METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

BLUE RIBBON TRANSIT RECOVERY TASK FORCE

THURSDAY, 4:05 P.M., JUNE 10, 2021

[RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A

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ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

JAMES P. SPERING, CHAIR: THANK YOU JESS. GOOD AFTERNOON EVERYONE. I WANT TO THANK YOU ALL FOR ATTENDING ANOTHER ONE OF OUR UPDATES ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE WORK. IT'S BEEN OVER THE PAST YEAR AS WE LOOK AT THE ATTENDANCE, WE REALLY HAVE HAD ALMOST 100% ATTENDANCE OF THE BLUE RIBBON COMMITTEE MEETINGS. IT'S JUST A THRILL, AND TREMENDOUS EFFORT BY ALL THE COMMITTEE MEMBERS, AND THE GM'S HAVE ALL BEEN THERE, YOU KNOW, AND AS EVERYONE KNOWS, THEY ARE VERY BUSY AND THEIR PLATE IS FULL. DURING THIS CRISIS THE GOOD WORK THAT THE TRANSIT OPERATORS HAVE DONE HASN'T GONE UNNOTICED. THE RIDERS ARE STARTING TO SEE THE WORK THAT YOU'RE DOING AND IT REALLY IS THE TREMENDOUS STRIDES THAT THE TRANSIT OPERATORS MAKE AND THE LEVEL OF SERVICE THAT YOU HAVE BEEN ABLE TO PROVIDE UNDER THESE CIRCUMSTANCES. IT REALLY IS HISTORIC, AND ALL THE TRANSIT OPERATORS NEED TO BE COMMENDED. THESE ARE VERY STRESSFUL AND A LOT OF CHALLENGES THAT ARE BEFORE US ESPECIALLY FOR THE PEOPLE THAT ARE TRANSIT DEPENDENT. AND I CAN'T SAY ENOUGH ABOUT THE TRANSIT TRAITORS, THEY HAVE BEEN VERY SENSITIVE TO THAT ISSUE. THANK YOU ALL OF US. AND I WANT TO RECOGNIZE THE WORK WE'RE DOING FOR THE POSITIVE TRANSFORMATION FOR THE REGIONAL TRANSIT SYSTEM HERE IN THE BAY AREA. I THINK UNIVERSALLY EVERYONE HAS STATED THAT

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CHANGE HAS TO HAPPEN. WE REALLY NEED TO MAKE CHANGES TO PROVIDE HIGH LEVEL OF TRANSIT SERVICE, AND WE'LL BE WRAPPING UP END OF JULY FOR THE ADOPTION OF THE TRANSFORMATION PLAN. I CAN'T WAIT FOR JULY TO GET HERE, AND I ENCOURAGE THIS IS GOING TO BE SOMETHING WE'RE ALL PROUD OF AND SOMETHING WE CAN BUILD ON IN THE FUTURE. THE YEAR PRESENTS A YEAR OF CONSENSUS BUILDING AND INCLUDES BOTH NEAR AND LONG-TERM RECOMMENDATIONS THAT ARE TANGIBLE TO BENEFIT ALL RIDERS. OVER THE MONTHS THE COMMITTEE HAS IDENTIFIED TOPIC AREAS CONSIDERED ADDRESSING NETWORK MANAGEMENT PROPOSAL MANY COMMITTEE MEMBERS HAVE NOW RETAINED A CONSULTANT, AND ARE NOW ON BOARD AND ARE WORKING WITH THE TASK FORCE TO DEVELOP THE CRITERIA WE CAN USE TO EVALUATE THE NETWORK MANAGEMENT OPTIONS. AND ALL OF THIS PUTS US ON A VERY GOOD PATH GOING FORWARD. ONE THAT, YOU KNOW, CAN HELP IMPROVE OUR REGIONAL TRANSIT NETWORK AND GROW OUR RIDERSHIP. ONE OF THE CHALLENGES WE HAVE RIGHT NOW IS TO GET THOSE RIDERS BACK INTO THE SYSTEM, AND REALLY GET, START RECOVERING A LOT OF THE REVENUES THAT WE HAVE BEEN LOSING OVER THESE LAST YEAR AND A HALF. SO, HOPEFULLY, YOU KNOW, AS I SAID, ALL THE YEARS THAT I HAVE BEEN INVOLVED IN TRANSPORTATION THIS IS ONE OF THE FIRST TIMES I HAVE SEEN THIS CONSENSUS OVER ADDRESSING THESE TRANSIT CHALLENGES THAT WE HAVE, AND FOR THE TRANSIT OPERATORS, ALL THE PARTICIPANTS IN THE BLUE RIBBON COMMITTEE, I JUST WANT TO SAY THANK YOU, AND I REALLY THINK, WHEN WE LOOK BACK ON THIS, THIS COMMITTEE, I

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REALLY THINK IS GOING TO BE LABELED WITH HAVING MAID A DIFFERENCE. AND YOU KNOW, ALL OF YOU HAVE BEEN PART OF THAT, AND I WANT TO THANK YOU. SO WITH THAT SAID, I KNOW THERESE IS READY TO KICK US OFF HERE, AND THERESE, I WANT TO HAND IT OVER TO YOU FOR THE PRESENTATION AND UPDATE ON THE RECENT WORK WE HAVE BEEN DOING. THANK YOU THERESE.

THERESE MCMILLAN: ALL RIGHT. THANK YOU, MR. CHAIR. AND CAN STAFF BRING UP THE PRESENTATION, PLEASE? SO, A QUICK APOLOGY, AT THE BEGINNING, WE HAVE BEEN DOING SO MUCH WORK, THIS IS GOING TO BE A BIT OF A SLIGHTLY LONG PRESENTATION. BUT I WILL CLIP ALONG AS QUICKLY AS I CAN. SO LET'S GO TO THE NEXT SLIDE. INDEED T HAS BEEN A BUSY FEW MONTHS FOR THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, AND I WOULD LIKE TO SHARE MORE INFORMATION ABOUT OUR MOST RECENT ACTIVITIES, INCLUDING THE RESULTS OF A RECENT OPINION POLL, AN UPDATE ON THE TASK FORCE'S NETWORK MANAGEMENT DISCUSSIONS, AND OUR PROGRESS WITH A TRANSFORMATION ACTION PLAN AND NEXT STEPS. SO LET'S GO TO THE NEXT SLIDE. MTC, TOGETHER WITH EMC RESEARCH, OVER RECENT MONTHS HAD CONDUCTED A LARGE BODY OF OPINION RESEARCH TO SUPPLEMENT AND SUPPORT THE BLUE RIBBON'S EFFORTS. INCLUDING A STATISTICALLY VALID POLL OF A THOUSAND BAY AREA RESIDENTS, AND IMPORTANTLY, A SERIES OF COMMUNITY FOCUS GROUPS, BOTH CONDUCTED IN MULTIPLE LANGUAGES. NEXT SLIDE. A REASSURING FINDING OF THE POLL WAS THAT DESPITE A YEAR WHEN MANY BAY AREA

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RESIDENTS STOPPED RIDING TRANSIT, TRANSIT IS STILL VALUED AMONG BAY AREA RESIDENTS. 87% OF THEM AGREED WITH THAT. EVERYONE, BOTH RIDERS AND NON-RIDERS VALUE RELIABLE, FREQUENT, AND SAFE TRANSIT FOR THE BAY AREA. NEXT SLIDE. THE POLL RESULTS ALSO SHOWED THAT BAY AREA RESIDENTS WERE NOT PARTICULARLY SATISFIED WITH OUR TRANSIT SYSTEM PRIOR TO THE PANDEMIC. THEY WOULD LIKE TO SEE A BETTER SYSTEM, AND THAT I THINK THAT NOW IS THE TIME TO MAKE IMPROVEMENTS. RELIABILITY, FREQUENCY, EASE OF USE, AND PERSONAL SAFETY ON BOARD ARE ALL SEEN AS THINGS THAT CAN BE IMPROVED. NEXT SLIDE. NOW THIS IS A LOT OF INFORMATION, SO I'LL HIT THE TOP LINES OF THE FINDINGS. THE POLL FOUND IMPRESSIVELY HIGH SUPPORT FOR LEGISLATION TO MAKE THE BAY AREA'S TRANSIT SYSTEM MORE SEAMLESS. IN THE POLL, INTERVIEWEES WERE READ A QUESTION SUMMARIZING POTENTIAL REFORMS THAT WOULD BE INCLUDED IN A BILL, INCLUDING INTEGRATIVE FARES, MAPPING, AND REALTIME TRANSIT, SIMILAR TO HOW A BALLOT MEASURE IS POLLED. BAY AREA-WIDE, 89% OF PEOPLE SAID THEY SUPPORTED THE SEAMLESS CONSTRUCT. WE LOOKED AT IT BY COUNTIES, AND SUPPORT WAS HIGH THROUGH THE. WE ALSO BROKE IT DOWN AS SHOWN AT THE BOTTOM OF THE BARS BY RIDER TYPE, AND EVEN FOR PEOPLE WHO DON'T RIDE NOW, AND NEVER SEE THEMSELVES RIDING TRANSIT, STILL SUPPORTED THESE CONCEPTS BY 78%. NOW, YOU CAN ACCESS THE POLL IN AGENDA ITEM SIX OF LAST MONTH'S BLUE RIBBON MEETING, A LINK FOR WHICH IS INCLUDED IN THE COVER MEMO FOR THIS AFTERNOON'S MEETING IF

