# METROPOLITAN TRANSPORTATION COMMISSION

## Meeting Transcript

**METROPOLITAN TRANSPORTATION COMMISSION**

**POLICY ADVISORY COUNCIL**

**WEDNESDAY, OCTOBER 12, 2022 1:35 PM**

**RANDI KINMAN, CHAIR:** THANK YOU. THIS IS RANDI KINMAN OF THE MTC POLICY ADVISORY COUNCIL. CAN WE PLEASE ROLL THE ANNOUNCEMENT? [RECORDED MEETING PROCEDURES ANNOUNCEMENT]. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFOATBAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE

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READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. THEY SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE

**RANDI KINMAN, CHAIR:** THANK YOU. AGAIN, I'M RANDI KINMAN, WITH MY CO-CHAIR ILAF ESUF FOR THE OCTOBER 12TH, 2022 METROPOLITAN TRANSPORTATION COMMISSION POLICY ADVISORY COUNCIL. MAY WE PLEASE CONFIRM QUORUM AND CALL THE ROLL?

**CLERK, MARTHA SILVER:** WILL DO. BY LAST NAME. CHAIR KINMAN?

**RANDI KINMAN, CHAIR:** HERE.

**CLERK, MARTHA SILVER:** VICE CHAIR ESUF?

**ILAF ESUF, V. CHAIR:** HERE.

**CLERK, MARTHA SILVER:** BALDINI? CAMPOS?

**DAVID CAMPOS:** PRESENT.

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**CLERK, MARTHA SILVER:** DEUTSCHE GROSS?

**ZACH DEUTSCH-GROSS:** HERE.

**CLERK, MARTHA SILVER:** ELDRED?

**ANNE OLIVIA ELDRED:** PRESENT.

**CLERK, MARTHA SILVER:** THANK YOU. FITZGERALD?

**CHRISTINE FITZGERALD:** HERE.

**CLERK, MARTHA SILVER:** FLOREZ?

**VEDA FLOREZ:** HERE.

**CLERK, MARTHA SILVER:** GLASER?

**GERRY GLASER:** HERE.

**CLERK, MARTHA SILVER:** GOODWIN? HANKERSON?

**DWAYNE HANKERSON:** HERE.

**CLERK, MARTHA SILVER:** KALLINS.

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**WENDI KALLINS:** HERE.

**CLERK, MARTHA SILVER:** MARKHAM? JEN.

**SPEAKER:** HERE.

**CLERK, MARTHA SILVER:** PARKER?

**SPEAKER:** HERE.

**CLERK, MARTHA SILVER:** PIMPLE? VINAY? I SEE YOU.

**VINAY PIMPLE:** HERE.

**CLERK, MARTHA SILVER:** I SEE YOU. SCOTT?

**TERRY SCOTT:** PRESENT.

**CLERK, MARTHA SILVER:** WELTE?

**FRANK WELTE:** HERE.

**CLERK, MARTHA SILVER:** WILSON?

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**WALTER WILSON:** HERE.

**CLERK, MARTHA SILVER:** WONG?

**HOWARD WONG:** HERE.

**CLERK, MARTHA SILVER:** ZACK?

**ZACH GROSS:** HERE.

**CLERK, MARTHA SILVER:** WE HAVE A QUORUM.

**RANDI KINMAN, CHAIR:** THANK YOU. WANT TO REMIND EVERYBODY, PLEASE GRAB YOUR SNACKS, NON-ALCOHOLIC DRINKS, HYDRATION PRODUCTS, MAKE SURE YOU'RE EATING OFF SCREEN. I WANT TO SAY THANK YOU TO EVERYBODY WHO GOT US THROUGH THE LAST MEETING BECAUSE IT WAS LONG AND DENSE AND IT HAD A LOT OF MATERIAL AND A LOT OF BACK AND FORTH. IT WAS REALLY IMPORTANT FOR US TO MAINTAIN A RESPECTABLE CONVERSATION, AND WE DID IT, AND I AM EXTREMELY PROUD OF THE WORK THAT WE'RE DOING. I WANT TO MAKE AN ANNOUNCEMENT THAT I WILL BE APPOINTING RODNEY NICKENS TO THE BAY AREA HOUSING FINANCE AUTHORITY AS OUR LIAISON. I HEARD FROM A NUMBER OF PEOPLE. I HAD MORE CONVERSATIONS WITH PEOPLE THIS MONTH, THAN I DIDN'T. IF I DIDN'T CONTACT YOU, IT'S BECAUSE I WORKED WITH YOU A.

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**REBECCA LONG:** TIME AND I WAS TRYING TO GET THROUGHOUT NEW PEOPLE FIRST. I SENT YOU AN E-MAIL EARLIER, AND I APOLOGIZE FOR IT BEING SO LATE. WE REALLY HAD JUST A REALLY STRONG INTEREST IN THIS. AND I HOPE THAT WE ALL CONTINUE TO SUPPORT HIM. THIS IS GOING TO BE AN EXTREMELY IMPORTANT TOPIC FOR US TO WORK ON. AND HE WILL ALSO BE WORKING BACK AND FORTH WITH THE SUBCOMMITTEES THAT YOU ALL ARE ALREADY SITTING ON, TAKING OUR CONVERSATIONS BACK AND FORTH. SO, TO ME, THAT'S REALLY IMPORTANT. I WANT TO GIVE ILAF A FEW MINUTES BECAUSE A QUESTION HAS COME UP IN HER COMMITTEE THAT WE HAVE STAFF HERE AND I KNOW THAT WE'LL BE WORKING ON T BUT I JUST WANTED HER TO LAY IT OUT FOR YOU, A QUESTION THAT'S BEEN COMING UP. ILAF, DO YOU WANT TO TAKE A FEW MINUTES HERE.

**ILAF ESUF, V. CHAIR:** THANKS. SORRY I'M OFF CAMERA EVERYONE. JUMPING BETWEEN THINGS. I HAVE BEEN GETTING A LOT OF QUESTIONS FROM FOLKS ABOUT OUTSIDE ORGANIZATIONS AND NON-PROFITS BEING ABLE TO PARTICIPATE IN OUR MEETINGS AND I JUST WANT TO REMIND FOLKS THAT PUBLIC COMMENT IS A GREAT OPPORTUNITY FOR THEM TO DO THAT SHOULD IT BE CONNECTED TO AN AGENDA ITEM THAT WE HAVE AND FOR OTHERS WHO MIGHT WANT TO COME AND PRESENT TO US, THAT IS AN OPTION BUT WE WOULD HAVE TO GO THROUGH A PROCESS WHERE RANDI AND I, ONCE A MONTH WE MEET TO SET THE AGENDA SO WE WOULD HAVE TO MAKE SURE THE AGENDA LINES UP WITH WHATEVER IT

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IS THEY WOULD WANT TO BE PRESENTING WE WOULD WANT TO MEET WITH THEM AHEAD OF TIME TO MAKE SURE IT'S CONNECTED TO THE WORK THAT WE OVERSEE THEN SHOULD ALL BOXING BE CHECKED, WE CAN MOVE FORWARD. IT'S A CASE BY CASE BASIS REACH TOUT RANDI OR ME IF THERE'S A GROUP THAT HAS BEEN INTERESTED IN PARTICIPATING BEYOND PUBLIC COMMENT AND WE CAN GO AHEAD ASK WORK WITH YOU TO MAKE THAT HAPPEN.

**RANDI KINMAN, CHAIR:** JUST TO LET EVERYBODY KNOW WE'RE PLANNING 3 TO 4 MONTHS OUT SO EVERYBODY NEEDS TO KEEP THAT IN MIND. THERE ARE QUESTIONS OR COMMENTS FROM THE COUNCIL ON THE CHAIR'S REPORT? SEEING NONE. MARTHA ANY WRITTEN PUBLIC COMMENT?

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

**RANDI KINMAN, CHAIR:** THANK YOU. AND IF ANYBODY SEES ME GO OFF SCREEN IT'S BECAUSE I HAVE A RICKETY SET UP TODAY AND I HAVE ALREADY HAD MY LAMP FALL ON ME TWICE TODAY. WITH THAT WE'LL MOVE INTO ITEM NUMBER 4R FOUR APPROVAL OF THE SEPTEMBER 14TH, '20 BETWEEN THE MEETING MINUTES. DO I HAVE A MOTION?

**RICHARD HEDGES:** MOVE APPROVAL, HEDGES.

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**RANDI KINMAN, CHAIR:** DO WE HAVE A SECOND?

**VEDA FLOREZ:** SECOND.

**RANDI KINMAN, CHAIR:** MOTION AND SECOND. ANY DISCUSSION? SEEING NO HANDS RAISED. ANY PUBLIC CORRESPOND ON THIS ITEM?

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

**RANDI KINMAN, CHAIR:** THANK YOU VERY MUCH. ROLL CALL VOTE.

**CLERK, MARTHA SILVER:** CHAIR KINMAN?

**RANDI KINMAN, CHAIR:** YES.

**CLERK, MARTHA SILVER:** VICE CHAIR ESUF?

**ILAF ESUF, V. CHAIR:** YES.

**CLERK, MARTHA SILVER:** BALDINI? CAMPOS? CAMPOS? YOU HAVE TO UNMUTE YOUR PHONE. OKAY. THANK YOU. CAMPOS, WAS THAT YOU? DEUTSCHE GROSS?

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**ZACH DEUTSCH-GROSS:** AYE.

**CLERK, MARTHA SILVER:** ELDRED?

**ANNE OLIVIA ELDRED:** YES. SORRY. MUTE ISSUES. YES. FLOREZ

**VEDA FLOREZ:** YES GLASER?

**GERRY GLASER:** YES.

**CLERK, MARTHA SILVER:** GOODWIN?

**SPEAKER:** YES.

**CLERK, MARTHA SILVER:** HANKERSON? HEDGES?

**RICHARD HEDGES:** YES.

**CLERK, MARTHA SILVER:** KALLINS?

**WENDI KALLINS:** YES.

**CLERK, MARTHA SILVER:** LEVIN?

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**ADINA LEVIN:** YES.

**CLERK, MARTHA SILVER:** LIEU?

**SPEAKER:** YES.

**CLERK, MARTHA SILVER:** MARKHAM?

**SPEAKER:** YES.

**CLERK, MARTHA SILVER:** NICKENS?

**RODNEY NICKENS:** YES.

**CLERK, MARTHA SILVER:** PARKER?

**SPEAKER:** YES.

**CLERK, MARTHA SILVER:** PIERCE?

**SPEAKER:** YES.

**CLERK, MARTHA SILVER:** PIMPLE? VINAY, YOU HAVE TO UNMUTE YOUR END. SCOTT?

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**TERRY SCOTT:** YES.

**CLERK, MARTHA SILVER:** WELTE?

**FRANK WELTE:** NO.

**CLERK, MARTHA SILVER:** WILSON?

**WALTER WILSON:** YES.

**CLERK, MARTHA SILVER:** WONG?

**HOWARD WONG:** YES.

**CLERK, MARTHA SILVER:** ZACK?

**SPEAKER:** AYE.

**CLERK, MARTHA SILVER:** THANK YOU. PIMPLE, DID YOU WANT TO VOTE? THANK YOU. HANKERSON?

**CHRISTINE FITZGERALD:** FITZGERALD IS YES.

**CLERK, MARTHA SILVER:** I GOT YOU.

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**SPEAKER:** CAMPOS, YES.

**CLERK, MARTHA SILVER:** THANK YOU. IT PASSES WITH 22 YESES AND ONE NO.

**RANDI KINMAN, CHAIR:** THANK YOU VERY MUCH. WITH THAT WE GO TO ITEM NUMBER FIVE PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA. ANYBODY WHO WISHES TO SPEAK CAN USE THE RAISED HAND FEATURE OR DIAL STAR NINE. IS THERE ANY PUBLIC COMMENT?

**VINAY PIMPLE:** YES.

**CLERK, MARTHA SILVER:** THERE IS A DELAY ON VINAY'S END, I BELIEVE.

**RANDI KINMAN, CHAIR:** OH OKAY.

**CLERK, MARTHA SILVER:** BUT I'LL TAKE THAT YES AS HIS YES FOR THE MINUTES.

**RANDI KINMAN, CHAIR:** ALL RIGHT. THANK YOU. DO WE HAVE ANY PUBLIC COMMENT ON --

**CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPOND RECEIVED ON THIS ITEM. THERE IS MEMBER WELTE WITH THEIR HANDS RAISED.

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**RANDI KINMAN, CHAIR:** FRANK, GO AHEAD.

**FRANK WELTE:** I JUST WANTED TO TAKE A MOMENT TO EXPRESS MY APPRECIATION TO STAFF FOR THEIR ANSWERS TO MY QUESTIONS REGARDING TODAY AGENDA ITEMS. I FOUND THEM VERY HELPFUL, AND I WANT TO APPRECIATE THE TIME THEY PUT INTO GIVING ME THOSE ANSWERS.

**RANDI KINMAN, CHAIR:** THANK YOU. ANYTHING ELSE? NO MARTHA?

**CLERK, MARTHA SILVER:** NO.

**RANDI KINMAN, CHAIR:** OKAY. THANK YOU FOR THAT. WE'RE GOING TO GO INTO ITEM NUMBER SIX, SUBCOMMITTEE REPORTS. WE'LL CALL ON THE EQUITY AND ACCESS SUBCOMMITTEE. ILAF?

**ILAF ESUF, V. CHAIR:** I'M GOING TO PASS IT TO GENAY SINCE SHE CHAIRED THE LAST MEETING.

**SPEAKER:** HELLO EVERYONE. THERE WERE TWO PRESENTATIONS IN OUR LAST EQUITY AND ACCESS SUBCOMMITTEE MEETING. THE FIRST PRESENTATION WAS ON THE TRANSIT TRANSFORMATION ACTION PLAN ACCESS AND MOBILITY WORK PLAN. WE WERE PROVIDED AN UPDATE BY NAOMI TO GIVE A REMINDER OF WHAT THOSE ACTIONS ARE, ACTION 21

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IS TO DESIGNATE A MOBILITY MANAGER TO COORDINATE RIDES WITH FUNCTION AS A LIAISON BETWEEN TRANSIT AGENCIES IN EACH COUNTY CONSISTENT WITH THE COORDINATED PLAN. ACTION 22 IS TO FUND ADDITIONAL SUBREGIONAL ONE C PARATRANSIT RIDE PILOTS AND DEVELOP COST SHARING POLICIES ACROSS JURISDICTIONAL PARATRANSIT TRIPS. ACTION 23 ONGOING INTEGRATION OF ADA PARATRANSIT SERVICES ON CLIPPER NEXT GENERATION. THIS WORK HAS ALREADY STARTED. ACTION 24 IS TO IDENTIFY KEY PARATRANSIT CHALLENGES AND RECOMMEND REFORMS TO THE COORDINATED PLAN UPDATE, AND, LASTLY, ACTION 25, IS TO ADOPT STANDARDIZED ELIGIBILITY PRACTICES FOR PROGRAMS THAT BENEFIT PEOPLE WITH DISABILITIES. SO, WE WERE UPDATED ON THE SCHEDULE OF ACTIVITIES FOR THE TRANSIT TRANSFORMATION ACTION PLAN ACCESS IS MOBILITY WORK PLAN. THE PROPOSED SCHEDULE OF ACTIVITIES FOR EACH OF THESE ACTIONS WILL TAKE PLACE SUMMER OF 2022 THROUGH WINTER 2024. AND WE WERE PRESENTED AN UPDATE ON THINGS THAT WERE HAPPENING, AND WHEN THEY WOULD HAPPEN, UNDER EACH ACTION ITEM. A FEW COMMENTS THAT WERE PROVIDED, THERE WAS THE WEB SITE WHERE THE WORK PLAN, THE -- WILL BE AVAILABLE TO THE PUBLIC, AND AS THE PROCESS CONTINUES, THE WEB SITE WILL BE UPDATED. THERE ARE ALSO PILOT PROGRAMS HAPPENING IN CONTRA COSTA COUNTY AND SONOMA COUNTY THAT FOLKS CAN LOOK TO IF THAT I WANT AN EXAMPLE OF THESE DIFFERENT ACTIONS. AND THEN ANOTHER COMMENT THAT WAS INTERCOUNTY COORDINATION SHOULD BE INCLUDED IN THE PLAN, BECAUSE THEN THERE WILL BE EXPECTATIONS THAT

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COUNTIES WILL HAVE TO WORK TOGETHER. AND THERE WAS ALSO A SUGGESTION THAT THERE WILL BE A PUBLIC CONVERSATION OR ABOUT THE FORUM ABOUT THE FLOORING SERVICES. SECOND WE HAD A PRESENTATION ON THE REGIONAL EARLY ACTION PLANNING GRANTS PROGRAM ALSO REFERRED TO AS REAP TWO BY DANIEL SAVER, HE PROVIDED AN OVERVIEW AND PROPOSED REGIONAL FRAMEWORK FOR THE REAP TWO PROGRAM TO INVEST IN PLANNING AND IMPLEMENTATION PROJECT TO ACCELERATE AFFORDABLE HOUSING DEVELOPMENT REDUCE VEHICLE MILES TRAVELED AFFIRMATIVELY FURTHER FAIR HOUSING DETAILS ABOUT THE PLAN FOCUS AREAS PRESENTED TO US WERE 58 MILLION ON THE REGIONAL GROWTH FRAMEWORK IMPLEMENTATION, 32 MILLION ON THE TRANSIT TRANSFORMATION ACTION PLAN IMPLEMENTATION, PROGRAM IMPLEMENTATION AND 5 MILLION ON PROGRAM ADMINISTRATION. COMMENTS RECEIVED ON THIS ITEM WERE THAT THE HOUSING MEASURE SHOULD ADDRESS THE STRUCTURAL SHORTAGE OF HOUSING UNITS THAT ARE ACCESSIBLE FOR PEOPLE WITH MOBILITY, SENSORY, COGNITIVE AND MENTAL HEALTH DISABILITIES. THERE IT WAS ALSO A DISCUSSION AS TO WHETHER MOBILE HOME PARKS MAY BE ELIGIBLE FOR FUNDS. THERE WAS ALSO A COMMENT ABOUT PEOPLE WITH DISABILITIES NEEDING ACCESS TO ROOMS WITH MORE FEATURES SPECIFIC TO THEIR NEEDS AND THERE WAS ALSO A COMMENT ABOUT, YOU KNOW, AN ISSUE OF PEOPLE WITHOUT DISABILITIES LIVING IN ADA ACCESSIBLE HOUSING AND HOW THERE NEEDS TO BE A REQUIREMENT PUT ON A UNIT AND PUT ON A REQUIREMENT IN FUNDING

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THAT THOSE UNITS BE OCCUPIED BY TARGET POPULATIONS. THAT'S MY SUMMARY FOR TODAY. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU.

**SPEAKER:** OH ARE THERE ANY QUESTIONS I MEAN. [LAUGHTER]

**RANDI KINMAN, CHAIR:** THANK YOU. ARE THERE ANY COMMENTS OR QUESTIONS? I THINK IT WOULD BE REALLY HELPFUL, LIKE, FOR THE PILOT PROGRAMS, AND THIS IS FOR BOTH YOU AND STAFF, IS IF WE LINK THOSE IN THE AGENDAS AS THEY COME UP, SO PEOPLE CAN JUST PULL THOSE UP AND NOT HAVE TO GO BACK TO THE OLD AGENDAS. SO, WITH THAT, THAT'S GOING LEAVE ME TO INTRODUCING MARTI, BECAUSE I FORGOT TO INTRODUCE HER AT THE BEGINNING. MARTI IS -- WAS OUR STAFF PERSON, BEFORE KY-NAM. EVERYBODY SAY HI TO MARTI. SHE IS AWESOME, AND SHE WILL BE WITH US WHILE KY-NAM IS WALTZING AROUND IN EUROPE, AND HAVING A VACATION, A COVID DELAYED VACATION. MARTI, IF YOU CAUGHT THAT, THAT WOULD BE GREAT. ANYBODY WHO HAS LINKS, PLEASE CONTACT HER. NEXT WE'LL TAKE THE SUBCOMMITTEE REPORT. ADINA WITH THE NEW POLICY ADVISORY COUNCIL TRANSIT TRANSFORMATION ACTION PLAN SUBCOMMITTEE.

**ADINA LEVIN:** THANK YOU VERY MUCH. SO, IN OUR MEETING ON THE 30th, WE -- THE -- HAD TWO SUBSTANTIVE AGENDA ITEMS, ONE WHERE

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WE GOT AN OVERVIEW ON THE PROGRESS OF THE TRANSIT TRANSFORMATION ACTION PLAN, INCLUDING THE VARIOUS DIFFERENT PROGRAM AREAS UNDER THE TRANSFORMATION ACTION PLAN INCLUDING FARE COORDINATION AND INTEGRATION, MAPPING AND WAYFINDING, A CONNECTED NETWORK PLAN, TRANSIT PRIORITY, THE ACCESSIBILITY ITEMS THAT ARE GOING PRIMARILY THROUGH EQUITY AND ACCESS, AND FUNDING WHICH I BELIEVE ARE COMING TO US DIRECTLY. AND THEN WE GOT AN UPDATE ON THE FARE COORDINATION AND INTEGRATION PROGRESS INCLUDING AN UPDATE ON THE BAY PASS PILOT THAT WAS LAUNCHED IN AUGUST, STARTING WITH PUBLIC COLLEGES AND UNIVERSITIES, AND MOVING ON TO AFFORDABLE HOUSING RESIDENTS THIS FALL, AND THE NEXT PHASE OF THE PILOT BEING PLANNED FOR EMPLOYERS AND TRANSFORMATION -- TRANSPORTATION MANAGEMENT ASSOCIATIONS IN 2023, AND THEN GOT A PREVIEW OF THE POLICY FOR FREE AND REDUCED COST TRANSFERS AND THE DETAILS AND POLICY OPTIONS THAT STAFF WERE CONSIDERING. AND WE HAD THE OPPORTUNITY TO ASK QUESTIONS AND PROVIDE FEEDBACK. THAT IS A HIGH-LEVEL SUMMARY. ANY OTHER COMMENTS OR QUESTIONS?

