

1	PROGRAMMING AND ALLOCATIONS COMMITTEE
2	WEDNESDAY, JULY 9, 2025, 9:45 AM
3	
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5	
6	V. CHAIR, MYRNA MELGAR: I WOULD LIKE TO CALL TO ARE THE
7	MEETING OF THE PROGRAMMING AND ALLOCATIONS PUBLIC
8	PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED
9	HAND FEATURE OR DIAL STAR NINE. AND I WILL CALL UPON THEM WHEN
10	THE TIME IS APPROPRIATE. LET'S GO TO ITEM NUMBER ONE, PLEASE.
11	MADAM CLERK, WILL YOU PLEASE CALL THE ROLL AND CONFIRM QUORUM?
12	
13	BOARD CLERK: CERTAINLY, CHAIR FLEMING IS ABSENT. VICE CHAIR
14	MELGAR?
15	
16	V. CHAIR, MYRNA MELGAR: HERE.
17	
18	BOARD CLERK: PAPAN IS ABSENT. MANFREE? MILEY?
19	
20	NATHAN MILEY: HERERAMOS? NON-VOTING SCHAFF IS ABSENT. WE HAVE
21	A QUORUM.
22	
23	V. CHAIR, MYRNA MELGAR: THANK YOU MADAM CLERK. LET'S GO TO
24	AGENDA ITEM NUMBER TWO THIS, INCLUDES ITEMS 2A THROUGH 2I. IS
25	THERE ANY COMMISSIONER THAT WOULD LIKE TO PULL AN ITEM FROM

1

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THE CONSENT CALENDAR? I DON'T SEE ANYONE ON THE ROSTER.

2 COLLEAGUES, DO I HAVE A MOTION AND A SECOND TO APPROVE THE CONSENT CALENDAR? FLUSH. 3 4 5 SPEAKER: I'LL MAKE A MOTION TO APPROVE THE CONSENT CALENDAR. 6 7 V. CHAIR, MYRNA MELGAR: OKAY THAT'S A MOTION BY MANFREE AND SECONDED BY RAMOS. MADAM CLERK, IS THERE ANY PUBLIC COMMENT ON 8 9 THIS ITEM? 10 BOARD CLERK: WRITTEN PUBLIC COMMENT RECEIVED BY RIO LOWE, 11 12 SHE'S THE TRANSPORTATION OFFICIAL FOR THE CITY OF PALO ALTO THEN WE ALSO HAVE ROBERT REIDY PRESIDENT OF STANFORD BOTH 13 ATTACHED TO THE AGENDA AND DISTRIBUTED IN AND COPIES ARE 14 AVAILABLE HERE IN THE BOARDROOM. 15 16 V. CHAIR, MYRNA MELGAR: THANK YOU MADAM CLERK. IPHONE /- ALL 17 IN FAVOR, SAY AYE. [AYES] OPPOSED? NONE OPPOSED. MOTION PASSES 18 19 UNANIMOUSLY BY ALL MEMBERS PRESENT. LET'S GO TO ITEM THREE, PLEASE, MTC RESOLUTION NUMBER 4706 REVISED, REGIONAL MEASURE, 20 RM3 OPERATING PROGRAM TO SUPPORT IMPLEMENTATION OF THE MARIN 21 22 SONOMA COORDINATED TRANSIT SERVICE MASCOTS PLAN. AMENDMENT TO THE FISCAL YEAR 2025, 2026 REGIONAL MEASURE OPERATING PROGRAM 23 24 TO SUPPORT THE IMPLEMENTATION OF THE MARIN SONOMA COORDINATED TRANSIT SERVICE MASCOTS PLAN AND TO PROGRAM PRIOR YEARS RM 25



3

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OPERATING FUNDS FOR AC TRANSIT. WE HAVE THERESA ROMELL HERE TO
 PRESENT THIS ITEM

THERESA ROMMELL: THANK YOU ITEM THREE TODAY SEEKS YOUR 4 5 RECOMMENDATION TO PROGRAM REGIONAL MEASURE THREE EXPRESS FUNDING FOR TWO PURPOSES ONE IS TRANSIT TO SATISFY THE 6 7 REGION'S COMMITMENT TO FILL OPERATING FUNDING DEFICITS AS IS THE SET FORTH IN MTC'S SENATE BILL 125 FUNDING FRAMEWORK AND 8 9 PROVIDE \$800,000 FUNDING TO IMPLEMENT THE MARIN SONOMA COORDINATED TRANSIT SERVICE PLAN THE MASCOT PLAN PURPOSE MTC 10 STAFF IS SEEKING TO 9.4 MILLION, \$24 MILLION PRIOR RM3 PLACED 11 12 IN ESCROW WHILE RM3 WAS UNDER LEGAL CHALLENGE AC TRANSIT AS PART OF THE MTC \$300 MILLION REGIONAL FUNDING COMMITMENT 13 OFFSET OPERATOR DEFICITS OUTLINED IN MTC RESOLUTION NUMBER 14 4619 REVISED AND MTC WILL RETURN IN FUTURE MONTHS TO RECOMMEND 15 THE PROGRAMMING OF THE REMAINING 14.4 MILLION EXPRESS BUS 16 17 PROPOSING EIGHT HELPED THOUSAND DOLLARS TO GOLDEN GATE TRANSIT TO SUPPORT MARIN SONOMA COORDINATED TRANSIT SERVICE THIS 18 19 PROGRAMMING WOULD BRING ON RM3 EXPRESS BUS PROGRAM 18.4 MILLION OR 34% STATUTORY SHARE ASSIST AM OPERATING PROGRAM, 20 21 I'LL WALK THROUGH THE MASCOT EFFORT AND I'M HOPEFUL THE 22 PRESENTATION WILL RELAY WHY THIS PROJECT IS A GREAT EXAMPLE OF REGIONAL COORDINATION AND IS A WORTHY INVESTMENT OF MTC 23 24 DIRECTED FUNDS. LET'S GET INTO THE SLIDE DECK I'M HAPPY TO INTRODUCE THE MARIN SONOMA COORDINATED TRANSIT SERVICE PLAN OR 25

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MASCOT AS WE CALL IT I'LL INTRODUCE THAT EFFORT TODAY AND 1 2 REQUEST YOUR RECOMMENDATION OF FUNDING TO ASSIST WITH THE IMPLEMENTATION OF THE NEW SERVICE PLAN THAT THIS EFFORT 3 PROPOSES TO SUPPORT THIS FUNDING REQUEST I'LL PROVIDE 4 5 BACKGROUND ON THE MASCOT EFFORT IN THIS PRESENTATION. IF YOU GO BACK ONE SLIDE, YOU SEE THE NINE PARTICIPATING AGENCIES SIX 6 7 TRANSIT OPERATORS AND THREE FUNDING AGENCIES THIS EFFORT WAS A COLLABORATIVE PARTNERSHIP TO ADVANCE COSTESQUE THEIVE 8 9 RIDERSHIP RECOVERY AND GROWTH I WON'T GO THROUGH ALL PARTICIPATING AGENCIES YOU CAN SEE THE LOGOS THERE ALL BUS 10 TRANSIT OPERATORS IN SONOMA-MARIN CAN'T AS WELL AS SMART S 11 12 NEXT SLIDE PLEASE. WHY IS MASCOT NEEDED? THE TWO PROMINENT 13 FACTORS THAT WERE THE IMPETUS FOR THIS EFFORT ARE ONE OPERATORS MARIN AND SONOMA COUNTIES HAVE NOT RECONSIDERED 14 REGIONAL SERVICE STRUCTURE COMPREHENSIVELY SINCE SMART TRAIN 15 CAME INTO SERVICE AND NUMBER TWO THE PANDEMIC HAD CHANGE 16 17 REGIONAL TRAVEL DEMAND SERVICE LEVELS, THE PANDEMIC CAMPUSER BAITED NEEDS. THE MASCOT'S EFFORT IS A COMPREHENSIVE 18 STRUCTURAL ANALYSIS OF TRANSIT IN THE HIGHWAY 101 CORRIDOR. 19 NEXT SLIDE PLEASE. SO WHAT IS MASCOT? THE PURPOSE OF THIS 20 EFFORT IS TO IMPROVE THE EFFICIENCY EFFECTIVENESS AND 21 22 LEGIBILITY OF THE TRANSIT SERVICE ALONG THE 101 TO BETTER 23 SERVE EXISTING AND FUTURE RIDERS. THE PARTICIPANTS FOCUSED ON 24 REGIONAL SERVICE ALONG HIGHWAY ONE VERY -- THE HIGHWAY ONE VERY ONE CORRIDOR WHERE SERVICE OVERLAPS OCCUR, AND THEY 25

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REALLY GROUNDED THEMSELVES IN THAT NEW ENROLL TRAVEL BEHAVIOR 1 2 AND WORK PATTERNS LOOKING AT DATA SINCE 2023 SO INSTEAD OF GOING WAY BACK PRECOVID WE'RE JUST FOCUSING -- JUST FOCUSING 3 ON THE NEW NORMAL. THE PARTICIPATING AGENCIES SET OUT TO GET 4 5 SOLUTIONS THAT USE THEIR COMBINED RESOURCES IN THE MOST EFFECTIVE AND EFFICIENT WAY THE OUESTIONS THEY ASK THEMSELVES 6 7 IS WHAT IF THE SERVICE WERE PLANNED AS IF THEY WERE JUST ONE AGENCY TRYING TO THINK OUTSIDE OF THE BOX AND DESIGN A SERVICE 8 9 STRUCTURE AND MIX OF SERVICES THAT MEETS DEMAND OUT THERE AND MAKES TRANSIT AS COMPETITIVE AS POSSIBLE. NORTH BAY DOES HAVE 10 AN ABUNDANCE OF TRANSIT OPERATORS AND OPTIONS REGIONAL RAIL, 11 12 REGIONAL BUS, FERRY, COMMUTER, AND ALL DAY SERVICES AND MANY LOCAL BUS SERVICES. THE GOAL OF THE MASCOT EFFORT WAS TO LOOK 13 AT THIS ABUNDANCE AND MAKE SURE IT'S STRATEGICABLY DEPLOYED 14 AND TO MAXIMIZE UTILITY MINIMIZE REDUNDANCY AND PROVIDE A 15 SDIESH SUITE OF TRANSIT SERVICE THAT MEET CURRENT RIDER NEEDS 16 17 AND ATTRACT MORE RIDERS. NEXT SLIDE PLEASE. THE EFFORT BEGAN LAST SUMMER WITH GAINING A DEEP UNDERSTANDING OF CURRENT 18 19 RIDERSHIP AND TRAVEL PATTERNS. MTC ASSISTED IN THE HIRING OF A CONSULTANT TO GET AN OBJECTIVE THIRD-PARTY PERSPECTIVE ON THE 20 SERVICE IN THE CORRIDOR. THROUGH LAST FALL AND WINTER, A 21 22 SERIES OF SOLUTIONS WAS DEVELOPED THAT WERE THOROUGHLY DISCUSSED WITH STAFF AND THE GENERAL MANAGERS IN THAT WERE 23 24 PARTICIPATING. TECHNICAL EVALUATION OF THE OPTIONS WAS ALSO CONDUCTED THAT ALL INFORM THE RECOMMENDATIONS I'LL GO OVER IN 25

