

Public Transit Advisory Board
March 9, 2017, 5:30pm-7:00pm
ASSEMBLY CONFERENCE ROOM, SUITE #155

PTAB PRESENT:

Jedediah Smith
Carlette Mack
David Levy
Andrew Ooms
Britta Hamre

PTAB ABSENT:

Kevin Jackson (excused)
Felix Rivera (excused)
Samuel Moore (excused)

STAFF:

Abul Hassan
Bart Rudolph
Collin Hodges
Andrew Watts

CITIZENS PRESENT:

J.T. Brodie	Christa Moeller
Shirley L. Smith	Wayne Kendall
Linda Larson	Stacey Greene
Levi Adams	Jerry Cleveland
Steven Fisher	Wendy Williams
Lenora Morford	Samuel Williams
Bev Wilkie	Ezekiel Williams
Andrew LaFrance	Nehemiah Williams
Mark Martinson	Ishmael Prado
Lily Joe	Graciela Paz
Elaine <illegible>	Renee Lacy
Sarah Smith	

I. CALL TO ORDER

The meeting was called to order at 5:31pm by Chair Jed Smith.

II. ROLL CALL, INTRODUCTION OF MEMBERS, STAFF, AND GUESTS

After roll call a quorum was present. Mr. Jackson, Mr. Rivera, and Mr. Moore's absences were noted as excused.

III. PUBLIC INVOLVEMENT ANNOUNCEMENT

An announcement was made to those attending by Mr. Smith that there will be a public comment period in which those wishing to make comments will be allowed two minutes.

IV. APPROVAL OF AGENDA

Ms. Mack made a motion to approve the agenda. Ms. Hamre seconded the motion. Without objection, the agenda was approved.

V. APPROVAL OF MINUTES

Mr. Levy made a motion to approve the minutes of the January 12 and February 9 meetings together. Ms. Mack seconded the motion. Without objection, the minutes were approved as submitted.

VI. PUBLIC COMMENT OPPORTUNITY

- a. James T. Brodie - Mr. Brodie stated that he has been using the service since 2012, and it is the best service on Planet Earth.

b. Andrew LaFrance - Mr. LaFrance stated that he misses half of his church service on Sundays because the bus doesn't start running early enough.

c. Shirley Smith - Ms. Shirley Smith stated that she has come to meetings several times, and one problem keeps reoccurring. It was on the first of this month, she was downtown, and she was taking route 75 to go back to her establishment. The driver pulled up, and a guy jumped in front of her. Then, the driver told her to back up, and she thought that would be so he could lower the ramp. The driver wanted her to back up so everybody else could get on the bus before her, and she would be the last one. She has had it with that up to here, or here, or here (raising her arms progressively higher each time). She got mad and pushed her walker up to the door and put her brakes on and wasn't moving. The driver then realized that she was unhappy. Then he lowered the ramp, and the person behind her asked why the driver was doing that. Ms. Smith replied, "I don't know. Maybe it turns him on. Who knows?" This keeps happening, and it happens a lot whether she is downtown or not, and it really gets her upset. The other thing that keeps happening is the people who are homeless or drunk or whatever, and they come up and step on the bus then talk about how they haven't got any money and keep weaving and everything. The bus driver allows them to come on, despite the sign right above the seat that says, "NO FARE, NO RIDE." Ms. Smith asked if that only applied to those who can read the sign. She is on a limited income and has to pay for her senior pass, and yet other people just get on, and that's kind of not good. She also had an issue with route 13 at 801 Karluk, where a young man came up with his little girl who was in a wheelchair, a special one made for her. They waited from 1:54 to 2:21 before the bus finally showed up (NB: A review of the schedule indicates that a bus is due at 1:54). They asked the driver why it was late and didn't get an explanation. They waited so long that the man had to take off his coat to keep his daughter warm, and no one gave a reason for the bus being late. If you have a reason, you can tend to let some things go, but this keeps happening, and it gets to be a real drag when you're waiting for the bus and ask the driver what happened. They like to hear some excuse. It really bothers her when she's forced to be the last person on the bus in this kind of weather. It just doesn't add up.