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YOU WANT TO DEEP DIVE FURTHER INTO THIS INFORMATION. NEXT SLIDE. COMMUNITY GROUP -- EXCUSE ME -- COMMUNITY-FOCUS GROUP FINDINGS WERE ALSO VERY INTERESTING. THE QUANTITATIVE POLL WAS SUPPLEMENTED BY THE QUALITATIVE FOCUS GROUPS IS THIS RESEARCH WAS CONDUCTED PRIMARILY WITH TRANSIT RIDERS RECRUITED THROUGH COMMUNITY-BASED ORGANIZATIONS. WE HEARD RIDERS ARE ENTHUSIASTIC ABOUT INTEGRATED TRANSIT SYSTEM FOR THE BAY AREA. THEY APPRECIATE THE FARE INTEGRATION IDEA IN PARTICULAR STANDARDIZED PASS TYPES ACROSS SYSTEMS. THAT I WANT MORE PREDICTABLE TRANSIT COSTS, ESPECIALLY WHEN TRANSFERRING BETWEEN MODES. THAT I WANT BETTER CONNECTIONS BETWEEN OPERATORS AND THEY APPRECIATE CENTRALIZED REALTIME TRANSIT INFORMATION, PARTICULARLY WHEN WAIT TIMES ARE LONG. WE ASKED, DO YOU WANT TO GO BACK TO WHAT WE HAD BEFORE THE PANDEMIC? AND THE SENTIMENT WAS THAT RIDERS WANT MORE THAN JUST RESTORED SERVICE LEVELS. THEY ALL THOUGHT THAT A BETTER FUNCTIONING TRANSIT SYSTEM IS IMPORTANT FOR EVERYONE IN THE BAY AREA. NEXT SLIDE, PLEASE. THE POLL HIGHLIGHTED AREAS OF STRONG CONSENSUS AMONG THE BAY AREA, AS FAR AS WHAT IS IMPORTANT WHEN IT COMES TO PUBLIC TRANSIT. 92% WOULD LIKE REALTIME INFORMATION ABOUT WAIT TIME AND VEHICLE LOCATIONS. WE HAD SEVERAL QUESTIONS ABOUT IMPROVING TRANSIT FOR TRANSIT DEPENDENT POPULATIONS, AND 91 TO 93% THOUGHT THAT WAS IMPORTANT. 91% THOUGHT THAT MORE DIRECT SERVICE, FEWER TRANSFERS AND SHORTER WAIT TIMES WERE IMPORTANT, AS WELL. AND 88% FOUND A REGIONAL NETWORK THAT CAN

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SET FARES, ALIGN ROUTES, AND SCHEDULES, AND STANDARDIZE INFORMATION WOULD ALSO BE AN IMPROVEMENT. NEXT SLIDE. WE ALSO SAW A LOT OF SUPPORT FOR UNIFORM MAPS AND SIGNAGE, A SINGLE MOBILE APP FOR TRANSIT INFORMATION, A SINGLE SET OF FARES, PASSES, DISCOUNTS, AND TRANSFER POLICIES AND DEDICATED TRAVEL LANES ALONG PEAK TRANSIT ROUTES. WE REALLY SEE A REPRESENTATIVE SAMPLE AMONG ALL ADULTS IN THE BAY AREA, A VERY HIGH LEVEL OF INTEREST IN ALL OF THE ELEMENTS THAT THE TASK FORCE HAS BEEN DISCUSSING AS NEAR-TERM PRIORITIES FOR ACTION. NEXT SLIDE. SO LET'S SHIFT GEARS FROM THE POLL RESULTS, AND I WOULD LIKE TO NOW TALK ABOUT THE WORK OF THE TASK FORCE, SINCE WE LAST PRESENTED TO YOU BACK IN EARLY FEBRUARY. IN THE LAST MONTHS, THE TASK FORCE HAS TAKEN A DEEP DIVE INTO DEFINING THE POTENTIAL ROLES AND RESPONSIBILITIES OF NETWORK MANAGEMENT. WE HAVE HIRED A CONSULTANT TEAM, AS WAS MENTIONED BY CHAIR SPERING THAT WILL BE EVALUATING THOSE ROLES AND RESPONSIBILITIES AND COMPARING THEM AGAINST POTENTIAL MODELS FOR ORGANIZING NETWORK MANAGEMENT. NEXT WEDNESDAY, JUNE 16TH, THERE WILL BE AN AD-HOC WORKSHOP WITH KEY STAKEHOLDERS TO DISCUSS THE EVALUATION CRITERIA THAT THE CONSULTANT WILL USE. NOW, WE ARE ON A TIGHT TIMELINE FOR THIS WORK, SINCE THE TASK FORCE IS HOLDING ITS FINAL MEETING IN JULY. HOWEVER, THIS FALL, WE WILL BEGIN WORK ON A BUSINESS CASE TO DELVE INTO KEY ITEMS SUCH AS COST, SCHEDULE, AND AUTHORITY RELATED TO EFFECTIVE NETWORK MANAGEMENT IN ORDER TO IMPLEMENT THE TASK

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FORCE'S RECOMMENDATIONS. NEXT SLIDE. NOW THIS SLIDE WE'RE NOT EXPECTING YOU TO READ LINE BY LINE. IT SHOWS HOWEVER THE RESPONSIBILITIES THAT THE TASK FORCE UNANIMOUSLY APPROVED AT THEIR MEETING WHICH ARE NOW BEING EVALUATED BY THE CONSULTANTS. ON THE LEFT SIDE, WE PRESENT THE OUTCOMES THAT ARE ASSOCIATED WITH EACH ROLE AND RESPONSIBILITY THAT'S LISTED ON THE RIGHT. NOW, AS I MENTIONED BEFORE, I'M NOT GOING TO WALK THROUGH EACH OF THESE, BUT I'M HAPPY TO TAKE QUESTIONS AT THE END FOR THOSE FEW THAT LOOKED THROUGH THE PACKET MATERIALS AHEAD OF TIME. BUT I WOULD LIKE TO CALL OUT THAT THERE WAS A LIVELY DISCUSSION AT THE LAST MEETING ABOUT WHETHER OR NOT TO INCLUDE MEGA PROJECT DELIVERY AND OVERSIGHT AS PART OF THE NEAR-TERM PRIORITY ROLES AND RESPONSIBILITIES. AT THE END OF THAT DEBATE, THE TASK FORCE AGREED THAT THIS RESPONSIBILITY WOULD NOT BE CONSIDERED A NEAR-TERM PRIORITY FOR EVALUATION, GIVEN THE IMPORTANCE OF THE OTHER ONES LISTED IN BLUE. BUT THAT IT COULD BE EVALUATED BY THE CONSULTANT, AND THAT THEIR INSIGHTS ABOUT MEGA PROJECT DELIVERY WOULD BE INFORMATIVE TO THE TASK FORCE GOING FORWARD. NEXT SLIDE. THIS SLIDE IS ALSO QUITE COMPLEX, SO, AGAIN, I'LL HIT THE INTENT OF THE INFORMATION HERE. IT PRESENTS A TIMELINE RELATED TO NETWORK MANAGEMENT SINCE APRIL, AND WHAT'S AHEAD. AS I MENTIONED, A CONSULTANT HAS ALREADY BEEN HIRED TO EVALUATE THE ROLES AND RESPONSIBILITIES AND POTENTIAL MODELS AND IS DOING THAT WORK NOW. SO WE'RE BASICALLY IN THE AQUA BAR AT THIS JUNCTURE.

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LOOKING AHEAD, THE TASK FORCE'S ACTION PLAN WILL INCLUDE RECOMMENDATIONS FOR IMPLEMENTATION OF CERTAIN EXISTING INITIATIVES IN THE NEAR FUTURE, AND WE'LL BE SPEAKING TO THOSE IN A BIT. IN THE MEANTIME DISCUSSIONS OF CHALLENGING AND COMPLEX BUSINESS CASE ANALYSIS. LET'S GO TO THE NEXT SLIDE. IN TERMS OF PROPOSED NEXT STEPS, WE WANT TO FOCUS, AGAIN, ON THOSE ACTIONS THAT HAVE BEEN LIFTED UP AS ALREADY HAVING SUBSTANTIAL ADVANCES WITHIN OUR REGIONAL TRANSPORTATION COMMUNITY, AND AS SUCH, REPRESENT ONGOING INITIATIVES THAT MAY BE INCORPORATED INTO THE ACTION PLAN IN SOME FASHION, BUT AGAIN, WE'RE ALREADY MAKING PROJECT IN THIS SPACE. ONE OF THE GOALS IN THE TASK FORCE WAS TO ESTABLISH HOW CURRENT MTC TRANSIT INITIATIVES CAN AND SHOULD INTEGRATE WITH NETWORK MANAGEMENT REFORMS, AND THE TASK FORCE HAD INDICATED A GREAT DEAL OF SUPPORT FOR ADVANCING AND PRIORITIZING ONGOING WORK IN THESE THREE AREAS, AND INCLUDING THEM IN THE PRIORITY ROLES AND RESPONSIBILITIES. AND THE FIRST OF THOSE IS FARE COORDINATION AND INTEGRATION. THE FARE COORDINATION AND INTEGRATION STUDY IS TACKLING A KEY CUSTOMER-FACING ITEM THAT MAKES TRANSIT -- RIDING TRANSIT MORE DIFFICULT THAN IT SHOULD BE IN THE BAY AREA. THIS FOCUS IS ALSO A GREAT EXAMPLE OF A RENEWED AND ENHANCED PARTNERSHIP AMONG US. THE BLUE RIBBON TASK FORCE IS NOT LIKELY TO ENDORSE ANY SPECIFIC FARE RECOMMENDATIONS AHEAD OF THE FARE COORDINATION AND INTEGRATION TASK FORCE'S WORK AND ITS RECOMMENDATIONS. BUT IT MAY SUPPORT

