METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

OPERATIONS COMMITTEE

FRIDAY, SEPTEMBER 10, 2021, 9:35 A.M.

ALFREDO PEDROZA: GOOD MORNING, EVERYONE. MY NAME IS ALFREDO PEDROZA, CHAIR OF THE MTC. KATHLEEN, I JUST WANT TO CONFIRM WITH OUR COUNSEL, THAT THE CHAIR AND VICE CHAIR ARE NOT WITH US TODAY. SO, IN THE INSTANCE OF THAT, I'M GOING TO DEPUTIZE MYSELF AND I WILL CHAIR THE MEETING. IS THAT APPROPRIATE AND CONSISTENT WITH OUR POLICY PROCEDURES?

KATHLEEN KANE: THAT IS APPROPRIATE AND CONSISTENT AND HAVE A GOOD MEETING.

ALFREDO PEDROZA: ALL RIGHT. THANK YOU VERY MUCH. I'M GOING TO CALL THE MEETING TO ORDER. PLEASE ROLL THE BROADCAST ANNOUNCEMENT. [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

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ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISE 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 ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

ALFREDO PEDROZA: THANK YOU VERY MUCH, BROADCASTING TEAM. ITEM ONE, ROLL CALL, AND CONFIRM WE HAVE A QUORUM.

CLERK OF THE BOARD: DUTRA-VERNACI? VICE CHAIR CONNOLLY? MEMBER AHN?

EDDIE AHN: HERE.

CLERK OF THE BOARD: COMMISSIONER CANEPA? FLEMING?

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SPEAKER: HERE.

CLERK OF THE BOARD: COMMISSIONER FLEMING? OH I THOUGHT YOU WERE ABSENT. COMMISSIONER GIOCAPINI NON-VOTING.

DORENE M. GIACOPINI: HERE.

CLERK OF THE BOARD: LICCARDO?

SAM LICCARDO: HERE.

CLERK OF THE BOARD: SCHAFF? SPERING?

JAMES P. SPERING: PRESENT.

CLERK OF THE BOARD: AND DEPUTIZED COMMISSION CHAIR PEDROZA?

ALFREDO PEDROZA: HERE.

CLERK OF THE BOARD: WE NOW HAVE QUORUM.

ALFREDO PEDROZA: ALL RIGHT. IF COMMISSIONER WORTH WOULD LEAD US IN THE PLEDGE OF ALLEGIANCE, PLEASE. [PLEDGE OF ALLEGIANCE] "I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF

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AMERICA, AND TO THE REPUBLIC FOR WHICH IT STANDS, ONE NATION UNDER GOD, INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL."

ALFREDO PEDROZA: THANK YOU, COMMISSIONER WORTH. LET'S MOVE TO ITEM THREE, COMPENSATION ANNOUNCEMENT.

CLERK OF THE BOARD: AS AUTHORIZED BY STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY WILL BE ENTITLED TO RECEIVE $100 PER MEETING ATTENDED UP TO A MAXIMUM OF $500 PER MONTH PER AGENCY. THIS AMOUNT IS A PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

ALFREDO PEDROZA, CHAIR: THANK YOU MARTHA. ITEM FOUR CONSENT CALENDAR. MARTHA HAVE WE RECEIVED ANY PUBLIC COMMENT ASSOCIATED WITH OUR CONSENT CALENDAR?

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

ALFREDO PEDROZA, CHAIR: THANK YOU. AT THIS POINT I WILL ENTERTAIN A MOTION FOR APPROVAL FROM COMMITTEE MEMBERS.

JAMES P. SPERING: MOTION BY SPERING.

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ALFREDO PEDROZA, CHAIR: MOTION BY SPERING. I WILL ENTERTAIN A SECOND.

SAM LICCARDO: SECOND.

ALFREDO PEDROZA, CHAIR: ROLL CALL VOTE, PLEASE?

CLERK OF THE BOARD: [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT

ALFREDO PEDROZA, CHAIR: FIRST ITEM 5A, A PARTNERSHIP AGREEMENT MTC SHIFT CALIFORNIA STATE UNIVERSITY EAST BAY INTUIT KAISER FOUNDATION HOSPITAL HOLDINGS, INC. REGENTS OF THE UNIVERSITY OF CALIFORNIA BERKELEY. MICHELLE GO IS GOING TO PRESENT THIS ITEM.

MICHELLE GO: GOOD MORNING COMMISSIONERS. MY NAME IS MICHELLE GO, WITH MTC'S DESIGN AND PROJECT DELIVERY SECTION. MARTHA COULD YOU PULL UP THE SLIDES? THANK YOU. TODAY I'LL BE PROVIDING AN UPDATE ON MTC'S SHIFT AS WELL AS PRESENTING THE EMPLOYERS APPROVAL FOR THE PARTNERSHIP AGREEMENTS. NEXT SLIDE. I WANT TO START WITH AN OVERVIEW OF MTC SHIFT. THERE ARE SEVERAL PROGRAMS OUT THERE THAT HELP REDUCE DRIVE ALONE RATES IN THE BAY AREA AND ENCOURAGE ALTERNATIVE MODES. WE HAVE

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REGIONAL PROGRAMS THAT MTC OPERATES, SUCH AS THE BAY AREA COMMUTER BENEFITS PROGRAM, AND MERGE. SEVERAL COUNTY AGENCIES ALSO OPERATE THEIR OWN PROGRAMS. THERE ARE SEVERAL THIRD-PARTY APPS WHICH HELP FACILITATE CARPOOLING AND OTHER TRIPS AND EMPLOYERS ALSO HAVE THEIR OWN PROGRAM. AND WE HAVE DECIDED TO LAUNCH MTC SHIFT TO ADD ANOTHER TOOL INTO THE TOOLBOX TO HELP MOVE NEEDLE ON REDUCING DRIVE ALONE RATES. NEXT SLIDE. AS I MENTIONED, OUR GOAL -- ONE OF THE GOALS FOR MTC SHIFT IS TO REDUCE DRIVE ALONE RATES ON CONGESTED CORRIDORS. AND THE THIS IS TO SUPPORT OTHER POLICIES AND PROGRAMS SUCH AS THE RING AROUND THE BAY OCCUPANCY POLICY WHICH REQUIRES THREE OR MORE PEOPLE IN A CARPOOL ON 880 AND OTHER EXPRESS LANE AND BRIDGE CORRIDORS. WE'RE ALSO -- THIS PROGRAM ALSO HELPS SUPPORT THE BAY AREA COMMUTER BENEFITS PROGRAM, AND, AS WELL AS OTHER INITIATIVES AND PROGRAMS THAT MTC HAS. AND WHAT MTC SHIFT DOES IS, WE'RE PARTNERING WITH EMPLOYERS TO IMPLEMENT COMMUTE MANAGEMENT PLATFORMS. THE ONES THAT WE HAVE PREVIOUSLY QUALIFIED AND APPROVED BY THIS COMMITTEE ARE LOOM, RIDE AMIGOS AND RIDE SHARK. THESE ARE COMMUTE STRATEGIES AND INCENTIVES, WE REQUIRE EMPLOYERS TO HAVE AN IMPLEMENT A PARKING MANAGEMENT STRATEGY. TODAY WE'RE RECOMMENDING FIVE EMPLOYERS FOR ROUND TWO OF FUNDING. TOGETHER THEY REPRESENT 14 LOCATIONS AND OVER 70,000 EMPLOYEES AND STUDENTS. AND THESE ARE CAL STATE EAST BAY, INTUIT, KAISER FOUNDATION HOSPITAL WHICH REPRESENTS SAN FRANCISCO LOCATIONS, HOLDINGS, INC. ALSO KNOWN AS YAHOO, THIS

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WAS PREVIOUSLY KNOWN AS VERIZON MEDIA, AND WE LEARNED EARLIER THIS WEEK WITH THE SALE OF THE COMPANY, WAS FINALIZED ON SEPTEMBER 1ST WITH THE SALE THEY WILL BE KNOWN AS YAHOO. AND REVISED MEMO REGENTS OF THE UNIVERSITY OF CALIFORNIA BERKELEY. ON THE MAP SHOWING LOCATIONS OF THESE EMPLOYERS FROM SAN FRANCISCO, ALONG I80, 880, 101, MOUNTAIN VIEW, AND SAN JOSE. ON THE NEXT SLIDE I'LL PROVIDE AN UPDATE ON ROUND ONE OF OUR EMPLOYERS. ROUND ONE, THIS COMMITTEE APPROVED ROUND ONE OF EMPLOYERS LAST YEAR. AND THESE WERE SIX EMPLOYERS THAT REPRESENT TEN LOCATIONS AND OVER 40,000 EMPLOYEES. AND THESE EMPLOYERS ARE THE COUNTY OF SONOMA, GENETECH, KAISER PERMANENTE EAST BAY, PACKARD CHILDREN'S HOSPITAL STANFORD HEALTH CARE AND THE MAP SHOWS LOCATIONS FROM SANTA ROSA, I80, 880, 101 AND THE PENINSULA, SOUTH BAY. I WANT TO PROVIDE AN UPDATE ON THE EMPLOYERS. ON THE NEXT SLIDE, WE ARE STARTING TO JUST RECEIVE SOME OF THE DATA FROM ROUND ONE EMPLOYERS. SO THIS IS AN EXAMPLE OF ONE OF THE EMPLOYER GENETECH. ON THE LEFT CHART YOU WILL SEE LOG TRIPS BY MODE. AND AS YOU CAN SEE, IT'S A STEEP DROP-OFF STARTING IN MARCH, 2020. AND THESE ARE SHOWING NON-DRIVE ALONE TRIPS OF PUBLIC TRANSIT, VANPOOL, CARPOOL, WALKING, BIKING, AND SCOOTER. ON THE RIGHT IT SHOWS JUST FOCUSED ON APRIL 2022 CURRENT AND OF THOSE TRIPS YOU WILL SEE THAT BIKING AND SCOOTERING ARE THE MOST POPULAR NON-DRIVE ALONE MODES DURING THE PANDEMIC FOR THIS COMPANY. BUT YOU WILL ALSO SEE THAT THE PUBLIC TRANSIT, THE RATE OF PUBLIC TRANSIT

