METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

FARE INTEGRATION TASK FORCE

MONDAY, OCTOBER 18, 2021, 12:30 P.M.

MICHAEL HURSCH, CHAIR: GOOD AFTERNOON, EVERYONE. MIKE HURSH CALLING TO ORDER THE FARE INTEGRATION TASK FORCE MEETING OF OCTOBER 18TH. AGAIN, BILL BACON WILL BE CLERKING THIS MEETING. BILL, IF YOU ARE READY, I'LL ASK THE BROADCAST TEAM TO PLAY THE VIDEO. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT

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INFOATBAYAREAMETRO.GOV BY 5 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. THEY SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

MICHAEL HURSCH, CHAIR: THANK YOU VERY MUCH. CAN I ASK FOR A ROLL CALL? BILL BACON: YES. CHAIR HURSH?

MICHAEL HURSCH, CHAIR: HERE.

BILL BACON: VICE CHAIR MULLIGAN?

DENIS MULLIGAN, V. CHAIR: PRESENT.

BILL BACON: MEMBER BOUCHARD.

MICHELLE BOUCHARD: HERE.

BILL BACON: MEMBER GONOT?

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CAROLYN M. GONOT: MEMBER HALLS?

DARYL HALLS: HERE.

BILL BACON: MEMBER MCMILLAN?

THERESE MCMILLAN: HERE.

BILL BACON: MEMBER MILLER?

SPEAKER: HERE.

BILL BACON: MEMBER POWERS?

ROBERT POWERS: HERE.

BILL BACON: MEMBER RAMACIER?

RICK RAMACIER: HERE.

BILL BACON: MEMBER TREE?

MICHAEL TREE: HERE.

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BILL BACON: MEMBER TUMLIN. I BELIEVE DIANA HAMMONS IS HERE FOR MEMBER TUMLIN.

DIANA HAMMONS: DIANA FOR DIRECTOR TUMLIN.

BILL BACON: WE HAVE A QUORUM.

MICHAEL HURSH, CHAIR: THANK YOU, BILL. UNDER AGENDA ITEM TWO, CHAIR'S INTRODUCTION REMARKS. I HAVE NONE. THANK YOU, EVERYONE FOR BEING HERE. I APPRECIATE THE TIME AND ATTENTION. WE WILL MOVE TO ITEM THREE, CONSENT CALENDAR. DO I HAVE A MOTION FOR THE CONSENT CALENDAR?

SPEAKER: MOTION.

SPEAKER: SECOND.

MICHAEL HURSH, CHAIR: THERE'S A MOTION AND SECOND. DO WE HAVE ANY PUBLIC COMMENT RECEIVED ON THIS OR IS THERE ANYBODY WISHING TO COMMENT?

BILL BACON: SEEING NO HANDS RAISED.

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MICHAEL HURSH, CHAIR: SEEING NONE. I'M NOT AWARE OF ANY WRITTEN COMMENTS INTO THE RECORD. ROLL CALL VOTE FOR THE CONSENT CALENDAR, PLEASE.

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

MICHAEL HURSH, CHAIR: THANK YOU. THAT MOVES US TO ITEM 4A, THE POLICY ADVISORY COUNCIL FARE COORDINATION AND INTEGRATION SUBCOMMITTEE REPORT. ADINA LEVIN IS HERE.

ADINA LEVIN: SO THE -- IN YOUR PACKET IS A NOTE ABOUT THE DISCUSSION AT THE POLICY ADVISORY COUNCIL FARE COORDINATION AND INTEGRATION SUBCOMMITTEE COORDINATION AND INTEGRATION SUBCOMMITTEE ON SEPTEMBER 10TH, WHERE WE HEARD THE DETAILED DRAFT RECOMMENDATION, AND, SO, THERE -- WE -- THE SUBCOMMITTEE WAS LARGELY SUPPORTIVE OF THE RECOMMENDATIONS, ESPECIALLY THE NEAR-TERM ITEMS. THE PAST, INCLUDING THE PAST AND THE PILOT, AND THERE WERE SOME SUGGESTIONS ABOUT EXTENDING SEASONAL PASS TO INCLUDE AFFORDABLE HOUSING RESIDENTS WHICH I BELIEVE HAS GOTTEN INTO THE CURRENT RECOMMENDATION AND THERE WERE A NUMBER OF SUBCOMMITTEE MEMBERS THAT ALSO VOICED SUPPORT FOR A STRONGER AND MORE DEFINED COMMITMENT TO ADVANCED TIER THREE AS WELL AS ADDITIONAL CONSIDERATION FOR TIER FOUR, WITH SOME SUGGESTIONS ABOUT THE BENEFITS OF WAYFINDING AND WAYS OF

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ADDRESSING THE FINANCIAL INEQUITY ISSUES OF THOSE. THAT IS THAT GROUP CONSISTENT GENERAL SUPPORT FOR WHAT IS BEING PUT FORWARD. THANK YOU VERY MUCH.

MICHAEL HURSH, CHAIR: THANKS ADINA. THIS IS AN INFORMATION ITEM. THERE IS NO ACTION. IS THERE ANY TASK FORCE MEMBERS THAT HAVE QUESTIONS OR COMMENTS? I DON'T SEE ANY HANDS RAISED. DO WE HAVE ANY PUBLIC COMMENT? I HAVE A HAND

CLERK, BILL BACON: THERE IS ONE HAND RAISED, CHAIR.

MICHAEL HURSH, CHAIR: LET'S RECEIVE THAT COMMENT NOW.

CLERK, BILL BACON: EXACTLY. I THINK TONY ROMERO. YOU'RE ON MUTE.

SPEAKER: CAN YOU HEAR ME?

MICHAEL HURSH, CHAIR: YES.

SPEAKER: YEAH. MY NAME IS TONY ROMERO, A COMMUNITY ORGANIZER FROM LATINOS AUDIT FOR AMERICA, AND WE WORK -- [INDISCERNIBLE] AND I WANT TO SAY FARE COORDINATION AND INTEGRATION HAS A ROLE IN THE COMMUNITY ESPECIALLY RESTORING TRANSIT RIDERSHIP, SAN FRANCISCO IS THE THIRD LARGEST CITY IN CALIFORNIA BUT WE HAVE

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SEEN TRANSPORTATION IS VERY LIMITED AND IT FORCES PEOPLE TO FIND OTHER EXPENSIVE MEANS OF TRANSPORTATION, WHICH ADDS TO CONVERSATION IN THE CITY AND WE HAVE SEEN THE POLLUTION CAUSING HARM TO THE RESIDENTS OF SAN JOSE. SO IF WE CAN FIND A WAY FOR PEOPLE TO USE MORE PUBLIC TRANSPORTATION, THAT WILL DECREASE THE OF AMOUNT OF CONGESTION AND POLLUTION, SO THE FARE COORDINATION AND INTEGRATION WILL BE VERY IMPORTANT FOR OUR COMMUNITY. THANK YOU.

MICHAEL HURSH, CHAIR: THANKS TONY. OUR NEXT CALLER?

CLERK, BILL BACON: WENDI, YOU ARE UNMUTED.

WENDI KALLINS: HI. THANK YOU. THIS IS WENDI KALLINS. I SERVE AS THE VICE CHAIR OF THE FARE INTEGRATION SUBCOMMITTEE. I WANT TO THANK ADINA FOR HER REPORT AND JUST REINFORCE WHAT SHE HAS SAID ABOUT OUR RECOMMENDATIONS. I'M ESPECIALLY INTERESTED IN HEARING MORE FROM THIS COMMITTEE ON THE RECOMMENDATION -- THE LONG-TERM RECOMMENDATION. AT THE LAST MEETING THERE WAS A LOT OF EMPHASIS ABOUT REALLY UPPING THE ANTE ON THE PILOT PROGRAM, AND I REALLY SUPPORT THAT. I WOULD LIKE TO HEAR MORE FROM THE COMMITTEE ABOUT THE LONG RANGE RECOMMENDATIONS, AS WELL, BECAUSE I THINK THOSE ARE VERY CRUCIAL TO THE LONG-TERM HEALTH OF OUR TRANSIT SYSTEM. THANK YOU.

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MICHAEL HURSH, CHAIR: THANK YOU FOR THOSE PUBLIC COMMENTS. I DON'T SEE ANY OTHER HANDS RAISED. AGAIN THIS IS AN INFORMATION ITEM SO I'LL MOVE US TO 5A BAY AREA POLICY VISION STATEMENT PROJECTS REPORTS. BILL BACON AND MIKE EISEMAN.

