

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**  
**Meeting Transcript**



SEPTEMBER 9, 2022

1                                   **JOINT MTC PLANNING COMMITTEE WITH THE**  
2                                   **ABAG ADMINISTRATIVE COMMITTEE**  
3                                   **FRIDAY, SEPTEMBER 9, 2022 9:40 AM**  
4

5   **JAMES P. SPERING, MTC CHAIR:** THANK YOU. THIS IS THE JOINT MTC  
6   PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE.  
7   COULD WE RUN THE ABAG ANNOUNCEMENT, PLEASE? [RECORDED MEETING  
8   PROCEDURES ANNOUNCEMENT] DUE TO COVID-19, THIS MEETING WILL BE  
9   CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF  
10  ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE  
11  BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE.  
12  THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND  
13  OTHER SPEAKERS, BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND  
14  STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS  
15  PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS  
16  ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO  
17  VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION  
18  BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE  
19  OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE  
20  APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON  
21  BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED  
22  THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT,  
23  PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC  
24  COMMENTS RECEIVED AT [INFOATBAYAREAMETRO.GOV](mailto:INFOATBAYAREAMETRO.GOV) BY 5 P.M.,  
25  YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED



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

9

10 **JAMES P. SPERING, MTC CHAIR:** THANK YOU JESS. MAYOR ARREGUIN IF  
11 IT'S OKAY WITH YOU I'LL DO THE MTC ROLL CALL AND OUR CONSENT  
12 CALENDAR AND THEN TURN IT OVER TO YOU TO DOTS ROLL CALL,  
13 COMPENSATION ANNOUNCEMENT AND YOUR CONSENT CALENDAR. SO, WITH  
14 THAT, I WOULD LIKE TO CALL THE MTC PLANNING COMMITTEE TO  
15 ORDER, AND HAVE ROLL CALL PLEASE?

16

17 **CLERK, MARTHA SILVER:** CHAIR SPERING?

18

19 **JAMES P. SPERING, MTC CHAIR:** PRESENT.

20

21 **CLERK, MARTHA SILVER:** AHN?

22

23 **EDDIE AHN, V. CHAIR:** HERE.

24

25 **CLERK, MARTHA SILVER:** CANEPA?



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1

2 **DAVID CANEPA:** HERE.

3

4 **CLERK, MARTHA SILVER:** CONNOLLY?

5

6 **DAMON CONNOLLY:** HERE.

7

8 **CLERK, MARTHA SILVER:** COMMISSIONER DUTRA-VERNACI? IS ABSENT.

9 COMMISSIONER FLEMING? IS ABSENT. COMMISSIONER GIACOPINI, NON-  
10 VOTING?

11

12 **DORENE M. GIACOPINI:** HERE.

13

14 **CLERK, MARTHA SILVER:** THANK YOU. COMMISSIONER LICCARDO? IS  
15 ABSENT. COMMISSIONER SCHAFF?

16

17 **LIBBY SCHAFF:** I'M HERE.

18

19 **JAMES P. SPERING, MTC CHAIR:** I SEE LIBBY.

20

21 **CLERK, MARTHA SILVER:** THANK YOU. AND WE HAVE A QUORUM.

22

23 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. THE NEXT ITEM IS  
24 THE MTC PLANNING COMMITTEE CONSENT CALENDAR. I'LL ENTERTAIN A  
25 MOTION TO APPROVE.



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1

2 **EDDIE AHN:** AHN.

3

4 **DAMON CONNOLLY:** MOTION TO APPROVE.

5

6 **JAMES P. SPERING, MTC CHAIR:** CONNOLLY. IS THERE A SECOND?

7

8 **EDDIE AHN:** SECOND.

9

10 **JAMES P. SPERING, MTC CHAIR:** ANY PUBLIC COMMENT ON THIS ITEM?

11

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

15

16 **JAMES P. SPERING, MTC CHAIR:** OKAY PLEASE TAKE THE ROLL.

17

18 **CLERK, MARTHA SILVER:** WILL DO. CHAIR SPERING?

19

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

21

22 **CLERK, MARTHA SILVER:** AHN?

23

24 **EDDIE AHN, V. CHAIR:** YES.

25



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1 **CLERK, MARTHA SILVER:** CANEPA?

2

3 **DAVID CANEPA:** YES.

4

5 **CLERK, MARTHA SILVER:** CONNOLLY?

6

7 **DAMON CONNOLLY:** AYE.

8

9 **CLERK, MARTHA SILVER:** DUTRA-VERNACI IS ABSENT. FLEMING IS  
10 ABSENT. LICCARDO IS ABSENT. COMMISSIONER SCHAFF?

11

12 **LIBBY SCHAFF:** HERE -- AYE.

13

14 **CLERK, MARTHA SILVER:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS  
15 PRESENT.

16

17 **JAMES P. SPERING, MTC CHAIR:** OKAY THANK YOU. I'LL TURN IT OVER  
18 TO MAYOR ARREGUIN FOR THE ABAG PORTION OF THE AGENDA.

19

20 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU CHAIR SPERING. I WOULD  
21 LIKE TO CALL TO ORDER THE REGULAR MEETING OF THE ABAG  
22 ADMINISTRATIVE COMMITTEE AND ASK THE CLERK TO CALL THE ROLL  
23 FOR THE ABAG ADMINISTRATIVE COMMITTEE.

24

25 **CLERK OF THE BOARD:** BAG COMMITTEE MEET. EKLUND?



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1

2 **PAT ECKLUND:** PRESENT.

3

4 **CLERK, MARTHA SILVER:** FLIGOR?

5

6 **NEYSA FLIGOR:** HERE.

7

8 **CLERK, MARTHA SILVER:** MAYOR HUDSON? IS ABSENT. SUPERVISOR LEE?

9

10 **OTTO LEE:** PRESENT.

11

12 **CLERK, MARTHA SILVER:** THANK YOU. SUPERVISOR MITCHOFF? IS

13 ABSENT. COUNCILMEMBER PERALEZ?

14

15 **RAUL PERALEZ:** PRESENT.

16

17 **CLERK, MARTHA SILVER:** SUPERVISOR RABBIT IS ABSENT. SUPERVISOR

18 RAMOS?

19

20 **BELIA RAMOS:** HERE.

21

22 **CLERK, MARTHA SILVER:** THANK YOU. COUNCILMEMBER ROMERO?

23

24 **CARLOS ROMERO:** PRESENT.

25



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1 **CLERK, MARTHA SILVER:** THANK YOU. YOUR UM IS PRESENT.

2

3 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU. ITEM FIVE, COMPENSATION  
4 ANNOUNCEMENT. WILL THE CLERK PLEASE MAKE THE ABAG COMPENSATION  
5 ANNOUNCEMENT?

6

7 **CLERK, MARTHA SILVER:** YES. ACCORDING TO STATE LAW I AM MAKING  
8 THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN  
9 ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN  
10 AMOUNT OF \$100 AS A RESULT OF CONVENING A MEETING FOR WHICH  
11 EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU. \$150.

12

13 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH THAT. BRINGS  
14 US TO ITEM SIX THE ABAG ADMINISTRATIVE COMMITTEE CONSENT  
15 CALENDAR APPROVAL OF THE MINUTES OF JULY 8TH, 2022 MEETING.  
16 ANY CORRECTIONS OR EMOTIONS FOR THE CONSENT CALENDAR?

17

18 **CARLOS ROMERO:** MOTION.

19

20 **JESSE ARREGUIN, ABAG CHAIR:** IS THERE A SECOND?

21

22 **BELIA RAMOS:** SECOND.

23

24 **JESSE ARREGUIN, ABAG CHAIR:** MOTION AND SECOND. ANY DISCUSSION?  
25 SEEING NONE. ANY PUBLIC COMMENT RECEIVED ON THIS ITEM?





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1

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

5

6 **JESSE ARREGUIN, ABAG CHAIR:** OKAY. THANK YOU. IF THE CLERK CAN  
7 PLEASE CALL THE ROLL ON THE MOTION.

8

9 **CLERK, MARTHA SILVER:** MOTION BY ROMERO SECOND BY RAMOS. MAYOR  
10 ARREGUIN?

11

12 **JESSE ARREGUIN, ABAG CHAIR:** YES.

13

14 **CLERK, MARTHA SILVER:** COUNCILMEMBER EKLUND?

15

16 **PAT ECKLUND:** AYE.

17

18 **CLERK, MARTHA SILVER:** FLIGOR?

19

20 **NEYSA FLIGOR:** YES.

21

22 **CLERK, MARTHA SILVER:** MAYOR HUDSON IS ABSENT. SUPERVISOR LEE?

23

24 **OTTO LEE:** AYE.

25



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1 **CLERK, MARTHA SILVER:** THANK YOU. SUPERVISOR MITCHOFF? IS  
2 ABSENT. COUNCILMEMBER PERALEZ?

3

4 **RAUL PERALEZ:** YES.

5

6 **CLERK, MARTHA SILVER:** THANK YOU. SUPERVISOR RABBIT? IS ABSENT.

7

8 **CLERK OF THE BOARD:** RAMOS?

9

10 **BELIA RAMOS:** YES.

11

12 **CLERK, MARTHA SILVER:** ROMERO?

13

14 **CARLOS ROMERO:** YES.

15

16 **CLERK OF THE BOARD:** MOTION PASSES UNANIMOUSLY BY ALL MEMBERS  
17 PRESENT.

18

19 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH. I'LL TURN IT  
20 BACK OVER TO CHAIR SPERING.

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. THIS ITEM IS FOR  
23 INFORMATION. THERESE TRIVEDI HAS THE CLIMATE INITIATIVE  
24 PROGRAM INVESTMENT OPTIONS PRESENTATION. ARE YOU READY?

25



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1 **THERESE TRIVEDI:** I AM. THERESE ASSISTANT PLANNING DIRECTOR IN  
2 THE REGIONAL PLANNING PROGRAM THIS IS AN INFORMATIONAL ITEM  
3 THAT IS GOING TO PRESENT INVESTMENT OPTIONS FOR THE CLIMATE  
4 INITIATIVE PROGRAM. I HAVE A SLIDE DECK TO BE PULLED UP IF YOU  
5 CAN DO THAT. THANK YOU. NEXT SLIDE PLEASE. SO, TO SET THE  
6 CONTEXT FOR THE CLIMATE PROGRAM AND HOW IT FITS INTO THE  
7 PICTURE, I'M GOING TO TAKE US TO OUR GUIDING DOCUMENT OF  
8 PLANNED BAY AREA 2050 AND 1 OF THE STATUTORY REQUIREMENTS  
9 ASSOCIATED WITH THE PLAN. AND THAT IS THE ACHIEVING FOR THE  
10 REGION TO CHIEF THE PER CAPITA GREENHOUSE GAS EMISSIONS  
11 REDUCTION TARGET THAT IS ESTABLISHED BY THE CALIFORNIA AIR  
12 RESOURCES BOARD FOR CARS AND LIGHT TRUCKS. AND AS YOU MAY  
13 REMEMBER, THIS TARGET WAS 19% FOR PLANNED BAY AREA 2050. AND  
14 WITH THE PLAN'S 35 STRATEGIES RELATED TO TRANSPORTATION,  
15 HOUSING, THE ECONOMY, AND THE ENVIRONMENT, WE ACTUALLY EXCEED  
16 THAT TARGET. BUT TODAY MY -- THE FOCUS OF MY PRESENTATION IS  
17 ON TWO OF THE ENVIRONMENTAL STRATEGIES THAT REALLY PLAY A BIG  
18 ROLE IN GETTING US TO THAT TARGET. NEXT SLIDE PLEASE. AND  
19 THOSE TWO STRATEGIES ARE ENVIRONMENTAL STRATEGY OR EN EIGHT  
20 WHICH IS TO EXPAND THE CLEAN VEHICLE INITIATIVES. AND EN9 TO  
21 EXPAND OUR TRANSPORTATION DEMAND MANAGEMENT INITIATIVES AND  
22 THERE ARE SEVERAL CLIMATE INITIATIVES PROGRAMS THAT I'M GOING  
23 TO GO INTO DETAIL THAT ARE PART OF THESE STRATEGIES THAT WE  
24 ARE PROPOSING. NEXT SLIDE PLEASE. SO PART OF THE REASON FOR  
25 THE DISCUSSION AT THIS TIME IS THAT THERE ARE TWO FUNDING



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1 SOURCES THAT ARE VERY WELL SUITED TO ADVANCE THESE STRATEGIES.  
2 50 ARE THERE IS THE ONE BAY AREA GRANT PROGRAM, OR OBAG WHICH  
3 I KNOW YOU'RE ALL FAMILIAR WITH. BUT ONE OF THE -- ON THE  
4 REGIONAL PROGRAMS COMPONENT OF OBAG, THERE IS A LINE ITEM FOR  
5 CLIMATE CONSERVATION AND RESILIENCE, AND WE ANTICIPATE ABOUT  
6 44 MILLION FROM THAT LINE ITEM TO BE DIRECTED TO THE CLIMATE  
7 INITIATIVES PROGRAM. AND THAT, TOGETHER WITH A \$9 MILLION OBAG  
8 TWO CARRYOVER BALANCE GIVES US ABOUT 53 MILLION IN THE OBAG  
9 CATEGORY OR PROGRAM. AND THEN THERE'S A NEW PROGRAM THAT WAS  
10 ESTABLISHED BY THE BIPARTISAN INFRASTRUCTURE LAW, THE CARBON  
11 REDUCTION PROGRAM. IT'S FORMULA BASED AND MTC ANTICIPATES  
12 ABOUT 60 MILLION COMING TO THE REGION, THROUGH THE STATE,  
13 THROUGH THIS PROGRAM, WHICH IS FOCUSED ON REDUCING  
14 TRANSPORTATION EMISSIONS. SO, TOGETHER BETWEEN THESE TWO  
15 PROGRAMS, WE ANTICIPATE ABOUT \$113 MILLION OVER THE NEXT FOUR  
16 YEAR FOR FISCAL YEAR FY -- FISCAL YEAR 2026. NEXT SLIDE  
17 PLEASE. SO, THIS SLIDE ILLUSTRATES A TABLE THAT SHOWS THE  
18 THREE PROGRAMS THAT WE ARE PROPOSING TO DIRECT INVESTMENTS TO.  
19 MOBILITY HUBS, ELECTRIC VEHICLES, AND CHARGING INFRASTRUCTURE,  
20 AS WELL AS PARKING. AND, OF COURSE, I HAVE ALREADY MENTIONED  
21 SOME OF THE STRATEGIES THAT THERE IS A DIRECT RELATIONSHIP  
22 WITH, BUT THE SLIDE ALSO ILLUSTRATES SEVERAL SPECIFIC  
23 IMPLEMENTATION ACTION THAT IS INCLUDED IN PLANNED BAY AREA'S  
24 IMPLEMENTATION PLAN. AND WE ALSO NOTE A FEW COBENEFITS THAT WE  
25 WOULD -- WE WOULD HAVE IF WE WERE TO IMPLEMENT THESE PROGRAMS



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1 WITH VERY IMPORTANT MTC POLICIES AND PROGRAMS, AS WELL AS SOME  
2 OF OUR PARTNER AGENCIES. AND THE INVESTMENT RECOMMENDATIONS  
3 ARE ALSO INCLUDED HERE, WHICH ACTUALLY DO TOTAL TO 113 MILLION  
4 THAT YOU JUST SAW IN THE PREVIOUS SLIDE. SO PLEASE EXCUSE THAT  
5 TYPO IN THE TOTAL. NEXT SLIDE PLEASE. SO, MY NEXT FEW SLIDES  
6 ARE GOING TO BE GIVING A LITTLE BIT MORE DETAIL ABOUT EACH OF  
7 THESE PROGRAMS, AS WELL AS THE INVESTMENT DIRECTION THAT WE'RE  
8 PROPOSING. SO MOBILITY HUBS, I THINK YOU ALL ARE FAMILIAR WITH  
9 THIS CONCEPT BUT THEY ARE COMMUNITY ANCHORS THAT ENABLE  
10 TRAVELERS TO ACCESS MULTIPLE FORMS OF TRANSPORTATION PRIMARILY  
11 TRANSIT BUT ALSO BIKING AND WALKING. OTHER SHARED MOBILITY  
12 OPTIONS, ALL IN A COHESIVE SPACE THAT CONNECTS TO THE  
13 SURROUNDING COMMUNITY. STAFF SPENT QUITE A BIT OF TIME  
14 DEVELOPING A MOBILITY HUB'S IMPLEMENTATION PLAYBOOK, WHICH  
15 DOES OFFER A MENU OF OPTIONS AND TOOLS FOR JURISDICTIONS TO  
16 TAKE EVEN FROM A CONCEPT FOR A MOBILITY HUB ALL THE WAY  
17 THROUGH THE PLANNING STAGES TO IMPLEMENTATION TO EVEN  
18 OPERATING AND MAINTAINING THE SPACE. NEXT SLIDE PLEASE. SO,  
19 WITH ALL THAT WORK, WE DID LAUNCH, MTC STAFF LAUNCHED A PILOT  
20 PROGRAM LAST YEAR, AND THERE WERE SEVEN PROJECTS FUNDED JUST  
21 UNDER \$3 MILLION. AND THE PROJECTS REPRESENTED A VARIETY OF  
22 PLACE TYPES, OR MOBILITY HUB TYPES THROUGHOUT THE REGION WITH  
23 A VARIETY OF DIFFERENT TRANSIT OPTIONS AND QUICK BUILD AND  
24 PERMANENT CONSTRUCTION FEATURES, AND THEY WERE LOCATED OR  
25 DIRECTLY ADJACENT TO SEVERAL OF THE GEOGRAPHIES INCLUDED IN



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1 PLANNED BAY AREA 2050. SO OUR INVESTMENT DIRECTION HERE IS TO  
2 EXPAND THE PROGRAM BOTH BY INCREASING THE GRANT SIZE, AS WELL  
3 AS INCREASING THE NUMBER OF PROJECTS THAT ARE FUNDED. NEXT  
4 SLIDE PLEASE. MOVING NOW TO PARKING. THE PURPOSE OF THIS  
5 STRATEGY IS TO REALLY ADVANCE IMPLEMENTATION OF LOCAL PARKING  
6 MANAGEMENT STRATEGIES. AND MTC HAS BEEN IN THIS SPACE FOR  
7 QUITE A WHILE PARTICULARLY ON THE PLANNING FRONT BY HELPING  
8 JURISDICTIONS DEVELOP PARKING MANAGEMENT POLICIES THROUGH OUR  
9 PDA PLANNING PROGRAM, AS WELL AS TECHNICAL ASSISTANCE, BUT WE  
10 HAVE ALSO OFFERED CAPITAL SUPPORT IN THE PAST BEFORE, AS WELL,  
11 WHICH OFTEN DOES ENTAIL ADVANCING PRICING POLICIES, PARK  
12 PRICING POLICIES WITH THE PURCHASE OF EQUIPMENT OR SOFTWARE OR  
13 OTHER ENFORCEMENT TOOLS. MOST RECENTLY MTC STAFF COMPLETED A  
14 PARKING POLICY PLAYBOOK WHICH FEATURES 12 DIFFERENT PARKING  
15 MANAGEMENT POLICIES, OR STRATEGIES THAT JURISDICTIONS, AGAIN,  
16 IT'S KIND OF LIKE THE MOBILITY HUB'S PLAYBOOK IN THAT IT  
17 OFFERS JURISDICTIONS A WAY FORWARD BY JUST COMING UP WITH THE  
18 POLICIES THAT ARE BEST SUITED FOR THEIR COMMUNITY AND TAKING  
19 THEM ALL THE WAY THROUGH IMPLEMENTATION. SO, THAT -- AND,  
20 ALSO, ILLUSTRATING WHERE SOME OF THE POLICIES ARE ALREADY IN  
21 PRACTICE. NEXT SLIDE PLEASE. SO OUR INVESTMENT DIRECTION HERE  
22 IS TO REALLY CONTINUE ON THE SAME PATH THAT WE HAVE BEEN BY  
23 BOTH OFFERING PLANNING SUPPORT AS WELL AS CAPITAL SUPPORT TO  
24 JURISDICTIONS. WE HAVE NOT OFFERED A CAPITAL FUNDING PROGRAM  
25 FOR PARKING IN SOMETIME. SO, IN ORDER TO BETTER UNDERSTAND



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1 WHAT THE CURRENT EXISTING LOCAL NEEDS ARE IN TERMS OF PARKING  
2 CAPITAL, FOR NEEDS FOR ADVANCING OF PARKING MANAGEMENT  
3 POLICIES WITH CAPITAL FUNDS, WE ISSUED A LETTER OF INTEREST  
4 EARLIER IN THE SUMMER, AND THAT IS -- THAT IS -- WHAT WE'RE  
5 HOPING TO GET FROM THE RESPONSES IS MORE INFORMATION ABOUT HOW  
6 WE MIGHT CRAFT THAT PROGRAM, AND FOCUS THAT ATTENTION ON HOW  
7 WE CAN BEST SERVE THOSE NEEDS. AND THOSE LETTERS OF INTEREST  
8 ARE DUE NEXT WEEK. SO, WE WILL BE LEARNING MORE VERY SOON.  
9 AND, I THINK WITH BOTH THE PLANNING AND THE CAPITAL, WE DO  
10 INTEND TO FOCUS ON THOSE STRATEGIES THAT ARE INCLUDED IN THE  
11 PARKING POLICY PLAYBOOK THAT I JUST MENTIONED ON THE PREVIOUS  
12 SLIDE. NEXT SLIDE PLEASE. MOVING NOW TO ELECTRIC VEHICLES AND  
13 CHARGING INFRASTRUCTURE. THE PURPOSE OF THIS PROGRAM REALLY  
14 WOULD BE TO ACCELERATE INVESTMENT AND CLEAN VEHICLES AND  
15 CHARGING INFRASTRUCTURE. ROLES IN THE SUPPORT ARE EXISTING  
16 PROGRAMS THROUGH AIR DISTRICT, CURRENTLY UNDERWAY IS THE GRANT  
17 FROM THE CALIFORNIA AIR RESOURCES BOARD TO OFFER CLEAN  
18 MOBILITY OPTIONS AT THREE DIFFERENCE AFFORDABLE HOUSING  
19 DEVELOPMENTS IN THE REGION. WHICH DOES INCLUDE OFFERING  
20 ELECTRIC VEHICLE CARD CHARGING AND INSTALLING CHARGING  
21 INFRASTRUCTURE THIS PROJECT IS UNDERWAY AND HAVE LEARNED  
22 SEVERAL LESSONS LEARNED AND ARE DEFINITELY MONITORING,  
23 LEARNING HOW THE INS AND OUTS OF OFFERING ELECTRIFICATION AT  
24 MULTI-UNIT DWELLINGS. THAT IS ONGOING. BUT OUR INVESTMENT  
25 DIRECTION HERE IS REALLY TO EXPAND MTC' R'S ROLE TO OFFERING