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TRIPS HAS BEEN SLIGHTLY INCREASING IN RECENT MONTHS. ON THE NEXT SLIDE, NEXT SLIDE, PLEASE. THANK YOU. IT SHOWS THE UNIQUE USERS BY MODE, AND IT ALSO TELLS A SIMILAR TALE THAT BIKING AND SCOOTING ARE POPULAR, BUT WE ARE SEEING UPTICKS IN TRANSIT IN RECENT MONTHS. THAT CONCLUDES MY PRESENTATION OF THE SLIDES BUT I WOULD LIKE TO CLOSE OUT WITH A FEW COMMENTS. WE RELEASED ROUND ONE IN 2020 PRIOR TO COVID-19 IMPACTING US IN THE WAY IT HAS. SO WE DIDN'T KNOW WHAT WOULD HAPPEN, BUT EMPLOYERS ARE EMBRACING THESE TOOLS TO FACILITATE RETURN TO THE WORKPLACE. AND WE ARE LOOKING AT WAYS TO PARTNER AND ENCOURAGE PEOPLE BACK TO TRANSIT AND TO DETER PEOPLE FROM DRIVING ALONE. AND FINALLY WE WOULD LIKE TO CONCLUDE MTC SHIFT WITH FUNDING SUCH AS OBAG THREE TO CONTINUE TO WORK WITH EMPLOYERS AND TO REDUCE VMT AND TO ENCOURAGE SHIFT. THANK YOU. WITH THAT, I WILL TAKE ANY QUESTIONS.

ALFREDO PEDROZA, CHAIR: THANK YOU. GREAT PRESENTATION. I REALLY ENJOY THIS TYPE OF INNOVATION AND THE PRIVATE SECTOR ALSO STEPS UP TO PARTICIPATE. WE TRIED TO DO THIS IN NAPA COUNTY, A SMALLER COUNTY, OBVIOUSLY, BUT HOW CAN WE ALSO TRY TO SCALE THIS AND MAKE IT ATTRACTIVE FOR SMALLER COUNTIES WITH, MAYBE, EMPLOYERS THAT AREN'T IN THE THOUSANDS, BUT ARE CRITICAL. AND NAPA COUNTY, JUST AS AN EXAMPLE, WE HAVE A LOT OF EMPLOYERS LOCATED ON THE CORRIDOR. RIGHT? AND WE KNOW THAT THERE IS -- THE WORKFORCE LIVES IN A SOUTH CITY TO IT, AND

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THESE ARE SCALED TO SMALLER COMMUNITIES WITH THE SAME CHALLENGES JUST IN A DIFFERENT SCALE. IS THERE OPPORTUNITY TO TRY TO TAKE THIS INTO SMALLER COUNTIES TO SEE THE SAME OUTCOME?

SPEAKER: GOOD QUESTION. WE DID TRY TO FOCUS ON THE MOST CONGESTED CORRIDORS. BUT AS YOU WILL SEE FROM ROUND ONE, WE DID HAVE THE COUNTY OF SONOMA PARTICIPATE IN OUR ROUND ONE OF FUNDING. EVEN THOUGH THEY WERE A SLIGHTLY SMALLER ORGANIZATION. I THINK THAT COULD BE AN OPPORTUNITY TO EXPAND THE PROGRAM, GIVEN INCREASED FUNDING, IF WE WERE TO TRY TO TARGET SMALLER COUNTIES, SMALLER ORGANIZATIONS, SMALLER EMPLOYERS. ANOTHER OPPORTUNITY IS, SEVERAL COUNTIES ARE ALREADY -- THEY ALREADY HAVE PROGRAMS THAT OFFER COMMUTE MANAGEMENT PLATFORMS, AND SO THAT COULD BE A WAY TO PROMOTE THESE EXISTING PROGRAMS FOR SMALLER COMPANIES THAT, SUCH AS IN NAPA VALLEY.

ALFREDO PEDROZA, CHAIR: I JUST APPRECIATE THAT. BECAUSE WE'RE ALL DEALING WITH THE SAME ISSUES JUST IN DIFFERENT SCALE AND INTENSITY. THE TOOLS ARE EQUALLY VALUABLE IN THE SMALLER COMMUNITIES, AND THE SMALLER EMPLOYERS DON'T HAVE THE RESOURCES TO DO IT AND I SEE THERE IS A WAY TO SCALE THIS IN A SMALL COUNTY. COMMISSIONER AHN, QUESTION?

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EDDIE AHN: I APPRECIATED SEEING THE CASE STUDY SLIDE ON GENETECH IT HELPS ME LOOK AT THE MET TRICKS YOU'RE TRYING TO EVALUATE, PRIOR GRANTEES, WHAT IS THE METRICS SUCCESS I WOULD LIKE THAT A LITTLE CLEARER, PARTICULARLY ON SPECIFIC MODE SHIFT, AND DOES IT SHARI BY EMPLOYER, SIZE, FOR INSTANCE? I'M LOOKING AT NEXT ROUND EVER FUNDING HOW ARE WE EVALUATING FUTURE GRANTEES, AS WELL.

SPEAKER: WE ASKED FOR BASELINE RATES IF THEY HAD IT AVAILABLE OR TO COLLECT THAT INFORMATION AT THE START OF THE PROGRAM. I THINK WITH COVID-19 EVERYTHING'S BEEN UPENDED. SO IT'S HARD TO SAY, AND I THINK WE'RE CONTINUING TO WORK WITH EMPLOYERS TO SEE WHAT MAKES SENSE. I THINK ALL OF THEM ARE COMMITTED TO REDUCING DRIVE ALONE RATES OR TRYING TO ENCOURAGE MODES AS WE NAVIGATE TO RETURNS TO THE WORKPLACE. I THINK THIS IS SOMETHING WE CAN CONTINUE TO WORK ON AND THINK ABOUT A LITTLE BIT MORE.

ALFREDO PEDROZA, CHAIR: THANK YOU, COMMISSIONER AHN. VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: YEAH. I HAD A SIMILAR COMMENT. I THOUGHT IT WOULD BE REALLY HELPFUL, IN THESE -- WHEN YOU'RE PRESENTING THIS INFORMATION, TO PRESENT -- TO INCLUDE COMMUTER SHUTTLES, BECAUSE I KNOW SOME OF THESE LARGE EMPLOYERS, IT'S A HUGE

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NUMBER OF PEOPLE, AND THAT'S AN IMPORTANT NON-DRIVE ALONE TOOL. AND ALSO TO INCLUDE DRIVE ALONE RATES. BECAUSE IT'S, SORT OF -- IT'S DIFFICULT TO TELL FROM THE INFORMATION YOU'RE PROVIDING WHETHER NO ONE'S GOING TO THE OFFICE OR EVERYBODY IS JUST SHIFTED TO DRIVING, I KNOW WITH GENENTECH, FOR INSTANCE, HAVE TO GO TO LABS. THEY DON'T HAVE A LAB AT HOME.

SPEAKER: THEY DO HAVE A COMMUTER SHUTTLE DATA BUT THEY WEREN'T ABLE TO PROVIDE IT. WE WILL INCLUDE THAT IN FUTURE PRESENTATIONS. FOR DRIVE ALONE RATES THAT'S SOMETHING DIFFICULT FOR SOME EMPLOYERS, DEPENDING ON HOW THEY WERE COLLECTING DATA, WE ARE TRYING TO WORK WITH EMPLOYERS TO GET THAT INFORMATION.

