT US TO STUDY A HYBRID.

SPEAKER: WE DON'T GET TO THE TO DO THAT.

RANDI KINMAN, CHAIR: WE ARE NOT THE BOSS OF ANYBODY.

SPEAKER: IT SEEMS LIKE I UNDERSTAND THE DELAY, BUT BOY, IF YOU COME UP WITH A BETTER PLAN, SOMETIMES IT'S BETTER TO GO SLOW.

RANDI KINMAN, CHAIR: THANK YOU. CYNTHIA?

SPEAKER: YES, I WANTED TO ASK ABOUT THE PARTNERSHIP PHASE AND WHAT YOUR PARTNERSHIP ENTITIES ARE EXPECTED TO BE AND HOW YOU ARE COLLECTING THEM AND IN PARTICULAR, I AM INTERESTED IN THE BUSINESS COMMUNITY TO BE SEEN AS A PARTNER.

SPEAKER: MY COLLEAGUE IS ON THE LINE AND I WILL TURN TO HIM ON THIS ONE.

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SPEAKER: HI. GOOD AFTERNOON AND YES, THANK YOU FOR THAT QUESTION. AS ONE OF THE ELEMENTS OF THE DRAFT IMPLEMENTATION PLAN, WE DO HAVE A SECTION ON STRATEGY PARTNERSHIP OPPORTUNITIES AS WE LOOKED AS AN OPPORTUNITY TO SET THE TABLE FOR THE PARTNERSHIP PHASE. IN THAT SECTION OF THE IMPLEMENTATION PLAN, WE CALLED OUT SOME OF THE SPECIFIC SOME COLLECT PARTNERS WE WOULD BE LOOKING TO COLLABORATE WITH. THAT DOES INCLUDE THE BUSINESS COMMUNITY AMONG LOCAL JURISDICTIONS, COUNTY TRANSPORTATION AUTHORITIES AND TRANSIT OPERATORS, EQUITY AND ENVIRONMENTAL AND NONPROFIT AND STATE AGENCIES AMONG OTHERS. THOSE ARE SORT OF THE BROAD CATEGORIES OF PARTNERS THAT WE ARE CONSIDERING IN THE CHAPTER, WE HIGHLIGHT WHAT ARE THE SPECIFIC STRATEGIES THAT WE THINK ARE GOOD CANDIDATES FOR PARTNERSHIP. WHAT ARE THE SPECIFIC AREAS THAT WE WOULD LIKE TO PARTNER WITH THESE ENTITIES ON. SO, I THINK WE IMAGINE THAT WE WOULD LIKE TO RECEIVE MORE FEEDBACK DURING THE COMMENT PERIOD. RESPONDING AND REACTING TO SOME OF OUR INITIAL DRAFT PROPOSALS AND AS THE PARTNERSHIP PHASE PROCEEDS, WE WILL BE ABLE TO TAKE THAT COMMENT AND REACT TO IT AND THEN CONDUCT SOME ADDITIONAL TARGETED OUTREACH AS WE MOVE FROM JULY INTO AUGUST. WE WILL CERTAINLY BE LOOKING TO DO SOME DIRECT ENGAGEMENT WITH THE BUSINESS COMMUNITY AT THAT TIME AS WELL.

SPEAKER: THANK YOU VERY MUCH.