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1 GRANT PROGRAM SUPPORT TO LOCALS ADDRESSING ELECTRIFICATION  
2 NEEDS. PLANNED BAY AREA STRATEGY EN EIGHT DOES ANTICIPATE A \$5  
3 BILLION INVESTMENT OVER THE COURSE OF THE PLAN TO ACHIEVE OUR  
4 GOALS. SO WE REALLY DO THINK THAT NOW IS THE TIME TO INCREASE  
5 OUR ROLE IN THIS SPACE. NEXT SLIDE PLEASE. BUT BECAUSE THIS IS  
6 AN AREA THAT WE ARE WANTING TO GET MORE ENGAGED IN, AND REALLY  
7 WITH THE GOAL OF HELPING LOCAL JURISDICTIONS ACHIEVE  
8 ELECTRIFICATION, WE WANTED TO BETTER UNDERSTAND WHAT THOSE  
9 NEEDS ARE. AGAIN WE ISSUED A LETTER OF INTEREST EARLIER IN THE  
10 SUMMER, AND THIS WAS DISTRIBUTED TO PUBLIC AGENCIES INCLUDING  
11 CITIES, AS WELL AS COUNTY TRANSPORTATION AGENCIES, AND TRANSIT  
12 AGENCIES. AND, AGAIN, NOT ONLY ARE WE LOOKING TO UNDERSTAND  
13 THE NEEDS, BUT WE ALSO WANT TO UNDERSTAND WHAT SOME OF THE  
14 BARRIERS ARE TO IMPLEMENTATION AS WELL. NOW AS WE ISSUED THIS,  
15 WE DID RECOGNIZE THAT WHAT WE WOULD LEARN FROM THE LOI COULD  
16 ALSO APPLY TO OTHER POLICIES AND PROGRAMS, FOR EXAMPLE,  
17 MOBILITY HUBS WHERE WE ALREADY UNDER THAT THERE ARE SOME  
18 ELECTRIFICATION NEEDS. NEXT SLIDE PLEASE. SO, WHAT DID WE  
19 LEARN? WELL, THE LOIS WERE -- THE SUBMITTALS WERE DUE IN  
20 AUGUST, AND WE RECEIVED OVER 80, AND AT LEAST ONE FROM EVERY  
21 COUNTY. AND THE IMAGE ON THE SLIDE HERE DOES SHOW THE  
22 DISTRIBUTION OF THE TYPES OF NEEDS THAT WERE IDENTIFIED. THE  
23 TOP ONES BEING HELP WITH CHARGING INFRASTRUCTURE, FLEET  
24 CONVERSION, LOCAL FLEET CONVERSION, ELECTRIC MOBILITY, SO NOT  
25 ONLY VEHICLES, BUT ALSO E-BIKES, OTHER MICROMOBILITY AND OTHER





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1 ELECTRIC VEHICLE CAR SHARING. WE ALSO LEARNED THERE'S A NEED  
2 FOR MORE POLICY AND PLANNING SUPPORT. AND LOOKING TOWARDS THE  
3 BARRIERS, WE DID HEAR THAT THERE ARE SOME STAFF CAPACITY  
4 ISSUES, JUST BOTH IN TERMS OF HAVING AVAILABLE STAFF TO BE  
5 ABLE TO FOCUS ATTENTION ON ELECTRIFICATION, BUT, ALSO, HAVING  
6 THE SKILL SET AND THE TECHNICAL ABILITIES TO DO SO. THERE IS  
7 ALSO UNCERTAINTY AROUND ELECTRICAL UPGRADES BOTH AT THE  
8 PROJECT LEVEL, AS WELL AS THE GRID WRIT LARGE, AND ALSO  
9 RELATED TO NEW TECHNOLOGIES AND KIND OF CONFUSION ABOUT WHICH  
10 ONES TO PURSUE. AND THEN, YOU KNOW, AS I KIND OF MENTIONED,  
11 MTC HAS SOME EXPERIENCE HERE BUT THERE ARE SOME DIFFICULTIES  
12 WHEN TRYING TO PROVIDE ELECTRIFICATION AT MULTI-FAMILY  
13 DEVELOPMENTS. SO THAT IT WAS ALSO CITED AS SOME OF THE  
14 BARRIERS. AS THE NEXT STEPS ARE REALLY TO TAKE WHAT WE HAVE  
15 LEARNED HERE, AND CONTINUE TO DO A LITTLE MORE RESEARCH, SINCE  
16 WE'RE AT THE VERY EARLY STAGES, BUT WE DO HOPE TO DEVELOP A  
17 CALL FOR PROJECTS FOR RELEASE NEXT YEAR. I WILL SAY THAT SINCE  
18 WE DID RECEIVE THE LOI RESULTS, AND YOU KNOW, SEEING THE NEED  
19 FOR CHARGING INFRASTRUCTURE, STAFF DID RECENTLY MEET WITH A  
20 COUPLE OF DIFFERENT PRIVATE CHARGING INFRASTRUCTURE COMPANIES  
21 TO GET THEIR SENSE OF WHAT THEIR EXPERIENCES WERE WORKING WITH  
22 LOCAL JURISDICTIONS IN INSTALLING CHARGING INFRASTRUCTURE. AND  
23 WE'RE NOT SURPRISED AT WHAT WE LEARNED, AND ALSO CITED, THE  
24 CONTRACTING, AND, SORT OF, THE -- IF THERE IS WAY FOR US TO  
25 MAKE IT EASIER FOR US TO SIMPLIFY CONTRACTING AND CUT DOWN ON



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1 SOME OF THE RED TAPE, THAT WOULD KNOW APPRECIATED. OKAY. NEXT  
2 SLIDE PLEASE. SORRY. I DID WANT TO GO BACK TO THE PREVIOUS  
3 SLIDE. ONE TALKING POINT I WANTED TO MENTION, MTC ISN'T  
4 SPEAKING KIND OF THE CONTRACTING AND ACKNOWLEDGING THAT MTC  
5 MIGHT BE IN A UNIQUE POSITION, BECAUSE WE DO HAVE A  
6 RELATIONSHIP WITH ALL OF THE CITIES AND AGENCIES AND COUNTY  
7 TRANSPORTATION AGENCIES IN THE REGION. WE REALLY DO SEE THAT  
8 AS AN ADVANTAGE, AND, YOU KNOW, A WAY FORWARD TO HOPEFULLY  
9 HELP WITH ELECTRIFICATION. OKAY. NOW NEXT SLIDE PLEASE. SO I'M  
10 GOING TO TAKE A MOMENT HERE AND VEER AWAY FROM THE CLIMATE  
11 INITIATIVES PROGRAM. BECAUSE I THINK I WANTED TO HIGHLIGHT  
12 SOME OTHER WORK THAT'S BEING DONE RELATED TO ELECTRIFICATION  
13 AT MTC. I STARTED OUT BY SAYING ONE OF THE STATUTORY  
14 REQUIREMENTS OF PLANNED BAY AREA RELATED TO SB 375 IS  
15 ACHIEVING THAT TARGET, BUT IT IS FOCUSED ON LIGHT CARS AND  
16 TRUCKS, THAT'S WHY THE CLIMATE PROGRAM IS SPECIFICALLY LOOKING  
17 AT REDUCING EMISSIONS FROM LIGHT CARS AND TRUCKS. BUT ALSO MTC  
18 IS ALSO WORKING ON BECOME ELECTRIFICATION WITH THE REGION'S  
19 TRANSIT AGENCIES AND TRYING TO BETTER UNDERSTAND THE FULL COST  
20 OF TRANSIT ELECTRIFICATION WHICH IS ALSO BEING DRIVEN BY  
21 CARB'S COMPLIANCE WITH INNOVATIVE CLEAN TRANSIT RULE. PLANNING  
22 TO KICKOFF WORK THIS FALL WITH FOCUS ON COORDINATION  
23 OPPORTUNITIES AND SCHEDULING FUNDING PLANS GOING FORWARD. WHAT  
24 EMERGES FROM THAT WORK, WE'LL LIKELY BE PURSUING OTHER FUNDING  
25 SOURCES OUTSIDE OF THE CLIMATE INITIATIVE PROGRAM THAT ARE



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1 OFFERED THROUGH THE FEDERAL TRANSIT ADMINISTRATION AS WELL AS  
2 THE STATE AND TRANSIT INTERCITY RAIL AND CAPITAL PROGRAM. NEXT  
3 SLIDE PLEASE. SO OUR NEXT STEPS, SO AS I HAVE BEEN MENTIONING  
4 ALL ALONG WITH THE THREE PROGRAMS I HIGHLIGHTED TODAY, WE ARE  
5 REFINING AND PREPARING GUIDELINES FOR DEVELOPING GRANT  
6 PROGRAMS. THERE WILL ALSO BE A FUNDING PROGRAMMING ACTION WITH  
7 MTC'S PROGRAMMING AND ALLOCATIONS COMMITTEE LATER THIS FALL  
8 WITH THE FUNDING AMOUNTS THAT WERE ILLUSTRATED EARLIER. WE  
9 WILL ALSO BE MONITORING THE RELEASE OF THE CARBON PRODUCTION  
10 PROGRAM GUIDELINES THAT WILL BE ISSUED THROUGHOUT STATE TO  
11 ENSURE CONSISTENCY WITH THE PROGRAM THAT WE UNDERSTAND BUT  
12 SPECIFICS ABOUT HOW THE FUNDS WILL BE SPENT. AND ONE THING I  
13 DIDN'T MENTION IN MY TALKING POINTS HERE BUT THAT IS INCLUDED  
14 IN THE LETTER IS LAST MONTH THE INFLATION REDUCTION ACT THAT  
15 WAS SIGNED INTO LAW WHICH IS THE LARGEST PIECE OF LEGISLATION  
16 TO DATE ADDRESSING CLIMATE CHANGE. SO WE'RE DEFINITELY KEEPING  
17 OUR EYES ON THAT FOR ALIGNMENT AND DIRECTION WITH ALIGNMENT  
18 WITH THE CLIENT PROGRAM. WE DO HOPE TO RETURN TO THE COMMITTEE  
19 EARLY NEXT YEAR WITH GUIDELINES FOR EACH OF THE PROGRAMS WITH  
20 MORE INFORMATION BEFORE WE ISSUE THOSE FUNDING OPPORTUNITIES.  
21 NEXT SLIDE PLEASE. I WANTED TO END MY PRESENTATION WITH A FEW  
22 QUESTIONS FOR YOU. FIRST WE WANTED TO GET SOME DIRECTION AS WE  
23 ARE DEVELOPING THESE PROGRAMS. ARE WE FEATURING THE RIGHT  
24 PRIORITIES? AND SPECIFICALLY WITH EVS, AS WE ARE ENTERING,  
25 LOOKING TO GO A LITTLE DEEPER IN THIS SPACE WANTING TO GET



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1 YOUR REACTION TO THE LOIS AND BARRIERS TO RESONATE, DO THEY  
2 RESONATE WITH YOU, NUMBER ONE, BUT DO THEY ALIGN WITH WHAT YOU  
3 ARE FAMILIAR WITH IN YOUR COMMUNITIES AND UNDERSTANDING AND  
4 LOOKING AT BARRIERS GENERALLY AND SPEAKING TO THE COMMISSION  
5 ON COORDINATION AND REGIONAL APPROACH TO ELECTRIFICATION.  
6 WE'RE LOOKING FORWARD TO YOUR FEEDBACK. THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. DOES STAFF HAVE A  
9 CONVERSATION ABOUT HOW MIDDLE CLASS LOW-INCOME CAN PARTICIPATE  
10 IN THIS PROGRAM? IT SEEMS LIKE THAT GROUP IS LAGGING BEHIND  
11 WHEN IT COMES TO EV TECHNOLOGY, OR, YOU KNOW, THE CARS AND SO  
12 FORTH? SO, IS THERE ANY DISCUSSION BY STAFF ON HOW WE  
13 INTEGRATE THAT GROUP INTO WHAT WE THINK WE'RE TRYING TO DO?

14

15 **THERESE TRIVEDI:** WHERE IS THAT CAME UP IN A LETTER OF  
16 INTEREST. THERE ARE SEVERAL OTHERS IN THIS SPACE ALREADY WITH  
17 PROGRAMS THAT PROVIDE REBATES AND THINGS LIKE THAT. BUT WHAT  
18 WE ARE SEEING POTENTIAL OPPORTUNITY IS WITH THE MULTI-FAMILY  
19 DWELLING UNITS. SO I THINK THAT IS GETTING THAT ON TRACK BUT  
20 ALSO WITH THE MOBILITY HUBS AND THE SHARED MOBILITY POSITIONS  
21 THAT OFFERS OPPORTUNITY TO PURSUE.

22

23 **JAMES P. SPERING, MTC CHAIR:** WITH THE CHARGING STATIONS, IT  
24 SEEMS NOBODY CAN AFFORD AN ELECTRIC CAR AND I THINK WE NEED TO



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1 TRY TO FIND THAT BALANCE. JESS I'LL START WITH YOU THEN GO TO  
2 NICK AND DAVID.

3

4 **JESSE ARREGUIN, ABAG CHAIR:** THIS IS EXCITING. I IMAGINE HOW WE  
5 GET FUNDING THROUGHOUT INFLATION REDUCTION ACT ALLOCATION  
6 WE'RE GOING TO BE ABLE TO DO A LOT MORE INVESTING IN THESE  
7 PROGRAMS. QUESTIONS AROUND THE CHANGING INFRASTRUCTURE WAS  
8 THAT INTEND FOR, SORT OF, PUBLIC AGENCIES, MUNICIPAL FLEETS?  
9 OR WERE YOU ENVISIONING PUBLIC AGENCY CHARGING, AS WELL AS  
10 CHARGING IN THE PUBLIC RIGHT OF WAY, OR IN MULTI-FAMILY  
11 HOUSING?

12

13 **THERESE TRIVEDI:** I THINK IT'S ALL OF THE ABOVE. I MEAN, WE  
14 DEFINITELY HAD A VARIETY OF RESPONSES COMING IN, BUT  
15 DEFINITELY PUBLIC FLEETS, PUBLIC CHARGING. YES.

16

17 **JESSE ARREGUIN, ABAG CHAIR:** YEAH. I THINK THAT MONEY IS NOT  
18 GOING TO GO THAT FAR IF IT'S USED SO BROADLY. AND SO MY HOPE  
19 IS THAT IF MORE MONEY IS AVAILABLE THROUGH THE INFLATION  
20 REDUCTION ACT, MAYBE WE CAN HAVE SUBCATEGORIES OF MONEY FOR  
21 DIFFERENT TYPES OF INFRASTRUCTURE. I'LL JUST SAY WE HAVE A  
22 VERY AMBITIOUS PROGRAM IN BERKELEY TO CONVERT ALL OF OUR  
23 LIGHT-DUTY AND CARS TO ELECTRIC. AND THE BIGGEST CHALLENGE IS  
24 INFRASTRUCTURE. WE'RE ACTUALLY PURCHASING HYBRID VEHICLES AND  
25 PURCHASING ELECTRIC VEHICLES, BUT IT IS EXPENSIVE TO CREATE



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1 THAT CHARGING INFRASTRUCTURE AT CORPORATE FACILITIES, AT  
2 PUBLIC BUILDINGS. SO I THINK THAT'S GOING TO BE REALLY  
3 CRITICAL FOR TRANSIT AGENCIES, PUBLIC AGENCIES. AND I THINK  
4 THAT'S ACTUALLY WHERE MTC CAN ADD SOME VALUE. THANK YOU.

5

6 **THERESE TRIVEDI:** THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** NICK?

9

10 **NICK JOSEFOWITZ:** THANK YOU. REALLY GREAT PRESENTATION. DID  
11 YOU, IN THE SUBMISSIONS THAT YOU GOT BACK ON NEED FOR SOME  
12 PUBLIC AGENCIES, DID YOU TOTAL UP WHAT THE NEEDS WERE? OR IS  
13 THAT NOT HOW PEOPLE KIND OF SUBMITTED THEIR REQUEST FOR  
14 INVESTMENT?

15

16 **THERESE TRIVEDI:** WELL THE -- YES, WE HAVE TOTALS. ANYONE WHO  
17 DID SUBMIT WERE ABLE TO SUBMIT MULTIPLE IDEAS OR MULTIPLE  
18 NEEDS, IF YOU WILL. SO, WE DO HAVE THE TOTALS ON, AND WE CAN  
19 CERTAINLY PROVIDE A BREAK DOWN. THE RESPONSES CAME IN LAST  
20 MONTH, SO WE ARE STILL POURING THROUGH AND KIND OF, YOU KNOW,  
21 TRYING TO DISCERN THE VARIOUS DETAILS THAT ARE ASSOCIATED WITH  
22 EACH SUBMITTAL.

23

24 **NICK JOSEFOWITZ:** I THINK I PROBABLY KNOW THE ANSWER, BUT ARE  
25 WE GOING TO GET ANYMORE CLOSE TO MEETING THE NEEDS?



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1

2 **THERESE TRIVEDI:** WELL, WE DID -- ONE OF THE QUESTIONS WE DID  
3 ASK WAS, SORT OF, AN ESTIMATE OF, YOU KNOW, HOW MUCH DO YOU  
4 THINK THIS WILL COST. AND THESE ARE FEDERAL FUNDS, SO GIVEN  
5 THE, YOU KNOW, THE ADMINISTRATION THAT GOES ALONG WITH FEDERAL  
6 FUNDS, WE DO WANT TO, YOU KNOW, MAKE SURE THAT WE ARE  
7 INVESTING A HIGH ENOUGH THERE AMOUNT IN EACH PROJECT. BUT I  
8 MIGHT GUESS, ESPECIALLY WITH WHAT MAYOR ARREGUIN JUST SAID,  
9 THAT THERE ARE GOING TO BE A LOT OF COSTS ASSOCIATED WITH, BUT  
10 THERE ARE FUNDING SOURCES BOTH THROUGHOUT CARBON REDUCTION  
11 PROGRAM AND HOPEFULLY THROUGH THE INFLATION REDUCTION ACT.

12

13 **NICK JOSEFOWITZ:** WELL, I THINK THIS IS A GREAT START. YOU  
14 KNOW, I THINK THE MORE WE TALK ABOUT ZERO-EMISSIONS VEHICLES,  
15 THE MORE I'M CONSTANTLY REMINDED ABOUT HOW MUCH MORE MONEY  
16 WE'RE GOING TO NEED TO TRULY LAND THIS TRANSITION. BECAUSE  
17 THERE ARE, A, SO MANY MORE VEHICLES THAN ANYONE COULD EVER  
18 IMAGINE, AND, B, ASSOCIATED CHARGING IS FUELING INFRASTRUCTURE  
19 IS JUST EXPENSIVE, WHETHER IT'S TRANSIT BUSES OR SCHOOL BUSES  
20 OR OFF-ROAD CONSTRUCTION EQUIPMENT, OR EVEN JUST PERSONAL CARS  
21 IN MULTI-FAMILY BUILDINGS. SO, I THINK THIS IS A GREAT START.  
22 I WOULD URGE US TO KIND OF TRY AND NOT -- THERE IS A LOT OF  
23 PROGRAMS OUT THERE THAT KIND OF INCENTIVIZE ELECTRIC MOBILITY  
24 -- SORT OF, ZERO-EMISSIONS MOBILITY, AND I THINK ADDING ON  
25 ANOTHER PROGRAM, UNLESS THERE IS A REALLY, SORT OF, SPECIFIC



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1 NEED FOR IT, AS OPPOSED TO FUNDING THE EXISTING PROGRAMS,  
2 MIGHT KIND OF CREATE MORE, SORT OF -- MIGHT NOT, SORT OF, BE  
3 THE OPTIMAL WAY FORWARD. I ALSO KNOW THAT THERE IS A LOT OF  
4 CCAS THAT ARE REALLY ENGAGING IN INCENTIVIZING ELECTRIC  
5 MOBILITY. SO I THINK IT WOULD MAKE SENSE TO BE IN DISCUSSIONS  
6 WITH THEM. I JUST GOT A CALL FROM A FRIEND OF MINE WHO WORKS  
7 AT EAST BAY CLEAN ENERGY, WHO ARE LOOKING TO -- WHO ARE REALLY  
8 INTERESTED IN KIND OF SEEING IF THEY COULD DEPLOY AN E-BIKE  
9 INCENTIVE PROGRAM FOR THEIR CUSTOMERS. AND SO I THINK, SORT  
10 OF, FINDING THOSE KIND OF PARTNERSHIPS ESPECIALLY WITH CCAS  
11 WOULD BE REALLY VALUABLE. AND, YOU KNOW, I THINK WE -- I AGREE  
12 WITH MAYOR ARREGUIN THAT SPREADING THIS TOO THINLY WILL KIND  
13 OF CREATE A BUNCH OF DEMONSTRATION PROJECTS AND NOT MUCH ELSE.  
14 AND THINKING KIND OF CREATIVELY ABOUT HOW WE CAN -- WHAT ARE  
15 THE AREAS WITH WHICH WOULD DELIVER THE GREATEST IMPACT, WHERE  
16 WE CAN KIND OF HAVE THE DEEPEST PARTNERSHIP WITH OTHER KIND OF  
17 ALIGNED ORGANIZATIONS. FROM A CLIMATE PERSPECTIVE, AS WELL AS  
18 WHAT COMMISSIONER SPERING WAS SAYING TO KIND OF HO DO REGULAR  
19 FOLKS AFFORD THIS STUFF PURPOSE, I THINK WOULD BE INCREDIBLY  
20 VALUABLE, WEIGHING THAT UP AS WELL AS WITH THE PUBLIC SECTOR  
21 NEED FOR THIS AS WELL. SO I'M LOOKING FORWARD TO, KIND OF, TO  
22 TRYING TO FIND A -- TO ADDRESS THIS, LIKE, USE THESE FUNDS TO  
23 ADDRESS WHAT'S SUCH AN IMPORTANT ISSUE, AND I THINK WE HAVE  
24 SUCH AN IMPORTANT ROLE TO PLAY.