MICHAEL EISEMAN: YES WE HAVE A POWERPOINT PRESENTATION. IF YOU CAN BRING THAT UP. WE HAVE A BRIEF PRESENTATION FOR YOU TODAY, AND IT'S FOCUSED ON A DRAFT POLICY VISION STATEMENT. YOU CAN GO TO THE -- THANKS, BILL. SO, I'LL START WITH A LITTLE BRIEF RECAP OF THE PROJECT TIMELINE, AND WHAT'S AHEAD AS WE LOOK TO FINISH OUT THIS WORK. AND THEN I'LL BRIEFLY RECAP THE DRAFT POLICY RECOMMENDATIONS WE INTRODUCED LAST MONTH BEFORE I HAND IT OVER TO BILL TO WALK US THROUGH THE POLICY VISION STATEMENTS BASED ON RECOMMENDATIONS. AND FINALLY I'LL WRAP UP WITH NEXT STEPS. THANKS BILL WE'LL BEGIN WITH THE PROJECT TIMELINE ON THE NEXT SLIDE, PLEASE. THIS TASK FORCE HAS BEEN MEETING SINCE MAY OF 2020 IDENTIFYING A PROBLEM STATEMENT AND SHORT LIST OF POLICY OPTIONS CONDUCTED BUSINESS CASE ANALYSIS AND DEFINE STRUCTURE OF FARE INTEGRATION TIERS. IN SEPTEMBER YOU HEARD DRAFT BUSINESS CASE FINDINGS AND GAVE INITIAL FEEDBACK ON SET OF POLICY RECOMMENDATIONS AND OVER THE LAST MONTH AGENCY BOARDS HAVE RECEIVED BRIEFINGS IF EVER YOUR REVIEW AND DISCUSSION. I HAVE ATTACHED IN YOUR PACKET A LONGER DRAFT BUSINESS CASE REPORT AVAILABLE FOR YOUR REVIEW. COMING UP ADDITIONAL SCHEDULED TRANSIT AGENCY BOARD PRESENTATIONS THE

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PROJECT TEAM HAS BEEN ASKED FOR RECOMMENDATIONS TO THE MTC COMMISSION AT THEIR WORKSHOP ON OCTOBER 27TH, AND 28TH, AND THEN THE MONTHS AHEAD THE TASK FORCE WILL BE ASKED TO CONSIDER VOTING ON THE ADOPTION OF THE VISION STATEMENT AND FINAL ACTIONS. WE HAVE THE RECOMMENDATIONS HERE FOR YOUR INFORMATION AND I'LL BRIEFLY RECAP THOSE. NEXT SLIDE. YOU WILL RECALL THAT OUR RECOMMENDATIONS REFER TO THE FOUR TIER STRUCTURE TIER ONE INCLUDES PASSES AND CAPS AND TIER TWO INCLUDES FREE AND DISCOUNTED TRANSFERS BETWEEN AGENCIES. CHANGES IN THESE FIRST TWO TIERS CAN BE IMPLEMENTED USING EXISTING DECISION MAKING STRUCTURES. TIER THREE REFERS TO STANDARDIZED FARE STRUCTURES FOR REGIONAL FARE SERVICES RAIL, FORE AND EXPRESS BUS. TIER FOUR INCLUDES STANDARDIZED FARE STRUCTURE SERVICES LOCAL AND REGIONAL AND TIER 3 AND 4 WOULD REQUIRE SIGNIFICANT CHANGES TO HOW FARES ARE MANAGES IN OUR REGION. NEXT SLIDE. HERE AGAIN, SUMMARY OF PROJECT TERMS AND RECOMMENDATIONS BEGINNING IN CALENDAR YEAR 2022 WE RECOMMENDED PILOTING AN AGENCY INSTITUTIONAL AND EMPLOYER TRANSIT PASS. NEXT PHASE BEGIN IN FALL OF 2023, THAT'S WHEN WE RECOMMEND REPLACING EXIST PATCHWORK OF INTER-AGENCY TRANSFERS WITH DISCOUNTS STANDARDIZED OR REDUCED COSTS TRANSFER BY REGION AND FINDINGS OF INSTITUTIONAL PASS PILOT PHASE, AND DEPLOYMENT OF ALL AGENCY INVESTIGATE BENEFITS AND COSTS FOR CERTIFY FOR REGIONAL SERVICES AND ROLE IN THE REGION FUNDING STRATEGY. I'LL TURN IT OVER TO BILL.

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WILLIAM BACON: WE WOULD LIKE TO WALK THROUGH THE TASK FORCE DRAFT POLICY VISION STATEMENT WHICH IS INCLUDED IN YOUR PACKET. BEFORE THE TASK FORCE THIS AFTERNOON FOR YOUR REVIEW AND DISCUSSION IS A DRAFT BAY AREA TRANSIT FARE POLICY VISION STATEMENT. THE VISION STATEMENT IS NOT BEING PRESENTED TODAY FOR TASK FORCE APPROVAL. THE PURPOSE OF THE VISION STATEMENT IS FOR THE TASK FORCE TO START TO ARTICULATE THE POLICY DIRECTION THAT IT SUPPORTS IN PRINCIPLE AND PROVIDE DIRECTION TO THE PROJECT TEAM AS WELL AS AGENCY STAFF ABOUT PRIORITIZING POLICY WORK INCLUDING NEXT STEPS LIKE ADVANCING THE PROPOSED INSTITUTIONAL AVERAGE PASS PRODUCT AND SEEKING POTENTIAL FUNDING TO SUPPORT PILOTS AND FURTHER PROJECT DELIVERY. NEXT SLIDE PLEASE. THE DRAFT VISION STATEMENT BEGINS WITH A STATEMENT ON THE DRAFT STUDY FINDINGS AND ACKNOWLEDGES THAT MORE COORDINATED AND INTEGRATED TRANSIT FARE POLICIES MAY OFFER COST EFFECTIVE OPTIONS FOR IMPROVING THE TRANSIT CUSTOMER EXPERIENCE, PROMOTING TRANSIT RIDERSHIP RECOVERY FROM THE COVID-19 AND REDUCING VEHICLE MILES TRAVELED, GREENHOUSE GAS EMISSIONS, AND TRANSIT TRAVEL TIMES FOR CUSTOMERS. IN ADDITION HELPING TO ADVANCE EQUITY AROUND THE BAY AREA. NEXT SLIDE PLEASE. NEXT, THE VISION STATEMENT INCLUDES FOUR PREREQUISITES TO HELP GUIDE STAFF IN ADVANCING THE TRANSIT FARE POLICY INITIATIVES WHICH FALL ON THE NEXT SLIDE. THESE PREREQUISITES HAVE BEEN INFORMED -- SORRY -- WE CAN GO BACK.

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THANK YOU. WE CAN GO TO THE PREVIOUS SLIDE. THESE PREREQUISITES HAVE BEEN FORMED BY FEEDBACK THE PROJECT TEAMS HAVE HEARD FROM TRANSIT AGENCY GOVERNING BOARDS. FOCUSING ON QUESTIONS LIKE RESPONSIBILITY AND TRANSIT AGENCY FOR LOCAL VOTERS SUPPORTING LOCAL FUNDING MEASURES, FUNDING SOURCES SUPPORT THE NECESSITY OF TRANSIT AGENCY GOVERNING BOARD AND APPROVAL OF FARE POLICY CHANGES AND CLEAR STATEMENT POLICY CHANGE, SHOULD NOT RESULT IN A REDUCTION OF TRANSIT SERVICE LEVELS. I'LL WALK THROUGH THE PREREQUISITE IN MORE DETAIL SINCE I'M NOT GOING TO READ THROUGH EACH WORD ON THE SLIDES. THE FINAL VISION STATEMENT ARE THE FARE POLICY INITIATIVES FOR FURTHER DEVELOPMENT THESE FOUR INITIATIVES MATCH THE RECOMMENDATION THAT IS THE FIRST PROJECT TEAM BROUGHT TO THE TASK FORCE LAST MONTH AND HAS BEEN DISCUSSED WITH TRANSIT AGENCY BOARDS IN THE INTERIM. I'M NOT GOING TO READ THROUGH EACH BUT TO SUMMARIZE FOCUS ON THE ALL TRANSIT AGENCY INSTITUTIONAL EMPLOYER PASS PILOT IN CALENDAR YEAR 2022, AND SECOND FOCUSES ON IMPLEMENT LOCAL TRANSFER REDUCED COSTS REGIONAL TRANSFER SYSTEM FOR TRANSIT USERS TRANSFERRING BETWEEN AGENCIES BEGINNING IN 2023 COINCIDING WITH THE ROLL OUT OF THE NEXT GENERATION CLIPPER SYSTEM. THIRD, FOCUSING ON POSSIBILITIES EXPANDING TO ALL TRANSIT PASS PRODUCT THAT WILL BE AVAILABLE TO THE GENERAL PUBLIC AT THE LAUNCH OF THE NEXT GENERATION CLIPPER SYSTEM THAT ARE INFORMED BY THE PILOT AS MENTIONED IN THE REPORT, AND STRUCTURE FOR REGIONAL RATE FERRY

