

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



MARCH 26, 2025

1 **METROPOLITAN TRANSPORTATION COMMISSION SPECIAL MEETING**

2 **WEDNESDAY, MARCH 26TH, 2025, 10:00 AM**

3

4

5 **KATHLEEN KANE:** SO, IF WE AREN'T IN APP OFFICIAL MEETING THEN
6 WE CAN'T HAVE A SUBSTANTIVE BACK AND FORTH IT BECOMES A ONE
7 WAY INFORMATIONAL PRESENTATION CLARIFYING QUESTIONS THAT
8 REALLY ARE SUCH A WAY ARE OKAY YOU DON'T WANT TO HAVE A
9 CONVERSATION OUTSIDE OF A NOTICED MEETING WHERE YOU MIGHT
10 INDICATE HOW NEW POLICY DIRECTION OR HOW YOU FEEL ABOUT
11 SOMETHING OR SOMETHING LIKE THAT.

12

13 **CHAIR, SUE NOACK:** CALLING TO ORDER THE SPECIAL MEETING OF THE
14 METROPOLITAN TRANSPORTATION COMMISSION THIS MEETING IS WEBCAST
15 ON THE MTC WEB SITE COMMISSIONERS AND MEMBERS OF THE PUBLIC
16 PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED
17 HAND FEATURE OR DIAL STAR NINE. TELECONFERENCE ATTENDEES WILL
18 BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER.
19 ITEM ONE ROLL CALL.

20

21 **CLERK, KIMBERLY WARD:** NOACK?

22

23 **CHAIR, SUE NOACK:** YES.

24



MARCH 26, 2025

1 **CLERK, KIMBERLY WARD:** VICE CHAIR MOULTON-PETERS HAS STEPPED
2 AWAY? OR IS SHE GONE?

3

4 **CHAIR, SUE NOACK:** SHE MIGHT BE GONE.

5

6 **CLERK, KIMBERLY WARD:** OKAY MOULTON-PETERS, ABSENT.
7 COMMISSIONER AHN?

8

9 **EDDIE AHN:** HERE.

10

11 **CLERK, KIMBERLY WARD:** COMMISSIONER ANDERSEN IS ABSENT.
12 ASHCRAFT?

13

14 **MARILYN EZZY-ASHCRAFT:** HERE.

15

16 **CLERK, KIMBERLY WARD:** BURT?

17

18 **PAT BURT:** HERE.

19

20 **CLERK, KIMBERLY WARD:** CANEPA IS ABSENT. EL-TAWANSY?

21

22 **DINA EL-TAWANSY:** HERE.

23

24 **CLERK, KIMBERLY WARD:** THANK YOU. COMMISSIONER FLEMING? IS
25 GIACOPINI?



MARCH 26, 2025

1

2 **DORENE M. GIACOPINI:** HERE.

3

4 **CLERK, KIMBERLY WARD:** JOHN-BAPTISTE?

5

6 **ALICIA JOHN-BAPTISTE:** HERE.

7

8 **CLERK, KIMBERLY WARD:** KAPLAN?

9

10 **REBECCA KAPLAN:** HERE.

11

12 **CLERK, KIMBERLY WARD:** I'LL CIRCLE BACK TO YOU FOR YOUR
13 ANNOUNCEMENT. COMMISSIONER MAHAN IS ABSENT. MANFREE? MASHBURN?
14 IS HERE. MELGAR? COMMISSIONER MILEY? IS ABSENT. COMMISSIONER
15 MOULTON-PETERS. PARDON ME. DUPLICATIVE LIST. PAPAN?

16

17 **GINA PAPAN:** HERE.

18

19 **CLERK, KIMBERLY WARD:** RAMOS? QUORUM IS PRESENT. AND I'LL TURN
20 IT OVER TO YOU, MADAM CHAIR, FOR COMMISSIONER KAPLAN. OOH. I
21 NEED SOME WATER. COMMISSION ARE KAPLAN WOULD LIKE TO IMPLEMENT
22 2449.

23

24 **CHAIR, SUE NOACK:** YES.

25



MARCH 26, 2025

1 **REBECCA KAPLAN:** THANK YOU SO MUCH AND BIG APPRECIATION TO ALL
2 OF YOU. THIS IS COMMISSION ARE KAPLAN REQUESTING TO
3 PARTICIPATE VIA AB2449 DUE TO OFFICIAL TRAVEL OF THE THANK YOU
4 SO MUCH.

5

6 **CHAIR, SUE NOACK:** OKAY. YOUR REQUEST HAS BEEN INNOVATED. THANK
7 YOU. ITEM 2A IS I'M TURNING OVER TO STAFF AND THEN I'M GOING
8 TO EXCUSE MYSELF. THANK YOU.

9

10 **ANDREW FREMIER:** THANK YOU CHAIR NOACK FOR ALL THE HARD WORK
11 TODAY. I APPRECIATE IT AND IF THERE IS ANYTHING IMPORTANT HERE
12 YOU NEED TO KNOW I'M SURE WE'LL FIND TIME TO TELL YOU ALL
13 ABOUT IT. WELCOME TO THOSE THAT ARE HERE FOR THE SECOND DAY OF
14 COMMISSION ORIENTATION. THE FIRST DAY WAS BACK IN FEBRUARY AND
15 WE COVERED A LOT OF MTC'S HISTORY AND AUTHORITY AND ALSO
16 COVERED OUR EXTENSIVE COMMITTEE STRUCTURE AND
17 RESPONSIBILITIES, WHICH YOU ALL NOW HAVE ASSIGNMENTS FOR.
18 TODAY I'LL PROVIDE OVERVIEW OF THE AGENCY'S ORGANIZATION,
19 ORGANIZATIONAL AND STAFFING STRUCTURE, AND THEN SPOTLIGHT A
20 HANDFUL OF AGENCY INITIATIVES AS YOU KNOW THEY GO ON FOR A
21 LONG TIME. SO WE DO ANTICIPATE THAT A LOT OF THE MAJOR ISSUES
22 COMING BEFORE YOU IN '25 WILL BE DISCUSSED AT A HIGH-LEVEL.
23 NEXT SLIDE PLEASE. SO, LET'S START BY PROVIDING A LOOK AT THE
24 ORGANIZATIONAL STRUCTURE. WE RECENTLY WENT OVER A FAIRLY
25 EXTENSIVE REALIGNMENT WHICH ESTABLISHES A SOLID FOUNDATION FOR



MARCH 26, 2025

1 US TO DELIVER ON THE COMPREHENSIVE PORTFOLIO THAT SERVES THE
2 REGION. NEXT SLIDE. SO, THIS SLIDE PROVIDES A LOOK AT OUR
3 EXECUTIVE TEAM. THE COMMISSION ACTUALLY HAS TWO EXECUTIVES
4 THAT REPORT TO YOU DIRECTLY. IT'S ME, ANDREW FREMIER, THE
5 EXECUTIVE DIRECTOR, IN ADDITION TO OUR GENERAL COUNSEL. TO MY
6 RIGHT, KATHLEEN KANE. CHAIR NOACK, ALL OF YOU ARE CONNECTED TO
7 ABAG AND PRESIDENT RAMOS WHO IS ALSO COMMISSIONER RAMOS VIA A
8 CONTRACT FOR SERVICES WHICH WE COVERED IN THE HISTORY OF THE
9 RELATIONSHIP IN THE DAY-ONE PRESENTATION. OUR CHIEF DEPUTY
10 EXECUTIVE DIRECTOR TO MY LEFT IS ALIX BOCKELMAN, WHO OVERSEES
11 A VAST PORTFOLIO OF PLANNING, POLICY, AND DELIVERY WORK. SHE
12 HAS THREE DEPUTY DIRECTORS THAT REPORT DIRECTLY TO HER, MATT
13 MALONEY, DANIEL SAVER, AND LISA KLEIN. LAST BUT NOT LEAST WE
14 HAVE A CFO, DEREK HANSEL WHO HAS STEPPED OUT TO DO SOME
15 BUSINESS, AND OUR COO CHIEF OPERATING OFFICER IS MY VOICE TO
16 THE LEFT, NICK ROETHEL. THE NEXT SLIDE ARE GOING TO GO THROUGH
17 THE DEPUTY DIRECTOR AT CFO LINES, AS WELL AS THE OGC TO GIVE
18 YOU A FLAVOR FOR THAT. SO, NEXT SLIDE. METRO MANNING AND
19 POLICY. SO, STARTING WITH THE METRO PLANNING AND POLICY IS
20 MATT MALONEY'S GROUP. THIS GROUP ENCAPSULATES MUCH OF THE CORE
21 RESPONSIBILITIES IN THE METROPOLITAN PLANNING ORGANIZATION AND
22 THE COUNCIL OF GOVERNMENT SPACES. HE HAS FIVE DIRECTORS IN HIS
23 GROUP. THE FIRST IS CARRIE SMITH WHO IS OUR DIRECTOR OF DATA
24 STRATEGY AND ANALYTICS. THIS IS A NEW SECTION FOR US THAT HAS
25 RESULTED FROM THE REORGANIZATION AND IT HIGHLIGHTS THE



MARCH 26, 2025

1 IMPORTANCE OF THIS WORK ACROSS THE ENTIRE AGENCY UNDERSTANDING
2 ALL OF THE DATA THAT SERVES THE POLICIES THAT YOU MAKE.
3 THERESA ROMMEL DIRECTS THE FUNDING POLICY AND PROGRAM SECTION
4 WHICH MANAGES SO MUCH OF OUR FEDERAL STATE AND REGIONAL
5 FUNDING PROGRAMMING AND ALLOCATIONS AND TRANSIT FOR STREETS
6 ROADS AND ACTIVE TRANSPORTATION. REBECCA LONG WHO YOU ARE ALL
7 FAMILIAR WITH NOW IS OUR DIRECTOR OF LEGISLATION AND PUBLIC
8 AFFAIRS WHICH INCLUDES A LOT OF THE AGENCY'S WORK WITH
9 COMMUNICATIONS AND PUBLIC ENGAGEMENT. DAVE VAUTIN IS THE
10 DIRECTOR OF REGIONAL PLANNING PROGRAM, WHICH MANAGES PLANNED
11 BAY AREA, OUR RHNA WORK, AND A MULTI-ATTITUDE OF MULTITUDE OF
12 PLANNING AND TECHNICAL FUNCTIONS AND KATE LYNN S DIRECTOR OF
13 SAN FRANCISCO ESTUARY PARTNERSHIP WHICH IS IS AFFILIATED WITH
14 THE LARGER NATIONAL ESTUARY PROGRAM AND IS AN INITIATIVE
15 HOSTED SPECIFICALLY BY ABAG. NEXT SLIDE. NOBILITY IS A NEW
16 SECTION AND IT'S LISA KLEIN'S GROUP THIS. GROUP MANAGES MUCH
17 OF THE AGENCY'S WORK DELIVERING ENHANCEMENTS AND OPERATIONAL
18 IMPROVEMENTS TO OUR ENTIRE TRANSPORTATION SYSTEM. STARTING
19 WITH CLIPPER. OUR CLIPPER DIRECTOR IS JASON WEINSTEIN, MELANIE
20 CHOY IS THE DIRECTOR OF OUR TRANSIT REGIONAL NETWORK
21 MANAGEMENT GROUP WHICH IS WORKING TO DELIVER ON A CORE SET OF
22 CUSTOMER-FACING TRANSIT IMPROVEMENTS IN COOPERATION WITH ALL
23 OF OUR OPERATORS. DAVID MANN IS THE DIRECTOR OF OUR CAPITAL
24 DELIVERY ASSET MANAGEMENT AND ROADSIDE TOLLING GROUP, ALSO
25 KNOWN AS CART. MUCH OF OUR BATA AND EXPRESS LANES WORK IS DONE