25





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1 **THERESE MCMILLAN:** JIM, YOU'RE ON MUTE.

2

3 **JAMES P. SPERING, MTC CHAIR:** THANK YOU THERESE. DAVID AND THEN  
4 PAT EKLUND.

5

6 **DAVID CANEPA:** GREAT. THANK YOU SO MUCH. THIS WAS A WONDERFUL  
7 PRESENTATION. I WANT TO TALK FROM A REGIONAL PERSPECTIVE,  
8 THERESE. WHAT -- IF THERE HAS BEEN ANY FORECAST, TO WHAT TOTAL  
9 INFRASTRUCTURE EV COST IS. DO WE HAVE THAT DATA?

10

11 **THERESE TRIVEDI:** THAT IS A GOOD QUESTION. LIKE I SAY, WE DO  
12 HAVE PLANNED BAY AREA, AND IN ORDER TO ACHIEVE OUR GOALS, IT  
13 IS ABOUT A \$5 BILLION INVESTMENT FROM THE TIME FRAME OF THE  
14 PLAN AND I KNOW YOUR AIR DISTRICT HAS DATA ON SOME GOALS AS  
15 WELL, SO I CAN CERTAINLY LOOK INTO THE SPECIFICS.

16

17 **DAVID CANEPA:** YEAH. I THINK IT'S A GREAT PARTNERSHIP. I SIT ON  
18 THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT AND WE HAVE BEEN  
19 THE BENEFICIARY OF THESE DOLLARS, ESPECIALLY, YOU KNOW, ON THE  
20 EV SIDE. I THINK, TO ME, ONE OF THE GREAT NEEDS IS, REALLY,  
21 WHAT WE'RE GOING TO DO AROUND THE INFRASTRUCTURE PIECE. AND  
22 WHAT THAT LOOKS LIKE, AND WHAT WE COULD DO TO SUPPORT THAT  
23 WORK, OBVIOUSLY. THERE ARE GOING TO BE OTHER DOLLARS COMING  
24 FROM THE FEDERAL GOVERNMENT THAT ARE REALLY GOING TO BE  
25 IMPORTANT. SO, I SHARE THE VIEWS OF, YOU KNOW, MY COLLEAGUES.



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1 THE ONE THING I WAS LOOKING AT -- AND I WANT TO GET THE STAFF  
2 PERSPECTIVE ON WHAT YOUR THOUGHTS WERE -- WE'RE PROGRAMMING  
3 \$15 MILLION FOR PARKING MANAGEMENT. AND I WANTED TO SEE, FROM  
4 A STAFF PERSPECTIVE, YOU KNOW, IS THAT, SORT OF, A NUMBER WE  
5 COULD -- NOT IN ITS TOTALITY, BUT THAT WE COULD POTENTIALLY,  
6 YOU KNOW, REDIRECT, MAYBE INTO INFRASTRUCTURE? BUT I JUST  
7 WANTED TO, SORT OF, UNDERSTAND THE IMPORTANCE OF PARKING  
8 MANAGEMENT AND THE WORK YOU'RE DOING.

9

10 **THERESE TRIVEDI:** SURE. [LAUGHTER] YES. WELL, I THINK IT IS AN  
11 IMPORTANT TRANSPORTATION DEMAND MANAGEMENT POLICY AND PROGRAM.  
12 SO, BY REDIRECTING OR, YOU KNOW, MAKING IT A LITTLE MORE  
13 DIFFICULT TO DRIVE, AND USE OTHER MODES OF TRANSIT, AND  
14 WALKABILITY, AND MAKING THOSE TRANSIT ORIENTED COMMUNITIES  
15 THAT WE'RE GOING TO BE TALKING ABOUT IN THE NEXT ITEM, YOU  
16 KNOW, THAT IS ONE OF THE REQUIREMENTS AND THE POLICY GOALS  
17 THAT WE HAVE, BOTH IN THE PLAN AS WELL AS SEVERAL OTHER  
18 POLICIES. SO, WE WANT TO HELP. IT'S GREAT THAT JURISDICTIONS  
19 ARE ADVANCING POLICIES, PARKING POLICIES, BUT IT'S THE NEXT  
20 STEP TO ACTUALLY IMPLEMENT THEM. SO I THINK WE DO NEED TO TRY  
21 TO SUPPORT JURISDICTIONS WITH THAT, AS WELL. WE WILL LEARN  
22 MORE NEXT WEEK WHEN WE GET THOSE LETTERS OF INTEREST BACK TO  
23 GET A SENSE OF WHAT THE NEEDS ARE. AND NOW IS THE TIME FOR  
24 THAT. I DO SEE THAT THIS IS OVER A FOUR YEAR PERIOD. SO, YOU



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1 KNOW, THERE COULD BE OPPORTUNITIES TO REDIRECT, SHOULD THERE  
2 NOT BE THE NEED THAT WE'RE ANTICIPATING.

3

4 **DAVID CANEPA:** GREAT. AND I'LL JUST CLOSE BY SAYING THIS. I  
5 THINK BEING ON THE MOBILE SOURCE, BEING ON THE BAY AREA AIR  
6 QUALITY MANAGEMENT DISTRICT, ONE OF OUR BIGGEST CHALLENGES HAS  
7 BEEN AROUND INFRASTRUCTURE. AND HOW THAT IS, YOU KNOW, BILLED  
8 OUT, HOW THAT'S DEPLOYED, AND, OBVIOUSLY, THE GOVERNOR HAS  
9 COME OUT, WITH HIS PROCLAMATION MANDATE, AROUND 2025. I THINK,  
10 FOR US, YOU KNOW, WE HAVE TO REALLY BE UBER FOCUSED ON  
11 INFRASTRUCTURE AND WHAT THAT MEANS. AND, SO, I APPRECIATE THE  
12 PRESENTATION, THERESE. IT WAS GREAT. AND, JUST, THANK YOU FOR  
13 ALL THE WORK DO YOU IN ADVANCING THESE VERY IMPORTANT CLIMATE  
14 INITIATIVES. THANK YOU.

15

16 **JAMES P. SPERING, MTC CHAIR:** THANK YOU DAVID. PAT EKLUND. PAT?

17

18 **PAT ECKLUND:** THANK YOU VERY MUCH CHAIR SPERING. FIRST OF ALL,  
19 GREAT PRESENTATION. PRETTY EXCITING TO HEAR ABOUT SOME OF THE  
20 INVESTMENTS THAT MTC AND I GUESS ABAG ARE LOOKING AT. I WANTED  
21 TO CAUTION, I THINK ONE OF THE BIGGEST ISSUES THAT ARE  
22 BARRIERS THEY SEE FOR PEOPLE TAKING TRANSIT IS, ESPECIALLY  
23 THOSE THAT ARE NOT ABLE-BODIED, OR SENIORS. SO, WHEN I LOOK AT  
24 YOUR MOBILITY HUBS, IS SOME OF THE THINGS THAT ARE BEING  
25 OFFERED, I DON'T SEE ANYTHING FOR THOSE THAT ARE NOT ABLE-



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1 BODIED PEOPLE OR SENIORS. AND, SO, REALLY TO HELP TRY TO  
2 ENCOURAGE, ESPECIALLY IN DENSE COMMUNITIES, WHERE THERE IS A  
3 LOT OF TRANSPORTATION, WE NEED TO START THINKING ABOUT WHAT  
4 OPTIONS ARE AVAILABLE. AVAILABLE FOR SENIORS WHO CANNOT WALK  
5 VERY FAR, AND THEY HAVE TO TAKE THE BUS, AND THEY CAN'T RIDE I  
6 BIKE. THEY CAN'T DO A SCOOTER, SOME OF THE OTHER THINGS THAT  
7 ARE IN THE MOBILITY HUBS. AND YOU MENTIONED THAT MAYBE  
8 INSTALLING SOME CHARGING, AND MAYBE EVEN HAVING RIDE-SHARE  
9 VEHICLES, ELECTRIC RIDE-SHARE VEHICLES AVAILABLE, THAT MIGHT  
10 BE AN OPTION FOR THOSE THAT ARE NOT ABLE-BODIED, OR SENIORS.  
11 BUT WE HAVE AN AGING POPULATION IN CALIFORNIA. AND SOME PEOPLE  
12 WHO CANNOT DRIVE ARE RESORTING TO TRANSIT THAT CAN'T WALK VERY  
13 FAR, OR THOSE WHO HAVE MEDICAL CONDITIONS. AND I ALSO WANTED  
14 TO, JUST MENTION THE PUBLIC FLEETS. AS JESSE MENTIONED, WE ARE  
15 TRYING TO CONVERT OUR FLEET AS WELL, BUT WE ARE A POOR  
16 PROPERTY TAX CITY SO WE DON'T HAVE A LOT OF AVAILABLE FUNDING  
17 SO WE REALLY NEED GRANT PROGRAMS TO HELP US TO BE ABLE TO  
18 CONVERT. AND I THINK THIS IS THE TIME FOR US TO ALSO, REALLY  
19 PUT MORE EMPHASIS ON INCREASING THE AVAILABILITY OF BIGGER  
20 VEHICLES. YOU KNOW? LIKE CHARGER TRUCKS, OR EVEN CHALLENGING  
21 THE INDUSTRY TO COME UP WITH, YOU KNOW, ALTERNATIVES TO THE  
22 DIESEL, BIG LARGE VEHICLES THAT CITIES HAVE TO USE IN ORDER TO  
23 CLEAN STORM DRAINS AND ALL THOSE OTHER KINDS OF THINGS. I KNOW  
24 THAT'S AN INDUSTRY-WIDE ISSUE. BUT THAT'S REALLY HOLDING A LOT  
25 OF CITIES BACK, REALLY, FROM CONVERTING ALL OF THEIR FLEETS,



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1 AND MOST OF THE STUFF THAT WE BUY ARE THE BIGGER VEHICLES.  
2 ANYWAY. SO, I AGREE THAT WE NEED TO HAVE MORE FUNDS AVAILABLE  
3 FOR PUBLIC AGENCIES TO BE ABLE TO HELP CONVERT THEIR FLEETS  
4 OVER. THANK YOU.

5

6 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, PAT. CARLOS AND THEN  
7 EXECUTIVE DIRECTOR MCMILLAN, IF THAT'S OKAY, THERESE? OKAY.  
8 CARLOS?

9

10 **CARLOS ROMERO:** I AM WANT TO REEMPHASIZE SOMETHING I HAVE SAID  
11 IN THE PAST AROUND DISCUSSIONS WITH ELECTRIFICATION AND MOVING  
12 TO ZERO CARBON AND FOOTPRINT IN THE BAY AREA. AND I WANT TO  
13 SAY THAT COMMISSIONER JOSEFOWITZ IS CORRECT, THAT WE REALLY  
14 SHOULD BE LOOKING AT CCAS. THEY PROBABLY HAVE A COMBINED  
15 OPERATING INCOME OF ALMOST \$2 BILLION. CERTAINLY WHEN FULLY  
16 RAMPED UP, IT WILL BE LARGER THAN THAT, AND ALMOST ALL OF THEM  
17 -- IF NOT ALL OF THEM IN THE BAY AREA -- AND I THINK THERE IS  
18 SIX OF THEM AT LEAST AT THIS POINT. SEVEN, IF I COUNT SFEPC,  
19 ESSENTIALLY HAVE PROGRAMS THAT I HAVE BEEN WORKING ON AND  
20 FUNDING WITH THE MONEY THAT THEY HAVE BEEN GENERATING FROM,  
21 YOU KNOW, CONVERTING TO CCAS, AND ACTUALLY USING THE MONEY FOR  
22 THE PUBLIC INTEREST. AND I REALLY WOULD ENCOURAGE US TO MEET  
23 WITH THEM, FORMALLY AND TALK ABOUT WHAT THEY ARE DOING, HOW WE  
24 CAN COLLABORATE WITH THEM, WHAT THEY HAVE LEARNED FROM THEIR -  
25 - ALL OF THE PROGRAMS THAT YOU MENTIONED, THERE ARE PILOTS OUT



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1 THERE RIGHT NOW, IN TERMS OF INFRASTRUCTURE, IN TERMS OF  
2 HOUSING -- HOW DO WE GET THIS ELECTRICAL INFRASTRUCTURE INTO  
3 AFFORDABLE HOUSING PROJECTS, E-BIKES, YOU NAME IT, THEY HAVE  
4 DONE IT IN THE LAST FOUR YEARS, AND ARE NOW EVEN DOUBLING DOWN  
5 ON THAT. AND I THINK IT IS A MISTAKE FOR US TO THINK THAT  
6 WE'RE THE ONLY GROUP OCCUPYING THIS SPACE. SO, YOU KNOW, AND A  
7 GOOD EXAMPLE IS THE E BIKE EXAMPLE, WHICH I THINK COULD GO A  
8 LONG WAY TO ADDRESSING MANY OF OUR LOCAL CONGESTION ISSUES,  
9 BUT, ALSO, TO CONTINUE DEALING WITH THE LARGER KIND OF  
10 ELECTRIFICATION ISSUE OF HOW DO YOU CHARGE, WHATEVER -- TWO  
11 AND A HALF MILLION VEHICLES A DAY, WHEN YOU COULD -- IF YOU  
12 HAD A ROBUST E-BIKE PROGRAM, CERTAINLY ELIMINATE MANY OF THOSE  
13 LOCAL TRIPS. AND, ALSO, MEET, I THINK, THE NEEDS OF LOW-INCOME  
14 COMMUNITIES, IF YOU ARE TALKING ABOUT A 1,000 OR \$2,000 BIKE  
15 THAT YOU CAN SUBSIDIZE WITH FIVE OR \$600,000. IT'S IMPORTANT  
16 MANY GROUPS WOULD OF WOULD WANT TO DO IT. AND IN THE AREA OF  
17 CHARGING, TESLA HAS AGREED, BY 2023, TO OPEN UP ALL OF ITS  
18 SUPER CHARGERS TO ALL FORMS OF CHARGING. SO, RIGHT NOW THEY  
19 ARE PROPRIETARY. THEY AGREE, I THINK THEY PROBABLY SEE IT AS A  
20 PROFIT CENTER, ALSO. AND THEY HAVE MANY, MANY OF THOSE  
21 THROUGHOUT THE BAY AREA. WE SHOULD BE CONSIDERING WHAT THE  
22 PRIVATE SECTOR IS DOING, AND MAKING SURE WE'RE NOT DUPLICATING  
23 THAT H SO, PERHAPS SUPER CHARGERS ARE GREAT, BUT SUPER  
24 EXPENSIVE AND REQUIRE MASSIVE INFRASTRUCTURE, BECAUSE OF THE  
25 TRANSFORMERS AND WHAT HAVE YOU. THERE COULD BE SOMEONE ELSE



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1 WHO IS ACTUALLY OCCUPYING THAT, AND WE MAY LOOK AT LEVEL ONE  
2 AND LEVEL TWO CHARGERS AS A SUBSTANCE SUBSTATION PROGRAM IN  
3 COLLABORATION WITH CCA, THEY'RE DOING A RELATIVELY GOOD JOB  
4 EXPERIMENTING AND MEETING DOUBLING DOWN FOR THE PURPOSE OF  
5 WORKING I HOPE WE CAN REACH THE CCAS TO FIGURE OUT HOW TO  
6 COLLABORATE GIVEN THE SIGNIFICANT AMOUNT OF EXPERIENCE AND  
7 MONEY TO THIS. THANK YOU VERY MUCH.

8

9 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. DIRECTOR MCMILLAN?

10

11 **THERESE MCMILLAN:** I KNOW, WITH THERESE TRIVEDI ON THE LINE, WE  
12 NEED TO BE CLEAR ABOUT WHICH THERESE WE'RE TALKING TO. THESE  
13 ARE INCREDIBLY HELPFUL COMMENTS, AND ONE THING I'M TAKING AWAY  
14 FROM THIS, THEY THINK WOULD BE ENORMOUSLY HELPFUL, WOULD BE  
15 FOR US TO -- I LIKE TO USE THE TERM "LANDSCAPE OUT FOR YOU"  
16 EVERYTHING THAT IS OUT THERE IN THIS SPACE BECAUSE THERE IS SO  
17 MUCH WE'RE STILL FIGURING OUT WHETHER AT THE STATE LEVEL,  
18 FEDERAL LEVEL, AS YOU POINTED OUT, THE PRIVATE AND UTILITY  
19 SECTOR LEVEL. I THINK IT WOULD BE HELPFUL FOR US JUST TO BE  
20 ABLE TO HAVE A SENSE, YOU KNOW, WHAT IS FUNDING WHAT. WHAT  
21 THERE LEVELS ARE AVAILABLE, AND HOW THEY'RE, SORT OF, SCALED  
22 TO BE DISTRIBUTED. IS IT FORMULA OR DISCRETIONARY PROGRAM.  
23 THESE ARE THE TYPES OF QUESTIONS THAT WE WOULD, SORT OF,  
24 MATRIX OUT THAT WOULD HELP US IN A COUPLE OF FRONTS, AND WHAT  
25 WOULD DETERMINE -- AND I THINK I HAVE HEARD IT SEVERAL TIMES



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1 FROM COMMISSIONERS AND COMMITTEE MEMBERS -- IS PARTNERING  
2 LEVERAGE OPPORTUNITIES WITH THE MONEY, AND SECONDLY  
3 PINPOINTING WHERE THERE MAY BE GAPS AND WHERE WE MIGHT WANT TO  
4 DIRECT OUR FUNDING TO ADDRESSING SOME OF THOSE GAPS, AND, YOU  
5 KNOW, TO JESSE'S POINT IN THE BEGINNING, AND THEN MENTIONED BY  
6 SEVERAL OTHERS, YOU KNOW, COMMISSIONER JOSEFOWITZ, AND  
7 EXECUTIVE BOARD ROMERO AND, YOU KNOW -- TO SOME DEGREE IS HOW  
8 CAN WE FOCUS FOR BEST VALUE. I THINK ONE OF THE THINGS THAT WE  
9 NEED TO BE INCREDIBLY CAREFUL ABOUT IS CHASING EVERY SINGLE  
10 NEW OPPORTUNITY WE SEE BECAUSE WE COULD END UP WITH A STRING  
11 OF UNDERFUNDED PILOTS THAT REALLY DON'T DELIVER ANYTHING AT  
12 THE END OF THE DAY. I WANT TO THANK YOU FOR YOUR INCREDIBLE  
13 INSIGHTS THERE, AND MAYBE A FIRST STEP FOR US AS STAFF IS TO  
14 DO THAT, SORT OF, COMPREHENSIVE MATRIXING OF WHAT IS OUT THERE  
15 AND GET A SENSE OF WHERE WE MAY WANT TO INJECT OURSELVES IN  
16 THE MOST VALUE-ADDED FASHION. THANKS

17

18 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, THERESE. GOOD  
19 COMMENTS. I DON'T SEE ANY OTHER HANDS. IS THERE ANY OTHER  
20 PUBLIC COMMENTS?

21

22 **CLERK, MARTHA SILVER:** NO WRITTEN CORRESPOND RECEIVED ON THIS  
23 ITEM. AND THE THERE ARE TWO MEMBERS OF THE PUBLIC WITH THEIR  
24 HAND RAISED. HOW MUCH TIME WOULD YOU LIKE TO GIVE?

25





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1 **JAMES P. SPERING, MTC CHAIR:** TWO MINUTES EACH.

2

3 **CLERK, MARTHA SILVER:** OKAY. RICH HEDGES IS UP FIRST FOLLOWED  
4 BY ADINA. RICH, GO AHEAD.

5

6 **RICHARD HEDGES:** THANK YOU VERY MUCH. I WANT TO BRING UP A  
7 COUPLE OF THINGS. I LIVE IN A DEVELOPMENT THAT'S ABOUT 43  
8 YEARS OLD, WE HAVE COMMUNAL GARAGES, WE'RE STARTING TO GET A  
9 NUMBER OF ELECTRIC CARS, WE'RE STARTING TO HAVE A MIX OF  
10 ECONOMIC ABILITY DEVELOPMENT IN OUR OLDER RESIDENTIAL AREA,  
11 OLDER RESIDENTS LIKE MYSELF, MANY FOLKS WORKING IN TECH WHO  
12 HAVE MOVED IN, WE'RE NEEDING TO UPGRADE OUR COMMUNAL GARAGES,  
13 AND UNFORTUNATELY COST IS PROHIBITIVE, ONE OF THE THINGS WE  
14 HAVE DONE IS TO NEGOTIATE WITH OFFICE BUILDINGS AROUND THE  
15 AREA ONE IN PARTICULAR WHO WANT TO MAKE SOME CHANGES TO THEIR  
16 OFFICE BUILDINGS WE HAVE SIGNED AN AGREEMENT WITH THEM TO USE  
17 THEIR ELECTRICAL CHARGING STATIONS WHICH IS A BRISK WALK  
18 ACROSS THE STREET FOR OUR RESIDENTS. WE'RE PROPOSING TO LOOK  
19 TO THE STATE REQUIREMENT SET FOR OFFICE DEVELOPMENTS OR MIXED  
20 USE DEVELOPMENT CHARGING STATIONS ALLOW RESIDENTIAL AREAS  
21 AROUND THEM TO USE THEM OBVIOUSLY WITH A CHARGE FOR DOING SO.  
22 THE OTHER THING I WOULD MENTION IS, I THINK IT'S VERY  
23 IMPORTANT TO HAVE REAL FUNDING AVAILABLE FOR THESE OLDER  
24 HOMEOWNER'S ASSOCIATIONS, THAT ARE ALREADY REALLY PRETTY  
25 UNDERWATER IN DOING THE REPAIRS AND DEVELOPMENT THAT THEY NEED



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1 TO DO. AND HAVE RESIDENTS WITH MULTIPLE ECONOMIC AVAILABILITY  
2 TO PAY THOSE FUNDS. SO, THOSE ARE BASICALLY MY COMMENTS. MORE  
3 FUNDING FOR COMMUNITIES TO PUT IN CHARGING STATIONS AND  
4 WORKING WITH THE OFFICE MARKET TO ALLOW FOR CHARGING STATIONS  
5 IN MIXED RESIDENTIAL AREAS.

