

An aerial photograph of a city street grid, viewed from a high angle. The image is heavily blurred and has a monochromatic blue color scheme, with varying shades of blue creating a sense of depth and texture. The street lines form a complex, intersecting pattern across the frame.

# **ASSOCIATION OF BAY AREA GOVERNMENTS**

## **Meeting Transcript**

JANUARY 12, 2024

1     **JOINT MTC PLANNING COMMITTEE AND ABAG ADMINISTRATIVE COMMITTEE**

2                     **FRIDAY, JANUARY 12<sup>TH</sup>, 2024, 9:40 AM**

3

4

5     **JAMES P. SPERING:** GOOD MORNING. I WOULD LIKE TO CALL THE JOINT

6     METROPOLITAN TRANSPORTATION COMMISSION PLANNING COMMITTEE AND

7     THE ABAG ADMINISTRATIVE COMMITTEE TO ORDER. THIS MEETING IS

8     WEBCAST ON THE MTC AND ABAG WEB SITES. COMMISSIONERS AND

9     MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK

10    SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND THEY

11    WILL BE CALLED UPON AT THE APPROPRIATE TIME. TELECONFERENCE

12    ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR

13    PHONE NUMBER. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION

14    ITEMS DUE TO REMOTE COMMITTEE MEMBER PARTICIPATION TODAY. WITH

15    THAT, WOULD YOU PLEASE TAKE THE ROLL CALL FOR THE MTC PLANNING

16    COMMITTEE.

17

18    **CLERK, FRED CASTRO:** THIS ROLL CALL FOR THE MTC PLANNING

19    COMMITTEE, CHAIR SPERING?

20

21    **JAMES P. SPERING:** PRESENT.

22

23    **CLERK, FRED CASTRO:** VICE CHAIR AHN IS ABSENT. SUPERVISOR

24    CANEPA?

25

## Meeting Transcript

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1     **DAVID CANEPA:** HERE.

2

3     **CLERK, FRED CASTRO:** DUTRA-VERNACI?

4

5     **CAROL DUTRA-VERNACI** HERE.

6

7     **>>CLERK, FRED CASTRO:** GIACOPINI.

8

9     **DOREEN GIACOPINI:** HERE.

10

11    **CLERK, FRED CASTRO:** MAHAN?

12

13    **MATT MAHAN:** HERE.

14

15    **CLERK, FRED CASTRO:** MOULTON PETERS?

16

17    **STEPHANIE MOULTON-PETERS:** HERE.

18

19    **CLERK, FRED CASTRO:** NOACK? QUORUM IS PRESENT.

20

21    **CHAIR, CAROL DUTRA-VERNACI:** WE'LL GO TO THE FIRST ITEM ON THE  
22    AGENDA.

23

24    **SPEAKER:** MOTION.

25

## Meeting Transcript

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1 **SPEAKER:** SECOND.

2

3 **CHAIR, CAROL DUTRA-VERNACI:** MOTION AND SECOND. ON CONSENT.

4

5 **CLERK, FRED CASTRO:** PUBLIC COMMENT?

6

7 **CHAIR, CAROL DUTRA-VERNACI:** ANY PUBLIC COMMENT OR WRITTEN  
8 COMMENT?

9

10 **CLERK, FRED CASTRO:** THERE ARE NO WRITTEN COMMENTS RECEIVED FOR  
11 THIS ITEM, AND NO MEMBERS IN THE BOARDROOM WITH PUBLIC COMMENT  
12 AND IN THE ATTENDEE SPACE, NO MEMBERS WITH RAISED HANDS FOR  
13 PUBLIC COMMENT AT THIS TIME. THANK YOU. THIS IS ON MTC  
14 PLANNING COMMITTEE CONSENT. SPERING?

15

16 **JAMES P. SPERING, MTC CHAIR:** YES.

17

18 **CLERK, FRED CASTRO:** VICE CHAIR AHN IS ABSENT.

19

20 **EDDIE AHN:** ACTUALLY I'M HERE.

21

22 **CLERK, FRED CASTRO:** WE DO NOT HAVE YOUR LOCATION LISTED FOR  
23 THIS MEETING.

24

## Meeting Transcript

JANUARY 12, 2024

1 **KATHLEEN KANE:** WE'LL NOTE COMMISSIONER AHN THAT YOU'RE HERE  
2 BUT NOT FOR PURPOSES OF THE VOTE, FOR A QUORUM, BUT YOUR  
3 PRESENCE IS ALWAYS WELCOME.

4

5 **EDDIE AHN:** UNDERSTOOD. THANKS.

6

7 **CLERK, FRED CASTRO:** CANEPA?

8

9 **DAVID CANEPA:** YES.

10

11 **CLERK, FRED CASTRO:** DUTRA-VERNACI?

12

13 **CAROL DUTRA-VERNACI:** HERE.

14

15 **CLERK, FRED CASTRO:** THANK YOU.

16

17 **MATT MAHAN:** HERE.

18

19 **CLERK, FRED CASTRO:** NOACK?

20

21 **SUE NOACK:** PRESENT.

22

23 **CLERK, FRED CASTRO:** RABBITT IS ABSENT. MOTION PASSES

24 UNANIMOUSLY BY ALL MEMBERS PRESENT.

25

## Meeting Transcript

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1 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I'LL TURN IT OVER TO  
2 PRESIDENT ARREGUIN FOR THE ABAG ROLL CALL AND CONSENT.

3

4 **JESSE ARREGUIN:** I'M NO LONGER PRESIDENT. SUPERVISOR RAMOS.

5

6 **JAMES P. SPERING, MTC CHAIR:** OH I DIDN'T KNOW THAT.  
7 CONGRATULATIONS.

8

9 **BELIA RAMOS, ABAG CHAIR:** THANK YOU.

10

11 **JAMES P. SPERING, MTC CHAIR:** WHY ARE YOU SITTING WAY OVER  
12 THERE? BEALE GOOD MORNING. I WILL NOW CALL TO ORDER THE  
13 ADMINISTRATIVE COMMITTEE MEETING AND ASK THE CLERK TO CONDUCT  
14 OUR ROLL CALL.

15

16 **CLERK, FRED CASTRO:** ROLL CALL OF THE ABAG ADMINISTRATIVE  
17 COMMITTEE. CHAIR RAMOS?

18

19 **BELIA RAMOS, ABAG CHAIR:** HERE.

20

21 **CLERK, FRED CASTRO:** VICE CHAIR ARREGUIN?

22

23 **JESSE ARREGUIN, V. CHAIR ABAG:** PRESENT.

24

25 **CLERK, FRED CASTRO:** ECKLUND?

## Meeting Transcript

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1

2 **PAT ECKLUND:** PRESENT.

3

4 **CLERK, FRED CASTRO:** LEE IS ABSENT. RABBITT IS ABSENT. ROMERO?

5 IS ABSENT. MAYOR SILVA?

6

7 **CINDY SILVA:** HERE.

8

9 **CLERK, FRED CASTRO:** QUORUM IS PRESENT.

10

11 **BELIA RAMOS, CHAIR ABAG:** THANK YOU. IF YOU COULD MAKE THE ABAG

12 COMPENSATION ANNOUNCEMENT?

13

14 **CLERK, FRED CASTRO:** ACCORDING TO STATE, LAW I AM MAKING THE

15 FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN

16 ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN

17 AMOUNT OF \$150 AS A RESULT OF CONVENING A MEETING FOR WHICH

18 EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU.

19

20 **BELIA RAMOS, CHAIR ABAG:** THANK YOU. FOR OUR CONSIDERATION

21 TODAY WE HAVE ONE ITEM UNDER CONSENT. 6A, ARE THERE ANY

22 QUESTIONS OR COMMENTS BY MEMBERS? SEEING NONE. I'LL ASK IF

23 THERE IS ANY PUBLIC COMMENT ON THIS ITEM?

24

## Meeting Transcript

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1 **CLERK, FRED CASTRO:** THERE WERE NO PUBLIC COMMENTS RECEIVED ON  
2 THIS ITEM NO MEMBERS IN THE BOARDROOM FOR PUBLIC COMMENT. NO  
3 PUBLIC MEMBERS IN THE ATTENDEE SPACE.

4

5 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I'LL ASK FOR A MOTION  
6 TO APPROVE THE CONSENT CALENDAR?

7

8 **PAT ECKLUND:** MOTION.

9

10 **CINDY SILVA:** SECOND.

11

12 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. ECKLUND MOTIONS. SILVA  
13 SECONDS. ROLL CALL PLEASE. MR. CLERK DO WE HAVE ANY APPEARING  
14 REMOTELY?

15

16 **CLERK, FRED CASTRO:** WE HAVE A REMOTE LOCATION LISTED.

17

18 **BELIA RAMOS, CHAIR ABAG:** THAT IS MY FAULT.

19

20 **CLERK, FRED CASTRO:** THAT LOCATION IS LIVE.

21

22 **BELIA RAMOS, CHAIR ABAG:** THANK YOU.

23

24 **CLERK, FRED CASTRO:** SUPERVISOR RAMOS?

25



## Meeting Transcript

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1 **BELIA RAMOS, CHAIR ABAG:** YES.

2

3 **CLERK, FRED CASTRO:** ARREGUIN?

4

5 **JESSE ARREGUIN, V. CHAIR ABAG:** YES.

6

7 **CLERK, FRED CASTRO:** ECKLUND?

8

9 **PAT ECKLUND:** YES.

10

11 **CLERK, FRED CASTRO:** LEE IS ABSENT. RABBITT IS ABSENT. ROMERO?

12 IS ABSENT. MAYOR SILVA?

13

14 **CINDY SILVA:** YES. AND FOR THE RECORD, I AM NO LONGER MAYOR.

15 I'M COUNCILMEMBER. LET'S JUST SAY PUBLICLY I WAS DEMOTED.

16 [LAUGHTER]

17

18 **CLERK, FRED CASTRO:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS

19 PRESENT.

20

21 **BELIA RAMOS, CHAIR ABAG:** THANK YOU SO MUCH. I WILL NOW PASS IT

22 OVER, BACK DOWN TO MR. SPERING.

23

24 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. CONGRATULATIONS AGAIN.

25 WE HAVE TWO ACTION ITEMS BEFORE US. FIRST 17A, TRANSPORTATION

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1 ELECTRIFICATION INITIATIVES 2023, TRANSPORTATION SAFETY PUBLIC  
2 CHANGING GRANT AWARD RECOMMENDATIONS FOR \$10 MILLION, I  
3 BELIEVE, OR IN THAT NEIGHBORHOOD? JAMES, ARE YOU GOING TO  
4 PRESENT THIS?

5

6 **SPEAKER:** YES I WILL. THANK YOU CHAIR AND COMMITTEE MEMBERS.  
7 I'M JAMES CHO CLIMATE MANAGER WITH THE REGIONAL PLANNING  
8 COMMISSION AT MTC.

9

10 **JAMES CHOE:** BACK IN APRIL LAST YEAR I CAME BEFORE THIS  
11 COMMITTEE WITH A SET OF TRANSPORTATION ELECTRIFICATION  
12 INITIATIVES THAT WOULD HELP US IMPLEMENT OUR CLEAN VEHICLE  
13 STRATEGIES THAT ARE IN PLANNED BAY AREA 2050. KEY STRATEGIES  
14 THAT WILL HELP US MEET OUR AGGRESSIVE GREENHOUSE GAS REDUCTION  
15 GOALS. THESE INITIATIVES INCLUDED, ALSO, 10 MILLION ALLOCATED  
16 FOR THE TRANSIT STATION PUBLIC CHARGING PROGRAM. A GRANT  
17 OPPORTUNITY FOR AGENCIES TO INSTALL ELECTRIC VEHICLE CHARGING  
18 EQUIPMENT AT TRANSIT STATIONS. THIS PROGRAM IMPROVES EQUIPMENT  
19 AND ELECTRIFICATION INITIATIVES IN THE AREA. WE RELEASE A CALL  
20 IN SEPTEMBER LAST YEAR FOR PUBLIC AGENCIES WANTING TO INSTALL  
21 CHARGERS AT STATIONS. THIS CALL WENT OUT WIDELY TO ALL TRANSIT  
22 AGENCIES AND LOCAL GOVERNMENTS. THREE ELIGIBLE APPLICATIONS  
23 THAT MET THE PROGRAM REQUIREMENTS WERE RECEIVED BY THE  
24 DEADLINE IN OCTOBER. A PANEL OF MTC AND AIR DISTRICT STAFF  
25 THEN REVIEWED AND COMPLETED AN INITIAL EVALUATION OF THE

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1 APPLICATION AND ALSO PROVIDED FOLLOW-UP QUESTIONS TO REQUEST  
2 MORE INFORMATION FROM PROJECT SPONSORS ABOUT THEIR  
3 APPLICATIONS. THE PROJECT SPONSORS ALL RESPONDED TO ADDRESS  
4 QUESTIONS AND CONCERNS RAISED BY THE PANEL. ALSO NOTE THAT IN  
5 PARALLEL WITH THE IMPLEMENTATION OF THIS PROGRAM, WE HAVE BEEN  
6 ENGAGING WITH REPRESENTATIVES FROM PG&E. IN PREVIOUS  
7 DISCUSSIONS ABOUT THE ELECTRIFICATION INITIATIVES, MEMBERS OF  
8 THIS COMMITTEE, ALONG WITH MANY LOCAL STAFF AND STAKEHOLDERS  
9 HAVE RAISED CONCERNS ABOUT SIGNIFICANT DELAYS IN EV CHARGING  
10 PROJECTS DUE TO UTILITY OR REVIEW TIMELINES, AND UPGRADES THAT  
11 ARE REQUIRED TO CONNECT TO THE GRID. TO HELP IDENTIFY  
12 POTENTIAL UTILITY SITE CHALLENGES OF THE PROPOSED PROJECTS  
13 THAT WE RECEIVED IN THIS PROGRAM. WE SHARED INFORMATION WITH  
14 PG&E STAFF ABOUT PROPOSED PROJECT LOCATIONS AND POTENTIAL  
15 IMPACTS ON ELECTRICITY DEMAND. THEIR PRELIMINARY ASSESSMENT  
16 DID NOT IMMEDIATELY IDENTIFY ANY PROJECTS THAT HAD SERIOUS  
17 GRID CAPACITY CONCERNS. BUT THE PROJECTS THAT PROCEED TOWARDS  
18 CONSTRUCTION WILL STILL NEED TO GO THROUGH TECHNICAL AND  
19 EXTENSIVE REVIEW TO DETERMINE NECESSARY UPGRADES AND COST AND  
20 IMPLICATIONS WITH THOSE ON THE PROJECT TIMELINE. SO, BASED ON  
21 THE EVALUATION OF THE APPLICATION RESPONSES, WE'RE  
22 RECOMMENDING AWARDS FOR THE BAY AREA RAPID TRANSIT DISTRICT,  
23 THE TRANSPORTATION AUTHORITY, AND SUISUN CITY. FOR BART WE'RE  
24 RECOMMENDING A \$5.9 MILLION AWARD FOR THEIR ELECTRIC VEHICLE  
25 CHARGING BART STATIONS PROJECT TO INSTALL 200 LEVEL TWO

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1 CHARGING PORTS AT MULTIPLE ARE STATIONS. BART HAS A GOAL TO  
2 INSTALL CHARGERS AT ALL PARKING FACILITIES FOR BOTH CUSTOMERS  
3 AND COMMUNITY MEMBERS AT AN ESTIMATED COST OF OVER \$4 MILLION  
4 FOR THE ENTIRE BUILD-OUT. BART STAFF HAVE RANKED STATIONS FOR  
5 CHARGER DEPLOYMENT AND THIS GRANT IS PROPOSED FOR PROJECTS AT  
6 THEIR HIGH PRIORITY LOCATIONS WHICH IS RATED AT DELL IN SHORTY  
7 FRUITVALE FREMONT PITTSBURG AND BAY POINT STAFF NOTED  
8 CONTINUING PURSUING FUNDING FOR BROADER NETWORK BUILD-OUT,  
9 WE'LL CONTINUE TO WORK WITH BART STASH TO CONFIRM PROJECT  
10 SCOPE AND LOCATIONS AND ADJUST AND PRIORITIZE STATIONS AS  
11 NECESSARY. WE ARE RECOMMENDING \$3.75 MILLION FOR FERRY  
12 TERMINAL CHARGING INFRASTRUCTURE PROJECT. INSTALLING TEN  
13 CHARGING PORTS AND A LARGE PORTION OF FUNDING WILL BE FOR  
14 MAKING NECESSARY EXPENSIVE ELECTRICAL INFRASTRUCTURE UPGRADES.  
15 THESE IMPROVEMENTS WILL ENSURE EV CHARGERS WHILE MAKING READY  
16 FOR INFRASTRUCTURE FOR FUTURE ELECTRIC FERRY SERVICE WHICH IS  
17 PART OF WETA'S ZERO EMISSION TRANSITION PLAN. THE SIMULTANEOUS  
18 UPGRADES WILL MINIMIZE REDUNDANT AND COSTLY CONSTRUCTION TO  
19 DEVELOP INFRASTRUCTURE AT THE SITE. THE FINAL RECOMMENDATION  
20 IS A \$350,000 AWARD FOR SUISUN CITY EV CHARGING STATION  
21 INSTALLATION PROJECT. THIS PROJECT INSTALLS SIX LEVEL TWO  
22 CHARGERS AND TWO FAST CHARGING PORTS AT SUISUN CITY TRAIN  
23 DEPOT WHICH IS A TRANSIT HUB FOR AMTRAK AND LOCAL BUS LINES  
24 EXPANDING CHARGING ACCESS FOR TRANSIT COMMUTERS AND RESIDENTS  
25 ALONG THE HIGHWAY 12 CORRIDOR. SHOULD THE COMMITTEE APPROVE

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1 AWARDS FOR THIS PROJECT SPONSORS STAFF WILL WORK WITH THEM  
2 FINALIZE SCOPE AND WORK BUDGET AND TIMELINES. APPROVAL OF \$10  
3 MILLION RECOMMENDED GRANTS CHARGING INFRASTRUCTURE BAY AREA  
4 TRANSIT STATIONS I WANT TO NOTE THAT ASSOCIATED PROGRAMMING  
5 REVISIONS TO MTC RESOLUTION 4540 WILL BE INCLUDED IN THE  
6 FEBRUARY 14TH, 2024 PROGRAMMING PACKET. THANK YOU. WITH THAT  
7 I'M AVAILABLE TO TAKE QUESTIONS.

8

9 **JAMES P. SPERING, MTC CHAIR:** THANK YOU JAMES. I'M SURE  
10 EVERYBODY SUPPORTS THE SUISUN PROJECT. ARE THERE ANY QUESTIONS  
11 ON THE OTHERS?

12

13 **PAT ECKLUND:** THANK YOU, CHAIR SPERING. SO, WE ONLY RECEIVED  
14 THREE APPLICATIONS THROUGHOUT THE WHOLE BAY AREA?

15

16 **JAMES CHOE:** YEAH. WE PURPOSELY HAD A PRETTY NARROW SET OF  
17 REQUIREMENTS, PARTLY BECAUSE OF THE FEDERAL FUNDING  
18 REQUIREMENTS, AND A MINIMUM PROJECT SIZE OF \$250,000. SO, IT  
19 WAS A PRETTY TARGETED PROGRAM. BUT WE DO HAVE ADDITIONAL  
20 PROGRAMMING, 20 MILLION CHARGING INFRASTRUCTURE THAT WE'RE  
21 GOING TO BE RELEASING.

22

23 **PAT ECKLUND:** I WAS WONDERING BECAUSE ONLY THREE APPLIED IS  
24 THAT BECAUSE OF LACK OF INTEREST IN CHARGING STATIONS OR  
25 BECAUSE IT IS SO NARROWLY FOCUSED.