MARCH 26, 2025

1 IN HIS GROUP P LASTLY TONY D IS THE DIRECTOR OF SUSTAINABLE
2 MOBILITY AND OPERATIONS WHICH HELPS TO IMPLEMENT A VARIETY OF
3 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES TO HELP IMPROVE
4 AND IMPLEMENT PLANNED BAY AREA. NEXT SLIDE P. OUR HOUSING AND
5 ENERGY GROUP LED BY DANIEL SAVER IS SMALL BUT MIGHTY WITH
6 POTENTIAL MAJOR GROWTH BOTH AS WE PURSUE BAHFA AND LARGER
7 HOUSING PORTFOLIO BOTH AT MTC AND ABAG WE HAVE A VACANCY IN
8 BAHFA DIRECTOR LEVEL WHICH REFLECTS THE FACT THAT WE ARE STILL
9 IN SEARCH OF A SUSTAINABLE FUNDING TO BUILD AND GROW THIS
10 PROGRAM. THIS DIVISION INCLUDES AN ENERGY SECTION LED BY JANE
11 ELIAS PART OF THIS IS THE BAY AREA REGIONAL ENERGY NETWORK
12 BAYREN AND IS A PROGRAM OF ABAG. NEXT SLIDE. SHIFTING TO THE
13 INTERNAL OPERATIONS, OUR CHIEF OPERATING OFFICER IS NICK
14 ROETHEL. THIS PART OF THE ORGANIZATION MAY BE A LOT LESS
15 VISIBLE TO THE COMMISSION BUT IT'S VERY IMPORTANT IN OUR
16 EFFORTS TO RUN AN EFFICIENT AND WELL FUNCTIONING ORGANIZATION.
17 HIS MAKE-UP STARTS WITH LU DENNIS RODONI IS OUR DIRECTOR OF
18 PROCUREMENT RISK AND PROPERTY MANAGEMENT AND THEN LASTLY KELLY
19 LEADS OUR TECHNICAL SERVICES DEPARTMENT. NEXT SLIDE. FINANCE
20 LED BY DEREK HANSEL, OUR CFO, THEY HAVE THE RESPONSIBILITIES
21 OF OVERSEEING THE BUDGETS AND FINANCES OF TEN SEPARATE LEGAL
22 ENTITY, SUPPORTED BY GRACE MARTINEZ OUR DIRECTOR OF FINANCIAL
23 REPORTING AND OPERATIONAL ACCOUNTING. NATALIE PERKINS IS OUR
24 DIRECTOR OF TREASURY AND REVENUE. ARLEICKA CONNOLLY IS OUR
25 DIRECTOR OF FINANCE AND ACCOUNTING. AND LASTLY LYNN VALDIVIA



MARCH 26, 2025

1 IS OUR DIRECTOR OF TOLLING SERVICES AND REVENUE. NEXT SLIDE.
2 LAST BUT VERY IMPORTANT IS OUR LEGAL DEPARTMENT. I DON'T KNOW
3 WHY SHE'S CHUCKLING. [LAUGHTER] BUT WE'RE REALLY KEPT BUSY AT
4 MTC, AND WE KEEP THEM BUSY AT MTC AND OTHER FRURMS ENTITIES
5 KATHLEEN KANE REPORTS AND HAS A SEVEN PERSON STAFF COMPRISED
6 OF JOHN MEYERS THERESA CHIANG CINDY SEGALL MATTS L, CRYSTAL
7 MATTISON AND SCOTT AND RON. PASSING THE BATON TO ALIX
8 BOCKELMAN WHOLE COVER A LOT OF OUR POLICY AREAS.

9

10 **ALIX BOCKELMAN:** THANK YOU . NEXT SLIDE. I'LL START WITH METRO
11 PLANNING AND POLICY AREA AND THAT COVERS A LOT OF GROUND I
12 WANT TO GIVE A FLAVOR OF INITIATIVES IN THIS AREA FOCUSING
13 PLANNED BAY AREA IN MANY OF OUR FUNDING PROGRAMS. NEXT SLIDE.
14 AS YOU ALL KNOW, MTC WAS ESTABLISHED BY THE STATE LEGISLATURE
15 SPECIFIC SPECIFICALLY TO PLAN THE TRANSPORTATION NETWORK FOR
16 THE BAY AREA AND TO LAY FOUNDATION FOR FUTURE OF PUBLIC
17 TRANSIT DEVELOPMENT PREDATES MTC AND WAS FIRST REGION NAM
18 AGENCY TO COMBINE EFFORTS OF CITIES TOWNS AND COUNTIES TO MEET
19 HOUSING AND LAND USE CHALLENGES CREATED BY THE BAY AREA OWE
20 POST WORLD WAR II ERA GROWTH AS YEARS WENT ON NEW LEGISLATION
21 REQUIRED LONG RANGE TRANSPORTATION PLANS TO ALSO INCORPORATE
22 HOUSING AND LAND USE AND EMISSION REDUCTION GOALS. THIS BRUT
23 ABAG'S AND MTC'S MISSIONS CLOSER TOGETHER. INNOVATE NOTABLY IN
24 THE JOINT DEVELOPMENT OF PLANNED BAY AREA, A SUBJECT WE'LL
25 COVER IN MORE DEPTH NOW. NEXT SLIDE. SO, I THINK YOU ALL KNOW



MARCH 26, 2025

1 THIS -- THERE WILL BE A TEST LATER -- BUT PLANNED BAY AREA IS
2 THE REGION'S LONG RANGE REGIONAL VISION FOR TRANSPORTATION,
3 HOUSING, ECONOMY, AND THE ENVIRONMENT. IT'S DEVELOPED JOINTLY
4 BETWEEN MTC AND ABAG EVERY FOUR YEARS. IN ADDITION TO
5 SATISFYING FEDERAL AND STATE PLANNING REQUIREMENTS, INCLUDING
6 CLIMATE TARGETS SET BY THE CALIFORNIA AIR RESOURCES BOARD, IT
7 IS DESIGNED TO IDENTIFY THE RIGHT MIX OF STRATEGIES TO TACKLE
8 OUR REGION'S MOST PRESSING CHALLENGES. IN JANUARY OF 2025, THE
9 COMMISSION AND BOARD, ABAG EXECUTIVE BOARD APPROVED THE
10 PLANNED BAY AREA 2050+ FINAL BLUEPRINT FOR FURTHER ANALYSIS
11 AND WE ANTICIPATE REQUESTING THE FINAL BLUEPRINT BE ADVANCED
12 INTO THE ENVIRONMENTAL PROCESS HEART THIS SPRING WITH
13 ANTICIPATED ADOPTION IN JANUARY OF 2026. A MORE COMPREHENSIVE
14 MAJOR UPDATE, PLANNED BAY AREA 2060 IS ENVISIONED TO KICKOFF
15 IN EARLY 2026. SO NO REST FOR THIS TEAM. NEXT SLIDE. SO,
16 WHAT'S INCLUDED IN PLANNED BAY AREA 2050+ AT THE CORE VISION
17 WITH TENS OF THOUSANDS OF RESIDENTS THAT THE PLAN SHOULD
18 ENSURE BY THE YEAR 2050 THAT THE BAY AREA IS AFFORDABLE
19 CONNECTED DIVERSE HEALTHY AND VIBRANT FOR ALL. INCLUDES AREAS
20 TRANSPORTATION HOUSING ECONOMY AND THE ENVIRONMENT AS WELL AS
21 11 DIFFERENT THEMES. NESTED WITHIN THESE THEMES, YOU WILL FIND
22 35 STRATEGIES, WHICH ARE POLICIES AND INVESTMENTS TO BE
23 ADVANCED AT THE LOCAL, REGIONAL, AND/OR STATEWIDE LEVEL. NEXT
24 SLIDE. YOU WILL HEAR A FAIR AMOUNT ABOUT THE PLAN'S SO-CALLED
25 GROWTH GEOGRAPHIES, WHICH ARE KEY IN IDENTIFYING PLACES TO



MARCH 26, 2025

1 ENCOURAGE MORE DENSE INFILL DEVELOPMENT. THEY SPAN FROM
2 LOCALLY NOMINATED PRIORITY DEVELOPMENT AREAS, OR PDAS, AND
3 PRIORITY PRODUCTION AREAS, TO REGIONALLY IDENTIFIED PLACES
4 LIKE TRANSIT-RICH AREAS, INCLUDING THOSE SUBJECT TO THE
5 TRANSIT ORIENTED COMMUNITIES POLICY, AS WELL AS HIGH-RESOURCE
6 AREAS. MTC HAS SUPPORTED LOCAL PLANNING IN THESE LOCATIONS
7 OVER THE PAST TWO TWO DECADES WITH \$95 MILLION IN GRANTS. A
8 MORE DETAILED MAP IS AVAILABLE ON PLANNEDBAYAREA.ORG. NEXT
9 SLIDE. FINALLY, ZOOMING INTO ONE OF PLANNED BAY AREA'S 2050+S
10 FOUR ELEMENTS. LET'S TAKE A LOOK AT HOW THE 12 TRANSPORTATION
11 STRATEGIES PRIORITIZE FUNDING TOWARD PROJECTS, PROGRAMS, AND
12 POLICIES. IMPORTANTLY, THIS ELEMENT OF THE PLAN MUST BE
13 FISCALLY CONSTRAINED, REFLECTING CURRENT AND REASONABLY
14 ANTICIPATED NEW MONEYS. AND FOR SEVERAL DECADES, THE
15 ORGANIZATION HAS CHAMPIONED A FIX IT FIRST APPROACH THAT
16 PRIORITIZES OPERATIONS AND MAINTENANCE. SO, YOU CAN SEE IN THE
17 PIE CHART THERE, THAT'S ROUGHLY 75% OF ALL OF THE FUNDING. THE
18 REMAINING 25% MUST BE THOUGHTFUL OF PRIORITIZED. AND THIS
19 LATEST ITERATION ASSIGNED A BULK OF THOSE MONEYS TOWARDS
20 TRANSIT. SUCH AS BUS FREQUENCY BOOSTS, AND NEW RAIL LINES THAT
21 SUPPORT CLIMATE GOALS. NEXT SLIDE. TURNING TO MORE SHORT RANGE
22 PLANNING AND PROGRAMMING, THE TRANSPORTATION IMPROVEMENT
23 PROGRAM, OR TIP, REGION'S FOUR YEAR SPENDING PLAN FOR
24 TRANSPORTATION PROJECTS. THE DEVELOPMENT AND MAINTENANCE OF
25 THE TIP IS ONE OF MTC'S KEY FEDERAL MANDATES THE TIP IS