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AND EXPRESS BUS SERVICES PLEASE REVIEW THE LANGUAGE. FINALLY IN THE LAST SECTION I WANT TO TOUCH ON THE PILOT THEN BRIEFLY TALK ABOUT NEXT STEPS BEFORE WE OPEN IT UP FOR TASK FORCE DISCUSSION. YOU CAN GO ON TO THE NEXT SLIDE. WHILE THE PROJECT TEAM IS NOT ASKING THE TASK FORCE TO TAKE ANY ACTION THIS AFTERNOON, WE WOULD LIKE TO CALL YOUR ATTENTION AND FOCUS ON THE POSSIBILITY OF AN ALL-AGENCY INSTITUTIONAL AND EMPLOYER PASS PILOT IN CALENDAR YEAR 2022. AGAIN, WHILE WE'RE NOT ASKING FOR THE TASK FORCE TO ENDORSE THIS CONCEPT TODAY IT WOULD BE HELPFUL FOR STAFF TO UNDERSTAND IF THERE REMAINS ENTHUSIASM FOR THIS PROJECT. WE'RE HAPPY TO REPORT THAT WE BELIEVE WE'LL BE LIKELY ABLE TO DELIVER A PILOT IN 2022 SHOULD THE TASK FORCE ENDORSE MOVING IN THIS DIRECTION BUT IN ORDER TO MEET THAT TIMELINE IN ORDER TO DELIVER THE PILOT IN 2022, WE NEED TO BEGIN WORK ON TECHNICAL MODIFICATIONS TO THE CLIPPER SYSTEM TO ENSURE A SMOOTH ROLL OUT. IT WOULD BE HELPFUL FOR THE PROJECT TEAM TO AT LEAST INFORMALLY EXPRESS ENTHUSIASM SO WE CAN IMPLEMENT NEXT STEPS TO START THE PILOT NEXT YEAR. WE WILL CONTINUE TO FOCUS ON EDUCATIONAL INSTITUTIONS AFFORDABLE HOUSING AND EMPLOYERS AT VARIOUS PHASES OF DEVELOPMENT AND INFORMED BY THE INITIAL PHASE A SECOND PORTION OF THE PILOT WOULD EXPAND TO A LARGER NUMBER OF PARTICIPANT INSTITUTIONS AND ORGANIZATIONS. THIS IS A TOPIC THAT WE WILL LIKELY COME BACK TO THE TASK FORCE TO TALK ABOUT IN MUCH GREATER DETAIL OVER THE COMING MONTHS SHOULD THE TASK

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FORCE SUPPORT IMPLEMENTING A PILOT PROGRAM. LET ME GO ON TO THE NEXT SLIDE. FINALLY, WE WOULD LIKE TO LAY OUT A BRIEF CALENDAR OF POSSIBLE NEXT MEETINGS FOR THE TASK FORCE SHOULD THIS BODY CHOOSE TO WANT TO ENDORSE THE POLICY VISION OVER THE COMING MONTHS TODAY WE'RE HERE ON OCTOBER 18TH TO PRESENT OUR REPORT AND POLICY VISION STATEMENT. THE MTC COMMISSION WILL BE HEARING ABOUT THE PROJECT DRAFT RECOMMENDATIONS LATER THIS MONTH AT A WORKSHOP AND WE'LL CONTINUE TO PRESENT AT TRANSIT AGENCY BOARDS. WE HAVE ONE MORE THIS WEEK AND ANY OTHER BOARDS INTERESTED IN HEARING ABOUT THE DRAFT RECOMMENDATION PRESENT AT THEIR MEETINGS. JANUARY 24TH IS A NEXT POSSIBLE MEETING AND AGENDA WOULD ENTAIL POSSIBLE ENDORSEMENT OF FARE POLICY VISION STATEMENTS AND THE TASK FORCE DIRECTION. TO REPORT BACK TO THE TASK FORCE NEXT STEPS ACTUAL LEGISLATION ACTION NECESSARY TO DELIVER ANY PILOTS. THE TASK FORCE COULD CONSIDER APPROVAL OF THE FINAL PROJECT REPORT WHICH WOULD REALLY WRAP UP THE FORMAL WORK OF THE FARE COORDINATION AND INTEGRATION STUDY. AGAIN, THAT DRAFT REPORT IS AVAILABLE FOR YOUR REVIEW ATTACHMENT B TO THIS ITEM AND WE LOOK FORWARD TO YOUR QUESTIONS COMMENTS AND FEEDBACK THIS AFTERNOON. THANK YOU VERY MUCH FOR YOUR TIME.

MICHAEL HURSH, CHAIR: THANK YOU, BILL AND MIKE. THIS IS AN INFORMATION ITEM. I WOULD LIKE TO HEAR FROM THE TASK FORCE, KATE MILLER. GO AHEAD.

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KATE MILLER: I HAVE A COUPLE OF QUESTIONS. ONE, YOUR SLIDE SAID FULL PARTICIPATION USING CLIPPER ONE. SO IT DOESN'T REQUIRE CLIPPER TWO TO DO ALL THIS?

WILLIAM BACON: THE PILOT THAT WE'RE TALKING ABOUT IS THAT INITIAL ACTION WOULD BE IN THE CURRENT CLIPPER SYSTEM. I THINK THE MOST IMPORTANT CONSIDERATION IS THAT IF WE PROCEED, EVERY TRANSIT AGENCY HAS TO AGREE TO PARTICIPATE IN THE PILOT IN ORDER TO MAKE IT WORK IN THE CLIPPER ONE SYSTEM.

KATE MILLER: OKAY. SO, YOU KNOW, EVERYBODY'S GOING TO BE A LITTLE BITS RISK AVERSE HERE, AND I'M JUST WONDERING HOW CLOSE WE'RE GOING TO GET TO MODELING ANY COST AND BENEFITS IN REAL TERMS BEFORE WE HAVE TO COMMIT TO PARTICIPATING? YOU KNOW, I THINK THAT'S WHAT MOST OF US ARE THINKING. AND IN THAT SAME VEIN, HOW MUCH OF THE ACTUAL PRICING IS GOING TO ACTUALLY BE ESTABLISHED THROUGHOUT CLIPPER BOARD DISCUSSIONS VERSUS THE FARE INTEGRATION TASK FORCE?

MICHAEL HURSH, CHAIR: I CAN MAKE ONE COMMENT. I ASKED FOR THE PREREQUISITES IN THE VISION STATEMENT TO BE LISTED UP FRONT. BECAUSE THE SECOND OR THIRD BULLET IS TO FIND ADDITIONAL FUNDING. I THINK IT'S A VERY KEY POINT. I WOULD ENCOURAGE PEOPLE TO ADOPT YOUR POSITION ON THE VISION POLICY. I WOULD ENCOURAGE US TO ADOPT IT AT A FUTURE MEETING. I THINK THE TASK

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FORCE DOES INCREDIBLE WORK, BUT WE OWE IT TO OUR STAKEHOLDERS, THE CITIZENS AND RESIDENTS, OUR RIDERS, TO PUT OUR VOTE BEHIND THE WORDS. IF WE DON'T AGREE WITH IT, NOW IS THE TIME TO SPEAK UP. WE CERTAINLY CAN PROVIDE WRITTEN COMMENTS TO BILL OR MIKE, BUT I THINK IT'S IMPORTANT THAT WE TAKE DECISIVE ACTION. HOWEVER, ON THE VISION POLICY, LET'S BE CLEAR THAT THE PREREQUISITES UP FRONT MAKE IT CLEAR THAT FUNDING HAS TO BE DECIDED. AND ON THE QUESTION OF CLIPPER ONE, I JUST WANT TO MAKE SURE WE'RE ALL AWARE THAT WHAT WE'RE SUGGESTING IS A REGIONAL INSTITUTIONAL PASS AS THE FIRST START THERE IS A LOT OF HEAVY LIFTING TO DO ON THAT. NEXT UP IS THERESE.

THERESE MCMILLAN: GREAT. THANK YOU, MIKE. ACTUALLY, I WANT TO PICK UP ON THE POINT YOU JUST MADE ABOUT THE PREREQUISITES. AND YOU KNOW THIS, IS GOING TO BE A DIFFERENT PERSPECTIVE THAN OTHERS. SO, I JUST WILL PUT IT OUT THERE. ONE OF THE THINGS THAT -- BECAUSE I'M CONCERNED WITH THE MESSAGING THAT IT SENDS WITH RESPECT TO THIS ENTIRE PROCESS. SO ONE OF THE THINGS I THINK HAS BEEN, QUITE FRANKLY, EXTRAORDINARY ABOUT THIS EFFORT AND THAT WE HAVE TAKEN DESERVEDLY IS THE COLLABORATIVE NATURE OF THE STUDY WITH ALL OF THE OPERATORS, THE COLLABORATIVE EFFORT OFTEN INVOLVES A LOT OF DIFFICULT CONVERSATIONS. RIGHT? AND YOU KNOW, AMONG OTHER THINGS, HIGHLIGHTED KEY ISSUES THAT WILL NEED TO BE RESOLVED GOING FORWARD, AS, YOU KNOW, THIS EFFORT PROCEEDS. BUT, CRITICALLY, I THINK WE HAD ALL THOUGHT