**RANDI KINMAN, CHAIR:** DOES ANYBODY HAVE ANY COMMENTS OR QUESTIONS FOR THAT PARTICULAR SUBCOMMITTEE? I WOULD PERSONALLY ASK THAT WHEN THE SUBJECT COMES UP -- BECAUSE I'M NOT SURE IF IT'S GOING TO GO TO YOU OR TO THE MAIN BODY -- THAT WHEN WE START DISCUSSING EXPANSION OF THAT, THAT WE INCLUDE MORE COMMUNITY COLLEGES. BECAUSE OUR COMMUNITY COLLEGES REPRESENT A

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HUGE POPULATION THAT WE CAN TRACK ACROSS THE BAY. THERE IS NOT A COMMUNITY COLLEGE IN THE BAY AREA THAT DOESN'T HAVE STUDENTS OUTSIDE THEIR DISTRICT, AND I KNOW THAT MY CAMPUSES HAVE STUDENTS, BECAUSE, ESPECIALLY TO THE SANTA CLARA CAMPUS WHERE IT'S LOCATED, WE'RE OUTSIDE OF COUNTY SO THEY'RE USING OTHER SOURCES OF TRANSIT TO GET THERE. SO IT WOULD BE REALLY HELPFUL, I THINK, LONG-TERM, FOR US TO LOOK AT A GROUP OF PEOPLE THAT -- THAT HAS THAT ALREADY EXISTING TRANSIT JUST, YOU KNOW, DISPERSAL. ARE THERE ANY OTHER -- OH, MICHAEL BALDINI. GO AHEAD.

**MICHAEL BALDINI:** YES. I JUST WANT TO UNDERSCORE YOUR COMMENTS, CHAIR KINMAN AS A COMMUNITY COLLEGE TRUSTEE AT NAPA COUNTY, OUR AREA OF INFLUENCE EXPANDS INTO SOLANO COUNTY, AS WELL AS IN SONOMA COUNTY, AND TRANSPORTATION IS EXTREMELY IMPORTANT TO THE STUDENTS. SO, THANK YOU FOR BRINGING THAT POINT UP.

**RANDI KINMAN, CHAIR:** THANK YOU. THERE ARE ANY MORE QUESTIONS OR COMMENTS FROM THE COUNCIL? I SEE NO MORE HAND RAISED. MARTHA WERE THERE ANY PUBLIC COMMENTS SUBMITTED OR ANY MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED FOR THESE COMMITTEE REPORTS?

**CLERK, MARTHA SILVER:** NO WRITTEN PUBLIC COMMENT RECEIVED. THERE IS ONE HAND RAISED HOW MUCH TIME WOULD YOU LIKE TO GIVE?

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**RANDI KINMAN, CHAIR:** TWO MINUTES.

**CLERK, MARTHA SILVER:** WARREN GO AHEAD. YOU HAVE TWO MINUTES.

**SPEAKER:** HELLO. THIS IS WARREN CUSHMAN I AM A MEMBER OF THE TRANSIT TRANSFORMATION ACTION PLAN SUBCOMMITTEE. WITH THAT, I JUST WANT TO SAY ONE THING TO THINK ABOUT, SOME OF THE PUBLIC COMMENTS I HAVE HEARD IS ESSENTIALLY HOW ARE WE DEALING WITH FIXED ROUTE, HOW ARE WE DEALING WITH THE SYSTEM THAT IS NOT PARATRANSIT ORIENTED IN TERMS OF ACCESS AND SERVICE. SO THAT'S SOMETHING TO THINK ABOUT, WHAT HAPPENS TO THE PUBLIC TRANSIT SPHERE AND HOW DOES THAT MOVE FORWARD. WITH REGARD TO THE PARATRANSIT SIDE THAT LIVES IN THE EQUITY AND ACCESS SUBCOMMITTEE REALM, THE THING I WANT TO LEAVE YOU WITH IS THAT THIS IS GOING TO BE A PRETTY HEAVY LIFT. COMMUNITY EXPECTATIONS IN TERMS OF PEOPLE WITH DISABILITIES ARE PRETTY HIGH AROUND THIS. AND AS WE MOVE FORWARD WITH THAT PROCESS, I THINK IT'S IMPORTANT TO DIVE INTO THIS AS, ESPECIALLY THE EQUITY AND ACCESS SUBCOMMITTEE, SPENDING TIME TO THINK ABOUT HOW TO CONNECT WITH COMMUNITY AND HOW TO REFLECT COMMUNITY, BECAUSE YOU THERE IS A LOT OF EXPECTATION AROUND THAT. THAT'S ALL I HAVE TO LEAVE WITH YOU TODAY. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU.

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**ADINA LEVIN:** AND BEFORE WE MOVE O I WANT TO MAKE A PLUG THAT PEOPLE WHO ARE INTERESTED IN THE PROGRESS OF THE REALLY EXCITING AND SUBSTANTIVE TRANSFORMATION ACTION PLAN TO COME AND ATTEND THOSE MEETINGS AND GET MORE DETAIL, THEN WE WILL GET, YOU KNOW, EXCEPT RARELY, IN THE FULL POLICY ADVISORY COUNCIL, AND THEN THE OTHER EDITORIAL CONNECTION I'M GOING TO MAKE IS THAT AT MTC PROGRAMMING AND ALLOCATIONS THIS MORNING, WHEN THEY WERE TALKING ABOUT MTC'S FUNDING STRATEGY TO ADDRESS THE TRANSIT FISCAL CLIFF AND PLAN FOR REGIONAL TRANSIT FUNDING. FUNDING FOR THE TRANSFORMATION ACTION PLAN WAS A KEY PART OF THE STRATEGY THAT STAFF BROUGHT FORWARD, WHICH WAS VERY GOOD TO SEE. THANK YOU. DWAYNE, GO AHEAD.

**DWAYNE HANKERSON:** I WANT TO MAKE A SUGGESTION. I KNOW THAT WE TALK A LOT ABOUT THE CONVENIENCE FOR OUR DISABLED COMMUNITIES, AND I KNOW IT COMES FROM STAFF. I WANT TO MAKE A SUGGESTION THAT MAYBE SOME OF THE EFFICIENCIES CAN ACTUALLY BE -- OR COME FROM THE DRIVERS OF THE BUSES, THE PARATRANSIT DRIVERS, AND, ALSO, MAYBE, LIKE, THE BART UNION MEMBERS THAT ACTUALLY RUN THE TRAINS AND THE BUSES, AND MAYBE THEY CAN TELL US MORE ABOUT, ON THE GROUND TYPE SITUATION, HOW THE CUSTOMERS FEEL, AND HOW THEY FEEL IT WOULD BE MORE EFFICIENT FOR THE CUSTOMERS. THANK YOU.

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**RANDI KINMAN, CHAIR:** THANK YOU. DWAYNE. THAT'S AN EXCELLENT POINT OF VIEW. THERE ARE ANY OTHER COMMENTS FROM THE PUBLIC OR THE COUNCIL MEMBERS? SEEING NO HANDS RAISED. MOVING INTO ITEM SEVEN WHEN IS THE NEXGEN ADVISORY GROUP ACTION REPORT. ANNE OLIVIA.

**ANNE OLIVIA ELDRED:** THANK YOU RANDI. SO, WE MET IN SEPTEMBER, AND WE REVIEWED THE OUTCOMES FROM THE COMMUNITY OUTREACH THAT HAPPENED, AND LOOKED AT GOALS, METRICS, AND NEXT STEPS. I WOULD LIKE TO OPEN UP WITH REALLY STRONG COMPLIMENTS TO OUR STAFF AND THE GROUP THAT PERFORMED THIS OUTREACH, SPECIFICALLY, THEY HAD THE STRONGEST REPRESENTATION OF UNHOUSED PARTICIPANTS THEY HAVE SEEN IN THE TIME I HAVE BEEN ON THIS BODY. THEY ALSO HAD REALLY GOOD REPRESENTATION FROM DAY LABORERS AND OTHER VERY SPECIFIC SUBGROUPS THAT ARE OFTEN NOT TAKEN INTO ACCOUNT WHEN MAKING DECISIONS THAT IMPACT THEM. THE DEMOGRAPHICS HAD STRONG REPRESENTATION ACROSS MULTIPLE INCOME LEVELS AS WELL AS DIVERSITY, RACIAL, ETHNIC, AND CULTURAL RELIGIONS PERSPECTIVES THEY WERE GEOGRAPHICALLY DIVERSE AND IT WAS NOTEWORTHY HOW CLEAR THE COMMUNICATIONS AND QUESTIONS WERE. STAFF LEFT THE ROOM LETTING PARTICIPANTS EXPRESS THOUGHTS AND FEELINGS ABOUT TOPICS. THE OVERWHELMING FEEDBACK WAS THAT THERE WAS NO SUPPORT AT ALL FOR THE PUBLIC -- ONCE STAFF BROUGHT IT UP THAT THERE WAS A POSSIBILITY THAT IT COULD HAPPEN IN THE BAY AREA THEY QUICKLY BACK TRACKED AND

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IT SHOULD EXIST HERE. THERE WAS DISCUSSION ABOUT OTHER COSTS OF CONGESTED FREEWAYS SPECIFICALLY MENTAL HEALTH TOLL IT TAKES ON PEOPLE BUT IT WAS NOTED REPEATEDLY THAT WAS FOR FOLKS WHO HAVE LONG COMMUTES IT WAS NOTED IT COULD BE BECAUSE MUCH CONGESTION BUT ALSO JUST BE LONG COMMUTES. ALSO TAKES AWAY TIME FROM PEOPLE'S FAMILIES ANDs PHYSICAL IMPLICATIONS OF BEING SEATED AND NOT GETTING TO MOVE AROUND. ALSO BROUGHT UP ENVIRONMENTAL CONCERNS NATIVE AMERICANS ARE UNHOUSED POPULATION AND DAY LABORS OTHER INCOME LEVELS DEMOGRAPHIC GROUPS DID NOT DISCUSS ENVIRONMENTAL IMPACTS THEY DID FOCUS ON OTHER THINGS, STRONG CONSIDERATION FOR CONCERN ACROSS THE BOARD GROUPS THAT PARTICIPATED AS WELL AS OUR BODY SEEMED TO TALK A LOT ABOUT WAYS TO ADDRESS SOME OF THOSE THINGS THAT CAME UP, LOOKING AT WAYS THAT WE COULD SHIFT THE COST -- INSTEAD OF SHIFTING THE COST OF DRIVING ON A FREEWAY TO WORKERS AND PEOPLE WHO HAVE TO UTILIZE THE FREEWAY BECAUSE OF PRIOR POLICY DECISIONS TO LOOK AT CAN WE MOVE THAT COST BURDEN ON TO CORPORATIONS THAT REQUIRE THEIR EMPLOYEES TO COME INTO WORK IF TELECOMMUTING IS AN OPTION. YOU KNOW, THERE WERE SOME REALLY CREATIVE IDEAS THAT WERE COMING UP THERE. IT WAS BROUGHT BACK TO US THAT SOME STAFF ARE LOOKING AT LIKE HOW DO WE ENVISION WHAT FREEWAYS WILL LOOK LIKE IN THE FUTURE. PERIOD. AND OTHER STAFF SEEMED TO BE REALLY FOCUSED ON HOW DO WE IMPLEMENT ALL LANE TOLLING, WHILE THE PUBLIC SPHERE DOES NOT APPEAR TO SUPPORT THAT AT ALL. PARTS OF IT FELT LIKE

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MARTHA MARKETING RESEARCH, LIKE HOW DO WE TELL PEOPLE WE'RE GOING TO TAX THEM. SOME REAL CONSISTENT CONCERNS LOOKING AT HUGE FRUSTRATION AROUND THE CONCEPT OF BEING DOUBLE TAXED LIKE WE ALREADY PAY GAS TAX AND OTHER TAXES FOR ROADS THIS IS A THING THAT'S ALREADY PAID FOR WHILE HAVING TO PAY AGAIN ESPECIALLY SINCE IT TENDS TO BE WEALTHIER PEOPLE WHO ARE ABLE TO LIVE CLOSER TO THEIR WORKPLACES AND IN PARTICULAR, STRATEGIES BEING EAR MARKET TO FUND OTHER STRATEGIES THIS DOESN'T HAVE TO BE THIS STRATEGIC THAT PAYS FOR IT. IT CAN BE ANOTHER MECHANISM THAT MAYBE NEEDS TO BE IDENTIFIED. I HAVEN'T -- [INDISCERNIBLE] TRYING TO DETERMINE IF THIS GROUP IS LOOKING AT WHAT FREEWAYS SHOULD LOOK LIKE AND HOW OUR SYSTEMS -- WHAT THEY SHOULD LOOK LIKE IN THE FUTURE OR IF THIS IS MARKETING RESEARCH. I DON'T KNOW HOW TO IMPLEMENT -- I HAPPEN BEEN ABLE TO DETERMINE THAT YET BUT THE METHODOLOGY AND OUTREACH THAT'S BEING USED IS COMMENDABLE CONVERSATIONS BEING HAD ARE REALLY COMMENDABLE, AND I AM GLAD THAT I'M ON THIS BODY. THERE IS MORE DISCUSSIONS COMING UP, AND I WILL BRING THAT BACK TO EVERYONE. WE HAVE A FULL MEETING. SO THAT'S KIND OF THE HIGH-LEVEL OVERVIEW.

**RANDI KINMAN, CHAIR:** THANK YOU. AND I WANT TO ADVISE EVERYBODY WHO HAVE THEIR HANDS RAISED THAT YOU MAY WANT TO SAVE YOUR COMMENTS FOR THE NEXT AGENDA ITEM, WHICH IS THE NEXGEN GROUP THAT IF IT DOESN'T -- YOU KNOW, PERTAIN -- IF IT PERTAINS TO

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THE OUTCOME OF WHAT ANNE OLIVIA HAS JUST STATED, I WANT TO MAKE SURE WE'RE NOT DOUBLING DOWN ON OUR COMMENTS AND THAT WE CAN ACTUALLY GET TO THE MEAT OF A STAFF REPORT. GERRY, YOUR HAND IS UP, GO AHEAD.

**GERRY GLASER:** I JUST WANT TO REINFORCE WHAT ON-OLIVIA SAID, THE REPORT WE GOT BACK WHEN THE STUDY WAS DONE WAS EXCELLENT. AND I WAS REALLY SURPRISED, THERE WERE A NUMBER OF ITEMS THAT THE PUBLIC BEING INTERVIEWED CAME BACK WITH, WHERE THEY TOOK THE TERM NEXGEN AND THOUGHT WHAT WOULD I WANT TO DO WITH THE HIGHWAY AND TOLL LANES WASN'T ON THAT LIST BUT THEY HAD A GREAT NUMBER OF GREAT IDEAS ON THAT LIST, THEY HAD A NUMBER OF GREAT IDEAS GREAT IDEA. ONE WAS UNDERSTAND WHERE PEOPLE ARE GOING AND MAKE IT EASY TO GET THERE.

**RANDI KINMAN, CHAIR:** THANK YOU. ANY OTHER QUESTIONS RELATED TO OUR STAFF REPORT? BECAUSE WE'RE GOING INTO THIS ITEM NEXT. I DON'T SEE ANY HANDS RAISED. MARTHA ARE THERE ANY MEMBERS OF THE PUBLIC?

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

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**RANDI KINMAN, CHAIR:** THANK YOU. AND THANK YOU FOR THOSE OF YOU WHO PUT YOUR HANDS DOWN. WE WILL NOW GO INTO ITEM NUMBER EIGHT, WHICH IS THE NEXT GENERATION BAY AREA FREEWAY STUDY PUBLIC ENGAGEMENT UPDATE. I HAVE LESLIE AND ANUP ON BOARD. I'M NOT SURE WHO IS GOING FIRST.

**ANUP TAPASE:** THANK YOU CHAIR KINMAN. I'LL KICK IT OFF. CAN WE PLEASE BRING UP THE PRESENTATION. THANK YOU. MY NAME IS ANUP TAPASE, PRINCIPLE PLANNER AND REGIONAL PLANNING PROGRAM SECTION PROJECT MANAGER FOR PRESIDENCY NEXT GENERATION FREEWAY STUDY. I AM IN A WEARING A RED SHIRT TODAY. I AM WITH DAVE VAUTIN, CASE ENGAGEMENT LEAD, AND LESLIE, WHO IS HERE TO ANSWER ANY QUESTIONS YOU MAY HAVE ON THE ENGAGEMENT. LAST TIME WE WERE HERE BACK IN APRIL, WE PROVIDED A FRAMING FOR THE STUDY AND WHY WE ARE EXPLORING ROAD PRICING STRATEGIES AS I TOOL TO ADVANCE CLIMATE, MOBILE, AND IMPORTANTLY EQUITY OUTCOMES IN OUR REGION. WE ARE CONTINUING TO SEE RISING CONGESTION LEVELS ON OUR FREEWAYS, AND BRIDGES DESPITE A QUARTER OF THE WORKFORCE CONTINUING TO WORK-FROM-HOME. WHILE THE CURRENT CLIMATE OF HIGH GAS PRICE PRESIDENCY, INFLATION, AND POTENTIAL RECESSION DO NOT LEND THEMSELVES WELL TO A CONVERSATION ABOUT NEW CHARGES, ROAD PRICING IS A LONG-TERM STRATEGY AND WOULD REPRESENT A MAJOR POTENTIAL POLICY SHIFT FOR WHICH WE NEED TO START STUDYING EARLY. SO THAT'S WHAT THE STUDY IS. JUMPING INTO OUR PRESENTATION FOR THE DAY. NEXT

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SLIDE PLEASE. THE SECOND SLIDE HAS THREE COLUMNS. THE FIRST COLUMN A QUICK REFRESHER. THE STUDY IS EARLY ACTION IMPLEMENTING STRATEGY THAT WAS ADOPTED AS PART OF PLANNED BAY AREA 2050 BY OUR POLICY MAKERS LAST YEAR A STRATEGY TO IMPLEMENT TOLLING ON CONGESTED FREEWAY CORRIDORS WITH PARALLEL TRANSIT ALTERNATIVES A TWO YEAR STUDY IN PARTNERSHIP WITH CALTRANS. IN THE MIDDLE COLUMN WE SHOW THE THREE MAIN COMPONENTS. STUDY. ARGUABLY THE MOST IMPORTANT ONE BEING ENGAGEMENT WITH STAKEHOLDERS AND COMMUNITY A CORNERSTONE OF THE STUDY SECONDING IN DEPTH TECHNICAL ANALYSIS WE WILL BE DOING OVER THE COURSE OF NEXT YEAR AND OPERATIONAL DEPLOYMENT. IN THE RIGHT COLUMN WE SHOW STUDIES OBJECTIVE. IMPORTANT TO NOTE THE OBJECTIVE OF THE STUDY IS NOT TO IMPLEMENT PRICING BUT TO IDENTIFY WHETHER PRICING STRATEGIES CAN PLAY A ROLE IN ENABLING A SHARED VISION OF THE NEXT GENERATION FREEWAY NETWORK. WE HAVE TWO ADVISORY GROUPS FOR THIS STUDY, ONE THAT YOU JUST HEARD, FROM THE STAFF LEVEL ADVISORY GROUP WHICH INCLUDES FIVE MEMBERS OF THIS COUNCIL AND AN EXECUTIVE LEVEL ADVISORY GROUP AS WELL IN WHICH CHAIR KINMAN PARTICIPATES. WITH NA REFRESHER ON THE STUDY, I'M READY TO DIVE INTO OUR MAIN TOPIC HERE. NEXT PAGE PLEASE. SO, THESE ARE THE LIST OF TOPICS THAT WE'RE GOING TO COVER TODAY RECAP OF OUR ENGAGEMENT STRATEGY THEN WHAT WE HEARD DURING THE 50 PHASE OF COMMUNITY ENGAGEMENT THAT JUST COMPLETED, AND THEN CONCLUDING WITH SOME NEXT STEPS FOR PUBLIC ENGAGEMENT OVER THE NEXT YEAR. SO, RIGHT

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NOW I'LL HAND IT OFFER TO LESLIE OUR ENGAGEMENT AID WHO WILL COVER THE REST OF THE PRESENTATION.