Chair Smith asked Ms. Smith whether she submitted these issues to Customer Service. She stated that last time she went down and asked for a complaint form, the attendant at the window was dismissive. There were none on the bus, or she wouldn't have had to go to the window. Going to Customer Service is kind of like telling the driver to lower the ramp two or three times before he'll do it. It doesn't always get there, and it's like butting her head against the wall. She figured that if the Board knows, then maybe they can help correct it. She stated that it's gotten to where her son won't ride the bus unless there's a big problem. Also, when the bus stops at the red light at 36th and A, the driver lets passengers on the bus, even though it's not a bus stop. She stated that she appreciates the Board letting her say her piece and get it off her chest, but it really lights her candle. She stated that she appreciates the Board taking the time and hoping they can get these things ironed out for everyone.

d. Levi Adams - Mr. Adams stated that he is not homeless and doesn't drink alcohol, but he can scarcely afford the service. He stated that it should be free.

e. Christa Moeller - Ms. Moeller stated that she moved to Anchorage last August from Fairbanks. She stated that she has a couple of issues. There is a stop at Gambell & 3rd for route 45, and there are three different times listed for the Saturday service. There's one that's posted at the bus stop, there's one on her schedule, and there's one on the internet. (NB: Further research shows that there is not a specific time listed for this stop on the posted schedule at the stop or in the rideguide. The timepoints shown in the area are Bragaw Street @ Mountain View Drive and the Downtown Transit Center. The times listed online are consistent across systems.) She stated that when she has to do overtime at her work, she has no idea when she's supposed to catch the bus. Also at that same stop, either the bus is really early or really late. There is never a

time where it's actually on schedule. It's very frustrating because it takes four minutes to get from her work to the bus stop, and she likes to time it so that she's not in the cold any more than she absolutely has to be, especially when it's really cold like it was a couple of days ago at 10 below. Also, she takes 45 to her work in the morning. It's supposed to leave the bus station at 7:40. The driver who picks her up on route 2 to go downtown gets her at 7:20 at Walmart and gets to downtown at 7:33. By the time he circles the building or whatever it is they do, it's 7:43 before he even leaves the bus station. She has to be at work at a certain time. She would like the bus to leave at 7:40 when the schedule says it's leaving at 7:40, not 7:43.

- f. Mark Martinson - Mr. Martinson stated that he would like to see mass transit expanded, rather than cut back, particularly on evenings and weekends.
- g. Sarah Smith - Ms. Sarah Smith stated that she just moved to Anchorage from Fairbanks. In Fairbanks, each bus stop has a map of the route and exactly when the bus will be at each stop. She stated that she doesn't know Anchorage well enough yet to look at the planned stops and know where she falls in those, and she knows that she can text to find out when the bus is coming, but if her phone isn't working or the battery is dead, it would be better if the signs had what time they come to that stop.

VII. BUSINESS / INFORMATION ITEMS

a. Item 7a(i) – PTAB Advocacy – Stakeholder List Update

Chair Smith invited staff to discuss the stakeholder list. Mr. Rudolph advised that the Board had the list in front of them with everyone who was invited to last spring's stakeholder workshop, separated by who attended and who did not. Whether or not they attended, they've been receiving special stakeholder emails tailored to that group to keep them in the loop, and they were invited to the other forums. Chair Smith confirmed that all the members received the email, and he stated that he has started to add a couple of names to the list that weren't already on there. He encourages the rest of the Board to use this as a starting point and look for the gaps that aren't there, and they can discuss this moving forward. Then, they'll probably assign who will contact who. Ms. Mack asked if the members should go ahead and send Chair Smith their additions or wait. He responded that the best thing might be a Google Sheet that they can all view and edit, and he said that he would take the lead in converting that over the weekend. Chair Smith noted that the Board had discussed another Google Doc that might contain other outreach material, possibly including a talking points memo and an advocacy toolkit. Ms. Hamre volunteered to take the lead on setting that up. Mr. Rudolph indicated that staff were developing a fact sheet that might be helpful to add to that. Ms. Hamre asked whether there was a postcard-sized material the Board could give to people to encourage them to call their Assemblyperson or otherwise voice their support for People Mover. Mr. Rudolph advised that something like that could be created. Mr. Levy asked if the Board could get an update from staff in terms of the Mayor's decision on this. Mr. Rudolph advised this was next on the list.