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THAT THIS WAS GOING TO BE, TRULY, A CUSTOMER-FIRST FOCUS. AND IMPORTANTLY THAT THE STATUS -- YOU KNOW, ACKNOWLEDGING, THE STATUS QUO IS NOT GOING TO RESULT IN THE TRANSFORMATIVE CHANGE THAT MAY BE BENEFITTING THE CUSTOMER IN THE WAYS THAT WE SEE. SO MY CONCERN IS, WITH PUSHING THESE PREREQUISITES TO THE FRONT, AND IN A WAY THAT THEY'RE WORDED RIGHT NOW, COMES ACROSS VERY MUCH AS DEFENDING THE STATUS QUO, WITH THINGS LIKE, SHALL NOT, WILL NOT, MUST DO THESE THINGS BEFORE WE EVEN GET TO THE, YOU KNOW, REALLY CREATIVE AND TRANSFORMATIVE RECOMMENDATIONS THAT ARE THERE. AND AGAIN IT SEEMS TO BE MORE CONCERNED WITH THE WELFARE OF OPERATORS AND LESS SO WITH THE CUSTOMERS. WHICH IS NOT TO SAY THE ISSUES THEMSELVES AREN'T VALID, BUT THE WAY THAT THEY'RE FRAMED AT THE FRONT, I THINK BRINGS US BACK, AND AWAY FROM THE COLLABORATIVE GAINS THAT WE HAVE MADE. AND, SORT OF, SETS A TONE OF, YOU KNOW, WE'RE HERE, SORT OF, TO PROTECT OUR TURF. ACKNOWLEDGING, AS KATE SAID, A LOT OF ISSUES GOING FORWARD, AND RISK AVERSE TENDS TO BE WHERE WE ALL SIT SOMETIMES AS SERVICE DELIVERY ENTITY. WHAT I WOULD SUGGEST RATHER THAN CHARACTERIZING AS PREREQUISITES IS PRESENT THEM AS CONTINUING ISSUES THAT MUST BE EVALUATED AND ADDRESSED AS IMPLEMENTATION GOES FORWARD. AND I THINK IT JUST SENDS A VERY DIFFERENT MESSAGE ABOUT, AGAIN, WHERE WE TO TAKE IT. JUST WANTED TO PUT THAT OUT THERE. AS MY PERSPECTIVE, AND FRANKLY, ONE THAT I WOULD WANT TO SHARE. AT THE COMMISSION WORKSHOP, WE'RE LIFTING UP THIS EFFORT AS A SPOTLIGHT ISSUE FOR THE

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TRANSFORMATIVE ACTION PLAN AND I WOULD HATE IT TO LEAD WITH, "THESE ARE THE THINGS THAT WE AREN'T GOING TO DO." BECAUSE I THINK IT REFLECTS THE ENORMOUS COLLABORATIVE REPRESENTATION HERE. IS.

MICHAEL HURSH, CHAIR: MY COMMENT WAS MADE, THAT BECAUSE SOMEBODY SAID FOR ALL OF THIS TO WORK, ALL OF THE TRANSIT AGENCIES HAVE TO JOIN, AND I REMEMBER BACK TO CLIPPER ONE, I BELIEVE IT WAS 16 YEARS BEFORE WE GOT THE LAST AGENCY ON BOARD, AND NOW WE WANT TO DO THAT IN? THREE MONTHS? IF WE'RE GOING TO GET STARTED IN THE NEXT CALENDAR YEAR. AND THAT REQUIRES INDIVIDUAL BOARD ADOPTIONS. I WAS TRYING TO FIGURE OUT THE LANGUAGE THAT WOULD ALLOW MY BOARD AND OTHER BOARDS TO GET BEHIND IT. I AGREE THIS IS THE NUMBER ONE THING WE CAN DO COMING OUT OF BLUE RIBBON TASK FORCE, THIS TASK FORCE, I AGREE GETTING THE DOUBLE DIGIT NUMBER OF AGENCIES ON THIS SO WE CAN ENFORCE. THE ONE QUESTION -- I'LL COME BACK TO YOU. I SEE HANDS RAISED AGAIN. 2022, IF YOU HAVEN'T ARE STARTED YOUR CHRISTMAS SHOPPING, YOU BETTER. OR HOLIDAY SHOPPING, YOU BETTER, 2022, AND I GUESS IF I COULD ASK MIKE OR BILL TO COMMENT ON -- IT SEEMS LIKE MTC -- ONCE THIS IS AGREED UPON I LOOK FORWARD TO HEARING IT AT THE WORKSHOP BUT IF WE AGREE TO MOVE FORWARD WITH THE REGIONAL PASS, MTC HAS TO DO SOME HEAVY LIFTING AND ARE THEY COMFORTABLE DOING THAT?

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WILLIAM BACON: LET ME RESPOND TO TWO PARTS OF YOUR QUESTION, THE TECHNICAL CONSIDERATION AND THE SECOND IS PROJECT MANAGEMENT OF THE PILOT. TO TACKLE THEY FIRST QUESTION, THE TECHNICAL IMPLEMENTATION CONSIDERATIONS, I THINK WE'RE FAIRLY CONFIDENT THAT WE WILL BE ABLE TO DELIVER THE TECHNOLOGY ON CLIPPER IN THE MIDDLE OF 2022. THERE IS SOME WORK THAT NEEDS TO HAPPEN AND THAT'S WHERE WE'RE, SORT OF, TRYING TO TAKE THE TEMPERATURE OF THE TASK FORCE TODAY IF WE COULD GET STARTED ON DOING SOME OF THOSE INITIAL STEPS, BUT WE'RE IN A FAIRLY GOOD POSITION. THE SECOND PORTION I WOULD RESPOND TO IS THE PROJECT MANAGEMENT AND THAT'S REALLY WHERE WE NEED TO COME BACK AS A PROJECT TEAM TO THE TASK FORCE TO LAY OUT, THIS IS A PROPOSED STRUCTURE FOR HOW THIS PILOT WOULD BE MANAGED, WHO WOULD BE DOING IT, WHAT FUNDING IS AVAILABLE TO SUPPORT THE DELIVERY OF THE PILOT AND WHAT ARE KEY PERFORMANCE MEASURES AND MILESTONE THAT WE WOULD WANT TO CONSIDER AS WE WORK TO DELIVER T I DON'T KNOW MIKE, IF YOU HAVE ANYTHING TO ADD TO THAT.

MICHAEL EISEMAN: I AGREE THERE IS A LOT OF WORK TO DO, THINKING OF THE TITLE SIX SITUATION, THE CONTRACT SITUATION, THE CUSTOMER RELATIONSHIPS, AND MANAGEMENT MODEL. QUITE A LOT OF PIECES TO PUT IN PLACE TO DELIVER ON THAT TIMELINE. WE'RE EAGER TO GET STARTED IF THIS GROUP WANTS TO PROCEED.

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MICHAEL HURSH, CHAIR: THANKS. THE REASON FOR MY QUESTIONS, I DON'T WANT TO CREATE A FALSE EXPECTATION FOR THE PUBLIC. I WOULD LIKE TO GO AS FAST AS POSSIBLE IF THERE ARE HURDLES TO IDENTIFY. KATE?

KATE MILLER: I WANT TO BE CLEAR THAT I WASN'T ASKING THOSE QUESTIONS TO SET SOME, SORT OF, PRECEDENT THAT I WAS NOT SUPPORTIVE OF THE WORK THAT HAS BEEN DONE SO FAR, WHICH I THINK, MICHAEL, AND BILL, IT'S INCREDIBLE. BUT, I GUESS I JUST WANT TO BE PREPARED FOR WHEN WE PRESENT THIS TO OUR BOARDS, THAT WE HAVE SOME CLEAR ANSWERS. I FEEL STRONGLY THAT WE HAVE NO CHOICE, BUT TO MOVE FORWARD WITH THIS. LARGELY BECAUSE I THINK WE OWE IT TO OUR RIDERS, AND WE NEED TO BE A LITTLE BIT RISK AVERSE AND FIGURE IT OUT AS WE GO. SO I JUST WANT TO LEAVE YOU WITH THOSE THOUGHTS.

MICHAEL HURSH, CHAIR: OKAY. I HAVE NO OTHER TASK FORCE MEMBERS HANDS RAISED. I'LL GIVE YOU ONE MORE CHANCE THEN WE'LL GO TO PUBLIC COMMENT. ALL RIGHT. BILL, LET'S GO TO PUBLIC COMMENT.

CLERK, BILL BACON: THERE ARE MULTIPLE HANDS RAISED. I'LL GO AHEAD AND START. THE FIRST ONE IS ROLAND LEBRUN.

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SPEAKER: GOOD AFTERNOON. THANK YOU FOR THE OPPORTUNITY. MY REMARKS WILL BE VERY BRIEF. I THINK IT'S ESSENTIAL FOR EVERYBODY TO INDICATE, RIGHT NOW, THAT THE STATUS QUO IS NOT AN OPTION. AND NOW THE QUESTION IS, HOW ARE WE GOING TO GET WHERE WE NEED TO GO. SO MY RECOMMENDATION IS VERY SIMPLE: PLEASE SUPPORT THE STAFF RECOMMENDATION AND IMPLEMENT A PILOT, STARTING IN 2022. BECAUSE THAT PILOT IS THE BEST WAY FOR US TO DISCOVER ALL THE HURDLES, AND NOT ADDRESS THEM ONE BY ONE F AND WHEN THEY OCCUR. THANK YOU.