**LESLIE LARA-ENRIQUEZ:** THANKS ANUP. GOOD AFTERNOON EVERYONE. LESLIE LARA-ENRIQUEZ, LEGISLATION AND PUBLIC AFFAIRS SESSION I'M A BROWN YOUNGER MIDDLE AGED WOMAN SHOULDER LENGTH CURLY BLACK AND WHITE HAIR WEARING DARK BLUE SHIRT AND GLASSES. I'M HERE TO PRESENT THE FINDINGS OF THE SUMMER ENGAGEMENT STUDY. WE WILL JUMP TO THE NEXT SLIDE. I'M GOING TO TRANSITION TO THE RECAP OF OUR ENGAGEMENT STRATEGY. NEXT SLIDE PLEASE. SO, SLIDE FIVE HERE SHOWS THE ENGAGEMENT TIMELINE FOR THE STUDY. ON THE TOP WE HAVE THE ONGOING ENGAGEMENT THAT INCLUDES THE ADVISORY MEETINGS THAT ARE CONVENED ALMOST EVERY MONTH AND WE'RE ALSO CONTINUING WITH ONE-ON-ONE MEETINGS THROUGHOUT THE COURSE OF THE STUDY AND BELOW WE HAVE THE COMMUNITIES ENGAGEMENT. TODAY'S FOCUS IS ON ROUND 1A WHICH HAPPENED THIS SUMMER AND ROUND ONE B HAPPENING LATER THIS FALL IS NOTED HERE AS WELL AS ROUND TWO, WHICH IS TENTATIVELY SCHEDULED FOR SUMMER 2023. NEXT SLIDE. MEANINGFUL ENGAGEMENT SAY CORE OF THE STUDY THE STRATEGY FOR ROUND 1A WAS TO START EARLY WITH ENGAGE THAT FOCUSED ON DEEP DIALOGUE WITH THE GOAL OF UPLIFTING THE VOICES OF COMMUNITIES THAT HAVE HISTORICALLY BEEN LEFT OUT OF THE DECISION-MAKING PROCESS. SLIDE SIX HERE SHOWS OUTLINES OUR ENGAGEMENT OBJECTIVES AND WE WERE GUIDED BY OUR EQUITY PLATFORM AND OUR INTENT WAS TO LISTEN EARLY IN THE PROCESS TO

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REFINE THE GOALS AND FROM THE START WE HAVE NOT BEEN TRYING TO SELL THE IDEA OF PRICING, INSTEAD OVER THE COURSE OF THE SUMMER WE ENGAGED IN DEEP CONVERSATIONS WITH THE PUBLIC TO HELP STAFF FOR A NUANCED UNDERSTANDING OF THE CONCERNS WITH PRICES IN ORDER TO FORMULATE BETTER POLICY IDEAS. NEXT SLIDE. SLIDE SEVEN OUTLINES THE RECRUITMENT PROCESS. SOME DETAILS ON THE DISCUSSIONS THAT WE HOSTED, AND THE DEMOGRAPHICS OF THE FOLKS WHO WE ENGAGED WITH DURING AUGUST AND EARLY SEPTEMBER STAFF CONDUCT 15 FOCUS GROUPS WITH SUPPORT FROM INTERETHNICA, A MULTI-CULTURAL MARKET RESEARCH AND ENGAGEMENT CONSULTANT ONE OF THOSE FOCUS GROUPS WAS HELD IN PERSON AND TWO WERE CONDUCTED AS ONE-ON-ONE INTERVIEWS. THE IN-PERSON MEETING WAS HELD IN SAN JOSE AND WAS CONDUCTED IN VIETNAMESE THIS WAS AT THE REQUEST OF THE FOLKS WE ENGAGED WITH, AND THE ONE-ON-ONE INTERVIEWS FOCUSED ON HEARING FROM THE UNHOUSED COMMUNITY AND DAY LABORERS. ON THE RIGHT WE HAVE A TABLE WITH THE DEMOGRAPHICS OF THE PARTICIPANTS WE ENGAGED WITH, I'LL QUICKLY MENTION A COUPLE OF THE HIGHLIGHTS, ANNE OLIVIA WAS THOROUGH IN COVERING A LOT OF THOSE. WE REACHED A TOTAL OF 115 DIVERSE COMMUNITY MEMBERS AND WE HAD GOOD REPRESENTATION FROM THE VARIOUS INCOME LEVELS THAT WE WERE WANTING TO REACH AND ALSO A DIVERSE SAMPLE OF OCCUPATIONS FROM TEACHERS AND STUDENTS TO DAY LABORERS, AS WAS MENTIONED EARLIER. NEXT SLIDE PLEASE. SO, NOW I'M GOING TO TRANSITION TO WHAT WE HEARD FROM PARTICIPANTS. THIS PART OF THE PRESENTATION IS ORGANIZED BY

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OUR THREE ENGAGEMENT OBJECTIVES THAT WE NOTED EARLIER. I WANTED TO MENTION THAT THIS SLIDE HAS THE SCREENSHOT OF ONE OF OUR FOCUS GROUPS THAT WE HELD. IT'S BLURRED, OF COURSE FOR PRIVACY REASONS. NEXT SLIDE. SO, WE'LL DIG INTO THE BULK OF THE PRESENTATION. UNDER OUR FIRST OBJECTIVE, WHICH WAS TO UNDERSTAND THE'S VISION OF A NEXT GENERATION FREEWAY NETWORK WE HEARD PEOPLE WANT LESS TRAFFIC AND LESS CONGESTION THEY ALSO WANT MORE CAPACITY ON OUR FREEWAYS WITH MANY PARTICIPANTS NOTING THAT THE CARPOOL LANE FELT INEQUITABLE AND SOME EVEN CHARACTERIZE IT AS THE EV LANE. ONE KEY THING WE HEARD ACROSS THE BOARD WAS A NEED FOR SAFER DRIVERS FOR BETTER EMERGING TO BETTER DRIVER BEHAVIOR. PARTICIPANTS OUTLINED A FEW KEY THINGS THAT WOULD NEED TO HAPPEN TO REACH THEIR VISION IS THIS INCLUDED GOOD ALTERNATIVE OPTIONS INCLUDING TRANSIT WITH IS PARTICIPANTS INDICATING THAT THEIR PERFECT VISION OF THE FREEWAY WAS TO NOT USE THE FREEWAY AT ALL. AND OTHERS EXPRESSED THE NEED FOR A SHIFT IN OUR 9 TO 5 CULTURE, WE ALSO HEARD NEED FOR BETTER MANAGEMENT OF TRUCK TRAFFIC AND MANY PARTICIPANTS INDICATED THAT LESS TIME SPENT IN TRAFFIC WOULD SIGNIFICANTLY IMPROVE THEIR QUALITY OF LIFE IN THE FORM OF SPENDING MORE TIME WITH FAMILY, BETTER HEALTH AND MORE ECONOMIC OPPORTUNITIES. IT'S ALSO IMPORTANT TO NOTE HERE WHAT WAS MISSING FROM THE CONVERSATION, ENVIRONMENTAL BENEFITS WERE HARDLY RAISED, EXCEPT FROM THE INDIGENOUS AND UNHOUSED PARTICIPANTS. AND, AS MENTIONED EARLIER, ONLY ONE PARTICIPANT

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SHARED THAT CHARGING PEOPLE TO DRIVE WOULD HELP REACH THEIR VISION OF A NEXT GENERATION FREEWAY NETWORK, BUT THEY WALKED BACK THEIR COMMENT WHEN THE -- WHEN PRICING WAS INTRODUCED LATER IN THE CONVERSATION. NEXT SLIDE. THE KEY TAKEAWAYS FROM OUR SECOND ENGAGEMENT OBJECTIVE WHICH WAS TO GAIN A MORE NUANCED UNDERSTANDING OF THE PERCEPTIONS AND CONCERNS WITH PRICING INCLUDED A PERCEPTION OF PRICING AS DOUBLE TAXATION. AND AS YOU CAN SEE BY THIS QUOTE HERE STATES "THIS FEELS LIKE DEATH BY A THOUSAND CUTS, GAS TAX, RACE IN THE TOLL, EVERYTHING IS EXPENSIVE IT'S WHAT POINT CAN WE STOP PAYING A TAX FOR BEING HERE? YOU ARE NOT MAKING IT EASY FOR THOSE WHO ARE THE 1% TO BE HERE." MANY PEOPLE EXPRESSED GENUINE CONCERN ABOUT PRICING BEING INEQUITABLE. A FEW INDICATED THAT PRICING ADDRESSES A SYMPTOM AND NOT CAUSE OF CONGESTION, WHEN PARTICIPANTS WERE TOLD EQUITY WAS KEY CONSIDERATION IN THE STUDY WHICH WE INTRODUCED LATER IN THE CONVERSATION MANY OF THEM DID NOT TRUST POLICY MAKERS TO KEEP THAT COMMITMENT. PARTICIPANTS MENTION THEY COULD SUPPORT PRICING IF PRESENTED WITH PROOF THAT IT WORKS, BUT SPECIFICALLY HERE IN THE BAY AREA. OTHERS SAID THEY WOULD BE OPEN TO PRICING IF ALL FEES TAXES AND TOLLS WERE ELIMINATED OR IF ALTERNATIVES TO DRIVING EXISTED. AS PART OF THE DISCUSSION WE ASKED PARTICIPANTS IF THEY COULD THINK OF ANY BENEFITS TO PRICING OTHER THAN REDUCING CONGESTION AND ALMOST ALL PARTICIPANTS WEREN'T ABLE TO IDENTIFY PRICING BENEFITS IF THEY DID IDENTIFY IT WAS

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RELATED TO IDENTIFYING CONTINGENCIES LIKE RELIABLE CONNECTED AFFORDABLE SAFE TRANSIT BEFORE IMPLEMENTING PRICING REMOVING DRIVING RELATED FEES AND CLEAR CONTINUOUS COMMUNICATION ON HOW REVENUES WOULD BE USED. LAST OBJECTIVE WAS TO LEARN ABOUT COMPLEMENTARY PRICING STRATEGIES TO MAKE IT MORE EQUITABLE ASKING ABOUT BURDENS PRICING COULD CREATE AND PARTICIPANTS ORGANISM OVERWHELMINGLY IDENTIFIED FINANCIAL BURDENS, AND IMPACTS, PHYSICAL HEALTH, AND NEGATIVE IMPACTS TO FREEWAY SOME PRICING PRODUCING UNFAIR DECISION MAKING ABOUT TRAVELLING IN THE BAY AREA AND ONCE PARTICIPANTS IDENTIFIED BURDENS WE ASKED THEM TO THINK OF STRATEGIES TO ADDRESS THOSE BURDENS. ACROSS THE BOARD PARTICIPANTS WANT TO HAVE RELIABLE CONNECTED, AFFORDABLE, AND SAFE PUBLIC TRANSIT IN PLACE BEFORE IMPLEMENTING PRICING. AND PARTICIPANTS ALSO SUGGESTING PROVIDING INCENTIVES FOR NOT USING THE FREEWAY AND FOR RIDING TRANSIT, SHIFTING THE FINANCIAL BURDEN TO LARGE COMPANIES, ESPECIALLY TECH. INVESTING REVENUES INTO SPECIFIC COMMUNITY PROJECTS AND SOME SUGGESTED PILOTING PRICING IN A WEALTHIER LOCATION SUCH AS DEVELOPING INCOME BASED DISCOUNT PROGRAMS BUT THESE CAME WITH SOME CONCERNS ABOUT THE BURDEN TO PEOPLE FOR THE LOW-INCOME PROGRAMS. TAKE-AWAY'S THAT WE HEARD PARTICIPANTS FEEL FREEWAYS NEED TO BE REIMAGINED AND EQUITY SHOULD BE AT THE FOREFRONT OF OUR NEXT GENERATION FREEWAY NETWORK ALSO THERE IS DEEP DISTRUST WITH INSTITUTIONS REGARDING EQUITABLE POLICY ROLL OUTS, TRANSIT TAXATION AND

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IMPROVEMENTS. UNSURPRISINGLY PRICING WAS NOT MET WITH POSITIVE REACTIONS BUT IMPORTANTLY WE HEARD THAT PARTICIPANTS FEEL THERE IS JUST TOO MUCH TO DO FIRST. WE HAVE TO REGAIN THE PUBLIC'S TRUST. WE HAVE TO PROVIDE EXCELLENT ALTERNATIVES AND WE HAVE TO ADDRESS THE PERCEPTION THAT FREEWAYS ARE QUOTE UNQUOTE ALREADY PAID FOR. SOME PARTICIPANTS DEMAND BASIC ANSWERS TO HOW PRICING WOULD BE OPERATIONALIZED BEFORE THEY COULD FORM AN OPINION AROUND PRICING, AND SOME PARTICIPANTS EXPRESSED IT WAS REALLY BAD TIMING TO TALK ABOUT INCREASING THE COST OF THEIR DAILY LIVES HIGHLIGHTING FREEWAY PRICING WOULD BE ON TOP OF ALREADY HIGHER GAS PRICES HIGHER RENT AND INFLATION. NEXT SLIDE. AT THE END OF THE DISCUSSION WE ASKED PARTICIPANTS IF THEY WOULD LIKE TO SHARE A VIDEO WE PROMISED WOULD BE SHARED WITH POLICY DECISION MAKERS. THIS IS A VIDEO MONTAGE OF FEEDBACK WE HEARD FROM SOME PARTICIPANTS SPEAKING INTO THE CAMERA.

**SPEAKER:** INTERETHNICA. NEXGEN FREEWAYS. NEXT GENERATION FREEWAY STUDY PHASE 1A ENGAGEMENT. WHEN POLICY MAKERS ARE DECIDING WHETHER TO IMPLEMENT FREEWAY PRICING, WHAT DO YOU WANT FOR THEM TO KEEP TOP OF MIND? ZICHONG, ALAMEDA COUNTIES EDUCATION.

**SPEAKER:** THE REASON I'M USING THE HIGHWAY IS BECAUSE THERE IS NO ALTERNATIVE TRAVEL FROM EAST BAY TO WHERE I WORK IN SAN

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FRANCISCO, TO MAKE A DECISION ABOUT INCREASED HOW LONG PRICING, I THINK WE SHOULD KEEP IN MIND WE SHOULD MAKE PUBLIC TRANSPORTATION SAFER AND MORE AVAILABLE TO REGULAR PEOPLE.

**SPEAKER:** HECTOR ALAMEDA COUNTY, LYFT DRIVER.

**SPEAKER:** WELL, MY FEELING IS, I DO NOT LIKE THE IDEA. I HAVE NOT SEEN THIS IN OTHER STATES. I HAVE TRAVELED TO OTHER STATES, I HAVE NOT SEEN THIS. MY EXPERIENCE FROM MY COUNTRY WITH PRIVATE ROADS, YES, THEY HAVE BETTER QUALITY OF SERVICE THAT YOU HAVE TO PAY. AND IT'S NOT A SMALL AMOUNT. YOU PAY FOR THE PRIVATE ROADS. THAT'S HOW I FEEL. IN GOOD FAITH, I BELIEVE THAT THE ROADS ARE THE RESPONSIBILITY OF THE GOVERNMENT AND NO THEY SHOULD NOT CHARM FOR THEM. BECAUSE WE ALREADY PAY POWER THEM IN MANY WAY US.

**FOR THAT RATER:** AIDA CONTRA COSTA COUNTY, SMALL BUSINESS OWNER.

**SPEAKER:** FOR PEOPLE WHO CAN'T AFFORD THE FREEWAY TOLLS I WOULD BE IN FAVOR OF IT, BUT I DON'T HAVE A HUGE AMOUNT OF TRUST.

**SPEAKER:** LAUREN, CONTRA COSTA COUNTY. WATER ENGINEER.

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**SPEAKER:** IS THERE A BETTER WAY? CLOSER TO THE ROOT OF THE PROBLEM, PART OF IT WOULD BE PUBLIC TRANSPORTATION BUT ALSO MAKING CITIES WALKABLE, BIKABLE MAKING SURE THAT THINGS PEOPLE NEED ARE ACTUALLY CLOSE TO THEM BY EMPLOYING THIS FREEWAY PRICING WHO ARE WE BARRING FROM USING THE FREEWAY AS OPPOSED TO WHO ARE WE HELPING. IS THIS A TEMPORARY SOLUTION? IS IT MEANT TO BE A PERMANENT SOLUTION? HOW WOULD IT EVOLVE IN THE FUTURE?

**SPEAKER:** MICHAEL, MARIN COUNTY. RETIRED.

**SPEAKER:** ORBITING AROUND THE AUTOMOBILE AS A CENTER OF THIS CONVERSATION IS A LITTLE BIT NARROW-MINDED BECAUSE PEOPLE WANT TO HAVE THEIR OWN VEHICLES, WE NEED TO ACTUALLY START MESSAGING AROUND THINGS LIKE THE PUBLIC COMMENTS AND COMMON GOOD AND THE OPPORTUNITY TO SHARE SPACE WITH OTHERS AND SHARE THE MEANT WITH THEM AS WELL.

**SPEAKER:** ANNA, SANTA CLARA COUNTY MANAGEMENT.

**SPEAKER:** IN THE WORLD THAT HAVE SUCCESSFULLY IMPLEMENTED PUBLIC TRANSPORT THAT THE PUBLIC RELY ON AND THEY ARE SATISFIED WITH IT SO USING THOSE EXAMPLES WHILE CONDUCTING THAT FOR THE BAY AREA IS REALLY IMPORTANT.

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**SPEAKER:** MEI, SANTA CLARA COUNTY HEALTH CARE.

**SPEAKER:** I STRONGLY OPPOSE THE FREEWAY PRICING IDEA. PLEASE FIND ALTERNATIVES TO HELP THE PUBLIC AND INCREASE THE EFFICIENCY OF THE FREEWAY.

**SPEAKER:** JOHN, SAN MATEO COUNTY, AIRPORT EMPLOYEE.

**SPEAKER:** IT'S AN EXPENSIVE PLACE TO LIVE, WHY WOULD YOU WANT TO ADD ANOTHER BILL WHICH IS WHAT IT IS JUST SO PEOPLE CAN GET TO WORK OR GO TO THE STORE, THEY CAN REDIRECT THAT TO SOMETHING ELSE. LIKE, THEY DO NOT HAVE TO HIT US IN THE POCKET MORE.

**SPEAKER:** KARMELITA, CONTRA COSTA COUNTY EMPLOYED FULL-TIME.

**SPEAKER:** I WOULD LIKE THERE TO BE NO FREEWAY TOLLS IN RURAL AREAS, JUST FREEWAY TOLLS OR PERMISSION TOLLS TO RIDE THE FREEWAY AND WE CAN IMPLEMENT IT TO BE A 24/7, NOT ONLY BE 24/7 BUT GIVING A CAP ON EACH DRIVER TO RECEIVE A THERE A WEEK. PERSONALLY, I WOULD LIKE TO FEEL HIKE I AM CONTRIBUTING TO THE FUTURE.

**SPEAKER:** GEORGE, CONTRA COSTA COUNTY, OFFICE WORKER.

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**SPEAKER:** AS EXPRESSED EARLIER PEOPLE THAT GET MOST IMPACTED WILL NOT BE THE HIGH INCOME EARNER BECAUSE THE HIGH INCOME EARNER CAN AFFORD IT.

**SPEAKER:** ASHLEY SAN MATEO COUNTY SMALL BUSINESS OWNER.

**SPEAKER:** IF THAT I WANT TO DO IT THEY HAVE TO DO IT EXTREMELY CAREFULLY AND I WOULD SUGGEST DOING IT IN BABY STEPS GET A SMALLER COMMUNITY OR SMALLER BAY AREA CITY AND TEST IT OUT SEE HOW IT GOES AND SEE IF THEY SHOULD EXPAND BASE ON THAT SMALL SCALE TEST.

**SPEAKER:** CHRISTINA, SANTA CLARA COUNTY STUDENT.

**SPEAKER:** OBVIOUSLY HOW THIS WOULD AFFECT THE LOW-INCOME POPULATION, AND THE TRADEOFF FOR PUBLIC TRANSPORTATION, HOW WOMEN PEOPLE TO, MOST OF MY FRIENDS DO NOT TAKE PUBLIC TRANSPORTATION, AND I DO NOT TAKE PUBLIC TRANSPORTATION, SO THAT NOT BE A BENEFIT TO US. ALSO EXPLORING DECONGESTION ON THE FREEWAY IF IT'S GOING AFFECT INNER CITIES, ANY NEGATIVE AFFECT BECAUSE IF I'M SAVING 15 MINUTES ON THE FREEWAY BUT ADDING 30 MINUTES IN A DRIVE AROUND TOWN THAT'S NOT A BENEFIT.

**SPEAKER:** ALANA, ALAMEDA DELIVERY SERVICES.

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**SPEAKER:** CONSIDER THE MAJORITY OF THE POPULATION ARE WORKING CLASS, MIDDLE CLASS AND UPPER CLASS CONSIDERING HOW THIS IT WOULD AFFECT COMMUNITIES AND MY SUGGESTION BEFORE JUMPING IN AND DOING SOMETHING LIKE THIS, REACH OUT TO THE PEOPLE AND TALK TO THE PEOPLE AND JUST LISTEN. INTERETHNICA, CENTERING DIVERSE VOICES IN THE PUBLIC PROCESS.

**LESLIE LARA-ENRIQUEZ:** THANK YOU. IF WE COULD PULL THE PRESENTATION BACK UP. THANK YOU. NEXT SLIDE PLEASE. I'M GOING TO TRANSITION NOW INTO THE NEXT STEPS, AND SOME REFLECTIONS FROM THIS ROUND OF ENGAGEMENT. NEXT SLIDE PLEASE. FIRST, OUR REFLECTIONS ON THE ENGAGEMENT STRATEGY, WHICH FOCUS ON SMALL GROUP DISCUSSION. OUR ENGAGEMENT METHOD REACHED A RICHLY DIVERSE AUDIENCE IN THIS INITIAL PHASE WHILE UPLIFTING THE VOICES OF UNDERREPRESENTED COMMUNITIES. WE FEEL THE FACILITATION BY OUR EXPERIENCED CONSULTANT WHO LISTENS OPENLY AND WITHOUT MTC STAFF IN THE VIRTUAL ROOM TRULY GARNERED HONEST CONVERSATIONS THE SMALL GROUPS ALLOWED PARTICIPANTS TO BE INCREDIBLY THOUGHTFUL THINKING OUT LOUD AND DOING THE WORK TO EXPRESS TRUE FEELINGS ABOUT PRICING ALSO ENABLED PARTNERSHIPS TO CHALLENGE THEMSELVES, THINK PAST INITIAL NEGATIVE REACTIONS AND GRAPPLE WITH THE PRICING POSSIBILITIES. AND THEY WERE GLAD AND GRATEFUL TO HAVE THE OPPORTUNITY TO SHARE AND APPRECIATED HEARING FROM THEIR PEERS AND HAVE A VOICE ON THE MATTER EARLY ON IN THE PROCESS. WHILE WE'RE

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CERTAINLY NOT SURPRISED BY THE FEEDBACK WE LEARNED SOME IMPORTANT LESSONS THAT WILL INFORM OUR FUTURE ENGAGEMENT 1 TALKING ABOUT ROAD PRICING IN ABSTRACT TERMS WITHOUT CONTEXT THE WAY WE DID IN THE SUMMER, THERE WERE KEY QUESTIONS AND OPINIONS AND IMPORTANT FOR UNDERSTANDING DETAILS AND THEY WANT TO HAVE A BETTER UNDERSTANDING OF POTENTIAL IMPACTS. SECONDLY, ADDRESSING MISCONCEPTIONS HEAD ON TO HAVE MORE PRODUCTIVE CONVERSATION FOR EXAMPLE, ACKNOWLEDGING THAT MORE CAPACITY DOES NOT FIX FREEWAY CONGESTION LONG-TERM CLARIFYING BRIDGE TOLL REVENUES, WE DID NOT ADDRESS IN OUR FOCUS GROUPS. THIRD, DISCUSSION AND PRICING DOES NOT PAINT THE WHOLE PICTURE FOR PARTICIPANTS, WE NEED TO DISCUSS PRICING IN THE CONTEXT OF TRADEOFFS AGAINST THE STATUS QUO OR AGAINST ALTERNATIVE PROPOSALS SO WE HAVE WORK TO DO ON HOW WE'RE GOING TO COMMUNICATE THIS EFFECTIVELY AND CERTAINLY NOT AN EASY TASK. AND LAST WE HEARD A CLEAR FRUSTRATION WITH BOTH UNAFFORDABILITY AND TRAFFIC. SO WE HAVE OUR WORK CUT OUT FOR US. WE REALLY NEED TO FORMULATE STRONG POLICY IDEAS THAT CAN ADDRESS BOTH OF THESE CONCERNS. NEXT SLIDE. SLIDE 17 HERE OUTLINES OUR NEXT STEPS FOR COMMUNITY ENGAGEMENT LATER THIS FALL WE'RE GOING TO CONDUCT INTERACTIVE WEBINARS TO BEGIN ENGAGING THE BROADER PUBLIC. THESE WEBINARS WILL FOCUS ON PUBLIC AND CHALLENGES SURROUNDING FREEWAYS AND BEGIN TO ADDRESS SOME MYTHS AND MISCONCEPTIONS THAT WERE RAISED DURING THE GROUP DISCUSSIONS ALSO ASK FOR THE PUBLIC'S INPUT TO HELP

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DEFINE GOALS OF THE NEXGEN NETWORK AND WE ENCOURAGE YOU TO ATTEND THESE WEBINARS IF YOU ARE ABLE TO. ROUND TWO ENGAGEMENT IS SCHEDULED FOR NEXT SUMMER AND WILL CONTINUE WITH FOCUSED DISCUSSIONS WE WILL ALSO INCORPORATE ACTIVITIES THAT INCLUDE WORKSHOPS AND ADDITIONAL WEBINARS DURING THIS WEBINAR WE WILL INTRODUCE POTENTIAL PATHWAY IDEAS AND AS A REMINDER PATHWAYS ARE PACKAGES OF PRICING STRATEGIES AND COMPLEMENTARY STRATEGIES WE WILL ALSO SHARE INITIAL ANALYSIS AND SEEK TO REFINE PATHWAYS WITH PUBLIC FEEDBACK. WE WILL CONTINUE WITH ONE-ON-ONE MEETINGS AND WILL CONDUCT A STATISTICALLY VALID FOR NEXT YEAR AS WELL. STAFF WILL WORK WITH STAFF AND EXECUTIVE LEVEL ADVISORY GROUP TO REFINE GOALS FOR THE NEXGEN NETWORK AND WE'LL ALSO COCREATE THE INITIAL PATHWAYS AND THEN CONDUCT TECHNICAL ANALYSIS TO ESTIMATE POTENTIAL BENEFITS AND BURDENS STAFF PLANS ON PROVIDING A PROGRESS UPDATE TO THE COUNCIL LATER IN WINTER OF 2023. AND WITH THAT, I WILL OPEN IT UP FOR QUESTIONS.