MARCH 26, 2025

1 UPDATED EVERY TWO YEARS AND AMENDED REGULARLY TO REFLECT
2 LATEST PROJECT SCOPE AND FUNDING INFORMATION. PROJECTS IN THE
3 TIP REFLECT THE NEAR-TERM TRANSPORTATION INVESTMENT PRIORITIES
4 THAT ARE ESTABLISHED IN THE REGION'S LONG RANGE PLAN. HOWEVER,
5 NOT ALL PROJECTS ARE REQUIRED TO BE INCLUDED. PROJECTS MUST BE
6 IN THE TIP IF THEY HAVE FEDERAL FUNDING, REQUIRE A FEDERAL
7 ACTION, OR ARE REGIONALLY SIGNIFICANT. THE 2025 TIP, WHICH
8 WENT INTO EFFECT IN DECEMBER OF 2024 COVERS A FOUR YEAR
9 PERIOD, FROM FEDERAL FISCAL YEAR '25, THROUGH FEDERAL FISCAL
10 YORE 2028. IT CONTAINS MORE THAN 300 PROJECTS FROM OVER 120
11 SPONSORS. AND IT TOTALS ABOUT \$11.7 BILLION IN COMMITTED
12 FEDERAL, STATE, AND REGIONAL AND HOLE FUNDING. NEXT SLIDE. I
13 KNOW YOU ALL LOVE OBAG SO WE'RE GOING TO SPEND -- LOOKING AT
14 COMMISSIONER PAPAN [LAUGHTER] -- MTC'S ONE BAY AREA GRANT
15 PROGRAM IS OUR PROCESS FOR AWARDING FEDERAL HIGHWAY FUND, A
16 PORTION TO MTC THESE INCLUDE SURFACE TRANSPORTATION BLOCK
17 GRANT PROGRAM OR STP, AND THE CONGESTION MITIGATION AND AIR
18 QUALITY IMPROVEMENT PROGRAM OR CMAQ WE'RE CURRENTLY IN THE
19 MIDDLE OF THE OBAG THREE CYCLE WHICH COVERS A FOUR-YEAR
20 PERIOD, AND PROVIDES ALMOST \$200 MILLION PER YEAR. THE KEY
21 PURPOSE OF THE OBAG PROGRAM IS TO IMPLEMENT PLANNED BAY AREA,
22 WITH EMPHASIS ON INTERCONNECTED TRANSPORTATION AND LAND USE
23 STRATEGIES. FUNDING FOR THE CURRENT CYCLE IS SPLIT EVENLY INTO
24 TWO CATEGORIES, THE COUNTY PROGRAM, AND THE REGIONAL PROGRAM.
25 AND WE'RE GOING TO TALK ABOUT THAT MORE IN THE NEXT SLIDE.



MARCH 26, 2025

1 STAFF ARE CURRENTLY DEVELOPING RECOMMENDATIONS FOR THE
2 UPCOMING OBAG FOUR PSYCH EM AS PRESENTED TO THE PROGRAMMING
3 AND ALLOCATIONS COMMITTEE THIS SO KEY MILESTONES FOR OBAG FOUR
4 WE PROVIDED AN INFORMATIONAL PRESENTATION THIS MONTH OVER THE
5 SPRING WE'LL DEEP DIVE INTO REGIONAL AND COUNTY PROGRAMS IN
6 THE FALL WE'LL BE ASKING THE COMMISSION TO DO APPROVAL OF THE
7 FRAME WORK AND IF THAT GOES SMOOTHLY, THEN JANUARY 2026 THE
8 COUNTIES AND MTC WILL BE DOING CALLS FOR PROJECTS. NEXT SLIDE.
9 SO, THE OBAG THREE REGIONAL PROGRAM WAS DIVIDED INTO FIVE
10 CATEGORIES AS SHOWN IN THIS TABLE. THESE CONTINUED LONG-
11 STANDING FEATURES OF PRIOR -- THEY INCLUDE PRIOR REGIONAL
12 PROGRAMS, SUCH AS PLANNING GRANTS FOR HOLE JURISDICTION --
13 LOCAL JURISDICTIONS TO ADVANCE INTEGRATED TRANSPORTATION AND
14 LAND USE, REGIONAL PROGRAM ALSO EXPAND INVESTMENTS IN KEY
15 AREAS SUCH AS SAFETY EQUITY AND CLIMATE GOALS AND OBAG THREE
16 SUPPORTS IMPLEMENTATION OF MANY KEY STRATEGIES FROM MTC'S
17 TRANSIT TRANSFORMATION ACTION PLAN. THE COUNTY PROGRAM IS
18 ADMINISTERED IN PARTNERSHIP WITH EACH OF THE NINE COUNTY
19 TRANSPORTATION AGENCIES, OR CTAS. IT FUND A VARIETY LOCAL
20 PRIORITY TRANSPORTATION PROJECTS THROUGHOUT REGION WITH FOCUS
21 ON AREAS DESIGNATED FOR FUTURE GROWTH CHICAGOED MTC'S PRIORITY
22 DEVELOPMENT AREAS AS WELL AS LOCAL SAFETY ACTIVE
23 TRANSPORTATION PROJECTS. NEXT SLIDE. SO MOVING AWAY FROM ABAG
24 -- SORRY -- OBAG -- NOT ABAG. PRESIDENT RAMOS, WE'RE STILL
25 WITH ABAG [LAUGHTER] I WANT TO SAY A LITTLE BIT ABOUT THE



MARCH 26, 2025

1 ANNUAL FUND ESTIMATE. THE FUND ESTIMATE INCLUDES FUNDING FROM
2 SIX MAIN CATEGORIES, AND THOSE INCLUDE THE TRANSPORTATION
3 DEVELOPMENT ACT, OR TDA, AND THAT IS BASED ON A QUARTER CENT
4 SALES NAAQS EACH COUNTY AND REVENUES MUST BE SPENT IN THE
5 COUNTY WHICH THEY'RE GENERATED. ALSO INCLUDES ASSEMBLY BILL
6 1107 AND IT COMES FROM A PERMANENT HALF CENT SALES TAX
7 COLLECTED IN THE BART DISTRICT COUNTY OF ALAMEDA, CONTRA
8 COSTA, SAN FRANCISCO. PER STATE LAW 75% OF THESE REVENUES FROM
9 SALES TAX ARE DISTRIBUTED DIRECTLY TO BART AND REMAINING 25%
10 FLOWS TO MTC WHERE COMMISSION ADOPTED POLICIES BASICALLY
11 PROVIDES THIS 25% EVENLY TO AC TRANSIT AND SFMTA. THE FUND
12 ESTIMATE ALSO INCLUDES FUNDING FROM TWO BATA MTC CONTROLLED
13 BRIDGE TOLL STREAMS, AND, ALSO, IMPORTANTLY T INCLUDES THE
14 STATE TRANSIT ASSISTANCE, OR STA PROGRAM WHICH IS FUNDED
15 THROUGH A STATEWIDE SALES TAX APPLIED TO DIESEL FUEL. AND THIS
16 DIESEL SALES TAX WAS DOUBLED UNDER SENATE BILL ONE IN 2017.
17 SO, STATEWIDE REVENUES ARE APPORTIONED THROUGH TWO FORMULA
18 PROGRAMS WITHIN STA, ONE BASED ON A REGION'S SHARE OF THE
19 STATE POPULATION AND ANOTHER BASED ON QUALIFYING REVENUES THAT
20 AN OPERATOR GENERATES. SO, COMBINED, THE MTC REGION RECEIVES
21 APPROXIMATELY 37% OF THE STATEWIDE STATE TRANSIT ASSISTANCE
22 FUNDS. AND THESE ARE REALLY IMPORTANT FUNDS FOR TRANSIT
23 OPERATORS FOR THEIR TRANSIT OPERATING. ALSO THE STATE OF GOOD
24 REPAIR PROGRAM IS ESTABLISHED BY SENATE BILL ONE AND IS FUNDED
25 BY THE TRANSPORTATION IMPROVEMENT FEE WHICH IS A GRADUATED



MARCH 26, 2025

1 VEHICLE REGISTRATION FEE AND THE STR PROGRAM USES THE SAME
2 FORM THAT AS STATE TRANSIT ASSISTANCE TO DISTRIBUTE FUNDS TO
3 REGIONS AND OPERATORS. AND THEN FINALLY, NOW YOU GUYS ARE ALL
4 EXPERTS, THE CARBON TRANSIT OPERATIONS PROGRAM LC TOP IS
5 FUNDED BY 5% OF THE TOTAL PROCEEDS FROM THE STATE'S CAP-AND-
6 TRADE ACTIONS LC TOP ALSO USES STA FORMULA AT STATE LEVEL TO
7 DISTRIBUTE FUNDS TO REGIONS AND OPERATORS. NEXT SLIDE. WE
8 COVERED THIS AT THE LAST MEETING BUT IMPORTANTLY THE
9 COMMISSION DOES PROGRAM AND ALLOCATE A LOT OF FUNDS FROM THE
10 FEDERAL TRANSIT ADMINISTRATION. THE POLICIES THAT ARE USED IS
11 CALLED TRANSIT CAPITAL PRIORITY PROGRAM, AND THAT'S BEEN
12 AROUND FOR A LONG TIME AND IT REALLY DOES TRY TO PUT MONEYS
13 TOWARDS STATE OF GOOD REPAIR. THERE IS ABOUT SEVEN HELLO
14 HUNDRED -- 7 MILLION IN FEDERAL FORMULA FUND THAT COMES TO THE
15 REGION ANNUALLY LARGEST TWO PROGRAMS ARE SECTION 5307 PROGRAM
16 AND SECTION 53371 GENERALLY FOR URBANIZED AREAS THE OTHER
17 FIXED GUIDEWAY PROGRAM THE COMMISSION HAS ADOPTED TRANSIT
18 CAPITAL PRIORITIES POLICY FOCUSES ON STATE OF GOOD REPAIR
19 INCLUDES VEHICLE REPLACEMENTS AND ASSET MANAGEMENT CURRENT
20 EFFORTS INCLUDE TRANSITION TO ZERO-EMISSIONS BUSES AND MAJOR
21 FLEET RAIL -- MAJOR FLEET REPLACEMENTS FOR BART, MUNI AND
22 CALTRAIN, EVEN INCLUDING SOME FINANCING TO MAKE SURE WE CAN
23 MEET THOSE OBLIGATIONS NEAR-TERM. NEXT SLIDE. SO, WE ALSO HAVE
24 REVENUES FROM BRIDGE TOLLS, INCLUDING REGIONAL MEASURES 2 AND
25 3, AND THEY PLAY A VITAL ROLE IN ADVANCING TRANSIT AND



MARCH 26, 2025

1 TRANSPORTATION MORE HOLISTICALLY THROUGHOUT THE REGION. THE
2 MOST RECENT BRIDGE TOLL PROGRAM IS REGIONAL MEASURE THREE
3 WHICH IS A \$3 TOLL INCREASE WHICH WAS PHASED IN OVER \$THREE
4 INCREMENTS THIS WAS A BRIDGE TOLL APPROVED BY VOTERS AND THE
5 LAST INCREASE IMPLEMENTED IN JANUARY 2025. THE RM3 IDENTIFIED
6 A \$4.5 BILLION PROGRAM OF NEW CAPITAL PROJECTS WHICH WE'LL
7 COVER IN THE NEXT SLIDE AND WE HAVE BEEN ACTIVELY MOBILIZING
8 THESE FUNDS WITH ROUGHLY 1/3 OF THAT FUNDING PLAN OR 1.6
9 BILLION ALLOCATED TO DATE. TOLLS FROM REGIONAL MEASURE 2 AND 3
10 ALSO SUPPORT ONGOING OPERATING EXPENSES FOR TRANSIT. AND
11 ADDITIONALLY, MTC MANAGES SEVERAL SMALLER SOURCES OF BRIDGE
12 TOLL FUNDING FOR CAPITAL AND OPERATING PURPOSES, INCLUDING
13 REMAINING REGIONAL MEASURE \$2, CAPITAL FUNDS, AS WELL AS
14 AB1171 FUNDS. AND WITH THAT T -- I THOUGHT I WAS GOING TO SAY
15 A LITTLE BIT MORE ABOUT RM3 BUT THAT'S IT I'M GOING TO TURN IT
16 OVER TO ANDY.