6

7 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS ADINA FOLLOWED BY  
8 RANDI KINMAN. GO AHEAD AND UNMUTE YOURSELF. YOU HAVE TWO  
9 MINUTES.

10

11 **ADINA LEVIN:** GOOD MORNING COMMISSIONERS. ADINA LEVIN, A MEMBER  
12 OF THE POLICY ADVISORY COUNCIL. I'M SPEAKING FOR MYSELF. I  
13 WANTED TO COMMENT ON A COUPLE OF ITEMS THAT CAME UP IN THE  
14 CURRENT DISCUSSION. THE FIRST IS, I REALLY STRONGLY ENCOURAGE  
15 THE IDEA THAT WAS DISCUSSED IN TERMS OF PARTNERING WITH THE  
16 COMMUNITY CHOICE ENERGY ORGANIZATIONS ON THE PROGRAMS THAT  
17 THEY ALREADY HAVE GOING AND UNDERWAY IN TERMS OF SUPPORTING EV  
18 CHARGING AND EV PROMOTION. WE'LL ALL BE BETTER OFF IF THINGS  
19 ARE COORDINATED AND WORKING TOGETHER, AND IF THE FUNDING THAT  
20 MTC AND THAT THE OBAG PROGRAM CAN BRING TO BEAR CAN SUPPORT  
21 EXISTING THINGS, RATHER THAN CREATING NEW ONES IF THERE IS AN  
22 EXISTING THING TO PARTNER WITH. THE SECOND POINT IS, I DO  
23 THINK THAT SUPPORTING CHARGING IS A GREAT IDEA. HOWEVER, I  
24 WOULD BE VERY STRONGLY, NOT SUPPORTIVE OF MOVING FUNDING AWAY  
25 FROM PARKING MANAGEMENT INTO EV SUPPORT. PARKING MANAGEMENT IS



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1 REALLY A CRITICAL SET OF POLICIES AND PROGRAMS THAT UNLOCK THE  
2 ABILITY FOR OUR DENSER AREAS TO BE, YOU KNOW, HAVE INFILL  
3 DEVELOPMENT WITH MIXED USE, INCLUDING HOUSING, AND TO BE MORE  
4 WALKABLE AND BIKABLE, AND REALLY ENCOURAGE PEOPLE TO GET  
5 AROUND WITHOUT DRIVING, WHICH IS AN ESSENTIAL PIECE OF OUR  
6 STRATEGIES. SO, I WOULD NOT SUGGEST ROBBING PETER TO PAY PAUL  
7 FOR, YOU KNOW, TO -- AND TO KEEP THE PARKING MANAGEMENT. THANK  
8 YOU.

9

10 **CLERK, MARTHA SILVER:** THANK YOU ADINA. LAST UP, RANDI KINMAN.

11

12 **RANDI KINMAN:** THANK YOU. RANDI KINMAN FROM THE POLICY ADVISORY  
13 COUNCIL SPEAKING FOR MYSELF. I REALLY APPRECIATE ALL OF THE  
14 COMMENTS SO FAR. I DO WANT TO RAISE UP THE QUESTION OF  
15 INSTALLING SYSTEMS WITHIN MULTI-FAMILY UNITS BECAUSE THAT'S  
16 GOING TO HELP SOME OF THE LOWER MIDDLE CLASS PEOPLE WHO CAN  
17 MAYBE SCRAPE UP THE MONEY TO GET AN ELECTRIC CAR. BUT OUR LOW-  
18 INCOME FAMILIES WON'T BE ABLE TO DO THAT. AND SO I WANT TO  
19 MAKE SURE THAT SOMEWHERE ALONG THE LINE, WE'RE TAKING INTO  
20 ACCOUNT, AS WE PLAN OUT A STRATEGIC AND EQUITABLE E SYSTEM  
21 PLAN. I WANT TO THANK PAT FOR RAISING UP THE MOBILITY  
22 CHALLENGED ISSUE BECAUSE THERE IS A LARGE NUMBER OF THE PEOPLE  
23 WHO CAN'T TAKE TRANSIT AND CAN'T USE SCOOTERS WHO COULD GET  
24 AROUND BY OTHER MEANS. WE'RE GOING TO SUPPORT THIS 100%.  
25 HELPING SUBSIDY OF E-BIKES FOR LOW-INCOME PEOPLE I WANT TO



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1 MAKE SURE THAT WE'RE SOMEHOW THROUGH SECURING THINGS THAT WE  
2 ARE SUBSIDIZING, THAT SOMEBODY WHO IS RECEIVING AN E-BIKE  
3 ISN'T GOING TO HAVE IT STOLEN IMMEDIATELY BECAUSE THEY HAVE NO  
4 PLACE TO STORE IT. AND WE ARE SEEING CARS STRIPPED HAVING A  
5 BIG PROBLEM WITH THAT IN OUR PARTICULAR AREA. AND I LOOK  
6 FORWARD TO SEEING DEVELOPMENT OF A REALLY STRONG STRATEGIC  
7 PLAN THAT PROVIDES THE MOST EQUITABILITY POSSIBLE.

8

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

12

13 **JAMES P. SPERING, MTC CHAIR:** THIS WAS AN INFORMATION ITEM.  
14 THERESE, THANK YOU FOR THE PRESENTATION.

15

16 **THERESE TRIVEDI:** THANK YOU VERY MUCH.

17

18 **JAMES P. SPERING, MTC CHAIR:** LET'S MOVE TO ITEM EIGHT, THIS IS  
19 THE TRANSIT ORIENTED COMMUNITIES. KARA, HOW DO YOU PRONOUNCE  
20 YOUR LAST NAME?

21

22 **KARA VUICICH:** VU-SICH.

23

24 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I BELIEVE WE HAVE SOME  
25 OPENING COMMENTS FROM MATT. BUT I WANT TO ADDRESS THE



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1 COMMENTS, WE WANT TO ACKNOWLEDGE THAT WE DID HEAR YOU. WE  
2 DIDN'T AGREE WITH ALL COMMENTS BUT WE FELT IT'S IMPORTANT TO  
3 ACKNOWLEDGE THAT WE DID HEAR COMMENTS WE RECEIVED AND I WANT  
4 TO THANK STAFF FOR NAVIGATING THROUGH THIS. KARA YOU HAVE  
5 INVESTED A LOT OF TIME INTO THIS POLICY. AND I THINK IT SERVES  
6 THIS REGION IN THE FUTURE. AND HOPEFULLY WE CAN ADVANCE THIS  
7 POLICY TODAY AND GET IT BEFORE THE COMMISSION. AS MOST OF YOU  
8 KNOW, THIS POLICY HELPS US ADVANCE OUR PLANNED BAY AREA 2050  
9 AND OUR BLUE RIBBON RECOMMENDATIONS, AND, SO, IT'S AN  
10 EXTREMELY TOOLED SO WE CAN ADVANCE THOSE GOALS AND OBJECTIVES.  
11 AND WHAT WE HAVE DONE SINCE OUR LAST MEETING TO TODAY, WE HAVE  
12 MET WITH STAFF SEVERAL TIMES, SEVERAL COMMISSIONERS HAVE BEEN  
13 PART OF THAT, AND THERE HAS BEEN TWEETS MADE. AND OUR GOAL WAS  
14 TO GET, YOU KNOW, MORE COMPLIANCE, IN A COOPERATIVE  
15 ENVIRONMENT TO HELP ADDRESS THESE REGIONAL GOALS. AND I THINK  
16 STAFF HAS DONE A GOOD JOB DOING THAT. AND, YOU KNOW, I'M SURE  
17 NOT EVERYBODY IS GOING TO BE HAPPY. BUT THIS IS A GREAT  
18 DOCUMENT. IT'S A FIRST STEP THAT WE NEED TO TAKE, AND  
19 HOPEFULLY MOVE THIS FORWARD, ADVANCING THIS TO THE COMMISSION.  
20 WITH THAT, MATT, DID YOU WANT TO OPEN COMMENTS AND THEN WE'LL  
21 TURN IT OVER TO KARA?

22

23 **MATT MALONEY:** THANK YOU CHAIR SPERING. JUST A FEW INTRODUCTORY  
24 MARKS.

25



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1 **MATT MALONEY:** PLANNING. I WANT TO TAKE TIME TO APPRECIATE THE  
2 WORK WE HAVE DONE. UNDER A YEAR AGO WE ADOPTED PLANNED BAY  
3 AREA 2050, THAT SAYS 19% PER CAPITA GHG TARGET, AND THE  
4 REVOLVE ELECTRIFICATION, IT'S GOING TO TAKE TIME FOR OUR  
5 FLEETS TO TRANSFORM AND REALLY REDUCING VEHICLE MILES TRAVELED  
6 IT'S EQUALLY PART OF THAT MIX AND THAT ALL CENTERS ON WHERE  
7 PEOPLE LIVE AND WORK. AND THE SINGLE MOST IMPORTANT THING WE  
8 CAN DO AS A REGION TO ACHIEVE THESE TARGETS FOR OUR CLIMATE AS  
9 WELL AS BEND THE CURVE IN TERMS OF AFFORDABILITY IS TO SHINE A  
10 SPOTLIGHT ON THE MAJOR STATION AREAS OUR TRUNK LINES TO ENSURE  
11 WE'RE ABLE TO CREATE ACTIVITY AND VIBRANCE AS MUCH AS POSSIBLE  
12 IN THESE PLACES AND OF COURSE RESIDENTIAL COMMERCIAL AND  
13 OFFICE ARE ALL PART OF THAT. IS THIS IS BORNE OUT WHEN WE DO  
14 OUR ANALYSIS, THIS IS ABOUT JOBS/HOUSING BALANCE CREATING  
15 ACTIVITY CENTERS WHERE PEOPLE CAN LIVE FREE LIFE STYLES THAT'S  
16 THE SINGLE BIGGEST IMPACT ON REDUCING GHG. LOCAL JURISDICTIONS  
17 ARE BUSY RIGHT NOW COMPLYING WITH THE RHNA NUMBERS. 441,000  
18 NEW HOUSING UNITS OVER THE NEXT EIGHT YEARS, AND I WANT TO  
19 UNDERSCORE THAT NOTHING IN THE TOC POLICY SHOULD BE READ AS A  
20 RETREAT FROM THOSE OBLIGATIONS THAT CITIES HAVE. IN FACT, IT  
21 IS A COMPLEMENTARY EFFORT AND THE IDEA BEHIND THE POLICY IS TO  
22 SHINE A SPOTLIGHT ON THOSE STATION AREAS AND EMPHASIZING THE  
23 IMPORTANCE EVER INTENSIFYING THOSE ACTIVITIES IN THOSE PLACES.  
24 DEVELOPING THE POLICY HAS NOT BEEN EASY. WE HAVE HAD HUNDREDS  
25 OF CONVERSATIONS WITH LOCAL STAFF AND LOCAL ELECTED OFFICIALS



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1 AND THE CTAS HAVE BEEN GREAT PARTNERS AND INVOLVED IN THIS AS  
2 WELL, AND WE HAVE BEEN IN FRONT OF THIS BODY THREE OR FOUR OR  
3 FIVE TIMES PREVIOUSLY AND WE HAVE LISTENED AND MADE MANY  
4 PIVOTS ALONG THE WAY, CHALLENGES TO CRAFTING POLICY THREADING  
5 THE NEEDLE OF CONCERNS THAT ARE MEANINGFUL AND ACHIEVABLE. WE  
6 BELIEVE THIS IS A HUGE STEP FORWARD FROM THE POLICIES THAT WE  
7 HAVE IN PLACE TODAY. SO WE'RE EXCITED TO HEAR YOUR COMMENTS  
8 TODAY. WE HOPE WE CAN REFER THIS ITEM TO THE FULL COMMISSION,  
9 AS WELL, AND, KARA HAS THE SLIDE. SO, CARE A PLEASE TAKE IT  
10 AWAY. THANK YOU.

11

12 **KARA VUICICH:** GREAT. THANK YOU MATT, AND THANK YOU CHAIR. IF  
13 WE COULD HAVE THE SLIDE DECK UP, PLEASE? GREAT. THANK YOU.  
14 NEXT SLIDE PLEASE. SO, TODAY'S PRESENTATION IS REALLY GOING TO  
15 FOCUS ON THE CHANGES THAT WERE MADE TO THE TRANSIT ORIENTED  
16 COMMUNITIES POLICY BASED ON THE COMMENTS THAT THE COMMITTEE  
17 PROVIDED AT ITS MEETING IN JULY, JUST A COUPLE OF MONTHS AGO.  
18 I'M GOING TO START WITH A SUMMARY OF THAT FEEDBACK, AND A  
19 REVIEW OF THE TRANSIT ORIENTED COMMUNITY POLICY GOALS AND ITS  
20 RELATIONSHIP TO PLANNED BAY AREA 2050, AND THEN I'LL DESCRIBE  
21 THE CHANGES THAT WERE MADE TO THE POLICY IN RESPONSE TO THE  
22 FEEDBACK THAT WE RECEIVED IN JULY, AND THEN CLOSE WITH A  
23 SUMMARY OF NEXT STEPS FOR POLICY IMPLEMENTATION. AND, AGAIN,  
24 AS MATT SAID, THE REQUESTED ACTION TODAY IS TO REFER  
25 RESOLUTION 4530, THE TOC POLICY TO THE COMMISSIONS FOR



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1 APPROVAL. NEXT SLIDE PLEASE. SO THIS SLIDE SUMMARIZES ONE THE  
2 KEY COMMISSIONER FEEDBACK, THE FEEDBACK THAT WE RECEIVED FROM  
3 ALL OF YOU IN JULY RATHER THAN KIND OF GOING INTO ALL OF THIS  
4 IN DETAIL RIGHT NOW WHAT I'LL BE DOING IS DISCUSSING HOW WE  
5 ADDRESSED OR RESPONDED TO EACH OF THESE POINTS DURING THE REST  
6 OF THE PRESENTATION. NEXT SLIDE PLEASE. SO BEFORE WE GET INTO  
7 THE DETAILS OF THE POLICY AND TALKING ABOUT THE RESPONSES TO  
8 THE FEEDBACK, I WANT TO BRING THINGS BACK FIRST TO PLANNED BAY  
9 AREA 2050, AND THE TOC'S POLICY ROLE AND IMPLEMENTATION OF TWO  
10 OF THE PLAN'S KEY STRATEGIES. AS YOU SEE ON THE SLIDE HERE,  
11 THOSE STRATEGIES ARE HOUSING STRATEGY H3 TO ALLOW A VARIETY OF  
12 HOUSING TYPES AT A RANGE OF DENSITIES TO BE BUILT IN PRIORITY  
13 DEVELOPMENT AREAS, AND ECONOMIC EC4 TO GREATER DENSITY FOR NEW  
14 COMMERCIAL DEVELOPMENT MORE JOBS MORE HOUSING ACTIVITY AROUND  
15 TRANSIT STATIONS THOSE STRATEGIES ARE IDENTIFIED AS HIGH  
16 IMPACT STRATEGIES FOR ACHIEVING THE GREENHOUSE GAS REDUCTION  
17 TARGETS AND IMPLEMENTATION OF THESE TWO STRATEGIES IS A FOCUS  
18 OF THE TOC POLICY REFLECTED IN THE POLICY GOALS. NEXT SLIDE  
19 PLEASE. AND, AGAIN, THESE ARE THE SAME GOALS THAT YOU HAVE  
20 SEEN THROUGH THE LAST SEVERAL PRESENTATIONS. THERE WAS ONE KEY  
21 CHANGE THAT WE MADE, WHAT YOU SEE IN RED HERE, IN RESPONSE TO  
22 COMMITTEE FEEDBACK THAT THE POLICY FOCUS ON THE OVERALL  
23 HOUSING SUPPLY IN ADDITION TO EMPHASIS ON AFFORDABLE HOUSING,  
24 LANGUAGE YOU SEE ADDED IN RED, AND LANGUAGE EMPHASIZING BOTH  
25 AFFORDABLE HOUSING AND OVERALL HOUSING SUPPLY TO SEVERAL





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1 PLACES IN THE RESOLUTION TEXT AS WELL. NEXT SLIDE PLEASE.  
2 BEFORE I GET INTO SOME OF THE MORE DETAILED POLICY CHANGES ONE  
3 OF THE QUESTIONS THAT WAS RAISED BY COMMITTEE MEMBERS IN JULY  
4 WAS THE EXTENT TO WHICH CITIES CURRENT PLANNING AND ZONING  
5 ALIGNS WITH WHAT'S BEEN PROPOSED IN THE TOC POLICY. WE WERE  
6 ABLE TO CONDUCT AN INITIAL REVIEW OF SEVERAL PDA PLANS AND  
7 DRAFT HOUSING ELEMENTS AFTER THE JULY COMMITTEE MEETING. AND  
8 MANY COMMUNITIES LAND USE REGULATIONS ALLOW FOR RESIDENTIAL  
9 DENSITIES THAT ARE NEAR OR WITHIN THE RANGE OF TOC POLICIES  
10 RESIDENTIAL DENSITY REQUIREMENTS. WE HAVE NOTED ON HERE  
11 SEVERAL RECENT DEVELOPMENT PROJECTS THAT ARE AT OR ABOVE THE  
12 TOC POLICIES RESIDENTIAL DENSITIES AS WELL. I DO WANT TO  
13 REITERATE, AND I WILL BE TALKING ABOUT THIS FURTHER AS WE GET  
14 INTO SOME OF THE DETAILS THAT A JURISDICTION'S PLANNED OR  
15 ZONED DENSITIES WOULD BE CALCULATED AS AN AVERAGE IN ORDER TO  
16 DETERMINE WHETHER OR NOT THEY MEET TOC POLICY REQUIREMENTS AND  
17 THAT MEANS SOME PARCELS COULD BE ZONED FOR HIGHER DENSITIES IN  
18 TRANSIT STATION AREAS IS SOME COULD BE ZONED FOR SOMEWHAT  
19 LOWER DENSITIES AGAIN BECAUSE WE'RE FOCUSING ON THE AVERAGE.  
20 ALSO TO CLARIFY THE DENSITY REQUIREMENTS WOULD NOT APPLY TO  
21 PARCELS THAT ARE CURRENTLY OCCUPIED BY DWELLING UNITS IN OTHER  
22 WORDS THE DENSITY REQUIREMENTS IN THE TOC POLICY WOULD NOT  
23 APPLY TO EXISTING RESIDENTIAL NEIGHBORHOODS AND THIS WAS  
24 INCORPORATED INTO THE POLICY REQUIREMENTS REALLY TO AVOID  
25 PLACING ANY ADDITIONAL DISPLACEMENT PRESSURE ON EXISTING



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1 HOUSING IN THESE TRANSIT STATION AREAS. AND THEN LASTLY WE  
2 WERE ABLE TO HAVE SOME CONVERSATIONS WITH THE CALIFORNIA  
3 HOUSING COMMUNITY DEVELOPMENT DEPARTMENT STAFF ON JUST MAKING  
4 SURE THE TIMING OF THE HOUSING ELEMENT IMPLEMENTATION AND WHAT  
5 WE'RE THINKING IN TERMS OF THE TIMING OF THE TOC POLICY  
6 IMPLEMENTATION WOULD ALIGN THE INITIAL FEEDBACK THAT WE GOT  
7 WAS YES IT LOOKS LIKE THE IMPLEMENTATION EFFORTS WOULD ALIGN  
8 OVER THE NEXT SEVERAL YEARS AND I'LL BE TALKING MORE ABOUT  
9 THAT TOWARDS THE END OF THE PRESENTATION. NEXT SLIDE PLEASE.  
10 ALL RIGHT. I'M GOING TO NOW MOVE INTO SUMMARIZING THE POLICY  
11 MODIFICATIONS THAT WE MADE IN RESPONSE TO THE FEEDBACK THAT WE  
12 RECEIVED IN JULY. SO, ONE OF THE REQUESTS THAT COMMITTEE  
13 MEMBERS MADE IN JULY WAS TO EXTEND THE TOC POLICY'S  
14 APPLICATION TO AT THE ENTIRE HALF MILE STATION AREA. SO LET ME  
15 GIVE YOU A LITTLE BIT OF BACKGROUND ON THIS. SO THE VERSION OF  
16 THE TOC POLICY THAT WE PRESENTED TO THE COMMITTEE IN JULY,  
17 WOULD HAVE APPLIED TO THE PORTION OF A PRIORITY DEVELOPMENT  
18 AREA THAT WAS WITHIN THE HALF MILE STATION AREA, OR, IF NO  
19 PRIORITY DEVELOPMENT AREA HAD BEEN DESIGNATED THEN THE POLICY  
20 WOULD APPLY TO THE -- [AUDIO DIFFICULTIES] [ SILENCE ]

21

22 **JAMES P. SPERING, MTC CHAIR:** CARE A I THINK WE LOST YOUR  
23 AUDIO.