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FAST IMPLEMENTATION OF WHATEVER CONSENSUS IS REACHED BY THAT BODY AS A WAY TO ELEVATE ITS IMPORTANCE AND URGENCY. AND I WOULD JUST LIKE TO NOTE THAT THE TRANSIT OPERATORS AND MTC HAVE BEEN WORKING COLLABORATIVELY AND EXTENSIVELY ON THIS EVALUATIVE EFFORT. LET'S GO TO THE NEXT SLIDE. THE SECOND MAJOR ONGOING INITIATIVE IS REGIONAL TRANSIT MAPPING AND WAYFINDING. AND THIS PROJECT IS ANOTHER ONGOING ACTIVITY, IN THIS CASE, LED BY MTC THAT ENVISIONS A UNIFYING SYSTEM OF MAPS, WAYFINDING, AND BRANDING THAT WOULD MAKE TRANSIT EASIER TO NAVIGATE AND UNDERSTAND WITH THE GOAL OF ATTRACTING MORE RIDERS. A RECENTLY COMPLETED BUSINESS CASE SPECIFIC TO THIS INITIATIVE FOUND SIGNIFICANT BENEFITS FOR THE BAY AREA IN A STRONG RETURN ON INVESTMENT OF A HARMONIZED SYSTEM. THE NEXT STEPS IN ADVANCING THIS WORK WHICH THE TASK FORCE IS CONSIDERING TO ENDORSE IN ITS ACTION PLAN ARE: THE DEVELOPMENT OF STANDARDS IN A REGIONAL MAPPING DATA -- AND A REGIONAL MAPPING DATA SYSTEM, AS WELL AS THE DEPLOYMENT OF SUBREGIONAL PILOTS, AS A STEPPING STONE TO POTENTIAL FULL REGIONAL ROLL OUT. NEXT SLIDE. THE 30 FOCUS AREAS AND IN THE LAST OF THE CURRENT THREE INITIATIVES THAT THE TASK FORCE LIKELY WILL INCLUDE IN ITS ACTION PLAN IS ENDORSEMENT OF SPECIFIC PROJECTS AND REFORMS TO GIVE BUSES MORE PRIORITY ON THE ROADWAY. THE TASK FORCE IS CONSIDERING PROMOTING THE ADVANCEMENT OF PROJECTS ON THE BAY BRIDGE, THE RICHMOND, AND THE DUMBARTON BRIDGES. FIVE OF THE PROJECTS COULD BEGIN CONSTRUCTION IN

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2022, CONTINGENT UPON FULL FUNDING. AS WELL, WE WOULD SUPPORT LOCAL EFFORTS LED BY AGENCIES SUCH AS SFMTA AND THE CITY OF SAN FRANCISCO AND AC TRANSIT AND THE CITY OF OAKLAND FOCUSING ON PROVIDING BUS PRIORITY ON ARTERIALS AND LOCAL STREETS. NEXT SLIDE. SO, A KEY TAKEAWAY OF ALL OF THE WORK THAT WE HAVE DONE TO DATE IS THAT IMPLEMENTING THE WORK THAT THE BLUE RIBBON TASK FORCE HAS BEEN CONSIDERING, REALLY IS A SHARED RESPONSIBILITY. THESE ARE VERY AMBITIOUS GOALS RELATED TO IMPROVING OUR TRANSPORTATION NETWORK. AND I HOPE YOU AGREE THAT IN ORDER TO ATTRACT MORE RIDERS TO IT, THE BAY AREA TRANSPORTATION SYSTEM, COMING BACK FROM THE PANDEMIC, NEEDS TO BE DIFFERENT, AND NEEDS TO BE BETTER. ACHIEVING THESE GOALS IS GOING TO BE ONLY SUCCESSFUL THROUGH COLLABORATION AND PARTNERSHIPS, AND ALSO, FRANKLY, JOINT FUNDING. MTC HAS KICK STARTED THESE INITIATIVES WITH INITIAL FUNDS BUT ADVANCING THESE INITIATIVES AND SUSTAINING THEM IS GOING TO BE A SHARED STRATEGIC PLAN, AND ULTIMATELY MORE DOLLARS. NEXT SLIDE. NOW THIS HAS BEEN A LOT OF INFORMATION TO COVER, I KNOW. BUT I DID WANT TO BRING YOU UP TO DATE ON ALL OF THE WORK THE TASK FORCE HAS BEEN PURSUING, SO THAT YOU CAN HAVE AN OPPORTUNITY TO SHARE YOUR PERSPECTIVES AND TO ASK QUESTIONS THAT CAN HELP INFORM THE FINAL TRANSFORMATIVE ACTION PLAN. AGAIN, THANK YOU, ALL, FOR THE WORK THAT YOU DO EVERY DAY, AND IN ADVANCE, FOR SUPPORTING US IN THE WORK GOING FORWARD. WITH THAT, I WILL HAPPENED -- HAND IT BACK TO YOU, CHAIR SPERING.

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JAMES P. SPERING, CHAIR: THANK YOU THERESE. GOOD OVERVIEW. I'LL GO AHEAD AND TAKE QUESTIONS OR COMMENTS OR ANY FEEDBACK. WHO WOULD LIKE TO KICK IT OFF? ALL RIGHT. CHARLES.

SPEAKER: THANK YOU FOR A THOROUGH PRESENTATION. I WANT TO ACKNOWLEDGE WHAT I HEARD IN THERE THE LINE WHERE THIS IS GOING TAKE A LOT OF DOLLARS, AND IT IS I HAVEN'T HEARD WHERE THOSE DOLLARS ARE COMING FROM. I AM PATIENTLY WAITING. I WANT TO START BY SAYING I'M INCREDIBLY GRATEFUL FOR THIS WORK. IT'S INCREDIBLE WORK. I COULDN'T AGREE MORE STRONGLY THAT OUR SIGNAGE AND WAYFINDING FOR TRANSIT WORK. AND PEOPLE WHO ARE BOOTS ON THE GROUND INVOLVED WITH POLICY MAKING BEING THE LARGE OPERATORS BECOME DO I SPEND MY FINITE DOLLARS ON MAINTAINING MY FLEET OR SPRUCING UP SIGNAGE THAT'S A PRETTY EASY DECISION TO MAKE. AND I WANT TO PUSH BACK ON A NOTION THEY HEARD IN THERE WHICH IS WE MUST DO THESE THINGS TO GET PEOPLE TO RIDE TRANSIT AGAIN. IF NO LARGE EMPLOYEES REQUIRE THEIR EMPLOYEES TO RETURN TO WORK IN PERSON, IT DOESN'T MATTER WHAT WE DO. PEOPLE AREN'T GOING TO RIDE TRANSIT. THEY'RE GOING TO, AND THEY'RE STARTING AND THAT'S GOING TO BE THE DRIVER OF COMMUTE TRANSIT USE. THAT'S GOING TO BE THE DRIVER OF TRAFFIC BECOMING CONGESTED AGAIN AND DRIVE PEOPLE TO THE TRAIN. WE MUST DO THESE THINGS GETS PEOPLE BACK ON TRANSIT, I'M WAITING

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ANXIOUSLY FOR THAT MOMENT WHEN SOMEONE SAYS HERE ARE THE MILLIONS OF DOLLARS TO MAKE ALL THIS HAPPEN. THANKS.

JAMES P. SPERING, CHAIR: CHARLES REMEMBER THE OLD FASTER MEASURE THAT WAS BEING BROUGHT FORWARD, WELL THAT SAME GROUP IS LOOKING AT POTENTIALLY A FUTURE REGIONAL MEASURE. BUT ONE THAT'S GOING TO HAVE VERY SPECIFIC RECOMMENDATIONS. AND THAT'S WHAT A LOT OF THIS WORK THAT THE BLUE RIBBON IS DOING. AND SO THE NEXT TWO THINGS THAT FOLLOW THIS IS BOTH LEGISLATION AND A FUNDING SOURCE. AND SO, YOU KNOW, THE POINT YOU'RE MAKING IS VERY VALID AND WE KNOW A LOT OF THINGS THAT ARE IN OUR PLANNED BAY AREA 2050 ARE REQUIRE FUNDING TOO. SO THE FUNDING IS AN IMPORTANT PIECE. ELSA, YOU'RE UP.

SPEAKER: THANK YOU VERY MUCH. LET ME START BY ACKNOWLEDGING THE TREMENDOUS WORK THAT THE BLUE RIBBON TASK FORCE HAS BEEN DOING FOR SEVERAL MONTHS. WHAT I'M TRYING TO FIGURE OUT, WHETHER THERE ARE TWO AREAS THAT THERESE WAS TALKING ABOUT. ONE IS THE WORK OF THE TASK FORCE, WHICH HAS INCREDIBLE PROPOSALS, LIKE FARE INTEGRATION, THE MAPPING, THE WHOLE THING, THEN THERE IS ALSO THIS SEAMLESS PART, WITH THE NETWORK MANAGER. IS THE NETWORK MANAGER PART OF THE TASK FORCE? OR PART OF THE STIMULUS?

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JAMES P. SPERING, CHAIR: THERESE? JUST FOR CLARITY, WE'RE TALKING ABOUT NETWORK MANAGEMENT, NOT MANAGER.

SPEAKER: YES. THANK YOU.