NICK JOSEFOWITZ: WE'RE ENTERING A MOMENT WHERE IT'S SO DIFFICULT TO BASELINE WHAT IS, SORT OF, THE NUMBER OF PEOPLE THAT WE SHOULD BE TRYING TO GET ON TO PUBLIC TRANSIT. BECAUSE AN EMPLOYER CHANGES ITS POLICIES, LIKE IF EVERYBODY HAS TO COME IN TWO DAYS A WEEK OR THREE AND A HALF DAYS A WEEK, IT THROWS THE NUMBERS COMPLETELY OFF. I DON'T KNOW THE ANSWER, BUT I'M SURE YOU'RE THINKING ABOUT THIS

ALFREDO PEDROZA, CHAIR: THANK YOU. COVID WAS A DISRUPTOR, IN THIS REDUCTION OF VEHICLE TRIPS, AND THERE IS ABILITY TO TRACK THAT WITH SOME OF THE APP BASED PROGRAMS THAT THE PLATFORMS

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HAVE BUT THIS IS CREATING BENCHMARKS TO IDENTIFY HOW WE'RE MOVING THE METRIC IN THE RIGHT DIRECTION. SEEING NO OTHER COMMISSIONER COMMENTS AT THIS POINT. MARTHA DO WE HAVE ANY ADDITIONAL MEMBERS OF THE PUBLIC THAT WOULD LIKE TO COMMENT ON THIS ITEM OR DID WE RECEIVE WRITTEN COMMUNICATION? THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM AND THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND ROLAND, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: GOOD MORNING. I WANT TO SHARE WITH YOU I'M EXTREMELY CONCERNED THAT ANY STUDY THAT STUDIES 101 TO SAN JOSE. 101 DOES NOT END IN SAN JOSE, IN THE NINE BAY AREA COUNTIES IT ENDS UP IN GILROY AND YOU WILL NEVER BELIEVE WHAT'S GOING ON I AM LOOKING AT THE SLIDE RIGHT NOW SOUTH OF GILROY, THEY ARE WIDENING THREE FREEWAYS SOUTH OF GILROY, IN THE MEANTIME, THERE IS NO HOV LANE BETWEEN MORGAN HILL AND GILROY. IF YOU WERE DRIVING, YOU WOULD SEE SMALL BACK UP ALL THE WAY IN SOUTH SAN JOSE BECAUSE OF THE MASSIVE BOTTLENECK IN NORTH MORGAN HILL. THERE WAS A PRESENTATION LAST NIGHT, THE STAFF REPORT WAS REJECTED 11 TO 2. WE JUST CANNOT CARRY ON LIKE THIS. LET ME -- SOME OF THE EXAMPLES THAT YOU MADE ABOUT CARPOOLING, THEY HAVE SOMETHING CALLED THE [INDISCERNIBLE] BEFORE THEY WENT BANKRUPT. I USED TO -- 101, THESE WERE PACKED TO THE RASTERS. THE ISSUE DOWN THERE IS WE DON'T HAVE A CARPOOL LANE. WHAT IS THE INCENTIVE OF CARPOOLING? NONE? I WOULD SAY 50%

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COME FROM SOUTH SANTA CLARA COUNTY. WE ARE TALKING ABOUT THOUSANDS BY THE END OF THE DAY FOR CRYING OUT LOUD I WOULD ASK FOR PLANNING TO PLAN DOWN TO GILROY AND PREFERABLY FURTHER SOUTH FROM THERE AND PAY ATTENTION TO WHAT'S GOING ON SOUTH OF SANTA CLARA COUNTY. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU ROLAND.

CLERK OF THE BOARD: THERE ARE NO OTHER MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

ALFREDO PEDROZA, CHAIR: ALL RIGHT BRINGING IT BACK TO THE COMMITTEE. ANY FINAL QUESTIONS FROM COMMITTEE MEMBERS? SEEING NONE. THANK YOU, MICHELLE, FOR YOUR PRESENTATION. I WILL ENTERTAIN A MOTION TO APPROVE THE PARTNERSHIP AGREEMENTS FOR MTC SHIFT.

JAMES P. SPERING: SPERING WILL MOVE APPROVAL.

ALFREDO PEDROZA, CHAIR: FIRST BY COMMISSIONER SPERING.

EDDIE AHN: SECOND.

ALFREDO PEDROZA, CHAIR: SECOND BY COMMISSIONER AHN. ALL RIGHT. FIRST AND SECOND ROLL CALL VOTE, PLEASE.

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CLERK OF THE BOARD: [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT

ALFREDO PEDROZA, CHAIR: ALL RIGHT. LET'S MOVE TO OUR NEXT ACTION ITEM. ITEM 5B TRANSIT TRANSFORMATION ACTION PLAN. OUR EXECUTIVE DIRECTOR THERESE MCMILLAN WILL KICK IT OFF. AND LET ME JUSTICE SAY, I REALLY WANT TO THANK EVERYONE WHO PARTICIPATED IN THE BLUE RIBBON COMMITTEE -- -- THAT LEAD TO THE CULMINATION OF THE ACTION PLAN THAT FOCUSED AROUND THE OUTCOME OF USER. I WANT TO THANK THE COLLABORATION OF OPERATORS DONE FROM THE BEGINNING, DONE COLLABORATIVELY WE HAD GREAT DISCUSSIONS AND TO COMMISSIONER SPERING FOR LEADING THE WAY. THANK YOU FOR YOUR SERVICE, JIM, I THINK THIS WAS INSTRUMENTAL DONE AT THE RIGHT TIME, TAKING THE OPPORTUNITIES THAT THE PANDEMIC PROVIDED US REALLY CREATES MEANINGFUL OUTCOMES AND CHANGE. THIS IS JUST THE BEGINNING. TODAY IS A KICKOFF OF THIS PLAN. AND I WOULD BE REMISS IF I DIDN'T SHARE THE COMMISSION WORKSHOP COMING UP. WE'RE GOING TO TALK ABOUT HOW DO WE MAKE THESE THINGS HAPPEN RESOURCES ARE THAT ARE NEEDED AND PRIORITY OF COMMISSIONER STAFF LOCALIZATION. THIS IS AN ACTION PLAN. I'LL TURN IT OVER TO THERESE TO KICK IT OFF.

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THERESE MCMILLAN: GREAT. THANK YOU SO MUCH CHAIR PEDROZA. MY COMMENTS ARE GOING TO REINFORCE AND UNDERSCORE WHAT YOU JUST SAID, HOPEFULLY NOT PARTICULARLY REDUNDANT. JUST TO ACKNOWLEDGE AT THE OUTSET THE PAST YEAR AND A HALF HAVE BEEN SOME OF THE MOST CHALLENGING TIMES ANY OF US HAVE LIVED THROUGH. AND AMONG THE MANY PEOPLE THAT NEED TO BE THANKED. WE ALL WANT TO PERSONALLY EXTEND OUR GRATITUDE TO THE FRONTLINE TRANSIT WORKERS AND SYSTEMS RUNNING, AND ALSO THE RIDERS, RIDING OUR BUSES AND FERRIES, AND RAIL SYSTEMS. WE CREATED THE BLUE RIBBON TRANSIT RECOVERY BACK IN APRIL OF 2020 AND BRINGING KEY STAKEHOLDERS AND TRANSIT OPERATORS TOGETHER TO BUILD UNIFIED SUPPORT IN COMING OUT OF THIS EXISTENTIAL CRISIS THAT TRANSIT WAS FACING. IT WAS AN INTENSE 15-MONTH EFFORT CHAIRED BY COMMISSIONER SPERING. AND THE GROUP FOCUSED ON SUCCESSIVE STAGES OF SURVIVE RECOVERY AND TRANSFORMATION AND THE TASK FORCE MEMBERS SPENT OVER A YEAR IN COLLABORATIVE DIALOGUE, AND I WOULD SAY, NOTABLY, A RESPECTFUL SEARCH FOR CONSENSUS AS WE ENTERTAIN VERY DIFFERENT PERSPECTIVES AND CHALLENGES IN ADDRESSING THESE ISSUES. AS YOU NOTED, YOU KNOW, THE SPECIAL APPRECIATION TO THE TRANSIT AGENCIES, THE PROJECT STAFF, AND TEAMS, STAKEHOLDERS, AND MEMBERS OF THE PUBLIC WHO ACTIVELY CONTRIBUTED TO THE TASK FORCE. AND THAT, ALONGSIDE THE FACT THAT THEY WERE DEALING WITH HISTORICALLY SEVERE IMPACTS IN THEIR OWN ORGANIZATION. SO THE ABILITY TO MOVE ALL THOSE PARALLEL TRACKS OF DEALING WITH THEIR LOCAL CHALLENGES,