17

18 **ANDREW FREMIER:** ALL RIGHT. HERE WE GO. NEXT SLIDE. TWO SLIDES,
19 ACTUALLY. WE'RE GOING TO TALK A LITTLE BIT ABOUT MOBILITY. SO
20 GO AHEAD AND MOVE TO THE NEXT ONE. THE TRANSIT TRANSFORMATION
21 ACTION PLAN. IN 2020 AT ONSET OF THE PANDEMIC MTC CONVENED THE
22 BLUE RIBBON TRANSIT RECOVERY TASK FORCE IN PONCE TO THE GRAVE
23 IMPACT THAT IT HAD ON TRANSIT. THE YEAR LONG TASK FORCE
24 CULMINATED IN THE ADOPTION OF THE TRANSIT TRANSFORMATION
25 ACTION PLAN. FROM THE START THIS, EFFORT HAS BEEN ABOUT



MARCH 26, 2025

1 IMPROVING AND SHAPING THE BAY AREA TRANSIT SYSTEM INTO A MORE
2 UNIFIED CUSTOMER FRIENDLY TRANSIT NETWORK TO BRING PEOPLE TO
3 TRANSIT. SINCE THEN, WE HAVE BEEN WORKING CLOSELY WITH THE
4 TRANSIT AGENCIES. THIS SHARED RESPONSIBILITY AND COMMITMENT TO
5 FORGING A STRONG PARTNERSHIP IS FOUNDATIONAL IN THE SUCCESS OF
6 THESE EFFORTS. THIS WAS FURTHER SOLIDIFIED WHEN THE REGIONAL
7 NETWORK MANAGEMENT STRUCTURE WAS ESTABLISHED IN 2023 AND THE
8 FORMALIZATION OF JOINTLY LED INITIATIVES WITH OPERATORS.
9 NEXT SLIDE. TRANSIT TRANSFORMATION AND THE REGIONAL NETWORK
10 MANAGEMENT OUTCOME AREAS ARE THE NEXT POINT HERE. IN THE NEAR-
11 TERM, REGIONAL NETWORK MANAGEMENT IS ADVANCING KEY INITIATIVES
12 FROM THE TRANSIT TRANSFORMATION ACTION PLAN WHICH BUILDING
13 BLOCKS TOWARDS TRANSIT TRANSFORMATION. IN THE LONG-TERM WE'LL
14 NEED CONTINUED INVESTMENTS TO PROVIDE THE LEVEL AND QUALITY OF
15 THE SERVICE NEEDED TO ATTRACT MANY MORE RIDERS MAKING THE CASE
16 FOR THAT IS THE LONG-TERM -- LONG-TERM, IS PARTIALLY DEPENDENT
17 ON MAKING DEMONSTRATED PROGRESS ON THE ACTION PLAN ITSELF. THE
18 ACTION PLAN IS ANCHORED IN FIVE OUTCOMES TO GUIDE THE
19 EVOLUTION AND TRANSFORMATION OF TRANSIT AS WE CONTINUE TO
20 STRIVE FOR A THRIVING TRANSIT NETWORK. THE FIVE OUTCOME AREAS
21 ARE, ONE, SIMPLER IN MORE EQUITABLE FARES AND PAYMENTS. TWO,
22 CUSTOMER INFORMATION THAT MAKES TRANSIT EASIER TO NAVIGATE,
23 THREE, MORE EFFICIENT TRANSIT NETWORK PLANNING AND MANAGEMENT,
24 FOUR ACCESSIBILITY FOR OLDER ADULTS, PEOPLE WITH DISABILITIES,
25 AND THOSE WITH LOWER INCOMES, AND THEN OF COURSE, FIVE,



MARCH 26, 2025

1 FUNDING. NEXT SLIDE. CLIPPER. SO, CLIPPER EXEMPLIFIES REGIONAL
2 TRANSIT COORDINATION WITH THE NEXT GENERATION CLIPPER COMING
3 THIS YEAR, WHICH IT BRIDGES A FLEXIBLE MODERN FARE COLLECTION
4 SYSTEM THAT SUPPORTS EQUITY, DISCOUNT PROGRAMS, OPEN PAYMENTS,
5 AND IS SCALEABLE FOR FUTURE GROWTH. MTC ACTS AS THE
6 CONTRACTING AGENCY AS PART OF THE MOU BETWEEN MTC AND THE 22
7 PARTICIPATING TRANSIT OPERATORS. THE CLIPPER EXECUTIVE BOARD
8 PROVIDES POLICY OVERSIGHT DIRECTION AND AUTHORIZATION OF
9 SIGNIFICANT BUSINESS MATTERS TO THE CLIPPER PROGRAM. FASTRAK
10 WHICH YOU'RE ALL FAMILIAR WITH IS USED THROUGHOUT CALIFORNIA
11 TO PAY TOLLS ELECTRONICALLY. BATA MANAGES THE REGIONAL FASTRAK
12 CUSTOMER SERVICE CENTER WHICH PROCESSES TOLL PAYMENTS FOR THE
13 BAY AREA'S BRIDGES AND EXPRESS LANES TO PROVIDE SEAMLESS TOLL
14 PAYMENT FOR CUSTOMERS IN THE BAY. NEXT SLIDE. CUSTOMERS CAN
15 CHOOSE TO ENROLL IN FASTRAK AND CHAOS TO PAY USING TOLL TAG OR
16 SENT AN INVOICE OR PAY BY MAIL, WEB, PHONE, OR IN-PERSON
17 THROUGH CARB PAYMENT NETWORK. IN THE PAST FEW YEARS NEW
18 POLICIES FOR WAIVING PENALTIES AND LOW-INCOME PAYMENT PLAN
19 HAVE BEEN PUT IN PLACE TO HELP CUSTOMERS MANAGE TOLL DEBT.
20 WE'RE CONTINUING EFFORTS TO INCREASE ACCESS TO FASTRAK TAGS
21 AND MAKE IT EASIER TO MANAGE A FASTRAK TAG ACCOUNT. PROMOTION
22 AT DMV TAG RETAIL LOCATIONS THROUGH THE PARTNERSHIPS TAG
23 DISTRIBUTION AT OUTREACH EVENTS MORE TAG RETAILERS AND
24 IMPROVED ONLINE ORDERING. WE'RE STARTING TO EXPAND PAYMENT
25 OPTIONS LIKE IN CASH APP. NEXT SLIDE. THE REGIONAL EXPRESS



MARCH 26, 2025

1 LANE NETWORK IS ANOTHER ONE OF OUR ENDEAVORS. THE TOTAL BAY
2 AREA NETWORK LANE MILES WILL BE APPROXIMATELY 240 LANE MILES
3 ALL BY END OF '25 AND EARLY '26 WHEN WE OPEN UP SOLANO 80, AND
4 680 ALAMEDA WILL BE OPEN FOR TOLLING. THERE ARE MULTIPLE
5 EXPRESS LANE OPERATORS. BAIFA, WHICH IS YOU ALL, ALAMEDA CTC,
6 THE VTA, SAN MATEO COUNTY EXPRESS LANES, JOINT POWERS
7 AUTHORITY TO MAKE UP THE GROUP. WE ALSO DO CUSTOMER SERVICE
8 FOR THE GOLDEN GATE BRIDGE DISTRICT BAIFA IS AN ADVISOR AND
9 COLLABORATOR WITH ALL OF OUR REGIONAL PARTNERS WE HAVE WORKED
10 OVER THE YEARS TO DEVELOP CONSISTENT HOURS OF OPERATIONS TOLL
11 TAG REQUIREMENT AND CLEAN AIR VEHICLE DISCOUNTS. WE CONTINUE
12 TO WORK TOWARDS REGIONAL CONSISTENCY IN PARTNERSHIP WITH
13 CALTRANS. OPERATORS ARE LOOKING FOR BETTER ENFORCEMENT METHODS
14 AND CONSISTENCY WILL BE NEEDED. MTC BAIFA IN ITS ROLE AS BOTH
15 AN OPERATING AGENCY AND REGIONAL PLANNING AGENCY ADVISES HOW
16 TO GROW THE NETWORK. FOR EQUITY, BAIFA IS PILOTING EXPRESS
17 LANES START. IT IS OUR MEANS BASED PROGRAM TO EVALUATE
18 DISCOUNTS FOR LOW-INCOME COMMUTERS. PROGRAM HAS SIMILAR
19 ELIGIBILITY AS CLIPPER START, AND WE AIM TO EXPAND IT BEYOND
20 I-880 TO I 680 TO GET A BETTER UNDERSTANDING OF ITS BENEFITS.
21 BAIFA WILL OWN AND OPERATE 120 MILES OF EXPRESS LANES BY END
22 OF 2025. SOLANO 80 WILL OPEN TOLL OPERATIONS IN LATE '25.
23 BAIFA LEVERAGES ITS CAPABILITIES FOR THE REGION THROUGH
24 AGREEMENTS BY OPERATING 40 MILES IN THE SAN MATEO 101 EXPRESS
25 LANE CORRIDOR WHICH IS OWNED BY THE SAN MATEO JOINT POWERS



MARCH 26, 2025

1 AUTHORITY. WE PASCHAL OPERATIONS FOR ALL 40 MILES IN MODE
2 NEED'S CTC EXPRESS LANES ON 680 AND 580. NEXT SLIDE. RESILIENT
3 '37 IS A MULTI-PROJECT PROGRAM THAT HAS NEAR-TERM AND LONG-
4 TERM SOLUTIONS. LONG-TERM SOLUTIONS ARE STILL IN PLANNING WITH
5 INITIAL STUDIES STILL TO BE COMPLETED. BUT IN THE NEAR-TERM,
6 THE PROJECT IS UNDERWAY AND IN DESIGN AND ITS PURPOSE IS TO
7 IMPROVE TRAFFIC FLOW AND PEAK TRAVEL TIMES, INCREASE VEHICLE
8 OCCUPANCY, THE NUMBER OF PEOPLE IN THE VEHICLE, ADDRESS
9 SEASONAL FLOODING AND PREPARE FOR SEA LEVEL RISE, AS WELL AS
10 ENHANCING SENSITIVE WETLANDS WHEN WE CALL STRIP MARSH EAST. WE
11 THINK ABOUT RESILIENT 37 PROGRAM BETWEEN MARIN SONOMA SOLANO
12 COUNTIES AS MORE THAN COMMUTE IT'S BUILDING MULTI-BENEFIT
13 CONNECTIVITY FOR ALL MODES BRINGING TOGETHER JOBS AND HOUSING
14 AND ENHANCING WETLANDS. NEXT SLIDE. MOVING ON TO ACTIVE
15 TRANSPORTATION. MTC IS ACTIVELY ENGAGED WITH PARTNERS
16 INCLUDING CALTRANS, COUNTY TRANSPORTATION AGENCIES, AND LOCAL
17 JURISDICTIONS TO PLAN, DEVELOP, AND DELIVER PEDESTRIAN AND
18 BICYCLE FACILITIES, AND SERVICES ACROSS THE REGION. IN
19 ADDITION TO FUNDING ACTIVE TRANSPORTATION PROJECTS THAT ARE
20 SHOVEL READY TODAY, MTC SEEKS TO CREATE A PIPELINE OF ACTIVE
21 TRANSPORTATION PROJECTS BY OFFERING TECHNICAL ASSISTANCE FOR
22 DESIGN WORK AS WELL AS INFORMATIONAL WORKSHOPS TO HELP
23 JURISDICTIONS OVERCOME IMPLEMENTATION BARRIERS FOR WALKING,
24 ROLLING, AND BIKING PROJECTS AT THE LOCAL LEVEL. COLLECTIVELY,
25 THIS WORK IS HELPING TO -- IS HELPING THE REGION ACHIEVE ITS