b. Item 7a(ii) – PTAB Advocacy – Other Advocacy Items

Chair Smith asked if anyone had any other ideas on advocacy or methods of contact. Ms. Hamre brought up the Music on the Bus event could gather public and leadership attention, as well as getting attention from people who don't use the service every day. Mr. Levy asked whether the Board was trying to advocate for the system as a whole, sell the decision the Mayor made, or both. Chair Smith replied that he thinks it's a little of both right now. We want to protect the resources we currently have. At the point of the work session (and maybe we'll know something different in the next five minutes), things were kind of still in flux, so knowing that but also understanding that the budget process will be kicking off this summer and into the fall are both important. Chair Smith stated that one of his goals is no net loss of service. Mr. Levy stated that from the 20,000-foot level, developing partnerships with key constituency groups, like Bike Anchorage and AEDC are

important. Chair Smith stated that this was his point with the previous discussion with the Google Sheet. They should take a look at the stakeholder list, and the Board needs to be collaborating to add anyone who isn't on there. Mr. Levy stated that he had looked at the list as though the Board is doing a big meeting, but as he understands the Chair's comments, the Chair is just thinking of potential partners. Ms. Mack mentioned strategizing about the Board's advocacy efforts, like who is going to be engaging with those. For example, there are a lot of development conversations going on, and the bus system needs to be a partner at the table. Especially the Mayor's initiative on ending homelessness - if people get housing but they can't get anywhere - affording a car is not on top of their list. Director Hassan mentioned that part of the conversation at the work session was that each of the members might, based on their contacts and their strong suit, decide that there are certain contacts they would be well-suited to make directly. So where the advocacy document comes in is to provide some starting points for discussion. All the same, staff is here to support that effort, whether at the onset or during the meeting, or providing materials. Chair Smith also stated that he wouldn't rule out having bigger collaborative meetings because those can be productive, but the idea is to initially contact these people and start a conversation. Maybe we aren't going to them with discrete talking points right off the bat. Maybe it's more of a conversation about how this service can service you, your employees, members, constituents, or whomever and to get feedback from them. Reporting back with that will help identify what segments or constituencies need to be targeted. Those conversations can inform the organizing efforts.

c. Item 7b – Anchorage Talks Transit Update / Director's Update

Director Hassan addressed several different items. First, he noted that the Department has been receiving a lot of complaints related to seniors and individuals with disabilities having issues with accessibility of bus stops as a result of snow berms. The Department is not equipped to deal with the level of snow that gets compacted on sidewalks. Nevertheless, this is a hot topic of conversation with the State DOT and internal to the MOA with Operations & Maintenance. What the Director would like to do is put it on record that he had a conversation with the ADA Coordinator for the Municipality, and she is taking the lead on addressing this issue from a multitude of different angles. One part is ADA upgrades to sidewalks from an accessibility standpoint when federal funds are utilized (FHWA or FTA). The second part is that once you've expended those funds to be able to make ADA improvements to make certain locations such as bus stops accessible, then there is a fiduciary responsibility on the part of government as a whole to make sure that those locations are accessible 12 months of the year, and not just 6. So she's taking the lead on that, and the Director would encourage all those who have complaints related to being unable to access bus stops to contact her. The phone number is 907-343-4480. Her name is Jillanne Inglis, and an email is ADA@muni.org. Mr. Levy asked whether there was a way for staff to provide an interactive map showing which roads and sidewalks are the responsibility of the Municipality and which are State. Mr. Hodges advised that it was online and that staff had also made a static map for the Department's maintenance crew. Mr. Levy indicated that this would be helpful because staff doesn't have a lot of control over the state, but the public does through talking to their legislators. Director Hassan stated that any issues the public has with accessibility to sidewalks or bus stops as a result of snow or road condition should be reported to Jillanne Inglis.

Director Hassan went on to discuss the general reason for the Board holding a work session the previous week. The best way that he can elaborate on this is that if you're public transportation, you're stuck between a rock and a hard place. This year alone will result in the Municipality asking departments for a budget reduction based on the 2017 allocated budget that was approved by the Assembly with a net reduction between \$300,000 and \$500,000, as a result of which there is no longer service on holidays. Already, when the Department went into the transit visioning process, it adjusted the ceiling and lowered it by half a million dollars. All the plans that have been worked