**RANDI KINMAN, CHAIR:** THANK YOU. I SEE A NUMBER OF HANDS UP ALREADY. SO, WE WILL START WITH ILAF AND THEN WALTER.

**ILAF ESUF, V. CHAIR:** THANKS RANDI I WAS WONDERING IF YOU COULD TOUCH A BIT MORE ON HOW THE TRANSIT FIRST MODEL FITS INTO THIS PLAN.

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**ANUP TAPASE:** HI ILAF. THANK YOU FOR THAT QUESTION. TRANSIT SHOULD BE THERE AS PART OF THE TOLLING AS PART OF THE PROPOSALS WHEN WE'RE CONSIDERING REINVESTING OF POTENTIAL TOLLING REVENUES BACK INTO TRANSIT, WE WILL BE -- THAT IT WILL BE PART OF THE PROPOSAL FOR THAT TRANSIT THERE ON THAT CORRIDOR, IF IT WERE TOLLED PRIOR TO IMPLEMENTATION OF TOLLING. AND OF COURSE WE WOULD NEED TO BE THINKING ABOUT POTENTIAL FINANCIAL TOOLS TO BE ABLE TO IMPLEMENT THAT KIND OF TRANSIT.

**RANDI KINMAN, CHAIR:** ANUP, IF I'M UNDERSTANDING YOUR RESPONSE, YOU'RE SAY TO REINVEST YOU'RE NOT SAYING TO PROVIDE THE TRANSIT PRIOR TO?

**ANUP TAPASE:** IT WOULD BE -- ALIGNMENT OF EXISTING FUNDING SOURCES OR REINVESTING OF TOLLING REVENUES BUT THE REINVESTING DOESN'T NECESSARILY NEED TO HAPPEN AFTER TOLLING, THERE ARE FINANCIAL TOOLS AVAILABLE TO BE ABLE TO IMPLEMENT CERTAIN PROJECTS PRIOR TO THE START OF TOLLING.

**RANDI KINMAN, CHAIR:** THANK YOU. WALTER AND THEN GERRY.

**WALTER WILSON:** HELLO. GOOD AFTERNOON.

**CLERK, MARTHA SILVER:** WALTER, YOU MUTED YOURSELF.

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**WALTER WILSON:** THANK YOU VERY MUCH. YEAH, THIS IS A VERY PHENOMENAL, GREAT STUDY THAT YOU GUYS HAVE DONE. I TRULY APPRECIATE THE FACT THAT IT'S BEEN -- I MEAN, I LOOK AT THIS STUDY, AND PARTICULARLY THE AVOID YOU GUYS DID HEARING FROM STAKEHOLDERS THIS IS THE WAY IT SHOULD BE DONE. YOU HAVE A BROAD CROSS SECTION OF PEOPLE FROM MANY COMMUNITIES, AND SOCIO-ECONOMIC BACKGROUNDS, AND THIS IS REALLY AN EXAMPLE OF HOW THESE SORTS OF STUDS SHOULD BE DONE. I REALLY APPRECIATE THE DETAIL HARD WORK YOU GUYS ARE DOING. FOR ME THAT'S A HUGE COMPLEMENT. WITH THE PRICING FREEWAYS, AND TOLL ROADS HOW DOES IT DIFFER FROM EXPRESS LANES? THAT'S ONE QUESTION. APPROXIMATE THEN I'M CURIOUS ABOUT WHERE THIS WHOLE PRICING, THE CONCEPT OF PRICING, IS THIS COMING FROM THE LEGISLATURE? WHERE IS THIS COMING FROM? WHO ORIGINATED THIS CONCEPT OF PAYING ADDITIONAL MONEYS TO DRIVE ON OUR FREEWAYS? AND I WOULD ALSO LIKE TO FIND OUT THE NAMES OF THE POSSIBLE GROUND GROUPS THAT YOU GUYS REACHED OUT TO, AND ONE OF THE THINGS THAT I THOUGHT WAS INTERESTING IS NEXGEN TRANSPORTATION AND ONE OF THE TWO PEOPLE TOUCHED ON IT, IT SEEMS LIKE POLICIES TO ENCOURAGE ALTERNATIVES TO AUTOMOBILES WOULD BE A HUGE CONVERSATION HERE AS OPPOSED TO JUST FOCUSING ON AND EVEN STILL ALTERNATIVES TO PETROLEUM, ENVIRONMENTAL ISSUES, JUST CREATING MORE FREEWAYS IS NOT THE REAL ANSWER. I HEAR PEOPLE TALKING ABOUT THAT, BUT I THINK WE NEED TO LOOK AT WHAT'S HAPPENING WITH THE

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ENVIRONMENT AS WELL BECAUSE AS WE KNOW ONE OF THE PRIMARY IMPACTS OR RESULTS OF THIS GLOBAL WARMING IS BECAUSE OF THESE PETROLEUM AUTOMOBILES THAT WE HAVE. AND YOU KNOW, I THINK THAT MOVING FORWARD, WE'LL -- SOMEHOW NEED TO OPEN UP THE CONVERSATION TO TALK ABOUT ALTERNATIVES TO PETROLEUM AND THE USE OF ELECTRICAL CARS AND SO ON. I JUST HAVE ONE MORE COMMENT, AND THAT'S I HEARD A LADY SAY SHE DOESN'T USE PUBLIC TRANSPORTATION AND NEITHER TO HER FRIENDS. I NEVER HEARD BEFORE. BUT I GUESS I CAN KIND OF UNDERSTAND WHY WHEN I SEE THE THINGS THAT HAVE HAPPENED. BUT THAT'S -- YOU KNOW, THAT WAS UNFORTUNATE TO HEAR THAT, BUT I GUESS THAT'S A REALITY. THANK YOU VERY MUCH. I'LL TAKE MY ANSWERS YOU GUYS. THANK YOU.

**RANDI KINMAN, CHAIR:** GO AHEAD, STAFF.

**ANUP TAPASE:** THANK YOU FOR THAT QUESTION. I'LL STEP IN FOR THE FIRST PART. QUESTION. SO, THIS IS DIFFERENT FROM EXPRESS LANES IN THAT EXPRESS LANES IS ABOUT TOLLING 1 SPECIFIC LANE WHEREAS IN THIS STUDY WE ARE TALKING ABOUT TOLLING ALL LANES OF THE FREEWAYS. WE HAVEN'T GOTTEN INTO THE DETAILS IN THAT ARE WE TALKING ABOUT TOLLING FULL HIGHWAY STRETCHES OR JUST SPECIFIC PORTIONS OF CORRIDORS, THOSE ARE ALL THINGS THAT ARE UP FOR DISCUSSION GOING FORWARD IN THE STUDY. BUT THIS IS TOLLING ALL LANES OF THE FREEWAY. IT'S KIND OF LIKE BRIDGE TOLLS THAT THEY TOLL ANYONE WHO IS PASSING THROUGH THE BRIDGE. SO, THIS IS NOT

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CURRENTLY PART OF STATE LEGISLATION. THE IMPETUS FOR THE STUDY IS PART OF THE PRICING STRATEGY FOR PLANNED BAY AREA 2050 THAT WAS ADOPTED LAST YEAR BUT MULTIPLE STATE PLANS INCLUDING CALTRANS AND CALSTA DO INCLUDE DO ADVOCATE FOR EXPLORING PRICING STRATEGIES, ADDRESSING CLIMATE CHANGE AND ALSO TO MANAGE FREEWAYS. PART OF LEGISLATION FOR OTHER STATES OREGON HAS LEGISLATION TO STUDY ROAD PRICING AS A TOOL ON SOME FREEWAYS IN PORTLAND. I'LL LET LESLIE JUMP IN OR MONA.

**SPEAKER:** DO YOU WANT ME TO JUMP IN.

**RANDI KINMAN, CHAIR:** ON THE PRICING CAN YOU HAVE THAT INFORMATION SENT OUT TO STAFF SO WE CAN ALL HAVE IT.

**SPEAKER:** WE'LL SEND IT OUT.

**RANDI KINMAN, CHAIR:** HOPEFULLY THAT WILL HELP YOU WALTER.

**WALTER WILSON:** THAT DOES ANSWER MY QUESTION. THANK YOU.

**RANDI KINMAN, CHAIR:** GERRY?

**GERRY GLASER:** WALTER, THE TERM, STUDY NEXGEN HAS BEEN THE FOCUS ON TOLLING AS OPPOSED TO HOW DO WE MAKE THE HIGHWAYS WORK AND TOLLING IS A PRESUMPTION OF HOW IT WORKS IT OCCURS TO

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ME AT THE LAST MEETING, I WENT BACK AND LOOKED AT IT A SECOND TIME AND I WROTE STAFF RANDI, I THINK I COPIED YOU AS WELL, IF WE ARE FOCUSING ON TOLLING, HOW TO DETERMINE WHAT THE TOLL WOULD BE? YOU HAVE TO LOOK AT THE ALTERNATIVES AND DETERMINE IF IT WOULD BE MORE EXPENSIVE ON THE HIGHWAY AND THE ALTERNATIVE SO I THINK IF IT WAS A NEXT GENERATION STUDY WE SHOULD BE LOOKING AT WHAT ARE THE ALTERNATIVES TO THE HIGHWAY AND HOW MUCH DO THOSE ALTERNATIVES COST BECAUSE THAT SHOULD BE PART OF OUR STUDY AND THAT WOULD HELP US TO IDENTIFY THAT THERE ARE ALTERNATIVES TO FOR THE HIGHWAY SEGMENTS AND SECOND WHAT MIGHT THE PRICE BE FOR THE HIGHWAYS BECAUSE YOU WANT IT TO BE MORE EXPENSIVE THAN THE OTHER ALTERNATIVES OTHERWISE YOU WONT HAVE SHIFTING OTHERWISE EVERYBODY WILL GET USED TO THE NEW PRICE AND PAY MORE AS THE FOLKS IN THE VIDEO IDENTIFIED.

**RANDI KINMAN, CHAIR:** THANK YOU GERRY. WENDI THEN VINAY?

**WENDI KALLINS:** YEAH. THANK YOU FOR THE PRESENTATION. I THOUGHT THE CONSULTANTS DID A REALLY GOOD JOB OF REALLY REACHING OUT TO A DIVERSE SEGMENT OF THE POPULATION AND GETTING SOME INTERESTING FEEDBACK NOT UNPREDICTABLE. I KNEW ONE OF THEM, AND HE WAS DISCUSSING IT WITH ME YESTERDAY. I THINK TRANSIT FIRST IS REALLY KEY. I'M NOT SURE IF FREEWAY PRICING IS REALLY GOING TO REDUCE CONGESTION. WILL IT DRIVE PEOPLE TO TRANSIT IS MORE TO THE POINT AND WILL IT HELP TO FUND TRANSIT. AND I

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THINK IF YOU ARE THINKING IN THOSE TERMS IT REALLY IS UP TO THE OTHER COMMITTEE, THE T TAPS COMMITTEE, IS THE ONE THAT IS LOOKING AT HOW ARE WE GOING TO MAKE A TRANSIT SYSTEM THAT ACTUALLY WORKS. BECAUSE IT'S NOT ENOUGH JUST TO HAVE A REGIONAL BUS ON THAT PARTICULAR CORRIDOR IF YOU'RE NOT ADDRESSING THE FIRST AND LAST MILE. PEOPLE HAVE TO BE ABLE TO NOT JUST GET, YOU KNOW, FROM ONE ENTRANCE OF THE FREEWAY TO THE OTHER, BUT THEY HAVE TO GET BACK HOME AGAIN, THEY HAVE TO GET WHERE THEY'RE GOING AND OF COURSE WE HAVE TO CONSIDER THOSE PEOPLE LIKE CONSTRUCTION WORKERS AND LANDSCAPE PEOPLE WHO NEED THEIR VEHICLE FOR WORK. SO IT'S COMPLICATED, AND I, ALSO, LIKE WALTER, WAS CONCERNED ABOUT THE WOMAN WHO SAID THAT SHE WOULD NEVER USE TRANSIT. AND I'M GOING TO ONLY ASSUME THAT SHE HAD A BAD EXPERIENCE ON TRANSIT. AND DOESN'T FEEL -- OR, YOU KNOW, SOMEONE SHE KNOWS DOES, AND DOES NOT FEEL SAFE. SO THAT GOES BACK TO THE T TAPS COMMITTEE, THAT WE REALLY NEED TO BE INCLUDING WHEN MAKING A BETTER TRANSIT SYSTEM NOT JUST HOW TO MAKE IT A NETWORK THAT WORKS BETTER AND A FARE SYSTEM THAT WORKS BETTER, BUT ADDRESS THE SAFETY CONCERNS THAT SEEM TO BE CROPPING UP. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU. VINAY AND THEN FRANK.

**VINAY PIMPLE:** I WAS A BIT DISAPPOINTED BECAUSE WHEN YOU ASK PEOPLE, IS THIS GOING TO COST MORE OR COST YOU SOMETHING OF

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COURSE PEOPLE ARE GOING SAY NO. WHAT I WOULD HAVE EXPECTED, IF YOU HAVE SOME KIND OF PROJECTIONS THEREABOUT THE TIME SAVED VERSUS THE AMOUNT THAT IT WAS LIKELY TO BE TOLD, IF YOU TELL PEOPLE, YOU KNOW, FOR THIS STRETCH, WE ESTIMATE IT WOULD SAVE HALF AN HOUR AND IT WILL COST YOU A DOLLAR OR TWO BUCKS THEN THEY'RE ABLE TO MAKE A MUCH MORE EDUCATED DECISION WHETHER IT'S A GOOD CHOICE OR A BAD CHOICE. SO I REALLY WOULD HAVE EXPECTED TRYING TO MONETIZE THE TIME SAVED, FOR EXAMPLE, HALF AN HOUR COMMUTE EACH WAY COMES TO ABOUT 250 HOURS A YEAR, WHICH FOR SOMEBODY MAKING 20 BUCKS AN HOUR IS $5,000 A YEAR. SO, THOSE KIND OF THINGS, I THINK, WERE LACK. AND I THINK THOSE ARE REALLY IMPORTANT IF WE'RE GOING TO GET INFORMED DECISIONS. THE SECOND THING IS, YOU KNOW, I LIVED IN NEW JERSEY BEFORE I MOVED TO CALIFORNIA. I WENT THERE FOR NINE YEARS, AND THE ROADS, LIKE THE NEW JERSEY TURNPIKE, GARDEN STATE PARKWAY, THESE ARE TOLLED ROADS AND PEOPLE DON'T COMPLAIN ABOUT THEM. BECAUSE IF PEOPLE NEED TO GET SOMEWHERE ON TIME, EITHER THEY USE THE TRAIN OR THEY GET ON THE TURN PIKE IF TIME IS NOT THAT IMPORTANT, THEY DO NOT TAKE THE TURNPIKE. LIKE, PEOPLE DO NOT COMPLAIN ABOUT IT AS MUCH AS YOU MIGHT THINK. SO I WOULD HAVE REALLY LIKED TO, YOU KNOW, AS PART OF THE PRESENTATION, TALK ABOUT THE EXPERIENCE OF STATES THAT HAVE HAD THESE TOLL ROADS FOR DECADES. AND I DO, ALSO, WONDER, YOU KNOW, GET BACK TO, YOU KNOW, REALLY TRY TO COMPARE DIFFERENT VERSIONS OF EXPRESS LANES. ONE LANE, MAYBE TWO

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LANES, MAYBE SOME TOLL LANES, SOME UNTOLLED LANES, WHAT ARE THOSE OPTIONS, AS WELL, JUST TO GET THAT SENSE INSTEAD OF JUST GOING AHEAD STRAIGHT AWAY GOING FOR THE [INDISCERNIBLE].

**RANDI KINMAN, CHAIR:** THANK YOU. FRANK THEN DWAYNE.

**FRANK WELTE:** I WANT TO THANK OUR COORDINATOR FOR PRESENTING THE MATERIALS THAT WAS REALLY NICE. I WAS DELIGHTED WHEN THE VIDEO CAME UP WITH AUDIO DESCRIPTIONS OF THE PEOPLE IN THE VIDEO AND WHERE THEY WERE FROM I FELT I WAS GETTING THE SAME INFORMATION AS EVERYBODY ELSE AND I THOUGHT THAT WAS DELIGHTFUL AND WONDERFUL, AND I HOPE OTHER PRESENTERS TAKE A LESSON FROM THAT.

**RANDI KINMAN, CHAIR:** THANK YOU. DWAYNE AND THEN RICH.

**DWAYNE HANKERSON:** I HAVE A COMMENT THEN A QUESTION. FIRST I WANT TO QUALIFY, I'M -- [INDISCERNIBLE] I TOOK THE RED LINE FROM FAIRFIELD TO EL CERRITO, NORTE PARK, TO DOWNTOWN OAKLAND. I THINK THIS IS BAD TIMING. NUMBER ONE, PEOPLE HAVE TO LIVE FURTHER FROM THEIR JOB, AND COVID, TOO MANY PEOPLE ON THE COMMUTER BUS AND NOT EVERYBODY CARES ABOUT EVERYBODY ELSE, THEY MAY HAVE COVID AND STILL GET ON THE BUS. FOR ANOTHER THING, GAS HAS HIT AN ALL-TIME HIRE, [INDISCERNIBLE] AND IT THAT TO ME DOES NOT MAKE LOGICAL SPENCE PARTIAL FOR SOMEONE

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WHO IS JUST MAKING BARELY ENOUGH TO PAY THEIR RENT TO PUT GAS IN THEIR CAR AND TO GO TO WORK. NOW THEY HAVE TO MAKE A LIFE DECISION. DO I BUY BREAD OR PUT ANOTHER GALLON OF GAS IN MY CAR TO DRIVE ON THE FREEWAY. I DON'T LIKE THE IDEA. I THINK, IF ANYTHING, YOU SHOULD SUGGEST TO THE LEGISLATURE THAT ANYTHING THAT'S GOING FUNDED LIKE THIS SHOULD BE FUNDED BY THE AUTOMOBILE MANUFACTURES, THAT WILL ENCOURAGE THEM TO PUT MORE CARS ON THE STREET THAT ARE ENERGY EFFICIENT AND MAYBE THAT CAN SOLVE SOME OF THE PROBLEM.

**RANDI KINMAN, CHAIR:** VINAY, YOU CAN PLEASE LOWER YOUR HAND. RICH?

**RICHARD HEDGES:** THANK YOU. FIRST I WANT TO TALK BRIEFLY ABOUT A PROGRAM I PARTICIPATED IN THE STATE OF CALIFORNIA, MY WIFE AND I BOTH. WE WERE GIVEN PLUG INS INTO A COMPUTER AND THEY DID MONTHLY COMPUTATIONS WHERE THEY USE A CREDIT CARD AND TELL ME BASED ON MILEAGE THEY GOT OFF OF MY COMPUTER, WHEN I GOT A REBATE FROM THE GAS TAX OR WHETHER I PAID A LITTLE EXTRA MONEY DEPENDING ON THE WAY I DRIVE. SO, THE TOLLING THERE TAKES ELECTRIC CARS AND A DIVIDE ADDED THAT IT WILL ALLOW STATE TO COMPUTE THE COST BY PAYING GAS TAX. BY 2035 EVERY NEW CAR WILL HAVE TO BE ELECTRIC IN THE STATE OVER AND OVER A PERIOD OF TIME WE WILL BE DOING HIGHWAY TOLLING. FRANKLY I HAVE NO DOUBT ANYONE WHO IS PAYING IN THE LOWER TAX BRACKET, WITH THE

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$2,125,000 FOR AN ELECTRIC CAR, AND FREE PASS APPROXIMATE DIAMOND LANES, AND REDUCED COST AND EXPRESS LANES WHY WOULDN'T THEY BE THE WEALTHY AND TAKING ADVANTAGE. WITH THE ELECTRIC CAR, IN TEN YEARS YOU REPAY THE COST OF THOSE ELECTRIC CARS BY USING ELECTRIC TOLLING. I HAVE NO PROBLEM WITH TOLLING BECAUSE WE CAN AFFORD IT. BUT MANY PEOPLE CAN'T. WE HAVE TO FIND EASIER WAYS TO DEAL WITH IT AND I THINK THE PROPOSAL I MADE MAKES MORE SENSE FOR THOSE PEOPLE THAN BROAD BASED TOLLING. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU. ANNE OLIVIA THEN HOWARD.

**ANNE OLIVIA ELDRED:** THANK YOU. I HAVE MY LITTLE LIST. BUT I WANT TO RESPOND TO A COUPLE OF COMMENTS THAT WERE MADE THERE. SO --

**RANDI KINMAN, CHAIR:** JUST TO KEEP EVERYBODY -- SORRY ANNE OLIVIA. JUST TO KEEP EVERYBODY ON TRACK, I SEE A NUMBER OF HANDS GOING UP A SECOND TIME I'M NOT GOING TO CALL ON HAND A SECOND TIME UNTIL WE GO TO PUBLIC COMMENT, AND I WANT TO MAINTAIN OUR COMMENTS TO THIS PRESENTATION BY NOT ANSWERING EACH OTHER.

