

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



APRIL 8, 2026

1 **PROGRAMMING AND ALLOCATIONS COMMITTEE**

2 **WEDNESDAY, APRIL 8, 2026, 9:40 AM**

3

4

5 **CHAIR, VICTORIA FLEMING:** GOOD MORNING ONCE AGAIN WELCOME TO
6 THE MTC PROGRAMMING AND ALLOCATIONS COMMITTEE MY NAME IS
7 VICTORIA FLEMING I'M HERE WITH MY VICE CHAIR MYRNA MELGAR I
8 WOULD LIKE TO CALL THIS MEETING TO ORDER THE MEETING IS
9 WEBCAST ON THE MTC WEBSITE REMOTE PARTICIPANTS WISHING TO
10 SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND
11 YOU WILL BE CALLED UPON AT THE APPROPRIATE TIME TO SPEAK.
12 THANK YOU. ALL RIGHT ITEM ONE ROLL CALL WOULD YOU PLEASE CALL
13 THE ROLL.

14

15 **CLERK OF THE BOARD:** FLEMING?

16

17 **CHAIR, VICTORIA FLEMING:** PRESENT.

18

19 **CLERK OF THE BOARD:** MELGAR?

20

21 **V. CHAIR, MYRNA MELGAR:** PRESENT.

22

23 **CLERK OF THE BOARD:** ABE-KOGA?

24

25 **MARGARET ABE-KOGA:** HERE.



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1

2 **CLERK OF THE BOARD:** NON-VOTING AMBUEHL?

3

4 **DAVID AMBUEL:** HERE.

5

6 **CLERK OF THE BOARD:** LEE CURRENTLY NOT AT THE DAIS. MANFREE?

7

8 **AMBER MANFREE:** HERE MILEY? PAPAN?

9

10 **GINA PAPAN:** HERE.

11

12 **CLERK OF THE BOARD:** RAMOS IS ABSENT. NON-VOTING SCHAFF?

13

14 **LIBBY SCHAFF:** HERE.

15

16 **CLERK OF THE BOARD:** WE HAVE A QUORUM.

17

18 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH THAT BRINGS US TO

19 ITEM TWO OUR CONSENT CALENDAR WHICH INCLUDES 2A THROUGH 2F IS

20 THERE ANY COMMISSIONER WHO WOULD LIKE TO PULL AN ITEM FROM THE

21 CONSENT CALENDAR? ALL RIGHT EXCELLENT MOTION TO APPROVE?

22

23 **V. CHAIR, MYRNA MELGAR:** SO MOVED MELGAR.

24

25 **MARGARET ABE-KOGA:** SECOND ABE-KOGA.



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1

2 **CHAIR, VICTORIA FLEMING:** MOTION AND SECOND BY MELGAR AND ABE-
3 KOGA. DO WE HAVE ANY MEMBERS OF THE PUBLIC WISHING TO MAKE
4 COMMENT.

5

6 **CLERK OF THE BOARD:** NO ONE IN THE ZOOM SPACE NO ONE IN THE
7 BOARDROOM AND NO WRITTEN CORRESPONDENCE RECEIVED.

8

9 **CHAIR, VICTORIA FLEMING:** DO WE NEED TO DO ROLL CALL OR VOICE
10 VOTE.

11

12 **CLERK OF THE BOARD:** VOICE VOTE.

13

14 **CHAIR, VICTORIA FLEMING:** ALL IN FAVOR, SAY AYE. [AYES] .
15 ABSTENTIONS OR NAYS? OKAY. SO THAT PASSES WITH ALL MEMBERS
16 PRESENT. WHICH WILL BRING US TO ITEM THREE, OUR REGIONAL
17 APPROACH AND PRIORITIZATION PRINCIPLES FOR THE BAY AREA SENATE
18 BILL ONE COMPETITIVE NOMINATIONS. THIS IS A PROPOSED REGIONAL
19 APPROACH AND PRIORITIZATION PRINCIPLES FOR BAY AREA ONE
20 COMPETITIVE PROGRAMS NOMINATIONS WITH KENNETH KAO WHO WILL
21 PRESENT ON THIS ITEM FOR COMMISSION APPROVAL. WELCOME KENNY.
22 HOW ARE YOU TODAY?