MARCH 26, 2025

1 MODAL SHIFT, GHG REDUCTION, EQUITY, AND SAFETY GOALS THAT ARE
2 ALL INCLUDED IN PLANNED BAY AREA 2050. NEXT SLIDE. BAY WHEELS.
3 MTC MANAGES BAY WHEELS THIS IS THE REGIONAL BIKESHARE PROGRAM
4 THAT WAS LAUNCHED IN 2017. IN 2024, THE SYSTEM HAD 3.3 MILLION
5 TRIPS. IF BAY WHEELS WERE A TRANSIT OPERATOR, IT WOULD BE THE
6 7TH LARGEST TRANSIT OPERATOR IN THE BAY AREA. BIKESHARE PLAYS
7 A KEY COMPLEMENTARY ROLE TO TRANSIT, HELPING PROVIDE FIRST
8 LAST MILE CONNECTIONS. IN THE PAST TWO YEARS, MTC INVESTED \$20
9 MILLION WHICH ALLOWED INCREASE IN E-BIKES AND EXPANSION INTO
10 DALY CITY, WHICH WILL BE COMING THIS SUMMER. THE CURRENT BAY
11 WHEELS CONTRACT WILL EXPIRE IN 2027 AND STAFF WILL BE WORKING
12 ON PREPARING FOR THE NEXT GENERATION OF BAY WHEELS AFTER THAT.
13 NEXT SLIDE. SINCE 1998, BATA AND CALTRANS HAVE HAD A UNIQUE
14 PARTNERSHIP, A JOINT VENTURE MANAGING THE STATE OWNED TOLL
15 BRIDGES, CALTRANS OWNS AND MAINTAINS THE BRIDGES THEMSELVES.
16 BATA HAS AN OBLIGATION TO FUND AND MANAGE TOLLS TO PROTECT AND
17 PRESERVE THE TOLL BRIDGES, AND IS COMMITTED TO SUSTAINABLE
18 STEWARDSHIP OF THE BAY AREA'S BRIDGES. MTC IS CURRENTLY
19 UPGRADING ITS TOLL COLLECTION SYSTEM ON ALL SEVEN BRIDGES TO
20 OPEN ROAD TOLLING WITH GRUBS STARTING LATER THIS YEAR. OPEN
21 ROAD TOLLING WILL REMOVE THE TOLL BOOTHS UPDATE THE ROADWAY
22 THROUGH TOLL PLAZA AREAS IMPROVING SAFETY HIGHWAY OPERATIONS.
23 NEXT SLIDE. THE TOLL BRIDGE ASSET MANAGEMENT PROGRAM IS BEING
24 JOINTLY UNDERTAKEN BY BATA AND CALTRANS WITH EMPHASIS ON A
25 ROBUST DATA-DRIVEN TECHNICAL ANALYSIS BASED ON INDUSTRY BEST



MARCH 26, 2025

1 PRACTICES TO BETTER UNDERSTAND THE MOST COST EFFECTIVE
2 STRATEGY FOR EACH BRIDGE. THIS. STARTED FROM THE BATA RECOVERY
3 AD-HOC WORKING GROUP IN 2020. THE GOAL IS TO KEEP THE SEVEN
4 BRIDGES IN A STATE OF GOOD REPAIR AND PROTECT THE REGION'S
5 MOST IMPORTANT CONNECTION AND ASSET. RECENTLY, BATA AND
6 CALTRANS UPDATED A 10-YORE YEAR CAPITAL INVESTMENT PLAN IN
7 JANUARY 2025 THROUGH FISCAL YEAR DEBILITY 24-2033 IT INCLUDES
8 A TWO. \$3 BILLION BRIDGE PRESERVATION LIKE PROTECTIVE STEEL
9 PARTICIPATE REPAIRS AND TOWING INFRASTRUCTURE WITH CALTRANS
10 MANAGEMENT IS LIKELY TO IDENTIFY ADDITIONAL NEEDS AS WE TACKED
11 ABOUT WITH THE BRIDGE VENDORS THIS MORNING BUT ALSO A LOT MORE
12 ABOUT TIMING OF THOSE INVESTMENTS THIS CRITICAL WORK, AND LAST
13 YEAR BATA MADE THE HARD BUT NECESSARY DECISION TO INCREASE
14 TOLLS STARTING IN 2026 TO SUPPORT THIS PROGRAM. NEXT SLIDE.
15 INTERESTING TAKEAWAY.

16

17 **ALIX BOCKELMAN:** OKAY. GOING TO GIVE ANDY A BREAK HERE. NOW
18 TURNING TO THE HOUSING COMPONENT OF MTC'S PORTFOLIO WITH FOCUS
19 ON BAY AREA HOUSING FINANCE AUTHORITY. NEXT SLIDE. AS WE
20 TRANSITION TO HOUSING IT'S IMPORTANT TO GROUND OURSELVES IN
21 THE FACT THAT OUR ACTIVITIES IN THE SPACE HAVE GROWN
22 SIGNIFICANTLY DURING THE LAST 15 YEARS COORDINATED IN THE
23 TRANSPORTATION LAND USE PLANNING REWARD FOR THE SUSTAINABLE
24 COMMUNITY STRATEGY MTC AND ABAG HAVE LONG PROVIDED GRANTS TO
25 LOCAL GOVERNMENTS TO IMPLEMENT PLANNED BAY AREA. OUR EFFORTS



MARCH 26, 2025

1 ACCELERATED EIGHT YEARS AGO WITH THE COSTA PROCESS WHICH
2 DIRECTLY LED TO THE CREATION OF THE BAY AREA HOUSING FINANCE
3 AUTHORITY. NEXT SLIDE. CASA -- BAHFA IS OUR SIGNATURE NEW
4 HOUSING INITIATIVE SO WE'LL SPEND A LITTLE MORE TIME ON IT.
5 BAHFA IS THE FIRST REGIONAL HOUSING AUTHORITY IN CALIFORNIA
6 UNIQUE ABILITY TO RAISE SIGNIFICANT NEW REVENUE FOR AFFORDABLE
7 HOUSING IN ALL NINE COUNTIES GOVERNANCE STRUCTURE ENSURES
8 COORDINATION WITH PARTNERS AT ABAG WHICH IS PARTICULARLY
9 PERSONALITY IN THE HOUSING SPHERE. NEXT SLIDE. THIS SLIDE
10 SHOWS THE IMPACT WE HAVE HAD WITH OUR COORDINATED SET OF
11 INITIATIVES ACROSS MTC, ABAG, AND BAHFA, THIS INCLUDES
12 INCREASED ZONE CAPACITY FOR ROUGHLY 200,000 NEW HOMES AS PART
13 OF MTC ABAG PRIORITY DEVELOPMENT AREA GRANT PROGRAM ALSO
14 THOUSANDS OF NEW PRESERVED AFFORDABLE HOMES THAT WE HAVE
15 FINANCED WHICH HIGHLIGHTS HOW BAHFA HAS ENABLED US TO MOVE
16 BEYOND PLANNING TO IMPLEMENTATION. NEXT SLIDE. LAST YEAR WE
17 EXPERIENCED A DISAPPOINTMENT WITH THE REMOVAL OF REGIONAL
18 MEASURE FOUR FROM THE BALLOT WHICH WOULD HAVE BEEN A \$20
19 BILLION AFFORDABLE HOUSING BOND BAHFA IS CURRENTLY IN A
20 REGROUPING PHASE AND WE SPEND THE REST OF THIS CALENDAR YEAR
21 IN STRATEGIC PLANNING PROCESS TO CHART OUR NEXT STEPS. GIVEN
22 THE POLITICAL CLIMATE AND NEED TO REGROUP WE BELIEVE 2028 IS
23 LIKELY THE BEST OPPORTUNITY FOR A REGIONAL HOUSING MEASURE. OF
24 COURSE, POLLING AND MANY CONVERSATIONS WILL NEED TO HAPPEN TO
25 DETERMINE WHEN 2028 IS THE RIGHT TIME. IN THE MEANTIME WE WILL



MARCH 26, 2025

1 EXPLORE A VARIETY OF STEPS TO BRING NEW AFFORDABLE HOUSING
2 RESOURCES TO THE REGION AND TO DEMONSTRATE A PROOF OF CONCEPT
3 SO WE HAVE THE BEST CHANCE OF SUCCESS AT THE NEXT VIABLE
4 OPPORTUNITY. NEXT SLIDE. SO, WE'RE ON THE HOMESTRETCH. SO,
5 THANKS FOR STICKING WITH US AND WE'RE GOING TO SHIFT GEARS FOR
6 A BRIEF FOCUS ON FINANCE BUDGETS AND INTERNAL OPERATIONS. NEXT
7 SLIDE. SO, THIS SLIDE PRESENTS A SNAPSHOT OF THE AGENCY'S
8 FINANCIALS. IN TERMS OF TREASURY, YOU WILL SEE THAT CARB
9 MANAGEMENT INVESTMENT MANAGEMENT ACCOUNTS FOR ABOUT 4.8
10 BILLION, TOLL BRIDGE BOND DEBT MANAGEMENT IS ABOUT 9.6
11 BILLION, AND INTEREST RATE DERIVATIVES ABOUT 1.4 BILLION 1.4
12 BILLION AND HOPEFULLY IF THERE IS QUESTIONS DEREK WILL BE ABLE
13 TO SPOVENLTD [LAUGHTER] ANYWAYS, WE MANAGE ALL ELECTRONIC
14 REVENUE FLOWS THROUGH FASTRAK AND CLIPPER SYSTEMS AND IN TERMS
15 OF BUDGETS WE HAVE TEN SEPARATE LEGAL -- AND ADMINISTRATION
16 GRANTS AND MANAGEMENT FINANCIAL PLANNING FUNCTIONS
17 RESPONSIBILITIES AND FINANCIAL REPORTING AND OPERATIONAL
18 ACCOUNTING. NEXT SLIDE. WE WANT TO SAY A LITTLE BIT ABOUT THE
19 ENTERPRISE RESOURCE PLANNING WORK THAT'S BEING DONE. MOVING
20 FORWARD, YOU WILL LIKELY HEAR A GOOD DEAL ABOUT THE ERP
21 PROJECT. THIS IS MAJOR INTERNALLY FACING TECHNOLOGY PROJECT IT
22 REPLACES A SYSTEM THAT MTC HAS HAD FOR THE PAST 20 YEARS GIVEN
23 GROWTH AND ADD COMPLEXITY MTC ABAG NEEDS A SYSTEM BETTER ABLE
24 TO SERVE OUR NEEDS THE ERP SYSTEM WILL BE OUR MAIN HUB FOR
25 HOLDING AND PROCESSING FINANCIAL HR AND OTHER CRUCIAL AGENCY



