

WEBVTT

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00:00:30.120 --> 00:00:41.289

Jessica Peyton / SPUR Public Programs: Hello, everyone. Good afternoon. My name is Jessica Peyton, and I am Spurs, senior associate of public engagement.

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00:00:41.290 --> 00:01:01.220

Jessica Peyton / SPUR Public Programs: Thank you all so much for joining us for another digital discourse today I know many of you here are spur members, so as always, thank you for your support. If you're not a member, I encourage you to join, to support spurs, ongoing work, and using education, policy, analysis, and advocacy to make our cities and region more prosperous, sustainable, and equitable places to live.

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00:01:01.310 --> 00:01:11.289

Jessica Peyton / SPUR Public Programs: Your financial support enables us to continue our work, including the hosting of programs like today's, you'll find more information about membership online@spur.org slash, join.

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00:01:11.490 --> 00:01:22.750

Jessica Peyton / SPUR Public Programs: I also want to quickly call your attention to our next digital discourse that we have scheduled for tomorrow at 1230 Pm. It is called planning for the future frameworks for more equitable and complete communities.

6

00:01:22.900 --> 00:01:33.860

Jessica Peyton / SPUR Public Programs: One concept emerging as cities develop economic recovery strategies is the 15 min city in which everyone is able to meet most, if not all, of their needs. Within a short walk or bike ride from home

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00:01:33.940 --> 00:01:38.870

Jessica Peyton / SPUR Public Programs: is the city composed of, lived in friendly people, complete and connected neighborhoods.

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00:01:38.910 --> 00:01:59.349

Jessica Peyton / SPUR Public Programs: How do cities translate the elements and mechanisms of planning models into the policy implementation context? Charlotte North Carolina has taken a bold approach to centering, equitable planning and development in its newly approved Charlotte future. 2,040 comprehensive plan, and Portland has employed this concept of 20 min neighborhoods as part of this long term strategy. Since 2,010

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00:01:59.540 --> 00:02:12.109

Jessica Peyton / SPUR Public Programs: join us for discussion about the actions that city leadership staff urbanists and community members can take to plan for more equitable, sustainable, and prosperous cities, and we'll drop a link for that. So you can sign up in the chat shortly.

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00:02:12.880 --> 00:02:18.370

Jessica Peyton / SPUR Public Programs: But today we're gathered for our digital discourse, coordinate action to speed up buses.

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00:02:18.390 --> 00:02:38.369

Jessica Peyton / SPUR Public Programs: San Francisco has seen great success in prioritizing buses on local roads, delivering up to 31% travel time savings and up to 60% ridership growth. But in many places where transit agencies have little to say about roadway design has been slower and possible to deliver transit priority projects, such as dedicated bus lanes and transit signal priority.

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00:02:38.540 --> 00:02:54.729

Jessica Peyton / SPUR Public Programs: In 2,021 the Bay area transit to transit transformation Action Plan promised bold action on increasing priority for public transit in our roadways, which has inspired a new focus on the institutional reforms. Funding and leadership needed to deliver faster and more reliable buses.

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00:02:54.840 --> 00:03:07.070

Jessica Peyton / SPUR Public Programs: Spur is going to release a policy report detailing specific recommendations to get these projects moving. And today we're going to learn both about spurs, recommendations, and forthcoming state and regional efforts to get buses out of traffic.

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00:03:07.180 --> 00:03:11.350

Jessica Peyton / SPUR Public Programs: I'd also like to quickly thank Mtc. For helping us spread the word about today's event.

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00:03:12.080 --> 00:03:32.440

Jessica Peyton / SPUR Public Programs: And now I would like to introduce our speakers today. First up we have Geno, Jeannie Ward Waller. Jeannie was appointed Deputy Director of Planning and modal programs. In January 2,020, she oversees the divisions of aeronautics, local assistance, transportation, planning rail and mass transportation and research, innovation and system information.

16

00:03:32.440 --> 00:03:46.889

Jessica Peyton / SPUR Public Programs: Jennie has served as acting district 2 director and provided leadership as caltrain sustainability program manager in the director's office where she led the growth of the sustainability program and implementing new initiatives across the department. Thanks for coming here today.

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00:03:47.470 --> 00:04:01.179

Jessica Peyton / SPUR Public Programs: Next up we have Dina El to Nancy as Cal. Trans. Director district Director of the Bay Area, Dina oversees over 2 billion dollars of in house and oversight projects leading a workforce of over 3,500 team members

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00:04:01.230 --> 00:04:21.309

Jessica Peyton / SPUR Public Programs: with over 2 decades of experience. Her unwavering dedication lies and serving the people of the Bay Area while diligently upholding the Department's 4 core foundational principles of safety, equity, economic prosperity and climate action and fostering partnerships to advance a multimodal transportation system that serves all people. Thanks for joining us today, you know.

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00:04:21.980 --> 00:04:33.159

Jessica Peyton / SPUR Public Programs: Next we have Alex. Bachmann, Ms. Buckleman was appointed to the new position of Chief Deputy Executive Director for Mtc. And the Association of Bay Area governments effective. July 2,023.

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00:04:33.290 --> 00:04:44.430

Jessica Peyton / SPUR Public Programs: Miss Baukeman is a registered professional engineer in California, and holds a bachelor's degree in civil engineering and a Master's degree in public policy, both from University of California, California, Berkeley.

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00:04:44.760 --> 00:04:46.980

Jessica Peyton / SPUR Public Programs: Thank you for joining us.

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00:04:47.320 --> 00:05:05.929

Jessica Peyton / SPUR Public Programs: and finally, we have Jonathan Cass from Spur. Jonathan is spurs transportation policy Manager Jonathan's work at spur focuses on transit oriented development, improving best priority on speed, in on streets and highways and improving regional transportation coordination and governance. And Jonathan's going to be our moderator to that.

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00:05:06.690 --> 00:05:27.530

Jessica Peyton / SPUR Public Programs: Now, a couple more housekeeping things before we get started. As always, we want this to be an interactive conversation and spl and plan on spending as much time as possible engaging with you all. So please use the chat box to share your thoughts with each other and the speakers. If you have any questions, please put those in the Q. A. Panel, it should appear as a button on the bottom of your screen or the top if you're using the mobile app.

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00:05:27.570 --> 00:05:41.890

Jessica Peyton / SPUR Public Programs: And finally, within the next few days we're going to be sharing a copy of the recording Transcript and chat with everyone who registered. And with that I'm going to turn things over to Jonathan to give us a summary of spurs. Policy report recommendations. Thanks, Jonathan.

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00:05:44.020 --> 00:05:55.460

Jonathon Kass: Thank you. Thanks so much, Jessica, and thank you for everyone for joining us. and as noted today's panel was partly inspired because of the fact that, as far as

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00:05:55.590 --> 00:06:07.710

Jonathon Kass: is completing a policy report with with our recommendations about how the region and the State can support far more aggressive implementation of of roadway changes that get buses out of traffic.

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00:06:08.160 --> 00:06:19.609

Jonathon Kass: and our report will be available in a few weeks. But I'll I'll summarize very briefly a few of the the recommendations today. We don't have time to go through much of it.

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00:06:19.790 --> 00:06:33.899

Jonathon Kass: but I I want to say first, today's conversation is intended to be a high level perspective on the sorts of state and regional moves that could deliver the institutional and funding support to accelerate transit priority.

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00:06:34.320 --> 00:06:50.389

Jonathon Kass: and as you think about questions, you have for our Q a. Period. Just know that that our guests today are focused on a lot of the big picture questions. They're not deep in the weeds of developing and implementing transit priority roadway designs, and we will be holding

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00:06:50.610 --> 00:06:55.890

Jonathon Kass: a spur forum on September fifth, with transit operators who who are

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00:06:56.110 --> 00:07:00.910

Jonathon Kass: deep into the design and implementation of transit priority treatments.