on internally were with that reduction in mind. The issue is that there is absolutely no guarantee that the budget will stay the same next year. There are basically two options for moving forward: 1) The Department could make an implementation happen in 2017, which is something that it's striving for; or 2) Maybe it doesn't happen in 2017. The reason that the public and the Board have not heard back from staff in relation to what's next is that the Department is in the trenches right now working through a multitude of different things. A service change like this has not happened in Anchorage in probably 20 years. The overall endeavor is a huge task. The Department's initial desire was to do something by August 2017. That's still something that it's shooting for, however the probability of that happening has a lot of risks associated with it. To demonstrate some examples of what those risks are, one item is that the Department didn't have a scheduler on board. It went out with an RFP for a third-party scheduler that could utilize software. That is currently out for open bid. The bid period closes on March 15 - it was just extended from the 8th. Another item is that the Board made a recommendation that at least on a temporary basis the Department should use smaller vehicles in places like Eagle River to offset costs and make services like that possible. Part of the other challenge is that year-over-year there is a replacement cycle based on dates or miles. The second challenge was placing an order for up to 10 vehicles to be able to compensate for that level of service. The Department couldn't go ahead with this until a decision was made on the system concept by the Mayor, which came on February 10. The Department proceeded with submitting a change order to Purchasing because the vehicle configuration changed, including straps for people to hold on to, bike racks, and things of that nature. That's with Purchasing right now, and the Department is anticipating a purchase order back by the end of the month. That will enable the Department to go to the vendor and have them begin the process. There is a 120-day lead time. Risks associated with this include a vehicle possibly falling off the barge, for example, or something going wrong on the manufacturing line. 120 days does not give a lot of lead time. The anticipation is that those vehicles would come in sometime at the end of July, and we're saying that we want to start service in August of 17. There are equipment swaps that occur in between. The last challenge is a conversation about an ITB to bring in a third-party vendor that's qualified to be able to run an excess level of service. There are immense challenges with this. One is federal money being used and a federal level of justification provided. Going through the purchasing mechanism and the turnaround time for an ITB, and finding the funds to be able to front-load that level of service are also challenges. So, the reason that we haven't gotten back to the Board with a firm decision on what the roll-out date is is because the Department is going through all of those challenges. The Department's target date for an answer on when to begin service is March 15. The Director doesn't know if the Department will be able to get a firm answer at that point. The two timeframes for implementation are August 2017, or between then and April of 2018. There are a variety of reasons those timeframes have been given. The Department is at the mercy of that and of the risks associated with getting something like this rolling. The Director hasn't even mentioned all the minor tasks that go into doing something like this internally, which are challenges unto themselves.

While all this is going on, there is no guarantee that the existing budget for 2017 will not be reduced. There is also no guarantee that the budget for 2018 will not be reduced even more substantially. The work session and the effort to create the stakeholder list was twofold. The Board stated on record that the Mayor had given them permission to access, coordinate, and collaborate with a multitude of entities for the exclusive purpose of them expressing how transportation is a core need. More importantly, when budget cuts come to fruition, and this is before the Assembly,

for example, there is a level of participation from the public, from a variety of stakeholders, showing up en masse to say that this is going to affect their community or their constituents. As a result, they're asking their Assembly members to not make cuts. The work session was designated toward that, and there are two varying paths. One is that the Board is advocating for the newly redesigned system. At the same time, regardless of the implementation date, the Board is also advocating that the budget should not be cut. Mr. Levy stated that if he understands correctly, there are some issues that are still outstanding, and it's going to be up to the Department to decide when it will implement whatever the Mayor decided on. It could either be August or sometime before April of 2018. He stated that from his perspective, August of 2017 sounds unrealistic given everything that has to be done. Chair Smith asked whether the Department has an opinion on an optimal time to make a major change in service like this? Is January the best time of year to be implementing a significant service change? Mr. Rudolph stated that it took Houston a year once they had all the details figured out. Director Hassan stated that this was a location that had the money to do it and wasn't making the change as a result of a budget crunch, and Mr. Rudolph noted that Houston hired 180 temporary positions to help roll it out, but they're also a service area covering millions of people. Director Hassan noted that optimally the roll-out would take 12 to 18 months based on industry standards for doing something of this scale, but this isn't an optimal situation. We are where we are, and the economy is what it is. Part of the logic and reason for wanting to do this in August of 2017 is to demonstrate something at the forefront to be able to ensure that the Department isn't dealing with a situation where the budget ceiling has been reduced further, and you're still being asked to do the same work. Ms. Mack noted that realistically the system could get implemented, and then the budget could get cut again. She asked whether the Department would proceed assuming that the FY18 budget is going to be another reduction similar to last year. Director Hassan replied that all the plans internally are working with the assumption that the Department would roll out service assuming the budget is what it is right now. If and when it gets to a point that the Department is asked to cut a certain percentage, then the result of that is going to be cutting service frequency. That's what he means about being between a rock and a hard place. It defeats the purpose of having gone through the motions of the visioning process over the past year. That's why it's so important that between now and July (when the guidelines for the budget come out - it hits the Assembly in October), the Board begins developing contacts here and now and does that level of outreach to be able to build a base. Something akin to when Uber is before the Assembly to be able to get back into Anchorage, he's getting emails from them saying to call a number and make sure your'e announcing what your concerns are. The Director expects that the Department should be able to get the same turnout. Mr. Levy asked for clarification on dates and possible budget cuts. Director Hassan clarified that there may be a request to reduce this year's budget as well as a reduction for next year. It all depends on the nature of what the municipality's finances look like. There is a probability that the Department could be asked to cut the existing budget for 2017. There is a greater probability that FY18 will be substantially less than what FY17 is.