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

THERESE MCMILLAN: THE IDEA OF, AND REFERRING TO THE SLIDE THAT HAS ALL THE SLIDES THAT YOU COULDN'T READ, THE IDEA HERE IS THAT EVERY DAY, THERE IS A NUMBER OF ROLES AND RESPONSIBILITIES AND TASKS THAT EVERY TRANSIT AGENCY DOES TO GET SERVICE ON THE STREET. AND THE QUESTION IS, OF ALL OF THOSE, WHICH OF THEM, IF WE HAD A MORE REGIONAL APPROACH TO ALL OR A PIECE OF THAT PORTFOLIO, WOULD BRING ADDED BENEFITS TO RIDERS? AND SO THERE IS A SHORTER LIST, THE TASK FORCE HAS SPENT CONSIDERABLE TIME LOOKING AT DOZENS OF, YOU MIGHT SAY, TRANSIT RELATED ROLES AND RESPONSIBILITIES, TO COME UP WITH A SHORTER LIST WHERE THERE WAS A VALUE ADD TO A MORE REGIONAL APPROACH UNDER THIS NOTION OF NETWORK MANAGEMENT. AND THE CLEAR DISTINCTION THAT THAT'S NOT EVERYTHING BUT THERE MIGHT BE A SUBSET SUCH AS FARE INTEGRATION AND WAYFINDING AND COORDINATING BETTER AMONG OUR JURISDICTIONS, BUS PRIORITY FOR AC TRANSIT, YOU KNOW, BUSES ON THE STREET, WHERE THAT REGIONAL NETWORK APPROACH WOULD BE A GREATER VALUE ADD FOR THE CUSTOMER. DOES THAT ANSWER YOUR QUESTION?

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SPEAKER: YEAH. BECAUSE IT ALWAYS FEELS LIKE THE TASK FORCE AND THE STIMULUS GET KIND OF INTERTWINED AND THEM THERE IS THE LEGISLATION PROPOSED IN THE SEAMLESS APPROACH, AND I REMEMBER IN 2006AC TRANSIT, FOR THE FIRST TIME THAT WAS ONE OF MY THREE POINTS, A SEAMLESS SYSTEM, LITTLE DID I KNOW WHEN I ARRIVED AT AC TRANSIT THERE ARE DIFFICULTIES IN ESTABLISHING SEAMLESS ESPECIALLY WHEN YOU ARE DEALING WITH MANY BOARDS AND IT SOUNDS LIKE I'M SELFISH, BUT WE ARE ASSIGNED SPECIFIC DUTIES TO CARRY ON AS AN ELECTED BOARD. SO I AM WONDERING WHERE THAT MANAGEMENT AND THE BOARD POWERS AND RESPONSIBILITY WILL COLLIDE, AND HOW WILL THAT WORK. FOR EXAMPLE, CONTRACT NEGOTIATIONS, EVERY AGENCY NEGOTIATES THEIR OWN CONTRACT WITH THEIR UNIONS, AND THOSE IMPACT SERVICE, LIKE WORK RULES. SO HOW WOULD THAT BE WORKED OUT? I MEAN, BART AND MUNI HAVE DIDN'T CONTRACT NEGOTIATIONS. THAT'S ONE. AND THEN LOCAL CONTROL. WE HAVE MANY PROPOSALS THAT HAVE RAISED FUNDS FOR US, PARCEL TAX, MEASURE BB, HOW WILL THAT BE MANAGED BY, YOU KNOW, MANAGEMENT, IN ORDER TO INTEGRATE? SEE, IF WE GET MORE MONEY FROM THIS SIDE VERSUS ANOTHER TRANSIT AGENCY THAT PERHAPS DIDN'T HAVE THAT ADDITIONAL MONEY? HOW DO YOU FIGURE THOSE WORKING DISCUSSIONS?

THERESE MCMILLAN: I'LL JUST QUICKLY SAY THAT THAT IS WHAT THIS CONSULTANT THAT WE BROUGHT ON NOW IS BEGINNING TO SORT

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THROUGH. YOU KNOW, WHAT IS THE CRITERIA, OR THE FACTORS NEEDED TO EFFECTIVELY CROSSWALK THE FACTORS AND ISSUES THAT YOU HAD HERE. AND I THINK THE DESIRED OUTCOME IS TO SAY, THERE ARE SOME CIRCUMSTANCES WHERE WE MAY HAVE TO DO OUR OPERATIONS OR COORDINATE IN A DIFFERENT WAY FOR THOSE AREAS WHERE WORKING IN THAT DIFFERENT FASHION IN A MORE COORDINATED WAY, HOWEVER THAT SORTS OUT, BRINGS FORWARD A BETTER OUTCOME FOR OUR CUSTOMERS. AND YOU KNOW, THIS NOTION OF OWNING, YOU KNOW, OF HAVING JOINT RESPONSIBILITY FOR OUR CUSTOMERS NO MATTER WHICH SERVICE THEY'RE RIDING, IN PARTICULARLY IF THEY TRANSFER BETWEEN MORE THAN ONE, IS PART OF THE PHILOSOPHY BEHIND IDENTIFYING THAT SUBSET OF AREA, WHERE THAT REGIONAL COORDINATION MAY DO BETTER.

SPEAKER: OKAY. AND I'LL BE REMISS IF I DON'T RECOGNIZE MR. STONE'S ISSUE ABOUT FUNDING. I MEAN, THIS IS GOING TO BE THE MAJOR, I THINK, A MAJOR ISSUE FOR ANYTHING THAT WE DO IN THE FUTURE. AND IN YOUR MEMO, YOU TALK ABOUT RESTORATION AND GROWTH AND TRANSIT. AND WHAT COMES FIRST? THE CHICKEN OR THE EGG? YOU TALK ABOUT VALID PROPOSAL TO FUND THESE THINGS. DO WE START DEVELOPING OUR SYSTEM BEFORE WE KNOW THE FUNDING? HOW WOULD THAT WORK?

THERESE MCMILLAN: WELL, I THINK, AGAIN, THIS IS PART OF THE EVALUATIVE FRAMEWORK THAT THE CONSULTANTS THAT WILL BE DOING.

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AND I DO THINK -- AND THIS SOMETHING THAT THE TASK FORCE HAS TAKEN UP -- THERE ARE SOME THINGS THAT ARE GOING TO REQUIRE FUNDING BUT THERE ARE AREAS WHERE HOW WE USE OUR EXISTING RESOURCES AND COORDINATING AND PARTNERING BETTER IN THOSE CIRCUMSTANCES IS ALSO A POTENTIAL WAY OF IMPROVING THE EXPERIENCE FOR OUR TRANSIT RIDERS. SO I THINK IT RESTS IN BOTH SPACES, BUT TO WHERE AND WHAT DEGREE EITHER OF THOSE ARE SUCCESSFUL IS PART OF THE PROCESS WE'RE GOING TO BE TACKLING GOING FORWARD.

SPEAKER: AND LET ME BE CLEAR. I DO -- IT'S IMPORTANT TO IMPROVE THE EXPERIENCE OF OUR RIDERS, I MEAN, THERE IS NO QUESTION ABOUT THAT. AND THAT WILL ALSO DEPEND ON THE FUTURE OF THE TRANSIT AGENCY IF WE DON'T HAVE RIDERS WHO AREN'T PLEASED WITH THE SYSTEM HOWEVER IT'S PROVIDED, WE'LL BE IN BIG TROUBLE. THANK YOU.

JAMES P. SPERING, CHAIR: THANK YOU. REBECCA SALZMAN. GOOD TO SEE YOU. YOU'RE UP.

REBECCA SALZMAN: THANK YOU FOR THE TASK FORCE AND YOUR WORK IT'S BEEN TREMENDOUS WORK WE HAVE HAD LOTS AND LOTS OF MEETINGS, NEVER ENDING MEETINGS AND I APPRECIATE IT AND I THINK OUR RIDERS WILL APPRECIATE IT WHEN SOME OF THESE THINGS ARE IMPLEMENTED. AND I ALSO WANT TO THANK ALL OF THE GENERAL

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1 MANAGERS OF ALL OF THE TRANSIT AGENCY WHO IS HAVE BEEN
2 SEPARATELY MEETING REGULARLY AND HAVE ALREADY STARTED WORKING
3 TO IMPLEMENT SOME OF THIS COORDINATING SCHEDULES BETTER. SO I
4 THINK AS RIDERS COME BACK THEY'RE GOING TO ALREADY START TO
5 SEE THAT THIS WORK IS HAPPENING, EVEN THOUGH WE HAVE A WAYS TO
6 GO ON SOME OF THE BIGGER ITEMS, LIKE FARE INTEGRATION. SO
7 IT'S EXCITING. AND I THINK THAT SHOWS THAT SOMEHOW, SOME BIG
8 NEW STRUCTURE, BUT CLEARLY TO DO SIGNIFICANT WORK WE'RE GOING
9 TO NEED MORE FUNDING I AGREE ON THAT. AND EVEN IF WE NOT GOING
10 TO DO THIS WE NEED MORE TRANSIT FUNDING THAT'S WHAT WE'RE ALL
11 FIGHTING FOR ON THE FEDERAL AND STATE LEVEL AND EVEN WITH THE
12 REGIONAL MEASURE. OUR COUNTRY UNDERFUNDED TRANSIT BESIDES THIS
13 IS EMERGENCY RELIEF THAT WE HAVE ALL BENEFITTED FROM THERE IS
14 ALMOST NO OPERATIONS FUNDING COMING FROM THE FEDERAL
15 GOVERNMENT WE NEED TO CHANGE THAT AND WORK ON THAT TO
16 IMPLEMENT CHANGE ON EVERYTHING IN THE REGION. I THINK TRANSIT
17 RIDERSHIP IS GOING TO COME BACK IN A DIFFERENT WAY THAN BEFORE
18 THE PANDEMIC AND I THINK WE REMEMBER MOST TRANSIT AGENCY IN
19 THE BAY AREA, TRANSIT RIDERSHIP WAS GOING DOWN A BIT BEFORE
20 THE PANDEMIC BECAUSE OF OPTIONS OUT THERE, UBER, LYFT,
21 BIKESHARE, HIGHER CAR OWNERSHIP THAN HAD BEEN BEFORE. AND SO
22 WE WERE ALREADY NEEDING TO DO MORE BEFORE THE PANDEMIC BEFORE
23 WE HAD THIS IMMENSE DROP IN RIDERSHIP BUT WHAT WE HAVE SEEN AT
24 BART IS OUR WEEKEND RIDERSHIP IS RECOVERING FASTER THAN OUR
25 WEEKDAY. WE'RE NOW AT ABOUT 30% OF OUR REGULAR WEEKEND