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JUST A BIT. THE TRANSIT OPERATORS ARE IN THE PROCESS NOW OF 1 2 MAKING THIS SIMILAR PRESENTATION TO THEIR BOARD AND WILL BE SEEK PUBLIC INPUT ON THE RECOMMENDATIONS THIS SUMMER. THE PLAN 3 IS TO GAIN ADOPTION OF THE RECOMMENDATIONS THIS FALL AND 4 5 IMPLEMENT THE NEW SERVICE IN EARLY 2026. NEXT SLIDE. I WON'T GO INTO DETAIL IN THE FINDINGS FROM THE FIRST PHASE OF THE 6 7 PROJECT, WHICH WAS THE EXISTING CONDITIONS SUMMARY, BUTMENTED TO COVER THE KEY FINDINGS THAT ARE REALLY THE FOUNDATIONS OF 8 9 THE SERVICE RECOMMENDATIONS. THE FIRST IS THAT THE SMART 10 TRAIN, THE SMART SERVICE HAS REALLY REPLACED THE GOLDEN GATE TRANSIT 101 AS THE PREDOMINANT PASSENGER CHOICE FOR REGIONAL 11 12 INTER-SONOMA-MARIN CAN'T TRIPS. REVIEW THE 101 IS REDUNDANT WITH SMART AND SONOMA COUNTY THROUGH MUCH OF THE DAY THERE ARE 13 SOME GAPS IN SMART SCHEDULE HIGHWAY 101 SOUTHERN IS DEFINITELY 14 OVERSERVED THERE ARE TOO MANY BUS ROUTES CARRYING FEW RIDERS 15 WHICH WAS INEFFICIENT AND CAUSED MUCH CONFUSION. MOST OF THE 16 17 TRAVEL TO SAN FRANCISCO ORIGINATES IN SAN RAFAEL OR FURTHER SOUTH IN MARIN COUNTY LOCAL SERVICES COULD HAVE STRONGER 18 DIRECT CONNECTIONS TO FEED SMART. NEXT SLIDE. THERE WERE FIVE 19 CORE RECOMMENDATIONS FOR SMART AND GOLDEN GATE TRANSIT ROUTE 20 101 RECOMMENDATION WAS TO DISCONTINUE GOLDEN GATE 101 SERVICE 21 22 NORTH OF NOVATO AND INCREASE FREQUENCY BETWEEN SAN RAFAEL AND 23 SAN FRANCISCO AS WELL AS TO INCREASE SMART FREOUENCY AND 24 EXTEND THE SPAN OF SERVICE. SOUTHERN MARIN BUS SERVICE THE RECOMMENDATION WAS TO STREAMLINE ROUTES BETWEEN SAN RAFAEL, 25

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MARIN CITY SAUSALITO AND SAN FRANCISCO AND FOR LOCAL BUS 1 2 CONNECTIONS TO SMARTS IMPROVE PETALUMA TRANSIT SANTA ROSA CITY BUS SONOMA COUNTY TRANSIT AND MARIN TRANSIT WITH STRONG DIRECT 3 CONNECTIONS TO SMART. FOR GOLDEN GATE COMMUTE ROUTES IN SONOMA 4 5 COMBINE INTO SINGLE ALIGNMENT AND IMPROVE FREQUENCY AS WELL AS RESTRICT SAN FRANCISCO LOCAL TRAVEL TO REDUCE TRAVEL TIME AND 6 7 FINALLY FOR GOLDEN GATE ROUTE 580 IN SAN RAFAEL TO FOLLOW THE 580 ALIGNMENT TO IMPROVE TRAVEL TIME. NEXT SLIDE. IN 8 9 DEVELOPING SERVICE PROMOTIONALS TO RESPOND TO FINDINGS THERE 10 WERE KEY THINGS THE TEAM WAS TRYING TO DO FIRST TO REDUCE DUPLICATION MORE FREQUENCY ON FEWER OPTIONS WHICH AIDS RIDER 11 12 UNDERSTANDING AND USABILITY OF THE NETWORK, SECOND IMPROVE CONNECTIONS, IMPROVED FREQUENCY CAN ALSO IMPROVE CONNECTIONS 13 BETWEEN SERVICES AND FINALLY PUT SERVICE WHERE RIDERSHIP 14 POTENTIAL IS THE GREATEST THAT MEANT REMOVING LOW RIDERSHIP 15 SEGMENTS AND REPURPOSING THOSE RESOURCES IN AREAS WHERE 16 17 RIDERSHIP DEMAND IT HIGHER. NEXT SLIDE. FOR CUSTOMERS THAT MEANS THE NETWORK IS EASIER TO UNDERSTAND AND USE, MORE 18 19 FREQUENCY MAKES EVERY LINE MORE USABLE AND MAKES CONNECTIONS EASIER. IMPROVE REGIONAL CONNECTIONS WITH BETTER SMART SERVICE 20 AND MORE USABLE AND UNDERSTANDABLE SERVICE INTO SAN FRANCISCO 21 22 FROM HIGHEST DEMAND SERVICE AREAS MOST REGIONAL TRIPS WILL HAVE LOWER FAIRS THAN ARE CURRENTLY BEING CHARGED AND A 23 24 SIMPLER MORE FREQUENT NETWORK HAS BETTER CONNECTIONS WITH BETTER CONNECTIONS WILL INCREASE RIDERSHIP. NEXT SLIDE PLEASE. 25

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IF IN TERMS OF WHAT THIS PLAN COST THE FULL ANNUAL ESTIMATED 1 2 COST IS APPROXIMATELY TWO AND A HALF MILLION DOLLARS BUT THE FUNDING GAP AFTER ACCOUNTING FOR ESTIMATED FARE REVENUE AND 3 SMART FUNDING INCREASES DERIVED FROM THE PROVISION OF 4 5 ADDITIONAL SERVICES IN MARIN SONOMA FUNDING GAP IS REALLY 1.6 MILLION FOR A YEAR'S WORTH OF SERVICE FIRST PARTIAL YEAR OF 6 7 SERVICE STAFF ARE PROPOSING AN MTC CONTRIBUTION OF REGIONAL MEASURE THREE EXPRESS BUS FUNDING FOR GOLDEN GATE TO SUPPORT 8 9 MASCOT SERVICE SO MTC'S CONTRIBUTION WOULD BE \$800,000 FISCAL YEAR '26 FOR PARTIAL YEAR OF MASCOT IMPLEMENTATION AND 10 \$500,000 IN SUBSEQUENT YEARS. AS YOU CAN SEE FROM THE SLIDE, 11 12 FOR FISCAL YEAR '27 AND BEYOND THE CONTRIBUTION FROM MTC WOULD 13 COMPLEMENT FUNDING CONTRIBUTIONS FROM SONOMA AND MARIN AGENCIES. I SHOULD NOTE THAT THIS FUNDING PLAN IS INTENDED TO 14 PILOT THESE SERVICE CHANGES FOR THREE YEARS AND AFTER TWO 15 YEARS THERE WOULD BE AN EVALUATION OF HOW EFFECTIVE IT HAS 16 17 BEEN IN ACHIEVES ITS GOALS AND SOME DETERMINATION AS TO WHETHER TO MAKE THE CHANGES PERMANENT AND IF SO, THE 18 19 DETERMINATION OF THE SOURCE OF ONGOING FUNDING. NEXT SLIDE, PLEASE. IN TERMS OF NEXT STEPS, THE MASCOT TEAM IS CONTINUING 20 PUBLIC OUTREACH THIS SUMMER. IN AUGUST, THE GOLDEN GATE 21 22 TRANSIT WILL HOLD A PUBLIC HEARING ON MAJOR SERVICES, MARIN 23 TRANSIT WILL DO THE SAME IN SEPTEMBER. IN THE FALL, WE 24 ANTICIPATE THE AGENCY BOARDS THE FINALIZE THESE CHANGES AND IMPLEMENTATION OF THE SERVICE IS PLANNED FOR THE SPRING OF 25

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2026. TODAY'S ALLOCATION REQUEST IS A KEY ELEMENT NEEDED FOR 1 2 THAT IMPLEMENTATION. AND AS I NOTED EARLIER, A FUTURE NEXT STEP WOULD BE TO EVALUATE THE SERVICE EFFECTIVENESS AFTER TWO 3 YEARS. SO CONCLUSION THAT INCLUDES THE PRESENTATION ON MASCOT 4 5 CIRCLING BACK TO THE RECOMMENDATION AT HAND FOR THIS ITEM I WOULD REOUEST THAT THE COMMITTEE REFER RESOLUTION FRENCH 06 6 7 REVISED INCLUDING FUNDING FOR MASCOT IMPLEMENTATION AND FOR AC TRANSIT OPERATING SHORTFALLS TO DO THE COMMISSION FOR APPROVAL 8 9 HAPPY TO ANSWER ANY QUESTIONS

10

11 V. CHAIR, MYRNA MELGAR: THANK YOU. WHAT A GREAT PRESENTATION 12 I'M GLAD THIS IS FINALLY HAPPENING JUST TO BE CLEAR IN TERMS 13 OF NEXT STEPS IN TWO YEARS WE CAN EXPECT THAT YOU WILL COME 14 BACK TO THE COMMITTEE AND LET US 99 TERMS OF RIDERSHIP NUMBERS 15 AND EVALUATION OF THE PILOT THAT THIS IS WORKING AS INTEND THE 16 BEFORE WE MAKE ANY SUBSEQUENT REQUESTS?

17

18 THERESA ROMMELL: THAT'S CORRECT AFTER TWO FULL YEARS OF 19 IMPLEMENTATION THE PLAN IS REALLY TO EVALUATE HOW THE SERVICE 20 HAS BEEN DOING IN TERMS OF RIDERSHIP, YOU KNOW, HAPPINESS WITH 21 THE SERVICE, ET CETERA, BY CUSTOMERS SO YES WE'LL COME BACK 22 AND PROVIDE YOU AN UPDATE.

23

24 V. CHAIR, MYRNA MELGAR: OKAY GREAT. I DON'T SEE -- OKAY.
25 COMMISSIONER MILEY?

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1 2 NATHAN MILEY: THANK YOU. THANKS FOR THE PRESENTATION, MASCOT. I DON'T HAVE ANY ISSUES WITH THIS, JUST A FEW QUESTIONS. SO, 3 THESE QUESTIONS ARE PREMATURE, LET ME KNOW. IS THIS TO REDUCE 4 5 CONGESTION ON THAT CORRIDOR? IS THAT ONE OF THE GOALS? 6 7 THERESA ROMMELL: YES, ABSOLUTELY, IT'S INTENDED TO REDUCE CONGESTION IN THAT CORRIDOR, THE BRIDGE CORRIDOR BOTH THE 8 9 GOLDEN GATE, ARE AS WELL AS THE SAN RAFAEL BRIDGE CORRIDOR. 10 THAT'S WHY THE TRANSIT SERVICE THAT'S CURRENTLY THERE IS ALREADY RECEIVING REGIONAL MEASURE THREE FUNDING AND REGIONAL 11 12 MEASURE TWO, AS WELL, TO REDUCE CAR TRAFFIC IN THOSE 13 CORRIDORS. 14 NATHAN MILEY: DID YOU SAY MOST OF THE CONGESTION IS IN MARIN? 15 16 IN THAT PORTION? 17 THERESA ROMMELL: WELL, I'M NOT SPEAKING OF CONGESTION, BUT 18 19 THERE IS ADDITIONAL SERVICE BEING PROVIDED ON THE 101 CORRIDOR BY GOLDEN GATE THROUGH THE SERVICE PLAN. 20 21 22 NATHAN MILEY: AND DO WE HAVE -- I'M SURE WE DO, WHAT'S THE 23 LEVEL OF CONGESTION? AND DO WE HAVE ANY METRICS ASSOCIATED 24 WITH WHAT WE HOPE TO SEE AS A RESULT, YOU KNOW, THROUGH THE PILOT? 25