24



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1 **KARA VUICICH:** APOLOGIZE FOR THAT. I THINK I SHOULD BE GOOD TO  
2 GO. AFTER THE JULY MEETING SEVERAL COMMITTEE MEMBERS EXPRESSED  
3 CONCERN THAT IN SOME CASES REALLY NARROWLY DRAWN PDA  
4 BOUNDARIES COULD RESULT IN PORTIONS OF THE STATION AREA BEING  
5 EXCLUDED FROM THE TOC POLICY PARTICULARLY CONCERN FOR LAND  
6 THAT IS NOT CURRENTLY OCCUPIED BY RESIDENTIAL DWELLING UNITS  
7 AND POTENTIALLY COULD BE REDEVELOPED AT SOME POINT IN THE  
8 FUTURE FOR HIGHER RESIDENTIAL OR OFFICE DENSITY DEPENDING ON  
9 LOCAL LAND USES. TOC POLICY APPLY TO THE FULL HALF MILE  
10 STATION AREA. STAFF TOOK A LOOK AT THIS AND ASSESSED THE  
11 POTENTIAL IMPACT OF EXPANDING THE TOC POLICY TO THE FULL HALF  
12 MILE STATION AREA AND DETERMINED THAT THE CHANGE IF POLICY  
13 APPLICATION WOULD BE MINOR GIVEN THE WAY THAT THE POLICY  
14 REQUIREMENTS ARE STRUCTURED AND AGAIN MORE SPECIFICALLY  
15 BECAUSE THE TOC POLICY DOES NOT REQUIRE LOCAL JURISDICTIONS TO  
16 ZONE LAND FOR A PARTICULAR USE AND, ALSO, THE RESIDENTIAL  
17 DENSITY REQUIREMENTS, AS WELL AS THE COMMERCIAL DENSITY  
18 REQUIREMENTS DO NOT APPLY TO PARCELS THAT ARE CURRENTLY  
19 OCCUPIED BY EXISTING DWELLING UNITS. AGAIN, IN OTHER WORDS,  
20 THE TOC POLICY'S DENSITY REQUIREMENTS DO NOT APPLY TO EXISTING  
21 RESIDENTIAL NEIGHBORHOODS IN ORDER TO PREVENT ADDITIONAL  
22 DISPLACEMENT PRESSURES. ALL RIGHT. NEXT SLIDE PLEASE. SO NOW  
23 I'M GOING TO GO INTO SOME FURTHER DETAIL. AGAIN, TALKING ABOUT  
24 SOME OF THE CHANGES THAT WERE MADE TO THE TOC POLICY  
25 REQUIREMENTS IN RESPONSE TO THE COMMITTEE FEEDBACK AND WHAT



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1 HAS REMAINED THE SAME SINCE WE PRESENTED TO YOU IN JULY. NEXT  
2 SLIDE PLEASE. ALL RIGHT. SO ANOTHER CONCERN THAT WAS RAISED BY  
3 COMMITTEE MEMBERS IN JULY, IT WAS WHETHER THE POLICY'S  
4 REQUIREMENTS WERE APPROPRIATE FOR SOME SMALLER JURISDICTIONS  
5 AND IT WAS REQUEST THAT STAFF TAKE A LOOK AT EXPLORING  
6 POTENTIAL MODIFICATIONS TO THE POLICY TO ADDRESS SOME OF THESE  
7 CONCERNS. WE TOOK A LOOK AT THIS AND WE ENDED UP FOCUSING ON  
8 TIER THREE, WHICH IS REALLY, ARE THOSE STOPS OR STATIONS THAT  
9 ARE SERVED BY ONE BART LINE, BY CALTRAIN, CALTRANS, OR LIGHT  
10 BUS RAPID TRANSIT. GIVEN THAT IN MANY CASES THERE, IS A LOWER  
11 LEVEL OF TRANSIT SERVICE OVERALL IN MANY OF THESE LOCATIONS.  
12 AND THEN WE USED THE 2020 POPULATION PER THE U.S. CENSUS TO  
13 DEFINE JURISDICTION SIZE IN TERMS OF DEFINING WHAT WE  
14 CONSTITUTE A SMALL JURISDICTION. BASED ON COMMENTS AND  
15 FEEDBACK WE RECEIVED WE FOCUSED ON TAKING POPULATIONS WITH  
16 JURISDICTIONS OF 30,000 OR LESS. THE POLICY MODIFICATION YOU  
17 SEE HERE WOULD ALLOW THESE JURISDICTIONS, AGAIN JURISDICTIONS  
18 WITH POPULATIONS OF 30,000 OR LESS THAT HAVE A TIER THREE  
19 TRANSIT STATION AREA, TO SATISFY THE TOC POLICY'S RESIDENTIAL  
20 DENSITY REQUIREMENT BY APPLYING THE TIER FOUR DENSITY RANGES  
21 INSTEAD OF THE TIER THREE DENSITY RANGES AND AGAIN THIS  
22 DENSITY SPEAKING OVERALL FOR THE DENSITY REQUIREMENT IT'S  
23 CALCULATED -- WOULD BE CALCULATED OVERALL AS AN AVERAGE AND  
24 PARTS WHERE THE DENSITY REQUIREMENT DOESN'T APPLY SUCH AS  
25 DWELLING UNITS ALREADY ON THEM OR PARCELS THAT ARE NOT ZONED



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1 FOR RESIDENTIAL USE WOULD NOT NEED TO BE INCLUDED AS PART OF  
2 THE TOTAL ACREAGE COMPUTING DENSITY. THESE DENSITY  
3 REQUIREMENTS WOULD NOT APPLY TO EXISTING RESIDENTIAL  
4 NEIGHBORHOODS OR TO OTHER LOCATIONS FOR RESIDENTIAL USE ARE  
5 NOT ALLOWED PER LOCAL LAND USE REGULATIONS. NEXT SLIDE PLEASE.  
6 THESE ARE EXAMPLES OF WHAT RESIDENTIAL DENSITIES ON THE  
7 PREVIOUS SLIDE LOOK LIKE IN REAL LIFE. WE HAD SHOWN YOU  
8 EXAMPLES IN PRIOR PRESENTATIONS AND WANTED TO BRING THIS BACK  
9 AS A REMINDER IN TERMS OF WHAT 75 UNITS OR 100 UNITS OR EVEN  
10 100 UNITS PER ACRE LOOKS LIKE. NEXT SLIDE PLEASE. FOR THE NEXT  
11 REQUIREMENT AS PART OF THE TOC POLICY, NO CHANGES WERE MADE TO  
12 THE DENSITY REQUIREMENT FOR NEW COMMERCIAL OFFICE DEVELOPMENT.  
13 AND WHAT YOU SEE HERE ON THIS SLIDE IS THE SAME AS WHAT WE  
14 PRESENTED TO YOU IN JULY. COMMITTEE MEMBERS DID REQUEST THAT  
15 WE CONSIDER EXPANDING THIS REQUIREMENT TO INCLUDE ALL  
16 COMMERCIAL DEVELOPMENT, DUE TO CONCERNS THAT ONLY FOCUSING ON  
17 OFFICE DENSITY AND PARKING COULD ENABLE LOW DENSITY AUTO  
18 ORIENTED RETAIL AND OTHER COMMERCIAL USE TO BE BUILT IN  
19 TRANSIT STATION AREAS. TO ADDRESS THIS CONCERN WE FOCUSED ON  
20 MODIFYING THE POLICY'S PARKING MANAGEMENT REQUIREMENT WHICH  
21 WE'LL TALK ABOUT NEXT TO INCLUDE OFFICE AS WELL AS GENERAL  
22 NEIGHBORHOOD COMMERCIAL LAND USES ULTIMATE THE REQUIREMENT  
23 UNCHANGED GIVEN THE SIGNIFICANT VARIATION FOR EXISTING  
24 COMMERCIAL BUILDING TYPES AND USES. HERE ARE RESIDENTIAL  
25 DENSITIES OF WHAT ARE THE EXAMPLES ARE RATIOS LOOKING LIKE IN



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1 REAL LIFE. THE FLOOR RATIO IS THE MEASUREMENT OF A BUILDING'S  
2 FLOOR AREA IN RELATION TO THE SIZE OF WHICH HAD THE PARCEL IS  
3 LOCATED CALCULATED ON DIVIDED THE TOTAL GROSS FLOOR AREA OF  
4 THE BUILDING DECIDED BY THE TOTAL BUILDABLE LAND AREA OF THE  
5 PARCEL. NEXT SLIDE PLEASE. MOVING ON TO PARKING MANAGEMENT. AS  
6 I MENTIONED WE MODIFIED THE PARKING MANAGEMENT REQUIREMENT TO  
7 INCLUDE OFFICE, AS WELL AS GENERAL AND NEIGHBORHOODS AND  
8 COMMERCIAL IN RESPONSE TO CONCERNS COMMITTEE MEMBERS RAISED IN  
9 JULY. WE ALSO REMOVED THE REQUIREMENT TO ELIMINATE PARKING  
10 MINIMUMS TO TIER FOUR STATION AREAS IN RESPONSE TO CONCERNS  
11 THAT ARE VOICED BY A NUMBER OF LOCAL JURISDICTIONS. OTHERWISE,  
12 WHAT YOU SAW IN JULY REMAINS UNCHANGED FOR THIS REQUIREMENT.  
13 NEXT SLIDE PLEASE. SO NEXT IS THE TOC POLICY'S REQUIREMENT  
14 REGARDING AFFORDABLE HOUSING PRODUCTION, PRESERVATION, AND  
15 PROTECTION POLICIES. AND, AGAIN, WE STRUCTURE TO REMIND  
16 EVERYONE WE STRUCTURED THIS REQUIREMENT IN ORDER TO PROVIDE  
17 JURISDICTIONS WITH DISCRETION TO CHOOSE WHICH POLICIES TO  
18 ENACT. SO, AGAIN JURISDICTIONS WOULD BE ABLE TO FULFILL THIS  
19 REQUIREMENT OF THE TOC POLICY BY SELECT SUGGEST AT LEAST TWO  
20 POLICIES FROM EACH OF THE MENUS FOR PRODUCTION, PRESERVATION,  
21 AND PROTECTION. SO ONE OPTION THAT A JURISDICTION MAY CHOOSE  
22 IS TO LOCALLY ENACT CERTAIN STATE HOUSING LAWS BY ELIMINATING  
23 THE SUNSET DATES THAT ARE CURRENTLY INCLUDED IN THE STATUS.  
24 ONE OF THE THINGS WE HAVE DONE HERE IS NOTE WHICH POLICY  
25 OPTIONS FALL INTO THIS CATEGORY. AGAIN JURISDICTIONS WOULD NOT



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1 BE REQUIRED TO PURSUE ANY PARTICULAR POLICY OPTION ON THIS  
2 LIST. AND TO COMPLY WITH THE TOC POLICY IT WOULD ONLY BE  
3 NECESSARY, AGAIN, TO ADOPT TWO POLICIES FROM EACH OF THE MENUS  
4 FOR AFFORDABLE HOUSING -- FOR HOUSING PRODUCTION,  
5 PRESERVATION, AND PROTECTION. SO, AS YOU SEE IN RED HERE ON  
6 THIS SLIDE, THE ONLY MODIFICATION HERE IS THE ADDITIONAL OF  
7 SENATOR BILL 330 DEVELOPMENT OF CERTAINTY AND STREAMLINED  
8 ENTITLEMENT PROCESS AS A POLICY UNDER THE HOUSING PRODUCTION  
9 MENU. THIS ADDITION WAS REQUESTED BY SEVERAL COMMISSIONERS AND  
10 THE COUNTY TRANSPORTATION AUTHORITY. AND AGAIN IN ORDER TO GET  
11 CREDIT FOR THIS POLICY, A JURISDICTION WOULD NEED TO LOCALLY  
12 ADOPT THE CERTAINTY AND STREAMLINED PROCESS THAT'S CURRENTLY  
13 IN SB30, 330 IS CURRENTLY IF STATE LAW, TO DO THAT WITHOUT A  
14 SUNSET DATE SO THE CURRENT SUN ASSET DATE FOR THIS PROVISION  
15 IS, I BELIEVE, 2030. SIMILARLY NOTED AGAIN THERE ARE SEVERAL  
16 OTHER POLICY MENU OPTIONS THAT ARE STATE LAW AND REQUIREMENTS  
17 OF THE TOC POLICY USING ONE OF THOSE OPTIONS A JURISDICTION  
18 WOULD NEED TO ADOPT LOCAL POLICIES OR ORDINANCE ESSENTIALLY  
19 THAT ADOPTS THE STATE LAW BUT ELIMINATES THE SUNSET DATE. ONE  
20 OF THE COMMENTS THAT WE GOT FROM COMMITTEE MEMBERS WAS THE NO  
21 NET LOSS AND RIGHT RETURN OPTION THAT IS LISTED URN PROTECTION  
22 MENU ARE MADE MANDATORY REQUIREMENTS INSTEAD OF POLICY  
23 OPTIONS. WE THOUGHT QUITE A BIT ABOUT THIS, AND GIVEN THE WIDE  
24 RANGE OF REQUIREMENTS THAT HAVE RECEIVED ON THIS REQUIREMENT  
25 AS WELL AS THE REGION'S DIVERSE HOUSING CONTEXT WE DECIDED TO



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1 MAINTAIN THE MENU APPROACH FOR THIS TOC POLICY REQUIREMENT AND  
2 KEPT NO NET LOSS AND RIGHT TO RETURN FOR HOMES TO THE POLICY  
3 OPTION INSTEAD OF MAKING A BASELINE REQUIREMENT. I WANT TO  
4 NOTE THAT SENATE BILL 330 SUNSET DATE TO 2030 CONCURRENTLY --  
5 [INDISCERNIBLE] SO A JURISDICTION WOULD STILL HAVE THE OPTION  
6 OF CHOOSING TO IMPLEMENT THIS POLICY BUT THEN ELIMINATING THE  
7 2030 SUNSETS DATE. ONE THING I WANT TO POINT ON IS THAT WE  
8 HAVE STATED IN THE TOC POLICY LANGUAGE THAT WE WILL BE  
9 EVALUATING THE POLICY AND ITS OUTCOMES EVERY FOUR YEARS AND  
10 THIS PROVIDES US AN OPPORTUNITY TO REVISIT THE POLICY'S  
11 AFFORDABLE HOUSING REQUIREMENTS BEFORE SB 330'S PROVISIONS  
12 EXPIRE IN 2030. NEXT SLIDE PLEASE. SO THE LAST TOC POLICY  
13 REQUIREMENT IS STATION ACCESS AND CIRCULATION. NO CHANGES HAVE  
14 BEEN MADE TO THIS REQUIREMENT SO THIS IS THE SAME AS WHAT YOU  
15 SAW IN JULY. SO I WON'T SPEND ANY FURTHER TIME TALKING ABOUT  
16 THIS ONE AND WE CAN MOVE ON TO THE NEXT SLIDE, PLEASE. ALL  
17 RIGHT. SO THESE LAST TWO SLIDES ARE REALLY FOCUSED ON  
18 OUTLINING THE TOC POLICY'S RELATIONSHIP TO FUNDING AND NEXT  
19 STEPS FOR IMPLEMENTATION. NO CHANGES HAVE BEEN MADE TO THIS  
20 SECTION OF THE POLICY AND ITS RELATIONSHIP AND THE POLICY'S  
21 RELATIONSHIP TO REGIONAL DISCRETIONARY FUNDING. THESE LAST TWO  
22 SLIDES ARE THE SAME AS WHAT YOU SAW BACK IN JULY. I WANT TO  
23 REITERATE THAT THE FIRST FOUR YEARS AFTER POLICY ADOPTION ARE  
24 FOCUSED ON IMPLEMENTATION AND THE REGION PLANS TO USE OBAG  
25 THREE AND REAP 2.0 FUNNING TO SUPPORT LOCAL JURISDICTIONS IN





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1 THEIR EFFORTS TO IMPLEMENT THE TOC POLICY. SO AFTER 2026,  
2 THAT'S WHEN THE POLICY WOULD ACTUALLY HAVE A RELATIONSHIP TO  
3 FUNDING AND WE'RE CALLING THIS THE COMPLIANCE PHASE OF THE  
4 POLICY. AND WHEN THAT HAPPENS, SOME DISCRETIONARY FUNDING  
5 ALLOCATIONS MAY BE CONTINGENT ON TOC POLICY COMPLIANCE. BUT,  
6 AGAIN, THIS IT WOULD NOT START UNTIL AFTER 2026. NEXT SLIDE  
7 PLEASE. AND, AGAIN, THIS SAME SLIDE THAT YOU SAW IN JULY, SO  
8 IN THE INTEREST OF TIME, I WON'T SPEND TOO MUCH TIME ON THIS,  
9 BUT THIS DOES OUTLINE SOME OF OUR NEXT IMMEDIATE  
10 IMPLEMENTATION STEPS. ONE OF THE THINGS THAT WE'RE GOING TO BE  
11 DONE FIRST AS PART OF THE IMPLEMENTATION POLICY IS ISSUING  
12 INITIAL GUIDELINES TO MAKE IT CLEAR FOR LOCAL JURISDICTIONS IN  
13 TERMS OF TYPES OF DOCUMENTATION WHAT THEY NEED TO SHOW IN  
14 ORDER TO DEMONSTRATE THIS COMPLIANCE WITH THE TOC POLICY. NEXT  
15 SLIDE PLEASE. AND THAT CONCLUDES MY PRESENTATION. SO, I WILL  
16 TURN IT BACK OVER TO CHAIR SPERING.

17

18 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, KARA. THE -- DO WE  
19 KNOW HOW MANY PUBLIC SPEAKERS WE HAVE?

20

21 **CLERK, MARTHA SILVER:** RIGHT -- THEY'RE BEGINNING TO RAISE  
22 THEIR HANDS NOW. WE ARE UP TO TEN.

23

24 **JAMES P. SPERING, MTC CHAIR:** TEN. OKAY. UNLESS THERE IS  
25 OBJECTIONS. I WOULD LIKE TO GO AHEAD AND TAKE THE PUBLIC



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1 TESTIMONY THEN BRING IT BACK TO THE COMMISSION AND THE ABAG  
2 COMMISSION AND ABAG COMMITTEE FOR COMMENTS. YOU HAVE TEN?

3

4 **CLERK, MARTHA SILVER:** 14 AND COUNTING.

5

6 **JAMES P. SPERING, MTC CHAIR:** GIVE A MINUTE AND A HALF. I THINK  
7 THEY CAN BE PRETTY SUCCINCT AT A MINUTE AND A HALF.

8

9 **CLERK, MARTHA SILVER:** FIRST IS JONATHON KASS.

10

11 **SPEAKER:** GOOD MORNING LAFAYETTE RESIDENT HERE SPEAKING ON  
12 BEHALF OF INCLUSIVE LAFAYETTE DEDICATED TO PROMOTING ON  
13 INCLUSIVE HOUSING IN MY HOMETOWN I'M HERE TO SUPPORT MTC'S  
14 GOALS TO PROMOTE CLIMATE FRIENDLY LIVING PATTERNS AND ALL OF  
15 YOUR GOOD WORK. I NEED TO OPPOSE A SMALL DETAIL OF PROPOSED  
16 CARVE OUT FOR CITIES WITH POPULATION OF LOWER THAN 30,000. AS  
17 A RESIDENT OF LAFAYETTE I BELIEVE MY TOWN SHOULD BE TREATED  
18 THE SAME AS ALL OTHERS WE HAVE EQUAL OPPORTUNITY SUPPORT THE  
19 CLIMATE GOALS FOR ALL OF CALIFORNIANS. THE PROPOSED CARVE OUT  
20 WOULD REWARD LAFAYETTE FOR PREVENTING TRANSIT DEVELOPMENT IN  
21 THE PAST. OUR POPULATION IS LESS THAN 30,000 RESIDENTS BECAUSE  
22 OF THE CITY ZONING CHOICES. THE CITY REWARDED FOR LIMITING  
23 HOMES IN THE PAST. BUT THE CITY ISN'T TAKING RESPONSIBILITY  
24 BEFORE THIS MEETING THEY SENT A LETTER ASKING FOR MORE SPECIAL  
25 TREATMENT. LAFAYETTE CLAIMS IT HAS NO TRANSIT COMPANY BECAUSE



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1 THERE'S NO DENSITY TO SUPPORT. THE CITY HAS NOT ALLOWED  
2 TRANSIT FEASIBLE I APPRECIATE YOUR ATTEMPT TO TAKE THE CITY'S  
3 CONSIDERATIONS. IT WOULD BE BEST FOR THE CITY IN CALIFORNIA.

4

5 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS JONATHON KASS  
6 FOLLOWED BY CORE SMITH. JONATHON GO AHEAD AND UNMUTE YOURSELF.

7

8 **SPEAKER:** THANK YOU. ON BEHALF OF SPUR, I SHARE GRATITUDE FOR  
9 STAFF'S THOUGHTFUL AND SUBSTANTIVE ENGAGEMENT WITH DIVERSE  
10 STAKEHOLDERS THROUGHOUT THIS PROCESS, SMALL JURISDICTIONS BIG  
11 CITIES EQUITY AND SUSTAINABILITY ADVOCATES BUSINESS  
12 ORGANIZATIONS AND MANY OTHERS HAVE HAD A STRONG VOICE.  
13 OVERALL, THE POLICY TOOL IS DELIVERING ON A PILLAR OF THE  
14 REGION'S GROWTH STRATEGY FOCUSING GROWTH IN PLACES THAT ARE  
15 WELL SERVED BY TRANSIT USING BACK ROADS TO TRANSFORM THESE  
16 PLACES IN A TWO PHASED EQUITABLE WALKABLE COMMUNITIES, BOTH TO  
17 SUPPORT AND TAKE ADVANTAGE OF EXISTING TRANSIT SERVICES. THE  
18 COMMISSION WILL NEED TO CONSIDER THE NEGATIVE IMPACT, AND THE  
19 TIER FOUR ALLOWANCE FOR LOCAL PARK MANDATES NEAR TRANSIT.  
20 THESE TWO LATE CHANGES MAY SUPPORT COMPROMISE BUT NEITHER IS A  
21 GOOD POLICY. SPUR URGES YOU TO SEND THIS ALONG TO THE FULL  
22 COMMISSION TODAY SO THAT YOUR APPROVAL ALLIANCE WITH LOCAL  
23 ISSUES. THANK YOU.

24



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1 **CLERK, MARTHA SILVER:** NEXT UP IS COREY SMITH. FOLLOWED BY  
2 LISA.