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RIDERSHIP AND ONLY 18% OF OUR WEEKDAY RIDERSHIP AND NOW FRIDAY IS OUR HIGHEST RIDERSHIP DAY OF THE WEEK WHICH WAS NOT THE CASE BEFORE. SO WE'RE SEEING MORE AND MORE PEOPLE WHO WANT TO USE BART AND OTHER TRANSIT TO GET TO SOCIAL GATHERINGS, TO GO OUT TO DINNER TO GO TO AN EVENT. PEOPLE WANT TO GET BACK OUT THERE AND THAT MEANS MAKING TRIPS THAT THEY DON'T MAKE EVERY SINGLE DAY. SO THAT TRANSFER, CONNECTING WELL, THE PRICE BEING RIGHT. IT'S MORE IMPORTANT, AND IT WILL MAKE THE DIFFERENCE ABOUT WHETHER THEY MAKE THAT TRIP AGAIN OR WHETHER THEY DECIDE TO DO SOMETHING ELSE THE NEXT TIME. SO I THINK THIS IS AN OPPORTUNITY POINT FOR US TO GET A DIFFERENT SET OF RIDERS ON AT A TIME WHEN MOST OF US HAVE A LOT OF CAPACITY ON OUR SYSTEMS. SO THIS WORK, I THINK, IS MORE IMPORTANT THAN EVER. SO, I DON'T THINK I HAVE ANY QUESTIONS AT THIS POINT. OUR STAFF HAS BEEN REALLY INVOLVED IN EVERY STEP OF THIS, SO WE HAVE GOT IN A LOT OF BRIEFINGS, BUT I JUST WANTED TO MAKE THOSE POINTS SO WE CAN CONTINUE TO ENGAGE IN THIS.

JAMES P. SPERING, CHAIR: REBECCA, THANK YOU FOR THOSE COMMENTS, ESPECIALLY THE WORK THAT THE GENERAL MANAGERS ARE DOING. YOU KNOW, THEY HAVE NEVER WORKED THIS CLOSELY BEFORE. AND YOU KNOW, YOU'RE REALLY SEEING SOME OF THE BENEFITS OF THAT, SO THERE IS AN EXAMPLE OF THINGS THAT CAN BE DONE THAT DON'T COST ANY MONEY. AND AS WE GO THROUGH THIS, THERE ARE EFFICIENCIES, AND THERE ARE THINGS THAT WE CAN DO THAT ARE

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GOING TO REQUIRE A TREMENDOUS INVESTMENT. AND SO THAT'S KIND OF THAT LOW-HANGING FRUIT. AND SO, BUT I APPRECIATE YOUR COMMENTS. YOU KNOW, I RODE BART LAST FRIDAY, AND I HAPPENED TO BE IN THE NEW CAR FROM RICHMOND TO SAN FRANCISCO, AND SAN FRANCISCO BACK AND I'LL TELL YOU, IT WAS SUCH A GREAT EXPERIENCE, THE CAR WAS CLEAN. MATTER OF FACT IT WAS A VERY ENJOYABLE RIDE, AND I THINK THE RIDERS ARE GOING TO SEE THAT AS PART OF THIS CHANGE. SO THE SOONER YOU CAN GET THOSE NEW CARS ONLINE, I THINK IT'S REALLY GOING TO MAKE A DIFFERENCE. IT'S THOSE TYPES OF THINGS THAT I THINK ARE GOING TO BRING RIDERSHIP BACK, AND ADJUSTING TO THE NEW DEMOGRAPHICS THAT WE'RE DEALING WITH I THINK ARE GOING TO BE IMPORTANT. AND THERE IS ACKNOWLEDGEMENT, WE'RE NOT GOING BACK TO NORMAL. WE'RE GOING BACK TO DIFFERENT AND WE HAVE TO ADAPT TO THAT DIFFERENT TO GET THOSE RIDERS BACK IN OUR SYSTEM. WITH THAT, AMY WORTH. GOOD TO SEE YOU.

AMY R. WORTH: THANK YOU, MR. CHAIR. I APOLOGIZE. SOMEHOW MY ZOOM LINK TOOK ME TO AN EMPTY ROOM, I WAS WAITING FOR ALL OF TO YOU JOIN ME AND AT ONE POINT I GOT SMART AND SUPPORT WEAL A TEXT AND SAID I DON'T THINK I'M IN THE RIGHT PARTY. [LAUGHTER] ANYWAY. SO APOLOGIZE FOR BEING LATE. FIRST OF ALL, I WANT TO THANK YOU ALL FOR COMING TODAY. AND I WANT TO ECHO SOME OF THE POINTS THAT PEOPLE HAVE MADE. FIRST OF ALL, I JUST, AGAIN, REALLY WANT TO THANK ALL OF YOU BOARD MEMBERS,

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AND GENERAL MANAGERS FOR THE WORK THAT THE GENERAL MANAGERS HAVE DONE DURING THIS CRISIS. I MEAN, IT HAS BEEN PHENOMENAL FROM THE VERY FIRST DAY, YOU KNOW, WHEN, YOU KNOW, WHEN BART SAID FOR US, HEY WE'LL BRING EVERYONE TOGETHER, WE'LL DO THE WORK FOR THE COVID, YOU KNOW, ALL THAT -- ALL THE SANITIZING EFFORTS. WE HAD NO IDEA ABOUT THE PROTOCOLS AND IT REALLY TOOK ALL OF THE GENERAL MANAGERS TO HAVE A PROCESS TO DO THAT. AND I THINK, YOU KNOW, AND I AGREE WITH CHAIR SPERING, YOU KNOW, HAVING BEEN ON BART THE OTHER DAY, AS A MATTER OF FACT, IT'S -- TRANSIT IS GREAT. TRANSIT IS SAFE, TRANSIT IS CONVENIENT, AND WE JUST NEED TO GET PEOPLE BACK O AND I THINK I WANTED TO PICK UP ON A COUPLE OF POINTS -- ONE OF THE POINTS THAT REBECCA MADE, WHO HAPPENS TO BE MY BART DIRECTOR FROM OUR DISTRICT, BUT I DO THINK, TOO, IN LOOKING AT THE TRENDS PRIOR TO THE COVID, WE WERE SEEING SOFTENING OF TRANSIT RIDERSHIP, AND SO WE -- PART OF THE GOAL OF THIS, OF THIS WHOLE PROCESS IS TO LOOKING AT THIS CRISIS AND HOW CAN WE -- WHAT CAN WE DO TO INCREASE RIDERSHIP, LOOKING AT NOT ONLY OUR CURRENT RIDERS WHO WE WANT TO GET THEM BACK, BUT ALSO NEW RIDERS TO EMBRACE THE SYSTEM, AND THAT'S WHY A LOT OF THE INITIATIVES WITH REGARDS TO SCHEDULING AND, YOU KNOW, THE FARE INTEGRATION, THE WAYFINDING, AND ALSO LOOKING AT COMMUTE SHEDS. WE KNOW THAT ALL OF US EXPERIENCE TRANSIT SERVICES WHERE WE -- WHERE THE COMMUTE CROSSES A DISTRICT LINE. YOU KNOW, IT GOES FROM A TO B, AND SO, I THINK THAT'S ONE OF THE OTHER GOALS IS HOW DO WE

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GET PEOPLE SO THE TRANSIT -- AND THE OTHER THING THAT WE'RE WORKING ON IS THIS WHOLE CONCEPT OF TRANSIT PRIORITY, AND A LOT OF YOU HAVE TOLD US, ESPECIALLY WHEN YOU'RE ON THE BUSES YOU'RE ON THE FREEWAYS AND ON THE MAIN ARTERIALS, YOU CAN HAVE A BETTER WAY, TRANSIT CAN HAVE AN ADVANTAGE, 101, 80, OR 680, OR ANY OF -- COLLEGE AVENUE, WOULDN'T THAN A MIRACLE, RIGHT? YOU KNOW, AND SIGNIFICANT TRANSIT, SOME OF THE STREETS IS THAT WE CAN MAKE IT BETTER, PEOPLE WILL BE ATTRACTED TO TRANSIT BECAUSE THEY SAY, WOW, I CAN SIT, AND I CAN GET THERE FASTER SO I JUST WANTED TO THANK YOU ALL, REALLY, BECAUSE YOU HAVE BEEN THE HEROS AND YOUR STAFF HAS WORKED SO DARN HARD TO MAKE THIS WORK. AND, REALLY APPRECIATE YOUR -- HEARING FROM YOU, TOO, AS TO YOU THINK IS GOING TO WORK AND WHAT ARE SOME OF THE THINGS WE NEED TO CONSIDER AS WE MOVE FORWARD.

JAMES P. SPERING, CHAIR: THANK YOU AMY. JANICE?