**ANNE OLIVIA ELDRED:** I AM ONE OF THE PEOPLE WHO COULDN'T TAKE TRANSIT BECAUSE OF SAFETY STUFF I TRIED REALLY HARD BUT MY

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CONNECTING BUS WAS AN HOUR WAIT IN A NEIGHBORHOOD THAT WAS FAR FROM WHERE I LIVED FROM 2 TO 3 TO 4:00 A.M. AND THE HOURS OF OPERATION IN TRANSFER TIMES AND COST MADE IT IMPOSSIBLE AND UNSAFE FOR ME TO DO SO. THAT HAS BEEN ADDED TO BECAUSE OF COVID, AND AWARENESS AND THINGS LIKE THAT, AND I KNOW LOTS OF WOMEN AND FOLKS AND MEN WHO FEEL THAT WAY TOO. WE WALK BECAUSE WE CAN'T AFFORD TO TAKE THE BUS TO BART NOW. WE WALK BECAUSE WE CAN'T AFFORD TO TAKE TOLLS PLACES AND THAT CAN TAKE HOURS AND HOURS AND HOURS AND WHAT THAT USUALLY MEANS IS WE GIVE UPON SLEEP, AND IF YOU HAVE KIDS OR SOMETHING LIKE THAT, THEN IS GETS REALLY COMPLICATED TO BE ABLE TO WALK. IF YOU HAVE BEEN DISPLACED FROM YOUR HOME OR PUSHED OUT FARTHER IN THE COMMUNITY THEY'RE LIKE THIS IS NOT THE WAY. AND I'M CURIOUS FROM STAFF WHAT OTHER FUNDING MECHANISMS ARE BEING CONSIDERED INSTEAD OF THIS FUNDING MECHANISM. BECAUSE, AGAIN, ALL I AM HEARING IS THAT STAFF HAS IDENTIFIED THAT CHANGING PEOPLE TO DRIVE ON THE FREEWAY IS GOING TO IMPROVE THE FREEWAY EXPERIENCE. AND I HAVEN'T SEEN ANY OF OUR STUDIES. I HAVEN'T SEEN ANY OF OUR DISCUSSIONS, ANY OF OUR COMMUNITY OUTREACH, SUPPORT THAT IDEA. SO, WHAT OTHER FUNDING MECHANISMS ARE WE LOOK AT AS OPPOSED TO ONLINE THIS FINISHING MECHANISM? I'M REALLY CURIOUS ABOUT THAT, AND, REALLY ALSO WANT TO HIGHLIGHT LOOKING AT THINGS MOVING FORWARD THAT IT ISN'T A FIRST AND LAST MILE ISSUE THAT IT'S A LAST 20 MILE ISSUE, THAT PARKING AT THE BART TAKE, ESPECIALLY THE END STOPS IS INSUFFICIENT AND

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GETS FILLED REALLY, REALLY EARLY IF YOU AREN'T THERE BY AROUND FIVE, THERE ISN'T A PARKING SPOT FOR YOU. AND THEN TO MAKE SURE WE'RE LOOKING DIRECTLY, WHAT CAME OUT OF THAT WAS IMPACT ON COMMUNITY THAT BORDER FREEWAYS. SO LOOKING AT HOW THAT SPILL OVER WILL AFFECT THOSE COMMUNITIES, BUT ALSO HOW WE QUANTIFY A HALF HOUR COMMUTE AND TAKE THE FREEWAY. I'M INTERESTED IN OTHER FUNDING MECHANISMS THAT ARE BEING CONSIDERED INSTEAD OF THIS ONE AND WHETHER THOSE OTHER THINGS WE EXPECT TO SEE DATA PRESENTED ON THAT AS WELL.

**RANDI KINMAN, CHAIR:** THANK YOU. HOWARD, YOU'RE LAST OF OUR FIRST ROUND.

**HOWARD WONG:** WE SHOULD ALL ACKNOWLEDGE THAT HAVING PEOPLE EXPRESS THEIR FEELINGS UNFILTERED IS SOMEWHAT REFRESHING. IT ISN'T USUAL FOR AGENCIES TO TRY TO DIRECT PEOPLE TOWARDS A CERTAIN OUTCOME SO I THINK WE SHOULD ACKNOWLEDGE THAT HAVING PEOPLE SPEAK FRANKLY IS A GOOD THING. AND WE HEARD A LOT PEOPLE EXPRESS WHY THEY CAN'T DO CERTAIN THINGS OR DRIVE OR TAKE TRANSIT OR YOU UPON BE, WHAT ARE THE OBSTACLES IN THEIR LIVES AND THE FRUSTRATION. I THINK THIS'S ALL VERY GOOD. THE TITLE OF THE STUDY NEXT GENERATION FREEWAY IS EXCELLENT. AND I THINK THAT SHOULD BE MORE SURVEYS AND THE FUTURE STUDIES SHOULD BE MORE DIRECTED TOWARDS THAT VISION OF WHAT IS THE NEXGEN FREEWAY. AND THEN TOLLING IS PART OF THAT. BUT THERE

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ARE MANY, MANY OTHER ISSUES, BENEFITS THAT WE COULD PRODUCE FROM PUBLIC TRANSIT WHERE MANY CITIES AND COUNTIES DON'T HAVE ADEQUATE TRANSIT OR NONE AT ALL, IN MANY AREAS. THERE IS FUTURE TECHNOLOGY ABOUT MANAGEMENT OF CARS SO THAT YOU WOULD CREATE TIGHTLY SPACED CARS OR SHARED CARS SHARED TRANSIT, REDUCING TRAFFIC IN THE FUTURE AND WITH AIR SPACE, I THINK WE SHOULD THINK ABOUT THE FUTURE AND EXPLORE THAT TOO SO THEY CAN EXPAND THEIR OWN MINDS AND I THINK WE SHOULD ALSO PROVIDE A LITTLE BIT MORE BACKGROUND SO THAT PEOPLE CAN -- I SHOULDN'T SAY INFORM COMMENT, BUT AT LEAST GIVE THEM A LITTLE BIT OF MORE BACKGROUND SO THEY DON'T HAVE MISCONCEPTIONS. FOR INSTANCE PEOPLE TALKED ABOUT WE'RE BEING DOUBLE TAXED. WE'RE ALREADY PAYING TAXES. BUT WHY DON'T WE HAVE A CHART SHOWING THAT, HOW WE DO PAY, WHERE OUR TAXES DO GO. WE PAY GASOLINE TAXES. WE PAY STATE INCOME TAXES, AND FEDERAL INCOME TAXES, PART WHICH HAVE GOES TOWARDS HIGHWAYS AND TRANSPORTATION. AND THERE ARE PROBABLY OTHER TAXES THAT I CAN'T EVEN REMEMBER. BUT WE SHOULD GIVE A LITTLE BIT OF BACKGROUND GIVE A LITTLE BIT OF INFORMATION ABOUT TRYING TO SWAY PEOPLE TO HAVE PEOPLE START LOOKING REALLY HARD IN THE SHORT-TERM FUTURE OF FREEWAYS MID-TURN TERM FUTURE, IN THE LONG RUN THERE ARE SOME INCREDIBLE VISIONARY CONCEPTS THAT ARE NOT TOO FAR AWAY IN THE FUTURE.

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**RANDI KINMAN, CHAIR:** THANK YOU. ILAF, I'LL GET BACK TO YOU. FIRST I WANT TO FIND OUT IF THERE IS ANY PUBLIC COMMENT ON THIS.

**CLERK, MARTHA SILVER:** YES. THERE IS NO MEMBER OF THE PUBLIC WITH THEIR HAND RAISED, BUT WRITTEN CORRESPOND WAS RECEIVED FROM FRANK WELTE AND HOWARD WONG AND POSTED ONLINE AND DISTRIBUTED TO ALL COUNCIL MEMBERS AND STAFF.

**RANDI KINMAN, CHAIR:** WE HAVE E LAST AND WALTER THEN WE HAVE TO STOP. AND I APPRECIATE, WE'RE RUNNING OVER TIME AND WE HAVE TWO MORE ISSUES TO GET THROUGH. GO AHEAD VEDA.

**VEDA FLOREZ:** THANK YOU VERY MUCH. I'M KIND OF IN A WONKY CELL SERVICE AREA. MY INTERNET HAS BEEN GOING UP-AND-DOWN. WE ARE NOT GETTING ENOUGH INPUT FROM MARIN AND SONOMA COUNTIES. WE DON'T HAVE AN ORGANIZATION SIGNED UP IN THAT AREA, BUT THERE ARE MANY, MANY AREAS WHICH WE CAN CONNECT YOU, ADVISERS AND IN SONOMA CAN CONNECT TO UNDERSERVED POPULATION THAT MAKE THESE KINDS OF DRIVES I WAS ON THE ROAD TRAVELING TWO HOURS TO COMMUTE. THAT'S AN OPPORTUNITY. BEFORE WE MOVE FORWARD, I'M HOPING THAT 1B PLAN DIVISION THAT WE CAN HAVE MORE INPUT FROM THESE COUNTIES. AND I WOULD BE HAPPY TO CONNECT YOU. AND I'M GOING GO AHEAD AND STOP THERE THEN FOLLOW UP DIRECTLY WITH OTHER COMMENTS. THANK YOU RANDI.

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**RANDI KINMAN, CHAIR:** THANK YOU. ILAF THEN WALTER.

**ILAF ESUF, V. CHAIR:** I WANT TO FOLLOW UP ON ANNE OLIVIA'S QUESTION ABOUT SEEING OTHER MODELS FOR PRICES. I ALSO WANTED TO CLARIFY WHAT POINT IN THE TIMELINE THE PRICE POINT IS GOING TO BE ESTIMATED AND IF YOU WILL BE WORKING WITH T TAP BEFORE THEN BECAUSE IT SEEMS LIKE THE AMOUNT OF COMMUTERS VERSUS PUBLIC TRANSIT VERSUS CAR AND EFFECT ON PRICE RANGE GIVEN THERE ARE SO MANY FOLKS COMMUTING LONG DISTANCE WHO RELY ON PUBLIC TRANSIT I'M CURIOUS TO SEE THOSE NUMBERS AND AT WHAT TIMELINE.

**RANDI KINMAN, CHAIR:** YOU CAN GO AHEAD AND ANSWER THAT QUESTION, PLEASE?

**ANUP TAPASE:** AS PART OF THE PATHWAYS THAT WE MAY COME UP WITH FIVE OR SIX PATHWAYS THAT WE'RE GOING TO ANALYZE WE'RE GOING TO BE EXPLORING DIFFERENT PRICE POINTS SO IT'S NOT LIKE ONE PARTICULAR OPTION THAT WE ARE GOING TO DETERMINE AND THEN ABLE TO UNDERSTAND BENEFITS AND BURDENS OF PRICE POINTS AND IN TERMS OF HOW THAT AFFECTS TRAVEL TIMES HOW THAT AFFECTS PEOPLE'S CHOICES IN CHOOSING OTHER MODES HOW IT AFFECTS REVENUE LEVELS AND WHAT THAT MEANS AND WHAT CAN BE INVESTED BACK INTO COMMUNITIES WHAT THAT MEANS FOR AFFORDABILITY. SO

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THAT ANALYSIS HAPPENS IN WINTER AND SPRING. AND THEN THERE WILL BE A SECOND ROUND OF ANALYSIS AS WELL, WHERE WE REVISE THOSE ASSUMPTIONS IN THE PATHWAYS INCLUDING THAT OF THE PRICE POINT AND THAT AGAIN WILL HAPPEN IN SUMMER AND FALL OF NEXT YEAR.

**RANDI KINMAN, CHAIR:** THANK YOU. WALTER?

**WALTER WILSON:** THANK YOU VERY MUCH. PUBLIC SAFETY IS PARAMOUNT IN PUBLIC TRANSPORTATION. I'M SORRY TO HEAR ANNE OLIVIA'S EXPERIENCE WHAT SHE WENT THROUGH AND OTHER PEOPLE'S EXPERIENCE THAT HAS GOT TO BE A PRIORITY PUBLIC SAFETY HAS GOT TO BE PARAMOUNT FIRST AND FOREMOST BUT I WOULD LIKE FOLKS IN THE STUDY TO TAKE A LOOK AT PLACES LIKE DENMARK WHERE THEY HAVE ACTUAL FREEWAYS FOR BIKES IS THEIR WHOLE FOCUS IS ON TRANSPORTATION WITHOUT USING PETROLEUM. THAT'S SOMETHING WE NEED TO LOOK AT AS ALTERNATIVE, NOT THAT IT'S JUST HEALTHY. THEN TALKING ABOUT ALTERNATIVE FUNDING I THINK WE NEED TO LOOK AT THE MAJOR CORPORATIONS WITH TENS OF THOUSANDS OF PEOPLE THAT COMMUTE EACH DAY AND [INDISCERNIBLE] FRESH AIR. AND FIRST AND LAST MILE, COULD SOMEONE EXPLAIN THAT TO ME? THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU WALTER. THAT'S THE CONNECTIVITY BETWEEN WHERE YOU END UP ON TRANSIT AND HOW YOU GET IN AND OUT OF YOUR HOUSE. YOU KNOW, IF YOUR LAST MILE IS THROUGH, LIKE,

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MY LAST NILE IS CROSSING RAILROAD TRACKS AND ON UNLIT STREETS. WHICH ISN'T REALLY HEALTHY AND SAFE BUT THAT'S PART OF THE FIRST AND LAST MILE ISSUE. I'M GOING TO ASK STAFF TO BRING THAT BACK ALONG WITH THIS AND OTHER QUESTIONS WE HAVE.

**WALTER WILSON:** THANK YOU.

**RANDI KINMAN, CHAIR:** WE HAVE THAT ONE. AND WE HAVE THE ACTUAL CONCEPT OF A NEXT GENERATION FREEWAY THAT EXTEND BEYOND ALL LANE PRICING, WHICH I THINK NEEDS TO BE ON THE TABLE. I DO WANT TO MAKE SURE THAT THIS IS SENT TO THE TRANSPORTATION ACTION PLAN SUBCOMMITTEE, SIMPLY BECAUSE -- AND I WOULD LOVE TO SEE THIS GO TO TRANSIT AGENCIES, BECAUSE IF WE'RE LOOKING AT TRULY TRANSFORMING TRANSIT, TRANSIT HAS TO BE TRANSFORMED BEFORE WE ELIMINATE FREEWAYS. THERE IS NO TWO WAYS ABOUT IT. WHICH LEADS TO THE REINVESTING CONCEPT. AND I DON'T FEEL THAT -- I FEEL THAT THIS IS A REALLY OPAQUE SUBJECT, THAT WE'RE GOING REINVEST. WELL, FOR ME, IF YOU TAKE AWAY MY FREEWAY ACCESS THERE IS NO REINVESTING FOR ME THAT HELPS. I NEED TO HAVE THE ACCESS NOW THAT I CURRENTLY HAVE ON FREEWAYS. THERE IS JUST NO TWO-WAYS ABOUT IT. SO, THESE ARE ALL ISSUES THAT I THINK WE HAVE ASKED REPEATEDLY ABOUT. SO IF THOSE CAN ALL BE BROUGHT BACK, AND I WOULD LOVE TO GO THROUGH ALL THE TAKE PLACE. I REALLY APPRECIATE THE OUTREACH AND THE THOROUGHNESS, I APPRECIATE WHO WAS CONTACTED AND HOW THEY WERE CONTACTED. I

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STILL FEEL THAT WE AS A GROUP HAVE A LOT OF QUESTIONS ABOUT HOW AND WHERE THIS WOULD ACTUALLY WORK. AND I FEEL THAT THE ANSWERS WE WERE JUST GIVEN ARE, WE'RE GOING TO GO AHEAD WITH A PRICING MODEL WITHOUT THE CONCURRENT GOING AHEAD WITH A TRANSIT MODEL THAT WOULD SUPPORT MOVING PEOPLE OFF THE FREEWAYS. SO, I HOPE THAT BECOMES CLEARER IN THE FUTURE. AND WITH THAT, WE WILL CLOSE OUT THIS SESSION, AND WE WILL GO TO THE NEXT ITEM. THANK YOU, BOTH -- THANK YOU ALL, TO STAFF. THIS WAS A GREAT PRESENTATION. WE'RE GOING TO GO INTO ITEM NUMBER NINE, LEGISLATIVE AND PUBLIC AFFAIRS SECTION OVERVIEWS. SOMEHOW WE HAVE MANAGED TO GET LEDGE REPORTS WITHOUT DOING THE OVERVIEW OF THIS SECTION. REBECCA LONG.

**REBECCA LONG:** ALL RIGHT. THANK YOU VERY MUCH CHAIR KINMAN. GOOD AFTERNOON EVERYONE. THE GOOD NEWS IS WE CAN SAVE A LOT OF TIME HERE THIS REALLY IS JUST A QUICK OVERVIEW FOR ME TO INTRODUCE MYSELF TO YOU, EVEN THOUGH I HAVE TALKED TO YOU MANY TIMES, AND JUST GIVE YOU A PICTURE OF WHAT THE LEGISLATION AND PUBLIC AFFAIRS SECTION DOES. IF THE TECH TEAM COULD JUST PULL UP THE SLIDE DECK. THANK YOU VERY MUCH. NEXT SLIDE. SO, MY NAME IS REBECCA LONG. I AM -- MY PRONOUNCE ARE SHE HER, AND I AM A WHITE WOMAN WITH MEDIUM LENGTH HAIR WEARING GLASSES AND A WHITE SHIRT THE SECTION WHICH I HAVE BEEN DIRECTOR OF OFFICIALLY FOR ABOUT FIVE MONTHS ON AN INTERIM BASIS AND INCLUDING STAFF FOR 20 YEARS REALLY A PUBLIC FACING ARM OF MTC

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AND ABAG OUR WORK FALLS INTO PILLARS OF ADVOCACY AT BOTH LOCAL AND STATE AND FEDERAL LEVELS PUBLIC INFORMATION COULD INCLUDE EARNED MEDIA WHERE JUST THE NATURE OF THE WORK WE'RE DOING ATTRACTS ATTENTION FROM REPORTERS AND THERE ARE ARTICLES ABOUT OUR WORK, PURCHASED MEDIA THROUGH SOCIAL MEDIA, OUR GRAPHICS TEAM, AND EVENT PLANNING, FOR EXAMPLE. AND THEN PUBLIC ENGAGEMENT, WHICH REALLY YOU JUST SPENT THE LAST ALMOST HOUR DISCUSSING AN EXAMPLE OF ONE OF OUR BIG PROJECTS THAT WE'RE WORKING ON WITH LESLIE LARA-ENRIQUEZ, WHO IS THE ASSISTANT DIRECTOR FOR PUBLIC ENGAGEMENT WITHIN THE LPS SECTION HELPING PUBLIC ENGAGEMENT AROUND THE NEXT JEN FREEWAY STUDY. NEXT SLIDE. A LITTLE BIT ABOUT ME, I WAS ACTUALLY BORN OVERSEAS. I WAS BORN IN LONDON. WHAT I LIKE TO CALL AN ACADEMIC BRAT. SO MY DAD WOULD GET DIFFERENT JOBS. AND HE GOT A DIFFERENT JOB IN LIVERPOOL, HAD A VERY STRONG LIVERPOOL ACCENT WHICH I WON'T SHARE WITH YOU NOW. AND THEN HE GOT AN OFFER AT UC BERKELEY WE MOVED TO BERKELEY AND THAT'S WHERE I GREW UP. WE WENT TO UC SANTA CRUZ I GOT MY DEGREE IN POLITICS, AND MASTERS IN PUBLIC POLICY FROM UNIVERSITY OF.

**MICHELLE HERNANDEZ:** AND JOINED MTC IN 2002 PRIOR TO MY WORK HERE I WORKED IN SACRAMENTO AT THE LEGISLATIVE ANALYST OFFICE THAT'S HOW I FELL INTO TRANSPORTATION. BIKING IS MY PREFERRED MODE OF TRANSPORTATION WHEN I CAN MAKE THAT WORK. I LIKE TO SWIM IN MY WORK OUTS, AND I AM A MOTHER OF TWO TEENAGERS WHO

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ATTEND THE LOCAL PUBLIC HIGH SCHOOL IN ALBANY. LEGISLATIVE ADVOCACY AS MENTION SIDE A CORE PART OF THE WORK WE DO AND REALLY THE CORE WORK THEY HAVE DONE WHILE AT MTC AND ONES OF THE MAIN DRIVERS OF OUR WORK IS TO HELP COORDINATE THE MANY DIFFERENT TRANSPORTATION AGENCIES IN THE REGION TO SPEAK WITH ONE VOICE. WE'RE NINE COUNTIES, WE'RE 101 CITIES, WE'RE 27 TRANSIT AGENCIES, BUT WHEN WE GO TO SACRAMENTO, WE GO TO WASHINGTON, WE ARE COMPETING AGAINST LA, AND CHICAGO, AND NEW YORK, SO HAVING MTC HELP ORGANIZE OUR MESSAGE WHETHER FOR A TRANSPORTATION AUTHORIZATION BILL OR ANY MATTER OF POLICIES OR PROJECTS IS REALLY AFFECTED WHEN MTC CAN COALESCE THE DIFFERENTLY INTERESTS. AND HOW WE DEVELOP OUR PRIORITIES IS REALLY BUILDING FROM OUR LONG RANGE PLAN. SO PLANNED BAY AREA 2050 IS KIND OF OUR NORTH STAR, WHICH, AS LEG STAFF, YOU KNOW, WE LOOK AT AND SAY, WHAT ARE SOME OF THE KEY CHANGES IN HAD YOU THAT NEED TO BE IMPLEMENTED FOR US TO ACHIEVE THESE AMBITIOUS GOALS, WHICH INCLUDE TRANSPORTATION RELATED BUT ALSO EQUITY, RESILIENCE, AND THE LIKE. AND SO WE DEVELOP OUR ADVOCACY PRIORITIES EACH YEAR. NEXT MONTH WE'LL BE COMING TO YOU WITH OUR DRAFT ADVOCACY PROGRAM. IT TENDS TO BE A FAIRLY LARGE DOCUMENT, BECAUSE WE DO HAVE A PRETTY AMBITIOUS SCOPE OF WORK, AND YOU KNOW, IT'S REALLY -- IT'S AN AMBITIOUS DOCUMENT. WE DON'T ANTICIPATE IMPLEMENTING AND ACHIEVING EVERYTHING THAT WE COULD IN OUR ADVOCACY PROGRAM, BUT IT HELPS US, AS STAFF, GET DIRECTION FROM THE COMMISSION AND FROM ABAG ABOUT, YOU

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KNOW, WHERE SHOULD WE PRIORITIZE OUR ENERGY, AND WHAT POSITIONS SHOULD WE TAKE ON LEGISLATION. AND IN SOME CASES, WHAT POSITIONS SHOULD WE -- OR WHAT PIECES OF LEGISLATION SHOULD WE INITIATE BECAUSE WE DO ACTUALLY INTRODUCE BILLS WHERE WE WILL HAVE THE IDEA AND WE WILL SEEK AN AUTHOR IN SACRAMENTO TO CARRY IT FORWARD. NEXT SLIDE. ON PUBLIC ENGAGEMENT, I THINK MANY OF YOU HAVE SEEN THIS SLIDE BEFORE IT'S REALLY AN IMPRESSIVE ILLUSTRATION OF HOW ROBUST OUR PUBLIC ENGAGEMENT WAS IN PLANNED BAY AREA 2050 AND JUST THE NATURE OF THE WORK THAT THE PUBLIC ENGAGEMENT TEAM DOES. OBVIOUSLY WE SHIFTED CONSIDERABLY TO VIRTUAL EVENTS DURING COVID, BUT STILL HAD MANY POP-UP EVENTS IN PERSON. AND, YEAH, I DON'T THINK THERE IS ANY MPO IN CALIFORNIA, OR PROBABLY IN THE COUNTRY, WHO HAD AS MANY EVENTS ON THEIR LONG RANGE PLAN AT 240,000. NEXT SLIDE. AS I MENTIONED, WE DO HAVE A SOCIAL MEDIA PRESENCE. WE DON'T HAVE A TREMENDOUS AMOUNT OF FOLLOWERS. WE HAVE ABOUT 5,000 TWITTER FOLLOWERS, BUT WE DO USE SOCIAL. WE DO TAKE ADVANTAGE OF PROMOTING MESSAGES WHEN WE WANT TO GET THE WORD OUT. SO WE ARE SAVVY ABOUT THAT, YOU KNOW, WITH NOT VERY MUCH MONEY, WE CAN REALLY PUSH MESSAGES OUT AND GET IT IN FRONT OF FOLKS WHO WE WANT TO SEE RECEIVE THAT MESSAGE. SO, PUBLIC INFORMATION CERTAINLY TAKES ADVANTAGE OF SOCIAL MEDIA THESE DAYS. WE HAVE A BLOG, THE BAY LINK, YOU CAN FIND IT ON OUR WEB SITE, AND THIS'S UPDATED PRETTY REGULARLY ABOUT POLICIES WE HAVE ADOPTED, FOR EXAMPLE, WE DID

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A BRIEF ITEM ON THE TRANSIT ORIENTED COMMUNITIES POLICY THAT THE COMMISSION ADOPTED LAST MONTH, AND YOU KNOW, YOU WILL FIND LOTS OF INTERESTING ITEMS ON THAT BLOG. AND WE ALSO HAVE A NUMBER OF OTHER NEWS LETTERS AND THE LIKE ON OUR WEB SITE. NEXT SLIDE. SO, THAT'S REALLY IT. AS I SAID, I CAN SAVE YOU SOME TIME FOR YOUR NEXT SUBSTANTIVE ITEM ON REAP 2.0, BUT YOU HAVE MY CONTACT INFORMATION HERE. I'M HAPPY TO PROVIDE THIS OVERVIEW, IS I'LL BE BACK WITH MY COLLEAGUE GEORGIA NEXT MONTH TO PRESENT OUR DRAFT ADVOCACY PROGRAM. HAPPY TO ANSWER ANY QUESTIONS.