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BUT RECOGNIZING THE NEED FOR THIS REGIONAL FOCUS, REALLY, I THINK, IS COMMENDABLE. LOOK. MAKE NO DOUBT THAT TRANSFORMING OUR TRANSIT SYSTEM WHILE WE CONTINUE TO RECOVER FROM THE PANDEMIC'S IMPACTS, IS GOING TO BE CHALLENGING. TODAY TO HELP SET THE PATH THE TASK FORCE IS DELIVERING TO THE COMMISSION, A TRANSIT TRANSFORMATION ACTION PLAN, WHICH IS THE PRODUCT AND CULMINATION OF THOSE 15 MONTHS OF WORK. THE PLAN FOCUSES ON -- THE PLAN FOCUSES ON NEAR-TERM ACTIONS, NEEDED TO BEGIN TRANSFORMING A VULNERABLE AND DIFFUSE SYSTEM OF TRANSIT INTO A MORE CONNECTED, MORE EFFICIENT, AND MORE USER FOCUSED MOBILITY NETWORK TO ATTRACT MORE USERS. IN DOING THIS THE TRANSFORMATIVE ACTION PLAN CAN ALSO HELP FUTURE REGIONAL OBJECTIVES, INCLUDING THE TARGETS LAID OUT IN PLANNED BAY AREA 2050. IN REBUILDING, STRENGTHENING TRANSIT'S ROLE FOR A SUSTAINABLE FUTURE, I ALSO WANT TO UNDERSCORE WHAT A CONSISTENT THEME THROUGHOUT THE WORK OF THE TASK FORCE THAT WE HAVE TO FOCUS ON EQUITABLY INVESTING OUR RESOURCES IN WAYS TO OVERCOME HISTORIC AND CURRENT DISPARITIES IN OUR MOST VULNERABLE COMMUNITIES. EQUITY WAS A DRIVING FORCE IN FRAMING WHERE WE'RE HEADED, AND OF COURSE THE SUCCESS OF THE ACTION PLAN DEPENDS ON CONTINUING THIS COLLABORATION AMONG OUR TRANSIT PARTNERS AND FASTRAKING CUSTOMER IMPROVEMENTS TO ATTRACT NEW RIDERS, AND TO AWARD THE ONES WHO STAYED WITH US. PRIORITIZING, COORDINATION, CAPTURING OPERATIONAL EFFICIENCIES, AND SECURING FUNDING ARE ALL ESSENTIAL TO

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ADVANCING AN EXCELLENT TRANSIT SYSTEM AND THE COMMISSION WORKSHOP, AS CHAIR PEDROZA NOTED, WE'LL BE TAKING THESE UP IN TERMS OF IDENTIFYING TOP LINE COMMITMENTS GOING FORWARD. SO, THE COMMISSION IS BEING ASKED TO RECEIVE AND SUPPORT THE BLUE RIBBON TASK FORCE'S ACTION PLAN, WHICH WILL REQUIRE FUTURE DISCUSSION BY THE COMMISSIONS AS I NOTED. AND THE SUBSEQUENT DISCUSSIONS WILL BE THE FOCUS OF A COMMISSION WORKSHOP IN OCTOBER. AND AT THIS POINT I WOULD LIKE TO HAND IT OVER TO OUR INTREPID PROJECT MANAGER WHO HAS DONE EXCELLENT WORK FOR ALL OF US, MELANIE CHOY, FOR THE PRESENTATION. THANK YOU.

MELANIE CHOY: THANK YOU THERESE, AND GOOD MORNING COMMISSIONERS. I'M MELANIE CHOY WITH MTC STAFF AND I'LL BE PRESENTING AN OVERVIEW OF THE TRANSIT TRANSFORMATION ACTION PLAN. THERE IS A SLIDE DECK, IF I CAN HAVE THAT PULLED UP? THANK YOU. AS THERESE MENTIONED, THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE WAS CREATED OUT OF AN URGENCY TO RESPOND TO THE IMMEDIATE CRISIS BUT ALSO SIMULTANEOUSLY RECOGNIZING THAT TIMES OF CRISIS CAN OFFER AN OPPORTUNITY TO TRANSFORM FOR LONG-TERM IMPROVEMENT. NEXT SLIDE. SO, THIS IS JUST A RECAP OF THE 32-PERSON TASK FORCE THAT WAS APPOINTED BY THE COMMISSION IN APRIL, 2020, CHAIRED BY COMMISSIONERS JIM SPERING, AND THE GROUP WAS COMPOSED OF A DIVERSE SET OF STAKEHOLDERS, INCLUDING REPRESENTATIVES FROM THE STATE, MTC, TRANSIT INDUSTRY, AND INTEREST GROUPS. GROUP MET MONTHLY FROM

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MAY TO JULY, AND JULY WAS OF THE MEETING THAT SERVED AS THEIR FINAL MEETING AND ACTION. NEXT SLIDE. THIS SLIDE PRESENTS A GRAPHICAL OVERVIEW OF WORK. DESCRIBING THREE STAGES OF WORK. WHILE THE TASK FORCE IS NO LONGER MEETING, IT'S IMPORTANT TO EMPHASIZE THAT THE MOMENTUM OF THIS WORK CONTINUES AND ON THIS GRAPHIC THERE IS A "WE ARE HERE MARKER" BUT TO THE RIGHT IT OUTLINES THAT THERE IS WORK STILL TO COME WHICH IS IMPLEMENTATION OF THE ACTION PLAN AND THAT THE WORK OF THE TASK FORCE OVER THE TASK FORCE OVER THE PAST YEAR HAS REALLY LAID THE FOUNDATION FOR THIS IMPLEMENTATION WORK. NEXT SLIDE. SO, EACH OF THE THREE STAGES OF THE TASK FORCE HAD A PARTICULAR FOCUS. STAGE ONE WAS SURVIVAL, WHERE THE TASK FORCE PROVIDED GUIDANCE FOR THE DISTRIBUTION OF 500 MILLION IN REMAINING FEDERAL CARES ACT RELIEF FUNDS. AND THEN THE SECOND STAGE WAS TO SUPPORT THE OPERATORS RECOVERY PLANNING WHICH INCLUDED THE OPERATORS HEALTH TRANSIT PLAN DASHBOARD AS WELL AS THE REGIONAL RETURN TO TRANSIT CAMPAIGNS. AND, LASTLY, STAGE THREE IS THE FOCUS OF TODAY'S PRESENTATION, WHICH IS THE TRANSIT TRANSFORMATION ACTION PLAN. AND THIS WAS THE TASK FORCE'S MOST COMPLEX ASSIGNMENT AND OVER THE TEN MONTH PERIOD THE TASK FORCE REACHED CONSENSUS ON SOME CRUCIAL BUILDING BLOCKS THAT INFORMED THE DEVELOPMENT OF THE ACTION PLAN. NEXT SLIDE, PLEASE. ONE OF THE FIRST BUILDING BLOCK ACTIONS THE TASK FORCE TOOK WAS THE DEVELOPMENT OF GOALS. AND IN THE FALL OF 2020, AS THE TASK FORCE SHIFTED FROM THE FIRST AND SECOND

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STAGES OF WORK TO STAGE THREE, THE ACTION PLAN WORK, THE TASK FORCE DEVELOPED AND APPROVED FOUR GOALS AND OBJECTIVES TO ANCHOR THE STAGE THREE WORK. GOAL ONE WAS TO RECOGNIZE THAT THE TRANSIT AGENCIES WERE DEALING WITH RECOVERY AND ITS CHALLENGES, GOAL TWO FOCUSED ON EQUITY, AND THAT EQUITY SHOULD BE A CENTRAL COMPONENT OF THE DISCUSSION THROUGHOUT, AND THREADED THROUGHOUT, AND THEN GOAL THREE WAS TO IDENTIFY SOME TANGIBLE STEPS TOWARDS NETWORK MANAGEMENT CHANGES, AND LASTLY, GOAL FOUR WAS TO ESTABLISH HOW CURRENT INITIATIVES SHOULD ADVANCE AND INTEGRATE WITH THE ONGOING NETWORK MANAGEMENT DISCUSSIONS. NEXT SLIDE, PLEASE. SO, THROUGHOUT THE TASK FORCE MEMBERS THOUGHT TO ADDRESS EQUITY, AS MENTIONED PREVIOUSLY, AND HIGHLIGHT THE IMPORTANCE OF SERVING RIDERS WHO ARE CURRENTLY USING THE TRANSIT SYSTEM, BUT ALSO THOSE THAT MAY HAVE BEEN DISPROPORTIONATELY IMPACTED THE MOST. SO UNDER GOAL TWO, THE DEVELOPMENT OF THE PRINCIPLES OF THESE EQUITY PRINCIPLES WERE PRIORITIZED AS AN IMPORTANT BUILDING BLOCK. SO BASED ON THE TASK FORCE'S DISCUSSIONS AND INPUT FROM COMMUNITY BASED ORGANIZATION LEADERS, THE TASK FORCE ADOPTED FIVE EQUITY PRINCIPLES, INCREASE EQUITY PRINCIPLES, INVEST EQUITABLY, INCREASE ACCESSIBILITY, BE INCLUSIVE AND USE DATA TO INFORM DECISIONS ADVANCE HEALTH AND SAFETY TRENDS, AS A COMPASS THE TASK FORCE CONTINUALLY INCLUDE LEADERS AND PUBLIC AGENCIES AND COMMUNITIES. LASTLY BUILDING BLOCK OF TRANSFORMATION THIS DEFINITION HAS GUIDE THE ACTION PLAN AND LAID THE GROUNDWORK