23

24 **KENNETH KAO:** NOT BAD. HOW ARE YOU COMMISSIONERS? ALL RIGHT.
25 THANK YOU GOOD MORNING COMMISSIONERS. I'M KENNETH KAO MTC



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1 STAFF ITEM THREE IS AN ACTION ITEM APPROVED THE PRIORITIZATION
2 PRINCIPLES FOR NEXT ROUND OF SENATE BILL ONE COMPETITIVE GRANT
3 PROGRAMS FOR THE BAY AREA ROLE THREE SB1 PROGRAMS MANAGED BY
4 THE STATE FIRST FOR SOLUTIONS FOR CONGESTED CORRIDORS OR SEC
5 ONLY MTC AND CALTRANS MAY NOMINATE PROJECTS FROM THE BAY AREA.
6 FURTHER NOMINEES PRIORITIZE CANDIDATE PROJECTS. SECOND, FOR
7 TCEP, MTC COMPILES NOMINATIONS AND MTC CAN SUPPORT NOMINATIONS
8 FOR LOCAL PARTNERSHIP PROGRAM, LPCP. MTC CONFIRMS CANDIDATE
9 PROJECTS ARE CONSISTENT WITH OUR REGIONAL TRANSPORTATION PLAN
10 PLANNED BAY AREA 2050+. STAFF CONTINUES TO RECOMMEND A
11 REGIONAL APPROACH TO PRIORITIZE GRANT APPLICATIONS BASED ON
12 PRINCIPLES THAT ALIGN WITH THE STATE'S PROJECT SELECTION
13 CRITERIA AS WELL AS REGIONAL AND STATE DIRECTIVES. CHIEF AMONG
14 THEM IS ALIGNMENT WITH THE STATE'S CLIMATE ACTION PLAN FOR
15 TRANSPORTATION INVESTMENTS OR CAPTII. NEXT SLIDE PLEASE. THE
16 CALIFORNIA STATE TRANSPORTATION AGENCY OR CALSTA ADOPTED
17 CAPTII IN 2021. IT IS THE STATE'S PLAN TO DIRECT DISCRETIONARY
18 FUNDING TOWARDS PROJECTS THAT COMBINE -- COMBAT CLIMATE
19 CHANGE. IN THE PAST FEW SB1 CYCLES IT'S PROVEN THAT CAPTII
20 ALIGNED NOMINATIONS FARE WELL IN SECURING DISCRETIONARY
21 DOLLARS. CALTRANS USE CAPTII TO DEVELOP THE CALTRANS SYSTEM
22 INVESTMENT STRATEGY OR CSIS AND THEY USE THAT TO PRIORITIZE
23 THEIR PROJECTS AND NOMINATIONS. CAPTII AND CSIS ALIGN WITH OUR
24 PLANS GOALS OF REDUCTIONS VMT VEHICLE MILES TRAVELED AND
25 GREENHOUSE GAS GHG EMISSIONS REDUCTIONS LAST YEAR CALTRANS



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1 ADOPTED CAPTII 2.0 WHICH BUILDS ON THE SUCCESS OF CAPTII 1.0
2 BY ADDING ADDITIONAL STRATEGIES TO COMBAT CLIMATE CHANGE
3 CAPTII 2.0'S EXPECTED IMPACTS -- FEW SLIDES LATER -- FINALLY
4 ALL PROJECTS NOMINATED MUST BE CONSISTENT WITH OUR RECENTLY
5 ADOPTED PLANNED BAY AREA 2050+ NEXT SLIDE THIS SHOWS THE
6 GENERAL PRINCIPLES FOR PRIORITIZING THE SB1 NOMINATIONS ON THE
7 ALIGNMENT WITH CAPTII CSIS PLANNED BAY AREA 2050+ AND PROGRAMS
8 EVALUATION CRITERIA STAFF PROPOSES CONSIDERATION OF FACTORS
9 SUCH AS FULL FUNDING PLAN DELIVERABILITY, EQUITY, AND
10 PARTNERSHIP IN DETERMINING THE PRIORITIZATION. NEXT SLIDE THIS
11 CYCLE OF SB1 COMPETITIVE GRANTS IS THE FIRST TO BE IMPACTED BY
12 CAPTII 2.0 WHICH WAS ADOPTED LAST YEAR. CALSTA EXPECTS THE
13 STATE TO PRIORITIZE FUNDING PROJECTS THAT ARE VMT NEUTRAL AND
14 THE SCC PROGRAM AND THE SCC PROGRAM AND TO PRIORITIZE PROJECTS
15 THAT ADDRESS AND OR MITIGATE VMT IN THE TCEP PROGRAM. THESE
16 WILL BE IMPORTANT CONSIDERATIONS FOR THE REGION AND
17 PRIORITIZING OUR OWN NOMINATIONS. NEXT SLIDE. THE LAST SLIDE
18 SHOWS REGION'S PERFORMANCE OVER THE LAST FEW CYCLES OF SB1
19 COMPETITIVE PROGRAMS MANAGED BY THE CALIFORNIA TRANSPORTATION
20 COMMISSION AS YOU CAN SEE REGIONALLY IN THE REGION GENERALLY
21 DOES PRETTY WELL IN ALL PROGRAMS SECURING ROUGHLY OUR
22 POPULATION SHARE OR HIGHER IN ALL PROGRAMS A LIST OF
23 SUCCESSFUL PROJECTS IN OUR REGION INCLUDED IN ATTACHMENT A.
24 NEXT SLIDE. FOR THE SCC WE'RE EXPECTING 500 MILLION TO BE
25 AVAILABLE OVER TWO YEARS STATEWIDE. NO MATCH REQUIRED. STAFF