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00:07:00.920 --> 00:07:05.709

Jonathon Kass: So so please check first fall calendar when it comes out for for that forum

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00:07:06.140 --> 00:07:13.360

Jonathon Kass: So I have a a brief presentation that I will bring up. Now.

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00:07:14.020 --> 00:07:14.870

Jonathon Kass: I think

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00:07:16.360 --> 00:07:22.200

Jonathon Kass: and

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00:07:22.890 --> 00:07:33.860

Jonathon Kass: you know mainly I want I want to make sure that we're all on the same page about the types of transit projects that we're talking about here. There's a a really wide range of transit priority tools.

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00:07:33.900 --> 00:07:37.370

Jonathon Kass: and there is some terrific guidance on the

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00:07:37.480 --> 00:07:40.930

Jonathon Kass: which flavor of which tool to use, in which situation?

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00:07:41.080 --> 00:07:43.569

Jonathon Kass: but

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00:07:43.610 --> 00:07:48.880

Jonathon Kass: we, I I'm gonna show some images from one of those great guides, the

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00:07:48.900 --> 00:07:53.269

Jonathon Kass: Transit Street Design Guide. Just to kind of sync up about

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00:07:53.330 --> 00:07:55.420

Jonathon Kass: about the kinds of things we're talking about.

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00:07:55.500 --> 00:08:17.020

Jonathon Kass: there is, as I said, a wide range of types of bus transit priority. most people, I think, think about bus lanes when they think about transit priority. And you know, here you have a right side parking adjacent Bus Lane. There are all kinds of bus lanes you can have. You can have center lanes, curbside lanes.

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00:08:17.120 --> 00:08:18.929

Jonathon Kass: part time, bus lanes.

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00:08:19.030 --> 00:08:26.379

Jonathon Kass: counterflow bus lanes, all you know, the choice depending on the real, the specifics of the corridors that you are working on.

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00:08:27.510 --> 00:08:37.060

Jonathon Kass: But there are a lot of other tools. There are 2 jump lanes that allow buses to jump in front of a traffic queue to reduce delay

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00:08:37.220 --> 00:08:42.270

Jonathon Kass: there are, which is on the left here. There are bus boarding bulbs.

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00:08:42.380 --> 00:08:50.460

Jonathon Kass: which, you know, make it much easier for buses to. They don't have to get out of traffic and back into traffic, and in some cases

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00:08:50.760 --> 00:08:56.490

Jonathon Kass: bus boarding bulbs also allow all all door boarding which really reduces stop time.

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00:08:58.050 --> 00:09:07.339

Jonathon Kass: There is transit signal treatments, which includes on the left here transit signal priority, where a bus can

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00:09:07.410 --> 00:09:21.190

Jonathon Kass: can actually call to a signal to extend the green light or to shorten a red light in order to stay on schedule, or you can simply time the sequence of signals on a corridor

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00:09:21.660 --> 00:09:34.350

Jonathon Kass: in accordance with what the typical bus speeds are rather than just the fastest cars, so that you are. you know, creating a situation where buses are much less frequently running into red lights.

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00:09:35.340 --> 00:09:53.030

Jonathon Kass: There are all sorts of traffic control changes and exceptions, you know you you can give turn exceptions for buses, as shown in this case on the left, to to allow for a more efficient group than might otherwise be allowed. You could also prohibit

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00:09:53.120 --> 00:09:58.700

Jonathon Kass: a single occupant vehicle or other private vehicle, turning to reduce conflicts with buses

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00:09:59.430 --> 00:10:08.189

Jonathon Kass: and and then probably as important as anything. none of none of these transit priority features work if they're not enforced.

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00:10:08.340 --> 00:10:11.850

Jonathon Kass: So there is a whole host of strategic enforcement tools.

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00:10:11.880 --> 00:10:25.729

Jonathon Kass: you know, there is. Recently the State legislature expanded the option for transit operators to have cameras that will issue a ticket to a vehicle, you know, violating bus stop or Bus Lane rules.

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00:10:25.900 --> 00:10:29.450

Jonathon Kass: There's a a Trent, San Francisco.

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00:10:29.520 --> 00:10:34.760

Jonathon Kass: Muni has been using that for a while and has had great success. So

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00:10:34.790 --> 00:10:40.530

Jonathon Kass: thinking strategically about enforcement is a key piece of these transit priority treatments.

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00:10:41.580 --> 00:10:55.170

Jonathon Kass: and I'll say that at least first part does not address a number of things, you know, for example. more efficient root design for transit efficient payment systems.

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00:10:55.440 --> 00:11:03.490

Jonathon Kass: choice about bus frequency. scheduling and spacing. These are these are all things that are very important for

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00:11:03.820 --> 00:11:16.059

Jonathon Kass: transit service quality. But they're they're more under the control of bus operators often. And so we're really thinking a lot about the areas where bus operators

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00:11:16.650 --> 00:11:25.699

Jonathon Kass: just don't have control. They often rely on on local jurisdictions, sometimes Cal, trans. And and we need to think more about how they can deliver those areas where they don't have

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00:11:27.830 --> 00:11:28.830

Jonathon Kass: so.

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00:11:28.990 --> 00:11:36.280

Jonathon Kass: you know, with with those as the sort of basic toolbox just to take a step back there. There are

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00:11:36.930 --> 00:11:42.440

Jonathon Kass: so just broad benefits that I want to flag for transit priority interventions.

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00:11:42.950 --> 00:11:48.859

Jonathon Kass: Naturally, the bus riders, the transit riders are are going to benefit here, and these are

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00:11:48.990 --> 00:12:00.800

Jonathon Kass: disproportionately people of color and low income riders in in our region, and have long not gotten the attention to to making their service faster and higher quality. There are also.

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00:12:00.870 --> 00:12:08.340

Jonathon Kass: you know new riders that can benefit. They will be attracted to superior service and related to that.

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00:12:08.410 --> 00:12:14.599

Jonathon Kass: There are benefits for operators, not only gaining ridership, but operator transit operators

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00:12:14.750 --> 00:12:22.699

Jonathon Kass: can offer a lot more and better service with the same resources. If we are reducing delay and increasing bus speeds.

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00:12:22.870 --> 00:12:28.169

Jonathon Kass: there are important network benefits from transit coordinate. For for example.

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00:12:28.180 --> 00:12:46.779

Jonathon Kass: you know, there's a lot of talk in our region about more coordination, so that people can have times transfers so that the all the different bus routes are really working in a coordinated way together. You can't coordinate if you don't know how long your R. Is going to take so improving bus reliability is a vital component of

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00:12:46.950 --> 00:12:50.519

Jonathon Kass: a lot of the Co transit coordination. Ideas under discussion.

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00:12:50.560 --> 00:13:00.230

Jonathon Kass: There are safety benefits, you know, include from from reduced conflict between vehicles and buses, to to some of the immense benefits that emergency responders can gain from from

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00:13:00.240 --> 00:13:02.440

Jonathon Kass: these uncongested lanes.

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00:13:02.460 --> 00:13:12.480

Jonathon Kass: and you know. Lastly, there are opportunities for other high occupancy vehicles to benefit where there are shared facilities, you know both bus facilities plus other high. I can see vehicles.

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00:13:13.120 --> 00:13:20.499

Jonathon Kass: and there are a lot of challenges. you know, there are obviously competing interest in limited roadway space.

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00:13:20.630 --> 00:13:31.039

Jonathon Kass: There is, there are local jurisdictions that don't have a lot of transit riders, and aren't particularly interested in prioritizing this, even though the way the bus behaves in their jurisdiction

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00:13:31.110 --> 00:13:34.290

Jonathon Kass: affects a long corridor and all kinds of riders.