METROPOLITAN TRANSPORTATION

Meeting Transcript

COMMISSION

1 2 THERESA ROMMELL: I THINK THE MAIN METRIC THAT IS BEING SOUGHT IS RIDERSHIP INCREASE BOTH ON THE GOLDEN GATE SERVICE 101, AS 3 WELL AS OVERALL ON SMART SERVICE, AS WELL, THROUGH SONOMA 4 5 COUNTY. SO, IN GENERAL OF ALL SERVICES IN THAT CORRIDOR WE WOULD LIKE TO SEE RIDERSHIP GAINS IN THOSE SERVICES. THAT'S 6 7 THE HOPE IMPROVE RIDERSHIP. 8 9 NATHAN MILEY: BUT WE COULD STILL HAVE CONGESTION? 10 THERESA ROMMELL: FROM VEHICLE TRAFFIC DEPENDING ON A LOT OF 11 12 DIFFERENT FACTORS I IMAGINE THAT'S TRUE YES. 13 NATHAN MILEY: WILL THAT BE PART OF THE EVALUATION? BECAUSE I 14 WANT TO SEE, I MEAN, THE FACT THAT YOU SAID THEY'RE LOOKING AT 15 THIS AS ONE AGENCY, HOW THEY WOULD KIND OF VIEW IT IF THEY 16 17 WERE ALL ONE, I THINK THAT'S TREMENDOUS. AND WE WANT TO INCREASE RIDERSHIP. BUT I'M JUST INTERESTED IN SEEING IF WE 18 INCREASE RIDERSHIP, BUT IF WE ALSO DECREASE CONGESTION OR JUST 19 KIND OF IT'S AN IS ZERO SUM GAME WE CAN INCREASE -- DEPENDING 20 21 ON FACTORS? 22

ANDREW FREMIER: COMMISSIONER ANDREW FREMIER EXECUTIVE
DIRECTOR, AS YOU KNOW IN THE CORRIDORS THERE IS A LOT GOING ON
ONE PARALLEL EFFORT WE'RE WORKING ON IS THE OPENING UP OF THE

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MARIN SONOMA NARROWS GAP WHICH HAS BEEN A DECADE LONG PROJECT 1 2 THE COMMISSION IS INVESTED IN THAT WILL ALLOW CONTINUOUS HOV LANE FROM WINDSOR ALL THE WAY DOWN TO RICHMOND BAY BRIDGE, IN 3 OPERATIONS FOR YEARS IT'S A SMALL AMOUNT OF MOVEMENT OF PEOPLE 4 5 OF SINGLE OCCUPANCY VEHICLES INTO TRANSIT OR HOV MAKES RELIABILITY SO OUR HOPE IS EFFICIENCY OF WORK ATTRACTING MORE 6 7 RIDERS OPENING UP OF THE HOV LANE WITH EXTENDED HOURS ALLOW THAT TIME ADVANTAGE ADDS TO CONGESTION IMPROVEMENT YOU'RE NOT 8 9 GOING TO RELIEVE THE CONDITION BUT YOU WILL GET MORE RELIABILITY ESPECIALLY IF YOU'RE IN A TRANSIT OR HOV VEHICLE 10 WE'LL BE REPORTING AS WE HAVE AGREED TO WITH THE TWO COUNTIES 11 12 ON HOW WELL THE HOV HOURS ARE OPERATING ALCOHOL BE 13 COMPLEMENTARY TO THIS EFFORT. 14 V. CHAIR, MYRNA MELGAR: DIRECTOR MOULTON-PETERS? 15 16 17 STEPHANIE MOULTON-PETERS: I WANT TO MAKE A COUPLE COMMENTS, AND CHAIR MILEY, OR DIRECTOR MILEY, I WANT TO RESPOND. YOU 18 19 KNOW, HIGHWAY 101 IN MARIN COUNTY IS A LOT LIKE IT IS ALL UP-AND-DOWN THE COAST IN THAT IT SERVES AS A MAIN STREET FOR THE 20 COMMUNITIES AS WELL AS THE HIGHWAY THRUWAY TO OTHER 21

22 COMMUNITIES SO IN TERMS OF CONGESTION, PARTICULAR FLEE

23 SOUTHERN MARIN WHERE WE HAVE ESSENTIALLY HILLY COUNTRY

24 CASCADING INTO THE BAY THERE, IS NOT A LOT -- THERE AREN'T

25 PARALLEL ROUTES YOU'RE ON 101 GOING NORTH OR NOT GOING

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ANYWHERE EXCEPT FOR HILLY STREETS. IN TERMS OF CONGESTION WHAT 1 2 ANDY JUST SAID IS TRUE, WE'RE TRYING TO MANAGE CONGESTION WE ALREADY HAVE WITH HOV LANES, PLUS RAMP METERING WHICH WE'RE 3 FEMALE GOING TO INSTITUTE. BUT SERVICE CERTAINLY REDUCES THAT 4 5 CONGESTION BUT A LOT OF HIGHWAY TRIPS ARE MAIN STREET STRIPS ARE JUST GOING TO BE THERE. SO WE'RE TRYING TO CAPTURE THE 6 7 COMMUTER SUPERVISOR REDUCE CONGESTION THROUGH MASCOTS. AND THEN, SO, I THINK IT WILL BE WORTH LOOKING AT HOW THAT HIGHWAY 8 9 FUNCTIONS FROM BOTH STANDPOINTS, MAIN STREET AND HIGHWAY. AND THEN, THERESA, I WANT TO COMPLEMENT YOU, I THOUGHT YOUR 10 SUMMARY SLIDES WERE GREAT, AND I HAVE SEEN A LOT OF THESE 11 12 PRESENTATIONS AND PARTICULARLY THE EXISTING CONDITIONS, YOUR 13 FOUR POINTS YOU REALLY HIT WHAT WE HAVE LEARNED AND HOW TO REDUCE DUPLICATION AND ALL THAT. AND THEN I DID HAVE A 14 QUESTION, CHAIR MELGAR, AND THAT WAS, MY SENSE OF THE 15 DISCUSSION IN FUNDING IN ADDITION TO MTC FUNDING WERE 16 17 CONTRIBUTIONS BOTH FROM MARIN AND SONOMA COUNTY AND THE MARIN CAN'T PIECE IS YET TO BE FULLY WORKED OUT ON WHO IS CONTRIBUTE 18 INTERESTING HOW MUCH AND I JUST WANT TO PUT THAT IN THERE. IS 19 THAT YOUR UNDERSTANDING THAT IT'S WORK IN PROGRESS RIGHT NOW? 20 21

THERESA ROMMELL: MY UNDERSTANDING IT'S WORK IN PROGRESS BUT I BELIEVE WE HAVE COMMITMENT FROM MARIN EITHER WAY TO MAKE SURE THE FUNDING IS FOUND WE STILL HAVE A BIT OF TIME BEFORE THE SERVICE LAUNCHES AND THEN THAT IS FUNDED, THAT SERVICE WOULD



BE FUNDED BASED ON YOUR ACTION TODAY THROUGH THIS FISCAL YEAR
 '26. SO, REALLY, WE HAVE SOME TIME BEFORE THAT CONTRIBUTION
 REALLY NEEDS TO BE FOUND. SO, IT'S A WORK IN PROGRESS BUT WE
 DO HAVE COMMITMENT FROM THE MARIN PARTICIPANT THAT IS THE
 MONEY WILL BE AVAILABLE.

6

7 STEPHANIE MOULTON-PETERS: AND THE REASON I WANT TO BRING THIS TO THE COMMISSION IS YOU HAVE A SOMEWHAT DISPARATE SITUATION 8 9 IN MARIN AND SONOMA COUNTIES WHERE MARIN HAS ONE LOCAL TRANSIT PROVIDER WHO ALREADY WORKS HARD TO STREAMLINE AND AVOID 10 DUPLICATION AND ALL OF THAT. IN SONOMA COUNTY FOR GEOGRAPHIC 11 12 REASONS YOU HAVE THREE CITY LOCAL BUS PROVIDERS AND THEIR COORDINATION HAS BEEN MORE OF AN ACCOMPLISHMENT, QUITE 13 FRANKLY, BUT WHEN YOU ASK A SINGLE BUS PROVIDER IN A DISTRICT 14 TO GIVE UP SOME OF THEIR LOCAL FUNDS, THAT'S LOCAL SERVICE 15 THAT'S GOING TO GO AWAY, POTENTIALLY. SO, THAT'S WHY THE NEED 16 17 TO KIND OF LOOK AT HOW THIS ALL GETS COVERED. THANK YOU.

18

19 THERESA ROMMELL: I WANT TO THANK THE MASCOT PARTICIPANTS, THE 20 PRESENTATION THAT YOU JUST SAW WAS ACTUALLY PUT TOGETHER, IT 21 WAS A TEAM EFFORT AND IT WILL BE SHOWN AT VARIOUS BOARD 22 MEETINGS THROUGHOUT THE -- THROUGHOUT THE REGION.

23

24 **STEPHANIE MOULTON-PETERS:** I WILL SECOND THAT. THERESA IT'S 25 BEEN WONDERFUL TO SEE THESE AGENCIES COME TOGETHER REALLY,



WITH THE HELP OF NELSON NYGAARD WHO DID THE ANALYSIS BUT PUT 1 2 PEN TO PAPER AND FIGURED OUT HOW THEY COULD AS ONE AGENCY. 3 V. CHAIR, MYRNA MELGAR: THANK YOU FOR THE PRESENTATION IT'S 4 5 WAS REALLY GREAT. DO WE HAVE PUBLIC COMMENT? 6 7 BOARD CLERK: WE DO HAVE PUBLIC COMMENT IN THE BOARDROOM. ADINA YOU CAN PLEASE COME DOWN? HOW MUCH TIME WOULD YOU LIKE TO 8 9 GIVE, PLEASE? 10 V. CHAIR, MYRNA MELGAR: TWO MINUTES. 11 12 13 SPEAKER: GOOD MORNING COMMITTEE MEMBERS. ADINA LEVIN, I SERVE ON THE POLICY ADVISORY COUNCIL AND CHAIR THE REGIONAL NETWORK 14 MANAGEMENT CUSTOMER ADVISORY GROUP, AND WITH THOSE HATS, THOSE 15 BODIES HAVE BEEN VERY EAGER TO SEE THE RESULTS OF THIS 16 MASCOT'S STUDY. IT WAS REALLY INSPIRING TO HEAR ON THE WAY IN 17 THAT, QUOTE, "WE WANT TO PLAN AS IF IT WERE ONE SERVICE." 18 THAT'S JUST MUSIC TO THE EARS OF PEOPLE ON THE ADVISORY BODIES 19 AS WELL AS WITH THE HAT OF SEAMLESS BAY AREA AND IT'S GOOD TO 20 HEAR THE RECOMMENDATIONS TO REDUCE REDUNDANCY AND IMPROVE 21 CONNECTIONS. A COUPLE OF COMMENTS ON THIS, ONE IS, WITH A 22 SEAMLESS HAT, WOULD LIKE TO ENCOURAGE THE ACCEPTANCE OF THE 23 24 STAFF RECOMMENDATION TO ADVANCE AND TO HAVE THE SUPPORTIVE FUNDING, AND ALSO IN TERMS OF THE RECOMMENDATIONS FOR POLICY 25

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AND FUNDING, ONE POTENTIAL CONCERN IS THERE IS A REAL BENEFIT 1 2 IN HAVING FEEDER SERVICE AND CONNECTED SERVICE, BUT THAT COULD POTENTIALLY RAISE AFFORDABILITY ISSUES. AND, SO, CERTAINLY, 3 THE UPCOMING FREE AND REDUCED PRICE TRANSFERS WILL BE 4 5 SIGNIFICANTLY HELPFUL AND WOULD BE HELPFUL TO HAVE SOME ADDITIONAL ASSESSMENT OF THE AFFORDABILITY IN TERMS OF THE 6 7 POPULATIONS THAT WOULD WANT TO BE USING THESE IMPROVED CONNECTIONS TO MAKE SURE THAT IT IS AFFORDABLE TO THE PEOPLE 8 9 WHO WOULD USE IT. AND SECONDLY -- AND TO DONE WHATEVER SOLUTIONS MAY BE APPROPRIATE, AND, SECONDLY, WITH REGARD TO 10 FUNDING IN ADDITION TO THE SOLUTIONS RECOMMENDED HERE, THE 11 12 MARIN AND SONOMA ARE PREPARING A REGIONAL MEASURE. AND BECAUSE COORDINATED SERVICE IS JUST SO OVERWHELMINGLY POPULAR IN POLLS 13 AROUND THE REGION IT MAY BE WORTHWHILE TO LOOK AT A POTENTIAL 14 EXPENDITURE PLAN ITEM IF THIS IS SOMETHING THAT WOULD INCREASE 15 RIDERSHIP, INCLUDING INCREASING OF SMART RIDERSHIP. THANK YOU. 16 17