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1 PROPOSES THE SHOWN PRIORITIZATION PRINCIPLES WITH HIGHER
2 WEIGHT ON THE FIRST ONE CAPTII/CSIS ALIGNMENT INCLUDING
3 VEHICLE MILES TRAVELED REDUCTION. OTHER IMPORTANT PRINCIPLES
4 INCLUDE ADDRESSING MOBILITY CONGESTED CORRIDORS MOBILITY AND
5 CONGESTED CORRIDORS BENEFITS EQUITY PRIORITY COMMUNITIES
6 REDUCING GHG DELIVERABILITY FULL FUNDING PLAN AND PARTNERSHIP
7 WITH OUR OTHER AGENCIES. NEXT SLIDE. FOR THE TSAP, THE STATE'S
8 EXPECTING BETWEEN 800 AND ONE -- 800 MILLION AND \$1 BILLION
9 AVAILABLE STATEWIDE OVER TWO YEARS. 33% MATCH REQUIRED FOR
10 PROJECTS NOT NOMINATED BY CALTRANS. SIMILAR SCC STAFF PROPOSES
11 HIGHER WEIGHT ON CAPTII CSIS AND OTHER PRINCIPLES TO CONSIDER
12 MOBILITY AND FREIGHT CORRIDORS BENEFIT AND ADDRESSING
13 DELIVERABILITY AND FULL FUNDING AND PARTNERSHIP WITH OTHER
14 AGENTS FINALLY FOR THE LOCAL PARTNERSHIP COMPETITIVE PROGRAM
15 STATE EXPECTS \$142 MILLION AVAILABLE FOR TWO YEARS STATEWIDE
16 MTC STAFF CAN PROVIDE SUPPORT FOR PROJECTS CONSISTENT WITH THE
17 REGIONAL GOALS AND ADDRESS FUNDING GAPS. NEXT SLIDE. THIS IS
18 MY NEXT SLIDE LAST SLIDE AND SHOWS EXPECTED TIMELINE FOR SB1
19 DISCRETIONARY PROGRAMS CALTRANS HAS SOLICITED ACCOMMODATIONS
20 IN DECEMBER THIS SUMMER STAFF EXPECTS TO RETURN TO THE
21 COMMISSION WITH RECOMMENDED REGIONAL PROGRAM SB1 NOMINATIONS
22 AND CTC CALIFORNIA TRANSPORTATION COMMISSION WILL BE RELEASING
23 CALL FOR PROJECTS IN AUGUST AFTER APPROVAL OF THE GUIDELINES
24 WITH APPLICATIONS DUE LATE NOVEMBER THIS YEAR CTC EXPECTS
25 RELEASE OF STAFF RECOMMENDATIONS NEXT JUNE WITH ADOPTION WITH



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1 THAT I WOULD BE HAPPY TO TAKE YOUR QUESTIONS STAFF DOES
2 RECOMMEND THIS COMMITTEE PROVIDE FEEDBACK ON THE PROPOSED
3 PRINCIPLES AND REFER THE PRINCIPLES AND ATTACHMENT B TO THE
4 COMMISSION FOR APPROVAL. THANK YOU

5

6 **CHAIR, VICTORIA FLEMING:** GREAT THANK YOU VERY MUCH LET'S SEE
7 DO WE HAVE ANY ECONOMIES FROM COMMISSIONERS?

8

9 **GINA PAPAN:** THANK YOU. QUICK QUESTIONS, I HOPE. SO, AT ONE
10 POINT YOU SAID THAT MTC CAN WRITE LETTERS OF RECOMMENDATION.
11 SO WOULD THOSE PROJECTS BE SUBMITTED BY THE LOCALS? AND HOW DO
12 THEY KNOW THAT?

13

14 **KENNETH KAO:** SO, THE LOCAL PARTNERSHIP COMPETITIVE PROGRAM,
15 THOSE ARE GENERALLY SO ENTITIES THAT ARE ELIGIBLE ARE AREAS
16 THAT HAVE AN APPROVED -- VOTER APPROVED TAX FEE BENEFITTING
17 SOLELY FOR TRANSPORTATION SO USUALLY WE'RE WORKING WITH LOCAL
18 SALES TAX AUTHORITIES TO WORK WITH THEIR LOCAL JURISDICTIONS
19 TO NOMINATE PROJECTS FOR THE LOCAL LPPC AND THE REGION MTC ARE
20 HAPPY TO PROVIDE LETTERS OF SUPPORT FOR THOSE PROJECTS THAT
21 ALIGN WITH PLANNED BAY AREA.