3

4 **SPEAKER:** GOOD MORNING EVERYBODY. COREY SMITH ON BEHALF OF THE  
5 HOUSING ACTION COALITION. I WANT TO ECHO COMMENTS OF THE  
6 PREVIOUS TWO SPEAKERS. WE SENT IN A LETTER ALONG WITH THE BIA  
7 COUNCIL AND MANY OTHERS, GENERALLY SPEAKING VERY SUPPORTIVE.  
8 THERE ARE TWEAKS THAT WE THINK WOULD IMPROVE THE PLAN. I HAVE  
9 SPENT THE LAST HOUR OR SO ON BART TRAVELING FROM CIVIC CENTER  
10 DOWN TO BERRYESSA, AND HAD A LUNCH WITH A FELLOW HOUSING  
11 ADVOCATE DOWN THERE. AND A COUPLE OF THINGS REALLY STOOD OUT  
12 TO ME, JUST, AGAIN, PROVIDING PUBLIC TRANSPORTATION  
13 INFRASTRUCTURE. NUMBER ONE, THERE ARE SO MANY OPPORTUNITIES TO  
14 BUILD HOUSING NEXT TO BART STATIONS. IT IS JAW DROPPING HOW  
15 MUCH AVAILABLE DIRT THERE IS TO, SORT OF, REALLY PROVIDE  
16 HOUSING OPPORTUNITIES FOR FOLKS. AND THE OTHER THING THEY  
17 NOTICED, VERY SADLY, THERE ARE SO MANY NEIGHBORS WHO ARE NOT  
18 IN GOOD HOUSING SITUATIONS, AND SLEEPING TENTS UNDERNEATH  
19 FREEWAYS. GETTING INTO POLICIES AND DETAILS AND ALL THIS  
20 STUFF, WE FORGET SOMETIMES THAT WE'RE TALKING ABOUT PEOPLE AND  
21 KEEPING PEOPLE AT THE CENTER OF THIS IS BUILDING HOMES IS VERY  
22 IMPORTANT. MOST OF THE DETAILS ARE IN THE LETTERS. THANK YOU  
23 SO MUCH.

24



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1 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS LISA FOLLOWED BY  
2 KEITH.

3

4 **SPEAKER:** GOOD MORNING MY NAME IS LISA AND I REPRESENT THE  
5 BUILDING INDUSTRY ASSOCIATION OF THE BAY AREA. WE VERY MUCH  
6 APPRECIATE HOW FAR THIS POLICY HAS COME SINCE IT WAS FIRST  
7 INTRODUCED THAT BEING SAID WE STRONGLY SUPPORT THE CALL FROM  
8 THE BAY AREA BUSINESS COMMUNITY TO FURTHER AMEND THE DRAFT  
9 POLICY TO MANDATE AT LEAST TWO ROBUST HOUSING PRODUCTION  
10 POLICY. TODAY THE POLICY NOT ONLY FAILS TO PRIORITIZE OR  
11 PROMOTE HOUSING PRODUCTION. IT CONTAINS A NUMBER OF POLICIES  
12 THAT WILL INCREASE THE COST AND RISK ASSOCIATED WITH BUILDING  
13 NEW HOMES. THIS MORNING I HAD A MEETING WITH THE LIVERMORE  
14 AREA AND A REPRESENTATIVE FROM THE LIVERMORE LAB DESCRIBED THE  
15 HIGH HOUSING COST IS THE NUMBER ONE BARRIER TO RECRUITING  
16 PEOPLE FROM ACROSS THE COUNTRY THAT THE LAB NEEDS TO DO ITS  
17 WORK. FOLLOWED UP BY COMMENTS FROM REPRESENTATIVE SANFORD,  
18 COMMENTS STATING STANFORD'S REPRESENTATION CAN'T OVERCOME THE  
19 HIGH COST OF HOUSING. AND A PERSON IN THE TECH INDUSTRY SAID I  
20 HAD NO IDEA HOW BAD IT WAS GOING TO BE IN THE HOUSING MARKET,  
21 I WOULD HAVE GONE TO BOULDER COLORADO. AND LASTLY MY FAVORITE  
22 LINE FROM THE MORNING WAS A YOUNG MAN WHO HAD BOUGHT A HOUSE  
23 IN LIVERMORE LAST YEAR, AND HE DESCRIBED HIS HOMEOWNERSHIP  
24 JOURNEY THIS WAY: YOU TOO CAN OWN A \$750,000 HOME IN LIVERMORE  
25 IF YOU HAVE THREE INCOME EARNING ENGINEERS IN YOUR HOUSEHOLD,



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1 NO KIDS AND NO CAR. THE SAYING GOES, THIS IS NO WAY TO RUN A  
2 RAILROAD. THANK YOU.

3

4 **CLERK, MARTHA SILVER:** THANK YOU. KEITH DIGS FOLLOWED BY WARREN  
5 WELLS.

6

7 **SPEAKER:** KEITH DIGS FROM YIMBY LAW. APPRECIATE ALL THE WORK  
8 THAT'S GONE IN. TWO POINTS. ONE I WANT TO ECHO COMMENTS  
9 OPPOSING CARVE OUT FOR THE SMALLER CITIES. THE BAY AREA  
10 REMAINS THE HOTTEST HUB MARKET IN THE NATION AND WE SHOULD NOT  
11 BE REWARDING CITIES THAT TRY TO STAY SMALL. SECOND POINT IS  
12 COUNTER INTUITIVE. I'M WORRIED THAT THE 50 DWELLING UNIT PER  
13 ACRE MINIMUM IS HIGH. SAN JOSE REQUIRES DWELLING MINIMUM OF 55  
14 UNITS AN ACRE IN CONNECTION WITH ITS URBAN VILLAGE STRATEGY  
15 AND IT HAS DRAMATICALLY UNDERPRODUCED IN THE LAST DECADE. I  
16 DON'T SEE A REASON FOR DENSITY MAXIMUMS. EVEN AROUND BART 52  
17 UNITS PER ACRE WILL WORK, BUT FOR SOME LIGHT RAIL AND BUS  
18 STOPS FURTHER OUT, I WOULD ENCOURAGE EXPLORING SAN JOSE'S  
19 EXPERIENCE AND MAKING SURE THAT ADOPTING A MINIMUM DENSITY OF  
20 THAT MAGNITUDE WILL NOT IN FACT PREVENT HOUSING FROM GETTING  
21 BUILT. BECAUSE I DON'T WANT TO SEE NOTHING GET BUILT. THANK  
22 YOU.

23

24 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS WARREN WELLS  
25 FOLLOWED BY GREG WOLFF. GO AHEAD AND UNMUTE YOURSELF.



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1

2 **SPEAKER:** HI COMMISSIONERS MY NAME IS WARREN WELLS RENTER IN  
3 BERKELEY CALIFORNIA SPEAKING PERSONALLY AGAINST THE CARVE OUT  
4 FOR LOW, FOR SMALL CITIES MOVING TIERS AND THE TOC POLICIES.  
5 IT'S NOT ENOUGH TO IMPOSE REQUIREMENTS ON SMALL CITIES BECAUSE  
6 THEY'RE AN HOUR FROM A MAJOR METRO AREA BUT IF A CITY IS SMALL  
7 BECAUSE THEY HAVE DECIDED TO BORDERS IN SUCH A WAY THAT NOT  
8 MANY PEOPLE CAN LIVE THERE WHILE EXISTING IN THE MIDDLE OF A  
9 LARGE METRO AREA IT SEEMS THAT POLICY SHOULD NOT APPLY. I LIVE  
10 IN AN AREA AND DON'T WORK WHERE I LIVE IN MARIN COUNTY WHICH  
11 IS PART OF SMALL CITIES THAT HAVE DECIDED TO STAY SMALL DUE TO  
12 THEIR ZONING POLICY. THANK YOU VERY MUCH. THAT'S ALL I HAVE  
13 FOR TODAY.

14

15 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS GREG WOLFF  
16 FOLLOWED BY ROBERT WOOD. GREG GO AHEAD AND UNMUTE YOURSELF.

17

18 **SPEAKER:** THANK YOU. I'M THE PLANNING DIRECTOR FOR THE CITY OF  
19 LAFAYETTE FIRST I WANT TO PRESENT APPRECIATION FOR CARE AND  
20 USAGE. THE CITY HAS REQUESTED FOUR AMENDMENT TO THE TOC POLICY  
21 FIRST THAT IT APPLY ONLY TO PDAS BECAUSE THESE AREAS HAVE BEEN  
22 PREVIOUSLY PLANNED FOR GROWTH CONSIDERING FACTORS SUCH AS  
23 ACCESS TO GOODS AND SERVICES AND NATURAL HAZARDS. SECOND, THAT  
24 WE -- THAT THE POLICY EXCLUDE AREAS IN VERY HIGH FIRE HAZARD  
25 SEVERITY ZONES. THIS IS GOOD PUBLIC POLICY AND DIRECTION FROM



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1 THE STATE. THIRD THAT THE EXTENSION THAT THE POLICY EXTEND  
2 REVISION ALLOWING CITIES TO COMPLY WITH TIER FOUR RESIDENTIAL  
3 DENSITIES AND TO EXTEND TO COMMERCIAL AND PARKING MANAGEMENT  
4 WE UNDERSTAND THE TIERS WERE SET UP TO PROVIDE PARITY BETWEEN  
5 RESIDENTIAL COMMERCIAL AND PARK REQUIREMENTS. AND LASTLY TO  
6 ALLOW SMALL CITIES UNDER 30,000 WHICH IS LIMITED RESOURCES TO  
7 CHOOSE ONE HOUSING POLICY FROM EACH CATEGORY INSTEAD OF TWO.  
8 WE SUBMITTED A LETTER YESTERDAY, AND I HOPE THAT EACH OF YOU  
9 RECEIVED IT. THANK YOU.

10

11 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS ROBERT WOOD  
12 FOLLOWED BY AMY FROM TRANSFORM. GO AHEAD AND UNMUTE YOURSELF.

13

14 **SPEAKER:** HI. I'M ROBERT WOOD, A PROFESSOR OF STRATEGIC  
15 MANAGEMENT OF SAN JOSE STATE AND CHAIRMAN OF THE HOUSING  
16 COMMITTEE OF THE SAN JOSE STATE FACULTY UNION. I SUBMITTED A  
17 RECENT COMMENT TO THE JULY MEETING BUT I'M AFRAID I JUST  
18 LEARNED WEDNESDAY THE CONCERNS WERE ADDRESSED FOR SMALL CITIES  
19 BUT NOT FOR SAN JOSE SO I DIDN'T DO A WRITTEN COMMENT. I WANT  
20 TO ASK THAT THE DENSITY MINIMUMS OF 50 UNITS PER ACRE NOT  
21 ADOPTED IN THE HIGHEST TRANSPORTATION DENSITY AREAS WHERE WE  
22 ARE OKAY WITH ONLY BUILDING HOUSING FOR RICH PEOPLE. IF SO THE  
23 EFFECTS OF SIMILAR RULES IN THE 2011 SAN JOSE PLAN ARE  
24 EVALUATED, AND IF THAT'S NOT THE PLAN. I WOULD LIKE ASK ON  
25 BEHALF OF MY FELLOW UNION MEMBERS AND MIDDLE CLASS PEOPLE THAT





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1 DENSITY BE REDUCED TO 25 UNITS PER ACRE AT VTA STOPPED AND  
2 SOUTH AND EAST OF DOWNTOWN SAN JOSE. IN 2020 SEATTLE PERMITTED  
3 11,980 UNITS SAN JOSE PERMITTED 658. PRIOR TO THE  
4 IMPLEMENTATION OF THE 55 UNIT MINIMUM YOU SAN JOSE STATE  
5 FACULTY ROUTINELY PURCHASED HOMES IN SAN JOSE BY PUBLIC  
6 TRANSPORTATION EXPERIENCE WITH THE 55 COMMUNITY DEVELOPERS ARE  
7 NOT ABLE TO PRODUCE HOUSING FOR LESS THAN \$800,000 FOR 850  
8 SQUARE FOOT UNIT AND I DON'T WANT TO SAY THAT I'M AGAINST THE  
9 DEVELOPMENTS --

10

11 **CLERK, MARTHA SILVER:** THANK YOU ROBERT. NEXT UP IS AMY. GO  
12 AHEAD AND UNMUTE YOURSELF.

13

14 **SPEAKER:** THIS IS AMY FROM TRANSFORM. THANKS FOR PRESENTING  
15 TODAY. TO KARA AND TO MTC STAFF AND THE COMMISSION FOR THE  
16 ATTENTION TO DETAIL AND GREAT STAKEHOLDER ENGAGEMENT ACROSS  
17 THE ENTIRE PROCESS. WE'RE GRATEFUL FOR THE WORK ON THE TOC  
18 POLICY AND WE STRONGLY ENCOURAGE APPROVING THE POLICY SO THE  
19 COMMISSION CAN PASS THE TOC POLICY THIS MONTH SO WE CAN BEGIN  
20 THE WORK AND GET CLOSER TO OUR PLANNED BAY AREA GOALS. WE'RE  
21 PARTICULARLY GRATEFUL FOR THE STRONG PARK REFORM POLICY TO  
22 EXPAND FROM OFFICE TO COMMERCIAL ZONE SUGGEST. HOWEVER AS  
23 OUTLINED IN OUR LETTER WE FEEL THERE ARE OPPORTUNITIES TO  
24 STRENGTHEN THE POLICY TO MAKE GOOD POLICY. PARK MINIMUMS  
25 SHOULD BE PROHIBITED ACROSS ALL TIERS. THE BAY AREA HAS 15



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1 MILLION PARKING SPACES WHICH MAPS OUT TO TWO AND A HALF PER  
2 VEHICLE AND THESE SPACER CONCENTRATED IN URBAN AREAS WHICH  
3 OFTEN OVERLAP WITH TRANSIT STATIONS THERE IS NO GOOD REASON TO  
4 MANDATE THE CREATION OF NEW PARKING TODAY WHICH INDUCES  
5 DRIVING ONE OF OUR LARGEST GREENHOUSE GAS EMISSION  
6 CONTRIBUTORS. AND I ALSO WANT TO ECHO COMMENTS TO SUPPORT  
7 REMOVING SMALL CITY EXCLUSION, AND ASK THAT WE LIMIT THE MENU  
8 TO FOCUS ON AFFORDABLE HOUSING AND PRODUCTION AND MAKE THE  
9 RIGHT TO RETURN AND NO NET LOSS A REQUIREMENT.

10

11 **CLERK, MARTHA SILVER:** THANK YOU. NEXT SPEAKER.

12

13 **SPEAKER:** HELLO MY NAME IS KEN CHAN, I'M THE SENIOR ORGANIZER  
14 THROUGH SAN MATEO COUNTY THROUGH COMMUNITY LEADERS TO PRESERVE  
15 QUALITY AFFORDABLE HOUSING. I THANK STAFF FOR TODAY'S REPORT  
16 AND EVERYONE INVOLVED INCLUDING THIS COMMISSION FOR THE WORK  
17 YOU HAVE DONE SO FAR TO REFINE THE TOC POLICY DISCUSSION. ON  
18 BEHALF OF WHAT'S IN OUR COALITION LETTER THERE ARE SOME THINGS  
19 THAT CAN BE DONE TO STRENGTHEN THIS POLICY, ENCOURAGE  
20 COMMITTEE MEMBERS TO -- [INDISCERNIBLE] RECENTLY SEGREGATED  
21 CITIES CONSOLIDATE THE THREE P MINIMUM AND MINIMUM PARKING  
22 REQUIREMENTS THIS POLICY IS A TOOL YOU HAVE AT YOUR DISPOSAL  
23 TO ADDRESS JOBS/HOUSING IMBALANCE THAT COMMITTEE MEMBERS ARE  
24 EXPERIENCING RIGHT NOW IN YOUR JURISDICTIONS. ENCOURAGING TO



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1 YOU TAKE ALL STEPS TO MOVE FORWARD WITH THESE SUGGESTED  
2 CHANGES. THANK YOU VERY MUCH.

3

4 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS JONATHON SINGH  
5 FOLLOWED BY KENNETH JAVIER ROW SALLIES.

6

7 **SPEAKER:** THANK YOU VERY MUCH. MY NAME IS JONATHON SINGH WITH  
8 EAST BAY FOR EVERYONE ACTIVE IN ALAMEDA AND CONTRA COSTA  
9 COUNTIES I'M HERE TO THANK STAFF FOR ALL THEIR HARD WORK HERE  
10 AT MTC FOR DRAFTING THIS TRANSIT ORIENTED COMMUNITIES POLICY.  
11 WE'RE BROADLY IN SUPPORT OF IT. WE CERTAINLY ENCOURAGE THIS  
12 BODY TO PASS THE RESOLUTION AND SEND IT TO THE FULL COMMISSION  
13 FOR APPROVAL. WE SIGNED ON TO THE LETTER WITH OTHER COALITION  
14 PARTNERS ASKING STAFF TO RECOMMEND ALTERNATIVES TO THAT TO THE  
15 CARVE OUT FOR CITIES UNDER 30,000 RESIDENTS ALLOWING THEM TO  
16 COMPLY WITH THE DENSITY RECOMMENDATIONS FOR TIER FOUR CITIES  
17 RATHER THAN -- SORRY -- TIER FOUR TRANSIT RATHER THAN TIER  
18 THREE. WE THINK ALL BART STATIONS, ALL BUS RAPID TRANSIT  
19 STATIONS DESERVE A CHANCE AT A VIBRANT AND DENSE AREA AROUND  
20 THEM AS THEY WELCOME MORE NEIGHBORS NEAR TRANSIT, NEAR HIGH  
21 OPPORTUNITY AREAS. WE THINK THOSE AREAS SHOULD BE DENSER. WE  
22 ALSO SUPPORT RIGHT TO RETURN AND NO NET LOSS POLICY TO CODIFY  
23 THAT AS PART OF THE TOC POLICY. THANK YOU SO MUCH.

24



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1 **CLERK, MARTHA SILVER:** THANK YOU. KENNETH ROSALES, FOLLOWED BY  
2 ADINA. KENNETH, GO AHEAD AND UNMUTE YOURSELF.

3

4 **SPEAKER:** GOOD MORNING COMMITTEE MEMBERS MY NAME IS KENNETH  
5 ROSALES, WITH SC AT HOME, A NON PROFIT AFFORDABLE HOUSING  
6 ORGANIZATION IN SANTA CLARA COUNTY, A HOUSING COALITION THAT  
7 INCLUDES HOUSING, ENVIRONMENTAL AND TRANSPORTATION ADVOCACY  
8 THAT OTHER FOLKS HAVE MENTIONED TODAY, AND ONE OF MANY  
9 SIGNATORIES OF THE LETTER THAT WAS PROVIDED IN YOUR PACKET. I  
10 WOULD LIKE TO THANK MTC STAFF FOR ALL THEY HAVE DONE FOR  
11 INCORPORATING OUR COMMENTS. THIS WILL HELP MAKING PROGRESS IN  
12 MEETING OUR HOUSING CLIMATE RACIAL AND ECONOMIC JUSTICE GOALS  
13 IN THE BAY AREA HOWEVER WE FEEL THERE ARE AREAS WHERE THINGS  
14 CAN BE STRENGTHENED TO ACCOMPLISH THESE GOALS. WE RECOMMEND  
15 ELIMINATING LAST MINUTE RESIDENTIAL DENSITY FROM SOME OF THE  
16 REGION'S MOST HIGHLY RESOURCED HIGH OPPORTUNITY AND HIGHEST  
17 MEDIAN INCOME CITIES CREATING MORE INCLUSIVE AND INTEGRATION.  
18 INCLUDING ALBANY, ATHERTON, BELMONT, BRISBANE, LAFAYETTE AND  
19 ORINDA, THIS EXEMPTION IS IN CONFLICT WITH HOUSING ELEMENTS TO  
20 FURTHER FAIR HOUSING. THIS WOULD ALLOW JURISDICTIONS TO HAVE  
21 LONG [INDISCERNIBLE] MULTI-FAMILY HOUSING TO CONTINUE TO BE  
22 EXEMPTED FROM ENGAGING AND OUR COLLECTIVE EFFORTS  
23 [INDISCERNIBLE] REGION. THANK YOU SO MUCH. I YIELD MY TIME.

24



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1 **CLERK, MARTHA SILVER:** THANK YOU. ADINA LEVIN FOLLOWED BY  
2 DERRICK SAGEHORN. GO AHEAD AND UNMUTE YOURSELF.

3

4 **SPEAKER:** HELLO COMMISSIONERS. ADINA LEVIN, I SERVE ON THE  
5 POLICY ADVISORY COUNCIL BUT I AM SPEAKING FOR MYSELF AND ALSO  
6 AS A MEMBER OF PENS WELL FOR EVERYONE WHICH IS A YIMBY ACTION  
7 CHAPTER. AND SPEAKING IN SUPPORT OF THE ITEMS IN THE COALITION  
8 LETTER, INCLUDING OPPOSING -- FIRST OF ALL, GENERALLY  
9 SUPPORTING THE TOC POLICY AND URGING YOU TO MOVE THIS FORWARD,  
10 BUT ALSO EXPRESSING CONCERN ABOUT THE CARVE OUT RECOMMENDATION  
11 FOR SMALL CITIES THAT ARE LOCATED, THAT HAVE A MAJOR TRANSIT  
12 ASSETS, DO LOGICALLY FIT WITH THE TRANSIT ORIENTED COMMUNITIES  
13 POLICY, AND NOT, YOU KNOW, MOVING FORWARD WITH THIS CARVE OUT,  
14 IS GOING FORWARD IN THE OPPOSITE DIRECTION OF THE FAIR HOUSING  
15 GOALS OF THE STATE AND THE REGION. ALSO, WANTING TO EXPRESS  
16 CONCERN ABOUT THE PARKING MINIMUMS, GETTING RID OF PARKING  
17 MINIMUMS DOESN'T ELIMINATE THE PARKING. IT JUST MEANS THAT  
18 IT'S NOT REQUIRING THE PROVISION OF THE PARKING AND NOT HAVING  
19 PARKING MINIMUMS IS A GOOD WAY TO INCREASE WALKING AND BIKING  
20 AND TRANSIT INFILL DEVELOPMENT, AND ALSO WANT TO HIGHLIGHT THE  
21 THREE P'S RECOMMENDATION.