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FOR OUTCOME AND ACTIONS TO FOLLOW COMPONENTS OF THIS DEFINITION INCLUDE CONCEPTS SUCH AS ADEQUATELY INVEST EFFECTIVELY MANAGE EQUITABLE SYSTEM AND INTEGRATE CUSTOMER-FACING FEATURES AND ALL OF THIS WITH THE GOAL AND INTENT OF INCREASING TRANSIT RIDERSHIP AND REDUCING VMT. NEXT SLIDE PLEASE. WITH THE BUILDING BLOCKS SET THE TASK FORCE TURNED TO FINALIZING THE ACTION PLAN. NEXT SLIDE, PLEASE. FIRST AS A REMINDER AND TO PUT SOME NUMBERS TO THE RIDERSHIP LOSS THAT WE HAVE SEEN, THIS SLIDE IS INCLUDED TO SUMMARIZE THE RIDERSHIP LEVELS SIGNIFICANT REGION FROM 2019, RIDERSHIP LEVELS, TO 2020, AND THROUGH JUNE OF 2021. AS OF JUNE, RIDERSHIP STILL REMAINS SIGNIFICANTLY LOWER FROM PREPANDEMIC LEVELS AND IS CURRENT DOWN 67% FROM PRECOVID LEVELS. NEXT SLIDE, PLEASE. AND PRIOR TO THE PANDEMIC, TRANSIT RIDERSHIP WAS FALLING. SOME OF THIS WAS DUE TO EXTERNAL FORCES OUTSIDE THE CONTROL OF OUR TRANSPORTATION INFLUENCES. HOWEVER SOME OF THESE CHALLENGES, WE COULD LOOK TO ADDRESS INWARD AND LOOK WITHIN OUR OR INDUSTRY TO ADDRESS. SO SOME OF THESE CHALLENGES WERE HIGHLIGHTED THROUGH THE TASK FORCE WORK AND DEVELOPMENT OF A PROBLEM STATEMENT, AND AS CENTRAL, ALSO FOR TACKLING, AND THESE LED TO THE DEVELOPMENT OF THE FIVE OUTCOMES IN THE ACTION PLAN. SO THESE CHALLENGES THAT WERE HIGHLIGHTED INCLUDE ROADWAY CONGESTION, CUSTOMER USABILITY, NETWORK GAPS AND CONNECTIVITY, EQUITY, FUNDING AND INSTITUTIONAL CHALLENGES. NEXT SLIDE PLEASE. HERE ARE THE OUTCOMES, THE FIVE OUTCOMES

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ARE CENTRAL TO THIS PLAN AND THEY SERVE AS I NORTH STAR FOR THE ACTIONS CONTAINED IN THE PLAN. THE 27 ACTIONS THAT WERE APPROVED AND IDENTIFIED BY THE TASK FORCE ARE ALIGNED TO THESE FIVE OUTCOMES LISTED. THE FIRST TWO OUTCOMES, FARES AND PAYMENT, AND CUSTOMER INFORMATION HAVE BEEN CITED AS KEY IN MAKING IT EASIER FOR RIDERS TO NAVIGATE THE TRANSIT SYSTEM FOCUSING ON THE TRANSIT NETWORK AND IMPORTANCE OF ESTABLISHING A MORE UNIFIED AND NIMBLE AND EFFECTIVE TRANSIT SYSTEM, FOURTH OUTCOME IS TO FOCUS ON ACCESSIBILITY ADDRESSING THE NEEDS OF VULNERABLE POPULATIONS FIFTH FUNDING WE'RE USING EXISTS RESOURCES EFFECTIVELY SECURING NEW REVENUES ARE IMPORTANT MEETING THE NEEDS OF THE REGION. WHILE THE ACTION PLAN IS SPECIFIC, THERE ARE OVERARCHING KEY ELEMENTS UNDERLYING THE PLAN SEVERAL IMPORTANT FEATURES ARE BUILT INTO THIS PLAN. ONGOING EXPANDED COLLABORATION AMONG OPERATORS, MTC, AND THE SPECTRUM OF STAKEHOLDERS IS ESSENTIAL FOR CREATING A COMMON VISION. AS STATED PREVIOUSLY EACH ACTION IS ALIGNED TO AN OUTCOME, AND THE PLAN IS FOCUSED ON NEAR-TERM ACTIONS NAMELY IN 1 TO 3 TIME FRAME, ON DECISIONS OF ALIGNMENT NEW EXIST AND EXISTING FUNDING IS NEEDED. THESE INITIATIVES AND ACTIONS ARE AMBITIOUS AND TARGET COMPLETION DATES ARE BASED ON BEST AVAILABLE INFORMATION THAT WE HAVE TODAY AND WORKING TOWARDS IMPLEMENTATION, THESE DATES MAY BE SUBJECT TO REFINEMENT. NEXT SLIDE PLEASE. THE NEXT FOUR SLIDES, I WILL SUMMARIZE THE 27 ACTIONS THAT WERE UNANIMOUSLY APPROVED BY THE TASK FORCE IN

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JULY, AND GIVEN LIMITED TIME I'LL PROVIDE HIGHLIGHTS OF THE ACTIONS BUT FOR MORE DETAILS PLEASE REFER TO THE ACTION PLAN REPORT THAT IS IN THE AGENDA MATERIALS. FIRST I WANT TO CALL OUT THE ACCELERATED ACTIONS, THESE ARE CATEGORIZED CONSIDERED ACCELERATED TO DISTINGUISH THEM AND ELEVATE THE FOCUS ON THESE EFFORTS AND ALSO WHEREBY PROVIDING RESOURCES AND CREATING STRONG PRIORITY FOR THEM TO BE ACHIEVED IS BEING ELEVATED. SO, A LOT OF WORK IN THESE AREAS WERE PROCEEDING PRIOR TO THE PANDEMIC AND ACCELERATED ACTIONS OUTLINES WAYS TO GET THESE INITIATIVES TO THE NEXT STEP. AND THE ACCELERATED ACTION CATEGORIES INCLUDE THREE ACTIONS UNDER THE FARE AND PAYMENT OUTCOME THAT ARE ALIGNED TO THE FARE COORDINATION INTEGRATION STUDY WORK THAT HAS BEEN ONGOING. THE NEXT SET OF ACCELERATED ACTIONS IS UNDER THE CUSTOMER INFORMATION OUTCOME. AND THIS IS FOCUSED ON THE FOLLOW-ON WORK TO THE MAPPING AND WAYFINDING WORK THAT IS ALSO CURRENTLY UNDERWAY. AND SO THESE ACTIONS REFLECT A LOT OF THE NEXT STEPS ON THAT WORK. NEXT SLIDE, PLEASE. AND UNDER TRANSIT NETWORK, THIS IS OUR 30 GROUP OF ACCELERATED ACTIONS, IS A SUBCATEGORY OF BUS TRANSIT PRIORITY ACTIONS. AND THERE ARE SIX ACTIONS UNDER THIS CATEGORY. THE REGION HAS WORKED TOWARD IMPROVING BUS STEED AND RELIABLE FOR QUITE SOMETIME. BUT MORE WORK IS NEEDED. THIS WAS CONTINUALLY BROUGHT UP AS A PRIORITY OF THE TASK FORCE, AND WAS BROUGHT UP WITH WIDESPREAD SUPPORT AMONG STAKEHOLDERS, AND PUBLIC AGENCIES, AND MEMBERS OF THE PUBLIC. AND ONE THING WE WOULD

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ALSO LIKE TO MENTION IS THIS INCLUDES ACTIONS BOTH ON THE HIGHWAY SYSTEM, AND IMPORTANTLY THE ARTERIAL AND LOCAL ROADWAY SYSTEM, AS WELL. SO, IN CONCLUSION, THIS IS A -- THIS IS THE THIRD AND LAST SET OF THE ACCELERATED ACTIONS, AND WE HAVE A NUMBER OF OTHER ACTIONS WHICH ARE ALSO IMPORTANT. NEXT SLIDE PLEASE. ALSO UNDER TRANSIT NETWORK OUTCOME, WE HAVE SEVERAL, QUITE A NUMBER OF SUBCATEGORIES, AND BUS TRANSIT PRIORITY WAS THE ACCELERATED ONE UNDER TRANSIT NETWORK, AND THIS ALSO HIGHLIGHTS, UNDER -- AND THIS HIGHLIGHTS SUBCATEGORIES UNDER TRANSIT NETWORK INCLUDING NETWORK MANAGEMENT REFORM CONNECTED NETWORK PLANNING AND DATA AS THREE ADDITIONAL CATEGORIES UNDER TRANSIT NETWORK. SOME OF THIS WORK IS ALSO UNDERWAY OR WILL BE SHORTLY BUT BROADLY, THIS LIST OF ACTIONS INCLUDES SOME REALLY IMPORTANT PLANNING EFFORTS AND ALSO THE NETWORK MANAGEMENT AND BUSINESS CASE WORK WHICH WAS A FOCAL POINT OF THE TASK FORCE DISCUSSION. NEXT SLIDE PLEASE. AND THIS IS THE LAST SLIDE TO SUMMARIZING ALL OF THE ACTIONS. THERE IS THE LAST TWO OUTCOME AREAS, THE FOURTH IS ACCESSIBILITY. AND THERE ARE FIVE ACTIONS UNDER ACCESSIBILITY WHICH WERE REFINED BASED ON FEEDBACK FROM THE TASK FORCED AND PUBLIC. SO THE REGION HAS A COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES PLAN WHICH IS UPDATED EVERY FOUR YEARS, AND THE ACTIONS LISTED UNDER ACCESSIBILITY REFLECT AND BUILD UPON THE RECOMMENDATION FROM THAT PLAN. AND THE ACTIONS LISTED UNDER THE BLUE RIBBON RECOMMENDATIONS, SEEK TO STRENGTHEN THE COORDINATING PLANNING PROCESS AND THE RANGE OF