18 V. CHAIR, MYRNA MELGAR: THANK YOU.

19

20 BOARD CLERK: NEXT WE HAVE RANDI KINMAN IF YOU CAN PLEASE

21 UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

22

23 RANDI KINMAN: THANK YOU. RANDI KINMAN FROM THE POLICY ADVISORY
24 COUNCIL. I WANT TO COMMEND ALL THE MEMBERS THAT PARTICIPATED
25 IN THIS. I THINK THAT THE SUCCESS OF THIS PROGRAM SHOWS WE CAN

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DO HARD THINGS. WE CAN DO COMPLICATED THINGS. AND PART OF THE 1 2 SUCCESS IS BASED ON THE FACT THAT THIS WAS TREATED AS NOT JUST ANOTHER STUDY, AND NOT JUST ANOTHER DOCUMENT THAT YOU WERE 3 GOING TO PUT OUT, BUT AS A PLANNING EFFORT, AND THAT IT WAS 4 5 TREATED AS SOMETHING THAT WAS GOING TO MOVE THE SYSTEM FORWARD. I REALLY COMMEND YOU FOR TAKING THIS ATTITUDE AND 6 7 WORKING TOGETHER ON THIS. IT'S A GREAT STEP FORWARD. KUDOS TO EVERYBODY. AND I APPLAUD THIS EFFORT. I LOOK FORWARD TO SEEING 8 9 THE REPORTS THAT COME IN DOWN THE LINE, AND I HAVE NOTHING BUT GOOD WORDS TO SAY FOR T GREAT JOB. THANK YOU. 10

11

BOARD CLERK: THANK YOU. NEXT CALLER IS ROLAND LEBRUN. IF YOUCAN PLEASE UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

14

SPEAKER: YES, GOOD MORNING CHAIR MELGAR AND COMMISSIONERS. I 15 16 ALSO WOULD LIKE TO ECHO RANDI KINMAN'S COMMENTS. I REALLY 17 DEEPLY APPRECIATED THIS PRESENTATION. BUT I DO HAVE ONE QUESTION THROUGH THE CHAIR, IS WHAT WOULD IT TAKE TO PERFORM A 18 SIMILAR STUDY OF THE HIGHWAY 101 CORRIDOR SAN JOSE AND THE 19 REASON I'M ASKING BECAUSE CONGESTION IS UNBEARABLE RIGHT NOW 20 AND IT'S ACTUALLY HAPPENING BECAUSE OF WHAT'S HAPPENING IN 21 22 THREE, ACTUALLY FIVE COUNTIES SOUTH OF THE NINE BAY AREA 23 COUNTIES. WITH TRAFFIC NOW COMING IN FROM MONTEREY, SANTA 24 CRUZ, AND SAN BENITO COUNTIES. AND WE'RE ALSO GETTING ADDITIONAL TRAFFIC THAT'S COMING FROM THE CENTRAL VALLEY FROM 25

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MERCED AND FRESNO COUNTY AND THAT'S BECAUSE HIGHWAY ONE PICKS AND HIGHWAY 25 ARE BEING WIND INTO TWO LANE IN EACH DIRECTION AND HIGHWAY 25 IS RIGHT INTO HIGHWAY 117 TO -- SO THE SOONER WE CAN PERFORM SOME KIND OF STUDY AND CREATE SOME KIND OF BUSINESS CASE FOR HAVING MEANINGFUL CALTRAIN SERVICE SOUTH OF SAN JOSE, THE BETTER. THANK YOU VERY MUCH.

8 BOARD CLERK: THANK YOU. THERE IS NO FURTHER PUBLIC COMMENT
9 ONLINE, NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO
10 WRITTEN CORRESPONDENCE WAS RECEIVED FOR THIS ITEM.

11

V. CHAIR, MYRNA MELGAR: THANK YOU. COLLEAGUES MAY I HAVE A
MOTION AND SECOND TO APPROVE REFERRAL OF MTC RESOLUTION NUMBER
4606 REVISED AMENDMENT TO FISCAL YEAR 2025 REGIONAL MEASURE
THREE OPERATING PROGRAM TO THE COMMISSION FOR APPROVAL.

16

17 AMBER MANFREE: THANK YOU FOR READING ALL THAT. I'LL MAKE A 18 MOTION TO APPROVE.

19

V. CHAIR, MYRNA MELGAR: MOTION BY MANFREE, SECOND MILEY. ALL
IN FAVOR, SAY AYE. [AYES] OKAY. I NOTE THAT THERE ARE NONE
OPPOSED, RECUSED, OR ABSTAINED. OKAY. LET'S GO ON TO AGENDA
ITEM 4A. THIS IS AN INFORMATIONAL ITEM ON THE ONE BAY AREA
GRANT OBAG FOUR. AND WE HAVE TOM AZUMBRADO RNDT HERE TO
PRESENT.

1

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2 TOM ARNDT: THIS IS UPDATE ON THE BAY AREA GRANT OBAG PROGRAM DEVELOPMENT OF THE NEXT CYCLE OR OBAG FOUR AS A REMINDER WE 3 PROVIDED INTRODUCTION ON THE OBAG PROGRAM TO THIS COMMITTEE IN 4 5 MARCH THE ITEM TODAY BUILDS ON ADDITIONAL DETAILS ON THE CURRENT OBAG THREE FOCUS ON REGIONAL PROGRAMS AND 6 7 ACCOMPLISHMENTS AND PROPOSED PRINCIPLES AND CONSIDERATIONS FOR THE UPCOMING CYCLE. MTC'S FRAMEWORK PROGRAMMING FEDERAL 8 9 HIGHWAY FUNDS FORMULA FUNDS SELECTION FOR FUNDS IS ONE OF OUR FEDERALLY DESIGNATED RESPONSIBILITIES ARE OBAG FUNDS IS USED 10 FOR A VARIETY OF PROJECT TYPES MAKING THE PROGRAM IMPORTANT 11 12 TOOL FOR IMPLEMENTING OUR PLANNED BAY AREA VISION OBAG CYCLES HAVE BEEN BROKEN UP INTO TWO COMPONENTS, COMPONENTS SUPPORT 13 PROJECTS AND INITIATIVES THAT ADVANCE PLAN GOALS AND MTC 14 OFFERS LOCAL GRANT OPPORTUNITIES THROUGH BOTH THE COUNTY AND 15 REGIONAL COMPONENTS THE LARGEST FLEXIBLE CALL FOR PROJECTS IS 16 17 THROUGH THE COUNTY PROGRAM IN PARTNERSHIP WITH EACH OF THE NINE COUNTY TRANSPORTATION AGENCIES AND REGIONAL CALL FOR 18 19 PROJECTS ARE TYPICALLY SMALLER AND MORE SPECIALIZED. NEXT SLIDE. THE OBAG PROGRAM IS DESIGNED TO IMPLEMENT THE PLANNED 20 BAY AREA GOALS AND OBJECT IS OBAG INVESTMENTS POLICIES SUPPORT 21 22 THE TRANSPORTATION ENVIRONMENT HOUSING ELEMENTS OF THE PLAN 23 KEY SHARED GOALS INCLUDE EXPANDING AND IMPROVING MOBILITY 24 OPTIONS REDUCING EMISSIONS AND VEHICLE MILES TRAVELED AND ENCOURAGING SUSTAINABLE DEVELOPMENT AND FOCUSED GROWTH. NEXT 25

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SLIDE PLEASE. WE ARE CURRENTLY IN THE MIDDLE OF THE THIRD OBAG 1 2 CYCLE OR OBAG THREE. AND WE'RE PLANNING AHEAD FOR THE NEXT ROUND OF OBAG FOUR FOLLOWING A SIMILAR DEVELOPMENT CYCLE AS 3 OBAG THREE STAFF ARE CURRENTLY TARGETING TO BRING A FINAL OBAG 4 5 FOUR PROGRAM TO THE COMMISSION FOR ADOPTION IN EARLY 2026. AND THIS WOULD BE FOLLOWED SHORTLY BY A COUNTY PROGRAM CALL FOR 6 7 PROJECTS. NEXT SLIDE. TO INFORM OBAG FOUR DEVELOPMENT, IN YOUR DISCUSSION, THIS PRESENTATION INCLUDES SUMMARY OF THE CURRENT 8 9 OBAG THREE PROGRAM STARTING ON THE COUNTY SIDE THIS SLIDE SUMMARIZES OUR INVESTMENTS BY PROJECT TYPE. THE VAST MAJORITY 10 OF FUNDS ARE DIRECTED TO PROJECTS THAT ARE IN OR AROUND 11 12 PRIORITY DEVELOPMENT AREAS, PDAS, WHICH IS THE RESULT OF 13 INTENTIONAL POLICIES TO SUPPORT THE INTEGRATED TRANSPORTATION AND LAND USE GOALS IN PLANNED BAY AREA. OVER HALF THE COUNTY 14 INVESTMENTS ARE IN ACTIVE TRANSPORTATION INVESTMENTS HELPING 15 ADVANCE OUR SAFETY COMPLETE STREETS PRIORITIES IN ADDITION WE 16 17 INVESTED OVER \$200 MILLION IN EQUITY PRIORITY COMMUNITIES THROUGH THE COUNTY PROGRAM CONSISTENT WITH OUR EQUITY FOCUS. 18 FINALLY THE COUNTY PROGRAM INCLUDES SUPPORT FOR CTA STAFF WHO 19 ASSIST MTC IN FULFILLING OUR RESPONSIBILITIES AND COMMITMENTS 20 RELATED TO PLANNING AND PROGRAM IMPLEMENTATION. NEXT SLIDE. 21 22 THE COUNTY PROGRAM IS ALSO ONE OF OUR BEST INCENTIVES OR CARROTS TO ENCOURAGE LOCAL AGENCIES TO MAKE PROGRESS ON SHARED 23 24 GOALS. THIS SLIDE HIGHLIGHTS SOME OF THE AREAS WHERE OBAG THREE COUNTY PROGRAM HAS HELPED INCENTIVIZE HIGH PERFORMS 25

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ACROSS THE BAY AREA AND NOT JUST WITH GRANTED RECIPIENTS. FOR 1 2 EXAMPLE, NEARLY ALL JURISDICTIONS HAVE SECURED HOUSING ELEMENT APPROVAL IN THE STATE OUT PERFORMING OTHER REGIONS IN 3 CALIFORNIA. AND STATE HOUSING ELEMENT APPROVAL WAS A 4 5 REOUIREMENT IN OBAG THREE THROUGH THE COUNTY PROGRAM AND MTC ALSO PROVIDED TECHNICAL ASSISTANCE TO JURISDICTIONS FOR 6 7 HOUSING ELEMENT APPROVAL THROUGH THE REGIONAL PROGRAM. ANOTHER EXAMPLE IS SAFETY PLANNING, JURISDICTIONS REQUIRED TO HAVE 8 9 SAFETY PLANS TO PARTICIPATE IN THE OBAG THREE COUNTY PROGRAM AND MTC FUNDED ANY OUTSTANDING PLANS THROUGH THE REGIONAL 10 PROGRAM RESULTING IN 100% COMPLIANCE. IN ADDITION TO 11 12 IDENTIFYING SAFETY NEEDS, THESE EFFORTS HELP THE BAY AREA BE 13 MORE COMPETITIVE FOR STATE AND FEDERAL DISCRETIONARY FUNDS FINALLY WE REQUIRE THAT GRANT RECIPIENTS RESPOND TO THE 14 STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT SURVEY AND 15 WE HAD NEARLY 100% PARTICIPATION THIS SPRING DATA FROM THIS 16 17 SURVEY IS AN IMPORTANT ADVOCACY TOOL FOR TRANSPORTATION FUNDING AND HIGH PARTICIPATION IN THE BAY AREA HELPS KEEP OUR 18 19 NEEDS FRONT AND CENTER. NEXT SLIDE PLEASE. MOVING OVER TO THE REGIONAL SIDE, THIS SLIDE SUMMARIZES OUR INVESTMENTS BY 20 PROGRAM CATEGORY. IN ADDITION TO OBAG FUNDING MTC ALSO HAD 21 22 ACCESS TO NEW -- TO TWO NEW AND ONE-TIME FUNDING SOURCES DURING THE OBAG THREE PERIOD THESE INCLUDED THE STATE REGIONAL 23 24 EARLY ACTION PLANNING GRANTS PROGRAM REAP TWO AND FEDERAL CARBON REDUCTION PROGRAM CRP RESOURCES COMPLEMENTED THE OBAG 25