22

23 **CLERK, MARTHA SILVER:** TIME IS UP ADINA. NEXT UP IS DERRICK  
24 SAGEHORN.

25



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1 **SPEAKER:** THIS IS DERRICK, I AM CALLING IN TO OPPOSE THE CARVE  
2 OUTS FOR LAFAYETTE AND ORINDA. THESE ARE SOME OF THE MOST  
3 EXCLUSIONARY PLACES IN THE STATE OF CALIFORNIA AND AT THE LAST  
4 MINUTE THEY DECIDE THEY DON'T NEED TO COMPLY WITH THE HOUSING  
5 POLICY GOALS. THIS UNDERMINES AFFIRMATIVELY FURTHERING FAIR  
6 HOUSING GOALS THAT CALIFORNIA HAS CODIFIED IN THE LAST YEARS.  
7 AS SOMEONE WHO HAS LOOKED AT ORINDA AND LAFAYETTE'S HOUSING  
8 ELEMENTS, THEY ARE DEEPLY UNSERIOUS ABOUT TRYING TO MEET THEIR  
9 GOALS FOR RHNA. ORINDA PROPOSES TO HAVE ZERO UNITS AT IT'S  
10 BILLION DOLLAR BART STATION AND PLACES VAST MAJORITY OF ZONE  
11 CAPACITY ON TOP OF EXISTING COMMERCIAL AND OFFICE BUILDINGS  
12 WITH LOW VACANCY RATES. THESE USES WILL NOT BE OUTBID BY 30  
13 DWELLING UNITS PER ACRE REQUIRED BY HOUSING LAW AND TOC POLICY  
14 COULD BE A TOOL TO FORCE THEM TO DO DEVELOPMENT THAT COULD  
15 RESULT IN HOUSING. AND YET, MTC IS WEAKENING THE POLICY AT  
16 THEIR BEHEST. MTC IS PROVIDING THIS WEAKENS OF TOC POLICY IN  
17 CONTRA INVENTION OF PLANNED BAY AREA'S CLIMATE AND EQUITY  
18 GOALS AND STILL LAFAYETTE PLANNING STAFF IS CALLING IN AND  
19 ASKING FOR MORE CARVE OUTS FOR ITSELF. IF YOU GIVE A MOUSE A  
20 COOKIE IT'S GOING TO WANT A GLASS OF MILK AND MTC KEEPS  
21 WEAKENING THIS POLICY. I HAVE TO OPPOSE THIS AND IT'S  
22 FRUSTRATING THAT STAFF WOULD CONSIDER THIS. THANK YOU.

23

24 **CLERK, MARTHA SILVER:** THANK YOU DERRICK. NEXT UP, ALI.

25



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1 **SPEAKER:** I WANT TO ECHO MANY COMMENTS OF THE PREVIOUS  
2 SPEAKERS. I ALSO WANT TO SPEAK TO SOME OF MY PERSONAL  
3 EXPERIENCES, IN YEARS I HAVE MOVED ABOUT TEN TIMES DUE TO THE  
4 LACK OF HOUSING AVAILABILITY WE HAVE IN THE BAY AREA. I HAVE  
5 HAD TO STAY IN UNSAFE WORK ENVIRONMENTS IN ORDER TO BE ABLE TO  
6 AFFORD HOUSING, AS WELL AS BAD HOUSING ARRANGEMENTS AS MANY  
7 YOUNG PEOPLE HAVE, AS WELL. ADDITIONALLY, I WAS LIVING IN SAN  
8 JOSE, AND WE HAVE VERY LITTLE TRANSIT HUBS. WE VERY HANDILY  
9 JUST DEVELOPED THE BERRYESSA BART STATION, BUT IN ORDER TO GET  
10 TO SCHOOL IN BERKELEY, HAD TO TRAVEL TWO HOURS. MORE THAN TWO  
11 HOURS EACH WAY, JUST TO GET TO SCHOOL. OBVIOUSLY THESE ARE NOT  
12 REASONABLE OPTIONS. AND WE ARE WORSENING THE PROBLEM WHEN  
13 WE'RE DOING THESE CARVE OUTS FOR SMALL CITIES. AND, AS A  
14 REMINDER, LIKE, WE ARE INTENTIONALLY ALLOWING THEM TO  
15 CONTINUALLY RACIALLY SEGREGATE, AND RACIAL SEGREGATION REMAINS  
16 THE KEY DRIVER OF RACIAL DISPARITIES IN EDUCATION, IN HEALTH  
17 CARE, AND HOUSING, AND IN EMPLOYMENT. AND WE HAVE THE  
18 OPPORTUNITY TO CHANGE THIS. SO STRONGLY URGE TO REMOVE THIS  
19 EXEMPTION SIGNIFICANT FINAL POLICY. THANK YOU SO MUCH.

20

21 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS JUSTINE MARK US,  
22 FOLLOWED BY AARON ECKHOUSE.

23

24 **JAMES P. SPERING, MTC CHAIR:** MARTHA HOW MANY MORE SPEAKERS DO  
25 YOU HAVE? FIVE.



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1

2 **CLERK, MARTHA SILVER:** FIVE.

3

4 **JAMES P. SPERING, MTC CHAIR:** GOOD MORNING. THIS IS JUSTINE  
5 FROM COMMUNITY ENTERPRISE PARTNERS. I WANT TO EXPRESS OUR  
6 APPRECIATION FOR THE CHANGES MADE OVER THE COURSE OF THE LAST  
7 TWO YEARS STAFF HAVE BEEN COLLABORATIVE AND PATIENT. WE WANT  
8 TO EXPRESS OUR SUPPORT FOR THE COMMITTEE VOTING TO MUST POLICY  
9 FORWARD TO THE FULL COMMISSION AT THE END OF THE MONTH BUT WE  
10 WANT TO HIGHLIGHT SOME CHANGES THAT WE THINK ARE -- TO REALLY  
11 MAKE SURE THAT THE TOC POLICY IS ACHIEVING THE GOALS THAT IT  
12 SET OUT TO ACHIEVE. WE KNOW THAT THERE IS A LOT OF BACK AND  
13 FORTH AND COMPROMISE IN THIS PROCESS, BUT AS WE'RE ROUNDING  
14 THE CORNER ON FINALIZING THE POLICY WE NEED TO MAKE SURE WE  
15 ARE FOCUSING ON THE INTENTION ON THE EQUALITY AND AFFORDABLE  
16 HOUSING COMMITMENT CENTRAL TO THE POLICY. WE RAISED THREE  
17 RECOMMENDATIONS IN OUR COALITION LETTER, BUT I WANT TO FOCUS  
18 ON THE AFFORDABLE HOUSING AND ANTI-DISPLACEMENT POLICY MENUS  
19 OVER THE COURSE OF THE POLICY DEVELOPMENT PROCESS THESE MENUS  
20 HAVE BECOME OVERLOADED WITH TOO MANY POLICIES AND VARYING  
21 IMPACTS AND SCALE AND WE'RE WATERING DOWN OUR COMMITMENT TO  
22 AFFORDABLE HOUSING. WE ARE LOOKING FORWARD TO WORKING WITH TO  
23 YOU MAKE THESE CHANGES IN THE FINAL DRAFT POLICY LATER THIS  
24 MONTH. THANK YOU.

25





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1 **CLERK, MARTHA SILVER:** THANK YOU. NEXT UP IS AARON ECKHOUSE  
2 FOLLOWED BY LUIS.

3

4 **SPEAKER:** MY NAME IS [INDISCERNIBLE] POLICY MANAGER FOR YIMBY.  
5 YES IN MY BACKYARD. IT'S GREAT TO SEE A COMPREHENSIVE APPROACH  
6 TO THE HOUSING POLICY AND TRANSIT ORIENTED DEVELOPMENT  
7 POLICIES. THERE IS A LOT TO LIKE IN THIS POLICY AND I HOPE YOU  
8 WILL MOVE IT FORWARD TODAY. PARTICULARLY HAPPY WITH THE CHANGE  
9 STAFF MADE TO COVER ALL AREAS WITHIN A HALF MILE OF TRANSIT  
10 AND NOT JUST LOCALLY DESIGNATED PDAS BUT THERE ARE ISSUES TO  
11 ADDRESS, AND THE MOST TROUBLING TO ME IS THE SPECIAL EXEMPTION  
12 BEING IMPOSED FOR A HEALTHY HANDFUL OF WEALTHY JURISDICTIONS  
13 WITH EXCLUSIONARY HISTORIES. EXEMPTION WOULD APPLY TO 6  
14 JURISDICTIONS IDENTIFIED IN THE BAY AREA ATHERTON, ALBANY,  
15 BELMONT, BRISBANE, LAFAYETTE, AND ORINDA. THESE ARE NOT CITIES  
16 THAT NEED SPECIAL HELP. GIVING THEM A LOOPHOLE LIKE THIS IS  
17 OPPOSITE OF AFFIRMATIVELY FURTHERING FAIR HOUSING AND TRENDS  
18 HISTORICAL CURRENT PATTERNS OF SEGREGATION. IT'S INDEFENSIBLE  
19 AND SHOULD BE REMOVED. I CAN'T LET THAT SLIDE. I THINK  
20 CHANGING TO SINGLE-FAMILY ZONING, SERVICE -- [INDISCERNIBLE]  
21 IN THIS POLICY. THANK YOU.

22

23 **CLERK, MARTHA SILVER:** IT. LUIS FOLLOWED BY JORDAN GRIMES. GO  
24 AHEAD AND UNMUTE YOURSELF.

25



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1 **SPEAKER:** HI. THANK YOU, CHAIR, FOR THE TIME TO SPEAK TODAY.  
2 LUIS MORONTE CALLING ON BATCH OF THE BAY AREA COUNCIL. WE  
3 APPRECIATE THE CURRENT REQUIREMENTS AROUND PRODUCTION BUT TOO  
4 MANY OF THE ITEMS ON THE PRODUCTION MENU DON'T ACTUALLY  
5 INCENTIVIZE PRODUCTION. WE SUBMITTED A COMMENT LETTER ALONG  
6 WITH ABOUT A DOZEN ORGANIZATIONS ON THIS CALL, ALIGNING  
7 COMMENTS WITH BIA AND PREVIOUS SPEAKERS. WE URGE TO YOU  
8 REQUIRE LOCAL GOVERNMENTS TO ACTUALLY REQUIRE -- SORRY -- WE  
9 URGE YOU TO REQUIRE OF LOCAL GOVERNMENTS TO REAL PRODUCTION  
10 STRATEGIES TO BALANCE OUT THIS POLICY THAT CURRENTLY TRENDS  
11 NOT TOWARDS PRODUCTION BUT TOWARDS THINGS THAT ARE CONCERNING  
12 FOR PRODUCTION. WE SENT A REQUEST SPECIFYING THE POLICIES WE  
13 THINK WILL GET PRODUCTION AND THOSE INCLUDE ZONING REFORM TO  
14 TRANSIT, STREAMLINING AND AN INCREASED APPLICATION OF THE  
15 STATE'S DENSITY BONUS LAW-ENFORCEMENT WE ENCOURAGE TO YOU  
16 INCENTIVIZE CONSISTENCY BETWEEN SCS AND LOCAL PLANS AS A  
17 REQUIREMENT. WE ECHO THE CONCERN OF MANY ADVOCATES ON THIS  
18 CALL AROUND EXEMPTING SMALL HIGHLY WEALTHY CITIES FROM THE  
19 INCENTIVE STRUCTURE IN THE PLAN HERE. IT'S SHAMEFUL AND  
20 EMBARRASSING THAT THEY WOULD REQUEST FURTHER EXEMPTIONS AND I  
21 ALIGN MY COMMENTS ABOUT THIS EXEMPTION PROCESS EXACERBATING  
22 RESIDENTIAL AND RACIAL SEGREGATION IN THE BAY AREA RATHER THAN  
23 WHAT IT SHOULD BE DOING WHICH IS ALLEVIATING IT. THANK YOU.  
24



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1 **CLERK, MARTHA SILVER:** THANK YOU. JORDAN GRIMES FOLLOWED BY  
2 GENAY AUBREY.

3

4 **SPEAKER:** JORDAN GRIMES WITH GREENBELT ALLIANCE. I WANT TO  
5 CONCUR WITH THE COMMENTS OF PREVIOUS SPEAKS AND FIRST WANT TO  
6 SAY THAT WE'RE HAPPY TOC IS MOVING FORWARD AFTER SEVERAL YEARS  
7 OF HARD WORK ON THE PART OF STAFF AND COMMISSIONERS. THIS IS  
8 BADLY NEEDED COULDN'T BE COMING AT A BETTER TIME. WE HAVE  
9 FINAL RECOMMENDATIONS AND ISSUES TO ADDRESS TO MAXIMIZE THE  
10 EFFECTIVENESS OF THE GOALS OF THE PROGRAM. FIRST WE HAVE  
11 CONCERN ABOUT THE LAST MINUTE CHANGES TO TIERS AND WOULD URGE  
12 REVERSAL IN THIS CASE. TRANSIT-RICH AREAS LIKE BELMONT AND  
13 LAFAYETTE WOULD BE A TRAGIC REVERSE INTO AN UGLY HISTORY.  
14 COLLECTIVE ACTION IS IMPERATIVE HERE TO ENSURE SUCCESSFUL AND  
15 EQUITABLE OUTCOMES. SECOND, WE ALSO WANT TO URGE THE  
16 ELIMINATION OF PARKING MINIMUM REQUIREMENTS IN TIER FOURS.  
17 THIS IS IMPORTANT BECAUSE WE HAVE SPENT THE LAST WEEK LIVING  
18 THROUGH A HEAT WAVE OF TURBO CHARMED CLIMATE CHANGE, WE NEED  
19 TO RECOGNIZE THE POLICY AND INCENTIVES. WE NEED TO ENCOURAGE  
20 SHIFTS TO SUSTAIN MODES OF TRANSPORTATION IN ORDER TO MEET GHG  
21 TARGETS NECESSARY TO STEM THE TIED OF A RAPIDLY WARMING  
22 CLIMATE. THANK YOU.

23

24 **CLERK, MARTHA SILVER:** THANK YOU. GENAY AUBREY. GO AHEAD AND  
25 UNMUTE YOURSELF.



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1

2 **SPEAKER:** THANK YOU. GOOD MORNING. MY NAME IS GENAY AUBREY I'M  
3 THE SENIOR POLICY MANAGER AT NPH WE WANT TO THANK YOU FOR ALL  
4 THE WORK YOU HAVE DONE IN GATHERING FEEDBACK TO REFINE THIS  
5 POLICY BUT WE FEEL THIS POLICY NEEDS FURTHER REFINEMENT IN  
6 ORDER TO ACHIEVE OUR HOUSING CLIMATE AND RACIAL EQUITY GOALS.  
7 WE URGE STAFF TO ADDRESS CONCERNS LISTED IN THE COALITION  
8 LETTER AND HIGHLIGHTED BY MY COLLEAGUES TODAY. URGE FOCUS ON  
9 EXEMPTION FOR SMALL CITIES WHICH ARE SOME OF THE REGION'S MOST  
10 EXCLUSIVE AND RACIALLY SEGREGATED CITIES. WE URGE TO YOU  
11 REMOVE THE EXEMPTION IN THE FINAL POLICY. THANK YOU FOR YOUR  
12 TIME AND CONSIDERATION.

13

14 **CLERK, MARTHA SILVER:** THANK YOU. THERE ARE NO MORE MEMBERS OF  
15 THE PUBLIC WITH THEIR HAND RAISED. WE RECEIVED COMMENTS FROM  
16 BART EAST BAY FOR EVERYONE, LETTER COMBINED SIGNED BY  
17 TRANSFORM ENTERPRISE COMMUNITY PARTNERS GENERATION HOUSING  
18 EAST BAY HOUSING ORGANIZATION NON-PROFIT HOUSING ASSOCIATION  
19 NORTHERN CALIFORNIA INCLUSIVE LAFAYETTE CONTRA COSTA YOUNG  
20 DEMOCRATS, EAST BAY FOR EVERYONE AND COUNCIL OF SAN MATEO.

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I LOVE THE TERM CARVE  
23 OUT FOR THOSE CITIES. WE LOOKED AT THE CAPACITY OF THEM TO BE  
24 ABLE TO DO THOSE HIGHER DENSITIES AND FOR MYSELF, I DIDN'T  
25 THINK IT WAS FEASIBLE. AND IN THAT TIER THEY'RE IN, I THINK



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1 WE'RE GOING GET PRODUCTION AND THAT'S WHAT OUR GOALS AND  
2 EVERY STOP AND EVERY COMMUNITY HAS TO LOOK THE SAME I THINK IS  
3 UNREASONABLE AND IT STARTS TO DIMINISH SOME OF THE QUALITIES  
4 THAT WE HAVE HERE IN THE BAY AREA THAT WE HAVE GOT THESE  
5 UNIQUE COMMUNITIES AND UNIQUE CHARACTERISTICS OF OUR CITIES  
6 AND COUNTIES. THIS IS ONE STEP FORWARD. AND I THINK THAT WE'RE  
7 TRYING TO DO IS PROMOTE EVEN THOSE SPECIAL CITIES TO DO  
8 PRODUCTION, TO GET HOUSING IN LINE, TO HELP START SOLVING THIS  
9 PROBLEM. AND THE HOUSING, I WANT TO COMMEND STAFF FOR FOCUSING  
10 ON ALL HOUSING. YOU KNOW, IF YOU KNOW ANYTHING ABOUT THE REAL  
11 ESTATE MARKET THIS WHOLE SPECTRUM OF COST OF HOUSING T CAUSES  
12 A MOVEMENT THAT CREATES HOUSING FOR THE LOW-INCOME OR LESS  
13 EXPENSIVE HOUSES AND THAT MOVEMENT IS CRITICAL TO THE SYSTEM  
14 AND I THINK A LOT OF THAT THOUGHT HAS GONE INTO THIS PLAN. THE  
15 OTHER QUESTION, IF YOU COULD, MATT, IS, YOU KNOW, WHEN WE GET  
16 IT ADOPTED HOW DO WE ADDRESS REVISIONS HOW DO WE LOOK AT  
17 CHANGES THAT WE SEE, IF SOMETHING'S NOT WORK SOMETHING HOW DO  
18 WE FIX IT? HOW CAN WE MAKE THOSE PROVISIONS, REVISIONS. WITH  
19 THAT, MATT, I'LL TURN IT OVER TO YOU, OR KARA, IF YOU COULD  
20 RESPOND?

21

22 **MATT MALONEY:** I'LL SAY A FEW THINGS AND THEN IF KARA HAS ANY  
23 THOUGHTS. I GO BACK TO MY OPENING COMMENTS IS THAT WE STRIVE  
24 TO MAKE THIS POLICY MEANINGFUL AND A STEP IN THE RIGHT  
25 DIRECTION BUT WE ALSO WANT IT TO BE ACHIEVABLE, YOU UPON KNOW,



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1 BY CITIES. AND AGAIN WE WERE LISTENING TO THE COMMENTS  
2 EXPRESSED HERE AT THE COMMISSION AND TALKING WIDELY TO LOCAL  
3 JURISDICTIONS AND REALLY THAT'S KIND OF WHERE WE CAME OUT WITH  
4 THE TIER THREE TO TIER FOUR. I WANT TO SAY ON THE TIER THREE  
5 TO TIER FOUR FOR THE SMALL CITIES IS, YOU KNOW THOSE CITIES,  
6 THERE IS A LOT IN THE POLICY THAT THOSE CITIES STILL NEED TO  
7 COMPLY WITH, THE PARKING STUFF IS IN THERE STILL ON THE TABLE,  
8 THE COMMERCIAL AND THE OFFICE. SO, REALLY, ALL OF THAT CARVE  
9 OUT "UNQUOTE DOES IS MOVE IT FROM TIER THREE TO TIER FOUR AND  
10 THE DENSITY PART SO THERE IS A LOT THOSE CITIES IS WOULD STILL  
11 NEED TO COME PLY COMPLY WITH. KARA, DO YOU HAVE OTHER THOUGHTS  
12 THAT CAME TO YOUR MIND WHEN LISTENING TO THE PUBLIC TESTIMONY?

13

14 **SPEAKER:** THE ONLY THING I WOULD ADD IN TERMS OF CHAIR  
15 SPERING'S COMMENTS ABOUT REVISITING THE POLICY. WE HAVE  
16 WRITTEN INTO THE POLICY THAT WE WOULD EVALUATE IT AND ITS  
17 OUTCOMES EVERY FOUR YEARS, AND, SO, WE DO HAVE A MECHANISM IN  
18 THERE TO GO BACK, REVISIT, UNDERSTAND THE IMPLICATION  
19 SUPERVISOR MAKE ANY NECESSARY CHANGES OR REVISIONS AT THOSE  
20 POINTS IN TIME. AND THE FOUR YEAR TIME FRAME WAS THAT SO WE  
21 COULD ALIGN THAT WITH OUR PLANNED BAY AREA UPDATES, AS WELL AS  
22 WITH OUR RHNA CYCLES, AS WELL.

23

24 **JAMES P. SPERING, MTC CHAIR:** OKAY. SO, COMMISSIONERS, IF YOU  
25 POP YOUR HAND UP, WE'LL TAKE YOUR COMMENTS OR COMMENT?



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1 ANYBODY? OKAY. I'M NOT SEEING ANY. THERE WE GO. NICK, I'LL GO  
2 WITH YOU FIRST AND THEN DAVID.