MICHAEL HURSH, CHAIR: I SEE WE HAVE QUITE A FEW HAND THAT CAME UP. I WANT TO MAKE SURE WE UNDERSTAND WE'RE DOING PUBLIC COMMENT ON 5A. AFTER THIS ITEM I'LL CALL FOR GENERAL PUBLIC COMMENT ON ITEM SIX. ON 5A TRANSIT FARE POLICY VISION STATEMENT AND PROJECT REPORT. BACK TO PUBLIC COMMENT.

CLERK, BILL BACON: NEXT COMMENTER IS NUMBER ENDING IN 09209.

SPEAKER: AM I HEARD?

CLERK, BILL BACON: WE CAN HEAR YOU.

SPEAKER: FOR THE RECORD, MY NAME IS CLARENCE FISHER. MY TELEPHONE CONTACT NUMBER IS [INDISCERNIBLE] I ALSO HAVE AN E-MAIL ADDRESS CLARENCE FISHER OF CLARENCE FISCHER. TWO THINGS I

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WOULD LIKE TO CONSIDER, THE HANDICAPPED SENIOR DISABLED COMMUNITY SEEMS TO NOT BE WELL REPRESENTED. I WOULD LIKE TO HAVE SOMEONE AT THIS TASK FORCE COMMITTEE CONTACT ME SO I COULD GIVE WHAT I FEEL IS SOME VALUABLE INPUT, BECAUSE I KNOW MY TIME IS LIMITED FOR PUBLIC COMMENT. I HAVE A LOT OF THINGS I WOULD LIKE TO SUGGEST. SECOND OF ALL, FOR THE PILOT, THAT WOULD BE IMPLEMENTED, POSSIBLY, IN SUMMER OF NEXT YEAR, I WOULD LIKE TO SEE THOSE WHO WOULD LIKE TO VOLUNTEER, ALSO, AS PART OF THE PILOT, AS THE SENIOR DISABLED COMMUNITY, I, MYSELF, WOULD LIKE TO BE ONE OF THOSE VOLUNTEERS, AS I HAVE BEEN RIDING AT PUBLIC TRANSIT SINCE THE BACK DAYS OF KEY SYSTEM ON THE LOWER DECK OF THE BAY BRIDGE, I THINK I COULD OFFER SOME VALUABLE INPUT. THANK YOU VERY MUCH.

CLERK, BILL BACON: THE NEXT COMMENTER IS JACK HEBB.

SPEAKER: HI THERE. THANK YOU VERY MUCH FOR THE OPPORTUNITY TO SPEAK. THIS IS MY FIRST TIME SPEAKING AT A MEETING LIKE THIS, SO I'M GOING TO KEEP IT AS TITHE AS I CAN. HI THERE, WHAT'S UP? MY NAME IS JACK HEBB I WAS BORN AND RAISED IN SAN MATEO COUNTY FOR 23 YEARS. I REGULARLY USE CALTRANS, SAMTRANS, SFA, AND BART TO GO BETWEEN SAN MATEO COUNTY, SAN FRANCISCO COUNTY, ALAMEDA COUNTY, CONTRA COSTA COUNTY, AND, YEAH, I THINK THAT'S IT. AND I JUST WANTED TO URGE THIS TASK FORCE TO SUPPORT THE TRANSIT FARE INTEGRATION TASK FORCE POLICY VISION STATEMENT

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INCLUDING THE ALL-AGENCY TRANSIT PASS, FREE TRANSFERS, AND EMPHASIS ON FREE TRANSFERS AND COMMON FARE STRUCTURE FOR REGIONAL TRANSIT SERVICES. IN MY COMMUNITY, HALF MOON BAY AND BROADLY SAN MATEO COUNTY, LIKE, OVER THE HILL. WE HAVE AN ENDEMIC PROBLEM OF TRAFFIC AND TAKING STEPS TO ENSURE IT'S AS EASY AS POSSIBLE FOR PEOPLE TO USE SAMTRANS AS EFFECTIVE FORM OF TRANSIT TO GET OVER THE HILL AND CONNECTING TO OTHER SERVICES SUCH AS CALTRANS AND EVENTUAL BART, ALL OF THESE THINGS IS GOING TO TAKE A HUGE BURDEN OFF THE BACKS OF OUR MAIN ARTERIES. MYSELF AND MANY OF MY NEIGHBORHOODS DON'T EVEN LEAVE HOME ESPECIALLY DURING THE WE COULD BECAUSE OF PUMPKIN SEASON. ALSO WANT TO STRESS THE ISSUE OF EQUITY. THERE ARE A LOT OF PEOPLE IN MY COMMUNITY IN HALF MOON BAY WHO ARE FARM WORKERS WHO DON'T HAVE THE PRIVILEGE OF OWNING A CAR AND WE NEED TO TAKE STEPS TO ENSURE THAT THESE PEOPLE WHO ARE DESIGNATED EXTREMELY LOW-INCOME BY HUDSON HAVE THE ABILITY TO MAINTAIN -- TO STILL LIVE HERE, THEY ARE THE PEOPLE WHO ARE HARVESTING OUR PUMPKINS, AND BRUSSEL SPROUTS TO PUT ON OUR TABLES. SO PLEASE SUPPORT IT. AND THANK YOU VERY MUCH FOR YOUR TIME IN LETTING ME SPEAK.

CLERK, BILL BACON: THE NEXT COMMENTER IS A PHONE NUMBER ENDING IN 2739.

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SPEAKER: YES. GOOD AFTERNOON. MY NAME IS JESS CARTER, FROM THE PENINSULA, MILLBRAE, I HAVE LONG ADVOCATED FARE INTEGRATION. IN FACT, I REMEMBER 30, 40 YEARS AGO, QUINTON -- QUINTON KOPP WAS REALLY PUSHING FOR FARE INTEGRATION, AND I SUPPORT THE PILOT PROGRAM, I SUPPORT DISTANCED BASED FARES FOR REGIONAL RAIL PRESS BUSES AND FERRIES, WHILE THERE SHOULD BE A LOCAL FARE FOR LOCAL TRANSIT SERVICE CONNECTING THESE SYSTEMS, AND TRANSFERS SHOULD BE FREE BETWEEN SYSTEMS, AND FARE CREDIT, IF I TRANSFER FROM A LOCAL BUS TO CALTRAIN OR BART, ET CETERA, AS FAR AS PASSES, THERE SHOULD BE A MONTHLY PASS, A SEVEN-DAY PASS, DAY PASS, AND A RIDE BAY PASS, WHICH IS MAYBE 15 OR 20 RIDES, AND THIS SHOULD BE DISCOUNTED TO ENCOURAGE PURCHASE AND TO TRANSIT. AND THIS IN NO WAY PREVENTS A CAP FOR PEOPLE WHO NEED A CAP. THE CALTRAIN GO PASS HAS MERIT, BUT NOT ALL EMPLOYERS CAN PROVIDE SUCH A PASS, OR CAN SUBSIDIZE THEIR EMPLOYEES. THE REPORT DOES REFER TO THE PUGET PASS IN 18 ROUND TRIPS OR 36 RIDES. AND I WOULD LOVE TO HEAR AN EXPLANATION FOR THE RATIONALE OF USING 36 RIDES. BECAUSE THIS GOES BACK BY GONE ERA OF PEOPLE USE -- THIS DISCOUNT NEEDS TO REFLECT PASSES AND REFLECT AND ENCOURAGE PEOPLE TO PURCHASE THEM TO USE TRANSIT FOR OTHER THINGS OTHER THAN COMMUNITY AND WHAT HAVE YOU. I THINK DISTANCED BASED IS THE ANSWER BECAUSE ZONES, ARE [INDISCERNIBLE] AND THAT GOES BACK TO COMMUTER RAIL LONG AGO. THANK YOU

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CLERK, BILL BACON: LAST SPEAKER IS CALVIN QUICK.