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00:13:34.480 --> 00:13:44.539

Jonathon Kass: and you know, as usual, some of these projects are costly and complex. and sometimes there's just not enough bus frequency to justify dedicated space.

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00:13:45.010 --> 00:13:45.930

Jonathon Kass: So

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00:13:46.580 --> 00:13:56.210

Jonathon Kass: a lot a lot of challenges out just to to flag some recommendations mainly focused on the sort of state and regional level. Since. That's what we're talking about today.

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00:13:56.500 --> 00:14:19.550

Jonathon Kass: we. We flagged a number of of cross cutting issues in spurs report, and maybe the biggest is just the need for more explicit transit priority policies that designate transit priority as something that is important and identify the ways we're going to financially and institutionally support it. And you know, at Cal. Trans, we suggest that means a leadership level. Cal, trans directive

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00:14:19.630 --> 00:14:27.630

Jonathon Kass: for Mtc, we, we suggest a regional transit policy that defines the way funding will be prioritized.

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00:14:27.730 --> 00:14:33.429

Jonathon Kass: and the way local jurisdictions will be sort of encouraged to support transit priority.

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00:14:34.000 --> 00:14:40.559

Jonathon Kass: another area sort of cross-cutting recommendation is just a general support for

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00:14:40.810 --> 00:14:45.710

Jonathon Kass: these hotspot. Quick build solutions. There is.

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00:14:46.020 --> 00:14:56.349

Jonathon Kass: you know, One option is to is to really figure out a corridor where you're gonna deliver transit priority and transform that corridor. And that's sometimes essential.

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00:14:56.550 --> 00:15:04.269

Jonathon Kass: But there are a lot of ways to pick up the spots that are trouble spots, tackle them quickly.

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00:15:04.330 --> 00:15:12.680

Jonathon Kass: It may not be as transformative, but you deliver tangible benefits to riders, you know, in a matter of months or years, rather than sometimes a decade

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00:15:13.700 --> 00:15:42.029

Jonathon Kass: and you know, as we thought about this, we did some work, actually, with with the help of of Jeannie's colleagues at Caltrans finding bus delay. This is morning bus delay in the Oakland environments, and realizing that, you know sometimes the delay spot, sometimes they align along a corridor. Red red is an orange is the delay here. Sometimes they line up along a quarter, and sometimes there's just these spots standing alone that just have to get solved before we do any really big thinking and transformation.

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00:15:42.610 --> 00:15:45.350

Jonathon Kass: so on. Cal. Trans.

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00:15:45.470 --> 00:15:52.149

Jonathon Kass: You know, beyond calling for some kind of directors policy on, on transit with this just

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00:15:52.810 --> 00:16:05.960

Jonathon Kass: acknowledgment that some of the most important, busiest bus routes in our region are on these State highways on multi jurisdiction State highways, and we saw a real opportunity

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00:16:06.140 --> 00:16:17.950

Jonathon Kass: for Caltrans to demonstrate leadership, to show what what can be done. If there's a sort of unifying actor with a reasonable amount of by authority and funding leverage

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00:16:18.070 --> 00:16:29.360

Jonathon Kass: to to deliver coordinated tools across these most important multi jurisdiction corridors. we also make a number of recommendations about

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00:16:29.400 --> 00:16:34.409

Jonathon Kass: issues that came up a lot talking to transit operators, which is Cal. Trans is a huge organization.

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00:16:34.430 --> 00:16:40.580

Jonathon Kass: A lot of people have opportunities to to comment on projects, and everybody was really interested in a sort of

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00:16:41.390 --> 00:16:58.309

Jonathon Kass: streamlining and rationalization of Caltrans comments on projects. How can they sort of all get on one page quickly and bring together a an agency perspective on these projects so that others don't get sort of tangled in in internal differences.

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00:16:59.400 --> 00:17:06.310

Jonathon Kass: just briefly on Mtc recommendations, you know, beyond having a regional policy and some funding

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00:17:06.329 --> 00:17:20.990

Jonathon Kass: targeted funding support for transit priority. We we suggest a regional transit priority network sort of Mtc. Taking a lead for all the actors in the region

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00:17:21.619 --> 00:17:31.770

Jonathon Kass: to define where are the corridors that we need to deliver much faster, more responsive transit priority improvements.

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00:17:31.800 --> 00:17:44.670

Jonathon Kass: And what funding incentives can we put in place? What other encouragement for local jurisdictions to sort of fall into line? That there are certain kinds of transit priority projects that just

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00:17:45.090 --> 00:17:59.720

Jonathon Kass: need expedited improvement because these corridors are either incredibly high. Ridership. Have a lot of buses, play some integral role in the regional network. And we're we're looking forward to seeing Nbc's leadership in in this sort of area.

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00:18:00.120 --> 00:18:03.259

Jonathon Kass: So I'm going to

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00:18:03.580 --> 00:18:08.589

Jonathon Kass: leave it at that and I I maybe I'll just say.

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00:18:08.960 --> 00:18:19.870

Jonathon Kass: you know, I we we've been working on this for a while, and I I am really excited that I think some of our recommendations are going to be outdated very quickly after we finally

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00:18:19.890 --> 00:18:27.309

Jonathon Kass: publish our report because, our our partners here today have been working really hard on this all along the way.

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00:18:27.620 --> 00:18:31.430

Jonathon Kass: With that I'm gonna pass it along to G.

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00:18:32.770 --> 00:18:52.510

Jeanie Ward-Waller: Thank you so much, Jonathan. really appreciate spur for the invitation. The chance to talk to you all today, and also just it's an honor to be on a panel with Alex and Dina, amazing women in this space. So really, really happy to be part of this conversation. And

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00:18:52.510 --> 00:19:21.010

Jeanie Ward-Waller: yeah, I think, Jonathan, your requests and and recommendations to us are well timed. I I really feel, and I say often, that there is, almost no more exciting time to be

working in transportation and also to be working in Caltrans. So that's a little bit of a recruiting pitch. But I will explain what I mean more. As I get into my slides. I

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00:19:21.200 --> 00:19:29.899

Jeanie Ward-Waller: I think this for audience is already pretty well aware that there has been a very big conversation happening at the State in earnest about

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00:19:29.900 --> 00:19:54.779

Jeanie Ward-Waller: transit. you know, helping transit, recover from being super hard hit by the pandemic and obviously ridership was declining. Even before then funding has been a huge issue, and and really a big focus. And so I think you know, the policy landscape in California is just really ripe for You know, big investment in transit, both on the capital side of ports on office

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00:19:54.780 --> 00:19:59.999

side, to make sure that we're keeping service levels up and improving service. We?

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00:20:00.000 --> 00:20:10.199

Jeanie Ward-Waller: so I I what I want to start with is just a quick recap of what was just passed in the budget. So if you can go to the next slide for me, Jessica.

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00:20:10.340 --> 00:20:27.129

Jeanie Ward-Waller: hopefully, you got you all are aware of this, but I want to share, because this is really important. It's really exciting. It's going to be our focus at the state level for the next few years. and and you know, it's just it's just really the headline, I think, from the State level. So Sp, 125,

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00:20:27.130 --> 00:20:50.559

Jeanie Ward-Waller: was a trailer Bill passed as part of the Governor's budget. It is really intended to address what we talk about as the transit fiscal cliff And again, you know, I think I'm pre to acquire. I'm sure you all are very well aware of the situation that transit agencies have been in and headed towards in terms of just the revenue picture to keep transit operating and and sustainable

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00:20:50.720 --> 00:20:54.359

Jeanie Ward-Waller: as the vital service that it is. So I'm just gonna

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00:20:54.400 --> 00:21:05.410

Jeanie Ward-Waller: highlight for you a few of the important pieces of this deal? and also that will lead into sort of what is Caltrans's role? and what are we doing? What

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00:21:06.380 --> 00:21:16.610

Jeanie Ward-Waller: doing already? But I think well, time with this effort. you know, we really are leaning in very hard to the states leadership role around public transit. And how Caltrans, can you warm?