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THREE REGIONAL PROGRAM INVESTMENTS AS SHOWN ON THE TABLE 1 2 SIMILAR TO THE COUNTY SIDE THE REGIONAL PROGRAM INCLUDES SET ASIDE FOR PLANNING AND PROGRAM IMPLEMENTATION BY MTC STAFF SO 3 THAT'S THE FIRSTS ROW IN THE TABLE I'LL COVER THE REMAINING 4 5 REGIONAL PROGRAM CATEGORIES IN THE FOLLOWING SLIDES. NEXT SLIDE. START WITH GROWTH FRAMEWORK IMPLEMENTATION THIS 6 7 CATEGORY CONSISTS MOSTLY OF LOCAL GRANTS TO JURISDICTIONS. PREVIOUS ROUNDS HAVE SUPPORTED PRIORITY DEVELOPMENT AREA 8 9 PLANNING WHILE MOST RECENT CALL FOR PROJECTS FOCUSED ON 10 HELPING JURISDICTIONS TO COMPLY WITH THE TRANSIT ORIENTED COMMUNITIES POLICY OR TOC POLICY. AND THESE GRANTS HAVE HELPED 11 12 THE REGION FOCUS RECENT HOUSING GROWTH IN CENTRALIZED AREAS 13 THAT ARE ACCESSIBLE BY TRANSIT. THIS CATEGORY ALSO INCLUDES THE REGIONAL HOUSING TECHNICAL ASSISTANCE PROGRAM WHICH HELP 14 DRIVE THE HIGH HOUSING ELEMENT COMPLIANCE THAT I MENTIONED ON 15 THE PREVIOUS SLIDE. NEXT SLIDE. THE CLIMATE CONS VACATION AND 16 17 RESILIENCE CATEGORY INCLUDES OUR CLIMATE INITIATIVES GRANTS FOR LOCAL TRANSPORTATION ELECTRIFICATION, MOBILITY HUBS AND 18 19 PARKING MANAGEMENT. THE LATEST CALL FOR PROJECTS IS COORDINATED WITH OUR PDA PROGRAM AND AGAIN FOCUSED ON HELPING 20 21 JURISDICTIONS COMPLY WITH THE TOC POLICY. THIS CATEGORY ALSO 22 INCLUDES OUR PRIORITY CONSERVATION AREA OR PCA PROGRAM, THE FIRST ROUND EVER OBAG 3PCA AWARDS WERE APPROVED LAST YEAR AND 23 24 STAFF EXPECT ANOTHER CALL FOR PROJECTS BY THE END OF THIS YEAR. AND FINALLY OUR REGIONAL TRANSPORTATION DEMAND 25

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MANAGEMENT INVESTMENTS HAVE BEEN DRIVING PROGRESS IN MODE 1 2 SHIFT IN THE BAY AREA. FOR EXAMPLE, OBAG INVESTMENTS HAVE HELPED IMPROVE AND EXPAND BIKESHARE WHICH HAS GROWN RIDERSHIP, 3 IN ADDITION OUR VANPOOL PROGRAM CONTINUES TO KEEP SINGLE 4 5 OCCUPANCY VEHICLES OFF THE ROAD AND GENERATE MUCH NEEDED TRANSIT REVENUE. NEXT SLIDE PLEASE. THE OUR COMPLETE STREETS 6 7 AND COMMUNITY CHOICE CATEGORIES INCLUDES LOCAL GRANTS FOR PAYMENT MANAGEMENT AND ACTIVE TRANSPORTATION TECHNICAL 8 9 ASSISTANCE HELPING JURISDICTIONS COMPETE FOR FUNDS AND MAKE MOST LIMITED RESOURCES TO MAINTAIN AND IMPROVE LOCAL ROADWAYS 10 FOR ALL USERS, ABLE TO LEVERAGE OBAG REGIONAL FUNDING TO 11 12 SECURE \$10 MILLION IN FEDERAL DISCRETIONARY FUNDS FOR DATA 13 KLEBS PLANNING AND TECHNICAL ASSISTANCE THIS CATEGORY CONTINUES MTC'S LONG-STANDING SUPPORT FOR COMMUNITY-BASED 14 TRANSPORTATION PLANNING AND EFFORTS ARE TO OVER AND PRIORITIZE 15 LOCAL NEEDS. NEXT SLIDE PLEASE. OUR FINAL CATEGORY ASK MULTI-16 17 MODAL SYSTEM OPERATIONS AND PERFORMANCE THIS INCLUDES A WIDE VARIETY OF PROJECT TYPES I'LL HIGHLIGHT A FEW TRANSIT PRIORITY 18 19 MAPPING WAYFINDING PROGRAMS SUPPORT LOCAL IMPLEMENTATION OF THE TRANSIT TRANSFORMATION ACTION PLAN. AND MTC ALSO 20 21 COLLABORATES WITH PARTNER AGENCIES ON CRUCIAL 22 INTERJURISDICTIONAL CORRIDOR IMPROVEMENTS SUCH AS BAY BRIDGE FORWARD RESILIENT STATE ROUTE 37 ALTHOUGH THESE PROJECTS ARE 23 24 NOT IMPLEMENTED AS LOCAL GRANTS THEY ADDRESS COMMUNITY PRIORITIES AND PROVIDE LOCAL BENEFITS. NEXT SLIDE PLEASE. 25

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LOOKING AHEAD TO OBAG FOUR WE'RE ANTICIPATING SUBSTANTIAL LESS 1 2 AVAILABLE FUNDING FOR PLANNED BAY AREA IMPLEMENTATION. THE EXACT AMOUNT OF OBAG FORMULA FUNDING IS UNCERTAIN AND WILL 3 DEPEND ON FEDERAL REAUTHORIZATION OR EXTENSION OF THE SERVICE 4 5 TRANSPORTATION PROGRAM HOWEVER WE'RE ESTIMATING APPROXIMATELY \$800 MILLION IN FEDERAL FORMULA FUNDS DURING THE OBAG PERIOD 6 7 AS YOU KNOW THE COMMISSION IS ALREADY PRECOMMITTED APPROXIMATELY \$100 MILLION OF THIS CAPACITY TO SUPPORT NEAR-8 9 TERM TRANSIT OPERATIONS AS PART SB125 AGREEMENT WITH THE STATE LAST YEAR AND ON TOP OF THAT WE'RE NOT EXPECTING ADDITIONAL 10 COMPLEMENTARY FUNDS FROM REAP OR CRP TO CONTINUE INTO THE OBAG 11 12 FOUR PERIOD. TAKEN TOGETHER THIS MEANS WE ANTICIPATE OVER \$200 13 MILLION LESS IN AVAILABLE FUNDING FOR OBAG FOUR ANOTHER KEY CONSIDERATION FOR OBAG FOUR IS HOW TO INCORPORATE MTC'S 14 TRANSIT ORIENTED COMMUNITIES POLICY OR TOC POLICY WE'RE NOT 15 BRINGING RECOMMENDATIONS RELATED TO OBAG FOUR OR TOC POLICY 16 17 WITH THIS ITEM TODAY BUT WE WANT TO HIGHLIGHT THESE TOPICS AS KEY CONSIDERATIONS WE PLAN TO ADDRESS WITH THE COMMISSION IN 18 19 THE COMING MONTH. IN LIGHT OF CONSIDERATIONS, STAFF ARE PROPOSING TO USE THE PRINCIPLES LISTED HERE TO GUIDE FURTHER 20 DEVELOPMENT OF THE OBAG FOUR STAFF RECOMMEND APPROACHING ON, 21 22 BAG FOUR DEVELOPMENT AS AN OPPORTUNITY TO FOCUS ON OPTIMIZING SET OF EFFECTIVE PROGRAMS AND BUILD ON SUCCESSES AND LESSONS 23 24 LEARNED FROM PRIOR CYCLES AND PROPOSED PRINCIPLES WILL HELP BALANCE INVESTMENTS ACROSS MULTIPLE INTERSECTING GOAL AREAS TO 25

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MAXIMIZE BENEFITS FOR BAY AREA COMMUNITIES IMPLEMENTATION 1 WOULD REMAIN FRONT AND CENTER, PROPOSED LANGUAGE EMPHASIZES 2 OBAG FOUR PROGRAM SUPPORTING TRANSPORTATION HOUSING 3 ENVIRONMENT ELEMENTS OF THE PLAN AND ADDRESS CONNECTIVITY 4 5 EOUITY SUSTAINABILITY GOALS PRINCIPLES EMPHASIZE REGIONAL ELEMENTS THAT ARE DISTINCT BUT COMPLEMENTARY MEANS TO 6 7 ACHIEVING COMMON PURPOSE ON THE COUNTY SIDE THE PROPOSED PRINCIPLES HIGHLIGHT OBAG PROVIDES FLEXIBLE FUNDING TO DELIVER 8 9 LOCAL PRIORITIES WITH FOCUS ON SAFETY COMPLETE STREETS STATE 10 OF GOOD REPAIR PROJECTS AGAIN THIS MAKES THE COUNTY PROGRAM IMPORTANT REGARDS LOCAL AGENCIES FOR HELPING TO ADVANCE PLAN 11 12 GOALS ON THE REGIONAL SIDE, HIGHLIGHT MTC SUPPORT FOR LOCAL 13 AGENCIES THROUGH PLANNING AND TECHNICAL ASSISTANCE AND OUR CONTINUED LEADERSHIP AND STRATEGIC SUPPORT FOR MULTI-14 JURISDICTIONAL PROJECTS AND CORRIDOR IMPROVEMENTS. THE COUNTY 15 AND REGIONAL COMPONENTS ARE INTENDED TO BE BALANCED AND 16 17 MUTUALLY REINFORCING AS ILLUSTRATED ON THE SLIDE WITH THE CIRCLE. AND ONE IMPORTANT AREA FOR FUTURE CONSIDERATION WILL 18 BE THE RELATIVE CAPACITY OF THE COUNTY AND REGIONAL PROGRAMS 19 IN A CONSTRAINED FUNDING ENVIRONMENT IT WILL BE DIFFICULT OR A 20 21 CHALLENGE TO CONTINUE TO ADVANCE ALL PROGRAM AREAS FROM 22 PREVIOUS CYCLES AND THE DRAFT PRINCIPLES ARE INTENDED TO 23 ILLUSTRATE POTENTIAL TRADEOFFS BETWEEN DIFFERENT CAPACITY 24 SCENARIOS FOR EXAMPLE, IF THERE IS NOT SUFFICIENT FUNDING TO EFFECTIVELY ADVANCE OUR CLIMATE CONSERVATION OR TRANSIT GOALS 25