SPEAKER: GOOD AFTERNOON MEMBERS. THANK YOU FOR THE OPPORTUNITY TO SPEAK. CALVIN QUICK, I LIVE IN SAN FRANCISCO AND I AM DEPENDENT ON TRANSIT. AND I'M GOING TO SPEAK HERE TO SUPPORT THE STAFF RECOMMENDATIONS HERE AND HOPE THAT, YOU KNOW, TASK FORCE MEMBERS CAN ALSO VOICE THEIR STRONG SUPPORT. ABSOLUTELY SUPPORT THE PILOT NEXT YEAR, BUT I WOULD ALSO LIKE TO POINT OUT THAT THE MOST TRANSFORMATIVE IMPACTS OF FARE INTEGRATION FOR, YOU KNOW, REALLY, THE MOST BURDENED COMMUNITIES, RIGHT NOW, WILL ONLY BE ACHIEVED IF WE ONLY COMMIT TO REDUCING THE BUREAUCRACY THAT RIDERS HAVE TO GO THROUGH, NOW, TO TAKE ADVANTAGE OF ANY KIND OF DISCOUNT THAT MIGHT BE CREATED OR PASS THAT MIGHT BE CREATED. I AM A STUDENT AT A LARGE EDUCATIONAL INSTITUTION, I COMMUTE ON TWO OR THREE DIFFERENT AGENCIES EVERY DAY, AND I WOULD PROBABLY BENEFIT FROM THE PILOT, BUT THE PEOPLE WHO ARE MOST COST BURDENED BY INTER-AGENCY TRANSFERS ON THEIR COMMUTE ARE SIGNIFICANTLY LESS LIKELY TO BE ABLE TO TAKE ADVANTAGE OF THE INITIAL PILOT SINCE IT'S STARTING AT-LARGE INSTITUTIONS. SO I REALLY HOPE THAT, TO HEAR THE TASK FORCE MOVE FORWARD IN A POSITIVE WAY TOWARDS SOME OF THE NEXT TIERS OF RECOMMENDATIONS. AND LASTLY, I WOULD ALSO POINT OUT THEY HAVEN'T HEARD A LOT ABOUT THE DISCOUNTS. I THINK SOMEONE MENTIONED THIS FOR SENIORS AND DISABLED PEOPLE. I WOULD ALSO POINT OUT THAT THEY'RE -- AS A YOUNG PERSON, I

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HAVE BEEN FIGHTING AND ADVOCATES FOR DISCOUNTS AND FREE TRANSIT FOR A WHILE, AND WE HAVE BEEN HAVING SUCCESS AT LOCAL AGENCIES RIGHT NOW, AND I THINK THAT'S ABSOLUTELY SOMETHING THAT NEEDS TO BE CONTINUED IN ANY REGIONAL FARE INTEGRATION, AS A WAY FORWARD. SO, THANK YOU FOR THE OPPORTUNITY TO SPEAK.

CLERK, BILL BACON: THE NEXT COMMENTER IS ANTON LEBRON. SORRY. I'M TRYING TO ALLOW -- TELLING HIM TO SPEAK -- I'M NOT SURE IF SETTINGS ARE NOT ALLOWING IT. WE'LL COME BACK TO HIM AND NOW GO TO THE NEXT SPEAKER, WHICH IS RICK NOHASS

SPEAKER: HI MY NAME IS RICK, A CLIMATE ADVOCATE FOR SEAMLESS BAY AREA, SOMETIMES A VISIT MY GRANDDAUGHTER BY TAKING THE RICHMOND STOP TO SAN FRANCISCO STOP AND DALY CITY TO BART WHICH TAKES ME TO EL CERRITO. I AM WORRIED ABOUT THE GRANDPARENT WHO DOESN'T HAVE A CAR AND HAS TO MAKE FINANCIAL CHOICES BASED ON THE ALMOST $20 ROUND TRIP COST, MR. BACON AND EISEMAN COLLABORATED WITH BAY AREA TRANSIT OPERATOR PLANNERS AND SOME OPERATORS WHO ARE RELUCTANT ABOUT INTEGRATED FARES IT GIVES ME HOPE THAT THEY HAVE A FARE POLICY -- TASK FORCE SUPPORT FOR THIS VITAL STEP IS IMPORTANT IN MAKING BAY AREA TRANSPORTATION EQUITABLE AND ACCESSIBLE TO ALL. GUYS THIS IS GROUNDBREAKING AND I THANK YOU FOR ALL OF YOUR WORK ON TRYING TO MOVE THIS FORWARD. THANKS.

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CLERK, BILL BACON: I'M GOING TO TRY ANTON LEBRON ONE MORE TIME. ANTON, IT'S TELLING ME THAT YOU ARE USING AN OLDER VERSION OF ZOOM. SO TRY CALLING IN ON ANOTHER PLATFORM. IT'S NOT LETTING YOU SPEAK. NEXT SPEAKER IS CATH WORTHAM.

SPEAKER: HI. MY NAME IS CATH WORTHAM. I LIVE IN THE SOUTH BAY, BUT I ALSO COMMUTE IN THE NORTH BAY AND SONOMA AND MARIN COUNTIES. I SUPPORT THE ENTHUSIASM FOR THIS PILOT. MY INTERNET IS FUZZY SO I'LL END MY COMMENT THERE.

CLERK, BILL BACON: NEXT SPEAKER IS DAVE SURREL.

SPEAKER: GOOD AFTERNOON EVERYONE. THANK YOU, BILL, THANK YOU VERY MUCH, MR. EISEMAN. GOOD AFTERNOON STAFF MEMBERS. DAVE, TRANSPORTATION DEMAND MANAGEMENT ADMINISTRATOR FOR UC BERKELEY ALSO PRESIDENT FOR NORTHERN CALIFORNIA ASSOCIATION FOR COMMUTER TRANSPORTATION I'M SPEAKING ON BEHALF OF OUR EMPLOYEES AND STUDENTS AT UC BERKELEY 55,000 STUDENTS STRONG AND ALSO FOR MY COLLEAGUES AND UNIVERSITIES ACROSS THE REGION IN WHICH WE HAVE EXPERIENCE SAID ISSUES WITH PARKING EXPERIENCED ISSUES WITH TRAFFIC AND COMMUTER CHOICE AND THAT GETTING THE BEHAVIOR CHANGE NECESSARY, IN NOT ONLY REMOVING THE BARRIERS ACCESS, BUT ALSO TO UNDERSTAND TO TRY AND INCREASE MOVEMENT OF FREEDOM BETWEEN AGENCIES AND LOWERING COST. MANY OF OUR FOLKS ESPECIALLY ON CAMPUS, ARE ON FINANCIAL

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AID, OR OUR EMPLOYEES, OBVIOUSLY DO NOT MAKE ENOUGH MONEY, IN WHICH A PARKING PERMIT IS EXCLUSIVELY EASIER TO GET THAN TAKING TRANSIT. I DO VOICE SUPPORT IN FAVOR OF THE FARE RECOMMENDATIONS WITH ONE CAVEAT AND THAT IS JUST, SIMPLY, GO BIG. REMOVE THE BARRIERS TO ACCESS. REMOVE THE BARRIERS TO THE BUREAUCRACY, AND MAKE SURE THAT WE ARE WILLING PARTNERS, FROM BOTH AN EMPLOYMENT STANDPOINT, EMPLOYER STANDPOINT, BUT ALSO A UNIVERSITY STANDPOINT. WITH THAT IN MIND, KEEP UP THE GREAT WORK, AND THANK YOU. I YIELD.

CLERK, BILL BACON: NEXT SPEAKER IS ALETA DUPREE.

SPEAKER: THANK YOU, CHAIR, MICHAEL HURSH, AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER. FIRST, I APPRECIATE THE COMMENTS OF THERESE. HER LANGUAGE, VERY WELL SAID. LANGUAGE SHOULD BE TRANSFORMATIVE AND WE WANT TO USE POSITIVE ENERGY AS MUCH AS WE CAN, IN PRESENTING THESE STAFF RECOMMENDATIONS TO THESE DIVERSE BOARDS, SO WE CAN GET AN OPTION. APPROVAL, ADOPTION -- EXCUSE ME -- AND A LOT OF HOW THINGS GET DONE. IT'S NOT JUST IN WHAT IS BEING SAID, BUT HOW IT'S BEING SAID. I WOULD ADVOCATE, AS WE MOVE TOWARD PASSES, THAT, IN THE FIRST ROUND, THERE NEEDS TO BE A SENIOR AND DISABLED DISCOUNTED PASS. I'M NOT JUST SAYING THIS ACADEMICALLY, I AM A HOLDER AND USER OF A REDUCED FARE CLIPPER CARD. SO THIS IS VERY MEANINGFUL TO ME, PERSONALLY. I HAVE A NUMBER OF THESE CARDS

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ON A NUMBER OF DIFFERENT SYSTEMS. SO IT'S IMPORTANT TO GO FORWARD. I THINK THE TECH PART OF IT IS THE LEAST OF OUR WORRIES. THE BIGGEST WORK IS ABOUT MAKING POLICY. THANK YOU.

CLERK, BILL BACON: THE NEXT SPEAKER IS TONY ROMERO.

SPEAKER: LATINOS FOR A NEW AMERICA IN THE SOUTH BAY, AND I AM --

SPEAKER: HELLO?

SPEAKER: AND I AM --

CLERK, BILL BACON: SORRY, TONY, GO AHEAD, AGAIN. WE LOST YOU.

SPEAKER: CAN YOU HEAR ME?

CLERK, BILL BACON: YES. WE CAN HEAR YOU NOW.

SPEAKER: AGAIN, JUST TO ECHO WHAT EVERYONE HAS BEEN SAYING IN SUPPORT OF THE FARE INTEGRATION, AND IN SUPPORT OF THE PILOT PROGRAM, THAT'S SOMETHING THAT WOULD BE VERY BENEFICIAL TO OUR COMMUNITY. AND I'M GOING TO YIELD MY TIME. THAT'S IT THANK YOU.