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00:21:16.760 --> 00:21:34.420

Jeanie Ward-Waller: So this by the trailer, Bill, had a a 5 kind of major provision. So I'll just highlight each of them, and then, you know, certainly there's a lot more to watch and be engaged in over the next few years. As these things rolled out. Roll out. The first piece is this transit transformation task force?

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00:21:34.420 --> 00:22:02.180

Jeanie Ward-Waller: you know, in the Bay area Mtc. Led the Blue Ribbon task force during the pandemic. So this is very much kind of modeled on that idea, but doing it at a statewide level. Really, looking at, you know, how can we better integrate transit across the State? How can we improve performance? Of course, you know, bring riders back, increase transit ridership, and then things like looking at reforming. You know how we fund public transit at the State level through the Transportation Development Act.

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00:22:02.430 --> 00:22:30.909

Jeanie Ward-Waller: So that's really exciting. That's going to be led by Cal, stop the transportation agency. But of course, you know, Caltrans is kind of that. The staffing and administration wing of Cals account stuff. So we will be very engaged. My team will be super engaged in this effort. we're really excited about it. And you know, some of the data work. And you know funding work that we've been doing behind the scenes. Jonathan shared one of our bus delay maps, you know. That's very much going to be feeding into the work of this task force.

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00:22:31.160 --> 00:23:00.610

Jeanie Ward-Waller: Second, really, big piece of the budget deal was this big reinvestment in the Tir Cp transit in our city real capital program. that was, you know, in jeopardy as the the budget negotiations were happening because there was a general fund shortfall this year. through this deal. You know that funding is going to be restored, and, in fact, given some additional flexibility. 4 billion over the next couple of years, is going to go out to the regions

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00:23:00.610 --> 00:23:07.670

Jeanie Ward-Waller: by a formula, and also have the flexibility to be used for operating so really important

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00:23:08.020 --> 00:23:32.429

Jeanie Ward-Waller: piece. the next piece, a little bit smaller pot of finding, although still beg. If you go to the next slide, Jessica is a new program that's being established, called the 0 mission transit capital program. this is, you know, really focused on that 0 emission transit. transition that we're in trying to need the Air Resources board regulations.

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00:23:32.770 --> 00:24:01.580

Jeanie Ward-Waller: but also has some flexibility to be used for operating funds. a couple of other important uses of this deal is to make sure that we have accountability and reporting on how you know again, sort of the performance of our systems how this money is being invested. That also includes a requirement for regions to submit short as well as long term financial plans to the State to be able to access these new funding pots. so

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00:24:01.890 --> 00:24:16.850

Jeanie Ward-Waller: lots of money being invested, lots of new provisions, definitely thinking about reform and modernization of our transit systems. And then, of course, integration, making them work well together at a regional and then a statewide level as well. So

131

00:24:16.930 --> 00:24:44.149

Jeanie Ward-Waller: really exciting time, I think, for transit, and to really be rethinking how we're investing in transit, how it's the backbone of our transportation system. and Jessica, if you can go to the next slide. I want to just mention, you know what Cal Trans is doing. As all of this work has been happening in the legislature. We were already engaged in a really meaningful conversation at our Accountants executive Board, which includes all the district directors.

132

00:24:44.150 --> 00:24:49.059

Jeanie Ward-Waller: and Dean is here today just going to talk a little bit more about what's happening specifically in District 4.

133

00:24:49.260 --> 00:25:03.290

Jeanie Ward-Waller: but we've been talking about, you know. What is Caltrans role. How can our role grow? You know. Where can we do more? We've always had a role, of course, as that. you know, funder and administer of the State Inner City rail fleet.

134

00:25:03.290 --> 00:25:20.350

Jeanie Ward-Waller: that also includes the Amtrak through way buses that connect inner city rail, and then we also support some of the Fta funding. The Federal funding that goes to small and

rural transit agencies. So we kind of play behind the scenes role in supporting transit rail all over the State.

135

00:25:20.350 --> 00:25:44.130

Jeanie Ward-Waller: I think, with the with a lot of the new investment is coming online also with the importance of the State highway system and the road network. really being the conduit for bus travel around the State. you know, we are thinking about. Okay, how to? How can our role expand? Where can we do more looking at where buses are sitting in traffic on our system and thinking about this question of transit priority.

136

00:25:44.630 --> 00:26:05.139

Jeanie Ward-Waller: so as an outgrowth out out of the that conversation. I can't promise what form this is going to take yet, although I'll say that Jonathan's recommendations are kind of hinting at where we're going on this. But we are working on a policy framework. where, you know, talk about these 4 areas that we're really trying to lean in.

137

00:26:05.210 --> 00:26:15.430

Jeanie Ward-Waller: And the first is prioritizing project delivery projects on the State highway system that really facilitate the movement of transit vehicles

138

00:26:15.510 --> 00:26:23.899

Jeanie Ward-Waller: ahead of and priority over moving single occupant vehicles. so that's a real big culture shift for us.

139

00:26:23.900 --> 00:26:47.250

Jeanie Ward-Waller: but you know, we want to make transit a higher priority on our system and look at places where we can actually do projects. Some of those. Maybe you know exactly the kinds of things you're highlighting, Donovan. It may be a bus, only laying a real big infrastructure investment. It could also be signal priority. But improvements of bus stops all of those kinds of things. I think we want to look at all of those and

140

00:26:47.700 --> 00:27:16.860

Jeanie Ward-Waller: and and just find, you know, particularly low cost, you know. Quick. builds. How can we move things forward more quickly to improve transit, get buses out of traffic on our system. the second piece of our policy framework is is focused on planning, and Dina is going to talk in a second about a transit planning effort that we're just embarking on. we want to do that in every district across the State. So the Bay area is going to be our model but really we want to lean into

141

00:27:16.870 --> 00:27:29.340

Jeanie Ward-Waller: working with all of our partners, regional and local transit operators, of course, to look at where we can improve the performance of transit especially as it moves across or on the State highway system.

142

00:27:29.550 --> 00:27:37.989

Jeanie Ward-Waller: So that's going to help us kind of take a comprehensive look at, where can we make future investments? that that really prioritize transit movement

143

00:27:38.310 --> 00:28:05.730

Jeanie Ward-Waller: and then kind of related to what I said about the Transit Transformation task force. We're also thinking about standards, performance standards and metrics statewide that can help. You know, every transit agency really modernize their service, improve the customer experience on transit. so that will, you know, absolutely happen as part of that task force. but we want to really lean into that as part of our role as the State Department of Transportation.

144

00:28:06.040 --> 00:28:30.289

Jeanie Ward-Waller: and then finally, kind of around communications and messaging, just making sure that you know we are being clear about the benefits of public transit. The Cal trans is really a proponent of that and that you know both our staff, internally as well as the public, and all of our stakeholders really understand and and see Caltrans as a champion for public transit. So So

145

00:28:30.290 --> 00:28:46.010

Jeanie Ward-Waller: something is coming soon to articulate this policy framework. I can't promise the timeline yet, but I am really excited that you know, Cal, trans. Is at a time where we are really championing public transit and trying to take a leadership role statewide and promoting it.

146

00:28:46.430 --> 00:28:49.979

Jeanie Ward-Waller: And with that I will pass it off to my colleague. Email, Swansea.