SPEAKER: THANK YOU CHAIR SPERING. I THINK I MIGHT BE A NEWER FACE TO FOLKS. I AM JANICE LI SELECTED TO THE BOARD IN 2018 AND REPRESENT THE DISTRICT WHICH IS ON THE WEST SIDE SAN FRANCISCO. FIRST I WANT TO SAY THANK YOU TO EVERYONE, TO YOU THERESE FOR HOSTING TONIGHT'S MEETING AND FOR THE INCREDIBLE WORK THAT HAS BEEN DONE TO HOST THE BLUE RIBBON TASK FORCE MEETINGS AND BRINGING US TOGETHER. TRULY IF THERE HAS BEEN A SILVER LINING AROUND THIS PANDEMIC IS THE TASK FORCE AND THE

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NEW SENSE OF COORDINATION AND COLLABORATION THAT'S BRINGING US TOGETHER AND REMINDING US THAT WE TRULY ARE IN IT TOGETHER. SO I WANT TO THANK YOU, CHAIR SPERING, FOR NOT ONLY RIDING BART BUT FOR SHARING THE POSITIVE EXPERIENCE THAT YOU HAVE HAD. I DON'T HAVE MUCH TO ADD OR A LOT OF QUESTIONS HERE BUT I WANT TO COMMEND REBECCA'S COMMENT THAT THERE IS A LOT OF LOW-HANGING FRUIT THAT ISN'T GOING TO COST MONEY AND IN FACT THERE ARE INITIATIVES THAT WE'RE ALREADY GETTING UNDERWAY WHETHER THAT'S CLIPPER START OR MODIFYING BART AND CALTRAIN MAKING MORE SEAMLESS CONNECTIONS. ALL OF THE TRANSIT AGENCIES COMING TOGETHER PUTTING EFFORT INTO TIME AND ENERGY, AT THE END OF THE DAY IT'S REALLY ABOUT RIDERS. I THINK IF WE CAN WORK TOGETHER AS LARGE TRANSIT OPERATORS WE WILL BE ABLE TO BRING OUR RIDERS BACK AND KEEP THIS REGION MOVING, AND THAT'S, YOU KNOW, A NICE THING TO SAY, AND BELIEVE, IF WE DON'T, WE ARE TRULY SCREWED. WE ARE ALREADY RETURNING TO CLOSE TO 100% VEHICLE CAPACITY ON THE BAY BRIDGE. I LIVE IN SAN FRANCISCO ON THE FAR WEST SIDE BUT I'M DOWNTOWN A LOT AND I SEE HOW THE TRAFFIC IS RETURNING BUT WE'RE AT 18% RIDERSHIP ON BART. I DON'T REMEMBER THE NUMBERS ON MUNI, BUT WE ARE FAR FROM 100% RETURNING TO THAT BUT WE HAVE TO GET IT RIDE IN EVERYTHING, TO BE RIDER FOCUSED. WHAT THAT LIKES IS FOR US TO CONTINUE TO COME TOGETHER, BE ATTENDING THE BLUE RIBBON TASK FORCE MEETINGS, BE ENCOURAGING OUR GENERAL MANAGERS TO WORK WITH OUR RESPECTIVE GENERAL MANAGERS AND TO TAKE THE TIME TO HAVE THIS

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DISCUSSION AT THE BART BOARD WE'RE GETTING MONTHLY UPDATES ABOUT REGIONAL COORDINATION. I EXPECT YOU AND ALL OF TRANSIT AGENCIES TO DO THE WORK AND TO MEET WITH ADVOCATES AND OTHER TRANSIT OPERATORS. I WILL PUT MY NAME OUT THERE USED JANICE.LI@BART.GOV DO WHAT YOU HAVE TO DO TO BRING COORDINATION AND MAKE THIS A REALITY. THANKS FOR HAVING ME HERE FOR THIS MEETING.

JAMES P. SPERING, CHAIR: THANK YOU JANICE FOR THE COMMENTS. I ALSO RIDE AC TRANSIT.

SPEAKER: YOU WERE LEFT BEHIND. [LAUGHTER]

JAMES P. SPERING, CHAIR: I DID ENJOY THE BUS NOT BEING CROWDED. COUNT ME N ANY OTHER COMMENTS OR QUESTIONS? I DON'T SEE ANYBODY ELSE WITH THEIR HAND UP. ANY OF THE GM'S HAVE ANY COMMENTS? RICK? GOING TO PUT OUT SPOT RAMACIER, HOW DO YOU SEE THIS PLAYING OUT WITH SIGNIFICANT SMALLER OPERATORS WITH SIGNIFICANT THINGS THAT WE'RE WORKING ON?

RICK RAMACIER: WELL, I'M BEING MINDFUL THAT YOU HAVE A CROWD OF BOARD MEMBERS IN THE AGENCIES. I'LL TRY TO BE A LOT SHORTER THAN I WAS YESTERDAY. I LOST A BET WITH THE LENGTH OF TIME I TOOK AT THE WORKSHOP. ANYWAY, DENNIS IS LAUGHING. I SEE THAT. BUT, I THINK EVERYTHING THAT YOU HEARD IS, I THINK, RIGHT IN

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LINE WITH WHERE I THINK THIS IS HEADED. IF WE CAN GET THE TRANSIT MANAGEMENT FUNCTION DONE CORRECTLY WHERE WE'RE ALL SEEING THE ADVANTAGES AND NONE OF US ARE FEELING LIKE, OKAY, THIS IS GOING TO HURT TOO MUCH, I THINK WE'RE ON A GOOD TRACK. I REALLY APPRECIATE THE ACKNOWLEDGEMENT OF MANY PEOPLE ABOUT THE WORK THAT'S BEEN DONE SO FAR. I KNOW WHEN I TALKED TO OUR BOARD, OUT AT COUNTY CONNECTION, THAT AMY WORTH IS ON, THERE WAS GENERAL EXCITEMENT AMONGST OUR BOARD ABOUT THESE TOPICS OF FARE INTEGRATION, WAYFINDING. I THINK THERE STONE WOULD FIND A LOT OF HIS COLLEAGUES IN CONTRA COSTA RIGHT ON BOARD WITH THAT, ABOUT THE WAYFINDING. YOU KNOW, I HAVE HAD BOARD MEMBERS, INCLUDING AMY SAY, LET'S SIGN UP FIRST FOR THAT PROJECT. LET'S BE VOLUNTEERS FOR THAT. THE SCHEDULE COORDINATION, I MENTIONED YESTERDAY, YOU KNOW, THAT WE'RE ALL, AT LEAST THE EAST BAY, SMALL OPERATORS ARE REALLY TO GO FOR THE BART CHANGE ON THE 30TH, OUR SCHEDULES ARE GOING TO CHANGE IN LINE WITH THAT. I THINK THE FACT THAT WE'RE TALKING MORE ABOUT THAT IS GOOD. I CAN'T SPEAK FOR ALL OF THE OTHER AGENCIES. WHEN I TALK TO MY UNION ABOUT THE NEED TO DO THIS, THEY UNDERSTAND IT. THE THING THEY WANT TO HEAR BACK FROM ME IS WE'RE STILL GOING TO BE ABLE TO SWITCH WORK ASSIGNMENTS BECAUSE THAT'S IMPORTANT TO THEM. THE SCHEDULES DON'T NECESSARILY HAVE TO CHANGE BUT THE WORK ASSIGNMENTS THEY LIKE TO TRADEOFF AND WORK AROUND THOSE. I LIKE THE TRACK WE'RE ON

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MR. CHAIR IT'S GOOD TO GET THE FEEDBACK FROM THE BOARD MEMBERS.

JAMES P. SPERING, CHAIR: YEAH, I JUST WANTED TO -- I APPRECIATE THOSE COMMENTS. US SMALL OPERATORS, WE FEED INTO THE BIG OPERATIONS IN MY COUNTY AND OUR BUS SERVICE GOING TO BART AND CONNECTING TO AC, IT REALLY IS IMPORTANT. SO THAT FEEDER STUFF IS IMPORTANT. MICHAEL HURSH? GOOD TO HEAR FROM YOU. WHAT'S UP MICHAEL?

MICHAEL HURSH: THANKS CHAIR SPERING. I WOULD ECHO THE SENTIMENTS OF MY PARTNER GENERAL MANAGERS. I APPRECIATE MY BOARD PRESIDENT RAISING ISSUES LABOR RELATIONS AND HOW DO WE PAY FOR THIS. THIS IS EXCITING. I HAVE BEEN DOING THIS SINCE 1993 IN THE BAY AREA I THINK THIS IS THE BEST OPPORTUNITY WE HAVE HAD. I HAVE SEEN IMPROVEMENT DURING THE PANDEMIC WITH COORDINATION AND I'M COMMITTED TO CONTINUE THAT LONG BEYOND THE PANDEMIC HOPEFULLY NEVER EVER ANOTHER PANDEMIC AGAIN. I DID WANT TO MENTION WE HAVE A BOARD MEMBER IN THE AUDIENCE SO I HOPE WE'RE GOING TO GET TO THE MEMBERS OF THE AUDIENCE WHEN YOU HAVE TIME.

JAMES P. SPERING, CHAIR: THANK YOU MICHAEL. ANY OTHER? WALLY, DO WE HAVE PUBLIC?

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WALLY CHARLES, CLERK: YES. WE HAVE TWO PUBLIC COMMENTS.

JAMES P. SPERING, CHAIR: OKAY. IF YOU CAN --

WALLY CHARLES, CLERK: MEMBERS OF THE PUBLIC PARTICIPATING BY TELECONFERENCE WITH COMMENTS, PLEASE USE YOUR RAISED HAND FEATURE OR DIAL STAR NINE NOW, AND I WILL CALL UPON YOU TO SPEAK. EACH SPEAKER WILL HAVE ONE MINUTE AND 30 SECONDS TO SPEAK. PLEASE RAISE YOUR VIRTUAL HAND IN THE NEXT 60 SECONDS TO BE RECOGNIZED AS A SPEAKER. SHEELA GUNN ARE YOU READY?

SPEAKER: YES.

WALLY CHARLES, CLERK: YES, WE CAN HEAR YOU.