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THROUGH THE REGIONAL PROGRAM WE MAY NEED TO CONSIDER 1 2 ADDITIONAL POLICIES TO ENCOURAGE THESE INVESTMENT TYPES THROUGH THE COUNTY PROGRAM. NEXT SLIDE PLEASE. I'LL WRAP UP 3 WITH SUMMARY OF THE OBAG FOUR DEVELOPMENT TIMELINE THE ITEM 4 5 TODAY IS INTENDED TO PROVIDE ADDITIONAL BACKGROUND ON OBAG THREE AND CONSIDERATIONS FOR OBAG FOUR STAFF PLAN TO RETURN TO 6 7 THE COMMITTEE IN FALL WITH DRAFT FOR FRAMEWORK FOR YOUR REVIEW AND INPUT AND AT THAT TIME WE'LL ASK FOR COMMISSION INPUT FROM 8 9 COMMISSIONERS ON OBAG FOR CAPACITY APPLICATION OF TOC POLICY, WE'RE TARGETING TO BRING THE FINAL OBAG FOUR PROGRAM FOR 10 ADOPTION IN EARLY 2026 AND THE RIGHT SIDE OF THE SLIDE 11 12 EMPHASIZES THAT IN PARALLEL WITH OUR COMMITTEE SCHEDULE WE HAVE BEEN COORDINATING WITH CTAS AND OTHER PARTNER AGENCIES ON 13 OBAG FOUR DEVELOPMENT AND WILL CONTINUE TO DO SO THROUGHOUT 14 THE YEAR. SO THIS IS AN INFORMATION ITEM ONLY, AND WE WELCOME 15 ANY QUESTIONS OR COMMENTS YOU MAY HAVE. THANK YOU. 16

17

V. CHAIR, MYRNA MELGAR: SO, I DID HAVE A COUPLE QUESTIONS, MR. 18 19 ARNDT. THANK YOU FOR THE THOROUGH PRESENTATION. IT WAS FULL OF ACRONYMS AND SINCE I'M NOW HERE I'M NOT FAMILIAR WITH ALL OF 20 THEM. SO, YOU IN AN EARLYLER SLIDE TALKED ABOUT THE EXPECTED 21 22 DECREASE IN REVENUE AND YOU SAID SOME OF IT WAS DUE TO 23 EXPECTED FEDERAL DECREASES, AND ALSO CRP AND REAP, WHICH I 24 DON'T KNOW WHAT THEY ARE, IF YOU COULD EXPLAIN THAT, AND IF YOU'RE SAYING THAT YOU ARE GOING TO COME BACK IN '26, WILL WE 25



KNOW, FOR SURE, THAT THERE ARE DECREASES BY THEN WHEN WE MAKE
 A DECISION IN OR CAN YOU JUST TALK A LITTLE BIT MORE ABOUT THE
 MONEY? THANK YOU.

4

5 THOMAS ARNDT: ABSOLUTELY ALL GOOD QUESTIONS. STARTING WITH THE BEGINNING THERE ARE TWO MAIN FACTORS THAT ARE INFLUENCING 6 7 WHERE WE EXPECT DECREASED REVENUES IN THE OBAG FOUR PERIOD. SO, THE FIRST, NEITHER OF THEM IS FIRST -- BUT ONE OF THEM IS 8 9 THAT WE PRECOMMITTED \$100 MILLION OF OBAG FOUR CAPACITY SO THE REGULAR FEDERAL FORMULA FUNDS THAT WE USE FOR OBAG CYCLE AFTER 10 CYCLE, WE, THE COMMISSION PRECOMMITTED THAT AS PART OF THE 11 12 SB125 FRAMEWORK SO THAT'S GOING TOWARDS TRANSIT OPERATIONS AS 13 PART OF THE STATE PACKAGE THERE SO THAT DECREASES CAPACITY BY ABOUT \$100 MILLION AND THE OTHER TWO FACTORS ARE THE 14 COMPLEMENTARY FUNDING SOURCE WHICH IS WE USED IN OBAG 33 WHICH 15 WE, SORT OF, AUGMENT INTO THE REGIONAL PROGRAMS BUT WE'RE NOT 16 EXPECTING THOSE TO CONTINUE INTO THE OBAG FOUR PERIOD SO THOSE 17 ARE FEDERAL CARBON REDUCTION PROGRAM WAS NEW FEDERAL FORMULA 18 19 PROGRAM STARTED UNDER THE INFRASTRUCTURE INVESTMENTS AND JOBS ACT WE'RE NOT EXPECTING THAT TO CONTINUE, ALSO TIES TO SURFACE 20 TRANSPORTATION REAUTHORIZATION OR EXTENSION SO THAT REGULAR 21 22 FORMULA FUNDS THIS WE USE FOR OBAG THAT WE HAVE FOR A DOZEN 23 YEARS OR SO THOSE DEPEND ON AUTHORIZATIONS OF THE SURFACE 24 TRANSPORTATION PROGRAM BY CONGRESS AND SO THE INFRASTRUCTURE INVESTMENTS AND JOBS ACT THE LAST THREE AUTHORIZATIONS THAT 25

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WILL EXPIRE CONCURRENT WITH THE END OF THE MOVING INTO OBAG 1 2 FOUR, WE'LL GET FORMULA FUNDING UNCERTAINTY DEPENDS ON REAUTHORIZATION OR EXTENSION HOWEVER THOSE FUNDS HAVE BEEN 3 STABLE IN THE PAST DECADE OR SO, SO \$800 MILLION CAPACITY IS 4 5 AN ESTIMATE AND THE FINAL OTHER COMPLEMENTARY FUND SOURCE IS STATE REGIONAL EARLY ACTION PLANNING ON THIS THE SECOND ROUNDS 6 7 OF REAP AND WE'RE NOT COUNTING ON ANOTHER ROUND FROM RHTA FROM THE STATE. 8 9 V. CHAIR, MYRNA MELGAR: THANK YOU. COMMISSIONER? 10 11 12 SUE NOACK: DO YOU KNOW HOW MUCH APPROXIMATELY WE SPENT ON THE HOUSING ELEMENT PIECE BECAUSE OBVIOUSLY THAT GOES AWAY THIS GO 13 ROUND SINCE WE JUST THAT'S AN EIGHT YEAR CYCLE SINCE WE HAVE 14 97% COMPLETE OR WHATEVER, HOW MUCH ARE THE DOLLARS THAT WILL 15 BASICALLY GO BACK INTO THE POT NOW? 16 17 SPEAKER: SURE REGIONAL HOUSING TECHNICAL ASSISTANCE PROGRAM 18 19 WAS TO THE TOWN OF \$5 MILLION I DON'T HAVE THE NUMBER IN FRONT OF ME BUT THAT PROGRAM WE EXPECTED TO DONE TO PROVIDE BENEFITS 20 TO JURISDICTIONS OUTSIDE OF THE NEW HOUSING ELEMENT 21 22 CERTIFICATION. I MIGHT LOOK TO MATT. 23 24 MATT MALONEY: MATT MALONEY DEPUTY EXECUTIVE DIRECTOR METRO PLANNING AND POLICY THERE HAS BEEN TWO ROUNDS OF REAP FUNDS 25

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WHICH AGAIN ARE ADMINISTERED BY STATE HCD FIRST ROUND OF REAP 1 2 FUNDS WAS A LITTLE OVER \$20 MILLION THOSE WENT TO VARIOUS PURPOSES BUT THE LION'S SHARE OF FUNDS FLOWED DIRECTLY TO 3 LOCAL JURISDICTIONS OR HELPED US AS AN AGENCY MTC AND ABAG 4 5 SUPPLY THE TECHNICAL ASSISTANCE TO JURISDICTIONS. WITH REAP TWO WHICH WAS THE SECOND ROUND OF THAT PROGRAM WE SAW THE 6 7 PROGRAM EXPANDED ELIGIBILITY QUITE A BIT BUT WAS ALSO FOCUSED ON VMT AND TRANSPORTATION AND ALLOWED OTHER CAPITAL PROJECTS 8 9 WE USED A PORTION OF THAT REAP TWO, I WOULD HAVE TO FIND THE AMOUNT TO, SORT OF, SUPPLEMENT AND KEEP THE TECHNICAL 10 ASSISTANCE JURISDICTIONS, THAT WAS POPULAR, WE WANT TO 11 12 CONTINUE TO DO THAT, AND WE WOULD LIKE TO USE OBAG FUNDS TO TRY TO CONTINUE THAT PROCESS. SO, IT'S, OBAG HAS SUPPLEMENTED 13 KIND OF THE OTHER REAP FUNDS THAT WERE RECEIVED. 14

15

16 SUE NOACK: SO, THOSE FUNDS, TO THE EXTENT THE HOUSING ELEMENTS 17 ARE DONE, WHAT ARE THEY BEING USED FOR GOING FORWARD FOR 18 ADDITIONAL WORK BEING DONE ON THE HOUSING ELEMENTS?

19

20 MATT MALONEY: SO THERE IS, IN TERMS OF TECHNICAL ASSISTANCE 21 THERE, IS A WIDE ARRAY OF USES THAT WE DO. THERE IS CHANGES IN 22 HOUSING LEGISLATION, OBVIOUSLY THAT, HAPPEN ALL OF THE TIME. 23 AND SO WE DO A LOT OF EDUCATION COMPONENTS FOR JURISDICTIONS 24 ON THE THINGS THAT CHANGE. AS JURISDICTIONS WORK AND DO THEIR 25 REZONINGS, PERHAPS, AFTER THEIR HOUSING ELEMENTS, WE DO SUPPLY

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TECHNICAL ASSISTANCE ON THINGS LIKE THAT. AND OF COURSE, YOU 1 2 KNOW, WE'RE GOING TO BE GETTING INTO THE NEXT CYCLE OF RHNA SOON AND IT'S JUST A REMINDER TO THE COMMISSION AND THE BOARD 3 THAT RHNA REMAINS KIND OF AN UNFUNDED MANDATE FROM THE STATE. 4 5 WE DON'T GET A BUNCH OF FUNDS TO ADMINISTER RHNA, PLUS, I THINK WHAT WAS SO IMPORTANT ABOUT REAP IS IT NOT ONLY ENABLED 6 7 US TO DO A GOOD RHNA PROCESS, BUT ALSO THEN TO GO OUT AND HELP JURISDICTIONS COMPLY WITH IT. 8

9

SUE NOACK: I MEAN, THE OTHER QUESTION I WOULD LIKE TO SEE IS,
SORT OF, SOME OF THE DISTRIBUTION OF THE MONEYS TO THE
COUNTIES AND WHAT THE -- WHAT THE PROGRAMS WERE, WHO RECEIVED
THE MONEY, JUST FOR OUR OWN BENEFIT, TO UNDERSTAND HOW OUR
COUNTIES, INDIVIDUALLY, BENEFITTED FROM THESE FUNDS. IF WE
COULD GET THAT NEXT GO ROUND OR SOMETHING, THAT WOULD BE
REALLY HELPFUL.

17

18 THOMAS ARNDT: YES WE COULD DO THAT THANK YOU.

19

20 V. CHAIR, MYRNA MELGAR: THANK YOU VERY MUCH. AND THANK YOU FOR
21 THE STAFF PRESENTATION.

22

23 STEPHANIE MOULTON-PETERS: I WOULD TO BUILD ON QUESTION ABOUT 24 THE SHORTFALL THAT WE EXPECT BECAUSE OF THE REDUCED FEDERAL 25 AND STATE FUNDING. I WANT UNDERSTAND THAT IS PROPOSED THEN TO



MAKE UP COME OUT OF THE COUNTY FUND OR REGIONAL FUNDS OR
 COMBINATION.

3

4 SPEAKER: THAT'S AN OPEN QUESTIONS AND WE HAVEN'T PUT FORTH THE
5 PROPOSAL AT THIS STAGE BUT IT IS A KEY CONSIDERATION IN THE
6 FALL WE'LL, SORT OF, LAY THAT OUT FOR THE COMMISSION.