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00:28:50.810 --> 00:29:09.060

Dina El-Tawansy: Thank you, Jamie. Good afternoon, everyone. Thank you, Jeannie, for talking about the State. Why, definitely, I really would like to just kind of zoom in into what's happening here in our bay area. So I think that's probably where most of your interest would be as a as I was introduced on the Bay Area director, we covered the Mine Bay Area counties.

148

00:29:09.100 --> 00:29:25.559

Dina El-Tawansy: District 4, which is our district, is actually working on developing. Jessica, can I get the next slide, please? we're working on developing a transit plan. And as you mentioned, this is the first of its kind in the State. So we're taking the lead on doing that.

149

00:29:25.630 --> 00:29:39.299

Dina El-Tawansy: the transit plan is going to be identifying and prioritizing transit needs on our system. it's gonna have a number of performance measures that are going to be tied to some other strategies and what we can do to possibly support transit.

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00:29:39.600 --> 00:30:05.549

Dina El-Tawansy: we're also looking at using this plan to leverage the partnerships across the region. there's a lot of funding that's coming to the region in in various forms so various agencies, and making sure that we have this plan in place and kind of leveraging that fund and partnering with all the variants locally at local agencies to just I guess. Expand our dollars or be able to maximize the benefit out of it.

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00:30:05.700 --> 00:30:15.470

Dina El-Tawansy: We are looking at this plan to complement other plans that we've already worked on. We have a a a district a bike and pedestrian plan

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00:30:15.690 --> 00:30:30.690

Dina El-Tawansy: we are also looking to complement Mtc's transit. 2050 plus effort, the State trail plan and other efforts. just to make sure that all of them are converging into something that will be easier to implement

153

00:30:30.750 --> 00:30:43.430

Dina El-Tawansy: And then, finally, you know, we see this as definitely a step that we need to take to be able to meet for climate action goals and livability goals and equity goals next slide, please.

154

00:30:45.290 --> 00:31:06.129

Dina El-Tawansy: So what is the timeline that we're looking at for the transit plan? we just actually awarded the contract. So I'm happy to report that to outlaw planning and design with a sub contractor as transportation management and design, and also has a lot of experience in this field. So we're really excited to work with them on this.

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00:31:06.170 --> 00:31:09.889

Dina El-Tawansy: we are looking to kick off this effort this summer.

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00:31:09.910 --> 00:31:32.870

Dina El-Tawansy: and in our plan it. The biggest part of this plan is going to be really the engagement in the stakeholders engagement. We're looking to form a technical advisory committee that will be a compromise that will be consisting of the transit operators, the local and regional partners, and all the major transit stakeholders in the in the Bay area.

157

00:31:33.070 --> 00:31:50.050

Dina El-Tawansy: it is important that we have this technical advisory committee. We've done that when we developed our pedestrian and vice versa plans, and we found it to be really helpful to get a lot of input and engage, especially the community that is going to be using this transit. Engage the public in particular.

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00:31:50.330 --> 00:31:55.640

Dina El-Tawansy: we are thinking that this is probably going to take about 20 months to complete the plan.

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00:31:55.690 --> 00:32:01.669

Dina El-Tawansy: So we're looking at February of 2025 to get that completed next slide, please.

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00:32:03.880 --> 00:32:28.159

Dina El-Tawansy: also. on the district level, we we thought it would be really important for us to reorganize, so that we're well positioned to to be able to take on this kind of effort and to make sure that we are more engaged here within the region So this for just reorganized itself, and we just established an office of transit and active transportation which cons consolidates all transit

161

00:32:28.240 --> 00:32:43.669

Dina El-Tawansy: and all complete streets work within our districts. so with that, said, I think there's a a lot of work ahead of us. Oh, by the way, we're hiring. So if you know, in India, and you know any good planners or engineers, please send them our way and go shaming.

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00:32:43.910 --> 00:32:50.309

Dina El-Tawansy: putting a plug there. So with that said I'd like to turn it to Alex.

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00:32:52.290 --> 00:33:18.049

Alix Bockelman: Thank you, Dina. and thank you. Spur for putting on this panel today. It's really nice to be here. you know my role at Mtc, just as a reminder. We also, serve the 9 County Bay area same sort of geographic extent as a district for and you know, one of our main roles is to adopt a long range plan which our current one is Plan Bay area 2050

164

00:33:18.110 --> 00:33:29.480

Alix Bockelman: and speeding up buses is an important part of achieving the goals of planned area 2,050, which is really to create a more affordable, connected, diverse, healthy, and vibrant region.

165

00:33:29.590 --> 00:33:58.480

Alix Bockelman: roadway capacity is maxed out on many of our key bus transit corridors around the Bay area and worsening roadway congestion makes it imperative that we manage our network more effectively to move more people and goods. And certainly, I think what you've heard is transit priority is not a new idea. But I do think what you're hearing is, there is really a growing engagement in this, and just really strong championing of this as one of a key solution.

166

00:33:59.250 --> 00:34:16.389

Alix Bockelman: and making buses faster and reliable, is not only good for riders, although it's great for riders. in terms of experiencing a a faster journey. But it's also good for transit agency finances, as it takes far fewer buses to operate a service that's reliable

167

00:34:16.389 --> 00:34:30.650

Alix Bockelman: and bus delay. does increase operating costs, which is something right now. We really can't afford as we grapple with the transit fiscal cliff, and we know how important and foundational transit is to achieving our goals.

168

00:34:30.810 --> 00:34:47.610

Alix Bockelman: technology has been getting better and better. And there's a lot of innovation in this space to advance transit priority. there's never enough funding but we have made significant investments. in regional priority projects on both the State highway system and on local and arterials.

169

00:34:47.630 --> 00:35:01.060

Alix Bockelman: but even with this delivering transit projects continues to be challenging. It's complex, complex work. It's multifaceted work, and it requires partners moving at the same pace, at the same time with the same vision

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00:35:01.660 --> 00:35:11.549

Alix Bockelman: through Mtc's Blue ribbon transit recovery task force. There was unequivocal support for prioritizing transit priority.

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00:35:11.600 --> 00:35:26.660

Alix Bockelman: and that was, you know, the task force adopted that as part of its transit Transformation Action Plan. The actions in the Plan were centered on addressing the barriers of improving speed and reliability of transit on the roadway network.

172

00:35:26.880 --> 00:35:44.989

Alix Bockelman: and the Action Plan also called for strengthening collaboration to achieve outcomes by formalizing a regional network management structure in the Bay area. strong network management frameworks have been key in other transit, rich areas to achieve a customer-facing outcomes.

173

00:35:45.140 --> 00:35:57.629

Alix Bockelman: And really the goal of this work is to draw riders back, to transit by improving the customer experience and to attract new riders. and we want to make sure that we're centering equity and

174

00:35:57.690 --> 00:36:03.950

Alix Bockelman: and and making sure that we're having improvements for those that depend on transit the most.

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00:36:04.150 --> 00:36:25.579

Alix Bockelman: And just as an example since. you know, spurs headquarters in San Francisco. I'll do a San Francisco example. During Covid, you know. Sfmt took the opportunity to add over 14 miles of new or upgraded transit lines, lanes And it was the fast expansion of transit priority in San Francisco's history. They really shifted their focus to

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00:36:25.580 --> 00:36:35.499

Alix Bockelman: temporary emergency transit lane projects to keep buses out of traffic and protect people who are relying on transit the most, and to protect them from Covid

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00:36:35.500 --> 00:36:55.210

Alix Bockelman: and an important joint project Also that came out of that was between Sfmta and Caltrans. it's the Park, Presidio and Lombard Richardson, arterial HIV lanes, and they were the first on street HIV lanes on the State system. So advancing these efforts, as you've heard, takes a mix of leadership.

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00:36:55.410 --> 00:37:00.800

Alix Bockelman: lots of inter jurisdictional collaboration and alignment for many parties coming together.