**RANDI KINMAN, CHAIR:** THANK YOU. DOES ANYBODY HAVE ANY QUESTIONS FOR REBECCA ABOUT HOW HER SECTION WORKS? I FEEL LIKE WE HAVE SEEN HER QUITE A BIT. GERRY THEN HOWARD.

**GERRY GLASER:** JUST A QUESTION. CAN THE TASK FORCE TAKE ADVANTAGE OF YOUR SERVICES TO SOLICIT INPUT FROM THE PUBLIC?

**REBECCA LONG:** I'M SORRY. THE FORCES, ARE YOU REFERRING TO THE SUBCOMMITTEES OF THE POLICY ADVISORY COUNCIL?

**GERRY GLASER:** RIGHT.

**REBECCA LONG:** CASE BY CASE BASIS IF YOU HAVE INFORMATION RELEVANT TO THE WORK WE'RE DOING, LET'S DO IT ON A CASE BY

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CASE BASIS. GIVEN WORKLOAD CONSTRAINTS IS WHERE I'M COMING FROM.

**RANDI KINMAN, CHAIR:** THANK YOU. HOWARD.

**HOWARD WONG:** IT'S VERY IMPORTANT TO ORGANIZE REGIONAL CITIES, COUNTIES, AND AGENCIES TO SPEAK IN A UNIFIED WAY. ARE THERE GROUPS THAT ACTUALLY TRY TO CREATE A BETTER OUTCOMES AT THE FEDERAL LEVEL, PARTICULARLY, IN CREATING BETTER GROUND RULES OR THAT AVOID THE POLITICAL YOU KNOW, PORK BARRELLING AND SHENANIGANS AND BAD PROJECTS AND POORLY, YOU KNOW, ALLOCATED FUNDING. IS THERE ANY WAY TO -- WE CAN WORK TOGETHER TO CREATE THOSE BETTER PARAMETERS?

**REBECCA LONG:** THANK YOU. THROUGH THE CHAIR? WOULD YOU LIKE ME TO --

**RANDI KINMAN, CHAIR:** GO AHEAD.

**REBECCA LONG:** THERE ARE MANY DIFFERENT ORGANIZATIONS AT THE FEDERAL LEVEL, NATIONALLY, THAT DO TRY TO INFLUENCE NATIONAL TRANSPORTATION POLICY. YOU KNOW, ONE THAT COMES TO MIND IS TRANSPORTATION FOR AMERICA. THEY'RE A LITTLE BIT MORE KIND OF GRASSROOTS THAN OTHER ASSOCIATIONS, LIKE THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION. BUT, YOU KNOW, I WOULD LIKE TO

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THINK THAT MTC'S ADVOCACY IS TRYING TO IMPROVE THE OVERALL POLICY AT THE NATIONAL LEVEL. WE, WHENEVER THERE IS A PERIOD OF TIME WHEN THERE IS A -- WHAT WE CALL A REAUTHORIZATION OF THE SURFACE TRANSPORTATION ACT WHICH IS TYPICALLY ABOUT A FIVE YEAR CYCLE. WE ADVOCATE FOR SPECIFIC CHANGES IN THE FUNDING PROGRAMS. YOU KNOW, CONGRESS HAS MOVED QUITE A BIT AWAY FROM EARMARKING. IT'S KIND OF COMING BACK. MEMBER DESIGNATED PROJECTS. THERE IS A LOT MORE TRANSPARENCY WITH RESPECT TO THAT THAN THERE USED TO BE. BUT YES THERE ARE CERTAINLY LOTS OF WAYS YOU CAN GET ENGAGED.

**RANDI KINMAN, CHAIR:** THANK YOU. CARINA, AND THEN ADINA?

**SPEAKER:** HI REBECCA, THANK YOU VERY MUCH FOR YOUR PRESENTATION. I WAS WONDERING, EARLIER IN THE DISCUSSION, LOTS OF PEOPLE, INCLUDING THE PRESENTER SHARED TESTIMONY ABOUT PEOPLE WANTING TO SEE MORE TRANSIT INVESTMENT AS ALTERNATIVE TO TOLLING AND SEEING THAT WANTING MORE INVESTMENT IN MAKING CONNECTIONS STRONGER AND SAFETY BETTER ON TRANSIT LINES, LIKE, IS THAT AN AREA THAT, AS A LEGISLATIVE ADVOCATE, OR A LEGISLATIVE AFFAIRS DIRECTOR THAT YOU WOULD, YOU KNOW, BE ABLE TO GIVE INSIGHT ON, LIKE, WHAT'S THE APPETITE FOR INCREASING TRANSIT FUNDS? OR, LIKE, ARE THERE GOING TO BE, YOU KNOW, ON THE HORIZON, HOW MIGHT FEDERAL DOLLARS TOWARDS TRANSIT BE INCREASED OR IMPROVED. AND, YOU KNOW, WHAT ARE CREATIVE WAYS

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TO KEEP THAT AT THE FOREFRONT? I KNOW THAT THAT'S ALWAYS GOING TO BE CHALLENGING. TRANSIT DOESN'T -- TRANSIT IS EXPENSIVE. THE FARE BOX RECOVERY IS SLOW, BUT IT SEEMS PEOPLE EVERYWHERE ARE EXPECTING THIS TIME ARE TALKING ABOUT INCREASING INVESTMENT IN TRANSIT. WHERE DO YOU SEE FUTURE FEDERAL TRANSIT DOLLARS AND HOW CAN THAT -- HOW CAN OUR COUNCIL BE BETTER INFORMED TO TAKE A POSITION OR ADVOCATE AT THE STATE LEVEL?

**REBECCA LONG:** THANK YOU FOR THAT QUESTION, CARINA, THERE IS A LOT THERE. YOU MENTIONED STATE AND FEDERAL. SO I'LL KIND OF HIT ON BOTH. SO, THIS IS PROBABLY OUR GREATEST CONCERN RIGHT NOW IS, REALLY STABILIZING TRANSIT AGENCIES IN TERMS OF THEIR CURRENT OPERATING BUDGETS. I THINK MANY OF US WOULD LIKE TO SEE EVEN ENHANCED SERVICE BUT LOOKING AT THE FISCAL CLIFF WITH COVID, IN LARGE PART NOT ENTIRELY BUT A LOT OF AGENCIES ARE GOING TO BE FACING MULTI-MILLION DOLLARS DEFICITS IN THE NEXT FEW YEARS WE ANTICIPATING THAT BEING PART OF OUR ADVOCACY PROGRAM FOR SACRAMENTO, SEEKING SOME ADDITIONAL STATE FUNDING TO STABILIZE AND ENSURING THAT AGENCIES DON'T HAVE TO MAKE DEEP CUTS TO THEIR SERVICE AND THEIR WORKFORCE. SO WE'RE GOING TO BE WORKING ACROSS THE STATE TO DEVELOP COALITIONS AROUND THAT, AND IDENTIFY THE FUNDING SOURCES. BUT IT'S TOP PRIORITY. AND I THINK THAT, YOU KNOW, CALIFORNIA'S OVERARCHING POLICIES AROUND TRANSPORTATION HAVE REALLY SHIFTED IN THE LAST 5 TO 10 YEARS WHERE TRANSIT IS A CORE PART OF THE CALIFORNIA

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DEPARTMENT OF TRANSPORTATION'S OVERALL MISSION. IT'S A CORE PART OF THE STATE'S CLIMATE STRATEGY. SO THERE IS A STRONG FOUNDATION IT MAKE A CASE THAT CALIFORNIA -- THE STATE NEEDS TO STEP IN AND MAKE SURE THAT TRANSIT AGENCIES DON'T HAVE TO SLASH SERVICE. SO THAT'S KIND OF THE STATE PICTURE. AT THE FEDERAL LEVEL, I MENTIONED TRANSPORTATION FOR AMERICA. THEY HAVE BEEN A STRONG CHAMPION FOR CHANGING THE RATIO OF HIGHWAY EXPENDITURES OR I SHOULD SAY TRANSPORTATION EXPENDITURES TO MAKE THEM LESS HIGHWAY FOCUSED. SO THERE IS A, SORT OF, 80% OF FEDERAL MONEY IS GOING TO HIGHWAY AND 20% GOES TOWARDS TRANSIT THEY HAVE A STRONG PROPONENT OF UPDATING THAT, AND THE NEXT SURFACE TRANSPORTATION AUTHORIZATION IS PROVIDING SOME ADDITIONAL FEDERAL OPERATING ASSISTANCE FOR TRANSIT NOT JUST A BAY AREA ISSUE, IT'S NOT JUST A CALIFORNIA ISSUE, I THINK TRANSIT AGENCIES NATION-WIDE ARE GOING TO BE NEEDING MORE OPERATING FUNDING AND TRADITIONALLY THE FEDERAL GOVERNMENT DOES NOT PROVIDE THAT FOR LARGE TRANSIT AGENCIES ONLY FOR SMALLER ONES. THAT'S DEFINITELY SOMETHING I THINK WE'LL BE LOOKING AT OVER THE NEXT FEW YEARS AT THE FEDERAL LEVEL AS WELL. AND LASTLY, WE'RE TALKING ABOUT A REGION FALL FUNDING MEASURE FOR THE BAY AREA. WE'RE STARTING TO ENGAGE WITH STAKEHOLDERS ON THAT. WE HAVE COME TO THIS BODY TO TALK ABOUT IT, AND WE REALLY SEE 2023 WHERE WE WANT TO START SHAPING WHAT A NEW ENABLING LEGISLATION WOULD LOOK LIKE TO PUT SOMETHING ON THE BALLOT. CLEARLY TRANSIT WILL HAVE A BIG PIECE OF THAT. SO

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THAT'S ONE OTHER FUNDING SOURCE THAT WOULD BE COMING DIRECTLY FROM BAY AREA VOTERS.

**RANDI KINMAN, CHAIR:** THANK YOU. ADINA?

**ADINA LEVIN:** UH-HUH, YEAH. SO, I THINK THAT WAS REALLY INTERESTING TO HEAR ABOUT THE POTENTIAL CONTINUING WORK ON THE FEDERAL POTENTIAL CHANGE. THE QUESTION I HAD WAS MORE ON THE STATE AND THE REGIONAL. THERE HAS BEEN SOME PRETTY WEIGHTY INFORMATION PRESENTED TO PROGRAMMING AND ALLOCATIONS THIS MORNING AND THEN BEING PRESENTED TO THE BART BOARD TOMORROW MORNING WHERE MTC IS ASKING ALL THE AGENCIES TO DO THEIR FINANCIAL SCENARIOS. AND BART'S ANALYSIS CONCLUDED THAT IN ORDER TO SAVE 20 TO 40% OF THEIR BUDGET, THEY WOULD HAVE TO CUT SERVICE BY 60 TO 80%, WHICH WOULD DEPRESS RIDERSHIP EVEN MORE AND FORCE THEM TO CUT SERVICE EVEN MORE, AND WE WOULD BASICALLY -- THAT IS A DIRECTION TOWARD A NON-VIABLE PUBLIC TRANSPORTATION SYSTEM. SO PEOPLE WHO ARE FOLLOWING THESE MEETINGS CLOSELY ARE QUITE AWARE OF THE VERY DIFFICULT AND DIRE SCENARIO THAT IS BEING POSED BY THE SLOW GROWTH OF TRANSIT RIDERSHIP FROM COVID, BUT THAT'S PROBABLY NOT SOMETHING THAT IF YOU TALK TO SOMEBODY ON THE STREET OR SOME RANDOM LEGISLATOR IN SACRAMENTO, THAT THEY KNOW. SO I'M WONDERING WHAT THE -- IF THERE IS THE BEGINNING OF THE THINKING OF A PUBLICITY STRATEGY TO SHARE MUCH MORE BROADLY

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BOTH WHAT THE RISKS ARE AND WHAT THE NEEDS ARE IN TERMS OF CLIMATE AND EQUITY TO HAVE THAT BE MORE BROADLY UNDERSTOOD. AND I HAVE ONE MORE COMMENT BUT I WANT TO ASK THAT QUESTION FIRST.

**RANDI KINMAN, CHAIR:** GO AHEAD REBECCA.

**REBECCA LONG:** ADINA, THANK YOU FOR POINTING THAT OUT. I THINK THAT AS WE CONTINUE TO HAVE THESE CONVERSATIONS WITH THE OPERATORS, ABOUT THEIR SHORT RANGE TRANSIT PLANS, PART OF THEIR BENEFIT OF THAT APPROACH AND THE TIMELINE FOR THAT IS GOING TO BE HELPING US ARTICULATE THE NEED, ARTICULATE OPTIONS TO SACRAMENTO, AND CERTAINLY HAVING A PUBLIC INFORMATION ASPECT TO THAT WORK IS GOING TO BE KEY. SO, WE WILL BE DOING THAT.

**ADINA LEVIN:** OKAY. THANKS. AND I JUST WANTED TO PICK UP ON A THREAD FROM CARINA'S COMMENT. BECAUSE IT JUST AS A PASSING, THAT FARE BOX RECOVERY IS LOW. SO COMPARE THAT TO THE PREVIOUS DISCUSSION WHERE WE HAVE AN EXPECTATION THAT HIGHWAYS WILL BE FREEWAY, BUT WE HAVE THIS EXPECTATION THAT PUBLIC TRANSIT PEOPLE WILL PAY FOR -- PAY FOR PUBLIC TRANSPORTATION, OUT OF POCKET, AND WE JUST HAVE THESE DIFFERENT MENTAL BUCKETS IN OUR HEAD THAT WORK DIFFERENTLY, AND THE THING IS WHY WE HAVE THE

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EXPECTATION THAT IT WILL WORK ONE WAY OVER HERE AND ANOTHER WAY OVER THERE.

**RANDI KINMAN, CHAIR:** THANK YOU. ANY PUBLIC COMMENT ON THIS ITEM.

**CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND WRITTEN CORRESPOND WAS RECEIVED FROM FRANK WELTE. IT WAS POSTED ONLINE AND DISTRIBUTED TO ALL COUNCIL MEMBERS AND STAFF.

**RANDI KINMAN, CHAIR:** THANK YOU. WALTER AND THEN WE'LL WRAP IT UP.

**WALTER WILSON:** ONE SECOND. I'M SORRY. THANK YOU REBECCA. I'M CURIOUS ABOUT THE FUNDING FROM THE FEDERAL GOVERNMENT BECAUSE THERE ARE SO MANY TRANSPORTATION AGENCIES, YOU HAVE THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, FTA. WHICH ADMINISTRATION, OR WHICH AGENCY IS GOING TO BE ENGAGED OR INVOLVED WITH BRINGING IN THESE NEW FUNDS THAT YOU WERE JUST TALKING ABOUT?

**REBECCA LONG:** THANK YOU FOR THAT. WELL, I LIKE THAT YOU'RE TURNING IT INTO SOMETHING THAT WILL BE HAPPENING, WHEN I JUST SAID IT WOULD BE GREAT FOR US TO ADVOCATE FOR. IT'S NOT --

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THERE IS NO PLAN, AS OF YET, FOR ADDITIONAL FEDERAL FUNDING FOR OPERATING. I THINK IT WOULD NATURALLY BE COMING FROM THE FEDERAL TRANSIT ADMINISTRATION, BECAUSE THEY'RE THE ONES THAT ADMINISTER FEDERAL TRANSIT FUNDING. SO, IF WE WERE GOING TO ADVOCATE FOR THAT, THAT WOULD BE THE AGENCY THAT WOULD BE DISTRIBUTING IT, SIMILAR TO A LOT OF THE FEDERAL TRANSIT FORMULA FUNDS THAT DO COME TO MTC NOW, BUT FOR CAPITAL.

**WALTER WILSON:** FTA IS GREAT. THAT'S WHERE NURIA FERNANDEZ IS, FORMER CEO OF VALLEY TRANSPORTATION.

**RANDI KINMAN, CHAIR:** THANK YOU. THAT WILL WRAP UP THIS SECTION. THANK YOU VERY MUCH REBECCA.

**REBECCA LONG:** THANK YOU.

**RANDI KINMAN, CHAIR:** AND WE'LL MOVE INTO ITEM TEN, THE REGIONAL EARLY ACTION PLANNING GRANT REAP TWO PROGRAM. AND MALLORY ATKINSON. MALLORY, WELCOME.

**MALLORY ATKINSON:** GOOD AFTERNOON COUNCIL MEMBERS. MALLORY ATKINSON HERE. CAN WE GET THE PRESENTATION SLIDES BROUGHT UP, PLEASE? OKAY GREAT. SO, HI EVERYONE. I'M HERE TODAY PRESENTING AN OVERVIEW ON THE PROPOSED FRAMEWORK FOR THE REGIONAL EARLY ACTION PLANNING GRANT, REAP, AND IT'S THE SECOND CYCLE. SO

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IT'S THE REAP TWO PROGRAM. THIS ITEM WAS SHARED WITH THE EQUITY AND ACCESS SUBCOMMITTEE LAST MONTH BY MY COLLEAGUE DANIEL SAVER AND WAS SUMMARIZED BRIEFLY BY COUNCILMEMBER MARKHAM. THIS WILL BE A REPEAT FOR SOME OF YOU, PROVIDE BE INFORMATION AND OVERVIEW. NEXT SLIDE. WHAT IS THE REGIONAL EARLY ACTION PLANNING GRANT PROGRAM TODAY I'M TALKING ABOUT THE FRAMEWORK BUT FOR BACKGROUND THIS IS A STRAIGHT PROGRAM TO INVEST 600 MILLION STATEWIDE TO IMPLEMENT SUSTAINABLE COMMUNITY STRATEGIES IN THE BAY AREA, PLANNED BAY AREA 2050 PROJECT TO RECEIVE OVER 100 MILLION TO EXPAND CLIMATE, EQUITY AND HOUSING. THIS IS FORMULA FUNDS PROVIDED TO MTC BUT WE STILL HAVE TO APPLY FOR THEM SUBMITTED TO THE STATE DEADLINE FOR SUBMITTING APPLICATION IS DECEMBER THIS YEAR AND IMPORTANT DEADLINE IS WE MUST EXTEND FUNDS BY JUNE OF 2026 IT'S A QUICK TURN AROUND ON THIS FUND SOURCE. NEXT SLIDE PLEASE. AS THE NAME SUGGESTS THIS IS THE SECOND ROUND OF REAP FUNDING IN THE FIRST ROUND FUNDS WERE PROVIDED THROUGH COUNCIL GOVERNMENTS THROUGHOUT THE STATE BY ABAG PROVIDED SPECIFICALLY FOR PLANNING ACTIVITIES THAT WERE NEEDED TO IMPLEMENT OUR SUSTAINABLE COMMUNITY STRATEGIES. IN THE LAST ROUND ABAG RECEIVED 24 MILLION TO SUPPORT LOCAL JURISDICTIONS IN PRIMARILY IN DEVELOPING AND UPDATE THEIR HOUSING ELEMENTS, IN THE REGIONAL HOUSING PROCESS OR RHNA PROCESS. THE SECOND ROUND OF FUNDING INCLUDES TWO IMPORTANT CHANGES IN ADDITION TO THE SIZE OF THE PROGRAM CHANGING FROM 24 MILLION FOR THE REGION TO