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1

2 **MATT MALONEY:** BOARD MEMBER, MATT MALONEY REGIONAL PLANNING. AS  
3 JAMES STATED TO PARKING LOTS FOR TRANSIT OPERATORS SO IT WAS A  
4 TRANSIT OPERATOR FOCUSED PROGRAM. AS THE COMMITTEE KNOWS  
5 TRANSIT OPERATORS HAVE A LOT GOING TO RIGHT NOW WITH SHORING  
6 UP OPERATING FUNDS THERE IS A LOT OF BIG PROJECTS GOING ON.  
7 AND WE DID PRETTY SUBSTANTIVE OUTREACH TO ALL OF THE OPERATORS  
8 THAT HAD PARKING LOT AREAS WHERE THIS WAS POSSIBLE. I JUST  
9 THINK FOR SOME OF THEM, THE TIMING DIDN'T MATCH UP WITH A LOT  
10 OF THE OTHER PRIORITIES THEY HAVE GOING ON. WE'LL BE PUTTING  
11 OUT FUTURE ROUNDS OF FUNDING THAT ARE GOING TO BE MORE WIDELY  
12 APPLICABLE. THAT'S WHY WE DIDN'T GET A TON OF APPLICATIONS  
13 THIS ROUND.

14

15 **PAT ECKLUND:** HAVE WE BEEN WORKING WITH PG&E TO DETERMINE  
16 WHETHER OR NOT WE'RE GOING TO BE CLOSE TO THE ELECTRICAL  
17 CAPACITY? BECAUSE THAT'S SOMETHING THAT OBVIOUSLY IS OF  
18 CONCERN TO A LOT OF FOLKS. BUT I'M NOT SURE IF THERE IS A PLAN  
19 TO REALLY DEAL WITH THAT. BUT KIND OF CURIOUS WHAT YOUR  
20 PERSPECTIVE IS ON THAT.

21

22 **JAMES CHOE:** WE HAVE BEEN ENGAGING STAFF FOR PROBABLY ABOUT A  
23 YEAR NOW AND WE HAVE SET UP REGULAR CHECK INS WITH THEM. WITH  
24 THIS PROGRAM WHAT WE'RE HOPING TO DO IS AT LEAST PRESENT  
25 APPLICATIONS AND PROJECT IDEAS WITH THEM TO SEE IF THERE ARE

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1 ANY CONCERNS. THEY DID SAY THEY WILL HAVE TO GO THROUGH A  
2 TECHNICAL REVIEW PROCESS. BUT FROM THERE INITIAL ASSESSMENT  
3 WHAT WE WANTED TO AT LEAST GET IS THE FIRST CUTS THERE  
4 ANYTHING THAT SEEMS THAT IT'S GOING TO BE IMPOSSIBLE TO, SORT  
5 OF, DELIVER IF IT WAS SELECTED. AND THAT REVIEW, AGAIN, VERY  
6 HIGH-LEVEL SAID IT LOOKS LIKE THERE IS POTENTIAL CAPACITY,  
7 BUT, LIKE I SAID, THEY HAVE TO GO THROUGH MORE REVIEW WHEN  
8 THEY GET TO CONSTRUCTION.

9

10 **PAT ECKLUND:** THANK YOU VERY MUCH FOR YOUR RESPONSE. AND I JUST  
11 WANTED TO SHARE WITH THE BOARD AND THE STAFF THAT THE REASON  
12 I'M WEARING A MASK IS MY MOM IS GOING TO BE TURNING 97  
13 TOMORROW. AND, SO, I WANT TO MAKE SURE THAT I PROTECT HER, TO  
14 THE MOST I CAN, BECAUSE HER GOAL IS TO REACH ONE HUNDREDS. AND  
15 MY JOB IS TO HELP HER GET THERE. SO I JUST WANTED TO MAKE SURE  
16 THAT YOU ALL KNOW. ANYWAY, THANK YOU VERY MUCH FOR ANSWERING  
17 MY QUESTION.

18

19 **JAMES P. SPERING, MTC CHAIR:** COMMISSIONER PAPAN?

20

21 **GINA PAPAN:** THANK YOU. WHAT PERCENTAGE OF THIS GRANT, WHAT  
22 PERCENTAGE IS THAT OF THE BART COST FOR THE STATIONS?

23

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1 **JAMES CHOE:** IT'S A BIT OF AN ESTIMATE SINCE THE FULL ROLL OUT,  
2 SOMEWHERE NORTH OF 40 MILLION BUT THIS IS GOING TO BE ALMOST  
3 5.9 MILLION.

4  
5 **GINA PAPAN:** SO ABOUT HALF?

6  
7 **JAMES CHOE:** OF THE 40 MILLION. FOR THE FULL STATION ROLE. SO  
8 THEIR PLAN IS TO PUT CHARGING STATIONS AT ALL OF THEIR -- ALL  
9 OF THOSE PARKING FACILITIES THAT THEY OWN AND OPERATE. SO THIS  
10 WOULD BE SUPPORT BEING THE FIRST, SORT OF, FOUR STATIONS OF  
11 ROLL OUT.

12  
13 **GINA PAPAN:** SO JUST WONDERING COST WISE HERE. MANY OF US KNOW  
14 IN CITIES, TOO, WHEN WE HAVE CHARGING STATIONS COME IN, THEY  
15 CAN BE SPONSORED, OR, I MEAN, THERE ARE A LOT OF COMPANY THAT  
16 IS LOOKING FOR THAT. SO, I WONDER IF THE TRANSIT OPERATORS ARE  
17 DOING SIMILARLY?

18  
19 **JAMES CHOE:** SO, I KNOW BART IS PURSUING FUNDING FROM ALL --  
20 FROM A BUNCH OF AREAS THAT THEY CAN, YOU KNOW, THAT THEY HAVE  
21 ACCESS TO, INCLUDING THE CCAS, SO, THE COMMUNITY CHOICE  
22 AGGREGATORS. AND THEY HAVE BEEN PURSUING OTHER FEDERAL AND  
23 STATE FUNDING. I'M NOT SURE ABOUT PRIVATE SPONSORSHIPS BUT  
24 THEY HAVE BEEN PURSUING FUNDING, BECAUSE THIS IS A PRETTY  
25 MASSIVE ROLL OUT THAT THEY WANT TO DO.



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1

2 **GINA PAPAN:** WELL, WE ENCOURAGE IT. LIKE TO SEE THE  
3 TRANSPARENCY ON THAT. THANK YOU.

4

5 **JAMES P. SPERING, MTC CHAIR:** ANY OTHER COMMITTEE MEMBERS?  
6 SEEING NONE. IS THERE ANYONE IN THE PUBLIC? OR ANY WRITTEN  
7 COMMENT?

8

9 **CLERK, FRED CASTRO:** YES. THERE WERE NO WRITTEN COMMENTS  
10 RECEIVED FOR THIS ITEM NO ONE IN THE BOARDROOM FOR PUBLIC  
11 COMMENT ONE PERSON IN THE ATTENDEE SPACE FOR PUBLIC COMMENT.  
12 IT IS LAUREN FROM WETA, IF YOU CAN GIVE ME A MOMENT. I'LL  
13 START MY TIMER. TWO MINUTES.

14

15 **SPEAKER:** THANK YOU FOR THE OPPORTUNITY TO PROVIDE COMMENT.  
16 AGAIN MY NAME IS LAUREN GLARTI, I MANAGER GOVERNMENT AND  
17 REGULATORY AFFAIRS FOR THE WATER EMERGENCY TRANSPORTATION  
18 AUTHORITY AND THE AGENCY OPERATING SAN FRANCISCO BAY FERRY  
19 SERVICE WE APPRECIATE STAFF RECOMMENDATION TO AWARD WETA \$3.75  
20 MILLION TO SUPPORT INSTALLING CHARGING PORTS FOR ELECTRIC  
21 VEHICLE AS WELL AS LAY PORTION OF GROUNDS WORK FOR THE  
22 CHARGING INFRASTRUCTURE THAT WILL BE REQUIRED. THE RICHMOND  
23 FERRY TERMINAL IS THE ONLY ONE IN CONTRA COSTA COUNTY SO A LOT  
24 OF PASSENGERS DRIVE CONSIDERABLE DISTANCES AND HAVING RELIABLE  
25 CHARGING AT THE TERMINAL ENCOURAGES THOSE PASSENGERS TO HAVE

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1 ELECTRIC VEHICLES, TO USE THEM TO ACCESS THE FERRY TERMINAL  
2 AND MINIMIZE THEIR GHG FOOTPRINT. WE WERE ABLE TO GET CREATIVE  
3 FOR THIS GRANT AND USE FOR A DUAL PURPOSE EXTENDING THE GRID  
4 FOR CHARGING AS WELL AS FOR FERRY CHARGING. HAVING A SHARED  
5 TRENCH FOR EV CHARGING AND MINIMIZING TRENCHING AND POWER  
6 PULLING THAT WILL BE REQUIRED ONCE WE START THE WORK TO 0-  
7 EMISSIONS. WE'RE WORKING TO PARTNER WITH LOCAL JURISDICTIONS  
8 WITH FERRY TERMINALS ROLLING OUT THE ELECTRIFICATION PLAN ON  
9 THESE PROJECTS TO MINIMIZE CONSTRUCTION COST, STAFF TIME, AND  
10 MAXIMIZE PUBLIC FUNDING AVAILABLE. THANK YOU FOR THE TIME TO  
11 COMMENT AND FOR THE RECOMMENDATION OF THIS IMPORTANT GRANTED  
12 AWARD. HAPPY TO ANSWER ANY QUESTIONS YOU HAVE.

13  
14 **JAMES P. SPERING, MTC CHAIR:** THANK YOU.

15  
16 **CLERK, FRED CASTRO:** THERE ARE NO OTHER MEMBERS OF THE PUBLIC  
17 IN THE ZOOM SPACE FOR PUBLIC COMMENT. THANK YOU.

18  
19 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I'LL ENTERTAIN A  
20 MOTION.

21  
22 **SUE NOACK:** SO MOVED, NOACK.

23  
24 **JAMES P. SPERING, MTC CHAIR:** DID YOU SECOND?  
25

## Meeting Transcript

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1 **CLERK, FRED CASTRO:** CHAIR SPERING THIS, IS AN ABAG.

2

3 **JAMES P. SPERING, MTC CHAIR:** OH MTC. YES. THIS IS THE M --

4 YEAH. MOTION AND SECOND?

5

6 **SPEAKER:** I'LL SECOND IT.

7

8 **JAMES P. SPERING, MTC CHAIR:** MOTION AND SECOND. IF THERE IS NO

9 FURTHER DISCUSSION PLEASE TAKE THE ROLL.

10

11 **CLERK, FRED CASTRO:** MOTION, AND SECOND BY DUTRA-VERNACI.

12 SPERING?

13

14 **JAMES P. SPERING, MTC CHAIR:** YES.

15

16 **CLERK, FRED CASTRO:** VICE CHAIR AHN IS PRESENT BUT NOT AT A

17 TELECONFERENCE LOCATION POSTED. SUPERVISOR CANEPA?

18

19 **DAVID CANEPA:** YES.

20

21 **CLERK, FRED CASTRO:** DUTRA-VERNACI?

22

23 **CAROL DUTRA-VERNACI:** AYE.

24

25 **CLERK, FRED CASTRO:** MAHAN? MOULTON-PETERS? NOACK?

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1

2 **SUE NOACK:** YES.

3

4 **CLERK, FRED CASTRO:** RABBITT IS ABSENT. MOTION PASSES

5 UNANIMOUSLY BY ALL MEMBERS PRESENT.

6

7 **JAMES P. SPERING, MTC CHAIR:** NEXT ITEM 7B FOR APPROVAL BOTH

8 ABAG AND MTC. THIS IS PLANNED BAY AREA 2050+, DRAFT BLUEPRINT

9 STRATEGIES AND GEOGRAPHIES. WHO IS KICKING THIS OFF? CHIRAG?

10

11 **CHIRAG RABARI:** GOOD MORNING COMMITTEE MEMBERS CHIRAG RABARI

12 WITH PROJECT MANAGER FOR PLANNED BAY AREA 2050+. NEXT SLIDE

13 PLEASE. SO, WE PREVIOUSLY CAME TO COMMITTEE IN NOVEMBER AND

14 SHARED A COMPREHENSIVE PROGRESS UPDATE ON PLANNED BAY AREA

15 2050+ A LIMITED AND FOCUSED UPDATE TO OUR LONG RANGE REGIONAL

16 PLAN. IMPORTANTLY THIS UPDATE INCLUDED A LOOK AT STRATEGY

17 REFINEMENT FOR THE PLANNED BAY AREA 2050+ DRAFT BLUEPRINT

18 WHICH CAN BE THOUGHT OF AS A FIRST DRAFT FOR THE PLAN

19 PRESENTATION ALSO INCLUDED FINDINGS FROM FIRST ROUND OF PUBLIC

20 AND PARTNER ENGAGEMENT INCLUDING HOW THAT ENGAGEMENT INFORMED

21 STRATEGY REFINEMENTS AND COVERED CORE PLANNING ASSUMPTIONS

22 INCLUDING DETAILED LOOK AT THE FINANCIAL NEEDS IN THE PLAN.

23 WE'RE ASKING THE COMMITTEES TO TAKE ACTION ON THE REVISED

24 BLUEPRINT STRATEGIES IN NOVEMBER AS WELL AS REVISED GROWTH

25 GEOGRAPHIES. WHAT DID THIS ACTION MEAN? AND WHAT IS ITS SCOPE.

## Meeting Transcript

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1 WE'RE ESSENTIALLY GETTING PERMISSION FROM YOU ALL TO STUDY HOW  
2 THIS PARTICULAR PACKAGE OF POLICIES INVESTMENTS AND  
3 GEOGRAPHIES DOES ALONG KEY METRICS THAT SPEAK TO AN AFFORDABLE  
4 CONNECTED, DIVERSE, HEALTHY, AND VIBRANT BAY AREA. IN OUR  
5 STRATEGIES AND GEOGRAPHIES WE OFTEN REFER TO THIS AS OUR  
6 EQUITY AND PERFORMANCE OUTCOMES AS WELL AS THE PLAN GREETING  
7 PATTERN. NEXT SLIDE. SO THIS, IS NOT COMPREHENSIVE BUT REALLY  
8 HIGH-LEVEL SUMMARY OF SOME OF THE KEY THEMES WE HEARD FROM  
9 THIS COMMITTEE, THE ABAG EXECUTIVE BOARD, AS WELL AS THE  
10 POLICY ADVISORY COUNCIL IN OCTOBER AND NOVEMBER. WE HEARD A  
11 LOT OF CONCERNS ABOUT THE CHALLENGING FINANCIAL ENVIRONMENT  
12 AND WHAT THAT MEANS FOR THE PUBLIC SUPPORT FOR POTENTIAL  
13 FUNDING MEASURES. AT THIS COMMITTEE THERE WAS SPIRITED  
14 DISCUSSION ABOUT THE RISING COST FOR AFFORDABLE HOUSING. WE  
15 HEARD ABOUT THE IMPORTANCE OF PLANNING FOR SEA LEVEL RISE. A  
16 LOT OF CONCERNS ABOUT ROADWAY PRICING AND IT'S POTENTIAL  
17 EQUITY IMPLICATIONS, AND, FINALLY, WE DID HEAR SOME CONCERNS  
18 FROM THE POLICY ADVISORY COUNCIL REGARDING POTENTIAL BARRIERS  
19 TO PUBLIC PARTICIPATION. SPECIFICALLY DURING OUR FIRST ROUND  
20 OF ENGAGEMENT, WE HELD 15 POP-UP WORKSHOPS AT VARIOUS EVENTS  
21 AND LOCATIONS ACROSS THE NINE COUNTY BAY AREA. AND AT TWO OF  
22 THE EVENT WHERE IS WE HAD A BOOTH, THE SONOMA COUNTY FAIR AND  
23 SILICON VALLEY PRIDE FESTIVAL, THOSE HAD ENTRANCE FEES AND  
24 THERE WERE CONCERNS FOLKS NOT ABLE TO PAY THOSE FEES MAY HAVE  
25 BEEN EXCLUDED FROM PARTICIPATION. ON THE REVENUE PICTURE,

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1 AFFORDABLE HOUSING CONSTRUCTION COST AND PRICING AT THE  
2 REQUEST WE PUT A PIN IN THOSE BECAUSE WE'RE GOING TO COME BACK  
3 LATER IN THE PRESENTATION. THEY'RE FORM A CORE PART OF OUR  
4 WORK IN 2024. CATEGORIZING SEA LEVEL RISE PROJECTS IN 2035 AND  
5 '50 TO BETTER DEFINE NEAR-TERM FUNDING NEEDS ON PARTICIPATION  
6 NEEDS WE'RE PLANNING ALL FUTURE PLANNED BAY AREA COMMUNITY  
7 WORKSHOPS WILL BE HELD AT EVENTS FREE AND OPEN TO ALL BAY AREA  
8 RESIDENTS. WE'RE HOPING TO PURSUE A BROADER AND ROBUST PUBLIC  
9 ENGAGEMENT AS PART OF ROUND TWO OUTREACH THIS SPRING. NEXT  
10 SLIDE. SO FOR A QUICK REFRESHER ON THE PLAN WE'RE MAINTAINING  
11 A STRATEGIC FRAMEWORK AND ORGANIZATION, INCLUDING ITS DIVISION  
12 INTO 11 THEMES AND 35 STRATEGIES. THE DRAFT BLUEPRINT THAT THE  
13 COMMITTEE WILL BE TAKEN ACTION ON TODAY INCLUDES TARGETED  
14 REFINEMENTS TO SELECT PLAN STRATEGIES. AGAIN, AS INFORMED BY  
15 ONGOING IMPLEMENTATION AS WELL AS WHAT WE HEARD FROM PUBLIC  
16 AND PARTNERS IN ROUND ONE. AS A QUICK REMINDER FOR THIS  
17 PLANNER, THE PLANNED BAY AREA 2050+ EFFORT WILL BE IN THE  
18 PLAN'S STRATEGIES INTEGRATED INTO THE FINAL BLUEPRINT LATER IN  
19 2024. AND ATTACHMENT B CONTAINS MORE DETAILED DESCRIPTIONS OF  
20 ALL OF THESE STRATEGIES. NEXT SLIDE. SO, WHEN WE CAME IN  
21 NOVEMBER, WE TOOK AN ELEMENT STRATEGY FOCUSED APPROACH TO  
22 REFINEMENTS SAYING HERE IS WHAT WE'RE PROPOSING FOR THIS  
23 SPECIFIC TRANSPORTATION STRATEGY OR THAT SPECIFIC ENVIRONMENT  
24 STRATEGY AND TODAY WE WANT TO ZOOM OUT AND CONTEXTUALIZE THESE  
25 STRATEGY REFINEMENTS IN TERMS OF A BROADER VISION FOR THE PLAN

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1 AND WHAT WE'RE TRYING TO ACHIEVE AS A REGION TO SUPPORT AN  
2 AFFORDABLE BAY AREA, AS EVERYONE IS AWARE, THERE HAS SADLY  
3 BEEN A BIG INCREASE IN THE REGION'S HOMELESS POPULATION IN THE  
4 LAST SEVERAL YEARS. BUT OUR PLAN DEMONSTRATES HOW WE CAN  
5 ACCOMMODATE THAT ENTIRE HOUSING NEED. WE'RE MAKING A  
6 COMMITMENT TO REDUCE AFFORDABLE HOUSING COST TO ADDRESS PUBLIC  
7 FUNDS TO SUPPORT A CONNECTED BAY AREA WE WANT TO MAKE IT  
8 EASIER TO TRAVEL TO MORE DESTINATIONS REGARDLESS OF AGE OR  
9 TRAVEL MODE THIS DOES INCLUDE EXPANDED PRICING STRATEGY TO  
10 IMPROVE TRAVEL RELIABILITY AND REDUCE CONGESTION. TO SUPPORT A  
11 DIVERSE BAY AREA, MAKING IT EASIER FOR PEOPLE TO STAY IN PLACE  
12 INCLUDING HOUSING OPTIONS AND ACCESS TO OPPORTUNITIES WITH  
13 GOOD JOBS CLOSE TO TRANSIT. NEXT SLIDE. OH YES NEXT SLIDE. TO  
14 SUPPORT A HEALTHY BAY AREA REFINEMENTS ARE FOCUSED ON REDUCING  
15 GREENHOUSE GAS EMISSIONS AND POLLUTION, ADAPTING TO CLIMATE  
16 CHANGE, EXPANDING ACCESS TO PARKS AND OPEN SPACE, AS WELL AS  
17 ENSURING ROADS ARE SAFER FOR ALL USERS, ESPECIALLY BICYCLISTS  
18 AND PEDESTRIAN. AND TO SUPPORT A VIBRANT BAY AREA WE'RE  
19 REFINING THE JOBS LOCATION STRATEGIES ESPECIALLY AS THEY  
20 INTERSECT WITH GROWTH GEOGRAPHIES TO SUPPORT CURRENT NEEDS IN  
21 THE REGION JOBS DOWNTOWN AND LEVERAGING INCENTIVES TO PROMOTE  
22 GOOD JOBS NEAR TRANSIT FOR IN-PERSON WORK. ATTACHMENT B HAS  
23 DETAIL ON ALL OF THIS RUNNING THROUGH STRATEGY BY STRATEGY  
24 SUMMARIZING WHEN'S CHANGED OBJECTIVES, SHORT AND LONG  
25 DESCRIPTIONS TEXT IS WHAT WE'RE ASKING WHAT THE COMMITTEE TO