SPEAKER: I'M SHEELA GUNN CUSHMAN, AND I AM A TRANSIT DEPENDENT RIDER WITH MULTIPLE DISABILITIES AND WHAT I HAVE TO SAY IS WE ARE VACCINATED AND WE ARE COMING BE BACK. I STARTED IN MARCH AND I AM REVVING UP. IT'S TAKING ME FOREVER. I RIDE MULTIPLE SYSTEMS MOSTLY AC TRANSIT AND BART. AND WHAT I AM DEEPLY CONCERNED ABOUT IS THE LONG WAIT TIME BETWEEN NOW AND WHEN THINGS WILL BE BACK TO, SO-CALLED, NORMAL. BART IS SAYING AUGUST. OUT OF YOUR MIND. I JUST TOOK A JOURNEY, LAST WEDNESDAY, THAT TOOK ME TWO HOURS AND SOME, AND IT WOULD HAVE TAKEN ME 13 MINUTES BY CAR, I WAS GOING FROM OAKLAND TO CASTRO

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VALLEY, IT'S BECAUSE THE 28 DOESN'T RUN BUT ONCE AN HOUR. AND THAT'S THIS COVID TIME STUFF. I'M DEEPLY CONCERNED THAT WAYFINDING IS BEING SPOKEN OF, BUT ARE YOU REMEMBERING THAT WAYFINDING ISN'T JUST PRINT SIGNAGE. AND IT ISN'T JUST MAPS. REMEMBER THAT AS FOLKS GET OLDER, THEY GET DISABILITIES, WHETHER THEY SAY, WHETHER THEY MENTION THEM OR NOT. YOU'RE GOING TO HAVE A LOT OF PEOPLE ON BUSES, WHETHER THEY ARE GOING TO WORK OR NOT. AND WHAT I'M DEEPLY CONCERNED ABOUT IS, WE NEED FUNDING FOR OPS. MTC IS WAITING AROUND FOR A RAINY DAY, AND WE'RE IN A DROUGHT WE'RE NOT. WE NEED MONEY FOR FUNCTIONS FOR MUNI ELEVATORS, WE NEED MONEY FOR ACCESSIBILITY TO WORK. AND I GUESS THAT'S MY BEEPER. I'M DONE. THANKS.

WALLY CHARLES, CLERK: THANK YOU. CHRISTIAN? WE CAN HEAR YOU. CAN YOU HEAR US?

SPEAKER: YES. GOOD AFTERNOON. MY NAME IS CHRIS PEEBLES, I SERVE ON AC TRANSIT BOARD AND HAVE BEEN DOING THAT FOR QUITE A WHILE. I WANT TO ECHO WHAT EVERYBODY HAS SAID ABOUT THANKING THE BLUE RIBBON COMMISSION AND MTC FOR ALL THE WORK THAT'S BEEN DONE OVER THE LAST YEAR AND A HALF OR SO. IT IS REALLY PRESTIGIOUS WORK, AND I'M ALSO VERY MUCH INTERESTED IN HAVING MUCH BETTER WAYFINDING. I HAVE TRAVELED PRETTY EXTENSIVELY IN EUROPE, AND THEY DO IT RIGHT, AND AMERICANS DON'T. SO THAT'S IMPORTANT. THERE ARE TWO ISSUES THAT I THINK ARE IMPORTANT

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THAT SOMETIMES GET LOST. THE FIRST IS WHICH PASSENGERS ARE WE DOING ALL THIS FOR? OUR TRANSBAY SERVICE, LIKE BART, LIKE THE FERRIES, IS DOWN ABOUT 90%, BECAUSE THOSE ARE WHITE COLLAR KNOWLEDGE WORKER WHO IS CAN WORK-FROM-HOME. BUT OUR LOCAL SERVICE IS ONLY DOWN ABOUT 40% BECAUSE THOSE PEOPLE ARE THE ESSENTIAL WORKERS. THEY'RE THE GROCERY STORE CLERKS, THEY'RE THE HOSPITAL ORDERLIES ET CETERA, AND THEY ARE THE PEOPLE WHO CAN'T COME TO A MEETING AT 2:00 IN THE AFTERNOON IN A TRANSIT ACCESSIBLE PLACE IN SAN FRANCISCO IF THEY LIVE IN GILROY OR ANTIOCH OR EVEN OAKLAND. SO I THINK ANY SYSTEM THAT BEGINS TO TALK ABOUT CENTRALIZING THINGS, HAS TO FOCUS ON THAT. ALSO, THOSE WHITE COLLAR WORKERS TEND TO HAVE GIG SPEED WI-FI AND ALL THE NEWEST AND GREATEST EQUIPMENT, AND THEY CAN USE TECHNOLOGY AND WEB SITES AND ALL THAT STUFF, WHEREAS THE ESSENTIAL WORKERS CANNOT. THE OTHER ISSUE -- AND I'LL BE BRIEF, BECAUSE I THINK THAT WAS MY TIME.

WALLY CHARLES, CLERK: YES.

SPEAKER: IS THAT WE HAVE TO MAKE SURE THAT WE CONTINUE TO HAVE FAMILY SUPPORTING WORK. THAT'S TRUE IN MOST OF THE MAJOR AGENCIES, BUT MANY OF THE SMALLER AGENCIES CONTRACT WITH NATIONAL AND INTERNATIONAL ORGANIZATIONS WHOSE JOB IS TO UNIONS AND THE SMALLER ENTITIES TO THE EXTEND IT'S MANAGED CENTRALLY AND CONTRACTED OUT THEN THOSE PAYING BENEFITS ARE

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NOT FAMILY SUPPORTED AND NOT SOMETHING WE SHOULD SUPPORT. THANK YOU FOR ALL YOUR WORK.

WALLY CHARLES, CLERK: THANK YOU. WARREN CUSHMAN.

SPEAKER: CAN YOU HEAR ME?

WALLY CHARLES, CLERK: YES.

SPEAKER: OKAY. GREAT. HELLO VRTF MEMBERS AND OTHER INTERESTED FOLKS MY NAME IS WARREN CUSHMAN AND I AM TOTALLY BLIND AND I WANT TO OUTLINE ITEMS THAT WERE RAISED TODAY WAY FIND SUGGEST VERY IMPORTANT TO BLIND PERSONS WE ARE INTERESTED IN WAYFINDING DISCUSSION THAT IMPACTS BLIND PERSONS SIGNAGE IS IMPORTANT TO US AND AS WAYFINDING IS TALKED ABOUT REGIONALLY WE HAVE SPECIFIC POINTS OF INTEREST THERE. IN TERMS OF FARE INTEGRATION THAT'S ANOTHER PIECE THAT WE'RE VERY INTERESTED IN, PEOPLE WITH DISABILITIES USE PUBLIC TRANSIT. MANY OF US ARE TRANSIT DEPENDENT AND DON'T HAVE A CHOICE AND WE DEPEND ON THOSE FARES. PARATRANSIT IN MANY WAYS REFLECTS THE NEEDS OF FIXED ROUTE AND THERE ARE A NUMBER OF CONCERN THAT IS BEING RAISED IN THE FIXED ARENA THAT CAN ALSO BE ADDRESSED IN PARATRANSIT, PARATRANSIT, SERVICE DELIVERY OF PARATRANSIT, ACCESS TO PARATRANSIT, BRINGING PEOPLE BACK TO USING THE PARATRANSIT SERVICES, ALL OF THAT ARE THINGS THAT WE WANT TO

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BE CONSIDERING AS WE MOVE FORWARD. AND FINALLY, I DO WANT TO SAY THAT I HAVE BEEN LISTENING TO THESE BRTF MEETINGS AS AN INTERESTED PARTY, AND I AM EXCITED TO WORK WITH MTC STAFF AND THE REST OF BRTF AS TIME GOES FORWARD. THANK YOU.

WALLY CHARLES, CLERK: THANK YOU. RICHARD HEDGES. YOU MAY SPEAK.

SPEAKER: THANK YOU. I AM GOING TO RAISE SOMETHING I HAVE RAISED MANY TIMES BEFORE. I THINK IT'S INCUMBENT UPON US TO HAVE ONE RIDE ONE DAY PARTICULATE MAYBE EXPAND IT TO WEEKLY MOST OF OUR RIDERSHIP IN THE BAY AREA IS BETWEEN CALTRAIN BART AND AC TRANSIT IF WE COULD EXTEND THAT TO CALTRAIN, BART, VTA, SAMTRANS, AND AC TRANSIT, WE WOULD GET 90% OR BETTER OF THE RIDERS AND I KNOW FROM DOING TRAVEL TRAINING WITH PEOPLE WHO HAVE ALWAYS JUMPED IN THEIR CAR AND TURNED ON THEIR GPS THAT THEY ARE MYSTIFIED IN STARTING TO RIDE TRANSIT AND ONE OF THE THINGS THEY HAVE TROUBLE FIGURING OUT IS HOW MUCH MONEY THEY WILL NEED TO PUT ON THEIR CARD DEPENDING ON THEIR DESTINATION AND RETURN TRIP. A DAY PASSED LEAVE A LOT OF PEOPLE AS WOULD FOR MANY, MANY AGENCIES WOULDN'T BE USED BACKGROUND PEOPLE WILL BUY THE TICKETS SIMPLY BECAUSE IT GIVES CONVENIENCE. I WOULD LIKE TO CHIME IN WITH CHARLES STONE KNOWING WHAT LA HAS DONE WITH THE HUGE AMOUNT OF MONEY FROM A MEASURE THEY SENT. I THINK WE NEED TO DO A BAY AREA REGIONAL NINE COUNTY MEASURE. I

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WOULD BE MUCH IN SUPPORT OF THAT, AND HAVE BEEN. THANK YOU VERY MUCH.