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RANDI KINMAN, CHAIR: THANK YOU. I DON'T SEE ANY MORE HANDS UP. SO I'M GOING TO JUMP IN WITH MINE. FIRST, A COMMENT. WE CONTINUE TO PROPOSE BASICALLY DEVELOPMENT ALONG TRANSIT RICH AREAS AND EVERY TIME I HEAR OR SEE THAT, WHAT I HEAR AND SEE IS WE ARE GOING TO CONCENTRATE THE DEVELOPMENT IN ALREADY PREEXISTING COMMUNITIES, LOW INCOME COMMUNITIES OF COLOR, COMMUNITIES THAT DON'T HAVE PARKS BECAUSE TRANSIT RUNS THROUGH THEM OR STREETS RUN THROUGH THEM. COMMUNITIES THAT ARE UNDERSERVED. THE EQUITY COMPONENT DOESN'T ALWAYS FEEL LIKE IT BALANCES OUT. WHEN WE DO THAT, WE TELL THE COMMUNITIES THAT ARE MORE SUBURB LIKE, THEY NEVER HAVE TO GET ON A BUS, SO THEY DON'T NEED TO GET ON A BUS BECAUSE THEY HAVE THEIR TWO CAR GARAGES AND SINGLE-FAMILY HOMES AND WE ARE NOT GOING TO CREATE DENSER NEIGHBORHOODS THAT WAY. WE ARE CONTINUING TO BUILD ON A FINITE NUMBER OF SQUARE FEET. AND THAT REALLY CONCERNS ME. LIVING IN ONE OF THOSE NEIGHBORHOODS, THAT FINITE NUMBER OF SQUARE FEET DOES NOT TRANSLATE TO EQUITABLE DISTRIBUTION OF OTHER THINGS LIKE PARKS AND GOOD SCHOOLS. I JUST WANT EVERYBODY TO KEEP THAT IN MIND WHEN WE DO THAT. I KNOW I CAN'T CHANGE THE DYNAMICS OF THAT. BUT MY QUESTION OR SERIES OF QUESTIONS IS, REGARDING OPTION 2 WHERE IT'S NO NEW I'M GOING TO TELL YOU RIGHT NOW, IT'S NOT GOING TO GO THROUGH THE JOBS. THE REALITY IS, THE SOUTH BAY COMMUNITIES THAT NEED TO BUILD AFFORDABLE HOUSING ARE ALREADY DIRECTING THEIR STAFF TO SUE, WHICH I FIND HILARIOUS BECAUSE I DON'T KNOW HOW THEY THINK

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THEY ARE GOING TO SUE THE BODY THAT THEY SIT ON, WHICH HELPED WITH THE NUMBERS. I'M NOT GOING WITH THAT. AND THEY ARE NOT GOING TO DO AS MUCH AS THEY COULD OR SHOULD DO. THERE IS JUST NOT THE POLITICAL WILL TO DO THAT. IN OPTION 2, IT'S THE NO NEW JOB GROWTH. NO NEW BUILDINGS THERE. BUT BECAUSE THE SOUTH BAY HAS AN EXTRAORDINARY AMOUNT OF SINGLE OR TWO STORY LANDS, THAT DOES NOT MEAN WE CAN'T CONVERT EXISTING JOB SITES TO MORE DENSE JOB SITES. IF I'M READING THIS CORRECTLY. IS THAT CORRECT?

SPEAKER: SO, BASED ON THE SCOPING, AGAIN, ALTERNATIVES ARE BASED ON SCOPING COMMENTS. ONE OF THE COMMENTS THAT CONFORM THIS ALTERNATIVE, WE ARE REALLY INTERESTED IN TRYING TO SHIFT MORE HOUSING TO THE SOUTH BAY. THERE WAS A STRATEGY EXPLORER EARLIER IN THE PROCESS THAT BASICALLY BANNED ANY NEW OFFICES IN MUCH OF THE SOUTH BAY. THAT IS THE STRATEGY THAT'S BACK. EVEN IF IT WAS TEARING DOWN AN EXISTING BUILDING TO BUILD A DENSER ONE, THAT WOULD BE PRECLUDED IN THE ALTERNATIVE AS A STRATEGY, SIMPLY TO FREE UP THE LAND FOR AN ALTERNATIVE USE, LIKE HOUSING. AGAIN, WE ARE NOT DEFENDING THAT AS NECESSARILY THE RIGHT PUBLIC POLICY, BUT THAT'S THE POLICY THAT WAS EXPLORED BASED ON FEEDBACK.

RANDI KINMAN, CHAIR: THAT ALONE IS GOING TO KILL A LOT THERE IS A LOT OF AGING, OLD CAMPUSES THAT ARE ON TRANSIT THAT COULD

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THEORETICALLY CREATE MORE JOBS IN A SPECIFIC AREA. BECAUSE THEY AREN'T NEAR ANYTHING ELSE. WE CAN CREATE HOUSING ALONG WITH THAT IF WE PROVIDED ENOUGH JOBS ON THOSE CAMPUSES TO JUSTIFY BUILDING HOUSING THERE. RIGHT NOW, THAT'S NOT A POSSIBILITY. THAT AT LEAST CLEARS THAT UP. AND MOST OF THE AREA THAT IS IN THE GOOGLE ZONE FOR DOWNTOWN SAN JOSE IS ALREADY IT IS ALREADY COMMERCIAL OR IT'S COMMERCIAL. IT'S NOT RESIDENTIAL AS MUCH AS IT IS COMMERCIAL. I THINK THAT THE CONVERSION THERE IS NOT GOING TO COUNT. IT DOES MEAN THERE IS A HUGE ISSUE WHEN YOU ARE LOOKING AT THAT POSSIBILITY. SAN JOSE IS NOT GOING TO PUT UP WITH BEING A BEDROOM COMMUNITY OR SAN FRANCISCO. THAT'S NOT GOING TO HAPPEN. THAT WOULD BE A BAD MOVE. SO, WITH THAT, I'M GOING TO DO LAST CALL FOR THE POLICY ADVISORY COUNCIL. I SEE NO HANDS. MAY I ASK STAFF IF THERE ARE ANY PUBLIC COMMENTS SUBMITTED?