7

STEPHANIE MOULTON-PETERS: OKAY. I WILL SOUND LOOK A BROKE 8 9 RECORD BUT THE COUNTIES ARE FACING, AND LOCAL GOVERNMENTS FACING DECREASE FUNDING ACROSS THE BOARD I WOULD PREFER TO SEE 10 THIS COME OUT OF A REGIONAL POT IF AT ALL POSSIBLE. THE NEXT 11 12 OUESTION I HAD WITH REGARD TO ELIGIBILITY FOR GREEN STORMWATER 13 IMPROVEMENTS THAT WOULD BE DONE IN CONJUNCTION WITH ROAD PROJECTS AND WHETHER THESE EXPENDITURES ARE ELIGIBLE FOR 14 FUNDING UNDER OBAG FOUR. SO JUST WANT TO GIVE SOME 15 CLARIFICATION ABOUT THAT. 16

17

THOMAS ARNDT: YES COMMISSIONER GREEN INFRASTRUCTURE AND 18 19 STORMWATER IMPROVEMENTS IF DONE IN CONJUNCTION WITH TRANSPORTATION PROJECTS ARE TYPICALLY ELIGIBLE FOR OBAG FUNDS. 20 THEY WERE ELIGIBLE IN THE CURRENT CYCLE AND WE EXPECT THEM, 21 22 CONTINGENT ON YOUR DIRECTION, TO CONTINUE TO BE ELIGIBLE IN 23 THE NEXT CYCLE. MOULT MOULD GOOD. GOOD NEWS. I KNOW MY 24 DISTRICT PROBABLY IN ALL OUR HEAVIER RAINS ATMOSPHERIC RIVERS AND STORM SYSTEMS ARE HAVING TROUBLE HANDLING IT ALL SO GREEN 25

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INFRASTRUCTURE IS IMPORTANT TO ADD TO OUR ROAD PROJECTS OFTEN. 1 2 AND THEN FINALLY, MOSTLY FOR MY NORTH BAY COLLEAGUES, I WANT TO POINT OUT WE HAD THE NORTH BAY, HAD A PCA PLANNING 3 CONSERVATION CARVE-OUT IN THE PAST FOR SOME FUNDS COMING TO 4 5 THE NORTH BAY WHICH WE DON'T -- WE LOST IN OBAG THREE SO INSOFAR AS WE ARE OFTEN ARE ABLE TO COMPETE OR DON'T HAVE THE 6 7 KIND OF PROJECTS THAT RISE TO THE TOP FOR FUNDING I WANT TO SAY THERE IS SOME REGIONAL OPERATION, AND HOW FUNDING IS 8 9 ALLOCATED TO THE NORTH BAY THAT I THINK WE ALL NEED TO BE AWARE OF AS WE LOOK AT OBAG FOUR GOING FORWARD. THANK YOU. 10 11 12 V. CHAIR, MYRNA MELGAR: THANK YOU. COMMISSIONER MILEY? 13

14 NATHAN MILEY: THANK YOU. SO, A COUPLE QUESTIONS. SO, UNDER THE
15 TIME FRAME DIRECTION ON TRADEOFFS AND TOC POLICY, CAN YOU JUST
16 EXPLAIN THAT.

17

18 THOMAS ARNDT: YES IN THE FALL, WE'RE NOT SURE WHAT MONTH YET, 19 BUT WE PLAN TO BRING AN ITEM TO OBAG FOUR TO THIS COMMITTEE 20 PERHAPS OTHER ITEMS TO OTHER COMMITTEES AS APPROPRIATE YOU 21 KNOW TALKING ABOUT HOW THE TOC POLICY WOULD APPLY TO OBAG FOUR 22 THE DECISIONS AROUND COUNTY VERSUS, AND HAVE DISCUSSION OF 23 FRAMEWORK AND PLANNING.

24

25 NATHAN MILEY: IN TERMS OF THE TOC POLICY WE'LL TAKE THAT UP



1 SEPARATELY, RIGHT?

MATT MALONEY: YES COMMISSIONER WE'LL BE COMING BACK TO YOU
THIS FALL TO GET DEEPER ON THAT POLICY ITSELF AND I THINK
THERE IS IN THE FALL MOVING INTO NEXT YEAR THAT'S REALLY WHEN
THESE TWO STRANDS OF WORK KIND OF MERGE AND COME TOGETHER. AND
YOU KNOW WE'RE GOING TO HAVE TO TALK THROUGH HOW THE
COMMISSION MAY WANT TO APPLY THE TOC POLICY TO THE NEXT ROUND
OF OBAG FOUR. THAT'S A COMMISSION DECISION.

10

2

11 NATHAN MILEY: GOT YOU. I HAVE BEEN HERE FOUR PLUS YEARS OR SO,
12 AND I HAVE JUST BEEN RECEIVING SOME FEEDBACK FROM VARIOUS
13 PARTIES RELATIVE TO TOC POLICY, SO I JUST WANTED TO KIND OF
14 FLAG THAT. OKAY. THANKS.

15

16 V. CHAIR, MYRNA MELGAR: OKAY COMMISSIONER RAMOS?

17

18 CHAIR, BELIA RAMOS: THANK YOU SO MUCH. I DID HAVE A QUESTION 19 IN TERMS OF THE ASSUMPTIONS BEING MADE AT IJA LEVEL FUNDING 20 BASED ON THIS CURRENT CYCLE. JUST GIVEN OUR VISIT TO DC, I 21 THINK THAT'S A REALLY OVERLY OPTIMISTIC PROJECTIONS. AND, SO, 22 I'M WONDERING WHY ARE WE STICKING WITH THINKING THAT THE IIJA 23 FUNDING LEVELS ARE GOING TO REMAIN CONSTANT? BECAUSE 45 DAYS 24 AGO, I CERTAINLY LEFT PRETTY DEPRESSED FROM DC.

25

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1 MATT MALONEY: I'LL GIVE THIS A STAB, THEN MAYBE MY COLLEAGUES. 2 I THINK, FIRST OFF, IT'S HARD TO KNOW WHAT TO ASSUME RIGHT NOW IN TERMS OF FEDERAL REAUTHORIZATION. WE ARE ASSUMING THAT 3 THOSE FUNDS WILL LIKELY DECREASE A BIT. WE HAVE SOME, I GUESS, 4 5 CAUTIOUS OPTIMISM ABOUT THE NATURE OF TRANSPORTATION REAUTHORIZATION IN CONGRESS, RELATIVE TO A LOT OF THINGS IN DC 6 7 AT THIS POINT IN TIME IT'S STILL PRETTY BIPARTISAN IN TERMS OF WHAT'S GOING ON WITH TRANSPORTATION INFRASTRUCTURE. AND THESE 8 9 ARE LONG-STANDING FORMULA PROGRAMS THAT BENEFIT METRO REGIONS IN STATES THROUGHOUT THE COUNTRY, IN ALL STATES, FROM THAT 10 STANDPOINT, OUR CURRENT OPERATION IS THAT WE'RE GOING TO SEE 11 12 THESE PROGRAMS OR PROGRAMS LIKE THESE THINGS CONTINUE IN THE NEXT REAUTHORIZATION, BUT IT IS VERY DIFFICULT TO PREDICT. WE 13 HAVE MADE AN ASSUMPTION AT THIS POINT IN TIME THAT THE CARBON 14 REDUCTION PROGRAM, WHICH WAS AN AD-ON TO THESE PROGRAMS DURING 15 THE BIDEN ADMINISTRATION IS LIKELY NOT GOING TO CONTINUE. SO, 16 17 WE HAVE MADE THAT ASSUMPTION. BUT FOR THE REST WE'RE JUST GOING TO HAVE TO MONITOR THE SITUATION AND KEEP YOU ALL 18 19 APPRISED.

20

21 CHAIR, BELIA RAMOS: I GUESS I -- I GUESS I'M JUST -- I THINK I 22 SAID THIS BEFORE WHEN LOOKING AT BUDGET, IT'S REALLY MY -- YOU 23 KNOW, IT WAS A FRIDGED RECEPTION FOR HOW -- WE THINK WE'RE 24 GREAT, WE THINK WE'RE DOING THE RIGHT THING, WE'RE USING 25 TRANSPORTATION DOLLARS TO INCENTIVIZE HOUSING AND TO REALLY

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FURTHER THOSE -- THE TOD POLICY, THE TRANSIT ORIENTED 1 2 DEVELOPMENT POLICIES, AND WE THINK WE'RE DOING THE RIGHT THING, AND WE ARE SHOWING THAT WE'RE ABLE TO TURN ONE THERE 3 INTO 2 AND 3 AND SOMETIMES EVEN FOUR AT A TIME, THAT'S 4 5 OUTSTANDING, BUT WE'RE ALSO FROM CALIFORNIA. AND, SO, I JUST -- I WANT US TO BE CAUTIOUS AND AT LEAST FLEXIBLE. AND I THINK 6 7 THAT THAT FLEXIBILITY, AS WE LOOK THROUGH THE DEVELOPMENT TIMELINE, I THINK THERE NEEDS TO BE KIND OF A -- I DON'T KNOW 8 9 WHAT TO CALL IT, OTHER THAN A POLITICAL TRUE-UP AT SOME POINT. BECAUSE WE, DEPENDING ON WHAT IS HAPPENING, WE MIGHT HAVE TO 10 JUST REALLY FOCUS RIGHT BACK TO THE STATE OF GOOD REPAIR AND 11 12 TRANSPORTATION SIDE OF THINGS AS OPPOSED TO NECESSARILY -- I'M NOT SAYING I SUPPORT THIS, BUT TO REALLY BE ABLE TO DEFEND THE 13 ALLOCATION AS IS. I CERTAINLY AM CONCERNED THAT I DON'T THINK 14 THE IIJA ENHANCEMENT IS COMING OUR WAY, SO AT SOME POINT WE 15 HAVE TO LOOK AT WHERE IN THE TIME FRAME SO THIS WOULD BE A 16 17 SUGGESTION FOR STAFF, THAT TIMELINE NEEDS TO HAVE A POLITICAL CHECK-IN AT SOME POINT NOT JUST A POLICY AND PHILOSOPHICAL 18 CHECK-IN AT THIS POINT WHICH YOU HAVE IN HERE AND LOOKING AT 19 PARTNERS BUT I THINK WE NEED TO HAVE A TRUE ASSESSMENT OF WHAT 20 THAT REAUTHORIZATION IS GOING TO LOOK LIKE, AND ALSO THAT 21 22 CONTINGENCY PLAN, WE HAVE SEEN, WELL INTENTIONED BILLS FALL 23 REALLY, REALLY FLAT, OR GO REALLY, REALLY SIDEWAYS AT THE LAST 24 MOMENT, AND THE LAST, YOU KNOW -- I DON'T KNOW. I CAN'T EVEN COUNT. IT'S -- IT'S BEEN HARD. [LAUGHTER] SO, I -- THAT'S ALL 25

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I SAY, IS THAT I THINK THE TIMELINE NEEDS TO HAVE A MOMENT
 WHERE WE REALLY COME BACK TO THE COMMISSION AND HAVE A REALITY
 CHECK OF WHAT THE LIKELIHOOD IS OF THESE -- OF THESE FUNDING
 LEVELS ASSUMED IN THIS PROPOSAL HERE.

5

6 V. CHAIR, MYRNA MELGAR: OKAY. THANK YOU, COMMISSIONER RAMOS.
7 COMMISSIONER MOULTON-PETERS DID YOU WANT TO PROVIDE FURTHER
8 COMMENT? OR NOACK? CHAIR NOACK?