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1 SUPPORT IN THE STUDY. THERE ARE A HANDFUL OF STRATEGIES THAT  
2 SEE SIGNIFICANT CHALLENGES BUT FOR THE VAST MAJORITY THEY'RE  
3 EITHER THE SAME AS THEY WERE IN PLANNED BAY AREA 2050 OR  
4 SIMILAR OR SLIGHT CHANGES. NEXT SLIDE. WITH RESPECT TO GROWTH  
5 SUPPORT FOR JOB GROWTH GEOGRAPHIES AND ARE PART OF LOCALLY  
6 NOMINATED PRIORITY DEVELOPMENT AREAS PRIORITY PRODUCTION AREAS  
7 REGIONALLY IDENTIFIED TRANSIT-RICH AREAS HIGH-RESOURCE AREAS  
8 IDENTIFIED USING STATE CRITERIA. THERE ARE SOME AREAS THAT ARE  
9 EXCLUDED FROM GROWTH GEOGRAPHIES INCLUDING AREAS THAT ARE  
10 SUBJECT TO VERY HIGH FIRE HAZARDS, FOR EXAMPLE, OR PARKS. BUT  
11 IN GENERAL, FOR THE GROWTH GEOGRAPHIES ARE SIMILAR TO THE  
12 PREVIOUS PLAN. THERE ARE FIVE NEW AND 16 MODIFIED PRIORITY  
13 DEVELOPMENT AREAS THAT WERE NOMINATED BY LOCAL JURISDICTIONS  
14 AND APPROVED BY ABAG IN SEPTEMBER. THE MAP REFLECTS NEWER DATA  
15 ON TRANSIT SERVICE LEVELS, HAZARDS AND DEMOGRAPHICS. THE MOST  
16 NOTABLE CHANGE IS THE INTEGRATION OF AREAS SUBJECT TO MTC'S  
17 REVISED TRANSIT ORIENTED COMMUNITIES POLICY INCLUDED AS  
18 TRANSIT-RICH AREAS UNLESS THEY WERE ALREADY IN A PDA. IT'S  
19 HARD TO SEE ON THE SLIDE, BUT THE ATTACHMENT DOES DISPLAY  
20 THESE AREAS IN HIGHER RESOLUTION. AND, AGAIN, THE ACTION FOR  
21 THE COMMITTEE, TODAY, IS BASICALLY TO APPROVE THIS DRAFT MAP.  
22 NEXT SLIDE. SO, WE SPENT A BIT OF TIME ON THE PLAN'S LONG-TERM  
23 FINANCIAL CHALLENGES IN NOVEMBER, GOING ELEMENT BY ELEMENT.  
24 HERE WE'RE PRESENTING A HIGH-LEVEL SUMMARY. ACROSS THE  
25 DIFFERENT ELEMENTS, FINANCIAL NEEDS ARE EITHER HIGHER OR



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1 UNCHANGED. BUT REVENUES HAVE DECLINED SIGNIFICANTLY IN THE  
2 CASE OF TRANSPORTATION. AND IN THE HOUSING AND ENVIRONMENT  
3 ELEMENTS, ANTICIPATED REVENUES ARE SIMPLY NOT COMMENSURATE  
4 WITH THE SCALE OF NEEDS. TRANSPORTATION REVENUES ARE IMPORTANT  
5 BECAUSE FEDERAL STATUTE REQUIRES THE ELEMENT BE FISCALLY  
6 CONSTRAINED MEANING INVESTMENTS MAINTAINED AND ENHANCE THE  
7 SYSTEM MUST NOT EXCEED REVENUES. FISCALLY CONSTRAINT  
8 TRANSPORTATION PROJECTS LIST ADVANCE TO CONSTRUCTION. ELEMENTS  
9 SUBJECT TO THOSE FISCAL CONSTRAINT REQUIREMENTS THE OTHER  
10 ELEMENTS ARE MUCH MORE VISIONARY IN NATURE REALLY IDENTIFYING  
11 WHAT IT WOULD TAKE TO ACHIEVE OUR SHARED REGIONAL GOALS. ONE  
12 WAY TO THINK ABOUT IT IS THE NEEDS FOR THE HOUSING,  
13 ENVIRONMENT, AND ECONOMY ELEMENTS, THESE ARE REALLY THE COST  
14 OF IMPLEMENTING ALL OF THE STRATEGIES IN THE PLAN. BY CONTRAST  
15 IN THE TRANSPORTATION ELEMENT, THE NEEDS ARE REALLY THE COST  
16 TO IMPLEMENT ONE STRATEGY, WHICH IS THE COST TO MAINTAIN AND  
17 OPERATE OUR EXISTING SYSTEM. IT'S THE DIFFERENCE BETWEEN THE  
18 REVENUES, AND NEEDS THAT BASICALLY CREATES THE FINANCIAL  
19 ENVELOPE FOR ALL OF THE OTHER STRATEGIES IN THE TRANSPORTATION  
20 ELEMENT. SO, IN TERMS OF WHAT DROVE THAT BIG DECLINE IN  
21 ANTICIPATED REVENUES, THERE WERE A VARIETY OF FACTORS AND  
22 DYNAMICS AT PLAY. BUT THE TWO BIGGEST FOR TRANSPORTATION THAT  
23 WE'RE ASSUMING A REGIONAL MEASURE SMALLER IN SCALE VERSUS THE  
24 LAST PLAN AND ALSO A STEEP DECLINE IN TRANSIT FARES. SO,  
25 AGAIN, THIS IS A DRAFT FINANCIAL FORECAST. WE WILL BE WORKING

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1 ON REFINING THIS WITH MORE UP-TO-DATE INFORMATION BASED UPON  
2 FEEDBACK OVER THE COURSE OF THE FINAL BLUEPRINT. NEXT SLIDE.  
3 SO, AS A REMINDER, ONE OF THE CORE REQUIREMENTS TO THE PLAN IS  
4 THAT IT HAS TO INTEGRATE LONG RANGE TRANSPORTATION AND LANDS  
5 USE PLANNING A COMPONENT OF THAT IS STATUTORY REQUIREMENT TO  
6 REDUCE GREENHOUSE GAS EMISSIONS FROM LIGHT-DUTY CARS AND  
7 TRUCKS SIMILAR TO THE LAST PLAN WE HAVE TO ACHIEVE A 19%  
8 GREENHOUSE GAS EMISSIONS REDUCTION TARGET SET BY CALIFORNIA  
9 AIR RESOURCES BOARD. WE ACHIEVE THIS TARGET THROUGH A MIX OF  
10 POLICIES AND INVESTMENTS THAT HELP GUIDE TRAVEL LAND USE  
11 PATTERNS AS WELL AS TRAVEL MODE CHOICES. CARB IS VERY  
12 IMPORTANT BECAUSE THEY HAVE APPROVAL OVER METHODOLOGIES AND  
13 ASSUMPTIONS USED TO QUANTIFY GHG IMPACTS. CARB MONITORS SB 375  
14 IMPLEMENTATION PROGRESS AS SENATE BILL 150 PASSED IN 2017.  
15 THERE HAVE BEEN TWO PROGRESS REPORTS RELEASED SINCE THAT BILL  
16 WAS PASSED SHOWING THAT CALIFORNIA IS STILL NOT SUCCEEDING IN  
17 REDUCING GREENHOUSE GAS EMISSIONS FROM PERSONAL VEHICLE  
18 TRAVEL. SO, ALTHOUGH CALIFORNIA HAS MADE GREAT PROGRESS IN  
19 AREAS LIKE ENERGY, THE TRANSPORTATION LAND USE NEXUS HAS BEEN  
20 MUCH HARDER TO CRACK. THERE IS A LOT OF INTEREST AND SCRUTINY  
21 AT THE STATE LEVEL ON WHY AND HOW THAT'S BEEN THE CASE. AND  
22 ALSO ONE OF THE IMPORTANT THINGS THAT WE'RE REQUIRED TO DO IS  
23 EVALUATE FROM ONE PLAN TO THE NEXT HOW OTHER EXTERNAL FORCES  
24 CAN IMPACT OUR ABILITY TO MEET THE TARGET. THIS IS WHAT'S  
25 OFTEN CALLED AN INCREMENTAL PROGRESS ASSESSMENT. AS A REMINDER

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1 EXTERNAL FORCES REFLECT ASSUMPTIONS ABOUT FUTURE CONDITIONS  
2 THAT ARE INDEPENDENT FROM PLANNED BAY AREA BEYOND THE REGION'S  
3 CONTROL. NEXT SLIDE. 2050 MET THE TARGET LOOKING AT THE SAME  
4 SET OF STRATEGIES UNDER UPDATED PLANNING ASSUMPTIONS AND  
5 CONDITIONS OF TODAY HAS US FALLING SHORT. THERE ARE THINGS  
6 WORKING FOR US SUCH AS HIGHER WORK-FROM-HOME LEVELS IN TERMS  
7 OF IMPROVING GHG PERFORMANCE BUT THERE ARE A NUMBER OF THINGS  
8 WORKING AGAINST US. FAR FEWER PEOPLE TAKING TRANSIT AND WE'RE  
9 ALSO PROJECTING LOWER POPULATION GROWTH FOR THE REGION AND  
10 THAT HURTS US BECAUSE IT'S A PER CAPITA CALCULATION THAT WE  
11 HAVE TO DO TO ASSESS OUR GHG PERFORMANCE. BUT IT'S ON THE CARB  
12 FRONT THAT THERE IS QUITE A BIT OF UNCERTAINTY GIVEN CARB'S  
13 ROLE IN REVIEWING AND APPROVING TECHNICAL AND METHOD LOGICAL  
14 ASSUMPTIONS THERE ARE SEVERAL ITEMS UNDER ACTIVE DISCRETION  
15 WITH CARB THAT WE'LL TALK ABOUT THE NEXT SLIDE THAT ARE  
16 CREATING BROAD RANGE OF RESULTS BASICALLY DEPENDING UPON WHERE  
17 WE LAND IN OUR GHG GAP COULD BE MODEST AS 2% OR AS LARGE AS  
18 10%S. THE GHG IS RELEVANT IN REALIZING THE PREVIOUS PLAN. FOR  
19 THE 2050+ DRAFT BLUEPRINT, IT'S GOING TO GET WORSE BEFORE IT  
20 GETS BETTER. BECAUSE THERE'S WAY LESS MONEY IN INVESTMENTS TO  
21 MEET OUR GHG TARGET. WE KNOW WE'RE GOING TO BE SHORT; WE DON'T  
22 KNOW HOW SHORT AS WE MOVE INTO 2024 AND THE FINAL BLUEPRINT.  
23 WE'RE GOING TO NEED TO CONTINUE TO REFINE THE STRATEGIES IN  
24 THE PLAN. BUT THERE HAVE BEEN INITIAL INVESTMENTS IN STRATEGY  
25 REFINEMENTS, INCLUDED IN THE DRAFT BLUEPRINT THAT SHOULD

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1 HOPEFULLY GIVE US A GOOD STARTING POINT. NEXT SLIDE. SO, WHAT  
2 ARE SOME OF THE THINGS THAT WE'RE CURRENTLY DISCUSSING WITH  
3 OUR STATE PARTNERS? I WOULD BROADLY PUT THEM INTO THREE  
4 CATEGORIES, FUTURE VEHICLE FLEET ASSUMPTION AREAS, ELECTRIC  
5 VEHICLE INVESTMENTS AND IMPLEMENTATION ENFORCEMENT. ON THE  
6 FIRST ONE THIS IS THE WONKIEST AND MOST CONNECTION CAL. BUT I  
7 WOULD REALLY BOIL IT DOWN TO HOW ARE WE CALCULATING FUTURE  
8 DRIVING COST AND HOW DOES THAT IMPACT FUTURE DRIVING BEHAVIOR?  
9 BASICALLY, WE WANT TO ESTIMATE FUTURE VEHICLE OPERATING COST  
10 IN A WAY THAT MAINTAINS CONSISTENT ASSUMPTIONS ON THE VEHICLE  
11 FLEET MIX THROUGHOUT THE PLAN AND AT THE SAME TIME MORE  
12 ACCURATELY REFLECTS TRAVEL BEHAVIORS BASED UPON EXISTING  
13 RESEARCH LITERATURE. HOWEVER CARB HAS BEEN NOT BEEN SUPPORTIVE  
14 OF OUR PROPOSED METHODOLOGY AND WE BELIEVE THEIR APPROACH IS  
15 MOST LIKELY TO RESULT IN AN OVERESTIMATION OF VEHICLE MILES  
16 TRAVELED AND THEREFORE VEHICLE EMISSIONS. ON ELECTRIC  
17 VEHICLES, PLANNED BAY AREA 2050 INCLUDED A \$5 MILLION  
18 INVESTMENT IN EV CHARGERS AND SUBSIDIES AND WE'RE PROPOSING TO  
19 MAINTAIN OR EXPANDS THE INVESTMENT IN PLANNED BAY AREA 2050+.  
20 IN FACT THE ITEM THAT THE COMMITTEE TOOK ACTION ON IS A  
21 PERFECT EXAMPLE OF THE REAL ON THE GROUND INVESTMENTS BEING  
22 MADE DUE TO PLANNING PRIORITIES IDENTIFIED IN PLANNED BAY AREA  
23 2050. HOWEVER WHAT WE HAVE BEEN HEARING FROM CARB IS THE  
24 EVOLVING REGULATORY AND CONNECTION LOGICAL ENVIRONMENT FOR EVS  
25 COULD BE MAKING INVESTMENTS REDUNDANT. COSTS ARE FALLING AND

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1 STATE'S NEW ADVANCED CARS REGULATION MANDATES ALL NEW  
2 PASSENGER CARS TRUCKS AND SUVS BE ZERO-EMISSIONS BY 2035. WE  
3 THINK THE INVESTMENTS IDENTIFIED IN THE PLAN ARE AN IMPORTANT  
4 PRIORITY FOR THE REGION AND IN ADDITION TO BEING IMPORTANT TO  
5 GHG REDUCTION WE THINK THERE ARE GAPS THAT WE CAN FILL WITH  
6 THESE MONEY RESOURCES AND BASICALLY THESE TYPES OF ACCOUNTING  
7 ARGUMENTS ABOUT GHG CREDIT SHARED REAL-WORLD POLICY GOALS. THE  
8 PIECE FOR IMPLEMENTATION, KEY STRATEGIES IN THE PLAN, CARB  
9 WILL REJECT OUR GHG EMISSION REDUCTIONS TERMINATIONS. ROADWAY  
10 PRICING WHICH YOU ARE ALL FAMILIAR WITH IN THE NEXT GENERATION  
11 BAY AREA FREEWAY STUDY IS ONE EXAMPLE OF THIS. MOST RECENT  
12 FEEDBACK WAS FROM CARB, WAS THAT WE NEED TO DEMONSTRATE HOW  
13 WE'RE MOVING BEYOND PLANNING STUDIES WITH CLEAR IMPLEMENTATION  
14 STEPS IN ORDER TO CONTINUE RECEIVING GHG CREDIT. NOW, WE  
15 ACKNOWLEDGE THERE HAVE BEEN SEVERAL CHALLENGES AND  
16 DIFFICULTIES HERE BUT WE'RE PUTTING FORWARD A GOOD FAITH  
17 EFFORT TO IMPLEMENT OUR PLAN. WE BELIEVE THAT PLANNED BAY AREA  
18 HAS SOME OF THE MOST AMBITIOUS POLICY GOALS IN THE STATE AND  
19 TO DATE WE HAVE PRODUCED TWO COMPREHENSIVE ANNUAL  
20 IMPLEMENTATION PROGRESS UPDATES DETAILING WORK WE HAVE BEEN  
21 DOING TO ADVANCE THE PLAN. WE ALSO -- WE DON'T AGREE THAT CARB  
22 HAS THE AUTHORITY TO REJECT TECHNICAL QUANTIFICATION  
23 METHODOLOGIES BASED UPON A LACK OF -- A PERCEIVED LACK OF  
24 IMPLEMENTATION PROGRESS. THIS IS SIMPLY NOT OUR INTERPRETATION  
25 OF WHAT SB 375 SAYS. WE VALUE PARTNERSHIP AND COLLABORATION

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1 WITH OUR PARTNERS AT THE STATE AND WE WANT TO CONTINUE WORKING  
2 TOGETHER TO MAKE PROGRESS ON SHARED CLIMATE GOALS. NEXT SLIDE.  
3 SO, AS WE MOVE INTO THE TECHNICAL WORK OF ANALYZING THE DRAFT  
4 BLUEPRINT EQUITY AND PERFORMANCE OUTCOMES WE WANT TO RAISE UP  
5 FOUR KEY FOCUS AREAS AS WE MOVE INTO THE FINAL BLUEPRINT PHASE  
6 IN 2024. IN TERMS OF REDUCING AFFORDABLE HOUSING CONSTRUCTION  
7 COST, THE DRAFT BLUEPRINT DOES CONTAIN PROPOSED REVISIONS TO  
8 THE PLAN'S HOUSING STRATEGIES TO INTEGRATE INNOVATIVE  
9 CONSTRUCTION AND FINANCING MODELS. ON THIS FRONT, PLANNING  
10 STAFF ARE GOING TO BE WORKING WITH STAFF AT BAHFA OVER THE  
11 NEXT SEVERAL MONTHS TO IDENTIFY PROMISING AND SCALEABLE  
12 POLICIES AND INCENTIVES AND INVESTMENTS THAT COULD HELP US  
13 REDUCE COST. AND THIS WILL INFORM FUTURE STRATEGY REVISIONS,  
14 AS WELL AS FINAL NEEDS AND REVENUE FORECAST FOR HOUSING. ON  
15 THE TRANSPORTATION FRONT THERE IS LESS MONEY FOR  
16 TRANSPORTATION COMPARED TO THE PLANNED BAY AREA 2050 WHICH HAD  
17 A FORECAST DEVELOPED DURING COMPARATIVELY GOOD TIMES. WE'RE  
18 GOING TO HAVE TO FIGURE OUT HOW TO DO MORE WITH LESS. STARTING  
19 NEXT MONTH GOING OUT TO PARTNERS TO DEVELOP THE PLAN'S  
20 FISCALLY CONSTRAINED TRANSPORTATION PROJECT LIST OVER WINTER  
21 AND SPRING. UNLESS THERE ARE MAJOR CHANGES IN THE POLICY  
22 LANDSCAPE THERE WILL HAVE TO BE DELAYS, CUTS, SCOPE  
23 MODIFICATIONS OR REMOVAL OF PROJECTS IN ORDER TO MEET THE  
24 FISCAL CONSTRAINT REQUIREMENT. ON THE TRANSIT FRONT, IN  
25 ADDITION TO DEALING WITH THE SAME FISCAL CHALLENGES, THE