22

23 **GINA PAPAN:** MY QUESTION IS DO YOU SEND OUT AN ANNOUNCEMENT
24 THAT YOU WOULD BE WILLING TO DO SO?

25



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1 **KENNETH KAO:** WE DO. WE HAVE A NUMBER OF WORKING GROUPS THAT WE
2 WORK WITH OUR LOCAL PARTNERSHIP LOCAL JURISDICTIONS WE'LL
3 COMMUNICATE THAT WE'RE OPEN TO WRITING LETTERS OF SUSPECT FOR
4 PROJECTS.

5

6 **GINA PAPAN:** WONDERFUL MONEY [LAUGHTER] WE LOVE THAT DO YOU
7 HAVE AN IDEA HOW MANY APPLICATIONS ARE USUALLY SUBMITTED AND
8 WHAT PERCENTAGE OF OUR FRIENDS AT CALTRAIN, CALTRANS ARE
9 WORKING WITH US ON THESE?

10

11 **KENNETH KAO:** FOR THE SCC AND TSAP WE WORK CLOSELY WITH
12 CALTRANS DISTRICT TO NOMINATE PROJECTS AS MENTIONED CALTRANS
13 ALREADY INITIATED THEIR PROCESS LAST DECEMBER SO THEY'RE
14 WORKING THROUGH THEIR PROCESS TO DETERMINE WHICH ONES ALIGN
15 WITH CAPTII AND CSIS, SORRY DIRECTOR IF I'M STEPPING ON ANY
16 TOES THEN THE DISTRICT WILL SUBMIT THAT TO HEADQUARTERS THEN
17 THE HEADQUARTERS IS KIND OF THE FINAL DECIDER OF WHICH
18 PROJECTS THEY WILL NOMINATE FROM THEIR PORTION OF THE LEDGER.

19

20 **GINA PAPAN:** OKAY.

21

22 **KENNETH KAO:** I WOULD ADD THAT CALTRANS AND MTC AND THE REGION
23 HAVE A PRETTY STRONG PARTNERSHIP IN SUPPORTING AND SECURING
24 SB1 FUND.

25



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1 **GINA PAPAN:** FABULOUS. OKAY. THANK YOU VERY MUCH. APPRECIATE
2 IT.

3

4 **CHAIR, VICTORIA FLEMING:** ALL RIGHT. SEEING NO OTHER LIGHTS ON,
5 ON THE DAIS, I WILL SEE IF WE CAN HAVE A MOTION AND A SECOND
6 TO MOVE THIS FORWARD.

7

8 **V. CHAIR, MYRNA MELGAR:** SO MOVED. MELGAR P.

9

10 **MARGARET ABE-KOGA:** SECOND, ABE-KOGA.

11

12 **CHAIR, VICTORIA FLEMING:** DO WE HAVE ANY MEMBERS OF THE PUBLIC
13 WISHING TO MAKE COMMENT.

14

15 **CLERK OF THE BOARD:** NO ONE IN THE ZOOM SPACE NO ONE IN THE
16 BOARDROOM WISHING TO SPEAK AND NO WRITTEN CORRESPONDENCE
17 RECEIVED.

18

19 **CHAIR, VICTORIA FLEMING:** ALL RIGHT WITH THAT ALL IN FAVOR, SAY
20 AYE. [AYES] OPPOSED? ABSTAIN? ALL RIGHT WE'LL PASS THIS
21 UNANIMOUSLY WITH ALL MEMBERS PRESENT. THANK YOU VERY MUCH.

22 TAKES US TO AGENDA ITEM 3B, REGIONAL MEASURE THREE, ALSO KNOWN
23 AS RM3 EXPRESS LANES. SO MTC RESOLUTION NUMBER 4411 REVISED
24 PROGRAMMING OF RM3 PRESS LANES PROGRAM 60 MILLION RESERVE
25 PROGRAMMING OF FINAL INCREMENT OF THE \$60 MILLION FROM



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1 REGIONAL MEASURE THREE EXPRESS LANES CATEGORY FOR THE I-680
2 EXPRESS PLAIN COMPLETION PROJECT IN CONTRA COSTA COUNTY AND
3 U.S. 101 EXPRESS LANES PHASE FIVE IN SANTA CLARA COUNTY. TWO,
4 MTC RESOLUTION FRENCH 59 ALLOCATION OF \$33.9 MILLION IN
5 REGIONAL MEASURE THREE CAPITAL FUND TO CONTRA COSTA
6 TRANSPORTATION AUTHORITY FOR I-680 NORTHBOUND EXPRESS LANE
7 COMPLETION PROJECT IN THE SAME COUNTY THEN WE'RE GOING TO NOW
8 HEAR FROM EXECUTIVE DIRECTOR FRIEMER DO YOU WISH TO MAKE ANY
9 REMARKS?