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00:37:01.170 --> 00:37:21.300

Alix Bockelman: cities, counties, county transportation agencies, Cal. Trans transit agencies, and Mtc. And others as a. But this work enables us to build capacity for delivering transit projects and and making sure that we can identify lead agencies for these projects. as opposed to maybe having each transit

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00:37:21.350 --> 00:37:27.399

Alix Bockelman: operator have to become an expert on this one at a time. So I think that's really important to success.

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00:37:28.410 --> 00:37:40.509

Alix Bockelman: I'd also wanted to kind of speak to the changing travel patterns, pre pandemic. The Bay Area corridor to San Francisco's downtown central business district was sort of the major focus.

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00:37:40.530 --> 00:37:45.590

Alix Bockelman: But now we're seeing a shift in travel patterns, and those shifts will continue to evolve.

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00:37:45.610 --> 00:38:03.130

Alix Bockelman: and because the patterns have not settled and will change in the near future. We need to continually look at our past efforts to reaffirm our direction. and really, our action plan works helps to advance the discussions and focus on where the writers are using the system today.

184

00:38:03.180 --> 00:38:19.860

Alix Bockelman: and just related to that as a point of reference. in June of 20. This this past it just now. San Francisco's overall ridership was about 60 60% of pre pandemic ridership.

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00:38:20.020 --> 00:38:28.169

Alix Bockelman: But the bus routes that are linking neighborhoods. that don't necessarily serve the central business district. They're experiencing faster recovery.

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00:38:28.210 --> 00:38:46.829

Alix Bockelman: the the 49 which connects the Marina to Balboa is at a hundred 26% of pre pandemic ridership. The bus 22 which connects the Marina to Mission Bay is that 110 of pre pandemic ridership, and those routes have really benefited from increased speed and reliability, from transit priority, infrastructure.

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00:38:46.870 --> 00:39:05.290

Alix Bockelman: like bus bus lanes and transit signal priority. So we really need to make sure. We know that our work is ground in data also about where people are moving in terms of the travel patterns, and Mtc. Is kicking off several efforts to make sure that we have good data, a new

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00:39:05.290 --> 00:39:24.940

Alix Bockelman: a new household travel survey as well as we're doing a transit passenger snapshot survey. So we expect to get new data. in in the spring of 2024 to make sure that as we're making these investments, we're really mindful of. where people are traveling. And I if you could just pull up one slide.

189

00:39:24.940 --> 00:39:54.210

Alix Bockelman: that several that summarizes several of the action plan policies, plans, programs and funding. again, I mentioned our Transit Transformation Action Plan, and one of the important. There were several important outcomes. But today we're really focused on the transit network. And we have several actions here. that we're focused on in terms of funding the design and delivery of these transit projects. We're also looking at making sure that we have

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00:39:54.780 --> 00:40:07.050

Alix Bockelman: a a, you know, a connected network plan that we've embarked on called transit 2050 plus. And so it'll be important as we develop that that we are making the near term investments to support that.

191

00:40:07.050 --> 00:40:27.270

Alix Bockelman: And you know, again, I think funding is always key. And Genie pointed out that the budget does give us more resources. you know, Mtc is invested 125 million in projects. that often can be delivered much faster. that that really speed the rely in

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00:40:27.300 --> 00:40:40.090

Alix Bockelman: increase the speed and reliability for bus corridors. And we want to continue doing that. Some examples are the San Pablo and Telegraph rapid bus upgrades, some improvements.

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00:40:40.470 --> 00:40:42.750

Alix Bockelman: for Sfmta, etc.

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00:40:42.760 --> 00:41:06.110

Alix Bockelman: So you know, it will be important that we I think Jonathan noted several of the the policy recommendations, and I think we want to continue to work with Cal. Trans. and really move those forward. we're doing hotspot analysis to make sure we know where there is to delay, and that we can really focus our investments to make those better.

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00:41:07.000 --> 00:41:30.309

Alix Bockelman: and I think you know, obviously, this panel shows Another thing is that the action plan is also spurred, I think a greater collaboration awareness between Caltrans transit agencies. And Mtc, so I'm really glad to be here today to continue that collaboration. And I guess, just in closing, I want to note, that I think it's really important. Also, that

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00:41:30.340 --> 00:41:52.040

Alix Bockelman: the formalizing sort of the regional network management structure which is underway right now, because that will really strengthen the cohesion for this work and provide a venue to make sure that we stay align and collaborate. because it is really complex to deliver these projects. And we need to make sure that everyone's moving in the right direction, and with that I will complete my remarks. Thanks.

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00:41:56.310 --> 00:42:05.050

Jonathon Kass: Thank you so much, Alex, and thank you to all you for for your comments and and for the leadership in this space that we're hearing about.

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00:42:05.060 --> 00:42:20.080

Jonathon Kass: we have a lot of questions in the Q, a. Panel and so I would love to just dive right into those. you know one of them, Alex, you you very properly brought up some of San Francisco's recent

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00:42:20.260 --> 00:42:25.039

Jonathon Kass: real successes and moving quickly and getting transit priority on the ground. And of course

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00:42:25.180 --> 00:42:34.530

Jonathon Kass: San Francisco is a is a unique case in our region for a large bus operator in that it controls the right of way itself, and it has a more tools

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00:42:34.590 --> 00:42:47.730

Jonathon Kass: than many transit operators to deliver these projects. So one of these questions sort of brings up a another corridor, the San Pablo Avenue corridor, which it happens to be a state route. It's it's this, you know.

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00:42:47.740 --> 00:43:12.819

Jonathon Kass: multi jurisdiction corridor, and they're suggesting that the the challenges of having all those jurisdictions involved is is making it harder to deliver the kinds of transit priority proof its people want on San Pablo. So with that as an example, I mean, is there is there a hope that you know between Caltrans, Mtc. the State Legislature that we could begin to deliver the kinds of.

203

00:43:13.500 --> 00:43:29.990

Jonathon Kass: not authority, but capacity to work in a coordinated fashion that we recently saw in in San Francisco with Sfmta like could these multi jurisdiction corridors begin to move with that kind of pace? If if we deliver some of what's envisioned in your agencies.

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00:43:30.260 --> 00:43:37.629

Jonathon Kass: maybe I'll maybe I'll start with Genie, since that's a state or or with Dina, since that's a state corridor right in our region.

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00:43:38.580 --> 00:44:01.899

Dina El-Tawansy: Yeah, I think. our listener here is definitely and may have been spying on us or something. But we are working on on San Pablo. there is some coordination that's going on with Etc. we we do recognize that there's complexity in that route due to the number of jurisdictions that are involved.

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00:44:01.900 --> 00:44:27.540

Dina El-Tawansy: Yeah, even in surveying the out and looking at, you know, getting a public engagement that we got even some conflicting needs and and and concerns so definitely, the key to doing something like that is early engagement and frequent engagement our partner, Etc. Is taking the lead on on developing. I think I I don't remember the number of miles off the top of my head, but I know that we're going through something like 6 or 7 jurisdictions.

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00:44:27.690 --> 00:44:31.040

Dina El-Tawansy: but They are developing a project over here.

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00:44:31.080 --> 00:44:43.910

Dina El-Tawansy: multi-modal benefits It is. Gonna address a lot of the safety concerns on the route. we're working very closely with them to expedite that. it's also going to address the multi mode of

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00:44:43.910 --> 00:45:01.089

Dina El-Tawansy: approach, making sure that we're expediting buses, and also providing active transportation benefits and bike and pedestrians. improvements. So a lot of work is is going on that the key here is the coordination and the frequent check in with all the different jurisdiction, making sure that they're part of the decision making.