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1 PARALLEL TRANSIT 2050+ WILL BE WRESTLING HOW TO ADDRESS  
2 EMERGING POST-PANDEMIC MOBILITY NEEDS UPDATE ON TRANSIT 2050+  
3 ANTICIPATED TO COME TO THIS COMMITTEE IN WINTER ON ASSESSMENT  
4 OF NEEDS, GAPS AND OPPORTUNITIES. FOR THE FINAL PIECE AS  
5 DEMONSTRATED WE HAVE A GAP IN MEETING PLAN STATUTORY REQUIRED  
6 GREENHOUSE GAS EMISSIONS REDUCTION TARGET AND PRICING IS A KEY  
7 TOOL IN THE TOOLBOX THERE IS AN EXPANDED PRICING STRATEGY  
8 WITHIN THE DRAFT BLUEPRINT. WE WILL NOT BE ABLE TO MEET THE  
9 CLIMATE TARGET WITHOUT THESE TYPES OF POLICIES. WITH EQUITY  
10 CONCERNS ABOUT PRICING ARE REAL AND THAT'S WHY EQUITY  
11 CONSIDERATIONS ARE ESSENTIAL TO THE NEXT GENERATION BAY AREA  
12 FREEWAY STUDY WHICH WE'LL EMBARK ON SECOND ROUND OF ANALYSIS  
13 IN 2024 AND INFORMING THE PLANNED BAY AREA 2050+ FINAL  
14 BLUEPRINT. WE'RE GOING TO HAVE VARIOUS TRANSPORTATION PROJECTS  
15 INCLUDED IN THE PLAN PUSHING US IN THE WRONG DIRECTION WITH  
16 GHG INCLUDING EXPANDING HIGHWAY PROJECTS AND EXPRESS LANES.  
17 WE'LL COME BACK IN 2024 TO TALK ABOUT ALL OF THIS FURTHER WITH  
18 POLICY LEADERS. NEXT SLIDE. SO AS A REMINDER ON THE SCHEDULE,  
19 WE'LL COME TO TALK ABOUT TRANSIT IN THE NEXT COUPLE OF MONTHS,  
20 AS WELL AS PRICING, HIGHWAYS, AND EXPRESS LANES WE'LL HAVE  
21 MORE ON REFINED STRATEGIES AND TRANSPORTATION PROJECTS IN THE  
22 LATE SPRING AS WELL AS EARLY SUMMER. BUT THE DRAFT BLUEPRINT  
23 WILL BE REFINED INTO A FINAL BLUEPRINT BY THE END OF SUMMER  
24 THEN PREFERRED EIR ALTERNATIVE BY END OF YEAR. FINAL PHASE OF  
25 THE PLAN OCCURRING OVER THE COURSE OF 2025. NEXT SLIDE WITH

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1 THAT, THE REQUESTED ACTION FOR THE COMMITTEE IS TO APPROVE THE  
2 DRAFT BLUEPRINT STRATEGIES AND GROWTH GEOGRAPHIES FOR FURTHER  
3 ANALYSIS. WE WILL MEETING WILL RETURN TO IN-PERSON MEETINGS AS  
4 WAS THE PRACTICE BEFORE THE PANDEMIC. THE IN-PERSON MEETING  
5 SCHEDULE WILL BEGIN, COMMENCE WITH ANALYSIS OF DRAFT BLUEPRINT  
6 PERFORMANCE AND EQUITY OUTCOMES OVER WINTER AND SPRING  
7 RETURNING WITH A REPORT ON THOSE AGAIN LATER IN THE SPRING.  
8 ALL OF THAT WILL HELP INFORM OUR SECOND ROUND OF PUBLIC AND  
9 STAKEHOLDER ENGAGEMENT. THEN WE ANTICIPATE COMING BACK IN THE  
10 SUMMER TO SEEK APPROVAL FROM THE COMMISSION AND EXECUTIVE  
11 BOARD ON FINAL BLUEPRINT STRATEGIES, AS WELL AS PROJECT LISTS.  
12 AND WITH THAT, WE'RE HAPPY TO ANSWER ANY QUESTIONS THAT YOU  
13 MAY HAVE. THANK YOU

14

15 **JAMES P. SPERING, MTC CHAIR:** CAN YOU EXPAND A LITTLE BIT ON  
16 THE CONFLICT WITH CARB, HOW STAFF IS APPROACHING THAT? THAT'S  
17 A BIG PIECE OF THE PLAN.

18

19 **JAMES CHOE:** SO WE HAVE BEEN ENGAGED IN STAFF TO STAFF  
20 CONVERSATIONS. YOU KNOW, JUST TRYING TO GET ON THE SAME PAGE  
21 ON SOME OF THESE TECHNICAL AND METHOD LOGICAL ASSUMPTIONS. WE  
22 HAVE ALSO BEEN COLLABORATING VERY CLOSELY WITH OUR COLLEAGUES  
23 AT THE OTHER BIG FOUR MPOS. YOU KNOW, INCLUDING SCAG, SACOG,  
24 AND SANDAG, REALLY TRYING TO GET TO SOME CONSISTENCY ON SOME  
25 OF THESE CORE TECHNICAL AND METHOD LOGICAL ASSUMPTIONS. THERE



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1 HAVE BEEN CHALLENGES IN TERMS OF GETTING ON THE SAME PAGE WITH  
2 OUR COLLEAGUES AT THE ARB, BUT I THINK WE ARE HOPEFUL THAT WE  
3 WILL BE ABLE TO LAND IN A MUTUALLY AGREEABLE PLACE ON ALL OF  
4 THESE ISSUES, AS WE MOVE FORWARD INTO 2024.

5

6 **JAMES P. SPERING, MTC CHAIR:** YEAH. I HOPE THAT, YOU KNOW, IF  
7 WE CAN'T COME TO SOME GREATLY, OR AT LEAST SOMETHING THAT WE  
8 CAN MANAGE, THAT THE FOUR MPOS GET TOGETHER AND REALLY START  
9 MAYBE LOOKING AT A LEGISLATIVE SOLUTION, OR ELEVATING THIS TO  
10 WHERE IT GETS ADDRESSED AT A HIGHER AUTHORITY THAN CARB. AND I  
11 -- I MEAN, THIS -- IT'S KIND OF DISTURBING. WE END UP BEING  
12 RESPONSIBLE FOR THANKS WE GET NO CREDIT FOR. AND, SO, I HOPE  
13 STAFF SINGLING IN THOSE TERMS.

14

15 **ANDREW FREMIER:** CHAIR SPERING, ANDREW FREMIER, EXECUTIVE  
16 DIRECTOR. WE CERTAINLY ARE. AND WE'RE ALSO WORKING WITH THE  
17 FACT THAT WE DO HAVE DR. PHILIPPE FINE IN THE BUILDING AND HE  
18 SHOULD BE A PARTNER IN THIS DISCUSSION, WE PLAN ON ENGAGING  
19 WITH CARB AND BUILD THROUGH SOME OF THESE CONCERNS AND SEE IF  
20 WE CAN DO IT THAT WAY, AS WELL.

21

22 **JAMES P. SPERING, MTC CHAIR:** IT JUST SEEMS LIKE THIS HAS BEEN  
23 A PROBLEM GOING ON FOR A WHILE. SO, YOU KNOW, AT LEAST, WE  
24 NEED TO START TALKING ABOUT SOME SOLUTION THERE. THE OTHER  
25 THING I WOULD LIKE YOU TO EXPAND A LITTLE BIT ON, YOU TALK

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1 ABOUT REDUCING THE COST OF AFFORDABLE HOUSING, WHAT ARE YOUR  
2 THOUGHTS THERE? I MEAN THIS, IS SOMETHING PEOPLE HAVE BEEN  
3 STRUGGLING WITH FOR A LONG TIME. SO WHAT'S ON THE HORIZON?

4

5 **JAMES CHOE:** YEAH. I CAN TALK ABOUT, YOU KNOW, HOW WE'RE  
6 PROPOSING TO GO ABOUT THAT. AND, YOU KNOW, I'M OBVIOUSLY NOT A  
7 HOUSING FINANCE EXPERT, BUT THANKFULLY WE HAVE A GREAT STAFF  
8 OVER AT BAHFA THAT ARE GOING TO BE HELPING US ON THIS EFFORT  
9 OVER THE NEXT SEVERAL MONTHS. YOU KNOW, I THINK THERE ARE  
10 CERTAINLY SOME INTERESTING MODELS THAT ARE OUT THERE, SUCH AS  
11 MODULAR HOUSING, MAYBE EXPLORATIONS OF DIFFERENT FINANCING  
12 OPTIONS THAT COULD BE EXPLORED. SO, YOU KNOW, WE HAVE REALLY  
13 PUT A COMMITMENT THAT WE'RE GOING TO BE LOOKING AT THAT OVER  
14 THE NEXT SEVERAL MONTHS, BUT BASICALLY PLANNING STAFF AND  
15 BAHFA ARE GOING TO BE EXPLORING, YOU KNOW, INTERESTING IDEAS  
16 THAT WE THINK COULD BE IMPLEMENTED AND PLANNED FOR THE  
17 PURPOSES OF THE FINAL BLUEPRINT.

18

19 **JAMES P. SPERING, MTC CHAIR:** YOU KNOW, FOR ME, AND ANDY AND I  
20 WERE TALKING ABOUT THIS, YOU KNOW, WE NEED TO FIND A WAY THAT  
21 WE CAN BRING THE LENDING INSTITUTIONS, THE BUILDERS, THE  
22 CITIES AND COUNTIES. WE HAVE GOT TO BRING THEM ALL TOGETHER  
23 AND POSSIBLY HAVE THE ADVOCATES THERE, TOO, THE NON-PROFITS,  
24 AND COME UP WITH A FORMULA THAT CAN BE USED, POSSIBLY BY  
25 CITIES AND COUNTIES. YOU KNOW, EACH ONE OF THEM, THEY'RE BEING

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1 READY TO SEPARATELY, AND IT MAKES IT VERY DIFFICULT TO GET A  
2 CONSENSUS ON HOW YOU CAN ACTUALLY END UP BUILDING IT, AND  
3 EVERYBODY HAS A ROLE TO PLAY. AND I HOPE STAFF WILL KIND OF  
4 PURSUE THAT OR LOOK AT HOW WE CAN CONVENE THOSE VARIOUS  
5 INTERESTS TO START TALKING ABOUT A SOLUTION. I MEAN, THE  
6 BUILDERS WANT TO BUILD, BUT IF THEY'RE NOT GOING TO HELP OUT  
7 WITH THE AFFORDABLE PIECE CRISIS, THEN MAYBE THERE SHOULD BE  
8 SOME INCENTIVE FOR THEM IF THEY DON'T. I WANT TO BE CAREFUL OF  
9 WHAT I'M SAYING HERE. [LAUGHTER] BUT I THINK YOU'RE ALL KIND  
10 OF GETTING THE IDEA. HOPEFULLY WE COULD CONVENE ALL OF THOSE.

11

12 **SPEAKER:** CHAIR COULD I AUGMENT WHAT YOU JUST SAID?

13

14 **JAMES P. SPERING, MTC CHAIR:** YES.

15

16 **SPEAKER:** I SIT ON THE NATIONAL LEAGUE OF CITIES HOUSING,  
17 BASICALLY A COMMUNITY DEVELOPMENT COMMITTEE WHICH INCLUDES  
18 HOUSING AND THIS YEAR THE NATIONAL LEAGUE OF CITIES DID AN  
19 INITIATIVE ACROSS THE COUNTRY THAT IS EXACTLY WHAT YOU'RE  
20 TALKING ABOUT. THEY BROUGHT ALL STAKEHOLDERS TOGETHER AND  
21 THROUGH A SERIES. SO I SUGGEST RATHER THAN TRYING TO REBUILD  
22 AND REINVENT WE LOOK THERE FIRST TO SEE WHAT THEIR OUTCOMES  
23 ARE, WHICH SHOULD BE OUT IN THE NEXT SIX MONTHS.

24

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1 **JAMES P. SPERING, MTC CHAIR:** GOOD. GOOD SUGGESTION. ANY OTHER  
2 ON THIS? OKAY I'LL START HERE. CAROL.

3

4 **CAROL DUTRA-VERNACI:** A COUPLE OF QUESTIONS. ON SLIDE TEN, YOU  
5 WERE TALKING ABOUT THE REDUCTION OR LOWER POPULATION GROWTH  
6 BEING A PROBLEM. WHEN IT COMES TO CLIMATE CHANGE, YOU CAN HELP  
7 ME UNDERSTAND WHY LESS PEOPLE IS NOT A GOOD THING?

8

9 **JAMES CHOE:** SO, THE WAY THAT SB 375 IS WRITTEN, IT IS OUR  
10 REQUIREMENT IS TO REDUCE PER CAPITA GHG EMISSIONS FROM LIGHT-  
11 DUTY CARS AND TRUCKS. SO, WHEN WE HAVE A HIGHER POPULATION  
12 LEVEL COMBINED WITH, YOU KNOW, THE FOCUSED GROWTH PATTERN OF  
13 THE PLAN WHERE, YOU KNOW, IN GENERAL, WE HAVE PEOPLE GOING  
14 INTO AREAS THAT HAVE LOWER VMT LEVELS, THE HIGHER NUMERATOR,  
15 SO TO SPEAK IN TERMS OF POPULATION, IT HELPS US WITH THAT PER  
16 CAPITA CALCULATION. SO, THE FACT THAT WE HAVE A LOWER  
17 POPULATION FORECAST FOR PLANNED BAY AREA 2050+ WILL HURT US ON  
18 A PER CAPITA LEVEL IN ASSESSING THOSE EMISSIONS FROM VEHICLES.

19

20 **CAROL DUTRA-VERNACI:** SEEMS LIKE THEY NEED TO CHANGE THEIR  
21 FORMULA. SOUNDS LIKE A BETTER IDEA TO ME. MY NEXT QUESTION  
22 WOULD BE, LET'S SEE ON SLIDE 12 WHEN WE'RE TALKING ABOUT  
23 TRANSPORTATION. THE FISCAL REALITIES. THE REASON I'M RAISING  
24 THIS QUESTION IS, MY TRANSPORTATION AGENCY DID POINT OUT THAT  
25 THE TRANSPORTATION STRATEGIES ARE NOT FULLY FORMED YET, WHICH

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1 IS FINE. BUT AS IS MENTIONED, BECAUSE WE HAVE GOT THE \$100  
2 BILLION LESS, SO TO SPEAK, I HEARD YOU SAY THAT -- OF COURSE,  
3 THAT WENT INTO THE LIST CREATION THAT, MEANS THAT SOME OF THE  
4 ITEMS THAT HAVE BEEN IN THE LIST ARE GOING TO GET KICKED OFF.  
5 SO THAT'S OBVIOUSLY A CONCERN. WHAT WILL YOU BE LOOKING AT IF  
6 YOU HAVE HAD THE CHANCE TO THINK ABOUT IT YET IN TERMS OF  
7 DECIDING WHO STAYS AND WHO GOES?

8

9 **JAMES CHOE:** SO, WE ARE STILL, YOU KNOW, DISCUSSING INTERNALLY  
10 WHAT OUR OPTIONS ARE. BUT, ESSENTIALLY WE WILL START GOING OUT  
11 LATER THIS WINTER TO OUR PARTNERS TO DISCUSS THE POTENTIAL  
12 APPROACH FOR HOW WE MIGHT FISCALLY CONSTRAIN THAT LIST. YOU  
13 KNOW, THE IDEA THAT THAT WORK WILL REALLY TAKE PLACE LATER IN  
14 THE WINTER AND INTO THE SPRING TO INFORM A SUMMER ACTION ITEM  
15 BY THE COMMISSION AND EXECUTIVE BOARD. SO, YOU KNOW, WE WILL  
16 BE GOING OUT TO OUR PARTNERS TO HAVE DISCUSSIONS AND WE WILL  
17 OBVIOUSLY BE COMING BACK TO YOU TO THIS BODY AND OTHERS TO  
18 DISCUSS HOW WE HOPE TO PROCEED ON THAT FRONT. I THINK, YOU  
19 KNOW, THE SCALE OF THAT GAP IS DAUNTING. IT -- THERE COULD BE  
20 SOME IMPROVEMENTS IN TERMS OF REVISING THE FINANCIAL FORECAST,  
21 AS WE MOVE FROM THE DRAFT TO THE FINAL BLUEPRINT. BUT, YOU  
22 KNOW, UNLESS THERE IS AN APPETITE FOR, YOU KNOW, EXPANDED  
23 REVENUES TO INCLUDE IN THE PLAN, THE FACT IS THERE WILL BE  
24 LESS MONEY AND WE'RE GOING TO HAVE TO FIGURE OUT HOW TO GO  
25 FROM THERE.

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1

2 **MATT MALONEY:** COMMISSIONER, IF YOU MAY, SOME OF IT IS ABOUT  
3 SEQUENCING THE PROJECTS, NOT ALL IF IT DOESN'T SOLVE THE WHOLE  
4 PROBLEM BUT HELPS WITH SOME OF IT. WE THINK OF THE PLAN IN TWO  
5 CHUNKS, PRE-2035, THAT'S WHERE THE ARB GHG TARGET IS THEN  
6 POST-2025. IN THE STRATEGY WE CAN EMPLOY WITH THE CAVEAT THIS  
7 IS NOT GOING TO SOLVE A \$100 BILLION PROBLEM. BUT WHAT  
8 STRATEGY IS LOOKING AT PROJECTS FROM THE NEAR-TERM PART OF THE  
9 PLAN TO THE LATTER STAGES OF THE PLAN. WE HAVE MORE FINANCIAL  
10 RESOURCES IN THE OUT-YEARS OF THE PLAN THAN WE DO THE NEAR  
11 TERM. THAT'S ONE WAY TO KEEP PROJECTS FISCALLY CONSTRAINED.  
12 IT'S A SEQUENCING MATH ISSUE. BUT AGAIN I MEAN CHIRAG IS  
13 RIGHT. I DON'T THINK WE'RE GOING TO BE ABLE TO THE INVESTMENT  
14 STRATEGY, THE LIST OF TRANSPORTATION PROJECTS THAT YOU SAW IN  
15 PLANNED BAY AREA 2050 WE'RE PROBABLY NOT GOING TO BE ABLE TO  
16 REPLICATE THAT IN THIS PLAN. WE HAVE TO MAKE CHOICES AND WE  
17 WANT TO FORESHADOW THAT FOR THE COMMITTEE. WE'RE GOING TO HAVE  
18 CONVERSATIONS ABOUT THAT IN THE UPCOMING MONTHS BECAUSE WE  
19 NEED YOU ALL TO WEIGH IN ON THAT.

20

21 **CAROL DUTRA-VERNACI:** THANK YOU SO MUCH.

22

23 **JAMES P. SPERING, MTC CHAIR:** STEPHANIE THEN PAT.

24

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1    **STEPHANIE MOULTON-PETERS:** THANK YOU, A COUPLE OF COMMENTS THEN  
2    A FEW QUESTIONS. CHAIR SPERING, I SUPPORT YOUR COMMENT ON CARB  
3    ASKING FOR STATE CREDIT FOR TRANSPORTATION IMPROVEMENTS. I  
4    MEAN, THE INNOVATION AND IMPLEMENTATION THAT'S HAPPENING ON  
5    THE GROUNDS LOCALLY. AND THEY SHOULD AT LEAST SHARE THE CREDIT  
6    WITH THE LOCALITIES AND THE MPOS, RATHER THAN TAKE IT ALL FOR  
7    THEMSELVES. IT'S NOT VERY MOTIVATING FOR US, IF THEY TAKE CALL  
8    THE CREDIT FOR WHAT WE DO AS YOU SAID. [LAUGHTER] I WANTED TO  
9    ASK A QUESTION ABOUT THE GROWTH GEOGRAPHIES. HOW WE HAVE  
10   ENGAGED THE LOCAL GOVERNMENTS AND MPOS, TRANSPORTATION  
11   AGENCIES, AND IDENTIFY THESE CHANGES AND WHERE THEY WOULD  
12   IMPACT US.