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ACTIONS STAND FROM FACILITATING WAYS TO IMPROVE ACCESS TO MOBILITY ON THE EXISTING PUBLIC TRANSIT SYSTEM AND PARATRANSIT SERVICE AND THE LAST OUTCOME IS CENTERED AROUND OUTCOMES, THE ACTION PLAN HAS THE LAST TWO ACTIONS LISTED TO EVALUATE EXISTING RESOURCES IN CONJUNCTION WITH NEW FUNDING AND THE IMPORTANCE OF BRINGING STAKEHOLDERS TOGETHER IDENTIFYING PRIORITIES AND EFFECTIVELY SETTING FRAMEWORK FOR FUTURE TRANSPORTATION FUNDING BALLOT MEASURES. NEXT SLIDE. THIS CONCLUDES THE SUMMARY OF ACTIONS BUT IT'S JUST A STARTING POINT WE INTEND TO KEEP THE MOMENTUM OF THE TASK FORCE GOING THROUGH LEGISLATION OF THE ACTION PLAN. AT THE CONCLUSION OF THE TASK FORCE THERE WERE TWO MAJOR AREAS OF FOCUS IMPLEMENTATION OF THE ACTION PLAN AND TO COMPLETION OF THE NETWORK MANAGEMENT BUSINESS CASE. THE BUSINESS CASE IS AN ACTION CONTAINED IN THE ACTION PLAN ITSELF, BUT WE ARE HIGHLIGHTING IT HERE, SINCE THE DISCUSSION WAS KICKED OFF DURING THE COURSE OF TASK FORCE. AND SO ON THE ACTION PLAN ITSELF, THIS IS BEING PRESENTED TO YOU TODAY TO CONSIDER RECOMMENDING AND ADVANCING THIS PLAN TO THE FULL COMMISSION TO RECEIVE AND SUPPORT. AND IN PARALLEL, THIS MONTH, THE FULL COMMISSION IS SCHEDULED TO ACT ON AND CREATE AN ADVISORY GROUP TO SERVE AS A MULTI-STAKEHOLDER TECHNICAL SOUNDING BOARD FOR THE NETWORK MANAGEMENT BUSINESS CASE ANALYSIS THAT SUPPORTS THE TASK FORCE'S GOALS AROUND NETWORK MANAGEMENT REFORMS AND THE WORK THAT HAS BEEN KICK STARTED. NEXT SLIDE, PLEASE. SO,

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IN OCTOBER -- STARTING IN OCTOBER, SEVERAL ACTIONS HAVE ALSO BEEN IDENTIFIED, AND WE WILL CONTINUE TO ADVANCE THE ACTION PLAN IMPLEMENTATION WORK, AS MENTIONED BEFORE. A COMMISSION WORKSHOP IS BEING PLANNED TO FOCUS A PORTION OF THE TIME ON DISCUSSING AND PROVIDING DETAILED DISCUSSION ON KEY ASPECTS FOR IMPLEMENTING THE PLAN WITH RESPECT TO BUSINESS CASE AND COMMISSION IS ALSO EXPECTED TO SELECT A CONSULTING TEAM THAT WILL TAKE ON THE NEXT STAGE OF BUSINESS CASE NETWORK MANAGEMENT BUSINESS CASE WORK AND THAT WORK IS ANTICIPATED TO BE COMPLETED IN SPRING OR SUMMER OF NEXT YEAR. ADDITIONALLY UNDER NETWORK MANAGEMENT WORK THE FIRST MEETING OF THE NETWORK MANAGEMENT BUSINESS CASE ADVISORY GROUP WILL BE HELD. AND WITH THAT, STAFF RECOMMENDS THAT THE COMMITTEE ADVANCE THE TRANSIT TRANSFORMATION ACTION PLAN TO THE FULL COMMISSION TO RECEIVE AND SUPPORT THE ACTION. AND THAT CONCLUDES MY PRESENTATION. I AM HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE.

ALFREDO PEDROZA, CHAIR: THANK YOU VERY MUCH MELANIE. YOU DID A GREAT JOB OF PRESENTING THAT. 15 PRESENTATIONS AND MEETINGS. THANK YOU VERY MUCH FOR THAT. I'M GOING TO SEE IF THE MEMBERS OF THE COMMISSION HAVE ANY QUESTIONS BEFORE WE MOVE TO MEMBERS OF THE PUBLIC. ALL RIGHT. IT WOULD BE COMPLETELY APPROPRIATE FOR COMMISSIONER SPERING TO GO FIRST. JIM, YOU'RE ON MUTE.

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JAMES P. SPERING: THANK YOU, MR. CHAIRMAN. FIRST I WANT TO THANK STAFF, ALIX, THERESA, THERESE, AND MELANIE. THE LIST GOES ON AND ON. JUST EXCELLENT WORK BY OUR STAFF. BUT YOU KNOW, AS ALL THE YEARS THAT I HAVE BEEN AT MTC, THIS IS REALLY THE FIRST OPPORTUNITY THAT WE HAVE HAD TO REALLY MAKE CHANGES THAT ARE NEEDED. AND THE BLUE RIBBON FOCUSED ON THE RIDER. THE GOAL IS TO WORK WITH THE TRANSIT OPERATORS, BUT REALLY TO FOCUS ON THE RIDER, AND WHAT CAN WE DO TO RESTORE THAT RIDERSHIP AND MAKE IT A BETTER EXPERIENCE. BUT THE WIND IS AT MTC'S BACK AS WE MOVE INTO THIS ACTION PLAN. YOU KNOW? AND THERE ARE SOME THINGS THAT WE'RE GOING TO HAVE TO BE TENACIOUS, THE BUS PRIORITY THAT'S WITHIN OUR REACH AND THAT'S ONE THING THAT WEEKEND DO THAT WOULD REALLY MAKE A BIG DIFFERENCE AND I THINK, RESTORE A LOT OF RIDERSHIP, AND PARTS OF THAT, BUS PRIORITY, FARE INTEGRATION, MAPPING AND WAYFINDING, AND AS WE LOOK AT HOW WE CAN COORDINATE AND SYNC A LOT OF THESE SCHEDULES THIS, IS AN OPPORTUNITY WE HAVEN'T HAD IN YEARS. AND I'M HOPING THAT THE COMMISSION TAKES ON THIS CHALLENGE. SOME OF THE ACTIONS THAT WE'RE GOING TO TAKE ARE GOING TO BE UNCOMFORTABLE. THERE IS NO DOUBT ABOUT IT. CHANGE IS VERY DIFFICULT. BUT, I THINK, AS WE GO THROUGH T PEOPLE ARE GOING TO SEE THESE ARE MEANINGFUL CHANGES THAT NEED TO TAKE PLACE. I CAN'T EMPHASIZE ENOUGH, THE COOPERATION OF THE TRANSIT OPERATORS, AT FIRST THEY WERE A LITTLE HESITANT, BUT TO BOB POWERS'S LEADERSHIP AND WORK WITH ALL THE GENERAL

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MANAGERS, THE RELATIONSHIP THAT WE BUILT IS ANOTHER GREAT ACCOMPLISHMENT OF THE BLUE RIBBON COMMITTEE. AND, I THINK WE'RE GOING TO MOVE FORWARD WITH THE COORDINATION COOPERATION, AND INTEREST INTO HOW WE MAKE THE SYSTEM BETTER. MTC, WE'RE ANALYZING WHAT AUTHORITY WE HAVE, AND HOPING THAT THE COMMISSION IS GOING TO HAVE THE COURAGE TO EXERCISE THAT COMMISSION WHEN IT'S NEEDED, AND IT'S JUST AN OPPORTUNITY THAT MOST OF US ARE NOT GOING TO SEE AGAIN, PROBABLY IN YOUR POLITICAL CAREER TO MAKE MEANINGFUL THE CHANGES IN THE BAY AREA TRANSIT SYSTEM OR TRANSPORTATION SYSTEM. MR. CHAIRMAN, YOUR LEADERSHIP IS GREATLY APPRECIATED. THE COMMITTEE, I THINK, HAS LAID OUT A ROADMAP THAT CAN REALLY BRING SUCCESS FORWARD IN THE BAY AREA, AND THE COMMISSION IS GOING HAVE TO PLAY A VERY IMPORTANT ROLE. AND SO, I CERTAINLY WILL MOVE THIS ITEM TO THE COMMISSION FOR APPROVAL, MR. CHAIR.