3

4 **NICK JOSEFOWITZ:** THANK YOU CHAIR. I ALSO WANT TO THANK STAFF.  
5 THIS HAS BEEN A LOT OF WORK AND A LOT OF REALLY THOUGHTFUL  
6 ENGAGEMENT. AND A WILLINGNESS TO THINK DIFFERENT AROUND  
7 TRANSIT, OUR POLICIES AROUND LAND USE AROUND TRANSIT THAN IN  
8 THE PAST AND I THINK THAT REFLECTS POSITIVELY ON THE WORK THAT  
9 YOU HAVE DONE. I ALSO WANT TO THANK ALL THE STAKEHOLDERS THAT  
10 HAVE ALSO PUT IN HOURS AND HOURS AND HOURS ENGAGING WITH  
11 STAFF. AND, YOU KNOW, FROM WHAT'S COME UP TO US, I THINK THAT  
12 HAS BEEN PRODUCTIVE ENGAGEMENT AND WE APPRECIATE ALL OF YOUR  
13 INSIGHTS, YOUR WORKING SO COLLABORATIVELY WITH US AND THE  
14 ABILITY TO BRING A DIVERSE SET OF VOICES TO THESE ISSUES,  
15 WHICH OBVIOUSLY IMPACT SO MANY DIFFERENT TYPES OF PEOPLE  
16 AROUND THIS REGION. I DON'T THINK ANYBODY WOULD HAVE EXPECTED  
17 US TO BRING FORWARD A TOC POLICY, THAT'S CORRECT EVERYBODY HAD  
18 NO QUIBBLES WITH, THAT'S NOT THE TYPE -- THAT'S NOT HOW THESE  
19 THINGS WORK. THEY'RE CERTAINLY THINGS WHICH, IF I COULD -- IF  
20 I WAS KING CHARLES THE THIRD AND RUNNING, AND, SORT OF, ABLE  
21 TO RIDE THESE THINGS ALL BY MYSELF -- I GUESS THAT'S NOT QUITE  
22 HOW IT WORKS IN ENGLAND, BUT YOU KNOW IF I HAVE DONE THINGS  
23 DIFFERENTLY. AND I HOPE THAT, AS THIS POLICY EVOLVES, WE'LL BE  
24 ABLE TO DEEPEN IT AND MAKE IT BETTER AND LEARN FROM KIND OF  
25 WHAT'S WORKING, WHAT'S NOT WORKING, AND CONTINUE TO MAKE THIS



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1 KIND OF A -- TO REALLY DRIVE DEVELOPMENT, AFFORDABLE  
2 DEVELOPMENT, EQUITABLE DEVELOPMENT AROUND OUR TRANSIT  
3 STATIONS. BUT THIS IS NOT JUST GOOD ENOUGH. THIS IS GOOD. AND  
4 WE NEED TO PASS THIS BECAUSE IT WILL BE AN ENORMOUS STEP  
5 FORWARD IN BEING ABLE TO DELIVER THE TYPE OF COMMUNITIES THAT  
6 OUR REGION IS YEARNING FOR AROUND HIGH CAPACITY TRANSIT. I'M  
7 SUPPORTING THIS AND I'M ALSO SUPPORTING CONTINUING TO EVOLVE  
8 IT AS WE CAN.

9

10 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, NICK. DAVID?

11

12 **DAVID CANEPA:** THANK YOU SO MUCH. I WANT TO THANK MATT AND THE  
13 TEAM. I HAVE A COUPLE OF QUESTIONS. ONE, THIS IS A LITTLE BIT  
14 PAROCHIAL TO CALTRANS IN REGARDS TO THE EXTENSION FUNDS, I  
15 JUST WANT TO UNDERSTAND IF ANY CALTRAIN FUNDING WOULD BE  
16 JEOPARDIZED, FOR EXAMPLE, IF PALO ALTO OR ANY OTHER CITY WAS  
17 NOT IN COMPLIANCE WITH THE TOC. AND I DON'T KNOW IF MATT CAN  
18 ANSWER THAT?

19

20 **MATT MALONEY:** SURE. THE POLICY REALLY HAS TO DO WITH LOCAL  
21 JURISDICTION COMPLIANCE, SPECIFICALLY, RATHER THAN THE TRANSIT  
22 AGENCY ALONG THE CORRIDOR. SO, IN THE EXAMPLES THAT YOU  
23 BROUGHT UP, WE WOULD BE LOOKING TO MAKE SURE THAT INDIVIDUAL  
24 CITIES WERE IN COMPLIANCE WITH THE POLICY BY 2026 AROUND THE  
25 TIME OF THE NEXT OBAG FOUR. BUT IF WE WERE TALKING ABOUT, SORT





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1 OF, A HYPOTHETICAL WHERE WE WERE MODERNIZING ELEMENTS OF THE  
2 CALTRAIN CORRIDOR, THE POLICY WOULD NOT HOLD UP FUNDING FOR  
3 REGIONAL DISCRETIONARY FUNDING FOR THE TRANSIT AGENCY TO MAKE  
4 THOSE IMPROVEMENTS JUST BASED UPON THE ACTIONS OF ONE OR TWO  
5 CITIES.

6

7 **DAVID CANEPA:** GREAT. THANK YOU. AND THERE IS THIS NOTION  
8 AROUND HALF MILE RADIUS, AND, MATT, I WANTED TO SEE,  
9 SPECIFICALLY THE DOCUMENT, WHERE THAT IS ADDRESSED. YOU HAD  
10 MENTIONED SEVERAL TIMES IN YOUR PRESENTATION ABOUT EXISTING  
11 RESIDENTIAL AREAS. YOU CAN CLARIFY FOR THE FOURTH TIME, AND  
12 THEN WITHIN THE DOCUMENT, WHERE THAT'S STATED? JUST TO  
13 ALLEVIATE ANY CONCERNS THAT PEOPLE MAY HAVE.

14

15 **MATT MALONEY:** SURE. SO, IN THE POLICY, ITSELF, ON THE TOP OF  
16 PAGE SIX, AND THERE IS PART ONE THAT READS DENSITY  
17 REQUIREMENTS FOR NEW DEVELOPMENT. AT THE ENDS OF THAT  
18 PARAGRAPH, IT READS THE DENSITY REQUIREMENTS DO NOT REQUIRE  
19 THAT LOCAL JURISDICTIONS PLANNER ZONE FOR A PARTICULAR TYPE OF  
20 LAND USE NOR DO THEY APPLY TO PARCELS OCCUPIED BY EXISTING  
21 DWELLING UNITS. YEAH. THE POLICY DOES, WE THINK, CLEAR ABOUT  
22 THAT.

23

24 **DAVID CANEPA:** I'M GOING TO RISE IN SUPPORT OF THIS PLAN. I  
25 THINK IT MAKES A TON OF SENSE. I MEAN, IF WE ARE REALLY



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1 COMMITTED TO HOUSING ON TRANSPORTATION CORRIDORS, THIS TOC  
2 PLAN PUT BEFORE US TODAY REALLY ADDRESSES THAT. AND I JUST  
3 AGAIN WANT TO THANK STAFF, AND I WILL BE SUPPORTING THIS ITEM.  
4 THANK YOU.

5

6 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, DAVID. CARLOS?

7

8 **CARLOS ROMERO:** I WANT TO SUPPORT THIS ALSO. I BRIEFLY WANT TO  
9 COME TO THE DEFENSE OF BRISBANE AND BELMONT WHO, I DON'T THINK  
10 IN THEIR RECENT PLANNING AND HOUSING EFFORTS HAVE PROVEN  
11 THEMSELVES TO BE EXCLUSIONARY, I CERTAINLY HOPE THEY'RE NOT  
12 BEING REPRESENT THE THAT WAY, AND HOWEVER THIS 30,000 PERSON  
13 THRESHOLD SUPPOSED TO BE IMPOSING -- COMING TO THE DEFENSE --  
14 AGAIN -- [INDISCERNIBLE] APPLIES TO CITIES SMALLER THAN  
15 30,000. BUT, IN ADDITION TO THAT, I DID WANT TO SAY THAT I  
16 THINK IT IS IMPORTANT TO -- LET ME SEE IF I CAN FIND THE PAGE  
17 ON YOUR PRESENTATION RELATED TO THE ISSUES OF ANTI-  
18 DISPLACEMENT -- I DON'T KNOW IF IT'S HERE. FORGIVE ME. SORRY.  
19 THE HOUSING POLICY AND THE PRODUCTION PRESERVATION AND  
20 PROTECTION SECTIONS. I REALLY DO THINK THAT GIVEN THE EXODUS  
21 OF PEOPLE OF COLOR AND LOW-INCOME FOLKS FROM THE BAY AREA  
22 BECAUSE OF THIS HOUSING CRISIS AND THE LACK OF HOUSING  
23 PRODUCTION, IT IS REALLY IMPORTANT TO HAVE THE NO NET LOSS AND  
24 RIGHT TO RETURN TO DEMOLISHED HOMES REALLY BECOME, I WOULD  
25 SAY, PART OF A BASELINE REQUIREMENT. AGAIN. I THINK IT'S



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1 CRITICAL TO MAKE SURE THAT THIS POLICY DOES NOT SUPER CHARGE  
2 ADDITIONAL DISPLACEMENTS WITHIN THE NINE COUNTY BAY AREA THAT  
3 WE HAVE SEEN OCCURRING CERTAINLY OVER THE LAST COUPLE OF  
4 DECADES, BUT THAT'S ACCELERATING IN THE LAST TEN YEARS. I  
5 THINK IT'S FIR IF WE PUT THAT AS A BASELINE POLICY REQUIREMENT  
6 INTO THIS POLICY. THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, CARLOS. JESSE?

9

10 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU. I WANT TO FOLLOW UP ON  
11 COUNCILMEMBER ROMERO'S COMMENT. I HAVE A QUESTION FOR STAFF.  
12 WHY DID WE NOT MAKE KNOWN NO NET LOSS AND RIGHT TO RETURN AT  
13 BASELINE POLICY? I KNOW FOR SENATE BILL 330 PROJECTS, THOSE  
14 ARE REQUIREMENTS, BUT THERE ARE MAY BE PROJECTS THAT AREN'T  
15 GOING TO BE GOING THROUGH SENATE BILL 330 STEAM LINING. I WANT  
16 TO KNOW IF STAFF CAN STREAMLINE WHY THE REQUEST FROM  
17 AFFORDABLE HOUSING AND EQUITY ADVOCATES THAT WAS NOT A  
18 BASELINE REQUIREMENT.

19

20 **KARA VUICICH:** I CAN RESPOND TO THAT. IN OUR AREA WE WERE  
21 TRYING TO BALANCE FEEDBACK THAT WE GOT FROM SOME CITIES IN  
22 TERMS OF NEEDING TO HAVE MORE FLEXIBILITY AROUND THE MENU OF  
23 POLICIES AND FEELING STRONGLY THAT THEY WANT TO MAINTAIN THE  
24 MENU ALONG WITH SOME OTHER CONCERNS THAT YOU EXPRESSED RIGHT  
25 NOW IN TERMS OF MAKING REQUIREMENTS BASELINE. THE COMPROMISE



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1 WAS THE FACT THAT SB 330 ARE IN PLACE REQUIREMENTS ARE IN  
2 PLACE UNTIL 2030 AND SO THAT WAS A REASONABLE COMPROMISE TO  
3 MAKE.

4

5 **JESSE ARREGUIN, ABAG CHAIR:** BY NO NET LOSS WE MEAN THAT YOU  
6 HAVE TO REPLACE AT LEAST THE SAME NUMBER OF UNITS THAT -- OR  
7 MORE -- THAT YOU ARE DEMOLISHING, AND RIGHT TO RETURN IS THAT  
8 THOSE PERSONS THAT WERE DISPLACED IN ORDER FOR THE PROJECT TO  
9 PROCEED, THAT THEY HAVE THE RIGHT OF FIRST REFUSAL TO REOCCUPY  
10 THE BUILDING. THAT'S BEEN OUR STANDARD POLICY IN BERKELEY  
11 SINCE 1973, THAT WHENEVER YOU DEMOLISH A BUILDING YOU HAVE TO  
12 AT LEAST BUILD THE SAME NUMBER OF UNITS OR MORE, AND CERTAINLY  
13 WE HAD ANTI-DISPLACEMENT PROVISIONS. AND AS COUNCILMEMBER ROW  
14 MORE OWE SAID NOT HAVING THAT IS GOING TO FACILITATE THIS  
15 ANTI-DISPLACEMENT. I DO NOT SEE HOW THAT WOULD HAVE A  
16 SIGNIFICANT ECONOMIC IMPACT ON A PROJECT. AND I UNDERSTAND  
17 THAT GIVING CITIES OPTIONS TO CHOOSE DIFFERENT AFFORDABLE  
18 HOUSING AND ANTI-DISPLACEMENT POLICIES IS A GOOD THING. AND I  
19 THINK WE HAVE AN EXCELLENT MENU OF DIFFERENT OPTIONS. I THINK  
20 THAT'S SOMETHING IF WE ARE COMMITTED TO PREVENTING  
21 DISPLACEMENT AND HOMELESSNESS, I DON'T KNOW WHY THAT WOULD NOT  
22 BE A BASELINE POLICY. I SUPPORT THE POLICY AS A WHOLE. I THINK  
23 IT'S A GOOD COMPROMISE AND IS GOING TO MAKE A HUGE DIFFERENCE  
24 IN MOVING PLANNED BAY AREA FORWARD AND I WOULD HOPE THE MTC



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1 COMMISSION WOULD CONSIDER THE REQUEST TO MAKE THAT A BASELINE  
2 POLICY.

3

4 **JAMES P. SPERING, MTC CHAIR:** EDDIE?

5

6 **EDDIE AHN, V. CHAIR:** BRIEFLY, I SUPPORT EVERYTHING THAT MAYOR  
7 ARREGUIN TALKED ABOUT. I HAVE READ THE LETTER OF ADVOCACY, AND  
8 I APPRECIATE THE BREADTH OF THAT COALITION AND I THINK IT  
9 WOULD BE HELPFUL IF MTC STAFF COULD POND TO THAT.

10

11 **JAMES P. SPERING, MTC CHAIR:** WHAT IS THE DOWNSIDE TO ADDING  
12 THAT TO THE POLICY?

13

14 **MATT MALONEY:** I WANT TO CLARIFY THAT WHAT IS IN THE POLICY  
15 MENU RIGHT NOW WOULD BE ASKING LOCAL JURISDICTIONS TO ADOPT  
16 THOSE POLICIES WITHOUT A SUNSET DATE. SO, THAT IS THE  
17 DIFFERENCE BETWEEN, SORT OF, WHAT'S ALREADY ON THE BOOKS. ALL  
18 LOCAL JURISDICTIONS SHOULD BE COMPLYING WITH THIS TODAY  
19 BECAUSE OF SB 330. BUT WHAT WE'RE ASKING IN OUR POLICY F YOU  
20 CHOOSE FROM THAT MENU THERE WOULDN'T BE A SUNSET DATE. WE FELT  
21 AS STAFF THAT WAS A COMPROMISE AND IS A STEP FURTHER THAN  
22 STATE LAW.

23



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1 **JAMES P. SPERING, MTC CHAIR:** YEAH TO THE QUESTION THAT  
2 COMMISSIONER PAPAN WAS -- PAT WAS TALKING ABOUT, IS WHY ISN'T  
3 THERE. MAYBE THAT'S SOMETHING THAT CAN BE REVISITED.

4

5 **JESSE ARREGUIN, ABAG CHAIR:** COMMISSIONER SPERING, ARE YOU  
6 ASKING ME A QUESTION?

7

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

9

10 **JESSE ARREGUIN, ABAG CHAIR:** I DON'T THINK THIS WOULD HAVE  
11 SIGNIFICANT IMPACT ON ECONOMIC FEASIBILITY AND I JUST DON'T  
12 KNOW WHY IT COULDN'T BE A BASELINE REQUIREMENT. THIS POLICY IS  
13 A SERIES OF, I THINK, A COMPROMISE REFLECTING THE DIFFERENT  
14 ISSUES IN THE REGION, AND I JUST THINK FUNDAMENTALLY, I DON'T  
15 UNDERSTAND WHAT THE DOWNSIDE IS IN MAKING IT A REQUIREMENT  
16 RATHER THAN AN OPTION. BUT THAT IS CERTAINLY MTC'S  
17 PREROGATIVE. I DON'T WANT TO HOLD IT UP. I THINK THIS POLICY  
18 IS A HUGE STEP FORWARD FOR OUR REGION. BUT, I AM CONCERNED  
19 ABOUT THE SUNSET FOR SENATE BILL 330 AND MAKING SURE THESE  
20 THINGS ARE BINDING COMMITMENT ON THE PART OF DEVELOPERS.

21

22 **JAMES P. SPERING, MTC CHAIR:** YES. AND MATT, I WOULD HAVE TO  
23 ASK, SO WE CAN GO FORWARD, IS THIS SOMETHING THAT WE CAN  
24 DISCUSS AT A LATER DATE? AND YOU KNOW, ADDRESS THIS ISSUE?

25



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1 **MATT MALONEY:** OF COURSE, AND AS CARE ADD, THIS IS GOING TO BE  
2 AN EVOLVING PROCESS AND WE WOULD COME BACK FOUR YEARS FROM  
3 NOW. I JUST THINK THE SPIRIT BEHIND THIS IS JUST MAKING SURE  
4 THAT WE'RE BALANCING THE COMMENTS AND WE HAVE HEARD FROM SOME  
5 CITIES THAT THERE IS NOT MUFF MENU OPTIONS, A LITTLE MORE  
6 FLEXIBILITY IN ORDER TO ACHIEVE THIS, WE'RE TRYING TO THREAD  
7 THE NEEDLE. AS STAFF WE THINK ASKING LOCAL JURISDICTIONS TO DO  
8 IT WITHOUT A SUNSET DATE IS MEANINGFUL AND GOES BEYOND STATE  
9 LAW. BUT OBVIOUSLY WE'RE WILLING TO RECONSIDER THAT IF THE  
10 COMMISSION AND BOARD MEMBERS WOULD LIKE US TO.

11

12 **JAMES P. SPERING, MTC CHAIR:** OKAY. WHAT I WOULD LIKE TO DO IS  
13 GET A MOTION ON THE FLOOR HERE, SO WE CAN MOVE THIS ITEM. AND  
14 THE FIRST MOTION I WOULD ENTERTAIN IS WE ADOPT IT AS PRESENTED  
15 AND WE CAN ADDRESS SOME OF THESE ISSUES AS WE DEVELOP THIS TOC  
16 POLICY. SO THAT WOULD BE MY FIRST OPTION. DOES SOMEONE WANT TO  
17 MAKE THAT MOTION?

18

19 **DAVID CANEPA:** I'LL MAKE THE MOTION TO ADOPT AS PRESENTED.

20

21 **JAMES P. SPERING, MTC CHAIR:** OKAY. IS THERE A SECOND? OKAY.  
22 ALL RIGHT. SO, THOSE OF YOU THAT DIDN'T WANT TO GIVE ME A  
23 SECOND, GIVE ME A MOTION, PLEASE? OR I --

24

25 **OTTO LEE:** I'LL SECOND.



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1

2 **JAMES P. SPERING, MTC CHAIR:** OKAY.

3

4 **CLERK, MARTHA SILVER:** THIS IS FOR METROPOLITAN TRANSPORTATION  
5 COMMISSION ACTION ONLY.

6

7 **JAMES P. SPERING, MTC CHAIR:** OKAY. MTC COMMISSIONERS.

8

9 **SAM LICCARDO:** I'LL SECOND. LICCARDO.

10

11 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, SAM. OKAY. WE HAVE A  
12 MOTION AND SECOND. IF THERE IS NO FURTHER DISCUSSION ON THE  
13 MOTION, TAKE THE ROLL, PLEASE.

14

15 **CLERK, MARTHA SILVER:** WILL DO. CHAIR SPERING?

16

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

18

19 **CLERK, MARTHA SILVER:** VICE CHAIR AHN?

20

21 **EDDIE AHN, V. CHAIR:** YES.

22

23 **CLERK, MARTHA SILVER:** COMMISSIONER CANEPA?

24

25 **DAVID CANEPA:** YES.





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1

2 **CLERK, MARTHA SILVER:** COMMISSIONER CONNOLLY?

3

4 **DAMON CONNOLLY:** AYE.

5

6 **CLERK, MARTHA SILVER:** COMMISSIONER DUTRA-VERNACI IS ABSENT.

7 COMMISSIONER FLEMING IS ABSENT. COMMISSIONER LICCARDO?

8

9 **SAM LICCARDO:** AYE.

10

11 **V. CHAIR, SAM LICCARDO:** AYE.

12

13 **CLERK, MARTHA SILVER:** COMMISSIONER SCHAAF?

14

15 **LIBBY SCHAAF:** AYE.

16

17 **CLERK, MARTHA SILVER:** IT PASSES.

18

19 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. WITH THAT, I WANT TO

20 THANK MY FELLOW COMMISSIONERS. THIS IS A POLICY THAT HAS A

21 LITTLE BIT OF SOMETHING THAT EVERYBODY WOULD LIKE. MAYBE

22 THAT'S A GOOD THING. BUT I THINK THIS IS A MAJOR STEP FORWARD

23 FOR THE REGION. AND I THINK AS IT GETS DEVELOPED AND WE

24 IMPLEMENT THIS PLAN, I'M HOPEFUL THAT IT GIVES US THE RESULTS

25 THAT WE'RE LOOKING FOR THAT WOULD REALLY HELP DRESSING THIS



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1 HOUSING CRISIS. I THINK WE HAVE THAT DOWN. THANK YOU ALL. KARA  
2 THANK YOU. MATT, AND ALIX, AND ALL THE STAFF. JOB WELL DONE,  
3 AND WE WILL FORWARD THIS TO THE COMMISSION AT OUR NEXT  
4 MEETING. AND, SO -- NEXT COMMISSION MEETING. SO WITH THAT, TO  
5 PUBLIC COMMENTS. DO YOU HAVE ANY PUBLIC COMMENTS?

6

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

10

11 **JAMES P. SPERING, MTC CHAIR:** OKAY. AND THERE IS NO OTHER  
12 BUSINESS AND OUR NEXT MEETING IS THE 14th FOR THE PLANNING  
13 COMMITTEE. AND JESSE THANK YOU FOR YOUR DISCUSSION AND  
14 PARTICIPATION OF THE DEVELOPMENT OF THIS TOC POLICY. I THINK  
15 THIS JUST ONE MORE EXAMPLE OF MTC AND ABAG WORKING TOGETHER  
16 THROUGH THESE REGIONAL ISSUES. THANK YOU, JESS, FOR YOUR  
17 LEADERSHIP. WITH THAT, WE'RE ADJOURNED. THANK YOU EVERYONE.

18 [ADJOURNED

19

20

21

22

23

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30



*Broadcasting Government*