13

14   **CHIRAG RABARI:** YEAH. THANK YOU COMMISSIONER FOR THIS QUESTION.  
15   THERE ARE A FEW DIFFERENT ELEMENTS THAT HAVE GONE INTO THIS  
16   REVISION. AND, YOU KNOW, ONE IS SIMPLY JUST THE SOLICITATION  
17   FOR NEW AND REVISED PRIORITY DEVELOPMENT AREAS. SO, THAT  
18   PROCESS IS DONE THROUGH ABAG. AND THERE IS KIND OF A STANDARD  
19   OUTREACH PROCESS THAT WE HAVE ENGAGED IN OVER THE YEARS  
20   WHENEVER WE'RE SOLICITING NEW UPDATES WHERE WE REACH OUT TO  
21   THE COUNTIES, REACH OUT TO THE JURISDICTIONS AND THEY'RE THE  
22   ONES WHO NOMINATE AND APPROVE THOSE NEW OR REVISED PRIORITY  
23   DEVELOPMENT AREAS. WITH RESPECT TO, I THINK THE BIGGEST CHANGE  
24   AS WE MENTIONED, WAS THE REVISED TRANSIT ORIENTED COMMUNITIES  
25   POLICY. SO, THERE WAS A VERY EXTENSIVE PROCESS THAT HAPPENED

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1 SIMILARLY WITH OUTREACH TO JURISDICTIONS, OUTREACH TO COUNTY  
2 PLANNING DIRECTORS, AND COUNTY PLANNING COLLABORATIVE TO  
3 DEVELOP THAT REVISED TOC POLICY. SO, WE'RE BASICALLY, YOU  
4 KNOW, BUILDING UPON THE WORK THAT TOOK PLACE IN DEVELOPING  
5 THAT REVISED TOC POLICY AND ESSENTIALLY CARRYING IT FORWARD  
6 INTO THE DRAFT BLUEPRINT. AND THE OTHER CHANGES ON KIND OF  
7 UPDATED DATA AND HAZARDS, YOU KNOW, THOSE ARE RELATIVELY MINOR  
8 TECHNICAL CHANGES. SO, I WOULD SAY THAT THE OUTREACH WAS  
9 REALLY FOCUSED ON SOLICITING THE NEW PDAS, AS WELL AS THE  
10 FAIRLY EXTENSIVE PROCESS THAT TOOK PLACE IN DEVELOPING THE  
11 REVISED TOC POLICY.

12

13 **STEPHANIE MOULTON-PETERS:** OKAY. AND SO THAT SOUNDS LIKE LOCAL  
14 CITIES AND TOWNS WERE CONSULTED AND MAYBE IT'S JUST MY  
15 TRANSPORTATION AGENCY THAT FELT A LITTLE LEFT OUT OF THE LOOP.  
16 AND, SO, I'LL JUST ASK THEM TO CONNECT WITH YOU.

17

18 **CHIRAG RABARI:** YEAH. AND WE DEFINITELY WILL BE REACHING OUT TO  
19 THEM TO TALK ABOUT, YOU KNOW, TALK ABOUT SOME OF THESE  
20 CONCERNS. BUT YOU KNOW, I ALSO WANT TO EMPHASIZE THAT, AGAIN,  
21 THIS IS A DRAFT MAP. IT'S NOT THE FINAL MAP. SO IF ARE THERE  
22 ANY CONCERNS WITH RESPECT TO, YOU KNOW, SOME OF THE AREAS THAT  
23 HAVE BEEN IDENTIFIED, YOU KNOW, WE CAN CERTAINLY DISCUSS THOSE  
24 FURTHER AS WE MOVE TOWARDS THE DEVELOPMENT OF A FINAL GROWTH  
25 GEOGRAPHY.



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1

2 **STEPHANIE MOULTON-PETERS:** SURE. ONE COMMENT I DID RECEIVE WAS  
3 ON THE FIVE SUBCATEGORIES AND THE DEFINITION. THEY COULD USE  
4 SOME GREATER -- OUR TEAM COULD USE SOME GREATER CLARITY ON THE  
5 CITIES THAT HAVE APPLIED TO, AND MAYBE A SIMPLIFICATION OF  
6 THEM IF POSSIBLE. A SUGGESTION I GOT THAT I THOUGHT WAS A GOOD  
7 ONE THOUGH, ACHIEVING GREENHOUSE GAS LEVELS WAS TO LEVERAGE  
8 OUR ROADWAY, O&M FUNDS TO INCENTIVIZE MORE ACTIVE  
9 TRANSPORTATION AND COMPLETE STREETS AS A WAY TO GARNER MORE  
10 GREENHOUSE GAS REDUCTIONS AND, SO THAT SEEMED LIKE SOMETHING  
11 WE MIGHT WANT TO DO IF WE HAVEN'T ALREADY DECIDED TO DO THAT  
12 AND THEN I'LL JUST ASK A FINAL QUESTION. GIVEN THE DIFFICULTY  
13 WITH ACHIEVING THE GREENHOUSE GAS TARGETS, IS THERE ANY  
14 APPETITE OR CONVERSATION HAPPENING TO REVISIT THE LEGISLATIVE  
15 DEFINED PLANNING PROCESS OF 375? ARE THOSE CONVERSATIONS  
16 HAPPENING?

17

18 **DAVE VAUTIN:** GOOD MORNING COMMISSIONER. DAVE VAUTIN ASSISTANT  
19 DIRECTOR OF MAJOR PLANS. HAPPY TO TAKE THAT QUESTION. OUR  
20 LEGISLATIVE PLATFORM HERE AT MTC MENTIONED SB 375 REFORM FOR A  
21 NUMBER OF YEARS CERTAINLY BEEN ON OUR RADAR AND SOMETHING WE  
22 SHOULD HAVE BEEN INVOLVED IN CONVERSATIONS ON OVER THE YEARS.  
23 OF COURSE, ANY, SORT OF, REFORM OF LANDS MARK LEGISLATION IS  
24 EASIER SAID THAT DONE AND REFORM MEANS A LOT OF DIFFERENCE  
25 THINGS TO A LOT OF DIFFERENT STAKEHOLDERS ACROSS THE STATE.

## Meeting Transcript

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1 SO, YOU KNOW, WE THINK THAT AFTER -- YOU KNOW, A LAW THAT WAS  
2 PASSED ALMOST 16 YEARS AGO, PROBABLY IS DUE FOR SOME REFORM  
3 AND SOME REFORM IN THE THINKING OF GREATER ELECTRIFICATION AND  
4 TRENDS THAT HAVE CHANGED THROUGHOUT THE STATE. THERE IS THE  
5 FOURTH CYCLE OF THESE REGIONAL PLANS. CARB LEFT A LOT OF THE  
6 GHG TARGETS THE SAME THIS CYCLE. BUT WE KNOW THEY ARE PLANNING  
7 FOR MAJOR UPDATES IN A FIFTH CYCLE AND WE, ALSO, ARE, YOU  
8 KNOW, WOULD LIKE TO SEE REFORM BEFORE GOING INTO ANY, SORT OF,  
9 MAJOR CYCLE IN THE FUTURE WE WILL BE TRACKING LEGISLATION THIS  
10 YEAR TO SEE WHAT EMERGES IN REFORM IDEAS. IN THE PAST THOSE  
11 DISCUSSIONS HAVE FIZZLED. WE WILL BE LOOKING TO ENGAGE IN  
12 THOSE STATE POLICY CONVERSATIONS AS THEY PERMIT.

13

14 **STEPHANIE MOULTON-PETERS:** THANK YOU. THAT'S ALL I HAVE.

15

16 **JAMES P. SPERING, MTC CHAIR:** PAT?

17

18 **PAT ECKLUND:** THANK YOU VERY MUCH CHAIR SPERING. FIRST OF ALL,  
19 THIS IS A LOT OF INFORMATION AND REALLY APPRECIATE YOUR  
20 PRESENTATION AND REALLY BEING VERY CONCISE AND ALSO REALLY  
21 EXPLAINING SOME OF THE REASONS BEHIND SOME OF THE PROPOSALS. I  
22 HAVE A COUPLE OF COMMENTS AND SUGGESTIONS THOUGH. FIRST OF  
23 ALL, I'M GOING TO FOCUS ON HOUSING. TWO YEARS AFTER I JOINED  
24 THE CITY COUNCIL WE WERE ABLE TO PASS THE LEVEL HOME RENT  
25 CONTROL FOR SENIORS MOBILE HOME PARKS THAT WAS THE ONLY WAY

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1 THAT BEE WERE ABLE TO ENSURE THAT SENIORS THAT WERE IN MOBILE  
2 HOME PARKS WERE PROTECTED BECAUSE THE RENTS WERE INCREASING SO  
3 MUCH. AND THAT TRIGGERED US TO ESTABLISHING OUR RENTS CONTROL  
4 ORDINANCE IN 1997. AND MORE RECENTLY, I THINK WITHIN THE LAST  
5 TEN OR 15 YEARS -- MAYBE TEN YEARS. WE ACTUALLY BOUGHT ONE OF  
6 THE MOBILE HOME PARKS IN OUR COMMUNITY BECAUSE THEY WERE GOING  
7 TO SELL IT. AND WE WERE VERY CONCERNED ABOUT THE FUTURE OF  
8 THAT, BECAUSE THERE IS A LOT OF MOBILE HOME PARKS THAT SENIORS  
9 ARE LIVING THERE. SO WE BOUGHT THE MOBILE HOME PARK AND NOW WE  
10 MANAGE IT, BUT WE DO NOT TAKE A PENNY FROM. WHAT THEY PAY RUNS  
11 THE PARK AND ALSO PROVIDES FOR THE ADDITIONAL IMPROVEMENTS  
12 THAT NEED TO BE MADE. CAPITAL IMPROVEMENTS OVER TIME. SO  
13 THEY'RE PAYING FOR EVERYTHING. SO THE RENT HAS REALLY NOT GONE  
14 UP THAT MUCH, WHICH HAS ONLY ALLOWED THE SENIORS TO HAVE A  
15 SAFE PLACE TO LIVE. THERE IS NOTHING IN OUR HOUSING  
16 ELEMENT THAT I CAN SEE THAT FOCUSES ON SENIORS. BECAUSE WE  
17 HAVE AN AGEING POPULATION IN THE BAY AREA. AND I THINK SENIORS  
18 ARE MORE AT RISK AND WE, AS A REGION, I THINK, NEED TO REALLY  
19 FOCUS MORE ON HOW CAN WE HELP MAINTAIN SENIORS IN THEIR HOME,  
20 WHETHER IT'S IN MOBILE HOME PARKS, OR IN CONDOS OR SINGLE-  
21 FAMILY HOMES. GIVEN THAT MY MOM, HELPING HER HAS GIVEN ME A  
22 LOT OF IDEAS OF WHAT WE CAN DO TO HELP AS A REGIONAL  
23 ORGANIZATION. AND, ACTUALLY WHAT CITIES COULD DO TOO, BUT THEY  
24 NEED THE GUIDANCE FROM A REGIONAL ORGANIZATION TO HELP DO  
25 THAT. I HIRED HOME CARE AND, SO THE FOLKS THAT ARE HELPING ME

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1 TAKE CARE OF MY MOM, THEY'RE ALL LEGAL. BUT THEY LIVE IN A TWO  
2 BEDROOM APARTMENT WITH SIX ADULTS. SO, THERE IS TWO BEDS IN  
3 EACH ROOM, AND THEN THERE IS A BED -- TWO BEDS IN THE LIVING  
4 ROOM. AND THAT'S A GIVEN FOR MOST OF THE HOUSING, APARTMENT  
5 HOUSING IN, AT LEAST IN MARIN COUNTY. GIVEN WHAT I HAVE BEEN  
6 TOLD, TALKING WITH THE YOUNG LADIES. AND, SO, WE REALLY NEED  
7 TO, I THINK, AT SOME POINT, LOOK AT WHAT WE COULD DO TO HELP  
8 SENIORS TO BE ABLE TO STAY IN THEIR HOMES. MAYBE PROVIDE SOME,  
9 SORT OF, AN INCENTIVE FOR A SENIOR LIVING IN THEIR HOME THAT  
10 MAYBE HAVE A THREE BEDROOM HOUSE THAT MAYBE SOME, SORT OF,  
11 INCENTIVE FOR THEM TO GET SOME FUNDING OR TO HELP ALLOW  
12 SOMEONE TO HAVE A PLACE TO LIVE. I HAVE -- WE HAVE A FRIEND  
13 THAT SHE DOESN'T GET ANY INCOME, SHE'S A SENIOR. SHE'S 78. SHE  
14 HAS NO INCOME AT ALL COMING IN. SO SHE'S LIVING ON OUR SAVINGS  
15 AND WHAT WE CAN DO TO HELP HER, AS OUR FRIEND. I THINK AS OUR  
16 POPULATION AGES IN THE BAY AREA THERE, IS A LOT OF LOST  
17 OPPORTUNITIES THERE THAT WE COULD FOCUS ON IT'S JUST THAT HOW  
18 DO YOU GET DOWN TO THAT FUNDAMENTAL LEVEL, AS A REGIONAL  
19 AGENCY. SO, I REALLY WOULD LIKE TO SEE SOME, SORT OF, A FOCUS  
20 OR DISCUSSION ABOUT HOW CAN WE HELP PRESERVE SOME OF THE  
21 MOBILE HOME PARKS THAT CURRENTLY EXIST NOW THAT ARE FOCUSED ON  
22 SENIORS FOR THEM TO BE ABLE TO ALLOW. I GUESS BEING ABLE TO  
23 HELP FROM A REGIONAL AGENCY, IT WOULD BE HELPFUL. AND THEN HOW  
24 CAN WE ENCOURAGE PEOPLE WHO ARE SENIORS LIVING IN THEIR HOMES  
25 THAT WANT TO STAY THERE, TO INCENTIVIZE THEM TO BE ABLE TO

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1    HELP CREATE MORE HOUSING. THE OTHER QUESTION, YOU MENTIONED  
2    MODULAR UNIT R NITS, I THINK THAT'S GREAT FOR NEW DEVELOPMENT,  
3    BUT WE CAN'T FORGET ABOUT THE EXISTING DEVELOPMENT THAT WE  
4    HAVE. THE OTHER THING ROADWAY PRICING. I HAVE BECOME AWARE  
5    THAT A LOT OF LOW-INCOME FOLKS CAN'T AFFORD A CAR THEY USE  
6    UBER WHICH IS EXPENSIVE EVEN GETTING JUST A MILE WHEN WAS  
7    HORRIBLE WHEN I FOUND THAT OUT RECENTLY. SO I'M CONCERNED  
8    ABOUT THE ROADWAY PRICING ESPECIALLY FOR PEOPLE THAT ARE LOW-  
9    INCOME. AND, SO, HOW DO YOU REACH DOWN TO THAT LEVEL OF A HOME  
10   CARE PERSON WHO HAS A CAR THAT HAS CLIENTS ALL OVER, YOU KNOW,  
11   TWO DIFFERENT COUNTIES FOR ROADWAY PRICING THAT MAY NOT KNOW  
12   HOW TO APPROACH A CITY OR A COUNTY, OR EVEN A REGIONAL AGENCY?  
13   SO, I WOULD BE GLAD TO TALK MORE ONE-ON-ONE, IF ANYBODY HAS  
14   QUESTIONS ABOUT IT, BECAUSE I HAVE LEARNED A LOT IN THE LAST  
15   TWO MONTHS, ALMOST THREE, ABOUT WHO IS OUT THERE, AND WHAT  
16   SOME OF THEIR NEEDS ARE. I HAVE BEEN TRYING TO HELP A COUPLE  
17   THAT I HAVE BECOME AWARE OF. BUT MY BANDWIDTH IS LIMITED, AND  
18   SO WE NEED -- WE NEED MORE HELP TO HELP SOME OF THOSE FOLKS  
19   THAT ARE LOW-INCOME THAT DON'T KNOW HOW TO APPROACH A CITY OR  
20   A COUNTY OR A REGIONAL AGENCY TO APPLY FOR -- TO APPLY FOR  
21   HELP. SO, ANYWAY, COMMENTS FROM THE PEANUT GALLERY. AND I JUST  
22   REALLY APPRECIATE YOUR PRESENTATION, AND I HOPE WE CAN HAVE  
23   SOME MORE DISCUSSION ON THE HOUSING ASPECT OF IT, BECAUSE I  
24   THINK IT NEEDS TO BE A LITTLE BIT MORE SPECIFIC. AND SOMETIME

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1 ON THE TRANSPORTATION AS WELL. AND CHAIR SPERING, THANK YOU  
2 VERY MUCH FOR ALLOWING ME TO SHARE THOSE COMMENTS

3

4 **JAMES P. SPERING, MTC CHAIR:** NICK AND COMMISSIONER JOSEFOWITZ.

5

6 **NICK JOSEFOWITZ:** THANK YOU VERY MUCH. I THINK ON THE CARB  
7 DISCUSSIONS, OBVIOUSLY ARE SUPER IMPORTANT BOTH IN THE NEAR-  
8 TERM AND ON THE GENERAL CONCEPTION LEVEL. I WANT TO MAYBE ADD  
9 A SLIGHTLY ALTERNATIVE PERSPECTIVE. OF COURSE, I DON'T LIKE  
10 BEING BOSSED AROUND BY A BUNCH OF STATE REGULATORS ANYMORE  
11 THAN ANYBODY ELSE DOES. THE STATE IS NOT ON TRACK TO MEET ITS  
12 TRANSPORTATION GOALS. SO, I DON'T THINK THE APPROACH THAT WE  
13 SHOULD BE TAKING IS, LIKE, WHY ARE YOU ASKING US TO DO  
14 ANYTHING. LIKE WHAT'S HAPPENING IS GREAT. I MEAN, OUR  
15 TRANSPORTATION EMISSIONS CONTINUE TO RISE. EV SALES GROWTH IS  
16 SLOWING. THE STATE IS SHORT MILLIONS OF PUBLICITY CHARGERS  
17 WITH NO PLANS ON HOW TO DELIVER THEM, ET CETERA, ET CETERA,  
18 AND I KNOW THAT IN MY CITY AND COUNTY WE ARE DOING EV ADOPTION  
19 IS NOT A PRIORITY FOR SAN FRANCISCO OF THE I DON'T KNOW WHAT  
20 OTHER CITIES AND COUNTIES ARE DOINGS ARE OBVIOUSLY. BUT IF WE  
21 TAKE A POSITION, HEY EVERYBODY'S GOING TO BE FINE GIVE US TONS  
22 OF CREDIT FOR WHAT'S HAPPENING AT THE STATE LEVEL, FOR THE  
23 TRANSITION OF EVS, I WOULD LIKE TO KNOW WHAT OUR COMMUNITIES  
24 ARE DOING AND HOW THAT RELATES TO WHAT THE STATE IS DOING AND  
25 A REALISTIC PROPORTIONMENT OF THAT, AND THEN WHAT IS REALISTIC

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1 VISION FOR HOW MANY EVS WE CAN GET ON THE ROAD. THE MANDATES  
2 KICK IN 2035 AND THAT'S ONLY FOR NEW CARS. I THINK A LOT OF  
3 PEOPLE THINK THERE WILL BE A SIGNIFICANT REDUCTION, WITHOUT  
4 THE MEANINGFUL SUBSIDIES THAT WILL BE A POTENTIAL REDUCTION IN  
5 THE NUMBER OF NEW VEHICLES SOLD AS A RESULT OF THE MATTER. I  
6 THINK IT'S REALLY COMPLICATED. I WOULD HATE FOR US TO TAKE THE  
7 APPROACH THAT EVERYTHING'S FINE WE'RE GOING TO MEET OUR  
8 CLIMATE GOALS WITH EVS, YOU KNOW, LIKE, GET OFF OUR CASE. SO,  
9 THE ONE THING THE TRANSPORTATION REVENUES IT SEEMS OBVIOUSLY  
10 IS GOING TO LOOM OVER THIS DISCUSSION IN 2050 PLUS. I WOULD  
11 LIKE TO US REVIEW WHAT OUR TRANSPORTATION REVENUE ASSUMPTIONS  
12 ARE, AND I MIGHT HAVE MISSED IT IN THE DECK OR SUPPORTING  
13 MATERIALS BUT THE FINAL NUMBER. BUT I WOULD REALLY APPRECIATE  
14 A KIND OF FURTHER BREAK DOWN. BUT THAT SEEMS LIKE IT'S GOING  
15 TO BE ESSENTIAL. AND FROM WHAT I CAN TELL ON THE ROAD PRICING  
16 SIDE, WE'RE LEAVING -- WE'RE NOT -- WE'RE LEANING EVEN FURTHER  
17 INTO ROAD PRICING REVENUES. BECAUSE WE'RE GOING FROM IN THE  
18 LAST PLAN ALL LANE TOLLING ON THE FREEWAYS, TRANSIT WITH  
19 ADJACENT HIGH QUALITY TRANSIT TO ALL LANE TOLLING PLUS A VMT  
20 CHARGE. YOU'RE NOT GOING TO GET ME LEADING THE OPPOSITION TO  
21 ROAD TOLL, TO THOSE TYPES OF TOLLING. BUT THAT IS A REALLY --  
22 THAT A LOT, RIGHT? AND I THINK THIS COMMISSION NEEDS TO FULLY  
23 GRAPPLE WITH IF THAT'S WHERE WE THINK THE FUTURE IS GOING TO  
24 BE. I THINK THERE IS A MUCH MORE PALATABLE FUTURE WHICH  
25 FOCUSES ON A REVENUE NEUTRAL APPROACH TO CHANGING HOW WE RAISE

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1 TRANSPORTATION REVENUE; WHERE GAS TANKERS ARE GOING DOWN  
2 BECAUSE HOPEFUL PEOPLE ARE DRIVING LESS CARS ARE MORE  
3 EFFICIENT THERE ARE MORE EVS ON THE ROAD. CAN WE REPLACE GAS  
4 TAXES? CAN WE REPLACE SALES TAXES WITH ROAD USER CHARGES ALL  
5 LANE TOLLING IN SUCH A WAY THAT WE GET MANY OF THE GHG  
6 BENEFITS, CONGESTION REDUCTION BENEFITS BUT WE'RE NOT  
7 ACTUALLY, SORT OF, USING THIS AS AN OPPORTUNITY TO DO A HUGE  
8 REVENUE GRAB IN A WAY WHICH WOULD REALLY IMPOSE AN ADDITIONAL  
9 BURDEN ON LOW-INCOME PEOPLE, BUT ALSO ON MIDDLE CLASS PEOPLE.  
10 AND YOU KNOW, AND SO I THINK BEFORE WE GO FULL HOG AND BE  
11 LIKE, OKAY, WE'RE IN FOR, LIKE, HUNDREDS OF BILLIONS OF  
12 DOLLARS -- I DON'T EVEN KNOW WHAT THE NUMBER IS OF NEW -- SORT  
13 OF, ROAD PRICING IN ADDITION TO SALES TAX AND GAS TAX, I THINK  
14 THE COMMISSION NEEDS TO -- AND ABAG, AS WELL, NEEDS TO HAVE A  
15 BIT MORE OF A DISCUSSION ABOUT THAT. AND I KNOW -- I'M NOT  
16 SUGGESTING THAT YOU APPROVE THAT TODAY BECAUSE I KNOW THAT'S  
17 SOMETHING WE'RE APPROVING IN A DRAFT THING BUT I THINK IT  
18 NEEDS TO COME BACK WITH -- SO THAT WE CAN REALLY THINK ABOUT  
19 THAT. I DON'T KNOW.