THERESE MCMILLAN: YOU'RE MUTED.

ALFREDO PEDROZA, CHAIR: I WAS GIVING COMMISSIONER SPERING ALL THESE ACCOLADES. GREAT COMMENTS, JIM. VERY APPROPRIATE. SO THANK YOU FOR THAT. SAM, YOU ARE UNMUTED. ANY COMMENTS?

SAM LICCARDO: I WANT TO SECOND JIM'S MOTION AND THANK JIM FOR HIS LEADERSHIP AND EVERYONE WHO HAS WORKED ON THE COMMITTEE. THANK YOU.

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ALFREDO PEDROZA, CHAIR: WE HAVE A FIRST AND SECOND. ANY COMMITTEE MEMBERS THAT WISH TO MAKE ANY COMMENTS? SEEING NONE. MARTHA DO WE HAVE ANY MEMBERS OF THE PUBLIC WHO WISH TO COMMENT? OR HAVE WE RECEIVED ANY PUBLIC COMMENT?

CLERK OF THE BOARD: THERE HAS BEEN NO WRITTEN COMMENTS RECEIVED. AND THERE ARE TWO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. FIRST NUMBER ENDING IN 9209. GO AHEAD AND UNMUTE YOURSELF. WE CAN HEAR YOU.

SPEAKER: FOR THE RECORD MY NAME IS CLARENCE FISHER. WHILE I AM VERY PLEASED IN MOST ASPECTS OF WHAT I SEE IN THIS BLUE RIBBON ACTION PLAN, PERHAPS I MISSED SOMETHING REGARDING THE MAKE UP OF WHO IS ON THIS COMMITTEE WHERE I FEEL THAT SOME ITEMS ADDRESSING THE DISABLED, AND SENIOR COMMUNITY, I DO NOT SEE MUCH THAT ADDRESSES THESE. I WOULD LIKE TO HAVE SOMEONE FROM THE CURRENT COMMITTEE GET IN TOUCH WITH ME TO DISCUSS SOME OF THESE CONCERNS OR BETTER YET IF THERE WERE TO BE AN OPPORTUNITY TO BECOME PART OF THE ACTION PLAN COMMITTEE MEETINGS, I WOULD LIKE TO BE INCLUDED. I WOULD ALSO LIKE TO SEE THIS COMMITTEE ENCOURAGING TRANSIT OPERATORS WHO ARE NOT UNDER DIRECT AUTHORITY OF THE MTC BUT MAKE CONNECTIONS WITH THOSE OPERATORS TO CONSIDER ASKING THEM TO ALSO USE CLIPPER IN THE FUTURE, SO THAT PATRONS WHO TRANSFER FROM THOSE SYSTEMS TO

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YOUR MTC CONTROLLED SYSTEMS COULD HAVE THE SINGLE FARE INSTRUCT CARD TO USE. ONE EXAMPLE WOULD BE MAX AND SMART WITH CONNECTION TO DUBLIN BART AND PATRONS WHO RIDE BART COULD HAVE A SINGLE FARE INSTRUMENT CARD TO USE. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU, MR. FISHER.

CLERK OF THE BOARD: NEXT UP IS ADINA LEVIN. ADINA, GO AHEAD AND UNMUTE YOURSELF.

ADINA LEVIN: HELLO, CAN YOU HEAR ME?

CLERK OF THE BOARD: YEP. GOOD TO GO.

ADINA LEVIN: EXCELLENT. THANK YOU VERY MUCH. AND REALLY WANT TO BE VERY GRATEFUL TO THE LEADERSHIP OF THE MTC AND EVERYONE WHO IS IN THE TASK FORCE IN MAKING REALLY TREMENDOUS PROGRESS ON OPPORTUNITIES TO IMPROVE THE SYSTEM AND RESTORE TRANSIT BACK FROM COVID -- [INDISCERNIBLE] RIDER CENTER. AS THE CHAIR OF THE ADVISORY BODY MYSELF, LOOKING FORWARD TO THE RECOMMENDATION OF THAT STUDY THAT WERE IN DISCUSSIONS THE FIRST TIME THIS AFTERNOON, AND THE POTENTIAL OF FUNDING OF THAT, AS A FIRST STEP THAT CAN BE HELP FOR THE GOALS. AS SOMEONE WHO DOES TRANSIT ADVOCACY AROUND THE REGION I'M SEEING THAT THIS IS ALREADY HAVING AN IMPACT IN TERMS OF HOW THINGS

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ARE BEING DISCUSSED ABOUT TRANSIT PRIORITY AND SERVICE INTEGRATION. IT SHOWS UP OVER AND OVER AGAIN IN DIFFERENT PARTS OF THE REGION SAYING THAT WITH THE BLUE RIBBON ACTION TASK FORCE PLAN, THE REGION IS AT OUR BACK, IT'S HELPING MOVE THINGS FORWARD. LASTLY, AS, WITH GROUPS THAT ARE PART OF VOICES FOR PUBLIC TRANSPORTATION COALITION, EAGER TO HAVE THE CONVERSATION ABOUT FUNDING TO START EARLY TO GET THE VOICES OF PEOPLE FROM AROUND THE REGION, AND IT'S REALLY GREAT TO HAVE A SERVICE VISION TO BE PART OF THE ACTION PLAN TO FEED INTO THAT, BECAUSE THE SERVICE PLAN IS SOMETHING THAT CAN REALLY HELP HAVE A VISION OF WHAT MONEY WOULD BE USED FOR AND INSPIRE PEOPLE TO SUPPORT PUBLIC FUNDING FOR TRANSIT. THANK YOU.

CLERK OF THE BOARD: AND THERE ARE NO OTHER MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED. YOU'RE STILL MUTED.

DAVID E. HUDSON: I AM, MARTHA BECAUSE I'M NOT ON THE COMMITTEE. I PUT MYSELF IN AS PUBLIC, IF I COULD MAKE A COUPLE OF COMMENTS.

ALFREDO PEDROZA, CHAIR: GO AHEAD, DAVE.

DAVID E. HUDSON: I LIKE THIS REPORT, JIM, IT'S TYPICAL OF WHAT I WOULD EXPECT FROM YOU. SO RATHER THAN DOING ALL THE PRAISE I'LL SAY EVERYTHING THAT CHAIR PEDROZA SAID WHILE MUTED. I

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AGREE. I ONLY GOT TO HEAR HALF OF THIS PRESENTATION, BUT TWO THINGS STUCK OUT IN MY MIND THAT I WANT TO REPEAT THEM, THEY ARE THAT THE MOMENTUM OF WORK CONTINUE AND THE OTHER IS ACTIONS ARE KEY TO OUTCOME. I WOULD ALSO NOW LIKE TO POINT YOU TOWARDS ITEM 1 AND 2 THAT ARE DUE IN DECEMBER OF THIS YEAR. I REALLY HOPE WE STAY ON TARGET FOR THAT. IT'S AN IMPORTANT PART OF THE WORK, STAYING ON TARGET. I THINK YOU'RE ON TO SOMETHING HERE. WE HAVE GOT TO DO THE FARE COORDINATION. IT'S THE KEY TO ALL OF THIS, AND I'LL LEAVE MY OPINION AT THAT.

ALFREDO PEDROZA, CHAIR: THANK YOU, DAVE. SEEING NO OTHER COMMISSIONERS WITH THEIR HAND RAISED. I'LL ACKNOWLEDGE WE HAD A FIRST BY COMMISSIONER SPERING AND SECOND BY LICCARDO. I WOULD LIKE TO ECHO COMMENTS BY COMMISSIONER SPERING. THIS IS A MOMENT, A PLAN, BUT A PLAN WITHOUT OUTCOMES AND ACTIONS IS JUST A PLAN AND WE'RE GIVEN THE OPPORTUNITY TO DRIVE THOSE OUTCOMES AS DAVE WAS MENTIONING. I HOPE EVERYONE COMES TO THE COMMISSION WORKSHOP WITH ENERGY AND COMMITMENT TO ADVANCE THE PLAN. SHOUT OUT TO STAFF AND STEVE KINSEY WHO IS AN ARCHITECT OF MAKING THIS HAPPEN AND A COMMITMENT TO THE PROCESS FROM DAY ONE. SEEING NO FURTHER COMMENTS. COMMISSIONER SPERING, YOU'RE UNMUTED. I'M NOT SURE IF YOU WANT TO SHARE ANYTHING? OR --

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JAMES P. SPERING: NO, MR. CHAIRMAN. I APPRECIATE YOUR COMMENTS. I HOPE THE WORKS OUT, THE WORKSHOP IS AGGRESSIVELY APPROACHING THE ACTION PLAN AND WE LOOK FORWARD TO MEETING.