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100 MILLION A COUPLE OF IMPORTANT CHANGES ARE THE FUNDS WILL GO TO METROPOLITAN PLANNING ORGANIZATIONS OR MTC, AND THE STATE SIGNIFICANTLY EXPANDED THE TYPES OF PROJECTS THAT ARE ELIGIBLE FOR FUNDING SO WE ARE STILL ALLOWED TO USE THESE FUNDS FOR PLANNING ACTIVITIES AND WE PROPOSE TO DID THAT BUT THE FUN ARE ALSO ELIGIBLE NOW FOR DIRECT INVESTMENTS AND HOUSING AND ALSO CAPITAL TRANSPORTATION PROJECTS TO REDUCE VMT SO IT'S QUITE EXPANDED FOR THE NEXT ROUND. NEXT SLIDE PLEASE. SO, ALL OF THE PROGRAM USES FOR THESE FUNDS MUST HAVE A CLEAR RELATIONSHIP TO THREE OBJECTIVES THAT ARE SET BY STATE STATUTE AND THESE ARE TO ACCELERATE INPUT IT IN A WAY THAT INCREASES SUPPLY CHOICE FOR AFFORDABILITY, AND FURTHER HOUSING AND REDUCE VEHICLE MILES TRAVELED. IN ADDITION TO THE OBJECTIVES THERE ARE OTHER FUND SOURCE THAT WE ARE CONSIDERING DEVELOPING PROPOSAL FOR FUND BEST PUT TO USE FOR THE REGION FOR THE STATUTORY OBJECTIVES WE WANT TO HAVE A CLEAR CONNECTION FOR PLANNED BAY AREA 2050, GOALS FOR AFFORDABILITY, CLIMATE, AND EQUITY. AND WITH THE PROGRAM'S SHORT EXPENDITURE DEADLINES THE ACCELERATED DEADLINES FOR THE PROGRAMS THE PROJECTS MUST BE READY TO GO AND ABLE TO DELIVER ON A SHORT TIMELINE. ALSO GIVEN IN SAY ONE TIME FUNDING OPPORTUNITY FOR MTC AND THE REGION WE WANT TO MAKE SURE WE'RE LIMITING THE ADMINISTRATIVE BURDEN ON OUR AGENCY AND LOCAL SPONSORS AS MUCH AS POSSIBLE DOING THAT BY PRIMARILY FOCUSING ON FEWER AND LARGER PROJECTS IF WE CAN, AND BECAUSE THIS IS A ONE TIME FUND SOURCE REALLY

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COORDINATE THE USE OF THESE FUNDS WITH OTHER COMPLEMENTARY FUND PROGRAMS THAT WE HAVE AVAILABLE AT THIS TIME. SO THAT GOES INTO THE NEXT SLIDE ON COORDINATING THIS WITH OTHER FUNDS. SO AS SHOWN ON THIS SLIDE IS THE REAP PROGRAM IN THE CHART. UP NEXT TO SEVERAL OTHER RELATED FUN PROGRAMS THAT ARE NEAR-TERM FUNDING OPPORTUNITIES THAT CAN HELP IMPLEMENT AND DELIVER ON KEY REGIONAL STRATEGIES ON PLANNED BAY AREA 2050 YOU CAN SEE HOW THE FUN WITHIN THE REAP PROGRAM ARE PUT TO USE AND REALLY EXPAND WHAT WE'RE ABLE TO DO IN THESE AREAS OF PLANNING AND GROWTH FRAMEWORK, CLIMATE, COMPLETE STREETS AND COMMUNITY CHOICE AND SYSTEM PERFORMANCE. SO, COORDINATE OTHER THIS ONE FUND PROGRAM WITH THESE OTHERS, IN A COMPREHENSIVE FUNDING APPROACH, PROVIDES US WITH 630 MILLION TO SPREAD BETWEEN THESE OBJECTIVES AND ALLOWS US TO MORE EFFECTIVELY MATCH PROJECTS AND PROGRAMS WITH THE MOST APPROPRIATE FUND SOURCE. AS AN EXAMPLE HERE, FOR THE REAP PROGRAM, WE'RE PROPOSING TO FOCUS THE FUNDS IN THREE AREAS THAT ALIGN WITH THE STATUTORY OBJECTIVES OF THE FUNDS, GROWTH FRAMEWORK IMPLEMENTATION, TRANSIT, TRANSFORMATION ACTION PLAN AND THE COMMUNITY CHOICE PROGRAM. NEXT SLIDE PLEASE. SO THAT WAS OF THE BACKGROUND OF HOW THE REAP PROGRAM ITSELF, HOW WE'RE PROPOSING TO COORDINATE IT WITH OTHER FUND SOURCES BUT NOW LOOKING AT EXACTLY WHAT WE'RE PROPOSING TO DO WITH THIS 100 MILLION. SHOWING HOW THE 103 MILLION WOULD BE USED AMONG THE USES AND AS WELL WITH PROGRAM ADMINISTRATION AND STAFF COST.

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NOT ONLY ARE THE THREE FOCUS AREAS IN LINE WITH THE STATE OBJECTIVES FROM THE PROGRAM BUT ALSO REINFORCED IN PRIORITIES THAT WE HEARD FROM THE PLANNED BAY AREA RESIDENTS THROUGHOUT THE PLANNED BAY AREA 2050 PROCESS AND WE CONSISTENTLY HEARD NEED FOR ELEVATED ADDRESSING HOUSING AFFORDABILITY, MODERNIZING OR IMPROVING TRANSIT SERVICE AND REDUCING GREENHOUSE GAS EMISSIONS AND IMPROVING BIKING AND WALKING INFRASTRUCTURE, DRIVEN BY A COMBINATION OF STATE REQUIREMENTS FOR FUNDS BUT ALSO WHAT WE HEARD FROM THE PUBLIC FOR PLANNED BAY AREA 2050. GOING INTO PROPOSED USES FOR THESE FUNDS AND THE LARGEST SHARE WITH 58 MILLION IS PROPOSED TO SUPPORT OUR REGIONAL GROWTH FRAMEWORK IMPLEMENTATION, AND THREE COMPONENTS INCLUDING HOUSING PRESERVATION PILOT CONTINUING REGIONAL HOUSING TECHNICAL ASSISTANCE PROGRAM WHICH WE STARTED WITH THE FIRST REAP CYCLE AND A PRIORITY SITES PILOT AND STAFF HAS BEEN DEVELOPING EACH OF THESE PROPOSALS IN CLOSE COORDINATION WITH AGENCIES STAKEHOLDERS IN THE HOUSING SECTOR AS WELL AS THE HOUSING COMMITTEE AND THE JOINT BAY AREA HOUSING FINANCE AUTHORITY OVERSIGHT COMMITTEE AND STAFF HAS PRESENTED ON EACH PROPOSAL WITH ADDITIONAL DETAILS IN THE SEPTEMBER MEETINGS IF YOU WOULD LIKE TO SEE MORE DETAILS ON THESE PROPOSALS WE CAN SHARE A LINK TO MEETINGS LAST MONTH. ON THIS SLIDE IT ILLUSTRATES PROPOSED COMPONENTS WITHIN THE BUCKETS, ALIGNED WITH THE THREE PS OF HOUSING PRESERVATION PRODUCTION PROTECTION ALSO TO HIGHLIGHT AT THE EQUITY AND ACCESS

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SUBCOMMITTEE MEETING, HIGHLIGHTING HOW THIS PORTION OF THE PROPOSAL SUPPORTS ACCESSIBLE HOUSING. WE HAVE PROVIDED SOME ADDITIONAL INFORMATION IN THE MEMO ON THIS AS WELL AS A WRITTEN EXPERIENCE TO COMMISSIONER WELTE'S QUESTION RIGHT BEFORE THE MEETING, AND HIGHLIGHTING THAT WAS A GOOD DISCUSSION AND ENSURING THAT ALL OF THE BUILDINGS PARTICULARLY IN THE PRIORITIES PILOT WILL INCLUDE ACCESSIBILITY FEATURES AT A RATE THAT SIGNIFICANTLY EXCEEDS WHAT'S REQUIRED FOR PRIVATELY FUNDED DEVELOPMENTS. NEXT SLIDE IS THE TRANSIT TRANSFORM EDUCATION ACTION PLAN IMPLEMENTATION MANY NEAR-TERM ACTIONS THAT RESULTED FROM THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE AND THE ACTION PLAN PROCESS WELL ALIGNED WITH THE STATE'S INTENTIONS FOR THE FUNDING PROGRAM IN PARTICULAR COORDINATION WITH TRANSIT FARE SYSTEMS AND POLICIES TO INFORM TRANSIT WAYFINDING SYSTEM CALLED OUT SPECIFICALLY IN THE STATE STATUTE AND IN THE PROGRAM'S GUIDELINES AS EXAMPLES OF HOW THAT I WANT REGIONS LIKE OURS TO USE THESE FUNDS TO REDUCE PER CAPITA VMT. STAFF IS PROPOSING TO DIRECT A SIGNIFICANT SHARE OF THESE FUNDS TO AUGMENT THE EXISTING FUNDING WE HAVE TO IMPLEMENT THE NEAR-TERM ACCELERATED ACTIONS FROM THE TRANSIT TRANSFORMATION ACTION PLAN AND WE'RE CONTINUING TO PORTION PROPOSALS COMING IN THAT MATCH UP WITH THE PARTICULAR FUNDS TO THE TRANSIT ACTION PLAN INITIATIVES AND WITHIN THE PROGRAM TIMELINE. AS A REMINDER STAFF IS CONTINUING TO PROVIDE UPDATES ON THE ACCELERATED ACTIONS THROUGH THE T TAPS OR THE TRANSIT

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TRANSFORMATION ACTION PLAN COMMITTEE THAT WOULD BE A WAY TO CONTINUE TO HEAR UPDATES ON THIS PORTION OF THE PROPOSAL. NEXT SLIDE. THIS IS THE THIRD PROPOSED USE COMMUNITY CHOICE IMPLEMENTATION. THE COMMUNITY CHOICE INITIATIVE TENDS TO DEVELOP AND FUND TRANSPORTATION PROJECTS AND PROGRAMS THAT HAVE BEEN PRIORITIZED BY RESIDENTS OF EQUITY PRIORITY COMMUNITIES IS PAIRED WITH THE INCREASED INVESTMENTS IN COMMUNITY CHOICE PROGRAMS PROPOSED IN OBAG THREE. STAFF IS PROPOSING TO DIRECT A SIGNIFICANT PORTION OF THE REAP PROGRAM TO IMPLEMENTING HIGH PRIORITY LOW COST PROJECTS FROM PARTICIPATORY BUDGETING PROCESSES AND COMPLETED COMMUNITY-BASED TRANSPORTATION PLANS AND ALSO TO PROVIDE A TECHNICAL ASSISTANCE IN SUPPORT TO COMMUNITIES TO FURTHER DEVELOP THIS PROJECT IDEAS. AND, ALSO, STAFF WILL BE PRESENTING MORE INFORMATIONS ON THE SPECIFICS OF THIS PROPOSAL IN THE EQUITY AND ACCESS SUBCOMMITTEE MEETING LATER THIS MONTH, NEXT WEEK. SO THEN THE NEXT SLIDE, PLEASE. I THINK THAT'S THE FINAL SLIDE. SO, THE REAP PROGRAM WAS FIRST INTRODUCED TO THE MTC'S COMMISSION BACK IN JANUARY. BUT WE HAVE BEEN BRINGING THE OUTREACH INTO FULL SWING THIS SUMMER AND FALL. WE ARE PROPOSING -- OR WE'LL BE SEEKING COMMISSION APPROVAL THE FUNDING PROPOSAL NEXT MONTH AT THE COMMISSION AND AS A REMINDER WE NEED TO SUBMIT THE APPLICATION FOR HOW WE WILL USE THE FUNDS TO THE STATE END OF THIS YEAR IN DECEMBER. AND LESLIE LARA-ENRIQUEZ WHO YOU HEARD FROM EARLIER TODAY IS IN

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THE PROCESS OF DEVELOPING A FORWARD LOOKING OUTREACH STRATEGY TAILORED TO HOW EACH OF THESE PROPOSED USES THESE FOCUS AREAS HOW WE CAN GET MEANINGFUL INPUT AND ENGAGEMENT AS WE FURTHER REFINE AS PROJECTS ARE IMPLEMENTED. NEXT SLIDE HAS MY CONTACT INFORMATION AS WELL AS CONTACT INFORMATION FOR MY COLLEAGUE DANIEL SAVER WHO HAS BEEN WORKING ON THE HOUSING PORTION OF THIS PROPOSAL. WITH THAT I'M HAPPY TO ANSWER QUESTIONS YOU MIGHT HAVE.

**RANDI KINMAN, CHAIR:** THANK YOU. I SEE HANDS GOING UP. WALTER THEN ANNE OLIVIA.

**WALTER WILSON:** HI MALLORY. GREAT PRESENTATION. THANK YOU. I HAVE A QUESTION ABOUT WHAT DOES IT MEAN WHEN YOU SAY PROJECTS HAVE TO BE READY TO GO IN TERMS OF THE HOUSING AND BEING ABLE TO GET DIRECT SUPPORT? WOULD THAT BE YOU ALREADY OWN THE LAND, YOU ARE IN THE PREDEVELOPMENT PHASE? HOW DO YOU QUALIFY THAT?

**MALLORY ATKINSON:** I'M MUCH FAMILIAR WITH WHAT IT MEANS TO BE READY ON THE TRANSIT AND TRANSPORTATION CAPITAL SIDE BUT I'LL ASK KATE IF SHE CAN CHIME IN ON WHAT THAT MEANS ON THE HOUSING DEVELOPMENT SIDE. KATE.

**KATE HARTLEY:** KATE HARTLEY. I AM A WHITE WOMAN, OLDER VINTAGE WITH BROWN GRAYISH HAIR GLASSES AND A WHITE BLOUSE.

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PRESERVATION CONTRACTS MEANS CONTROL SO YOU GOT PURCHASE AND SALE AGREEMENT FOR AN OPTION OR LONG-TERM LEASE AND YOU HAVE A CLEAR PATH TO CLOSING WE BELIEVE THAT THOSE TRANSACTIONS WILL HAPPEN QUITE QUICKLY AND THE PRIORITY SITES CONTEXT WE LIKE TO SEE THAT THERE IS COMMUNITY SUPPORT. THERE IS A CLEAR PATH IF NOT ALREADY ESTABLISHED ENTITLEMENTS THAT THERE IS A CLEAR PATH TO FINANCING AND FINANCIAL FEASIBLE. SO, IDEALLY, THE PRIORITY SITES DEVELOPERS WILL HAVE ALREADY COMMENCED THE ENTITLEMENT PROCESS, HAVE CLEAR PUBLIC SUPPORT AND PUBLIC SECTOR SUPPORT, AND HAVE AT LEAST PART OF THEIR FINANCING WRAPPED UP.

**WALTER WILSON:** SO WITH THAT BEING SAID, AND ALL OF THOSE REQUIREMENTS BEING MET, PREREQUISITES, WHO WOULD WE CONTACT. BECAUSE I'M A PROJECT MANAGER IN DEVELOPMENT THAT MEETS THOSE CRITERIA RIGHT NOW IN SANTA CLARA COUNTY, AFRICAN AMERICAN PROJECT DEVELOPMENT HOUSING, RETAIL.

**SPEAKER:** PLEASE MESSAGE ME, AND DANIEL SAVER'S CONTACT INFORMATION WAS PROVIDED IN THE DECK AND HE WOULD BE A GOOD PERSON TO CONTACT AS WELL.

**WALTER WILSON:** THANK YOU. I'LL BE TALKING TO YOU SOON.

**RANDI KINMAN, CHAIR:** THANK YOU. ANNE OLIVIA AND FRANK.

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**ANNE OLIVIA ELDRED:** LOOKING FOR CLARIFICATION YOU SAID THE THIRD PROGRAM WAS A COMMUNITY CHOICE PROGRAM. CAN YOU -- WHAT DO YOU MEAN BY THAT TERM? AND CAN YOU LET ME KNOW WHO THE PARTNERS ARE?

**MALLORY ATKINSON:** COMMUNITY CHOICE PROGRAM OR THE COMMUNITY CHOICE INITIATIVE IS THE REFRESHED OR THE REVAMPED LIFELINE TRANSPORTATION PROGRAM. AND YOU WILL BE GETTING MORE DETAILS PRESENTED TO THE EQUITY AND ACCESS SUBCOMMITTEE NEXT WEEK, AND I IMAGINE IT WOULD BE COMING BACK TO THE FULL COUNCIL BUT ESSENTIALLY WHAT THAT IS, IS IT FUNDS PROJECTS THAT HAVE BEEN IDENTIFIED BY COMMUNITY MEMBERS AND EQUITY PRIORITY COMMUNITIES AS TRANSPORTATION PRIORITIES AND IT EITHER FUND THE PLANNING EFFORTS THAT ARE NEEDED IN THOSE COMMUNITIES, OR IT HELPS FUND THE PROJECTS THAT HAVE BEEN IDENTIFIED AS PRIORITIES THERE, IS ALSO A PROPOSAL THAT INCLUDES TECHNICAL ASSISTANCE FOR COMMUNITY CAPACITY BUILDING AND PROVIDING TECHNICAL SUPPORT TO GET PROJECTS READY FOR COMPETING FOR FEDERAL GRANTS, STATE GRANTS, THINGS LIKE THAT. THAT'S JUST WHAT I CAN SHARE OFFER THE TOP OF MY HEAD, BUT THERE IS A LOT MORE INFORMATION THAT'S COMING VERY SOON ON THIS PROGRAM.

**ANNE OLIVIA ELDRED:** THANK YOU SO MUCH. IT'S THE SAME TERM USED FOR THE COMMUNITY CHOICE AGGREGATORS PROGRAM, THE ELECTRICITY

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PROVIDERS IN OUR AREA THAT ARE FUNDING QUITE A FEW INITIATIVES AROUND ELECTRIFICATION OF TRANSPORTATION AND STUFF LIKE THAT. SO, I WAS JUST CURIOUS.

**MALLORY ATKINSON:** YEAH.

**RANDI KINMAN, CHAIR:** THANK YOU. FRANK W, AND THEN ADINA.

**FRANK WELTE:** FIRST OFF, I WANT TO THANK THE PRESENTER FOR GIVING ME SUCH CLEAR ANSWERS TO MY OFFER LINE QUESTIONS ABOUT ISSUES REGARDING THE AVAILABILITY OF ACCESSIBLE HOUSING UNITS IN THE BAY AREA. THAT WAS VERY HELPFUL. AND I GOT THE IMPRESSION FROM YOUR COMMENTS THAT WE DON'T NECESSARILY HAVE THE BEST FIGURES AVAILABLE AS FAR AS THE ACTUAL INVENTORY OF EXISTING ACCESSIBLE HOUSING IF IT'S A BAY AREA, AND I WAS JUST WONDERING DO YOU HAVE ANY THOUGHTS IN TERMS OF WHAT ENTITY WOULD BE IN THE BEST POSITION TO BE ABLE TO GATHER THAT DATA AND WHAT KIND OF FUNDING SOURCES MIGHT BE AVAILABLE TO SUPPORT THAT EFFORT? I THINK, CLEARLY, THE BETTER DATA WE HAVE THE BETTER WE CAN DO PLANNING ON THAT AREA.

**MALLORY ATKINSON:** GREAT. THANK YOU ON THE RESPONSE COMMENTS. I WANT HAVE POINT TO KATE H HARTLEY, HOPEFULLY SHE CAN ANSWER YOUR QUESTIONS ABOUT THE DATA COLLECTION.

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**SPEAKER:** I HATE TO ASSIGN WORK TO OTHER AGENCIES, BUT I THINK THAT THE HOUSING AND COMMUNITY DEVELOPMENT, THE CALIFORNIA HOUSING AND COMMUNITY DEVELOPMENT WOULD BE A GREAT PLACE TO START WITH COLLECTION OF DATA BECAUSE IN THEIR OVERSIGHT OF THE HOUSING ELEMENT PROCESS, THEY DO REQUIRE EVERY CITY IN THE STATE TO COLLECT INFORMATION ON BARRIERS TO PROVIDING THE HOUSING THAT IS NEEDED BY COMMUNITIES. AND HOUSING FOR PEOPLE WITH DISABILITIES IS INCLUDED IN THAT ANALYSIS. SO, THAT'S WHERE I WOULD START. AND THEY DO HAVE A ROBUST AND GROWING AND STRENGTH DATA COLLECTION DEPARTMENT. SO, I THINK HCD IS REALLY A GOOD SOURCE OF INFORMATION.

**RANDI KINMAN, CHAIR:** THANK YOU. ADINA, AND THEN WENDI.

**ADINA LEVIN:** THANKS. SO, GLAD TO SEE THAT THIS FUNDING SOURCE IS BEING PROPOSED TO FUND MOVING AHEAD WITH THE TRANSIT TRANSFORMATION ACTION PLAN, INCLUDING THE FARE INTEGRATION PILOTS THAT ARE MOVING FORWARD. SO THAT'S GOOD TO SEE. ONE QUESTION THAT I HAVE ABOUT SOMETHING THAT IS ABOUT TO GET STARTED AND FUNDING IS AN ISSUE AND THAT AMOUNT OF FUNDING IS SMALL AND WITHIN THE ENVELOPE IS CONNECTED NETWORK PLAN, THERE WERE SOME CONCERNS THERE WAS JUST A COUPLE OF MILLION DOLLARS TO GET THAT PROGRAM MOVING, AND I'M WONDERING IF THAT'S EXPECTED TO BE GETTING STARTED SOONISH, AND I'M WONDERING WHETHER THAT WOULD BE ELIGIBLE FOR SOME SOURCE EVER FUNDING OR

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OTHER SOURCES OF FUNDING AND I SAW SOMETHING IN THE DOCUMENTATION THAT INDICATES -- AND I'M WONDERING.

**MALLORY ATKINSON:** THOSE TYPES OF ACTIVITIES CERTAINLY WOULD SEEM LIKE THEY WOULD BE ELIGIBLE FOR THIS FUND SOURCE. I THINK IT'S A MART OF WORKING THROUGH ALL OF THE DIFFERENT ACCELERATED ACTION ITEMS AND FIGURING OUT HOW TO PIECE TOGETHER A FUNDING PROGRAM FOR ALL OF THEM. THE REAP FUNDS CAN'T BE USED FOR ALL OF IT THERE ARE OTHER FUNDS THAT CAN. AND IT'S JUST A MATTER OF PIECING THAT PUZZLE TOGETHER FOR ALL OF THE ACTION ITEMS.

**ADINA LEVIN:** AND HOW DOES THAT --

**RANDI KINMAN, CHAIR:** I SEE ALIX'S HAND RAISED THERE.

**ALIX BOCKELMAN:** GOOD AFTERNOON. THANK YOU. I WANT TO RESPOND TO ADINA'S QUESTIONS CITING WHAT MALLORY NOTED. WE HAVE IDENTIFIED FUNDING FOR THE CONNECTED NETWORK PLANNING EFFORT, AND I THINK MORE INFORMATION ON THAT CAN BE PROVIDED AT THE NEXT TRANSFORMATION ACTION PLAN SUBCOMMITTEE AS MALLORY SAID WE'RE TRYING TO MAKE SURE WE ASSIGN THE BEST FUNDS TO THE BEST USES. WE'LL BRING BACK DETAILS ON THAT.

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**ADINA LEVIN:** THANK YOU FOR THAT. GLAD TO HEAR THAT SOLUTION IT HAS BEEN FOUND SINCE THAT'S REALLY USEFUL TO SUPPORT SOME OF THE PURSUIT OF FUNDING THAT THE WORK THE AGENCY IS DOING. THANK YOU.