SPEAKER: NO PUBLIC COMMENTS RECEIVED AND NO MEMBERS OF THE PUBLIC.

SPEAKER: WE DON'T HAVE ANYMORE. ALL RIGHT. THANK YOU, DAVE. YOU ARE ONE OF THE FEW PEOPLE WHO CAN GO THROUGH AN EIR PRESENTATION AND I DON'T SEE PEOPLE IN THE AUDIENCE TRYING TO STAB THEMSELVES. HAVING SPENT 20 YEARS DEALING WITH EIRS, PEOPLE WHO ARE POLICY GEEKS HAVE A TENDENCY TOW NOT TALK TO REAL PEOPLE OFTEN. SO THANK YOU VERY MUCH. VERY CLEAR AND VERY

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CONCISE. YOU WON'T BE LAST ON THE AGENDA THE NEXT TIME. WITH THAT, WE WILL GO INTO ITEM 11, THE STAFF LIAISON REPORT.

SPEAKER: THE CHAIR CALLED YOUR ATTENTION TO THE FIRST ITEM FOR THE NEXT TERM OF THE ADVISORY COUNCIL. I WANT TO STRESS THAT ANY CURRENT MEMBERS OF THE COUNSEL WHO WANT TO BE CONSIDERED FOR THE APPOINTMENT MUST APPLY. MARTHA SENT YOU AN E MAIL MONDAY AND A SECOND TOMORROW THAT WILL INCLUDE THE APPLICATION PROCESS. THAT WILL NOT ARRIVE UNTIL NEXT MONDAY, JUNE 14TH AND WE WILL HAVE WEEKS TO APPLY. THE APPLICATION PERIOD ENDS ON AUGUST 1. AGAIN, IF YOU ARE INTERESTED IN BEING CONSIDERED, YOU MUST APPLY. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. ITEM NUMBER 13, NEW BUSINESS. MEMBERS OF THE COUNSEL FOR FUTURE AGENDA ITEMS. I CAN'T SEE HANDS GOING UP.

SPEAKER: ITEM 12.

RANDI KINMAN, CHAIR: SORRY. THAT'S WHAT WE ARE ON. RELEVANT ISSUES OR INFORMATION. I SEE NONE. I'M GOING TO USE THIS MOMENT TO BECAUSE I WOULD BE REMISS IF I DIDN'T TALK ABOUT IT. THAT IS THE ABSOLUTE TRAGEDY THAT HAPPENED THAT AFFECTED TRANSPORTATION WORKERS ACROSS OUR REGION. WE LOST NINE INNOCENT VICTIMS. THAT DEVASTATES A TRANSIT AGENCY. WE LOST

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THREE OF THOSE VICTIMS WERE MEMBERS OF THE SOME OF YOU MAY REMEMBER THIS LAST AWARDS CEREMONY. THEY WON AN MTC AWARD FOR THEIR APPRENTICESHIP PROGRAM WITH VTA. THIS INSTRUCTIONS ME DOUBLY HARD. I'M GOING TO ASK YOU TO DO SOMETHING REALLY CHEERFUL. I'M GOING TO ASK YOU TO STAND AT A BUS STOP AND WAVE AT BUSES. I'M GOING TO ASK YOU TO THANK A STATION AGENT OR A BUS DRIVER OR DO SOMETHING THAT SHOWS APPRECIATION. IT WOULD BE A GREAT. IT HELPS. TRUST ME. EVERY LITTLE BIT HELPS. WITH THAT, WE WILL GO INTO NEW BUSINESS. ANYBODY HAVE ANYTHING NOT THAT WE DON'T HAVE AGENDAS THAT ARE RUNNING THREE AND FOUR HOURS RIGHT NOW. NEW BUSINESS. ITEM 13. THAT TAKES US TO ADJOURNMENT. THANK YOU ALL. IT'S BEEN A REALLY LONG DAY FOR THOSE OF YOU WHO STARTED AT 9:30 THIS MORNING. WE HAVE BEEN AT IT THE ENTIRE TIME. GREAT MEETING. THANKS. HAVE A GOOD WEEKEND. WE ARE ADJOURNED.

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