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

SPEAKER: I THINK JANICE HAS HER HAND UP.

WALLY CHARLES, CLERK: THERE IS ONE MORE PUBLIC COMMENT THAT CAME O I THINK IT'S ADINA LEVIN. ADINA, ARE YOU READY TO SPEAK.

SPEAKER: YES. THANK YOU VERY MUCH. AND GLAD TO HEAR ABOUT THE PROGRESS OF THE BLUE RIBBON TASK FORCE. AND I WANT TO SPEAK TO THE TOPIC OF FUNDING, AND CERTAINLY, FOR SOME OF THE MORE AMBITIOUS AND BROADER OUTCOMES, THERE WILL BE A NEED FOR ADDITIONAL FUNDING WITH TRANSIT ADVOCACY. HATS HAVE BEEN WORKING ON ENCOURAGING FEDERAL FUNDING, NOT ONLY FEDERAL RELIEF BUT OPERATIONS FUNDING GOING FORWARD WHICH COULD REALLY HELP US INCLUDING AND ALSO IN TERMS OF REGIONAL FUNDING AND ONE OF THE GREAT THINGS ABOUT THAT POLLING WHERE IT'S 88 TO 90%, WHERE YOU HAVE THINGS THAT ARE SO POPULAR WITH 88 TO 90% THAT CAN REALLY HELP TO GET VOTERS TO SUPPORT THE FUNDING AND HAVING A VISION THAT IS PUT FORWARD WITH THIS WORK CAN REALLY HELP TO GET VOTERS TO PAY FOR THAT FOR THE FUNDING TO MAKE IT

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HAPPEN. SO, I'M GLAD TO SEE THIS VISION COMING FORWARD THAT, YOU KNOW, HOPEFUL WE CAN WORK TOGETHER TO GET THE FUNDING TO ACHIEVE THE LARGER VISIONS OF, AND WORK ON THE LOW-HANGING FRUIT IN THE MEANTIME. THANK YOU.

WALLY CHARLES, CLERK: THANK YOU. NO MORE PUBLIC COMMENTS. CHAIR SPERING, YOU'RE MUTED.

JAMES P. SPERING, CHAIR: JANICE LI, DID YOU WANT TO SPEAK AGAIN? YOUR HAND IS UP.

JANICE LI: I HAD A BRIEF COMMENT BASED ON PUBLIC COMMENT. IS THAT ALL RIGHT.

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

SPEAKER: FIRST I WANT TO TAKE EVERYONE WHO TOOK THE TIME TO SPEAK IT'S HARD TO GET PEOPLE AND WORKERS WHO RELY ON PUBLIC TRANSIT TO A MEETING LIKE THIS IT ALSO MEANS IT MAKES OUR WORK MORE IMPORTANT NOW THAN EVER. SPECIFIC TO THE COMMENTS MADE BY AC TRANSIT CHRIS PEEBLES, I HAVE A WORLD OF RESPECT TO THE MANY YEARS YOU HAVE PUT INTO TRANSIT. I DO SUPPORT LOCAL SERVICE BUT I WANT TO PUSH BACK ON COMMENTS. BART CONDUCTS SURVEY INTERACTION FOR RIDERS, WE WERE FORTUNATE TO DO ONE IN SEPTEMBER OF 2020 IN THE DEPTHS OF THE PANDEMIC AND WHAT WE

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LEARNED IS THAT MORE THAN EVER LOW INCOME PEOPLE ARE DEPENDING ON TRANSIT SERVICE LIKE BART WHICH IS TRAVELING ACROSS THE ENTIRE REGION AND JUST UNDER 50% ARE LOW INCOME BASED ON HOUSEHOLD INCOMES WHAT THIS TELLS ME IS PEOPLE WHO CAN DEPENDENT ON OUR SERVICE THEY'RE NOT WHITE WEALTHY TECH WORKERS THEY'RE STILL PEOPLE TO STILL NEED TO RIDE BART AND THIS GIVES A VISION OF OUR SYSTEMS WHAT IT CAN BE LOOK LIKE IF WE WORK TOGETHER TO BUILD A SEAMLESS AFFORDABLE CONNECTION. ALL OF OUR BUDGETS ARE SHOT WE'RE RETHINKING OUR PIE CHARTS OF WHERE FUNDING IS GOING TO COME FROM. BART WAS FARE BOX HIGH RECOVERY IN THE PAST WE'RE NOT THAT NOW. WE THINKING THROUGH THIS TOGETHER RETHINKING PUBLIC TRANSIT PROVIDING NOT ONLY LOCAL SERVICE BUT LONG HAUL SERVICE AND COMMUTES. I JUST WANTED TO MAKE THAT BRIEF COMMENT.

JAMES P. SPERING, CHAIR: THANK YOU. IAN GRIFFITHS.

IAN GRIFFITHS: I WANT TO ECHO THANKS TO STAFF AND THE BLUE RIBBON TASK FORCE FOR THEIR PARTICIPATION. I SIT ON THE TASK FORCE OF SEAMLESS BAY AREA, AND I WANT TO ECHO THE OPPORTUNITY THAT I SEE THAT THIS BRINGS, REGARDING HAVING A TRANSIT SYSTEM THAT REALLY WORKS FOR ALL TYPES OF TRIPS. YOU KNOW, THERE WAS A COMMENT THAT, YOU KNOW, WE'RE NOT IN CONTROL OF WHO COMES BACK TO TRANSIT BECAUSE WORKPLACES MIGHT HAVE WAY MORE REMOTE WORK THAN PREVIOUSLY. AND YOU KNOW, ANOTHER COMMENT ABOUT WHO

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IS THIS ULTIMATELY FOR. I THINK, IN THE PAST, OUR TRANSIT SYSTEM HAS BEEN BIASED TOWARDS COMMUTE TRIPS. AND, ACTUALLY, LIKE LESS THAN 20% OF ALL TRIPS ARE COMMUTE TRIPS. SO THE VAST MAJORITY OF TRIPS PEOPLE ARE TAKING MOSTLY IN CARS ARE NOT SOMEONE GOING TO WORK IT'S ABOUT THINGS PEOPLE DO, AND OUR TRANSIT SYSTEM FOR THE MOST PART DOESN'T WORK VERY WELL THE VAST MAJORITY OF THOSE TRIPS EVER DONE IN CARS. I SEE THIS AS A REAL OPPORTUNITY CONSIDERING THERE IS GOING TO BE FEWER COMMUTE TRIPS THOSE ARE NEVER GOING TO GO BACK TO NORMAL, HOW CAN WE REFRAME OUR TRANSIT SYSTEM TO TAKE ADVANTAGE OF ALL OF THE OTHER PLACES PEOPLE ARE GOING, HAVE TRANSIT WORK BETTER IN DIFFERENT COMBINATIONS THAN PEOPLE HAVE USED IT IN THE PAST. AND THAT'S GOING TO REQUIRE CLOSE COORDINATION OVER A NUMBER OF YEARS BETWEEN ALL OF OUR DIFFERENT SERVICES WHICH HAVEN'T EVOLVED THAT WAY, NECESSARILY, BUT ARE GOING TO NEED TO IN THE FUTURE. SO I'M REALLY EXCITED ABOUT THAT OPPORTUNITY. I THINK THE EQUITY PRINCIPLES THAT WERE ADOPTED BY THE TASK FORCE VERY EARLY ON, ARE GOING TO BE VERY HELPFUL. AND I HOPE WE CONTINUE TO USE THOSE TO EVALUATE HOW WE MAKE DECISIONS GOING FORWARD AND MAKING SURE WE'RE NOT SOME KIND OF ELITE BIAS TOWARD WHAT WE WANT PEOPLE ACTUALLY TESTING OUT BUT WITH SOLUTIONS TO MEET THE GOALS. THANK YOU FOR THE LEADERSHIP AND THE EQUITY PRINCIPLES. LOOK TO MOVE FORWARD.

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JAMES P. SPERING, CHAIR: ANY OTHER COMMENT? I WANT TO CLOSE WITH ONE, WE HAVE TO BE CAUTIOUS AS TO HOW WE MEASURE THINGS. THE TRAFFIC CONGESTION IS OUTPACING PEOPLE RETURNING TO TRANSIT AND A LOT OF THE EMPLOYEES ARE HAVING EMPLOYEES COME BACK TO WORK AND THEY ARE SELECTING TO USE THEIR CAR AND WE HAVE TO FIGURE OUT HOW TO MOVE THOSE PEOPLE IN THE AUTO CONGESTION INTO TRANSIT. WE CAN'T LOSE SIGHT OF THE FACT THAT PEOPLE ARE MAKING CHOICES RIGHT NOW AND UNFORTUNATELY IT'S NOT USING TRANSIT. SO THAT'S THE CHALLENGE THAT WE HAVE. THAT'S PART OF THE MARKETING CAMPAIGN THAT MTC IS INVOLVED WITH DEVELOPING RIGHT NOW, AND IT'S ONE THAT WE SHOULD ALL HAVE AN INTEREST IN. SO WITH THAT SAID, THERESE, DID YOU HAVE ANY CLOSING COMMENTS?

THERESE MCMILLAN: NOPE. JUST, AGAIN, TO THANK EVERYONE FOR BEING WITH US AT THE END OF THE DAY AND LOOKING FORWARD TO YOUR CONTINUED SUPPORT AS WE MOVE THIS FORWARD.

JAMES P. SPERING, CHAIR: OKAY. AND THANK THE OPERATORS AND ALL OF OUR ADVOCATES. I THINK WE'RE ON THE RIGHT PATH. SO, THANK YOU EVERYONE. [ADJOURNED].

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