**RANDI KINMAN, CHAIR:** WENDI, HOWARD THEN RICH.

**WENDI KALLINS:** I BROUGHT THIS UP THE LAST TIME YOU MADE A PRESENTATION ON THIS. WANTING TO KNOW IF THE GOLDEN GATE VILLAGE PROJECT MIGHT BE ELIGIBLE FOR THE FIRST CATEGORY. OBVIOUSLY IT IS A PRESERVATION PROJECT. IT'S NOW AN HUD PROJECT. THERE IS GREAT NEED OF REPAIRS THERE, AND OF COURSE THERE IS A DESIRE OF THE RESIDENTS TO CONVERT IT TO SOME FORM OF OWNERSHIP. AND SECONDLY, IN THE SAME COMMUNITY, THERE IS ALSO A DESIRE TO DO A, BY THE SUPERVISOR, TO DO A BICYCLE PEDESTRIAN PLAN, WHICH SEEMS TO BE ELIGIBLE, AS WELL, FOR THE OTHER PIECE OF THE PROGRAM. SO, THE FIRST QUESTION S NOW THAT YOU KNOW MORE ABOUT THE REAP PROGRAM, DO YOU THINK GOLDEN GATE VILLAGE WOULD BE ELIGIBLE AND YOU THINK IT MIGHT BE DIFFICULT IF WE TRIED TO APPLY FOR FUNDS FOR TWO PROJECTS IN THE SAME COMMUNITY?

**SPEAKER:** KATE HARTLEY. I CAN SPEAK TO GOLDEN GATE VILLAGE. THE AMOUNT OF FUN THAT WE HAVE FOR THE PRESENTATION PILOT IS $15 MILLION. WE ARE ANTICIPATING CARVING OUT 3 MILLION OF THAT

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TOTAL TO ASSIST COMMUNITY LAND TRUST, WHICH WILL LEAVE 12 MILLION FOR TRADITIONAL RENTAL HOUSING DEVELOPMENTS AND WHAT I UNDERSTAND ABOUT GOLDEN GATE VILLAGE IS THAT IT'S A VERY LARGE DEVELOPMENT, WITH HUD RESOURCES AND AS YOU MENTIONED A DESIRE TO CONVERT TO HOMEOWNER OWNERSHIP, AND I KNOW THAT HUD HAS A FAMILY SELF-SUFFICIENCY PROGRAM THAT CAN FACILITATE HOMEOWNERSHIP CONVERSION. AND I CAN'T SAY WITH CERTAINTY, I DON'T KNOW ALL THE GOLDEN GATE VILLAGE DETAILS BUT I SUSPECT OUR FUNDING POOL WILL BE INSUFFICIENT TO COVER THE REHAB NEEDS OF GOLDEN GATE VILLAGE THERE NEEDS TO BE MUCH LARGER INFUSION OF CAPITAL REPAIR DOLLARS MONEY NEEDED TO FIX DEFERRED MAINTENANCE. HAVING SAID THAT, WE DO PLAN ON ISSUING A NOTICE OF FUNDING AVAILABILITY WHEN THE MONEY COMES THROUGH HCD, SO ON WE WILL BE EVALUATING PROJECTS THAT SUBMIT THEIR PROPOSALS AND WE HAVE A TERM SHEET SO WE'RE HAPPY TO TAKE A LOOK AT THAT. GOLDEN GATE VILLAGE MAY BE A DEVELOPMENT THAT A FUTURE BAHFA REVENUE MEASURE COULD ASSIST ON, BECAUSE OF ITS SIZE AND THE -- WHAT I ANTICIPATE ARE SOME PRETTY SIGNIFICANT REHAB NEEDS.

**WENDI KALLINS:** YEAH. IT'S PRETTY HIGH. I CAN'T REMEMBER THE LAST FIGURE, BUT I THINK IT'S UPWARDS OF 16 MILLION.

**RANDI KINMAN, CHAIR:** ARE THIS ANY QUESTIONS WENDI?

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**WENDI KALLINS:** WHAT'S THAT?

**RANDI KINMAN, CHAIR:** I SAID DO YOU HAVE ANY OTHER QUESTIONS?

**WENDI KALLINS:** YES. THE OTHER QUESTION WAS, DO YOU THINK IT WOULD BE DETRIMENTAL IF WE TRIED TO APPLY FOR FUNDING FOR GOLDEN GATE.

**RANDI KINMAN, CHAIR:** BEFORE YOU KEEP ASKING THAT QUESTION, I HAVE BEEN ADVISED WE NEED TO FRAME QUESTIONS IN A MANNER THAT DOES NOT MAKE THEM RELATED TO PERSONAL INVOLVEMENTS.

**WENDI KALLINS:** GOT IT.

**RANDI KINMAN, CHAIR:** SO IF YOU CAN ASK KATE AND MALLORY OFFLINE. I WANT TO MAKE SURE WE NOTE CREATING CONFLICTS OF INTEREST.

**WENDI KALLINS:** I AM NOT PERSONALLY INVOLVED IN THE GOLDEN GATE VILLAGE AT ALL.

**RANDI KINMAN, CHAIR:** BUT YOU ARE ASKING ABOUT THE CTP.

**WENDI KALLINS:** I WOULD BE INVOLVED IN THAT.

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**RANDI KINMAN, CHAIR:** YOU CAN TAKE THAT OFFLINE.

**WENDI KALLINS:** LET ME REPHRASE FOR OTHER PEOPLE, IF A JURISDICTION WANTED TO APPLY FOR MULTIPLE GRANTS, WOULD THAT BE DETRIMENTAL TO THEIR GRANTING OPPORTUNITIES?

**MALLORY ATKINSON:** AND I CAN SAY FROM A REGIONAL PERSPECTIVE, NO. THESE ARE ALL SEPARATELY MANAGED CALLS FOR PROJECTS OR NOTICES OF FUNDING AVAILABLE. SO THAT SHOULDN'T BE AN ISSUE.

**RANDI KINMAN, CHAIR:** THANK YOU. HOWARD THEN RICHARD. UNMUTE.

**HOWARD WONG:** FUNDING IS ACTUALLY VERY SMALL COMPARED TO THE LARGE NEED FOR HOUSING, TRANSIT, AND EQUITY. I THINK THE GRANT SHOULD ALSO POINT TO THE FACT THAT ONE IS TRYING TO AVOID MAKING THE CORE INVESTMENTS OF THE PAST AND THAT MONEY NEEDS TO BE INVESTED WISELY, TO HAVE THE MOST BENEFITS FOR THE MOST PEOPLE, AT THE LOWEST COST, AND THE SHORTEST TIME FRAMES. SO THAT WHEN ONE CHOOSES PROJECTS, THEY HAVE A REAL MASSIVE RIPPLE-TYPE EFFECT OF HAVING BUILDING A SELF-SUSTAINING TYPE OF PROJECTS THAT ARE BECOMING PROTOTYPES, THEY'RE EXAMPLES THAT REALLY CHANGE, MOVE THE NEEDLE OF TRANSIT AND EQUITY, FOR INSTANCE, HOUSING, RATHER THAN A SINGLE OR A FEW NEW PROJECTS, ONE SHOULD REALLY LOOK AT HOW TO TAKE EXISTING STRUCTURES AND CREATE THE LARGEST NUMBER OF SHARED HOUSING OR SINGLE ROOM

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OCCUPANCIES OF A MAGNITUDE THAT MERELY MAKES A DIFFERENCE IN A COMMUNITY. AND THAT BECOMES A TYPE OF PROTOTYPE TO START GENERATING LARGE AMOUNTS OF HOUSING. OR IN TRANSIT, HAVING TRANSIT ACTUALLY THAT IMPROVES AND INCREASES DRAMATIC HE RIDERSHIP, INSTEAD OF A DECLINING RIDERSHIP WE HAVE SEEN IN PUBLIC TRANSIT EVEN AFTER BILLIONS AND BILLIONS OF DOLLARS HAVE BEEN SPENT IN THE LAST FEW DECADES. SO, I THINK THERE SHOULD BE -- THE GOAL SHOULD BE TO SET -- CREATE MODELS THAT BECOME ALMOST SELF-SUSTAINING AND BEING REPLICATED EASILY. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU HOWARD. RICH APPROXIMATE THEN WE'LL GO TO PUBLIC COMMENT.

**RICHARD HEDGES:** THANK YOU. THIS IS JUST A QUESTION ABOUT INFORMATION. YOU MENTIONED EARLIER THAT THE STATE REQUIRES CITIES AND COUNTY TO COLLECT DATA ON BARRIERS FOR HOUSING. I SIT ON THE HOUSING AND COMMUNITY DEVELOPMENT COMMISSION WITH THE COUNTY OF SAN MATEO, ONLY BEEN ON A YEAR. THAT HAS NEVER COME UP. THAT INFORMATION HAS NEVER BEEN SHARED WITH THE BOARD. AND I WAS WONDERING IF YOU COULD SEND ME SOME INFORMATION, MARTHA HAS MY E-MAIL ADDRESS, ABOUT WHAT FORM THIS INFORMATION IS COLLECTED IN, AND HOW THE COUNTIES ARE SUPPOSED TO HOLD IT, AND, A, ARE THEY ACTUALLY SUPPOSED TO SHARE IT WITH THEIR BOARDS. THANK YOU.

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**RANDI KINMAN, CHAIR:** THANK YOU. MARTHA IS THERE ANY PUBLIC COMMENT ON THIS ISSUE?

**CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED, AND WRITTEN QUESTIONS WERE RECEIVED FROM FRANK WELTE. THEY WERE POSTED ONLINE AND DISTRIBUTED TO ALL COUNCIL MEMBERS.

**RANDI KINMAN, CHAIR:** GREAT. THANK YOU. I THINK THAT ONE OF THE THINGS -- AND THIS HAS BEEN BROUGHT UP A COUPLE OF TIMES TODAY, AND IT'S BEEN BROUGHT UP AT OUR LAST MEETING IS THAT WE NEED TO HAVE A WORKSHOP WITH OUR MEMBERS AND MEMBERS FROM OUTSIDE THE COUNCIL TO REALLY HAVE A BROAD BASED DISCUSSION ON ACCESSIBLE HOUSING AND ACCESSIBLE FOR WHOM. BECAUSE THERE IS ADA STANDARDS. THERE IS ENHANCED ADA STANDARDS, BUT THEN THERE IS REAL ACCESSIBILITY DEPEND ON THE NEED, AND I CANNOT STRESS THIS ENOUGH THAT WE NEED TO HAVE A MEETING SOMEWHERE ALONG THE LINE WHERE WE CAN START DEVELOPING OUR OWN INTERNAL GUIDELINES FOR OURSELVES, FOR THE PROJECTS THAT WE FUND, AND TO ASSIST OTHERS IN. ONE OF OUR SUBCOMMITTEES OR ALL OF OUR SUBCOMMITTEES CAN TAKE IT ON. BUT I HAVE ALIX AND KATE HERE ALONG WITH -- WITH MALLORY. AND I THINK WE NEED TO SET UP A TIME IN DOING THAT. BECAUSE WE HAVE A LOT OF DIFFERENT GROUPS THAT MEET THROUGHOUT NINE BAY AREA COUNTY AND I THINK IT WOULD

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BE REALLY GOOD TO GET PEOPLE IN A SPOT TO PROVIDE THE INFORMATION THAT WE NEED IN ORDER TO BE A STEP ABOVE EVERYBODY ELSE. SO.

**ALIX BOCKELMAN:** THANK YOU CHAIR KINMAN. ALIX BOCKELMAN, DEPUTY EXECUTIVE DIRECTOR FOR POLICY AND I THINK THAT'S REALLY GOOD INPUT. I CAN WORK WITH YOU MORE, AND I THINK THIS FITS INTO THE CONVERSATION TO FOLLOW UP TO YOUR REPORT TO THE COMMISSION TO LEADERSHIP ABOUT THE WORK PLAN AND AREAS EVER FOCUS SO I'LL CONTINUE TO WORK ON THAT.

**RANDI KINMAN, CHAIR:** THANK YOU MALLORY AND KATE FOR JUMPING IN. RICH YOU HAD YOUR HAND UP?

**RICHARD HEDGES:** I WANTED TO MENTION, YEARS AGO, I THINK YOU WEREN'T AROUND YET, WE DID A PRESENTATION TO THE COMMISSION ON THE LACK OF ACCESSIBLE HOUSING NEAR TRANSIT. I DON'T THINK MUCH HAS CHANGED ON THAT, BUT THERE'S A PRESENTATION AVAILABLE, I THINK I HAVE IT ON MY COMPUTER, I WOULD BE HAPPY TO SHARE IT IF ANYBODY'S INTERESTED.

**RANDI KINMAN, CHAIR:** OKAY. THANK YOU. THANK YOU MALLORY. WE WILL MOVE INTO ITEM NUMBER 11, THE STAFF LIAISON REPORT.

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**MARTI PASCHAL:** GOOD AFTERNOON I'M MARTI PASCHAL, AGAIN SUBBING FOR KY-NAM MILLER, I HAVE NOTHING TO REPORT.

**RANDI KINMAN, CHAIR:** THANK YOU. ITEM 11, COUNCILMEMBER REPORTS. REPORTS ON LOCALLY RELEVANT ISSUES AND EVENTS. RICH HEDGES?

**RICHARD HEDGES:** I WANT TO USE IT MOMENT TO RAISE THE NAME OF DIANE PROSSER, WE JUST HAD A MEMORIAL SERVICE FOR HER SHE WAS EDUCATED AT UC SAN FRANCISCO AND HEAD OF PHYSICAL THERAPY SHE WAS THE HEAD OF PHYSICAL THERAPY AND REHABILITATION DEPARTMENT AT MILLS SHE WAS ONE OF THE PEOPLE THAT STARTED THE CENTER FOR INDEPENDENCE AND THE DISABLED IN SAN MATEO COUNTY AND WAS EVENTUALLY THEIR BOARD PRESIDENT AND SHE RAN THE REHABILITATION CENTER AT MILLS AND WAS THE LEAD FUNDRAISER IN PUTTING TOGETHER THE MICKELSON POOL, WHICH NOW SUTTER IS TRYING TO CLOSE EVEN THOUGH IT WAS A COMMUNITY-BUILT POOL. SO I JUST WANTED TO RAISE HER UP TO ALL THE FOLKS INCLUDING MYSELF WHO HAVE SOME DISABILITIES IN HER ROLE AND MAKING IT EASIER FOR US TO LIVE HERE. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU. HOWARD?

**HOWARD WONG:** I WANTED TO BRING UP AGAIN, A MODEL IN SAN FRANCISCO, THAT I THINK IS REALLY SOMETHING TO BE EXAMINED AND

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EXPERIENCED AND THAT'S THE PRESIDIO NATIONAL PARK, WHICH COVERS A VERY LARGE PART OF NORTHWESTERN SAN FRANCISCO, AS YOU LOOK AT THE MAP, RIGHT AT THE GOLDEN GATE BRIDGE AREA. AND NOT ONLY DOES THE TUNNEL TOPS PARK THAT JUST OPENED, BUT BECAUSE OF THE REALLY VERY WELL PLANNED PUBLIC TRANSIT AND PRIVATE TRANSIT, THAT HAS CREATED AN INCREDIBLE NETWORK OF EQUITABLE ACCESS FOR MANY PEOPLE THROUGHOUT THE BAY AREA. SO, NOT ONLY IS THE MUNI BUS SERVICE LINKED TO THE PRESIDIO AND TUNNEL TOP PARK, BUT THE PRESIDIO THROUGH ITS OWN MEANS AS PROVIDED FREE SHUTTLE BUSES TO DOWNTOWN CALLED THE PRESIDIO GO, CONNECTING TO THE TRANSBAY CENTER, AND ALSO HAS AN INTERNAL PRESIDIO BUS ROUTE THAT GIVES PEOPLE ACCESS INSIDE THE PARK WITHOUT CARS, AND THAT'S ALL FUNDED PRIVATELY. SO THE MODEL OF PUBLIC PRIVATE PARTNERSHIP IS REALLY SOMETHING THAT SHOULD BE LOOKED AT. AND I THINK MANY COMMUNITIES, NEIGHBORS, AS WELL AS PARKS, COULD BENEFIT FROM THAT TYPE OF PROTOTYPE. THANK YOU.

**RANDI KINMAN, CHAIR:** THANK YOU. AND JUST SPEAKING ON THAT. I HAVE A 20-YEAR-OLD PLAN THAT THE CITY OF SAN JOSE APPROVED REGARDING CAPPING THE FREEWAYS THAT KIND OF, 280, WHEN THEY BUILT 280, THAT TORE NEIGHBORHOODS APART, IS PUTTING NEIGHBORHOODS BACK TOGETHER, AND I THINK THAT'S SOMETHING THAT WE PROVED THAT IF YOU CREATED A -- BECAUSE IT GOES ALONG COMMERCIAL CORRIDORS THAT, IF YOU CREATED COMMERCIAL AREA, YOU COULD GIVE PEOPLE BACK THEIR PARKS THEIR OPEN SPACE AND

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CONNECT THE COMMUNITIES BACK TOGETHER. IT'S AN EXTREMELY WORTHWHILE THING TO LOOK INTO. IS THERE ANYTHING ELSE UNDER COUNCILMEMBER REPORTS? WITH THAT, WE HAVE NO NEW BUSINESS UNDER ITEM 13. AND I'M GOING TAKE A MINUTE HERE TO ASK EVERYBODY, WHO IS FEELING OVERWHELMED AND WHAT DO WE NEED TO DO TO RECOVER, WHAT DO WE NEED TO GO BACK TO? ILAF, GO AHEAD.

**ILAF ESUF, V. CHAIR:** I JUST WANTED TO MENTION CARINA SAID SHE IS OFF DOING PICK UP BUT SHE TEXTED ME HER COMMENT IF IT'S OKAY FOR ME TO READ IT?

**RANDI KINMAN, CHAIR:** GO AHEAD.

**ILAF ESUF, V. CHAIR:** TWO PART. SHE WAS WONDERING IF WE CAN HAVE A SURVEY TO GAUGE OPENNESS TO A SPECIAL STUDY THAT WOULD HELP EVERYONE LEVEL SET ON TRANSPORTATION POLICY TERMINOLOGY AND POLICIES SURVEYING COLLECTING QUESTIONS PEOPLE, WHAT THAT I WANT TO KNOW ABOUT TRANSPORTATION POLICY AND TO FIND OUT IF THE POLICY ADVISORY COUNCIL IS GOING WELL FOR EVERYONE. AND TWO, SECOND PART OF THIS COMMENT IS IF THE COUNCIL WOULD ACTUALLY FIND SUCH A SURVEY HELPFUL.

**RANDI KINMAN, CHAIR:** I THINK YES. AND WE'LL BRING THAT UP AT OUR AGENDA SETTING. PAM, GO AHEAD.

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**PAMELA CAMPOS:** THANK YOU. I HAVE A COMMENT I WANT TO ADD NEW BUSINESS ON THE AGENDA IF IT'S HOPEFUL, POSSIBLE REQUEST TO DISCUSS HOW WE CAN INCLUDE CHILD CARE AND NEED FOR MORE ACCESSIBLE COMMUNITIES THROUGHOUT THE REGION IN MTC'S PRIORITIES I BROUGHT THIS HELP YOU BEFORE LAST MONTH IN THE MTC ADOPTION OF TRANSIT ORIENT THE COMMUNITIES POLICY, I WANT TO MAKE THAT THIS INCLUDES SPECIFIC POLICY LANGUAGE AND BEST PRACTICES FOR PROMOTING DEVELOPMENT OF CHILD CARE NEAR TRANSIT HOUSING AND OVERALL COMMUNITY INFRASTRUCTURE SO IF THIS IS AN OPPORTUNITY FOR MTC TO DEVELOP SOLUTIONS THAT WOULD BE HMM FOR FAMILIES OF YOUNG CHILDREN AND HOPING WE CAN BE INTENTIONAL ABOUT THE NEED FOR INCLUDING NEED FOR ECE FACILITIES AND PROMOTING FAMILY WELCOMED COMMUNITIES ACROSS THE BAY AREA.

**RANDI KINMAN, CHAIR:** THANK YOU. ANYBODY ELSE? JUST, AS THESE THINGS POP-UP INTO YOUR HEAD, MAKE SURE YOU WRITE THEM DOWN SO WE CAN ACTUALLY GO BACK AND MAKE SURE EVERYBODY'S SPEAKING THE SAME LANGUAGE. FRANK?

**FRANK WELTE:** I WOULD LOVE IT IF WE COULD FIND AN APPROPRIATE VENUE AND MECHANISM TO ADDRESS DISABILITY ISSUES AT MTC IN A MORE COMPREHENSIVE WAY, IN TERMS OF FINDING WAYS TO INCORPORATE DISABILITY DECISION-MAKING INTO THE MTC'S PROCEDURES AND, ALSO LOOK AT WAYS TO MAKE MTC HAVE A MORE DISABILITY AWARE AND FRIENDLY CULTURE. AND WHETHER THAT WOULD

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BE BEST UNDER THE PURVIEW OF THE EQUITY AND ACCESS SUBCOMMITTEE, OR THE FULL COUNCIL, OR FOR THAT MATTER, ANOTHER VENUE, I HOPE WE CAN EXPLORE THAT.

**RANDI KINMAN, CHAIR:** THANK YOU. RICH?

**RICHARD HEDGES:** I WAS HAVING TROUBLE GETTING IT OFF MUTE. I JUST WANTED TO RAISE UP WHAT PAMELA SAID FOR A NUMBER OF REASONS. IF WE REALLY HAVE WORKABLE TRANSIT ORIENTED COMMUNITIES, PARENTS NEED CHILD CARE NEAR THE STATION SO THAT THEY, ONCE THEY GET IN THEIR CAR TO TAKE SOMEBODY TO CHILD CARE THEY'RE IN THEIR CAR THE REST OF THE DAY.

**RANDI KINMAN, CHAIR:** THANK YOU. ANYTHING ELSE UNDER NEW BUSINESS? AND IS THERE ANY PUBLIC COMMENT ON THIS ITEM?

**CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM. OR THE PREVIOUS TWO ITEMS, AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAHN HANDS RAISED.

**RANDI KINMAN, CHAIR:** THANK YOU FOR THAT. WE'RE GOING TO ADJOURN AND WILL MEET AGAIN NOVEMBER 9TH, 2022 AT 1:30 P.M., AND ANY CHANGES TO THE AGENDA WILL BE NOTICED. THANK YOU,

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AGAIN, EVERYBODY, FOR A GREAT MEETING. I THINK WE CAUGHT UP WITH OUR LAST MEETINGS. YEA. HAVE A GOOD WEEKEND. [ADJOURNED]

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