ALFREDO PEDROZA, CHAIR: THANK YOU. MOTION AND SECOND. ROLL CALL VOTE, PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT

ALFREDO PEDROZA, CHAIR: ALL RIGHT. WE'RE ON OUR WAY. SO LET'S MOVE ON TO OUR NEXT ITEM. AGENDA ITEM SIX IS PUBLIC COMMENT. I'LL ASK THE CLERK TO READ THE NAMES, ORGANIZATIONS OF ANY GENERAL PUBLIC COMMENT WRITTEN INTO THE RECORD AT INFO BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY I'LL ASK IF THERE ARE ANY MEMBERS OF THE PUBLIC THAT WISH TO PROVIDE PUBLIC COMMENT, THIS IS YOUR TIME. MARTHA HAVE WE RECEIVED PUBLIC COMMENT OR IS THERE ANYONE THAT WISHES TO PROVIDE PUBLIC COMMENT?

CLERK OF THE BOARD: THERE IS NO WRITTEN PUBLIC COMMENT SUBMITTED ON THIS ITEM. AND THERE ARE TWO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. ROLAND, YOU'RE FIRST UP.

SPEAKER: THANK YOU VERY MUCH. I'M ABOUT TO SUMMARIZE THREE LETTERS I WROTE TO MTC WHICH ARE COMMENTS ABOUT THE MEGA

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PROJECT OVERSIGHT, PROGRAMMING AND ALLOCATIONS, SPECIFICALLY, THE BART EXTENSION, THE PROJECTED COST NOW, IT'S AT $11.4 BILLION, INCLUDING A DEBT SERVICE. THE FIRST ISSUE I'LL BE BRINGING TO YOUR ATTENTION, THIS IS WHY IT'S COMING TO YOU, OVERSIGHT, IF YOU GOOGLE, SILICON VALLEY RAPID TRANSIT PROGRAM WORKING COMMITTEE STAFF TERMINATED THE COMMITTEE AND IN THE PROCESS DELETED EVERYTHING, MEETING AGENDAS, MINUTES, ET CETERA. THAT'S A SERIOUS ISSUE. NOW MOVING ON TO FUNDING, THE CONSULTANTS WHICH, BY THE WAY, ARE THE PROGRAM MANAGEMENT CONSULTANTS. THINK ABOUT THIS, CAPPED THE FUNDING AT 25 PERCENT, AND THE INTEL HERE WAS TO EXPEDITE THE FUNDING NOTHING TO DO WITH PROJECT DELIVERY, COMPARE TO SAN FRANCISCO WHICH IS GOING TO NEW START AND ARE EXPECTING TO BE GETTING A 50%. THE ISSUE WE HAVE GOT WITH THE PROJECT, THAT WOULD BE A SEPARATE LETTER, IT'S UNDER REPORTING, BY ABOUT $2 BILLION, AND THE LAST, BUT NOT LEAST, ENGINEERING, IT'S EXTREMELY SERIOUS ISSUE, SPECIFICALLY HOW FUTURE USES OF THE SYSTEM WILL BE ENTERING AN EXISTING THE SYSTEM, AND IN PARTICULAR, HOW THEY WILL BE ABLE TO TRANSFER TO OTHER MODES OF TRANSIT. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU ROLAND.

CLERK OF THE BOARD: NEXT UP IS CLARENCE FISHER. GO AHEAD AND UNMUTE YOURSELF.

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SPEAKER: FOR THE RECORD, MY NAME IS CLARENCE FISHER, AND I AM GOING TO GIVE MY PHONE NUMBER OF AREA CODE (510) 502-5675 DURING THIS WELCOME BACK PERIOD, AS WE ALL UNDERSTAND, WHILE TRANSIT PROVIDERS WOULD LIKE TO PROVIDE SERVICE ON ALL ROUTES THAT THEY DID PREPANDEMIC DUE TO A NUMBER OF VARIOUS REASONS, THAT'S A LITTLE CHALLENGING RIGHT NOW. WHILE MOST TRANSIT OPERATORS SOMEHOW DO INFORM ON THEIR VARIOUS WEB PAGES A LIST OF ROUTES THAT ARE EITHER IN SERVICE OR NOT IN SERVICE, IT WOULD BE HELPFUL TO RIDERS IF A QUICK LINK OR A SHORT LIST OF WHAT ROUTES ARE NOT IN SERVICE, BEYOND THEIR WEB PAGES, BUT ALSO SHOWN ON THE MTC WEB SITE. IN CLOSING, WHAT CONCERNS ME THE MOST IS TRANSIT ROUTE DB. THOSE DUMBARTON EXPRESS, WHICH IS A GROUP OF OPERATORS. I HAVE CALLED BART, AC TRANSIT, AND UNION CITY ASKING IF THIS ROUTE IS CURRENTLY IN OPERATION, BUT EACH OF THESE OPERATORS TELL ME TO CALL ANOTHER OPERATOR. NO ONE SEEMS KNOW THE STATUS OF ROUTE DB. WHY DO EVERY TRANSIT AGENCY WHO IS A PART OF THIS KEEP PASSING THE BUCK? I WOULD APPRECIATE IT IF SOMEONE FROM MTC WOULD CALL ME AND LET ME KNOW THE REAL STATUS OF THIS ROUTE, IF IT'S OPERATIONAL OR NOT. BECAUSE, NOT ONLY ME, I AM SURE THERE ARE OTHER TRANSIT RIDERS WHO WOULD LIKE TO USE IT BUT DON'T WANT TO WASTE TIME TO GO TO UNION CITY AND FIND OUT, IS IT RUNNING OR NOT. THANK YOU VERY MUCH.

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ALFREDO PEDROZA, CHAIR: THANK YOU CLARENCE, AND WE DID CAPTURE YOUR CONTACT INFORMATION. THANK YOU FOR THAT, AND WE WILL FOLLOW UP ON YOUR QUESTION. ALL RIGHT, MARTHA DO WE HAVE ANY OTHER PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: YES. ADINA LEVIN RAISED HER HAND. GO AHEAD AND UNMUTE YOURSELF.

ADINA LEVIN: HI. THIS IS ADINA LEVIN, SPEAKING AS AN INDIVIDUAL HERE FOLLOWING UP TO THE PREVIOUS COMMENT, AND THIS IS REALLY A PERSONAL ISSUE FOR ME, I AM IN A PROCESS WHERE I NEED TO DECIDE WHETHER AND WHEN TO REPLACE A CAR, AND ONE OF THE MAIN THINGS THAT I USE A CAR FOR IS TRAVELING OVER TO THE EAST BAY AND, YOU KNOW, A FREQUENT USER OF THE DUMBARTON SERVICE THE AC TRANSIT WHICH RUNS THE OTHER TRANSBAY BUSES, AND IS, I THINK, ONE OF THE PARTNERS IN THE DB SERVICE, HAD AN AGENDA ITEM ON THEIR REGIONAL SERVICE, AND THE DB WASN'T LISTED. AND I -- [AUDIO DIFFICULTIES].

ALFREDO PEDROZA, CHAIR: ADINA I THINK WE MIGHT HAVE LOST YOU THERE.

CLERK OF THE BOARD: ADINA, ARE YOU WITH US?

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ADINA LEVIN: -- THAT SERVICE, AND IN TERMS OF THE PREVIOUS TOPIC AND NETWORK MANAGEMENT, THIS IS A REALLY CLEAR EXAMPLE OF SOMETHING WHERE A CUSTOMER JUST WANTS TO KNOW, HOW DO I CROSS THE BAY, WHERE IF YOU'RE DRIVING, IT'S SUPER OBVIOUS, AND IF YOU ARE TAKING TRANSIT AND TRYING TO FIGURE OUT WHICH OF MANY TRANSIT AGENCIES THIS IS UNDER, IN ORDER TO FIGURE OUT WHAT'S HAPPENING WITH THAT ROUTE, IS REALLY CONFUSING TO A RIDER. AND THERE IS OPPORTUNITIES WITH NETWORK MANAGEMENT TO MAKE THAT COMMUNICATION AND ACCOUNTABILITY TO RIDERS BETTER, WITHOUT HAVING TO UNDERSTAND THE UNDERLYING STRUCTURE OF THE TRANSIT AGENCIES. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU, ADINA. ALL RIGHT. SO, AT THIS POINT, MARTHA, DO WE HAVE ANYONE ELSE THAT WISHES TO PROVIDE PUBLIC COMMENT?

CLERK OF THE BOARD: THERE ARE NO OTHER MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU VERY MUCH. LET'S MOVE TO ITEM SEVEN, WHICH IS ADJOURNMENT OF THE OPERATIONS COMMITTEE. NEXT MEETING WILL BE FRIDAY OCTOBER 8TH AT 9:35 A.M. REMOTELY OR BY WEBCAST DEPENDING ON THE STATUS OF SHELTER-IN-PLACE ORDERS. ANY CHANGES WILL BE DULY NOTED. WE ARE ADJOURNED. [MEETING ADJOURNED]

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