10

11 **ANDREW FRIEMER:** YEAH THANK YOU CHAIR FLEMING AND MEMBERS OF
12 THE COMMITTEE ANDREW FRIEMER EXECUTIVE DIRECTOR. JUST AS A
13 REMINDER WE BROUGHT THIS AS AN INFORMATION, THE GENERAL
14 PROGRAMMING OF REGIONAL MEASURE 3 EXPRESS LANE MONEY TO THE
15 JANUARY COMMITTEE MEETING. WE RECEIVED QUITE A BIT OF FEEDBACK
16 FROM ALL AND A LOT OF INTEREST IN THE PROGRAM. AS YOU KNOW RM3
17 IS A CRUCIAL BUT LIMITED RESOURCE THAT HELP US DELIVER FOR THE
18 REGION SAFE, EFFICIENT, AND TRANSFORMATIVE TRANSPORTATION
19 IMPROVEMENTS ALL ACROSS THE REGION. THE RM3 EXPRESS LANES
20 PROGRAM HAS HAD EXTRAORDINARY STRONG SUCCESS IN TERMS OF
21 DELIVERING AND LEVERAGING ADDITIONAL MONEY TO GET EXPRESS
22 LANES OPEN ON KEY CORRIDORS IN THE REGION. WE KNOW THERE ARE A
23 CRITICAL STRATEGY FOR US TO PROVIDE RELIABLE TRAVEL MEET STATE
24 REGIONAL GOALS IN THE FUTURE AND PROVIDE OPPORTUNITIES FOR
25 REINVESTMENTS IN THE SYSTEM. BUT GIVEN THE LIMITED FUNDING



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1 THAT WE HAVE AVAILABLE FOR THE PROGRAM ALL ACROSS THE REGION
2 IN ALL DIFFERENT FUND SOURCES FOR THESE TYPE OF PROJECTS, WE
3 NEED TO REALLY BE CREATIVE AND OPEN INTO HOW TO DELIVER AS
4 VARIOUS FUNDING OPPORTUNITIES RELATIVE TO FINANCE AND
5 DELIVERY. SO, SINCE JANUARY, WE HAVE BEEN WORKING WITH OUR
6 VARIOUS BAY AREA EXPRESS LANE OPERATORS TO TRY TO FIND AND
7 THINK ABOUT WAYS TO REALLY STRETCH OUR MONEY AND MAKE IT GO
8 FURTHER. WE ARE LOOKING AT ADDITIONAL OPPORTUNITIES TO WORK
9 TOGETHER WITH THE VARIOUS TOLL OPERATORS AND BRING SOME
10 STRATEGIES BACK TO YOU THAT TALK ABOUT HOW WE ARE GOING TO BE
11 SUCCESSFUL IN DELIVERING THE EXPRESS LANES THAT ARE IDENTIFIED
12 IN PLANNED BAY AREA 2050+. SO, I LOOK FORWARD TO FUTURE
13 DISCUSSIONS AS WE, SORT OF, DEVELOP SOME OF THESE CONCEPTS AND
14 I'M GOING TO TURN IT OVER NOW TO DAVID MAN AND KENNETH KAO TO
15 GIVE A BRIEF RECAP OF THIS PARTICULAR PROGRAM AND THEN THE
16 ACTIONS THAT ARE IN FRONT OF YOU TODAY.

17

18 **DAVID MAN:** GOOD MORNING COMMISSIONERS I'M SECTION DIRECTOR FOR
19 CAPITAL DELIVERY ASSET MANAGEMENT ROADSIDE TOLLING CART AS YOU
20 WOULD SAY AS YOU KNOW AS EXECUTIVE DIRECTOR PREMIER MENTIONED
21 WE DID PROVIDE AN UPDATE ON THE PROGRAM HERE TODAY TO TALK
22 ABOUT OUR STAFF RECOMMENDATIONS BUT I'LL RECAP WHAT WE
23 PRESENTED IN JANUARY THIS IS A SUMMARY OF WHERE WE TOUCHED ON
24 EVOLUTION EXPRESS THINGS NETWORK IN THIS REGION YOU KNOW WE'RE
25 STARTING IN EARLY 2000s THERE WAS FRAGMENTED HOV SYSTEM IN