20

21 **CHIRAG RABARI:** THROUGH THE CHAIR. JUST A COUPLE OF QUICK  
22 RESPONSES THEN MY COLLEAGUES CAN JUMP IN AS WELL. WITH RESPECT  
23 TO THE REVENUE, OUR PRESENTATION IN NOVEMBER DID HAVE A  
24 DETAILED BREAK DOWN.

25



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1   **NICK JOSEFOWITZ:** THANK YOU FOR REMINDING ME.

2

3   **CHIRAG RABARI:** AND THERE WAS AN ATTACHMENT THAT LISTED LINE  
4   ITEM BY LINE ITEM ALL OF THE ASSUMED REVENUES IN THE PLAN. I  
5   THINK, OBVIOUSLY, WE WILL BE COMING BACK OVER THE NEXT COUPLE  
6   OF MONTHS TO TALK ABOUT THIS ISSUE FURTHER, INCLUDING ON THE  
7   REVENUE SIDE. BUT I DID WANT TO CLARIFY, WITH RESPECT TO,  
8   LIKE, THE PRICING REVENUES, YOU KNOW, I WOULD NOT CHARACTERIZE  
9   THE CURRENT APPROACH AS LIKE A REVENUE MAXIMIZING APPROACH. ON  
10   A NET BASIS, THE, SORT OF, TWO COMPONENTS OF PRICING IN THE  
11   DRAFT BLUEPRINT IS ESSENTIALLY PRODUCING THE SAME AMOUNT OF  
12   TOTAL REVENUE AS THE PREVIOUS PLAN. BECAUSE WE HAVE BASICALLY  
13   REFINED THE SCOPE OF THE ALL LANE TOLLING. YOU KNOW, TO KIND  
14   OF COVER MORE SPECIFIC GEOGRAPHIC AREAS, AS WELL AS WITH  
15   ADDITIONAL EQUITY MITIGATIONS. SO, ALL LANE TOLLING IS ONLY  
16   PRODUCING ABOUT HALF AS MUCH REVENUE IN THE 2050 PLUS DRAFT  
17   BLUEPRINT AS IT DID IN PLANNED BAY AREA 2050. FOR THE REGIONAL  
18   VMT CHARGE, YOU KNOW, THAT ESSENTIALLY IS, SORT OF, MAKING UP  
19   THE DIFFERENCE. SO, TOTAL REVENUES FROM PRICING ARE IN THE \$25  
20   BILLION RANGE WHICH IS BASICALLY WHERE IT WAS IN THE LAST  
21   PLAN.

22

23   **NICK JOSEFOWITZ:** GOT IT.

24

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1 **CHIRAG RABARI:** AND WE PROPOSED A \$0.01, YOU KNOW, \$0.01 PER  
2 MILE VMT FEE, YOU KNOW, WHICH AS FAR AS THESE THINGS GO, THE  
3 IDEA IS THAT IT WOULD BE IMPLEMENTED ON TOP OF A REVENUE  
4 NEUTRAL STATE ROAD USER CHARGE TO REPLACE THE GAS TAX. BUT,  
5 AGAIN, NOT -- NOT A REVENUE MAXIMIZING APPROACH. THESE ARE  
6 REALLY THERE TO SUPPORT OUR GHG GOALS, WHICH, WE KNOW THAT WE  
7 ARE FALLING SHORT O.

8

9 **NICK JOSEFOWITZ:** AND WE ARE ALSO INCLUDING THE STATE VMT TAX  
10 IN OUR REVENUE ASSUMPTIONS, AS WELL?

11

12 **CHIRAG RABARI:** WE'RE ASSUMING THAT THE GAS TAX WILL PHASE OUT  
13 AND BE REPLACED WITH A STATE LEVEL REVENUE NEUTRAL ROAD USER  
14 CHARGE.

15

16 **NICK JOSEFOWITZ:** OKAY. ANYWAY. I APPRECIATE THAT  
17 CLARIFICATION, AND THAT'S VERY HELPFUL. AND THANK YOU FOR  
18 REMINDING ME OF WHAT I CLEARLY FORGOT ABOUT, THE NOVEMBER  
19 MEETING. I'LL TAKE A LOOK AT THAT AGAIN. BUT I STILL THINK MY  
20 HIGH-LEVEL COMMENT OF I THINK WE NEED TO GRAPPLE WITH THIS, I  
21 THINK STILL STANDS. TWO OTHER COMMENTS. WORN IS, WE HAD --  
22 LAST TIME WE DID THIS -- THERE WAS A LARGE KERFUFFLE ABOUT EN7  
23 IF ANYBODY REMEMBERS THAT, WHICH WAS THE WORK FROM THE HOME  
24 MANDATE, DOESN'T SEEM LIKE A RETRO DISCUSSION. I NOTICED THAT  
25 IS UNCHANGED. [LAUGHTER] AND I'M JUST WONDERING, IN THE

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1 CONTEXT OF OUR DISCUSSIONS AROUND THE REGIONAL TRANSPORTATION  
2 MEASURE, WHICH WE'RE GOING TO BE HAVING AT THE LEG COMMITTEE  
3 WHERE THERE ARE PROPOSALS AROUND A, SORT OF, REGION-WIDE TDM  
4 APPROACH, THE, SORT OF, ADVANCING WE HAVE MADE AROUND KIND OF  
5 DEVELOPING THE BAY PASS, WHETHER THIS IS AN OPPORTUNITY TO  
6 KIND OF MARRY THE TWO SIDES OF THE HOUSE, THE LEGISLATIVE SIDE  
7 AND THE PLANNING SIDE AND ACTUALLY KIND OF IN THROUGH THE  
8 PLANNED BAY AREA PROCESS REVISIT THOSE TDM STRATEGIES,  
9 INCLUDING EN7 IN THE CONTEXT OF, WE MIGHT ACTUALLY BE ABLE TO,  
10 SORT OF, IMPLEMENT SOMETHING, IT LOOKS LIKE IF A REGIONAL TDM  
11 STRATEGY IS PART OF THE REGIONAL MEASURE. SO, I DON'T -- AND,  
12 IN ADDITION, ALL THE COMPROMISES THAT WE CAME UP WITH AROUND  
13 WORK-FROM-HOME STUFF, PRECOVID, I THINK ARE LARGELY RELEVANT  
14 AT THIS POINT. SO, I DON'T KNOW IF WE HAVE THE BANDWIDTH TO DO  
15 THAT, IF IT'S BEYOND THE SCOPE, BUT I WANTED TO ASK THE  
16 QUESTION.

17  
18 **DAVE VAUTIN:** THROUGH THE CHAIR, TO THE QUESTION. OBVIOUSLY  
19 THIS IS THE DRAFT BLUEPRINT, SO THE FIRST DRAFT OF THE LONG  
20 RANGE PLAN. I WOULD UNDERScore, SOME THINGS LEFT UNCHANGED BUT  
21 ULTIMATELY WHERE IT LANDED IN JANUARY 2021 A MENU BASED  
22 APPROACH WHERE EMPLOYEES WORK TOWARDS SUSTAINABLE COMMUTE THAT  
23 INCLUDED FARE PASSES. I BELIEVE THAT WAS ONE OF THE MANY  
24 OPTIONS LISTED OUT AS A WAY TO IMPLEMENT STRATEGIES LIKE EN7.  
25 HAVING SAID THAT, WE CAN WORK ON THE LANGUAGE AND THINK ABOUT

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1 HOW TO REFINE IT. WHAT I WOULD NOTE IS ON THE WORK-FROM-HOME  
2 FRONT, YOU'RE CORRECT THAT MUCH OF THE WORK-FROM-HOME  
3 ENVISIONED OUT OF STRATEGY EN7 HAS BEEN REALIZED. ALL THE  
4 STRATEGIES ARE STILL PEAKING OUT.

5

6 **NICK JOSEFOWITZ:** CONGRATULATIONS.

7

8 **DAVE VAUTIN:** THE STRATEGY AS YOU RECALL WAS TO HAVE FOLKS  
9 WORK-FROM-HOME 2 TO 3 DAYS A WEEK AND THAT'S WHAT WE'RE SEEING  
10 IN REAL LIFE.

11

12 **NICK JOSEFOWITZ:** IF ANYBODY DOUBTS THE POWER OF THESE PLANS.  
13 [LAUGHTER] AND ON MY LAST POINT, ON THE TRANSPORTATION  
14 PROJECTS. SO, OBVIOUSLY, REVENUES ARE DOWN, THAT CHANGES HOW  
15 MUCH WE CAN SPEND ON TRANSPORTATION PROJECTS. BUT, ALSO IN A  
16 POST-COVID WORLD, THE, SORT OF, THE PERFORMANCE OF SOME OF  
17 THESE TRANSPORTATION PROJECTS ARE, MIGHT HAVE CHANGED. PRICES  
18 HAVE GONE UP, RIDERSHIP HAS GONE DOWN. ARE WE GOING TO BE  
19 USING A NEW, SORT OF, SET OF -- AND WHILE OBVIOUSLY THIS MAY  
20 NOT BE THE ONLY THING THAT DETERMINES WHAT TRANSPORTATION  
21 PROJECTS ARE IN THE PLAN, I HAVE ALWAYS BEEN SUPER IMPRESSED  
22 BY HOW THIS COMMISSION AND STAFF HAVE TAKEN A DATA-DRIVEN  
23 APPROACH, AS A, SORT OF, LIKE ON THE FUNDAMENTAL BASIS, TO  
24 UNDERSTAND WHAT ARE THE PROJECTS THAT WOULD REALLY BENEFIT  
25 THIS REGION MOST AND WHAT WOULD BENEFIT COMMUNITIES MOST. AND

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1 I WAS WONDERING IF WE WERE GOING TO, SORT OF, HAVE THAT, A NEW  
2 FOUNDATION OF DATA, OF ASSESSMENT, TO HELP GUIDE US IN THOSE  
3 DECISIONS.

4

5 **DAVE VAUTIN:** THROUGH THE CHAIR, THE SHORT ANSWER IS YES. AND  
6 YOU WILL BE GETTING A PREVIEW OF WHERE WE'RE GOING WITH THAT  
7 NEXT MONTH, IS THE CURRENT PLAN, WHEN WE GIVE FAVORITE MAJOR  
8 UPDATE ON TRANSIT 2050 PLUS. THAT WORK IS NOT ONLY LOOKING AT  
9 NEAR-TERM POST-COVID GAPS AND OPPORTUNITIES FOR OUR TRANSIT  
10 NETWORK, BUT ALSO INCLUDES ANOTHER ROUND OF ANALYSIS THROUGH  
11 OUR PROJECT PERFORMANCE ASSESSMENT. FOR THOSE OF YOU WHO MIGHT  
12 NOT RECALL SPECIFICS OF THAT, IN THE LAST PLAN WE ANALYZED ALL  
13 OF THE MAJOR TRANSPORTATION PROJECTS, TRANSIT AND OTHERWISE,  
14 THROUGH AN ASSESSMENT WHERE WE LOOK AT HOW THEY PERFORM UNDER  
15 THREE VERY DISTINCT DIFFERENT FUTURES AND WHILE THAT  
16 METHODOLOGY WAS DEVELOPED BEFORE COVID EACH OF THE FUTURES  
17 HAVE A DIFFERENT WORK-FROM-HOME LEVEL, DIFFERENT POPULATION  
18 PROJECTIONS AND SUCH. IT ALLOWS US TO LOOK AT THE RANGE OF  
19 PERFORMANCE IF THE REGION CONTINUES TO SEE SLOW GROWTH AND  
20 HIGH TELE-R TELECOMMUTING AND OTHER STRUCTURES WE'LL BE  
21 ANALYZING ALL PROJECTS AGAIN SO WE CAN UNDERSTAND THE FUTURES  
22 OF THE BAY AREA. SO THOSE ANALYSIS WILL COME INTO PLAY. WE'LL  
23 ALSO BE DOING ANALYSIS OF THE BLUEPRINT ITSELF FOR PLANNED BAY  
24 AREA AND OUR NETWORK, WORK, AND 2050+ WILL BE USING AN  
25 UPGRADED VERSION OF OUR TRAVEL DEMAND MODEL THAT REFLECTS

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1 LATEST PLANNING ASSUMPTIONS INCLUDING REGARDS TO WORK-FROM-  
2 HOME AND GROWTH PROJECTIONS AND SUCH. WE'LL BE BRINGING FORTH  
3 A LOT OF INTERESTING DATA THAT GRAPPLE WITH THAT WILL HELP  
4 INFORM OUR THINKING ON TRANSPORTATION PROJECT PRIORITIZATION  
5 OVER THE NEXT SIX MONTHS.

6

7 **NICK JOSEFOWITZ:** THANK YOU. AND ON THOSE, SORT OF, MULTIPLE  
8 SCENARIO PROJECTIONS IS THAT SOMETHING YOU HAVE COORDINATED  
9 WITH TRANSIT OPERATORS ON AND THINGS LIKE THAT? OR IS THAT  
10 KIND OF MORE DESK WORK AT THIS STAGE?

11

12 **DAVE VAUTIN:** SO, WE HAVE BEEN -- OUR PROJECT PERFORMANCE  
13 METHODOLOGY, WE'RE REALLY LEVERAGING THE INFRASTRUCTURE THAT  
14 WAS BUILT IN THE LAST CYCLE, WHICH, AS I MENTIONED, YOU KNOW,  
15 CONVENIENTLY, WE LOOKED AT SUCH A WIDE RANGE OF WORK-FROM-  
16 HOME, THAT OUR CURRENT SITUATION FALLS WITHIN THAT RANGE. SO  
17 WE KIND OF FUTURE PROOFED THAT METHODOLOGY. AND WE'LL, OF  
18 COURSE, DO THAT IN A MAJOR UPDATE IN THE FUTURE CYCLE, BUT  
19 WE'LL HAVE SOME INFRASTRUCTURE BUILD ON THERE, WE HAVE BEEN  
20 WORKING CLOSELY WITH TRANSIT OPERATORS IN THE LAST 7, 8  
21 MONTHS, DEVELOPED FRAMEWORK FOR NEEDS AND GAPS ANALYSIS, AND  
22 CONFIRMING METHODOLOGIES FOR PERFORMANCE ANALYSIS. SO, AND  
23 THAT WORK IS GOING TO BE ONGOING OVER THE NEXT YEAR.

24

25 **NICK JOSEFOWITZ:** THANK YOU.

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1

2 **JAMES P. SPERING, MTC CHAIR:** DAVID, I'M GOING TO BE LOOKING  
3 FORWARD TO THE INTERESTING DATA. [LAUGHTER] CARLOS AND THEN  
4 CHAIR PEDROZA.

5

6 **CARLOS ROMERO:** QUESTION FIRST YOU REFERENCED A REDUCTION IN  
7 POPULATION GROWTH. THAT IS NOT NOW FROM WHAT WE'RE SEEING  
8 TODAY. YOU WOULD ALWAYS ASSUMED A REDUCTION IN POPULATION  
9 GROWTH ON.

10

11 **CHIRAG RABARI:** THAT'S CORRECT. THERE HAVE BEEN NO CHANGES TO  
12 THE REGIONAL GROWTH FORECAST WHICH WAS PRESENTED TO THIS  
13 COMMITTEE IN NOVEMBER.