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00:45:01.290 --> 00:45:04.609

Dina El-Tawansy: this seems to be a challenge in a lot of ways

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00:45:04.660 --> 00:45:15.850

Dina El-Tawansy: for our longer routes that go through several jurisdiction because everybody has their own unique character, and they want to see their own unique style within their segment. But how do we make something that

212

00:45:17.360 --> 00:45:28.450

Dina El-Tawansy: you know? We recognize that when the driver is driving, or when a person's walking is not really aware of those borders and jurisdiction. So it has to have, like a seamless look and feel to it.

213

00:45:28.490 --> 00:45:33.439

Dina El-Tawansy: But we're working to expedite that it's definitely a one of our priorities in the Bay Area

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00:45:35.280 --> 00:45:46.250

Jonathon Kass: and Alex. And and maybe from you give me, if you can say anything from Mtc's side. How how to support these situations where there may be just so many different jurisdictions involved. We need more muscle.

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00:45:46.850 --> 00:46:15.629

Alix Bockelman: Yeah, no, I think. you know, I think part of it is really alignment of of what we're trying to accomplish. So I think, having sort of the State transit priority policies having regional policies that you know are consistent with that, and then also really identifying that these are the corridors where it's going to make a difference, because the buses are stuck in traffic, and because we do have a high potential for more ridership. So I think we really need to be aligned in all of those you know of our goals. And then.

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00:46:15.630 --> 00:46:26.350

Alix Bockelman: I think, being able to really make sure that we have someone who who has the capacity to deliver the project. I think what we've heard from some of our

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00:46:26.350 --> 00:46:54.330

Alix Bockelman: bus transit operators as they're trying to get the service out on the street every day and taking on a very significantly challenge as a challenging you know, 100 million dollar capital project, or whatever it is, is, is not necessarily is, is not necessarily aligned with their their competencies. So I think that those are things we can do to help. I think, also, making sure that, you know we can. We can help with any

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00:46:54.560 --> 00:47:05.369

Alix Bockelman: policies and planning help with local jurisdictions. I think that that is really helpful, and making sure that we can provide the funding if if that's the barrier

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00:47:09.800 --> 00:47:14.609

Jonathon Kass: feel free. If you'd like to add anything to you. But I can move on to.

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00:47:15.000 --> 00:47:26.220

Jeanie Ward-Waller: I can't speak to the project specifically, John, but I think it's a good example of why, you know, there is value in a more, a bigger kind of regional and statewide approach to this. I mean, we have so many

221

00:47:26.220 --> 00:47:53.639

Jeanie Ward-Waller: transit agencies in the very area. But across the State there are hundreds, you know. I think we counted 400 even more when you start to include the On demand services per trans and services things like that. So, you know, it's just a totally disaggregated landscape from the customers perspective. It's no wonder that it's hard to ride trans when you can't get from one system to the other, and the connections are great. So certainly, you know, it's it's something that we're trying to do as Dina described with our

222

00:47:53.640 --> 00:48:09.729

Jeanie Ward-Waller: plans. and just the state having a bigger role in this is that policy support? And also, you know, I think things like project delivery capacity is Alex at Caltrans is really good at that. so we want to be helpful. We want to expedite projects like this in every way that we can

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00:48:11.320 --> 00:48:21.150

Jonathon Kass: right? And one of the pieces that came up in this is funding. I mean, these, particularly. These big corridors, are extremely costly there. There's a question here about

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00:48:21.300 --> 00:48:28.020

Jonathon Kass: the degree to which a lot of our capacity is locked up in roadway roadway funding categories. So

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00:48:28.040 --> 00:48:53.060

Jonathon Kass: the question is really as you all are thinking about how to fund kind of more rapid transit priority implementation. Are we talking about a lot of these dollars coming from roadway pots, or are they parts of roadway projects? Or are we largely talking about transit pots of money funding these projects? and gosh! Maybe I'll start with you, Alex.

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00:48:53.540 --> 00:48:58.660

Alix Bockelman: All of the above, I would say. I think that

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00:48:58.710 --> 00:49:23.439

Alix Bockelman: definitely having these projects, especially when they're on the State highway system be part of you know how Caltrans sees its role with shop dollars, etc. I think would be great as we move forward. Mtc. With its highway funding that it gets discretionary funding has definitely put quite a bit of that into

228

00:49:23.440 --> 00:49:48.869

Alix Bockelman: these what we call our transit priority investments. So I think we already saw this as an important part of making a transit work. and then we also, you know, to the extent we we do have a transit focused funds. And we also are definitely directing those dollars here. And I think there are opportunities at the Federal level to compete. Well, and I think that you know.

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00:49:49.550 --> 00:50:10.690

Alix Bockelman: there's a generational increase in funding at the Federal level. And there's a small starts program which I think could really help many of these corridors, and I think in our region we haven't had a lot of projects ready to go for that funding. I mean, I think it does to me, speak a little bit to sort of the technical capacity to deliver these projects, and also just that we're not quite

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00:50:10.690 --> 00:50:28.029

Alix Bockelman: yet aligned on. Kind of where are the quarters? We want to advance next, and then really getting in line for those money. So I hope that this ever will help get that unification,

and so that we can. you know, search for all the pots. But I think if the Federal Government wants to hand us money, we should be taking it.

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00:50:30.000 --> 00:50:33.469

Jonathon Kass: Tina and Jimmy, you want to add anything on funding roadway funding

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00:50:33.540 --> 00:51:01.039

Jeanie Ward-Waller: I'm happy to, and generally I totally agree with Alex. I think we, you know, we can look to all all the available pots to leverage, and certainly to the extent that you know the types of investments we're making can be made alongside, you know, when we're doing routine pavement work, or you know, other kind of rehab work. You know, it's very much in line with helping the State Iway system operate further. So we're definitely looking at that. We want to be able to leverage shop

233

00:51:01.040 --> 00:51:15.509

Jeanie Ward-Waller: But you know, shop is also a pot that's over subscribed. Our system is huge. We have a huge amount of work to maintain it. So so I think also thinking about other flexible formula. Dollars, you know. Other pods of funding

234

00:51:15.510 --> 00:51:29.730

Jeanie Ward-Waller: from the Feds can also be used for transit type projects, roadway projects that improve transit And then, as Alex said, we're kind of an unprecedented times in terms of Federal opportunities. There's so many Federal discretionary programs

235

00:51:29.730 --> 00:51:54.679

Jeanie Ward-Waller: today, and they want to fund, you know, creative investments that are really creating the transportation system, the future. So these are the kinds of things that I think would help us be really competitive to bring more money to California. so we should be looking at all of the above and it is really a matter of getting us all aligned so that those products are ready to be constructed because we're, you know, we've got lots of great ideas, and we're bringing down some grant funding. But then we're not going to.

236

00:51:54.680 --> 00:52:15.679

Jeanie Ward-Waller: So we've also got to make sure our internal capacity is there? so that we can get those projects delivered and on the ground. So it's you know, it's complex. But but yeah, the the there's no end to the finding opportunities right now, which is really exciting, because we we should just be leaning in to doing as much as we can right now

237

00:52:17.360 --> 00:52:28.179

Jonathon Kass: right there. well, and maybe maybe this argues almost a little bit for something between these major chord or reinventions and spot improvements. It sounds like.

238

00:52:28.200 --> 00:52:33.959

Jonathon Kass: some ways to propose for Federal funding projects that

239

00:52:34.020 --> 00:52:41.349

Jonathon Kass: don't take years of design to get shovel ready. But our simple solutions, but big solutions along the corridor would be welcome right now.

240

00:52:41.570 --> 00:53:05.319

Jonathon Kass: there! There are a few questions about State legislation, and I know some of you may be more restricted than others in talking about like legislative ideas. But, I one very specific question about you know, state legislation to force vehicles to yield when buses want to come back into traffic, you know. But but really, I think there's a broader question, which is, are there?