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1 THIS REGION THERE WERE GAPS AND IT REALLY IMPACTED TRAVEL
2 TIMES FOR TRANSIT CARPOOLS SO THERE NEEDED TO BE SOME
3 SOLUTIONS FOR RELIABILITY AS A RESULT OVER THE LAST TIME FRAME
4 SOLUTION EMERGED TO CREATE MORE CONSISTENT EFFICIENT NETWORK.
5 AS A RESULT MTC EFFORT STARTING IN THE 2000s, IN 2009 LONG
6 RANGE PLAN AND SOME SUBSEQUENT LEGISLATIVE EFFORTS SPONSORED
7 BY MTC AND AB 744 HAD A VISION OF A COMPREHENSIVE REGIONAL
8 ENTERPRISE, ACCELERATED DELIVERY THROUGH REGIONAL ENTERPRISE
9 MODEL; IT WAS ENVISIONED AS AN 800 MILE EXPRESS LANE NETWORK.
10 WHILE WE HAD CONSENSUS AMONG PARTNERS AT THE TIME, LEGISLATION
11 DID STALL AND THE REGION ULTIMATELY MOVED FORWARD WITH MULTI-
12 OPERATOR PATCHWORK THAT YOU SEE TODAY AROUND EXISTING AVENUES
13 WE HAVE NOW FAST FORWARD HERE 2020. WE ASKED THIS REGION HAS
14 550 MILES EXPRESS LANES NETWORKS AUTHORIZED BY CTC. THE MAP
15 HIGHLIGHTS THOSE EXPRESS LANES SANTA CLARA VTA HAS STATUTORY
16 AUTHORITY FOR TWO CORRIDORS ABOUT 140 MILES, ALAMEDA CTC80
17 MILES, MTC HAS 290 MILES, BAIFA NETWORK IS IN ORANGE THERE,
18 LATEST SAN MATEO COUNTY EXPRESS LANES GPA APPROVED IN 2019
19 ALONG THE PENINSULA 40 MILES. I WANT TO NOTE EACH OPERATOR HAS
20 DISTINCT STATUTORY AUTHORITY AND GOVERNANCE. REGARDLESS, WE
21 HAVE HAD CONSIDERABLE PROCESS AND AUTHORIZED OPERATORS AS YOU
22 SEE TODAY BROUGHT ONLINE EXPRESS LANES AUTHORIZED NETWORK IS
23 IN OPERATIONS WE HAVE HIGHLIGHTED AND DONE AN EXCELLENT JOB IN
24 REGIONAL PARTNERSHIP WITH OPERATIONAL POLICIES. WE HAVE
25 UNIFORM OPERATING HOURS FROM 5:00 A.M. TO 8:00 P.M., ALSO



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1 UNIFIED CUSTOMER EXPERIENCE AS WELL AS FASTRAK CUSTOMER
2 SERVICE CENTER. AS WE LOOK TOWARDS THE NEAR FUTURE OPERATORS
3 PLAN MORE LANES. THAT'S WHY WE'RE HERE TODAY -- - VISION
4 PLANNED BAY AREA AND RM3 WAS LEVERAGED AND WILL BE LEVERAGED
5 IN THE FUTURE. GOING BACK TO 2020 HIGHLIGHTING OUR PROGRAMMING
6 APPROACH OVERALL FOR CONTEXT PART OF RM3 OVERALL BAY AREA
7 TRAFFIC RELIEF PLAN ENABLED BY RM34.5 BILLION INVESTMENTS
8 TRANSPORTATION CAPITAL ACROSS THE REGION TO SOLVE THE GROWING
9 CONGESTION ISSUE AND 300 MILLION SET ASIDE FOR REGIONAL
10 PROGRAM EXPANDING EXPRESS LANE NETWORK AND SUPPORTING
11 STRATEGIES BACK IN 2020 STAFF'S PROGRAMMING RECOMMENDATION WAS
12 BASED ON A STRATEGY THAT IT WAS CONSISTENT WITH THE
13 PRIORITIZATION PRINCIPLES FOR SB1 PRESENTED THE CURRENT
14 PRINCIPLES BUT THEY HAD SOMETHING SIMILAR IN 2020 AS FAR AS
15 SUMMARIZING WHAT THEY ARE AS PROJECTS SHOULD DELIVER A
16 SEAMLESS SYSTEM TO THE BAY AREA COMMUTERS PRIORITIZING PUBLIC
17 TRANSIT SUCH AS EXPRESS BUS SERVICE WE WANTED TO PUT FUNDS TO
18 WORK EMPHASIS PLACED ON GETTING PROJECTS IN EACH OF THE
19 EXPRESS LANE CORRIDORS IN THE REGION AND HAVE BEST CHANCE OF
20 COMPLETING CONSTRUCTION QUICKLY MAXIMIZING OPPORTUNITY TO
21 SECURE SB1 FUNDING TO MEET COMMITMENT THAT IS THE REGIONAL
22 FUNDS HAVE I WANT TO HIGHLIGHT THE COMPLEMENTARY RELATIONSHIP
23 BETWEEN MTC'S APPROACH AND SB1 NOMINATIONS AND RM3 PROGRAM IT
24 WAS A KEY DRIVER HOW WE PROGRAM THE FUNDS IN 2020 AND MAP ON
25 THE RIGHT ILLUSTRATES THE RM3 SB1 APPROACH NEXT SLIDE PLEASE