14

15 **CARLOS ROMERO:** RIGHT. AND CERTAINLY IS THE COMMENT, IF THE --  
16 IF THE TREND IN IMMIGRATION POLICY IN THIS COUNTRY CONTINUES  
17 IN THE DIRECTION IT'S GOING IN, WE GROW BECAUSE OF  
18 IMMIGRATION, RIGHT, IN THE COUNTRY, SO IF IT CONTINUES IN THAT  
19 DIRECTION, I THINK WE WILL SEE EVEN A LOWER PROJECTIONS OF  
20 POPULATION, WHETHER IT'S THE NINE COUNTY BAY AREA, OR WHETHER  
21 IT'S THE COUNTRY. SO, THE ONLY REASON I WAS ASKING THE  
22 POPULATION PARTICULAR QUESTION, I WANTED TO MAKE SURE, THIS  
23 INVERSE RELATIONSHIP WE HAVE BETWEEN SUPPLY AND DEMAND RELATED  
24 TO IF WE'RE BUILDING BUT IF THE DEMAND BECAUSE POPULATION  
25 GROWTH IS LOWER, THAT SHOULD HAVE AN IMPACT POTENTIALLY

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1 REDUCING HOUSING COST, OR AT LEAST RENTAL PRICES, BECAUSE  
2 DEMAND GOES DOWN. BUT IT SOUNDS LIKE YOU HAVE ALREADY IMPUTED  
3 THAT INTO YOUR MODEL. YOU HAD ALREADY ASSUMED THAT INDEED  
4 PRICES -- NOT PRICES -- POPULATION WAS GOING DOWN, AND BECAUSE  
5 OF THAT, YOU STILL FIND THESE, YOU KNOW, STAGGERING 180  
6 BILLION -- OR I CAN'T REMEMBER WHAT THE SHORTFALL WAS ON THE  
7 HOUSING SIDE. IS THAT CORRECT? OKAY. SO, ALONG THOSE LINES,  
8 YOU KNOW, YOU BRING UP REDUCING AFFORDABLE HOUSING  
9 CONSTRUCTION COST, AND I CAN GIVE YOU A WALL FULL OF STUDIES  
10 THAT TALK ABOUT HOW YOU CAN DO THAT, AND, OR WHAT ARE THE  
11 OPTIONS, WHAT IS IT THAT WE THINK WE CAN DO, YOU KNOW, AS A  
12 REGIONAL BODY, TO IMPACT THAT? I JUST -- YOU KNOW, WHETHER  
13 IT'S LABOR COST, CONSTRUCTION COST, INFLATION. YOU KNOW,  
14 BUILDING TECHNOLOGIES THAT ARE NOT ALLOWED, ET CETERA, ET  
15 CETERA. YOU KNOW, I WANT TO BE REALLY REALISTIC TO WHAT WE CAN  
16 ACTUALLY PUT INTO A PLAN RELATED TO HOUSING COSTS, OR DRIVING  
17 DOWN HOUSING COSTS. AND DO YOU HAVE ANY COMMENTS ON THAT AT  
18 THIS POINT? OR IS IT JUST SOMETHING THAT IS OUT THERE -- WE'LL  
19 GET YOU SOMETHING IN THE FUTURE? [LAUGHTER]

20

21 **CHIRAG RABARI:** YEAH, ESSENTIALLY WE'RE MAKING A COMMITMENT  
22 THROUGH THE REFINEMENTS THAT WE'RE PRESENTING THAT WE'RE GOING  
23 TO BE STUDYING FURTHER AND GETTING MORE INFORMATION LATER IN  
24 THE SPRING. BUT I THINK IT'S IMPORTANT TO REMEMBER THAT THIS  
25 IS, YOU KNOW, IT'S A VISIONARY PLAN. IT'S A VISIONARY



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1 FINANCIAL FORECAST FOR THE HOUSING ELEMENTS. SO, THAT DOES  
2 GIVE US, YOU KNOW, SOME FLEXIBILITY TO EXPLORE CREATIVE IDEAS  
3 AND, YOU KNOW, THE IDEA IS NOT NECESSARILY LIKE WITH MANY OF  
4 THE POLICIES IN THE PLAN THAT, YOU KNOW, IT'S GOING TO BE THIS  
5 BODY ALONE THAT'S GOING TO BE IMPLEMENTING WHATEVER THE, YOU  
6 KNOW, POLICY IDEAS OR INCENTIVES THAT ARE IDENTIFIED THROUGH  
7 THE PLANNING PROCESS. THE EMPHASIS, AS ALWAYS, WOULD BE ON  
8 PARTNERSHIP, IMPLEMENTATION WITH LOCAL JURISDICTIONS, WITH THE  
9 LOCAL COUNTIES, WITH DEVELOPERS, WITH BUSINESS COMMUNITY  
10 ADVOCATES AND SO ON. SO, I THINK IN TERMS OF THE POLICY IDEAS,  
11 WE WOULD BE EXPLORING THEM FURTHER OVER THE NEXT SIX MONTHS  
12 AND IN TERMS OF, YOU KNOW, THE IMPLEMENTATION PATH THAT WOULD  
13 REALLY BE WHAT WE WOULD EXPLORE AS PART OF THE IMPLEMENTATION  
14 PLAN PROCESS, YOU KNOW, LATE 2024, INTO 2025, LIKE, HOW CAN WE  
15 ACTUALLY MAKE THESE IDEAS A REALITY IN PARTNERSHIP WITH, YOU  
16 KNOW STAKEHOLDERS ACROSS THE REGION.

17  
18 **CARLOS ROMERO:** THANK YOU. AND I AM SURE YOURSELF IS AS RIFE AS  
19 MINE WITH THOSE STUDIES. [LAUGHTER] THE LAST INQUIRY IS, WHAT  
20 PAGE IS THIS? PAGE 23 OF THE STAFF REPORT. EQUITABLY MEETING  
21 THE PLAN'S CLIMATE TARGET. I'M GOING TO READ YOU, QUICKLY" HOW  
22 CAN WE MEET THE PLAN'S CLIMATE TARGET RECOGNIZING CAPACITY  
23 INCREASING HIGHWAY PROJECTS, EXPRESS LANE EXPANSION PUSH THE  
24 REGION IN THE WRONG DIRECTION WITH RESPECT TO GHG EMISSIONS."  
25 SO I'M SITTING HERE AS THE CHAIR OF THE TRANSPORTATION

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1 AUTHORITY IN SAN MATEO COUNTY. I'M SITTING HERE AS A  
2 REGIONALIST, BECAUSE THAT'S WHY WE'RE ON ABAG TO TRY TO FIGURE  
3 THESE OUT. I'M SITTING HERE AS UNDERSTANDING WE HAVE BOTH  
4 STATE AND NATIONAL AND THAT WORLD CITIZEN HAT THAT WE HAVE TO  
5 REDUCE GREENHOUSE GAS EMISSIONS. PERIOD. THE POTENTIAL IMPACT  
6 TO THIS, AND NOW I'M BEING PAROCHIAL, CERTAINLY TO THOSE  
7 COUNTIES THAT ACTUALLY HAVE TOLL LANES AND EXPRESS LANES,  
8 PRESENTLY, THAT WE HAVE INVESTED ON, AND IN MY CASE, WE HOLD A  
9 \$100 MILLION BOND ON AN EXPRESS LANE PROJECT IN EAST -- IN SAN  
10 MATEO COUNTY THAT ACTUALLY SEEMS TO BE WORKING -- I WANT TO  
11 MAKE SURE -- AND WE'RE DOING THIS AT THE LOCAL LEVEL, TO MAKE  
12 SURE THAT WHEN WE STUDY THE ROAD PRICING EFFECTS -- AND I'M  
13 NOT TALKING ABOUT FASTER FREEWAYS, THE \$0.01 PER MILE WHICH  
14 FROM BEHAVIORAL ECONOMICS PERSPECTIVE, THAT MAY MAKE SOME  
15 SENSE -- BUT I THINK WE SHOULD BE LOOKING AT, TRULY, CAN WE --  
16 YOU KNOW, DO THESE EXPRESS LANES MAKE SENSE IN TERMS OF THEY  
17 ACTUALLY CAN REDUCE GHG, BECAUSE MAYBE YOU GET CARS MOVING AT  
18 55 MILES AN HOUR, AND NOT STUCK IN TRAFFIC AT 20 MILES AN  
19 HOUR. -- 20 MILES AN HOUR, OR MAYBE THEY DON'T AND THAT'S  
20 GOING TO BE A BITTER PILL FOR US TO SWALLOW BECAUSE WE HAVE  
21 SPENT ALL THIS MONEY, AND I'M NOT SAYING -- AND SOME OF MY  
22 COLLEAGUES IN THE COUNTY MAY DISAGREE WITH ME -- BUT I THINK  
23 WE HAVE VERY GOOD DATA ON WHETHER THESE SYSTEMS ARE WORKING.  
24 AND WE DON'T WANT, AT LEAST IN SAN MATEO COUNTY, WE DON'T WANT  
25 A TOLL LANE THAT GENERATES MONEY, WE WANT A TOLL LANE THAT

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1 REDUCES CONGESTION, AND AT THE SAME TIME REDUCES GHG, RIGHT?  
2 SO, I THINK THOSE ARE QUESTIONS THAT YOU, ON THE REGIONAL  
3 LEVEL, AND WE AT THE REGIONAL LEVEL CAN TRY TO HELP ANSWER IN  
4 CONJUNCTION WITH SOME OF THE STUDIES THAT WE HAVE, THE TOLL  
5 LANES ARE, YOU KNOW, ARE GRAPPLING WITH. AND AGAIN, AND I SAID  
6 THIS A COUPLE OF TIMES ALREADY. I THINK YOU DO NEED TO KEEP IN  
7 MIND THAT THERE ARE SOME COSTS THAT NUMEROUS COUNTIES HAVE ON  
8 THESE TOLL LANES, THAT IF WE SAY IT'S PRICING REVENUE NEUTRAL  
9 -- [LAUGHTER] -- PERHAPS THAT'S WHERE IT GOES, THAT THOSE  
10 COSTS BY OTHER FOLKS MIGHT SOMEHOW BE ABLE TO BE RECOUPED,  
11 WHETHER IT'S A SUNSET PERIOD, I DON'T KNOW. THAT'S AN EQUITY  
12 ISSUE THAT WE SHOULD BE THINKING ABOUT IF WE MOVE TO ALL LANE,  
13 YOU KNOW, \$0.01 PER MILE, WHATEVER -- BECAUSE I'M NOT  
14 NECESSARILY -- MY COLLEAGUES IN SAN MATEO COUNTY WANT TO HAVE  
15 A BITE AT THIS ONE TOO, AND DISAGREE WITH ME? THANK YOU.

16

17 **ANDREW FREMIER:** COMMISSIONER, ANDREW FREMIER, FIRST OF ALL,  
18 WHEN WE COME BACK IN MARCH WE'LL TALK ABOUT THIS, ALL EXPRESS  
19 LANES ARE NOT EQUAL, TRANSIT-RICH TRANSIT IN THE CORRIDOR IS  
20 ALSO VERY HELPFUL OCCUPANCY DETECTION IS SOMETHING WE'RE ALSO  
21 TRYING TO IMPROVE ON AND FRANKLY, THE FUTURE, I HOPE, THERE  
22 WILL BE A LOT LESS INFRASTRUCTURE THAT WE'RE BUILDING, SO  
23 READERS AND A LOT OF FACILITIES THAT ARE CONCRETE AND STEEL,  
24 HOPEFULLY TECHNOLOGY HELPS US IN THAT SPACE. I DO THINK THAT  
25 EXPRESS LANES, TODAY, ARE A CHALLENGE. BUT THEY AREN'T

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1 NECESSARILY ALL THE SAME, AND THERE IS THINGS I THINK WE CAN  
2 DO TO INCORPORATE THEM BETTER INTO THIS SAME QUESTION.

3

4 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. CHAIR PEDROZA?

5

6 **ALFREDO PEDROZA:** I'LL BE QUICK, THE QUESTION AROUND  
7 ELECTRIFICATION AND INFRASTRUCTURE. TOTALLY SUPPORT IT. I  
8 THINK WE NEED TO BE MINDFUL -- AND I DIDN'T SEE IT IN THE  
9 PRESENTATION IS PUBLIC UTILITIES. PEOPLE TRYING TO UNDERSTAND  
10 OUR ENERGY GRID AND HOW IT FLOWS WE'RE NOWHERE READY TO MAKE  
11 SUCH INSTRUMENTAL CHANGES ON THE WE MOVE. SOMETHING TO BE  
12 MINDFUL OF. WHEN WE HAVE WILDFIRES AND POWER OUTAGES UTILITIES  
13 DROP. IT NEEDS TO BE PART OF THE CRITICAL EVALUATION OF HOW  
14 WE'RE PLANNING FOR THE REGION. THAT NEEDS TO BE GET FRONT  
15 LOADED. IT'S BEYOND OUR CONTROL. WE NEED TO TALK ABOUT  
16 PRACTICALITY IN PLANS WHEN YOU TRY TO MAKE THEM LIVABLE WITHIN  
17 A COMMUNITY IT NEEDS ATTENTION. MY OTHER COMMENT I SUPPORT THE  
18 DIRECTION OF UPDATES. I THINK WE NEED TO BE MINDFUL. I FOLLOW  
19 THE REPORT OF LEAGUE OF CITIES AND CSAC AROUND TRANSITION  
20 WE'RE SEEING WITH LOCAL LEADERS CITY AND COUNTY THAT'S A LOT  
21 AND AS WE'RE MAKING PLANS AT THE REGIONAL LEVEL, THE TOUCH  
22 POINTS HAVE TO BE BACKED AT THIS POINT. WE ALL LOVE PEOPLE TO  
23 STAY AROUND FOREVER, BUT THE FACT IS, THERE IS A TIME WHEN MR.  
24 SPERING MAY NOT BE HERE AND WE NEED TO BE MINDFUL OF THAT. AS  
25 WE PLAN FOR THE REGION, I WANT TO MAKE SURE THAT REGIONALISM

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1 STILL IS ASSOCIATED WITH POSITIVE OUTCOMES AND LOCAL  
2 COMMUNITIES. AND I THINK YOU'RE JUST SEEING SOME TENSION RIGHT  
3 NOW. SO AS A REGIONAL BODY WE HAVE TO MAKE SURE THAT WE'RE NOT  
4 JUST GOING FORWARD, THAT WE'RE LOOKING BACKWARDS AND TOUCHING  
5 WITH THE NEW ELECTED'S, NEW ADMINISTRATION, AND SO FORTH. MORE  
6 GENERAL COMMENTS THAN QUESTIONS. THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. COMMISSIONER PAPAN.

9

10 **GINA PAPAN:** THANK YOU. I APPRECIATE MY COLLEAGUES COMMENTS  
11 REGARDING MANAGED LANES HERE AND WE DO NEED TO STAY FOCUSED ON  
12 EVERY MANAGED LANE IS DIFFERENT. ESPECIALLY ONES THAT ARE  
13 CONNECTED TO AN INTERNATIONAL AIRPORT WITH 50 MILLION PEOPLE  
14 GOING THROUGH IT. I'M CONCERNED ABOUT SENDING THE MESSAGE THAT  
15 MTC IS BINDING THEMSELVES TO IMPLEMENTING ALL LANE PRICING,  
16 PARTICULARLY AS WE DISCUSS A BOND FOR TRANSPORTATION. THE  
17 PUBLIC IS NOT GOING TO BE VERY RECEPTIVE, BECAUSE OF THE  
18 IMPACT ON EVERY DAY PEOPLE, AND THE FACT THAT TRANSPORTATION  
19 IS NOT AS WE WOULD LIKE IT TO BE, AS CONVENIENT AND ALL OF  
20 THAT. SO I THINK WE SHOULD NOT BE ASKING MTC TO BIND TO  
21 SOMETHING WITHOUT ALL THE DATA. SO PLEASE LET'S BE VERY  
22 CAREFUL ON THAT FRONT. BECAUSE IT COULD REALLY DAMAGE A LOT OF  
23 INVESTMENT THAT IS ALREADY OCCURRED HERE. THE PUBLIC IS NOT  
24 GOING TO LIKE THAT. AND I'M NOT SURE IF THIS IS THE RIGHT  
25 QUESTION HERE, BUT THE SEA LEVEL RISE, DID -- WE KIND OF

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1 STRIPPED OVER THAT HERE. SAN MATEO COUNTY IS ONE OF THOSE  
2 VULNERABLE TO SEA LEVEL RISE, WHAT'S THE IMPACT OF CHANGING  
3 FROM THREE FEET TO 4.9? IS THERE A MAP THAT SHOWS THE  
4 DIFFERENCE? AND ARE MOST ACREAGE PROTECTED BY THE CHANGE? AND  
5 WAS OUR ONE SHORELINE CONTACTED. THAT'S THROWN IN THERE.  
6 [LAUGHTER] SORRY.

7

8 **CHIRAG RABARI:** SO, YEAH. THE GOAL OF CHANGING THAT PROTECTION  
9 LEVEL, YOU KNOW, IS TO PROTECT MORE AREAS. I MEAN THAT, IS THE  
10 REASON WHY THE COST ESTIMATE FOR SEA LEVEL RISE ADAPTATION HAS  
11 GONE UP, COMPARED TO THE LAST PLAN. BECAUSE ESSENTIALLY WHAT  
12 WE'RE ASSUMING, HIGHER INUNDATION LEVELS WHICH WE THEN HAVE TO  
13 PROTECT WITH, YOU KNOW, A VARIETY OF DIFFERENT INVESTMENT  
14 TYPES. AS TO A MAP?

15

16 **DAVE VAUTIN:** WITH REGARD TO A MAP THERE, IS AN INTERACTIVE MAP  
17 FROM THE SEA LEVEL RISE ADAPTATION FUNDING INVESTMENT  
18 FRAMEWORK WHICH WAS FINALIZED LAST YEAR. THAT IS AVAILABLE ON  
19 THE MTC WEB SITE. THAT SHOWS ALL THE DIFFERENCE POTENTIAL  
20 PROTECTIONS ACROSS THE REGION AND FULL INVENTORY. WE, WE'RE  
21 LEVERAGING THAT DATA FOR THIS DRAFT BLUEPRINT ANALYSIS  
22 INCLUDING PROTECTIONS FOR MANY OF THOSE LOCATIONS. IN THE  
23 FINAL BLUEPRINT PHASE, WE GO INTO LATER IN THE WINTER WE'RE  
24 GOING TO BE REACHING OUT TO LOCAL PARTNERS AND COUNTIES  
25 TRANSPORTATION AGENCIES TO MAKE ANY UPDATES TO THAT DATA,

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1 SINCE IT'S ONE OR TWO YEARS OLD NOW, ANY MINOR UPDATES TO THAT  
2 AND CONTINUING CATEGORIZATION OF THE SEA LEVEL RISE PROJECTS.  
3 DOWNING DOWN ON THE WORK THE COMMITTEE SAW LAST YEAR BUT ALSO  
4 OPPORTUNITIES FOR FURTHER REFINEMENT ALL OF THAT WILL FEED  
5 INTO WHAT WE'RE PLANNING ON INCLUDING IN THE ENVIRONMENT  
6 ELEMENT, WHICH IS A RESILIENCE PROJECT LIST, LIST OF LEVEES ON  
7 WETLAND PROJECTS ACROSS THE REGION, THAT SIT BEHIND THAT MAP,  
8 AS WELL.

9

10 **GINA PAPAN:** OKAY. AND I JUST ENCOURAGE YOU TO WORK CLOSELY  
11 WITH OUR ONE SHORELINE. WE ACTUALLY GOT OUR ACT TOGETHER HERE.  
12 [LAUGHTER] SO WE HAVE SOME VERY IMPORTANT INFORMATION, I THINK  
13 WOULD BE HELPFUL, AND A LOT OF INFRASTRUCTURE RESOURCES THAT  
14 ARE REALLY AT RISK. THANK YOU VERY MUCH.

15

16 **JAMES P. SPERING, MTC CHAIR:** MICHELLE?

17

18 **MICHELLE HERNANDEZ:** THANK YOU VERY MUCH CHAIR. THANK YOU VERY  
19 MUCH FOR THE PRESENTATION AND THE DETAIL. I APOLOGIZE UP  
20 FRONT, BECAUSE I HAVEN'T BEEN ON THIS -- ON ABAG, AND  
21 REPRESENTING CONTRA COSTA FOR A SIGNIFICANT PERIOD OF TIME.  
22 I'M TRYING TO CATCH UP. CLARIFICATION QUESTIONS. HOPEFUL YOU  
23 CAN ANSWER IN 30 WORDS OR LESS. ASSUMPTIONS REDUCTION IN  
24 POPULATION YOU'RE SAYING SLOWING GROWTH RATES.

25

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1   **CHIRAG RABARI:** YES.

2

3   **MICHELLE HERNANDEZ:** POPULATION MEANS PEOPLE ARE MOVING TO  
4   NEVADA AND IDAHO AND THEY'RE BANKING ON THAT TO REDUCE A LOT  
5   OF OTHER PROBLEMS THAT WE HAVE. THE TIME FRAME FOR THE COST  
6   ESTIMATES FOR EACH OF THE STRATEGIES SOME OF THE DOLLARS ONE  
7   TIME OR SOME ANALYZED OVER A PERIOD OF TIME OR WHAT IS THE  
8   TIME FRAME?

9

10   **CHIRAG RABARI:** THE PERIOD OF THE PLAN PERIOD, ESSENTIALLY FROM  
11   2025 TO 2050. AND THE --

12

13   **MICHELLE HERNANDEZ:** SO THESE ARE TOTAL DOLLARS TO BE SPENT  
14   OVER THAT 25 YEAR PERIOD, SOME ONE TIME DOLLARS BECAUSE  
15   THEY'RE INVESTMENTS AND CAPITAL INFRASTRUCTURE. SOME MIGHT BE  
16   ANALYZED, SUBSIDIZING INCOME CAN'T JUST DO IT ONCE.

17

18   **CHIRAG RABARI:** THAT'S CORRECT.

19

20   **MICHELLE HERNANDEZ:** LOOKING AT NUMBERING OF THE STRATEGIES, IT  
21   APPEARS IN THE TRANSPORTATION ELEMENT THERE ARE SOME MISSING.  
22   IT MIGHT BE A CONSOLIDATION?