Director Hassan suggested that it would be worthwhile to have a discussion of some action items on a timeline before the next meeting in anticipation of that. At a minimum, the list will be reduced to the most appropriate parties. For example, the board members themselves can probably be removed from it. There are other parties like the state DOT who are less relevant if what the Board is trying to do is build a coalition of support from the constituency of the organizations listed for the purpose of showing up to Assembly meetings, for example. Mr. Levy noted that this

conversation has been had before. He's been involved in transit advocacy in Anchorage for a long time, and you have to know what you're advocating for. You can't just advocate for something that may happen in the future. If the goal of the advocacy efforts is to reintroduce public transportation to stakeholders around Anchorage, he gets that. This is where the Board needs help from staff in developing the message. Is the message the value of public transportation to the economic development of our community? That's something the Board can sell. But they can't just say "Transit is good. Please support it." You have to have a message that says "This is why we want to do it." When People Mover has been successful is when it has had a message that people identify with. The Director stated that he agrees completely. Mr. Levy stated that he would like to know what kind of marketing budget the Department has because that can help augment the work the Board does as well. The Director indicated that staff could certainly share that information. He doesn't want the Board to feel as though the Department wouldn't be providing material - in fact, the internal goal is to be able to get them something in terms of a full routing scheme, the net benefit to the communities they'd be going out to, and the overall advantage to the system before they actually set up a meeting. He suggests that the Board should at least be working toward splitting up the list and allocating which organizations are appropriate to each member's work, while staff finalizes what the package will look like that the Board will take before those organizations to say, "Here's the net benefit, and here's our ask." Mr. Hodges noted that the message will differ for different constituencies, but the core message of how more frequent buses and better evening and weekend service impact people's lives is not changing, regardless of the details of the final concept. Mr. Levy noted that more specifically if the Department cuts bus service, people can't get to work or to medical appointments and do things that are necessary in their lives. He thinks that needs to be the message that everyone sends out. People Mover is a lifeline for a lot of people, but it is also an economic engine for a lot of people.

Ms. Mack stated that in terms of the 2017 budget, the Board was asked to present something to the Mayor about the direction they think transit needs to go. Now they're being faced, after all this hard work, with the prospect that the budget might get cut again. She thinks it's important for the Board to advocate against that, and she thinks the Board needs to submit a resolution to the Assembly asking them not to cut further, or there isn't going to be anything left to change by the time we implement. Ms. Mack moved that the Board prepare a resolution to the Assembly requesting that they not reduce the 2017 budget any further. Mr. Levy seconded the motion, and he moved a friendly amendment that the Public Transit Advisory Board supports fully funding the public transit system through the end of 2017. Ms. Mack stated that she would like to add 2018 as well. Chair Smith stated that this seems to be the immediate need right now, and it's something that they can probably do between now and the next meeting, and it would be a good proactive step. Chair Smith noted that since there is no language in front of the Board to approve, they're kind of approving a conceptual resolution. It was agreed that Mr. Levy and Chair Smith would draft a resolution to be brought forth at the April 13 meeting. Without objection, the motion to forward a resolution was laid upon the table until the next meeting.

Director Hassan added that over the past few meetings many of the public have commented on the No Fare/No Ride policy and that certain numbers of individuals are still riding buses for free. The more information that can get to Customer Service, the better we can respond to those types of issues. More importantly, while generically one might feel that the bus operator isn't doing anything, this past Friday the Department had it's fourth assault on an operator in recent months.

The operator was punched in the eye as a result of a fare dispute. The Department doesn't have transit security or the money to provide transit security. The Department's reliance on APD is a resource pool that is shared with the rest of Anchorage. What the Department teaches operators is to make good judgment calls. If you're going to put yourself in danger, make sure you're not doing it over \$2. The Department tries to make sure it's recovering as much of the funds as possible, but going over that line and demanding further has resulted in operators being injured, which is a substantial cost as well. We pay much more through worker's comp claims from assaults than we lose from this.

d. Item 7c – February 2017 Ridership Report

Mr. Watts presented the February 2017 ridership report to the Board. He noted that the average weekday ridership was down only 0.6% this February compared to last February. He also noted that the total weekday ridership was approximately 230,000, compared to 256,000 last February, a 10% decrease. However, there were 2 fewer weekdays of service (9.5% less) than last year, so the ridership was essentially a wash. Mr. Watts noted the continuing popularity of the U-Pass program, particularly among UAA and ASD users. The average weekday year-to-date has had 650 UAA riders and 431 ASD riders. The total February U-Pass usage was 15,716 for UAA and 10,290 for ASD.