241

00:53:05.400 --> 00:53:20.379

Jonathon Kass: are? Have you all identified particular state regulatory barriers to doing what we want to do on transit priority. And what are those are what or what conversations are happening about barriers?

242

00:53:22.750 --> 00:53:27.739

Jonathon Kass: I'll I'll open it to anybody, and if you don't have any, I'll ask the next question.

243

00:53:30.730 --> 00:53:40.270

Alix Bockelman: Yeah, I'm not sure that I can call with a specific barrier right now. I do know that as part of Mtc's and a Bags advocacy program. We definitely support.

244

00:53:40.360 --> 00:53:54.739

Alix Bockelman: you know, any and all legislation that will help speed, you know. Transit buses. But I'm I guess I'm drawing a blank right now on a very specific regulatory barrier

245

00:53:55.200 --> 00:53:56.260

Jonathon Kass: all the better.

246

00:53:56.420 --> 00:54:13.409

Jeanie Ward-Waller: I think. You know, there's so much that we can already do that. We're not that we're not yet doing like. There's so much opportunity in front of us that we don't need legislation to be able to do so, I'm sure, as we do more project like this we may find more of those bears that we want to fix. I mean.

247

00:54:13.410 --> 00:54:42.249

Jeanie Ward-Waller: certainly fixing you know some of the some of the funding formulas like we talked about the Tda, and that's already been, you know, kind of suspended with the fair box recovery. R. Here during Covid, you know. That's something it's already kind of in our sites to work on through the transit transformation task force, as I mentioned earlier. so we've we. I think we've got our hands full with work that we can do just within our current administrative authority. yeah, we'll come back to that one a few years, maybe

248

00:54:43.410 --> 00:55:04.440

Jonathon Kass: great. Well, maybe I I would normally ask this last, but I want to make sure I don't run out of time. It's clear in our Q. A. That we've got. We. We don't have a lot of people. We have to persuade that this is a good idea. And there's a number of people that want to know what they can do to start to, to bring citizen support and voices to make transit priority happen?

249

00:55:04.440 --> 00:55:27.180

Jonathon Kass: obviously on a project by project basis. I you know I don't know when the next meeting of Sant Apple Avenue is coming up, but there, there are projects around the region that need people to show up and say what their priorities are. But at the at the Mtc. And Caltrans level. Does anything come to mind for you guys, as moments that that people ought to show up, get involved in form themselves where there are decision points coming down the road

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00:55:27.300 --> 00:55:35.990

Jonathon Kass: maybe at the at the regional level on Alex. I can start with you. Is there? Is there any known next step at Mtc.

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00:55:38.140 --> 00:55:56.180

Alix Bockelman: well, I mean right now, you know, in the next month we're going to be out, you know, in a lot of a lot of communities just asking for you know what people want to see in our next long range plan. But also that information is very informative. As we are looking at.

252

00:55:56.370 --> 00:56:09.139

Alix Bockelman: a a regional transportation measure to help add to the investment that we have both to support transit operations, but also to make these important customer facing improvements

253

00:56:09.310 --> 00:56:39.009

Alix Bockelman: make the system more reliable, more safe. So I think, you know, getting out and making sure your voice is heard, I think, in terms of, you know, there's many opportunities. at our meetings to talk. We're we're embarking on something called transit 2050 plus plus that. We'll look at a connected network plan, I think, engaging in and and hearing from people on that. I think not so much of Mtc, but obviously in your communities. I know that the transit operators are also asking for for input, and I think when there is something, you know.

254

00:56:39.780 --> 00:57:06.500

Alix Bockelman: I think, that there there is often controversial to take any space in the roadway and give more dedication to transit. So I think if that's something that that groups that are engaged with spur if they can. make sure that the other other voices are heard. I think that that's important. you know, I think about the improved the tempo bus. The tempo bus, which I think is a is a great investment that A/C transit had, but that was originally gonna start.

255

00:57:06.500 --> 00:57:26.709

Alix Bockelman: you know it was definitely going to go through Berkeley, and it was going to go all the way down to. I want to say, maybe Fremont and it it kept getting shorter and shorter because of community opposition. So I think that they sent that we really want We need to hear from all, from from all engaged parties. I guess if if you want to see more transit priority

256

00:57:29.120 --> 00:57:34.359

Jonathon Kass: and how about at the at the Cal Tans district for or or headquarters level.

257

00:57:35.790 --> 00:58:00.299

Jeanie Ward-Waller: Well, I you know, as a former advocate, I should be always be prepared for the call to action. I you know just some of the things that we shared. I think, as those things are coming out, we definitely want engagement. And but you know, obviously, support is great. It's good for us to hear, because we're used to getting criticism. But you know, of course, critical feedback is important to

258

00:58:00.300 --> 00:58:24.719

Jeanie Ward-Waller: We want to get better at this as we go forward. And Dina mentioned. You know I don't want to steal her under the transit plan. but you know, please, please, please. We want engagement. We want to make that as strong as we can, so that, you know, we're really being informed. as we're as we're doing this around the State because Dina's team is going to kind of be the guinea pigs for us. We're going to do this in every district. So we really want to see engagement

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00:58:24.950 --> 00:58:40.099

Jeanie Ward-Waller: and and all of you as champions for this, you know, are are the the audience that we want to hear from. So just yeah, as all as all of this work is rolling out, you know. Stay engaged. And you know, keep keep working with us.

260

00:58:41.530 --> 00:58:49.039

Jonathon Kass: you know. Are there any? I I'm trying to remember if you gave a timeline for any potential public engagement with the District for Transit plan.

261

00:58:49.090 --> 00:59:14.200

Dina El-Tawansy: Yes, so we are kicking off the the 10 effort this summer. So we are going to be reaching out to the public very soon, and it's going to be continuous throughout the 20 months. So you're going to hear from us quite often. And and as Jenni and Alex mentioned, I think it's really important to come and voice your concerns and be able to participate. Give us some ideas. also help us reach within your communities.

262

00:59:14.200 --> 00:59:40.309

Dina El-Tawansy: as mentioned earlier, a lot of the transit users are are, you know, disadvantaged users. And a lot of them are in in certain areas where we're trying to reach to groups that really will be affected by these decisions. We want to make sure that we are reaching far and wide to include everybody and get everybody's input so if you can help us with that, that'll be that'll be really great. Appreciate it, and probably results in a much better can. than not

263

00:59:41.880 --> 01:00:02.329

Jonathon Kass: wonderful. Well, let me let me just note the the the presentations you saw today will be posted in a day or 2, and so if you want to find the keywords to search for. As some of these processes are going, you can pull those presentations, for of course we'll be doing our best to check it. And you know, as we sit here with these regional and state leaders.

264

01:00:02.330 --> 01:00:14.229

Jonathon Kass: of course, a lot of this happens at the local level. but not, everything can be decided at the local level. And so these processes you heard about here are some of the ones where you can show up and say.

265

01:00:14.370 --> 01:00:26.909

Jonathon Kass: maybe not. All of this happens through local decision making. And some things are important enough that we have. you know, really strong state and regional standards. So show up for regionalism

266

01:00:26.960 --> 01:00:28.460

Jonathon Kass: and

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01:00:28.580 --> 01:00:53.629

Jonathon Kass: we are very grateful to all of you again for showing up, but mainly for your leadership in this space and to our audience, for I I am sorry for so many great questions we did not get to, and for the great questions we did look out for spurs. Report in at least early September, and put September fifth on your calendar for a detailed discussion with transit operators on transit priority.

268

01:00:54.020 --> 01:00:55.689

Jonathon Kass: Thank you all so much.