23

24   **CHIRAG RABARI:** THERE ARE 35 STRATEGIES TOTAL AS PART OF  
25   PLANNED BAY AREA, BUT IN TERMS OF WHAT WE'RE ASKING THE



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1 COMMITTEE TO TAKE ACTION ON TODAY, IT IS NOT ALL OF THE 12  
2 STRATEGIES THAT ARE A PART OF THE TRANSPORTATION ELEMENT. AND  
3 THAT IS BECAUSE THERE ARE SEVERAL TRANSIT STRATEGIES WITHIN  
4 THE TRANSPORTATION ELEMENT THAT ARE BEING STUDIES AS PART OF  
5 THE PARALLEL TRANSIT 2050+ EFFORT. SO UPDATES FOR THOSE  
6 STRATEGIES WILL COME THROUGH THAT EFFORT WHICH WILL BE COMING  
7 TO THIS COMMITTEE NEXT MONTH. THERE ARE THREE ADDITIONAL  
8 TRANSPORTATION STRATEGIES THAT ARE NOT INCLUDED AS PART OF  
9 THIS DRAFT ACTION ITEM THEY'RE PRIMARILY PROJECT BASED  
10 STRATEGIES AND AS WE WERE DISCUSSING WE'LL BE WORKING ON  
11 IDENTIFYING THAT TRANSPORTATION PROJECT LIST OVER THE NEXT  
12 SEVERAL MONTHS. SO I WOULD SAY THIS IS KIND OF THE POLICY  
13 BASELINE FOR THE PLAN, AND AS WE, YOU KNOW, IDENTIFY THOSE  
14 TRANSIT STRATEGIES, REVISIONS, AS WELL AS WORK ON DEVELOPING  
15 THE TRANSPORTATION PROJECT LIST WHEN THE COMMISSION AND  
16 EXECUTIVE BOARD TAKE ACTION ON THE FINAL BLUEPRINT IN SUMMER  
17 OF 2024, THAT WILL BE, YOU KNOW, THE FULL CONSOLIDATED SWEET  
18 OF 35 STRATEGIES.

19

20 **MICHELLE HERNANDEZ:** IN TERMS OF PUBLIC OUTREACH THAT HAS  
21 OCCURRED SO FAR AND WHAT IS GOING FORWARD, WHAT CATEGORY DO  
22 PUBLIC OFFICIALS AND PUBLIC CITY COUNCILS, BOARD OF  
23 SUPERVISORS OF SUPERS INVOLVE IN THAT AND THEIR PLANNING  
24 STAFF? BECAUSE THERE IS A LOT OF DETAIL IN HERE, AND THAT  
25 LOOKS REALLY, REALLY GREAT TO THE PUBLIC, AT-LARGE, AND

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1 CERTAIN STAKEHOLDERS, AND TO OTHERS IT MAY NOT LOOK SO GOOD.  
2 TO WHAT EXTENT HAVE WE ACTUALLY ENGAGED WITH OUR AGENCIES?

3

4 **CHIRAG RABARI:** SO, WE DO, YOU KNOW, FOCUSED, DEDICATED  
5 ENGAGEMENT FOR OUR PARTNERS AND STAKEHOLDERS WHICH INCLUDES  
6 LOCAL JURISDICTION STAFF, AGENCY STAFF. SO, YOU KNOW, IN THE  
7 FALL, FOR EXAMPLE, WE HELD TWO VIRTUAL PARTNER AND STAKEHOLDER  
8 WORKSHOPS, AS WELL AS A TECHNICAL WEBINAR, AND YOU KNOW, THE  
9 INVITATION TO ATTEND THAT WORKSHOP WAS EXTENDED, YOU KNOW, TO  
10 OUR FAIRLY EXPANSIVE MAILING LIST THAT WE HAVE TO MAKE SURE  
11 THAT JURISDICTIONAL STAFF WERE INFORMED AND HAD THE  
12 OPPORTUNITY TO PARTICIPATE IN THOSE WORKSHOPS. SO, YOU KNOW,  
13 WE HAD OVER -- YOU KNOW, 200 PARTICIPANTS IN THE VIRTUAL  
14 WORKSHOPS THAT WE HELD, HAD NEARLY 100 PARTICIPANTS IN THE  
15 WEBINAR THAT WE HELD, THAT INCLUDED A BROAD RANGE EVER LOCAL  
16 JURISDICTION STAFF. SO, I THINK FOR THE -- YOU KNOW, THE DRAFT  
17 -- THE FINAL BLUEPRINT P THE SECOND ROUND OF OUTREACH, WE  
18 WOULD ANTICIPATE ENGAGING IN SIMILAR AND EXPANDED ACTIVITIES  
19 IN TERMS OF HAVING IN-PERSON WORKSHOPS, VIRTUAL WORKSHOPS,  
20 WITH AN OPEN INVITATION ON MANY OF OUR PARTNERS TO COME  
21 PARTICIPATE AND PROVIDE FEEDBACK ON THE POLICY IDEAS IN THE  
22 PLAN.

23

24 **SPEAKER:** DID YOU RECEIVE ANY COMMENTS? AND MAYBE THE  
25 PRESENTATIONS WEREN'T AT THE LEVEL WE'RE SEEING --

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1

2 **JAMES P. SPERING, MTC CHAIR:** CAN I MAKE A SUGGESTION? COULD  
3 STAFF COMMENT BACK TO HER, ONE-ON-ONE? GIVEN THE INFORMATION,  
4 AND THE PUBLIC HEARINGS WE HAVE HAD, AND THE MEETINGS, GET HER  
5 THE INFORMATION WE HAVE. BECAUSE I'M GOING TO TRY TO MOVE THE  
6 MEETING ALONG.

7

8 **MICHELLE HERNANDEZ:** I'M GOING TO COME TO MY COMMENT. I WAS  
9 WORKING MY WAY TO IT. THERE ARE A LOT OF STRATEGIES IN HERE  
10 THAT HAVE THE WORDS ALLOW, RESTRICT, REGULATE, ENFORCE, AND I  
11 WAS UNAWARE, AND I THINK MY LOCAL ELECTED'S FROM AROUND THE  
12 BAY AREA WOULD AFFIRM THAT MTC AND ABAG DON'T HAVE THE  
13 AUTHORITY TO REGULATE. HOW DO WE ANTICIPATE WE'RE GOING TO GET  
14 THAT AUTHORITY? AND HAVE WE PUT THAT IN FRONT OF THE AGENCIES  
15 THAT ARE INVOLVED? YOU BECAUSE THE PUBLIC MAY RECOGNIZE -- THE  
16 PUBLIC AT-LARGE IF HE OR SHE WENT TO THESE OUTREACH MEETINGS  
17 MAY NOT RECOGNIZE WHAT THAT WORD MEANS. HOW DO WE GET THAT  
18 AUTHORITY TO ALLOW FOR INCREASED DENSITIES?

19

20 **CHIRAG RABARI:** THE IDEAS BEHIND THESE STRATEGIES, OR THESE  
21 PUBLIC POLICIES, INVESTMENTS, YOU KNOW, THEY ARE IDEAS THAT  
22 CAN BE IMPLEMENTED AT A VARIETY OF LEVELS IT COULD BE THE  
23 STATE, IT COULD BE THE REGIONAL LEVEL, OR THE LOCAL LEVEL.  
24 THEY AREN'T NECESSARILY IDEAS THAT WE ARE SAYING THAT IT'S THE  
25 REGION THAT IS GOING TO BE THE ONES, THE ONE IMPLEMENTING

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1 THESE POLICIES. WHEN WE GO THROUGH OUR IMPLEMENTATION PLANNING  
2 PROCESS, ONE OF THE THINGS THAT WE DO IS WE DO, SORT OF, A  
3 STRATEGIC ASSESSMENT OF THINGS SUCH AS AUTHORITY, FINANCIAL  
4 RESOURCES, YOU KNOW, TECHNICAL CAPACITY, PUBLIC AND POLITICAL  
5 SUPPORT, THAT -- TO INFORM HOW CAN WE GO ABOUT IMPLEMENTING  
6 THESE STRATEGIES. YOU KNOW, IN SOME CASES MAYBE IT WOULD BE  
7 APPROPRIATE FOR THE REGIONAL AGENCIES TO, YOU KNOW, TO  
8 ADVOCATE FOR MORE AUTHORITY, BUT IN MANY CASE IT IS WON'T BE.  
9 SO THAT INFORMS IMPLEMENTATION THAT FOCUSES ON PARTNERSHIP.  
10 SO, WORKING WITH LOCAL JURISDICTIONS, WORKING WITH COUNTIES.  
11 OR, YOU KNOW, ADVOCATING FOR THE STATE TO TAKE, YOU KNOW, MORE  
12 -- YOU KNOW, MORE ACTION. SO, YEAH, THE IDEA IS THAT THESE  
13 PUBLIC POLICIES CAN BE INVESTED -- IMPLEMENTED AT A VARIETY OF  
14 LEVELS, AND WE TRY TO, YOU KNOW, HONE OUR IMPLEMENTATION  
15 APPROACH BASED UPON THOSE REALITIES.

16

17 **MICHELLE HERNANDEZ:** SO, I GUESS MY COMMENT WOULD BE -- AND  
18 PERHAPS NO ONE WOULD SUPPORT IT IS, WE NEED TO BE CAUTIOUS  
19 ABOUT THE WORDS THAT WE USE, BECAUSE IT WILL AFFECT THE  
20 SUPPORT WE NEED FOR THE FUTURE. THANK YOU, CHAIR.

21

22 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU.

23

24 **PAT ECKLUND:** CHAIR SPERING, I HAVE A --

25

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1 **JAMES P. SPERING, MTC CHAIR:** IF YOU COULD BE BRIEFER.

2

3 **PAT ECKLUND:** I'LL BE BRIEF. I THINK SHE RAISES A VERY GOOD  
4 QUESTION. I DON'T THINK THERE'S A CITY IN THE STATE THAT LIKED  
5 THE PROCESS FOR THE LAST RHNA, ESPECIALLY IN THE SAN FRANCISCO  
6 BAY AREA, AND DIDN'T LIKE THE PROCESS FOR THE RHNA AND HOW THE  
7 STATE CAME DOWN ON US. AND I DON'T THINK THAT THE REGIONAL  
8 ORGANIZATIONS THAT ARE SUPPOSED TO BE SUPPORTING THE LOCALS  
9 SHOULD BE URGING THE STATE TO FORCE THINGS BACK DOWN ON CITIES  
10 AND COUNTIES, UNLESS THERE IS A BUY-IN FROM OTHER CITIES AND  
11 THE COUNTY. SO, I THINK SHE RAISE SOME VERY GOOD POINTS. AND I  
12 THINK WE NEED TO HAVE SOME GOOD DISCUSSION ABOUT THAT, IN MY  
13 OPINION. AND JUST LAST COMMENT ON CARB, I WORKED FOR THE  
14 FEDERAL GOVERNMENT FOR 43 YEARS, SEVEN MONTHS, 11 DAYS, EPA,  
15 AND THE ARMY CORP, AND I THINK SOMETIMES THE STATE -- AND WE  
16 SHOULDN'T -- WE SHOULDN'T REALLY BE LOOKING AT HAVING THEM  
17 TAKE CREDIT, OR WE TAKE CREDIT. IT'S REALLY A SHARED CREDIT.  
18 AND, SO, I REALLY THINK THAT'S THE PERSPECTIVE THAT WE SHOULD  
19 PUSH, NOT ONLY RELATIVE TO GREENHOUSE GAS EMISSION REDUCTIONS,  
20 BUT ALSO HOUSING AND TRANSIT. SO, BUT I THINK THAT WE NEED TO  
21 DEVELOP A MORE WORKING RELATIONSHIP WITH THE STATE, AND NOT  
22 HAVING THE STATE FORCE THINGS DOWN OUR LOCAL GOVERNMENTS AND  
23 CHANGING THE QUALITY OF LIFE. BECAUSE, FRANKLY THAT IS WHAT IS  
24 ALSO, IN PART, HAVING PEOPLE LEAVE THE STATE, BESIDES THE COST  
25 OF LIVING, BUT THAT'S -- I KNOW THAT'S A BIG DISCUSSION,

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1 PROBABLY GENERATES A LOT MORE COMMENTS. BUT I THINK WE REALLY  
2 NEED TO HAVE A DISCUSSION ABOUT HOW WE PROPOSE THIS. AND CINDY  
3 IS ABSOLUTELY RIGHT. WE NEED TO REALLY FOCUS ON THE WORDS THAT  
4 ARE ON THE PAPER.

5

6 **JAMES P. SPERING, MTC CHAIR:** FRED, DO WE HAVE ANY PUBLIC  
7 COMMENT.

8

9 **CLERK, FRED CASTRO:** WE HAVE ONE PERSON IN THE ATTENDEE SPACE  
10 FOR PUBLIC COMMENT. SHALL WE --

11

12 **JAMES P. SPERING, MTC CHAIR:** HOW MANY?

13

14 **CLERK, FRED CASTRO:** JUST ONE. HOW MANY TIME WOULD YOU LIKE TO  
15 GIVE?

16

17 **JAMES P. SPERING, MTC CHAIR:** ONE MINUTE.

18

19 **CLERK, FRED CASTRO:** SEAMLESS BAY AREA. GO AHEAD. I'LL START  
20 THE TIMER.

21

22 **SPEAKER:** HELLO. THIS IS ADINA LEVIN WITH SEAMLESS BAY AREA. I  
23 WANTED TO CALL YOUR ATTENTION TO A LETTER THAT WAS SENT BY A  
24 NUMBER OF ORGANIZATIONS FOCUSING ON THE LEGISLATION COMMITTEE,  
25 UPCOMING, BUT ALSO RELEVANT TO THE DISCUSSION THAT HAS JUST

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1   HAPPENED, THAT JOINT LETTER TALKS ABOUT WANTING NOT TO SEE  
2   FUNDING IN THE REGIONAL MEASURE TO BE DEDICATED TO PROJECTS  
3   THAT WILL INCREASE GREENHOUSE GAS EMISSIONS AND VEHICLE MILES  
4   TRAVELED AND POLLUTION. AND, SO, I WANTED TO SHARE THAT, AS  
5   WELL, HERE TODAY. AND SPEAKING OF THAT TOPIC, YES IT IS TRUE  
6   THAT SOMEONE MOVES OUT OF THE BAY AREA, AND MOVES TO STOCKTON,  
7   WE DON'T GET CREDIT FOR THEIR VMT AND GHG, AND --

8

9   **CLERK, FRED CASTRO:** TIME, PLEASE. THANK YOU.

10

11   **JAMES P. SPERING, MTC CHAIR:** THANK YOU.

12

13   **CLERK, FRED CASTRO:** CHAIR THERE WERE NO WRITTEN COMMENTS  
14   RECEIVED AND NO PUBLIC COMMENT IN THE BOARDROOM ON THIS ITEM.

15

16   **JAMES P. SPERING, MTC CHAIR:** I'LL MOVE FORWARD TO THE  
17   STRATEGIES AND GEOGRAPHIES.

18

19   **SPEAKER:** MTC MOTION.

20

21   **JAMES P. SPERING, MTC CHAIR:** MTC YES.

22

23   **SPEAKER:** I'LL MAKE THE MOTION.

24

25   **SPEAKER:** I'LL SECOND IT.

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1

2 **JAMES P. SPERING, MTC CHAIR:** MOTION AND SECOND. MTC ROLL?

3

4 **CLERK, FRED CASTRO:** ROLL CALL ON THE MOTION BY MOULTON-PETERS,

5 SECOND BY DUTRA-VERNACI. CHAIR SPERING?

6

7 **JAMES P. SPERING, MTC CHAIR:** YES.

8

9 **CLERK, FRED CASTRO:** VICE CHAIR AHN IS ONLINE, BUT HE'S NOT AT

10 A REMOTE -- PUBLISHED REMOTE LOCATION. SUPERVISOR CANEPA?

11

12 **DAVID CANEPA:** YES.

13

14 **CLERK, FRED CASTRO:** MAYOR DUTRA-VERNACI?

15

16 **CAROL DUTRA-VERNACI:** AYE.

17

18 **CLERK, FRED CASTRO:** MAHAN?

19

20 **MATT MAHAN:** AYE.

21

22 **CLERK, FRED CASTRO:** MOULTON PETERS?

23

24 **STEPHANIE MOULTON-PETERS:** YES.

25



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1 **CLERK, FRED CASTRO:** RABBITT IS ABSENT. MOTION PASSES  
2 UNANIMOUSLY BY ALL MEMBERS PRESENT.

3

4 **JAMES P. SPERING, MTC CHAIR:** ROLL FOR THE ABAG COMMITTEE?

5

6 **CLERK, FRED CASTRO:** WE NEED TO HAVE A MOTION AND A SECOND  
7 FIRST. [LAUGHTER] THANK YOU.

8

9 **JAMES P. SPERING, MTC CHAIR:** THAT'S RIGHT. I WAS COMBINING  
10 THEM.

11

12 **BELIA RAMOS, CHAIR ABAG:** WE HAVE A MOTION BY ARREGUIN, SECOND  
13 BY ROMERO. IF THE CLERK WOULD CONFIRM THAT THERE IS NO  
14 ADDITIONAL PUBLIC COMMENT RECEIVED ON THE ABAG SIDE FOR THIS?

15

16 **CLERK, FRED CASTRO:** THERE WERE NO ADDITIONAL PUBLIC COMMENTS  
17 WRITTEN, IN THE BOARDROOM, OR IN THE ATTENDEE SPACE.

18

19 **BELIA RAMOS, CHAIR ABAG:** THANK YOU. ROLL CALL PLEASE.

20

21 **CLERK, FRED CASTRO:** ON THE MOTION ARREGUIN SECOND ROMERO.  
22 RAMOS?

23

24 **BELIA RAMOS, CHAIR ABAG:** YES.

25

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1 **CLERK, FRED CASTRO:** ARREGUIN?

2

3 **JESSE ARREGUIN, V. CHAIR ABAG:** YES.

4

5 **CLERK, FRED CASTRO:** ECKLUND?

6

7 **PAT ECKLUND:** YES WITH THE UNDERSTANDING WE'RE GOING TO HAVE

8 MORE DISCUSSION. LEE IS ABSENT. RABBITT IS ABSENT. ROMERO?

9

10 **CARLOS ROMERO:** YES.

11

12 **CLERK, FRED CASTRO:** SILVA?

13

14 **CINDY SILVA:** YES.

15

16 **CLERK, FRED CASTRO:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS

17 PRESENT.

18

19 **JAMES P. SPERING, MTC CHAIR:** DO WE HAVE ANY PUBLIC COMMENTS?

20

21 **CLERK, FRED CASTRO:** ON THE ITEM THERE ARE NO PUBLIC COMMENTS

22 RECEIVED. NO MEMBERS. PUBLIC IN THE BOARDROOM, AND IN THE ZOOM

23 SPACE, I SEE THERE IS ONE PERSON. STEVE BIRDLEBOU. FOR ONE

24 MINUTE. GO AHEAD, PLEASE.

25

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1 **SPEAKER:** YES. THIS IS STEVE B WITH THE TRANSPORTATION LAND USE  
2 COALITION IN SONOMA COUNTY. YOU HAVE GOT A VERY TOUGH  
3 ASSIGNMENT HERE. BUT I THINK WE NEED TO REALLY FOCUS ON THE  
4 FACT THAT YOUR RESOURCES BOARD IS TALKING ABOUT A 25%  
5 REDUCTION IN VEHICLE MILES TRAVELED. AND SOONER OR LATER  
6 THAT'S GOING TO BECOME A FACTOR. SO, WIDENING LANES SHOULDN'T  
7 BE PART OF THE PLAN. FIGURE OUT WAYS TO APPROACH THE FACT THAT  
8 THE GAS TAX ONLY PAYS FOR A QUARTER OF THE COST MAINTAINING  
9 OUR ROADS. PEOPLE ARE JUST GOING TO HAVE TO GET USED TO THE  
10 FACT THAT THEY'RE GOING TO HAVE TO PAY MORE, AND WE'RE GOING  
11 TO HAVE TO SUBSIDIZE DRIVING LESS. THANK YOU

12

13 **JAMES P. SPERING, MTC CHAIR:** THANK YOU.

14

15 **CLERK, FRED CASTRO:** THERE ARE NO OTHER PUBLIC COMMENTS FOR  
16 THIS.

17

18 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. THAT CONCLUDES OUR  
19 BUSINESS. NEXT MEETING IS FEBRUARY 9TH. WITH THAT, THIS  
20 MEETING IS ADJOURNED. THANK YOU. [ADJOURNED]

21



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