MARCH 26, 2025

1 DATA THE SYSTEM IS PLANNED TO BE ROLLED OUT THROUGH 2026. NEXT
2 SLIDE.

3

4 **ANDREW FREMIER:** ALL RIGHT. HERE WE ARE. THE FINAL. WHAT I
5 WOULD LIKE TO DO IS CLOSE ON JUST PROVIDING A BRIEF OUTLOOK ON
6 WHAT'S COMING DOWN THE PIKE IN 2025. SO, NEXT SLIDE. OUR KEY
7 INITIATIVES, WHICH YOU ARE VERY WELL FAMILIAR WITH ARE IN
8 FRONT. US TODAY. SO, FIRST THERE IS PLANNED BAY AREA 2050+
9 WHICH IS OUR REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE
10 COMMUNITY STRATEGY. THIS IS UP FOR ADOPTION BY MTC AND BAG
11 TOWARD THE END OF THE YEAR THEN WE'RE GOING TO SPEND A GOOD
12 DEAL OF TIME ON TWO IMPORTANT INITIATIVES TO PROVIDE RESOURCES
13 FOR OUR TRANSIT AND HOUSING NETWORK SYSTEMS FIRST IS SECURING
14 ENABLING LEGISLATION TISSUE -- FOR THE 2026 TRANSPORTATION
15 REVENUE MEASURE ALL PART OF THIS MORNING'S DISCUSSION AND
16 SECOND IS LAYING GROUND WORK FOR A 2028 REGIONAL HOUSING
17 MEASURE. NEXT SLIDE. FLUSH SO, WE DID IT. I KNOW THIS IS A
18 LOT. THERE IS A LOT OF INFORMATION THAT WE PRESENTED. WE'RE
19 HERE TO ANSWER ANY QUESTIONS IF YOU HAVE THEM, BUT WE ALSO ARE
20 PUTTING ALL THIS INFORMATION INTO AN EASILY FOUND RESOURCE.
21 BECAUSE AS ALIX MENTIONED, THE QUIZ WILL BE COMING. SO WE'LL
22 BE HAPPY TO ANSWER ANY QUESTIONS. AND THANK YOU FOR YOUR
23 PATIENCE.

24

25 **SPEAKER:** I DO HAVE ONE IF I COULD?



MARCH 26, 2025

1

2 **ANDREW FREMIER:** SURE.

3

4 **SPEAKER:** AWESOME PRESENTATION. AND YOU COVERED IN ALL OF IT,
5 AND IN ALL OF THAT ONE OF THE THINGS THAT STAND OUT FOR ME,
6 IT'S LIKE BILLIONS OF DOLLARS WITH AN S THAT WE'RE RESPONSIBLE
7 FOR. SO, WHO EXACTLY IS OUR OVERSIGHT? WHO AUDITS TO US MAKE
8 SURE WE'RE SPENDING IT WHERE WE'RE SUPPOSED TO BE SPENDING IT
9 AND HOW WE'RE SUPPOSED TO BE SPENDING IT AND IMPORTANTLY
10 BECAUSE WE'RE JUST BASICALLY PASS THROUGH THERE FOR THIS MONEY
11 TO EVERYTHING ELSE IN THE BAY AREA WHOSE AUDITING THEM TO MAKE
12 SURE THEY'RE DOING WHAT THEY'RE SUPPOSED TO DO WITH THE
13 MULTIPLE, HOW MANY TIME DO YOU SEE PROJECTS CHANGE SCOPE, AND
14 HOW DO WE KNOW WHERE THE MONEY IS GOING AND HOW IT'S GOING AND
15 ALL OF THOSE THINGS?

16

17 **ANDREW FREMIER:** I THINK DEREK CAN ANSWER A LOT OF THAT BUT I
18 WOULD LIKE TO START MAYBE ON THE FINISH PART. AND WE TACKLED A
19 LITTLE BIT TODAY ON THE MAJOR ADVANCEMENT PROJECTS WE TRY TO
20 BE ACTIVE INVESTORS AND PROVIDE GOOD PROJECT CONTROLS AND RISK
21 MANAGEMENT ON THE ALARM PROJECTS AND PROGRAMS IN THE REGION
22 SOMETIMES WE'RE SUCCESSFUL SOMETIMES NOT WE HAVE DIDN'T ROLES
23 AND RESPONSIBILITIES AND DIFFERENT FUNDING OBFIGSS PRIMARILY
24 WHEN IT DOES COME TO MONEY DIRECTLY UNDER YOUR RESPONSIBILITY
25 IN THE BAY AREA TOLL AUTHORITY LAND THAT NOT ONLINE PROTECTS



MARCH 26, 2025

1 THE BRIDGES BUT ALSO INVESTS IN MAJOR CAPITAL PROJECTS WE ARE
2 MUCH MORE ACTIVELY INVOLVED IN ENSURING THAT DECISIONS ARE
3 MADE WELL AND ARE ACCOUNTABLE A I THINK RELATIVE TO THE ALT
4 STIFF WOULD LIKE TO DEFER TO OUR CFO DEREK HANSEL.

5

6 **KATHLEEN KANE:** FOR THE RECORD AND THOSE LISTENING WE DID LOSE
7 QUORUM SO THIS IS AN INFORMATIONAL CLARIFYING QUESTION WHICH
8 IS STILL INBOUNDS BUT FOR FUTURE DISCUSSION WE NEED TO KEEP IN
9 THAT AREA.

10

11 **DEREK HANSEL:** HI. GOOD AFTERNOON COMMISSIONER. SO WE DO -- WE
12 COMMISSION AN INDEPENDENT FINANCIAL AUDIT EVERY SINGLE YEAR
13 AND THAT'S OF MTC FINANCIALS AND ALL OF THOSE TEN PLUS
14 AGENCIES, PLUS OTHER PROGRAMS THAT WE DO. SO, THAT'S DONE.
15 THAT LOOKS AT OUR FINANCIALS PROPER. SO, ALL OF THAT, ALMOST
16 \$5 BILLION OF INVESTMENTS, ALMOST \$10 MILLION OF DEBT, AND THE
17 INTEREST RATE DERIVATIVE PORTFOLIO AGAIN LOOKING AT US PROPER.
18 WE ALSO DO WORK ON REVIEWING THE RM2 RM3 PROGRAMS TO MAKE SURE
19 THAT, YOU KNOW, THOSE HAVE BEEN SPENT. LET ME REPHRASE THAT,
20 DISBURSED PURSUANT TO THE RM2 AND RM3 EXPENDITURE BALANCE. AND
21 WHEN THOSE DRAWS AND OTHER DRAWS COME IN FROM THE SPONSOR
22 AGENCIES, THOSE ARE REVIEWED BY STAFF AND OUR FPP TEAM, WHICH
23 ANDY REFERRED TO EARLIER, AND THOSE FOLKS ARE LOOKING TO
24 ENSURE THAT APPROPRIATE INVOICES ARE THERE. AND AGAIN, THAT,



MARCH 26, 2025

1 YOU KNOW, THOSE ADVANCES ARE BEING DONE FOR ACTUAL
2 EXPENDITURES.

3

4 **SPEAKER:** SO WE'RE GOING ON-SITE AND MAKING SURE THEY'RE
5 SPENDING IT THE WAY THEY'RE SUPPOSED TO OR TAKING THEIR WORD
6 FOR IT WHEN THEY SEND US A PIECE OF PAPER.

7

8 **DEREK HANSEL:** AGAIN WE LOOK AT THOSE INVOICES AND ENSURE THAT
9 THOSE ARE MATCHING UP TO WHAT THEY'RE REQUESTING. BUT AS ANDY
10 SAID, FUNDAMENTALLY, WE DON'T GET INTO THE PROJECTS
11 THEMSELVES.

12

13 **SPEAKER:** OKAY. THANK YOU.

14

15 **SPEAKER:** STOP ME, CATH KATHLEEN IF THIS IS NOT CLARIFYING.
16 THANK YOU FOR THE PRESENTATION IT WAS THOROUGH AND A LOT. I'M
17 WONDERING WE'RE CLEARLY DOING LOTS OF PLANNING FOR THE REGION
18 AND WE HAVE DECADES LONG PROJECTS, BUT THE AGENCY HAS ALSO
19 GONE THROUGH A LOT, SO, A MERGER AND A BUNCH OF NEW LINES OF,
20 YOU KNOW, BUSINESS, AND I'M WONDERING, I DIDN'T SEE IT IN THE
21 PRESENTATION, IF WE DO ANY STRATEGIC PLANNING AS AN AGENCY,
22 FROM AN -- LIKE, ORGANIZATIONAL DEVELOPMENT PERSPECTIVE. AND
23 YOU TOUCHED ON IT A LITTLE BIT, LIKE THE NEED FOR AN ADEQUATE
24 SYSTEM. WHICH ALWAYS COMES, YOU KNOW, SORT OF, AFTER YOU HAVE
25 DONE SOME OF THE GROWTH, BUT THERE IS A NUMBER OF THINGS, HR



MARCH 26, 2025

1 AND POLICIES AND PROCEDURES ALL SORTS OF THINGS THAT COME WITH
2 EXPANSION OF AN AGENCY.

3

4 **ANDREW FREMIER:** THANK YOU FOR THAT QUESTION. THE SIMPLE ANSWER
5 IS WE TALKED ABOUT THAT IN THE FIRST BREAK DOWN. SO IN THE
6 FIRST POWERPOINT PACKAGE WE HAVE AN UPDATE ON THE WORK THAT WE
7 DID TO CREATE THIS ORGANIZATION AND IT REALLY WAS DESIGNED TO
8 TAKE A HARD LOOK AT THE PORTFOLIO OF WORK THAT WE HAVE. SO WE
9 HAVE MATCHED THE STRATEGIC EFFORTS, OUR EQUITY PLATFORM, OUR
10 ORGANIZATION, ALL TOGETHER TO HELP US MEET THE MODERN ROLE AND
11 COMPLEXITY OF WHAT THE PORTFOLIO IS. WHERE WE ORIGINALLY
12 STARTED AT THE MERGER OF STAFFS WAS TO, SORT OF, FOCUS MORE ON
13 THE PLANNING WORK FIRST OF THE WE HAVE NOW EXPANDED IT TO
14 COVER THE BREADTH OF BOTH AGENCIES, INCLUDING A LOT OF THE NEW
15 RESPONSIBILITIES THAT HAVE COME DOWN. BUT THERE IS A LOT OF
16 GOOD INFORMATION IN THE 50 PACKET THAT I THINK DOES ADDRESS
17 SOME OF THOSE QUESTIONS ABOUT HOW WE'RE LINED, HOW IT MATCHES
18 WITH PLANNED BAY AREA 2050 PLUS, AND HOW IT, SORT OF, SETS THE
19 ORGANIZATION IN PLACE INCLUDING UPDATING A LOT OF THE WAY WE
20 ADMINISTER THE STAFF THAT WORK FOR ME.

21

22 **SPEAKER:** OKAY. SO THAT IS A STRATEGIC PLAN. SO IS THE ANSWER A
23 YES?