9

10 SUE NOACK: THESE ARE REALLY FORMULA FUNDS, RIGHT? THIS IS NOT
11 -- THIS IS NOT SOMETHING THAT THEY WOULD NECESSARILY SAY,
12 CALIFORNIA WE HATE YOU, WE'RE GOING TO TAKE THAT MONEY AWAY.
13 THIS IS FORMULA FUNDS. SO THAT'S A LITTLE DIFFERENT.

14

THERESA ROMMELL: YES COMMISSIONER I WAS GOING TO ADD ON TO 15 16 THAT WE'RE ONLY TALKING ABOUT SURFACE TRANSPORTATION FUNDS 17 WHICH ARE FORMULA BASED AND TO YOUR POINT COMMISSIONER RAMOS, ABSOLUTELY CALL FOR CONCERN RELATED TO THE NEXT AUTHORIZATION, 18 19 IF WE'RE GOING TO SEE SOME OF THOSE COMPETITIVE FUNDING POTS CONTINUE, OR ANY OF THE, YOU KNOW, THE PLUS-UPS THAT WE SAW 20 WITH IIJA WHICH WERE NOT REALLY FOCUSED ON THE ONE BAY AREA 21 22 GRANT FUNDING THOSE FUNDS WERE REALLY JUST FORMULA AND THEY 23 TEND TO GROW AT A REGULAR RATE AND THAT'S ALL WE'RE ASSUMING. 24 WE DON'T HAVE A LOT OF GREAT OPTIMISM ABOUT OTHER FUNDING POTS, BUT THESE FUNDS, WE FEEL, ARE FAIRLY STABLE, AS THOMAS 25

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1	AND BOTH MATT SAID. YOU KNOW, THEY HAVE BEEN AROUND FOR A LONG
2	TIME AND WE HAVE SEEN KIND OF STEADY GROWTH, AT LEAST
3	INFLATIONARY GROWTH, BUT YES ABSOLUTELY A POLITICAL CHECK-IN
4	AT SOME POINT WOULD BE GOOD FOR A LOT OF OTHER FUNDING
5	SOURCES, AS WELL.
6	
7	V. CHAIR, MYRNA MELGAR: THANK YOU FOR THE ROBUST DISCUSSION
8	COLLEAGUES THIS IS AN INFORMATION ITEM. DO WE HAVE PUBLIC
9	COMMENT ON THIS ITEM.
10	
11	BOARD CLERK: LAURA WASHINGTON SAVE THE BAY IS IN-PERSON TO
12	PROVIDE PUBLIC COMMENT HOW MUCH TIME WOULD YOU LIKE TO
13	PROVIDE?
14	
15	V. CHAIR, MYRNA MELGAR: TWO MINUTES, PLEASE.
16	
17	BOARD CLERK: LAURA PLEASE APPROACH THE PODIUM.
18	
19	SPEAKER: AND PLEASE CONSIDER DIRECTLY INCENTIVIZING GREEN
20	STORMWATER INFRASTRUCTURE WITHIN THESE GUIDELINES I REALLY
21	APPRECIATE THE COMMENT FROM COMMISSIONER MOULTON-PETERS ABOUT
22	WHETHER OR NOT THESE PROJECTS ARE ELIGIBLE GSI GREEN
23	STORMWATER INFRASTRUCTURE IS ELIGIBLE IT'S NOT INCENTIVIZED IN
24	THE GUIDELINES SO AS AN ADVOCATE FOR THESE TYPES OF PROJECTS I
25	CAN'T GET AROUND THE FACT THAT WHEN YOU TACK ON TREES AND

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BIOS, WHALES, AND CATCHMENT BASINS TO THE TRADITIONAL GRAY 1 2 ROADWAY PROJECT THE FRONT COST CAN BE MORE EXPENSIVE PROVIDES VALUE DOES MAKE EVERY DOLLAR GO FURTHER FOR PRIORITIES AT THE 3 LOCAL LEVEL GSI IN THIS INSTANCE CAPTURE FLOODING IN HIGHLY 4 5 URBANIZED AREAS IF WE CAN CAPTURE WATER IN AREAS THAT IS A GOOD THING FOR FLOODING THAT'S WHY WE HAVE STORMWATER 6 7 DEPARTMENTS ASKING FOR THIS AND INCENTIVIZING GREEN STORMWATER INFRASTRUCTURE BUT THEY OFTEN HAVE NOWHERE TO PUT IT THE BAY 8 9 AREA STORMWATER MANAGEMENT AGENCIES ASSOCIATION HAS MADE THEIR TOP WHITE PAPER RECOMMENDATION ON FUNDING SOLUTIONS THIS 10 REQUEST WE'RE BRINGING HERE TODAY CAN, THIS MAJOR REGIONAL 11 12 SOURCE OF FUNDING ACTUALLY INCENTIVIZE GREEN STORMWATER FRURMENT I WANT TO SAY THIS IS ABOUT BREAKING DOWN SILOS FOR 13 US SAVE THE BAY IS ACTIVE ON REGIONAL HOLY ADAPTATION PLANS 14 AKA PROCESS OF CITIES WORKING WITH BCDC TO DEVELOP THEIR SEA 15 LEVEL RISE PLANNING DOCUMENT THOLSD BE A MAJOR WAY OF STOPPING 16 WATERSHED FLOODING FROM CONTRIBUTING TO THE OVERALL PROBLEM 17 FLOODING IS A MAJOR WAY TO MEET THE WATER BOARD'S REGIONAL 18 19 PERMIT REQUIREMENTS TO STOP POLLUTES AND OVERALL WE'RE JUST ASKING TO MAKE EVERY DOLLAR COUNT MAYBE SIX OR SEVEN. THANK 20 21 YOU VERY MUCH FOR YOUR TIME.

22

23 BOARD CLERK: NEXT SPEAKER IS ZACK D.

24

25 SPEAKER: GOOD MORNING COMMISSIONERS, ZACK, WANT TO THANK STAFF

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AND ECHO SUPPORT FOR THE GUIDING PRINCIPLES THAT ARE BEING PUT 1 2 FORWARD WE STRONGLY FEEL THAT TOC FUNDING SHOULD BE TIED TO OBAG FOUR FUNDING BUT MORE BROADLY OBAG IS A FUNDAMENTAL PIECE 3 OF ENCOURAGING REGIONALISM COLLABORATION BETWEEN REGIONS, WE 4 5 CONTINUE TO ASK FOR INCREASED REGIONALISM COLLABORATION COLLABORATION. THANK YOU VERY MUCH. 6 7 8 BOARD CLERK: THAT COMPLETES PUBLIC COMMENT FOR THIS ITEM. 9 V. CHAIR, MYRNA MELGAR: THANK YOU. LET'S GO TO AGENDA ITEM 10 FIFE A, THIS IS ALSO AN INFORMATION ITEM. UPDATE ON CALIFORNIA 11 12 TRANSPORTATION COMMISSION AND STATE FUNDING PROGRAMS UNDER 13 THEIR PURVIEW. AND KENNETH KAO IS HERE TO PRESENT. WELCOME. 14 KENNETH KAO: GOOD MORNING COMMISSIONERS KENNETH KAO WITH MTC'S 15 FUNDING POLICY AND PROGRAM SECTION HERE TO PROVIDE UPDATE ON 16 17 LAST MONTH'S CTC MEETING. THE CTC MET IN SACRAMENTO AND APPROVED A NUMBER OF ITEMS AFFECTING THE BAY AREA, I'LL START 18 19 WITH THE FIRST ONE WHICH IS A DRAFT FUND ESTIMATE FOR THE STIP, THE STATE TRANSPORTATION IMPROVEMENT PROGRAM THESE ARE 20 FUNDS WE GET AND WE WORK WITH OUR COUNTY TRANSPORTATION 21 22 AGENCIES TO PROGRAM. THOSE FUNDS WILL BE COMING WITH A FINAL 23 FUND ESTIMATE IN AUGUST AND WE'LL BE WORKING WITH CTAS TO 24 DEVELOP THOSE PROJECT LISTS WE'RE EXPECTING THOSE TO COME TO US IN FALL AND BRING THOSE TO COMMISSION FOR APPROVAL IN 25

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DECEMBER BEFORE FORWARDING THOSE ON TO THE CTC FOR FINAL 1 2 APPROVAL IN MARCH. THE NEXT ONE I WANTED TO HIGHLIGHT, GOOD NEWS STORY, I PREVIEWED THIS LAST MONTH BUT THE CTC AWARDED 3 \$440 MILLION TO PROJECTS WITHIN THE BAY AREA. THERE ARE 13 4 5 WARDS TO 11 PROJECTS SPREAD AROUND THE BAY AREA. I WANT TO GIVE A SHOUT OUT TO COMMISSIONER -- OR VICE CHAIR MOULTON-6 7 PETERS AND COMMISSIONER MITCH MASHBURN FROM SOLANO WHO TOOK TIME OUT OF THEIR BUSY DAY TO GO UP TO SACRAMENTO AND PROVIDE 8 9 COMMENTS IN SUPPORT OF THE PROJECTS IN THE BAY AREA. SO, REALLY GREAT NEWS HERE. MTC STAFF WILL BE WORKING WITH THE 10 COUNTIES AND OUR PROJECT SPONSORS TO MAKE SURE THOSE PROJECTS 11 12 ARE DELIVERED AND THOSE BENEFITS ARE ACHIEVED TO OUR BAY AREA RESIDENTS. SO, NEXT MEETING WILL BE IN AUGUST, AUGUST 14TH TO 13 15TH IN SAN DIEGO, AND I'LL BE PROVIDING AN DATE ON THAT 14 MEETING IN SEPTEMBER. SO, HAPPY TO ANSWER ANY QUESTIONS. 15

16

17 V. CHAIR, MYRNA MELGAR: OKAY. I DON'T SEE -- COMMISSIONER
18 MOULTON-PETERS?

19

20 STEPHANIE MOULTON-PETERS: THANK YOU FOR THE PREPARATION WORK 21 THAT YOU DO TO MAKE THESE FUNDING GRANTS ACTIONABLE BY THE 22 CTC, AND I ALSO WANT TO SAY THAT WAS REALLY GREAT TEAMWORK 23 BETWEEN MTC, CALTRANS, ON THE HIGHWAY 37 REQUEST. IT WAS NOT A 24 SLAM DUNK FOR FUNDING, AND WE HAD TO TAKE ANOTHER BITE AT THE 25 APPLE AND EXPLAIN SEA LEVEL RISE PROJECTIONS. REALLY THE GROUP



1 DID WELL TOGETHER. 2 V. CHAIR, MYRNA MELGAR: THANK YOU I'M FROM SAN FRANCISCO AS 3 WELL WE WERE SUCCESSFUL IN ALLOWING US TO DO A BUNCH OF STUFF 4 5 THAT WE NEED TO DO. EVEN THOUGH WE WERE BROKE. SO THANK YOU VERY MUCH. THIS IS AN INFORMATION ITEM. PUBLIC COMMENTS ON 6 7 THIS ITEM? 8 9 BOARD CLERK: NO ONE IN THE ON ZOOM SPACE OR BOARDROOM WISHING TO SPEAK. 10 11 12 V. CHAIR, MYRNA MELGAR: WE CAN GO TO AGENDA ITEM NUMBER FIVE 13 WHICH IS GENERAL PUBLIC COMMENT. 14 BOARD CLERK: NO WRITTEN CORRESPONDENCE RECEIVED, NO ONE IN THE 15 16 ZOOM SPACE OR BOARDROOM WISHING TO SPEAK. 17 V. CHAIR, MYRNA MELGAR: OKAY SO THAT'S CLOSED. THE NEXT --18 19 WE'LL GO ON TO ADJOURNMENT. THE NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS IS SCHEDULED TO BE HELD AT 9:45 20 HERE IN THE BAY AREA METRO CENTER, 375 BEALE ON WEDNESDAY 21 22 SEPTEMBER 10TH. ANY CHANGES TO THE SCHEDULE WILL BE DULY 23 NOTICED TO THE PUBLIC. AND