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CLERK, BILL BACON: THE NEXT SPEAKER IS JOE KUNZLER.

SPEAKER: THANK YOU FOR HAVING ME TODAY. I WAS RECENTLY IN YOUR BAY AREA FOR ABOUT 48 HOURS, AND I GREATLY -- I DID HAVE SOME DIFFICULTY NAVIGATING, YOU KNOW, FOUR DIFFERENT TRANSIT SYSTEMS. I TURNED IN WRITTEN COMMENTS, BUT FOR THE SAKE OF TIME, I WILL JUST SAY THAT, YOU KNOW, I STRONGLY SUPPORT THE EFFORTS TO REDUCE VEHICLE MILES TRAVELED. I, OBVIOUSLY, STRONGLY SUPPORT COVID-19 VACCINE MANDATES, BUT WE ALSO NEED FARE INTEGRATION AS WELL AS WE STRENGTHEN THE BAY AREA TRANSIT NET. WE NEED TO HAVE FREE TRANSFERS, PLEASE. AND, EVENTUALLY, AN ALL SYSTEM FARE, PLEASE. THOSE THINGS ARE REALLY PROMISING AND WILL NOT JUST REDUCE VEHICLE MILES TRAVELED BUT ALSO WHILE TOURISTS NAVIGATE THE AREA, INSTEAD OF PLUGGING UP YOUR ROADS, HELP SUPPORT YOUR WONDERFUL TRANSIT SYSTEMS. I ALSO APPRECIATE THE PRINCIPLE IMPLEMENTATION OF ANY OF THE TRANSIT FARE POLICY INITIATIVES SHALL NOT REDUCE REDUCTION OF TRANSIT OPERATING SERVICE LEVELS. END QUOTE. THANK YOU VERY MUCH FOR THAT. I KNOW THAT WAS A CONCERN OF SOME OF YOURS. AGAIN I'M VERY EXCITED ABOUT THE WORK GOING ON RIGHT NOW I AM GRATEFUL FOR THE LEADERSHIP OF SEAMLESS BAY AREA AND LEADERSHIP OF DIRECTOR POWERS ON THIS. AND WITH THAT, I WANT TO YIELD THE MICROPHONE TO THE NEXT PERSON. THANK YOU VERY MUCH.

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CLERK, BILL BACON: THE NEXT SPEAKER IS JONATHON KASS. GO AHEAD, JONATHON, YOU SHOULD BE UNMUTED.

JONOTHON KASS: HI. MY NAME IS JONATHON KASS, SPUR'S TRANSPORTATION POLICY MANAGER. AND SPUR SUPPORTS THE STAFF RECOMMENDATION AND ENCOURAGES THE TASK FORCE TO MOVE FORWARD AS SOON AS POSSIBLE. THE RECOMMENDATIONS IN THE DRAFT PROJECT REPORT SHOW THAT THESE INVESTMENTS NOT ONLY DELIVER A FOUNDATION FOR A MORE INTEGRATED AND EQUITABLE REGIONAL TRANSIT NETWORK, THE ANALYSIS ALSO SHOWS THAT THE PROPOSED FARE INTEGRATION INVESTMENTS DELIVER STRONGER RIDERSHIP GROWTH PER DOLLAR THAN MANY NEW CAPITAL OPERATING INVESTMENT IN THE BAY AREA. THIS PROPOSAL IS A STRATEGIC WAY TO DELIVER EQUITY AND RIDERSHIP GROWTH AND I'M PLEASED TO HEAR OPERATORS TODAY ACKNOWLEDGING THAT RIDERS ARE EXPECTING THESE TANGIBLE CHANGES AFTER ALL THE WORK OF THE BLUE RIBBON TASK FORCE, AND I APPRECIATE DIRECTOR MCMILLAN NOTING THAT THIS IS REALLY AN ESSENTIAL OPPORTUNITY TO SHOW CONCRETE PROGRESS NOT JUST ON RECOVERY BUT ON FUTURE TRANSIT TRANSFORMATION. THANK YOU.

CLERK, BILL BACON: THE NEXT SPEAKER IS ANTON LEBRON. GO AHEAD. I THINK IT'S WORKING NOW, ANTON.

SPEAKER: GOOD AFTERNOON EVERYONE. I APOLOGIZE FOR MY TECHNICAL DIFFICULTIES EARLIER. MY NAME IS ANTON, I AM A STUDENT AT SAN

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JOSE STATE UNIVERSITY CURRENTLY LIVING IN SAN JOSE AND ORIGINALLY FROM ANTIOCH CALIFORNIA IN CONTRA COSTA COUNTY. I REGULARLY USE VTA AND BART AND TRI DELTA TRANSIT, AND I USE THESE AGENCIES TO TRAVEL THROUGHOUT THE BAY AREA, BUT SPECIFICALLY, I TRAVEL BACK TO -- BACK AND FORTH FROM MY HOMETOWN FREQUENTLY TO SEE MY FAMILY. AN INTEGRATED FARE SYSTEM, AS STATED IN THIS PRINCIPLE WOULD BENEFIT -- NOT ONLY MAKE MY COMMUTE EASIER, BUT MANY OTHERS, AND THEN HAVING THIS EASIER COMMUTE WOULD MAKE PUBLIC TRANSIT EVEN MORE APPEALING FOR MORE PEOPLE AND MORE STUDENTS. AND WITH THAT BEING SAID, THAT'S WHY I URGE THE TASK FORCE TO SUPPORT THIS VISION STATEMENT AND ADOPT IT. I WILL YIELD THE REST OF MY TIME. THANK YOU SO MUCH FOR MY TIME.

CLERK, BILL BACON: THE NEXT SPEAKER IS ANNE.

SPEAKER: HI I'M ANNE, I LIVE CURRENTLY IN THE SOUTH BAY. I USED TO COMMUTE TO SAN MATEO FOR WORK, AND THE COMMUTE WOULD BE REALLY LONG, LIKE TWO HOURS, SO I WANTED TO URGE THE TASK FORCE TO SUPPORT THE FULLY INTEGRATED FARE STRUCTURE. SO, YEAH. SO THAT, LIKE, THAT WE HAVE ACCESS TO PUBLIC TRANSIT, AND, LIKE, YEAH, MAKE THE FARE STRUCTURE MORE EASIER FOR RIDERS. THANKS.

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CLERK, BILL BACON: AND THE LAST PUBLIC COMMENTER IS IAN GRIFFITHS.

IAN GRIFFITHS: GOOD AFTERNOON TASK FORCE. IAN GRIFFITHS OF SEAMLESS BAY AREA, ALSO ON THE POLICY ADVISORY COUNCIL SUBCOMMITTEE. I WANT TO ENCOURAGE YOU TO SUPPORT THESE RECOMMENDATIONS. I WANT TO DRAW YOUR ATTENTION TO A JOINT LETTER THAT WAS SUBMITTED THAT IS IN YOUR PACKET THAT WAS COSIGNED BY 48 DIFFERENT ORGANIZATIONS, INCLUDING SOME CITIES ACROSS OUR DIVERSE REGION. THEY INCLUDED THE CITIES OF FREMONT, EL CERRITO, AND SAN JOSE, INCLUDED AFFORDABLE HOUSING DEVELOPERS, SENIOR AND DISABLED GROUPS AND GROUPS IN ALMOST EVERY SINGLE PART OF OUR REGION AS WELL AS BUSINESS GROUPS THESE ARE VERY BROADLY SUPPORTED RECOMMENDATIONS AND I COULDN'T AGREE MORE WITH SOME OF THE COMMENTS THAT THE PUBLIC IS EXPECTING PROGRESS ON THIS. AND WE WOULD REALLY URGE YOU TO LEAD YOUR BOARD IN APPROVING THIS SWIFTLY AND AS QUICKLY AS POSSIBLE. I THINK THE TIME FOR ACTION IS NOW. AND WHILE THERE IS ALWAYS GOING TO BE SOME UNCERTAINTY AS TO THE IMPACTS OF THESE THINGS, I THINK WE HAVE MORE INFORMATION ABOUT THIS PROJECT AND THESE PROPOSALS THAN MOST POLICY INITIATIVES THAT WE TRY TO INTRODUCE. SO, JUST URGE YOU TO TRY TO GET THESE PILOTS UP AND RUNNING AS QUICKLY AS POSSIBLE. LET'S SET A RECORD FOR GETTING SOMETHING APPROVED AT 27 AGENCY BOARDS. THANK YOU.

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CLERK OF THE BOARD: THAT WAS THE LAST PUBLIC COMMENT. BUT I WILL NOTE THAT INCLUDED IN YOUR PACKET ARE A NUMBER OF ITEMS OF CORRESPONDENCE THAT WERE RECEIVED BY 5:00 P.M. YESTERDAY THEY INCLUDE ITEMS BY JOE, SIMON, RYON, SPRAGUE AND FAMILY, ROB, REMI, BENSKH, PH.D., RACHEL, DEVON, AND A LETTER OF SIGNED BY 48 GROUPS. THANK YOU. THAT WAS ALL THE PUBLIC COMMENT WE RECEIVED.