24

25 **ANDREW FREMIER:** YES.



MARCH 26, 2025

1

2 **SPEAKER:** AND THIS IN THE FIRST --

3

4 **ANDREW FREMIER:** YES.

5

6 **CLERK, KIMBERLY WARD:** YES TO BOTH.

7

8 **SPEAKER:** I THINK THIS IS A QUESTION, SO I'M WONDERING WHAT
9 KIND OF SKILL BUILDING SUPPORT OFFERED HERE FOR MEMBERS WE
10 COME FROM DIVERSE BACKGROUNDS AND DIVEST INTERESTS AND IT CAN
11 TAKE A LONG TIME TO ROLL OUT BIG INFRASTRUCTURE PROJECTS WHICH
12 IS ALL MORE THE REASON I WOULD THINK TO MAKE SURE PEOPLE WHO
13 ARE SITTING ON THIS BODY ARE AWARE OF KIND OF WHERE THE
14 CARPENTER THOUGHT IS IN TRANSPORTATION. JUST HOW WE EVEN
15 CONCEPTUALIZE PLANNING. SO, I'M JUST WONDERING, HOW DO YOU
16 BRING IN THOSE THOUGHT LEADERS SO WE CAN BE ON THE SAME PAGE
17 AND ALIGNED IN AT LEAST OUR UNDERSTANDING AND THE BASELINE
18 KNOWLEDGE WE'RE WORKING FROM TO PLAN FOR THESE BIG PROJECTS.

19

20 **ANDREW FREMIER:** GREAT QUESTION WE TRY TO DO BREAK DOWN SCOPES
21 OF WORK THAT ARE SUPPORTING A PARTICULAR SUBJECT SO WE URGE
22 MOST OF THE HARD WORK THAT THE COMMISSION HAS DONE IS DONE AT
23 THE COMMITTEE LEVEL. I WOULD SAY OUR STAFF AND ENGAGEMENT WITH
24 NATIONAL AGENCIES AND ASSOCIATIONS THAT COVER THE BROAD
25 SPECTRUM OF WORK IS THE PLACE WE INVEST A LOT AND WE ENCOURAGE



MARCH 26, 2025

1 YOU ALL TO PARTICIPATE IN THOSE ORGANIZATIONS AS WELL O THERE
2 IS ITS AMERICA WHICH IS THE INTELLIGENT TRANSPORTATION SEMINAR
3 OR SYMPOSIUM, THE INTERNATIONAL BEST OF MY KNOWLEDGE TUNNELS
4 AND TURN BIKE ASSOCIATION COMMISSIONER FLEMING'S FAVORITE
5 DEALS WITH, SORT OF, THE TOLLING INDUSTRY AND BRIDGE TUNNEL
6 MAINTENANCE AND PROTECTION. WE SPEND EFFORT WITH AFTA WHICH IS
7 THE TRANSIT ASSOCIATION FOR AMERICA AND IT GOES ON THROUGH
8 RAIL, PLANNING AND ALL OF THOSE FACILITIES. SO WE TRY TO BRING
9 THAT INFORMATION INTO THE PRESENTATIONS AND THE ITEM WE
10 PRESENT TO YOU BUT IT ALSO REQUIRES SOME INVESTMENT FROM YOU
11 ALL TO ENGAGE WITH THOSE ORGANIZATIONS AS WELL. AND WE WOULD
12 BE HAPPY TO LAY OUT ONES THAT MAKE SENSE. I THINK MY LIFELINE
13 HERE IS GOING TO HELP OUT --

14

15 **ALIX BOCKELMAN:** THERE IS OPPORTUNITIES WHERE WE'RE ABLE TO
16 TAKE A DELEGATION OF COMMISSIONERS TO AN IMPORTANT CONFERENCE
17 WHERE THEY'RE TALKING ABOUT THE TYPES OF ISSUES THAT ARE
18 IMPORTANT TO YOU. THAT WOULD BE ONE THING I WOULD ADD, IN
19 ADDITION TO STAFF PARTICIPATING IN THOSE AND TRYING TO STAY UP
20 WITH BEST PRACTICES. BUT THE OTHER THING I WAS GOING TO ADD IS
21 USUALLY ONCE A YEAR THERE IS A COMMISSION WORKSHOP WHERE WE
22 TRY TO GO DEEPER INTO A TOPIC. SINCE YOU BROUGHT UP
23 INFRASTRUCTURE PROJECTS WE HAVE A FEW COMMISSION WORKSHOPS
24 THAT TACKLE HOW HARD IT IS TO BUILD THESE LARGE PROJECTS. WE
25 BROUGHT IN EXPERT, AND FROM THE FEDERAL TRANSIT



MARCH 26, 2025

1 ADMINISTRATION, TO LOOK AT WHAT'S COMING BEFORE YOU THAT IS A
2 CHALLENGING TOPIC AND THEN OFTEN THE CHAIR ASKS TO HAVE A
3 WORKSHOP WHERE YOU CAN SPEND AN EVAN, STAY OVERNIGHT AND PART
4 OF THE NEXT DAY GOING DEEPER ON A TOPIC. SO, I JUST WANT TO
5 ADD THAT.

6

7 **ANDREW FREMIER:** THE LAST THICK I WOULD ADD JUST POPPED INTO MY
8 HEAD WE HAVE SMALL COMMITTEES THAT ARE DEAL WITH PROJECT
9 SPECIFIC ITEMS THERE IS A COMMITTEE TO WORK DIRECTLY WITH THE
10 TRANSBAY JOINT POWERS ASSOCIATION AGENCY TO DEAL WITH THE
11 PORTAL PROJECT. WE'RE ENGAGED WITH COMMISSIONER SUPPORT AND
12 EXECUTIVE STAFF SUPPORT ALL THE WAY DOWN THROUGH STAFF ON THE
13 DIRECTOR DODGE PROJECT ON BART TO SAN JOSE ON ANY OF THE BIG
14 MAJOR PROJECTS YOU WILL SEE DIDN'T COMBINATIONS OF EFFORT TO
15 KEEP THE INFORMATION FLOWING PROPERLY AND TO KEEP THE EYES ON
16 THE PROJECTS, TO TELL YOU THE TRUTH. SO THAT WE CAN BEST
17 INFORM YOU. BEALE BOWL --

18

19 **BELIA RAMOS:** SO, AT THE RISK OF BEING CALLED OUT BY COUNSEL
20 I'M GOING TO ASK ANYWAYS, AND IF YOU ARE TOLD NOT TO ANSWER
21 ME, THEN WE'LL AGENDAIZE IT. THE BUT I -- I HAVE SAT HERE IN
22 THIS BOARDROOM FOR YEARS CLOSE TO A DECADE AND HAVE HAD THE
23 OPPORTUNITY TO WORK ON PLANNED BAY AREA, PLANNED BAY AREA
24 2040, RIGHT, 2050, 2050 PLUS, AND THAT'S A BIG COMPONENT OF
25 WHEN WE DO, AND I UNDERSTAND -- I MEAN, WE'RE REQUIRED TO DO



MARCH 26, 2025

1 IT EVERY FOUR? FOUR YEARS, RIGHT? THE SUSTAINABLE COMMUNITIES
2 STRATEGIES THROUGH SB 375. GREAT. BUT MY QUESTION IS THE
3 ALIGNMENT OF THAT EVERY FOUR YEARS IS COMPLETELY OUT OF WHACK
4 WITH RHNA, WHICH IS EVERY EIGHT. AND I UNDERSTAND THE
5 LEGISLATURE, AS WE SAW AND DISCUSS THIS MORNING, THEY DO WHAT
6 THEY DO, BUT WE HAVE NEVER HAD A RECKONING OF PLANNED BAY AREA
7 TO 2040, TO 2050, TO EVER MEASURE HOW DID WE DELIVER ON THOSE
8 PROJECTS THAT WE TACKLED TALKED ABOUT BEFORE HOW DO WE DELIVER
9 ON THOSE GOALS FOR ACHIEVING BETTER OUTCOMES FOR OUR
10 COMMUNITY. EVERYTHING IN PLANNED BAY AREA IS ALWAYS FORWARD
11 LOOKING AND ASPIRATIONAL. AND AT NO TIME HAVE WE LOOKED IN THE
12 MIRRORED AND, HAVE WE ACHIEVED ANYTHING. AND, SO, MY QUESTION
13 IS, WHY ARE WE NOT DOING THAT. AND IF THIS IS REQUIREMENT OF
14 SB 375, WHICH I GET, GRIT, GREAT, I GET IT. WE'RE SPEEDS DO
15 BETTER. BUT HOW DO WE DO BETTER IF WE DON'T ASK OURSELVES IF
16 WE'RE DOING BETTER. AND IF THE FOUR YEAR TIME FRAME ISN'T
17 WORKING, THEN WHY ARE WE NOT TALKING ABOUT THIS AT THE
18 LEGISLATION COMMITTEE? BECAUSE WHAT SEEMS TO ME, LIKE A BETTER
19 -- YOU'RE GOING TO TOTALLY STOP ME AND I'M TOTALLY OKAY WITH
20 THAT AND I'M GOING TO KEEP ONGOING. BUT IT IT SEEMS TO ME IN
21 LOOKING AT IT FROM THIS SEAT, RIGHT, I HAVE ALWAYS SAT IN THE
22 OTHER SEAT, BUT LOOKING AT IT FROM THIS SEAT, I'M WONDERING
23 WHY AREN'T WE ON A SCHEDULE OF BE ASPIRATIONAL, CHECK
24 YOURSELF, BE ASPIRATIONAL, CHECK YOURSELF. AND IT WOULD ALLOW
25 FOR THAT GREATER ACCOUNTABILITY, IT WOULD ALLOW FOR BETTER



MARCH 26, 2025

1 REFLECTION, AND COUNSEL IS PROBABLY GOING TO SAY THAT I NEED
2 TO BRING UP THIS AT THE LEGISLATION COMMITTEE AND I'M GOING TO
3 STOP RIGHT THERE.

4

5 **KATHLEEN KANE:** SO F STAFF HAS SOME VERY BRIEF FACTUAL THINGS
6 TO RELAY AS IN, LIKE, THERE IS A REPORT I CAN POINT YOU TO
7 KIND OF THINGS, WE CAN DO THAT I DO THINK THAT BRIDGES UP
8 BROADER QUESTIONS WHICH MERIT MORE OF A POLICY DISCUSSION
9 HEART AT A FORMER MEETING BUT WE CAN DO PART ONE NOW WITH
10 INBOUNDS.

11

12 **ANDREW FREMIER:** REAL QUICK THEN I'LL RETURN TO YOU, I'M GOING
13 TO REFER BACK TO THE PROJECT PROGRAM WHERE WE HAVE ACCUMULATED
14 THE BIG DEBT PORTFOLIO THAT DEREK MANAGES. THIS WORK HAD
15 REGULAR REPORTING DONE ON THE SUCCESSES AND FAILURES OF THAT
16 PROGRAM THAT THE LIFE OF OUR RESPONSIBILITY WHICH START VERY
17 LATE IN THE GAME AND WITH THAT IS THE KIND OF WAY WE HAVE
18 ALWAYS TRIED TO ATTACK THESE THINGS SO THERE IS A WHOLE SERIES
19 EVER REPORTS THAT I THINK ARE SUPPORTIVE OF THE KIND OF THINGS
20 THAT DEREK AND I MENTIONED TO ANSWER COMMISSIONER --
21 COMMISSIONER -- [LAUGHTER] HE WANTS ME TO CALL HIM MITCH, SO I
22 WAS STRUGGLING MY OWN HIERARCHY. THINGS LIKE THAT ARE HOW WE
23 HAVE ADDRESSED PROGRAMS LIKE THAT. I THINK ALIX CAN REFER MORE
24 AT THE SAME LEVEL TO COUNSEL'S ADVICE THIS IS OF THE OTHER
25 ARENA AS.