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1 ON THE SLIDE TABLE CORRESPONDS TO THE MAP ON THE PREVIOUS
2 SLIDE LISTING SPECIFIC CORRIDOR PROJECTS AND REQUESTED SB1
3 FUNDS WHETHER IT WAS SUCCESSFUL IN THE GREEN CHECK BOX THERE
4 OR NOT SUCCESSFUL, WHICH IS THE X. ALSO AMOUNT OF ARE
5 COMMISSION APPROVAL FOR RM3. EACH OF THESE PROJECTS
6 HIGHLIGHTED IN JANUARY RECEIVING RM3 ALLOCATIONS ACTUALLY HAVE
7 SUCCESSFULLY ENTERED OPERATIONS. YOU KNOW, BAIFA EXPRESS LANES
8 ON I-80 RECENTLY OPENED IN DECEMBER 2025, ACTUALLY VERY
9 SUCCESSFUL AND WE RECEIVED ABOUT \$123 MILLION IN SCC FUNDING
10 ALONG WITH \$85 MILLION IN RM3. ALSO ON THE SCREEN YOU SEE I-
11 680 SOUTHBOUND EXPRESS LANES PROJECT RECENTLY OPENED MARCH
12 2026 IT RECEIVED 80 MILLION RM3. NUMBER THREE LANE OPENED
13 THERE U.S. 101 EXPRESS LANES OF SAN MATEO COUNTY ALSO RECEIVED
14 75 MILLION IN RM3, ALSO 200 MILLION FROM 2008 CYCLE SB1
15 FUNDING. THAT EXPRESS LANE TO OPEN IN 2023. HIGHLIGHT, MTC DID
16 NOMINATE US 101 EXPRESS LANES PHASE 5 PROJECT FOR THE
17 SOLUTIONS FOR CONGESTED CORRIDORS SCC, BUT THE PROJECT WASN'T
18 SUCCESSFUL FOR SB1 GRANT DESPITE EFFORTS TO TO MINIMIZE
19 COMPETING EXPRESS LANE PROJECTS IN THE REGION SEEKING FOR
20 THESE SB1 FUNDS. AND JUST AS I HIGHLIGHTED WE DID FOLLOW THE
21 FOR THIS CYCLE WE FOLLOWED THE NOVEMBER 2019 COMMISSION
22 ADOPTED PRIORITIZATION PRINCIPLES FOR SELECTING OUR PROGRAM
23 PROJECTS. SO, AS YOU SEE AT THE VERY BOTTOM OF THE SCREEN THE
24 INITIAL PROGRAM BY MTC IN 2020 LEFT ABOUT \$6060 MILLION OF THE
25 300 EXPRESS LANES PROGRAMS RESERVED FOR FUTURE OPPORTUNITIES



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1 STAFF RECOMMENDED MTC APPROVED AT THE TIME TO RELEASE PROGRAM
2 RESERVE SO THAT FUTURE PROJECTS COULD LEVERAGE SB1 FUNDS AND
3 OTHER COMPETITIVE FUNDING OPPORTUNITIES TO DEVELOP A PIPELINE
4 FOR HIGH-PERFORMANCE EXPRESS LANE PROJECT AND IMPLEMENT
5 PROJECTS THAT WERE CONSISTENT OF THE EXPRESS LANE STRATEGIC
6 PLAN WHICH MTC COMPLETED IN 2021 I WANT TO HIGHLIGHT FOOT
7 PHOTO IN 2020 THE COMMISSION DID INCLUDE PRIORITY FOR A
8 PORTION OF THE \$60 MILLION RESERVE WILL BE GIVEN TO THE I-680
9 NORTHBOUND EXPRESS LANES CONDITIONED ON THE ENVIRONMENTAL
10 REVIEW UPDATED COST BENEFIT ANALYSIS AND FUNDING PLAN. NEXT
11 SLIDE. HERE WE ARE IN 2026 AGAIN AS MENTIONED WE HAVE 230
12 MILES IN OPERATIONS THERE STILL REMAINS STRONG INTEREST AS
13 EXECUTIVE DIRECTOR PREMIER NOTED TO CONTINUE TO BUILD-OUT OUR
14 EXPRESS LANE NETWORK IN KEY AREAS AND CORRIDORS BUT WE HAVE TO
15 RECOGNIZE THE CHALLENGING ENVIRONMENT THAT WE FACE TODAY IT'S
16 CHANGED FROM PREVIOUSLY WITH LESS APPETITE FOR FREEWAY
17 WIDENING AND THE INCLUSION OF VMT MITIGATION COSTS THIS
18 TRANSLATE INTO A SMALLER PLAN NETWORK IN THE LATEST REGIONAL
19 PLAN THAT WAS RECENTLY ADOPTED BY MTC, AND THIS COMMISSION.
20 UNDER THE CURRENT PLAN THERE ARE SIX PROJECTS ON THE LEFT YOU
21 SEE HERE UNDER THE CONSTRAINED PLAN, ORANGE ON THE MAP, THOSE
22 SIX PROJECTS ARE 90 MILES IN ESTIMATED COST AROUND \$2 BILLION.
23 OTHER EXPRESS LANE EFFORTS IN PLANNING, ADDITION OF 400 MILES
24 AT APPROXIMATELY \$4 BILLION THAT ARE ONGOING IN THE PLANNING
25 PHASES. NEXT SLIDE PLEASE. ZOOMING IN FROM THE MAP, THIS TABLE