MICHAEL HURSH, CHAIR: THANK YOU. IT'S GREAT TO SEE ALL THAT PUBLIC COMMENT FOR THIS IMPORTANT ITEM. THAT BRINGS US TO ITEM SIX, PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA AND OTHER BUSINESS. I SEE TWO HANDS RAISED -- THREE.

CLERK, BILL BACON: ALETA DUPREE IS THE FIRST COMMENTER. AND YOU ARE UNMUTED.

SPEAKER: THANK YOU, CHAIR MICHAEL HURSCH. ALETA DUPREE FOR THE RECORD, SHE AND HER. AS I SPEAK IN GENERAL TERMS. THIS IS IMPORTANT WORK. IN A WAY IT'S NEW, BUT IN A WAY IT'S NOT. AND WE HAVE A NUMBER OF EXAMPLES TO DIFFERENT DEGREES AROUND THE COUNTRY. I GET THE SENSE FROM YOU ALL, IN THE ROOM, THAT THE TEMPERATURE IS FAVORABLE. AND I APPRECIATE THAT. AND I ALWAYS ENJOY ATTENDING YOUR MEETINGS, AND I HAVE PROBABLY BEEN TO MORE THAN MOST. BUT, THE HARD PART, AS I BRING TO YOU IS, HOW

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DO WE MAKE OUR CASE TO THE BOARDS THAT YOU SERVE? BECAUSE THE TEMPERATURES IN THOSE ROOMS IS OFTEN DIFFERENT. AND SOMETIMES IT'S DOWNRIGHT CHILLY. I REMEMBER THREE DECADES AGO, WHEN THE MTA IN NEW YORK WAS GUESTING READY TO INTRODUCE THE METRO PARK, THERE WERE A LOT OF PEOPLE WHO DIDN'T WANT TO GIVE UP THEIR TOKEN. I REMEMBER THOSE DAYS. BUT NOW THE MTA IS [INDISCERNIBLE] AND THERE ARE A LOT OF PEOPLE WHO ARE UPSET ABOUT THIS. I THINK THESE ADVANCES AT AGENCIES ACROSS THE COUNTRY ARE A VERY GOOD THING, AND I BENEFIT, BUT I OFTEN FEEL I AM A LOAN SOLDIER SPEAKING OUT MUCH LIKE QUIXOTE TILTING AT THE WIND MILLS. YOU ARE THE EXPERTS ON THIS AND YOU KNOW A LOT MORE ABOUT RAILROAD AND BUSSING THAN I DO. I SIMPLY ASK FOR YOUR ADVOCACY. THANK YOU.

CLERK, BILL BACON: THE NEXT SPEAKER IS PHONE NUMBER ENDING IN 9209.

SPEAKER: THIS IS CLARENCE FISHER. AM I HEARD?

CLERK, BILL BACON: YOU ARE.

SPEAKER: OKAY. TWO THINGS I WOULD LIKE TO BRING UP. AS LONG-TERM PLANNING, YOU TALK ABOUT PASSES FOR INTER-AGENCIES, I WOULD LIKE TO GIVE TWO EXAMPLES WHERE, FOR THE SENIOR, AND THE HANDICAP COMMUNITY, CURRENTLY, MUNI HAS AN ADULT PASS THAT CAN

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BE USED IN BART IN SAN FRANCISCO. DISABLED SENIORS DO NOT HAVE SUCH A THING. AC TRANSIT, THERE IS A TRANSBAY PASS THAT'S MISSING IN THE SENIOR/DISABLED COMMUNITY. WE NEED EQUITY FOR BOTH ADULT, AS WELL AS THE SENIOR/DISABLED COMMUNITY. LASTLY, AS A SUGGESTION, WHILE THIS BOARD AND MTC HAS NO AUTHORITY OVER SOME OF THE OUTLYING TRANSIT AGENCIES WHO CONTACT WITH OUR REGION, SUCH AS MAX OR THE STOCKTON INTO THE DUBLIN PLEASANTON BART OR CAPITAL CORRIDOR AND SAN JOAQUIN TRAINS WHICH SERVICE ANTIOCH, FAIRFIELD, RICHMOND, AND OAKLAND, WHICH IS IN THE AREA, TO ENCOURAGE THOSE OPERATORS FOR A MORE SEAMLESS, MORE PASSENGERS, IF THEY WOULD BE WILLING TO INCLUDE CLIPPER AS PART OF THEIR FARE PAYMENTS. THANK YOU.

CLERK, BILL BACON: THE NEXT SPEAKER IS JOE KUNZLER.

SPEAKER: YES. GOOD AFTERNOON. THIS IS JEFF CARTER. THANK YOU FOR THE OPPORTUNITY TO SPEAK. APPRECIATE ALL YOUR EFFORTS.

SPEAKER: HELLO?

SPEAKER: HELLO?

CLERK, BILL BACON: WE CAN HEAR YOU. PLEASE GO AHEAD. HELLO? CLARIFY WHICH NAME IS TO SPEAK NEXT.

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CLERK, BILL BACON: YEAH.

SPEAKER: YOU SAID JOE KUNZLER, MR. BACON. AND I WOULD LIKE TO TAKE THE FLOOR.

CLERK, BILL BACON: THAT'S CORRECT.

SPEAKER: I WANT TO THANK THE WORK THAT'S BEEN DONE TO GET TO A POINT WHERE WE COULD HAVE THE TRANSIT BOARDS APPROVE SOME FREE TRANSFERS, SOME PILOT-ALL AGENCY TRANSIT PASSES, FOR THOSE IN HOUSING, AND OF COURSE DISCUSSION ABOUT STANDARDIZING REGIONAL TRANSIT FARES, I THINK THOSE ARE ALL GOOD THINGS. THERE IS ALSO SOMETHING THAT NEEDS TO BE DISCUSSED AT SOME POINT, AND THAT IS THE NEED FOR EVERY TRANSIT TO MANDATE THAT ITS EMPLOYEES ARE VACCINATED FOR COVID-19 WE NEED TO STOP THIS VIRUS TO GET OUR RIDERSHIP BACK AND GENERAL MANAGERS WHO DO NOT SPEAK UP FOR VACCINE MANDATES NEED TO FIND SOMETHING TO DO. BECAUSE THERE ARE A LOT OF PEOPLE, INCLUDING ME, WHO HAD TO STAY HOME FOR 13 MONTHS UNTIL A VACCINE. WE HAD TO STAY HOME. SO, NOT JUST DO WE NEED BETTER FARE POLICY, WE NEED UNIVERSAL VACCINE MANDATES, SO EVERYBODY CAN TAKE TRANSIT SAFELY. AND, THAT'S LITERALLY ALL I HAVE TO SAY. I'M SORRY IF THIS IS DISRUPTIVE IN ANY WAY. BUT I WOULD PREFER NOT TO BRING COVID-19 HOME TO MY ELDERLY PARENTS. AND/OR SPREAD IT TO ANY OF YOUR WONDERFUL OPERATORS AND MAINTAINERS, YOU PEOPLE DO

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GREAT WORK DOWN THERE. AND PLEASE, EVERYONE, GET VACCINATED. THANK YOU.

CLERK, BILL BACON: OKAY. THAT APPEARS TO BE ALL THE PUBLIC COMMENTERS WE HAD.

MICHAEL HURSH, CHAIR: OKAY. THAT WAS THE LAST AGENDA ITEM. THANK YOU, EVERYBODY, FOR YOUR PARTICIPATION TODAY. I WILL CALL THE MEETING ADJOURNED EXACTLY ON TIME FOR CLIPPER EXECUTIVE BOARD TO START. THANK YOU, AGAIN, EVERYBODY.

MELANIE MORGAN: EXCUSE ME MR. HURSH; MR. CHAIR. I'M MELANIE MORGAN IN THE OFFICE OF GENERAL COUNSEL AT MTC. I BELIEVE THE NEXT MEETING IS NOTICED FOR 2:00 P.M. SO, UNFORTUNATELY, THERE WILL HAVE TO BE A PAUSE. IF I'M LOOKING AT THAT RIGHT. THERE WILL HAVE TO BE A PAUSE.

MICHAEL HURSH, CHAIR: I'LL DEFER TO CHAIR MULLIGAN.

ROBERT POWERS: RAMACIER.

MICHAEL HURSCH, CHAIR: I'M STRIKING OUT HERE.

RICK RAMACIER: I'LL GIVE IT BACK TO YOU, MR. MULLIGAN. MAYBE WE COULD GO BACK YESTERDAY. MAYBE COVID WON'T HAPPEN IF WE

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REPLAY THE YEAR. I'M SORRY. YES. IT'S 2:00. I CONFIRMED WITH STAFF A COUPLE OF DAYS AGO. BUT IT SHOULD BE DONE QUICKLY ONCE WE START IT.

MICHAEL HURSH, CHAIR: SEE EVERYBODY BACK HERE AT 2:00.

[ADJOURNED]

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