VIII. BOARD COMMENTS

Mr. Ooms noted that the AMATS Pedestrian and Bicycle Committee is putting together a resolution to encourage the Muni and DOT to have a work session and pull best practices from other winter cities, particularly on the sidewalk and bike lane plowing issue. He suggested that they add transit riders to their list. That recommendation will go to the AMATS board for action, and he'll let the Board know when he has more about that. He also commented that as a private sector employee, he worked MLK Day and President's Day and couldn't ride the bus to work. One day it snowed so much that he actually had to drive to work, which he doesn't like to do, but at least parking was free downtown for the holiday. Obviously that was undesirable on all fronts, but he wanted to make that note.

Mr. Levy had a few items. First, he would like to fit a presentation from the marketing team into either the April or May meeting in terms of what they have planned for the remainder of the year since it's been a while since the Board has heard from them. He would also like to hear an update and presentation from Share-A-Ride sometime this year, since there's a new contractor. In the governor's budget, there is funding for state transit match. He hasn't watched it for a while and doesn't know where it is, but that's provided \$1.5 million to the city over the last four years. Does the Department have any updates on that? Finally, President Trump is proposing an infrastructure fund. Years ago under the Obama administration, the city got a TIGER grant and was able to replace a bunch of vehicles. He doesn't know now whether the new money will mostly go to capital costs or if some of it will be available for operations, but he'd like to hear from staff if they have anything on that. Director Hassan replied that there is an internal discussion in the MOA about the TIGER grant. The use of that is split between what the Port might do and everything else, to include sidewalks, capital assets, buses, shelters, etc. He doesn't believe a meeting has occurred to make a decision regarding which way to strategize for those funds at a municipal level, but that is something that the Department certainly brought to the administration's radar. Mr. Levy noted that Sen. Murkowski and Rep. Young have always been supportive of transit.

Ms. Hamre asked if the Board could schedule another work session. Building up to this advocacy, she thinks the Board needs to be face-to-face beyond our monthly meetings. It's important to recognize that this is a time commitment beyond the meetings in order to do this successfully. She suggested that if the Board gets some materials from Marketing to build off of, then it wouldn't necessarily require staff or all of the Board to be present. Ms. Mack stated that she agrees with Ms. Hamre. There are efforts she is working on right now. It's great timing, and she thinks that there's potential good collaboration with some other organizations. She doesn't think people are talking about it enough to understand what the potential impact is along with the other opportunities that are going on in Anchorage. If the Board can have more time to meet, she would be all in favor.

Chair Smith agreed, noting that a lot of heavy lifting starts now. He also noted a bond proposition in the upcoming election that will affect transit rolling stock, so he encouraged everyone to support the bond initiatives that are coming up in the Municipal election on April 4. Early voting starts March 20. He also noted that the important things to keep an ear open for are collaborations - not just things that directly benefit transit but ways the Board can support the work that some of these other groups are doing as well. It needs to be two-way street, pun intended. If the Board is asking them to support the work we're doing, they should be open to ideas and anything they can do to support the work that these other entities are doing, whether it's advocating for better service, or even signing on to letters of support. It's great to hear about a potential work session between the Muni and DOT. The more voices we can add to that, the better. He's also really encouraged that the Muni is taking the initiative to focus on these ADA accessibility issues. Transit riders are pedestrians first and foremost, because everyone has to get to a bus stop before they get on the bus.

IX. NEXT PTAB MEETING DATE

Next Meeting Date: April 13, 2017

Director Hassan also noted that on Wednesday, March 15 from 12:30pm to 1:30pm here in Room 155, there is a Transportation Committee meeting led by Assemblyman Forrest Dunbar. It has to do with TNCs, taxi, Uber, rideshare. There is a huge transportation component in there, and he wanted to note it in case Board members or the public are interested in attending.

X. ADJOURNMENT

Mr. Levy made a motion to adjourn. Ms. Mack seconded the motion. Without objection, the meeting adjourned at 6:38pm.