MARCH 26, 2025

1

2 **ALIX BOCKELMAN:** I WANT TO PROVIDE SOME BACKGROUND. RHNA IS A
3 STATE MANDATE AND THE SKS IS A STATE MAP DATE, BUT AUTO
4 TETHERED TO THE LONG RANGE PLAN WHICH IS A FEDERAL
5 REQUIREMENT. SOMETHING THIS CHANGES THE REQUIREMENT OF THE RTP
6 WOULD BE CHANGING FEDERAL REQUIREMENT. I WANT TO MENTION
7 BACKGROUND. THE OTHER THING I HEAR YOU WANT TO THINK HOW WE'RE
8 DOING AND I THINK WE TRY TO BRING THAT INFORMATION BUT WHAT
9 I'M HEARING IS WE DON'T DO A GOOD JOB OR PUT IT ALL IN PLACE.
10 WE DO -- ESPECIALLY WHEN WE KICKOFF A NEW PLAN, IDENTIFY WHAT
11 HERE'S WHAT WE HAVE ACCOMPLISHED HERE IS HOUSING ZONING
12 CHANGES, SOMETHING CALLED VITAL SIGNS WHICH IS ENVIRONMENT
13 ECONOMY TRANSPORTATION AND LOOKS AT CERTAIN MEASURES IT'S A
14 GOOD POINT AND I WANT TO PROVIDE THAT BACKGROUND FOR A FUTURE
15 CONVERSATION.

16

17 **BELIA RAMOS:** TP TWO YEAR CYCLE.

18

19 **ALIX BOCKELMAN:** RTP FOUR YEAR CYCLE. AND THE TIP WHICH IS THE
20 LITTLE -- THE VERY BIG SPENDING PLAN, FEDERAL SPENDING PLAN.

21

22 **BELIA RAMOS:** TWO YEAR CYCLE.

23

24 **ALIX BOCKELMAN:** AND RTP REGIONAL TRANSPORTATION PLAN FEDERAL
25 REQUIREMENT FOUR YEAR CYCLE AND MATCHES UP WITH THE



MARCH 26, 2025

1 SUSTAINABLE COMMUNITY STRATEGY WHICH IS THE STATE COMPANION TO
2 THE RTP. BEALE BOWL OKAY.

3

4 **ANDREW FREMIER:** COMMISSIONER, TOO, I THINK THIS IS SAFE SO I
5 WONT GET KICKED.

6

7 **BELIA RAMOS:** AND IF SHE DOES KICK YOU WE WON'T BE ABLE TO SEE.

8

9 **ANDREW FREMIER:** THE PLATFORM INCLUDES AREAS MENTIONED BRIEFLY
10 THE WORK WE WANT TO DO SB 375, AT THE HEART OF THE QUESTION
11 THE LEGISLATIVE PLATFORM YOU ALL HAVE PROVED ARE AT MTC ABAG
12 IS OUR MARKER FOR HOW WE MOVE FORWARD IN THAT WORK AND
13 BRINGING ITEMS FORWARD FOR YOUR DIRECTION.

14

15 **BELIA RAMOS:** IN MY BCDC COMMISSIONER CAPACITY, BECAUSE I SPEND
16 WAY TOO MUCH TIME IN THIS BUILDING, I FIND THAT WE ARE OFTEN
17 THE RECIPIENT HERE AT BAY METRO IN THIS BUILDING OF A LOT OF
18 GREAT IDEAS FROM THE LEGISLATURE THAT DON'T HAVE THE FOLLOW-
19 THROUGH ON BEING ABLE TO BE ACTIONABLE BEYOND A PLAN. AND, YOU
20 KNOW, I THINK WE HAVE OPPORTUNITIES HERE, BECAUSE WHEN I LOOK
21 AT HOW WE INTEGRATE THE REGIONAL SHORELINE ADAPTATION PLAN AND
22 THE TECHNICAL ASSISTANCE THAT ABAG AND MTC ARE GOING TO BE
23 DOING WITH BARC AND ALL OF THAT UMBRELLA, I THINK THAT THERE
24 IS AN OPPORTUNITY FOR US TO GUIDE THE FOLLOW-THROUGH IN A



MARCH 26, 2025

1 BETTER WAY TO ACHIEVE OUTCOMES. AND I'M GOING TO STOP BECAUSE
2 KATHLEEN IS REALLY, REALLY LOOKING AT ME.

3

4 **SPEAKER:** OKAY. AND IF I MIGHT JUST NOT ENGAGE IN DISCOURSE,
5 BUT TO SIMPLY SAY THAT I REALLY LOOK FORWARD TO HAVING
6 DISCUSSIONS AT THE PLANNING COMMITTEE, AND THE LEGISLATIVE
7 COMMITTEE THAT REALLY LOOK AT THIS FROM A PHILOSOPHICAL BASIS
8 AS A STARTING POINT AND REEXAMINE THE PREMISES THAT WE'RE
9 OPERATING UNDER.

10

11 **PAT BURT:** AND THEN, AND THEN THE FOUNDATION IN THAT THE
12 DIRECTION OF THE GOALS, ARE THEY ASPIRATIONAL GOALS OR ARE
13 THEY AGGRESSIVE GOALS, OR ARE THEY REALISTIC GOALS? OR
14 SOMEWHERE IN BETWEEN. SO, I THINK I'M JUST LOOKING FORWARD TO,
15 AT THE OUTSET, AS A NEW MEMBER OF THOSE COMMITTEES, TO MAKE
16 SURE THAT I DON'T FEEL LIKE WE'RE JUST DIVING INTO THE CENTER
17 OF THE POOL AND EVERYTHING IS KIND OF ALREADY BEEN PRECOOKED
18 ON WHERE WE'RE GOING FORWARD. WE HAVE THIS OPPORTUNITY TO HAVE
19 A DISCUSSION.

20

21 **ANDREW FREMIER:** THERE WILL BE PLENTY OF OPPORTUNITY TO COOK.
22 FLUSH.

23

24 **SPEAKER:** REAL QUICK AND IT AIN'T DISCOURSE IT'S JUST KIND OF A
25 STATEMENT, RIGHT? AND THAT IS JUST TO SPEAK TO WHAT BELIA WAS



MARCH 26, 2025

1 TALKING ABOUT, THAT LOOK BACK AT THOSE PROJECTS AND THAT
2 HISTORY AND THOSE AUDITS AND THOSE THINGS HELPS TO INFORM THIS
3 BOARD AS WE MOVE FORWARD, LIKED IT, .

4

5 **MITCH MASHBURN:** BUILDING A MOTION, RIGHT? BECAUSE WE CAN LOOK
6 BACK AT WHAT WAS DONE IN THE PAST AND HOW -- WHAT WORKED AND
7 WHAT DID NOT AND WE CAN LOOK BACK AT WHAT THE STATE
8 LEGISLATORS DID AND DID NOT DO WHEN THEY PUT STUFF FORWARD SO
9 WE CAN PUT TEETH IN THINGS. RIGHT? SO WE CAN MAKE SURE PEOPLE
10 ARE TOWING THE LINE LIKE THEY'RE SUPPOSED TO. AND THE BOARD,
11 BECAUSE THEY'RE THE ONES MAKING THAT MOTION, POLICY DECISIONS,
12 THEY'RE THE ONES WHO HAVE TO HAVE THAT INFORMATION AND HAVE TO
13 KNOW IT. SO EDUCATING US ON THE PAST OF BRIDGE TOLLS AND WHAT
14 HAPPENED AND WHY AND WHAT THE AUDITS SAY ABOUT IT AND WHAT
15 THEY'RE DOING WITH IT AND RM2 AND RM3 AND HEY WE GAVE THIS
16 MONEY TO THESE FOLKS AND THEY HAVE JUST SQUANDERED IT AND DONE
17 NOTHING WITH T WE NEED TO KNOW THAT. RIGHT? BECAUSE AGAIN IT
18 INFORMS THE DECISIONS AND IT INFORMS US GOING FORWARD INTO THE
19 FUTURE WHAT WE DO AND HOW WE DO IT. SO, ANYWAY. THANK YOU.

20

21 **KATHLEEN KANE:** SINCE IT DOESN'T LACK LIKE ANYBODY ELSE HAS
22 LIGHTS. I WANT TO SAY ON BEHALF OF STAFF, THANK YOU FOR
23 STAYING IN YOUR ENGAGEMENT. IT'S GREAT THAT WE HAVE NEW
24 COMMISSIONERS AND SOME OF OUR LONG TIME ONES WHO ARE SO
25 ENGAGED. WE DON'T ACTUALLY HAVE A MEETING TO ADJOURN AT THIS



MARCH 26, 2025

1 POINT SINCE WE LOST OUR QUORUM HALFWAY THROUGH. SO, WE ARE
2 FREE TO MOVE ABOUT THE CABIN. [ADJOURNED]

3

4 **KATHLEEN KANE:** MY APOLOGIES, APPARENTLY WE JUST GOT A RAISED
5 HAND FROM THE MEMBER OF THE PUBLIC, AND I SUGGEST GIVEN THAT
6 WE HAVE CONTINUED THIS THAT WE ALLOW THEM TO HAVE THEIR TWO
7 MINUTES.

8

9 **CLERK, KIMBERLY WARD:** MR. LEBRON, IF YOU WOULD LIKE TO GO
10 AHEAD AND UNMUTE YOURSELF? ROLAND? ARE YOU THERE?

11

12 **SPEAKER:** THANK YOU. IT WORKS A LITTLE BIT BETTER WHEN I GET
13 THE UNMUTE. I'M GOING TO BE BRIEF AND ESSENTIALLY ECHO SOME OF
14 THE COMMENTS THAT I MADE. WHAT HAPPENED TO RM2, THE ENABLING
15 LEGISLATION IS EXTENDED BILL 916 WHICH MADE IT VERY CLEAR THAT
16 THE NEW TRANSBAY TERMINAL SHOULD BE ABLE TO BE CONNECTED TO
17 THE EAST BAY. THAT NEVER HAPPENED. IT WAS ALWAYS DESIGNED AS A
18 TERMINALS OF THE LA TO SAN FRANCISCO [INDISCERNIBLE] LINE. SO
19 MOVING FORWARD MTC NEEDS TO BE MORE ENGAGED, AND GOVERNANCE,
20 PAYING THE BILLS, ET CETERA, THEY NEED TO BE INVOLVED AT THE
21 ENGINEERING LEVEL AND SEE THAT WHAT IS BEING DESIGNED WHAT IS
22 BEING PROPOSED ACTUALLY CORRESPONDS TO WHAT THE ENABLING
23 LEGISLATION INTENDED. THANK YOU.

24

25 **CLERK, KIMBERLY WARD:** THANK YOU. NO ADDITIONAL RAISED HANDS.



MARCH 26, 2025

1



NTT

Broadcasting Government