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1 SHOWS THE SIX PROJECTS UNDERWAY IN THE CONSTRAINED PLAN I WANT
2 TO HIGHLIGHT THE SR85 PROJECT IN SANTA CLARA COUNTY IS
3 CURRENTLY UNDER CONSTRUCTION AND STARTED LATE LAST YEAR. THE
4 TWO PROJECTS HIGHLIGHTED HERE ARE THE I-680 NORTHBOUND EXPRESS
5 LANES BETWEEN LIVORNIA ROAD, AND MARTINEZ AND U.S. 101 SANTA
6 CLARA EXPRESS LANES SR37 JUST SOUTH OF 80 THOSE PROJECTS READY
7 TO ADVANCE INTO THE CONSTRUCTION PHASE. NEXT SLIDE. AS A
8 RESULT WE APPRECIATE MEETINGS FROM STAFF AND CONTRA COSTA
9 TRANSPORTATION AUTHORITY AND VALLEY TRANSPORTATION AUTHORITY
10 TO GET AN UPDATE ON THE READINESS OF THE TWO PROJECTS AS A
11 RESULT STAFF IS PROPOSING PROGRAM FUNDS TO SUPPORT THOSE
12 PROJECTS AGAIN THE 680 NORTHBOUND PROJECT BETWEEN LIVORNIA
13 ARTHUR ROAD AND SB U.S. 101 PROJECT EXPRESS LANE S R3237 AND
14 I-880 ALSO KNOWN AS PHASE FIVE. IN GREEN YOU SEE THE PROJECT
15 FUNDING RECOMMENDED PROGRAMMING FOR RM3 TODAY WILL SUPPORT
16 PROJECT'S CONSTRUCTION FOR CONTRA COSTA WHICH IS ON THE SCREEN
17 YOU SEE WE'RE PROPOSING THE PROGRAM \$50 MILLION OF 60 FOR THE
18 RESERVE THIS PROJECT HAS A PLAN IN PLACE TO FULLY CONSTRUCTION
19 OF PHASE ONE AS CCTA SECURED OVER \$100 MILLION OF FEDERAL
20 BIPARTISAN INFRASTRUCTURE MEGA PROGRAM GRANT FUNDS AND
21 SECONDLY AS A RESULT STAFF WILL RECOMMEND UPDATING THE BAY
22 AREA INFRASTRUCTURE FINANCE FOR BAIFA'S TEN-YEAR FINANCIAL
23 PLAN TO BE REVISED REFLECT ITS SLIGHT INCREASE CONTRIBUTION
24 FROM \$20 MILLION TO \$25 MILLION IN MAY TO COMPLETE THE
25 REGIONAL FUNDING SHARE THAT HELPS SECURE THIS FEDERAL GRANT



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1 THAT I TALKED ABOUT SO READY TO MOVE FORWARD CCTA PROJECT
2 SPONSOR TODAY WHICH IS THROUGH Y3B2 IS REQUESTING PARTIAL
3 ALLOCATION OF FUNDS SECOND PROJECT THAT YOU SEE ON THE SCREEN
4 B WHICH IS SANTA CLARA EXPRESS LANES PROJECT WE'RE PROPOSING A
5 PROGRAM OF REMAINING \$10 MILLION TO THIS PROJECT THE PROJECT
6 DOES INCLUDE STEP FUND AND VTA INTEND TO FINANCE THE REMAINING
7 NEED OF \$240 MILLION. NEXT SLIDE. SIMILAR TO 2020 EXPRESS
8 LANES PROGRAMMING THAT WE DID STAFF AND PRINCIPLES EACH FOR
9 RECOMMENDED PROJECTS DID MEET TODAY PROJECTS SHOULD LEVERAGE
10 STATE AND FEDERAL FUNDING IMPROVE ALSO PROJECT'S OVERALL
11 FINANCIAL STANDING COMPLETED ENVIRONMENTAL REVIEW AND
12 SUFFICIENT DESIGN PROGRESS FOLLOW REGIONALLY CONSISTENT TOLL
13 POLICIES WHICH BOTH AGENCIES ARE HAVING GREAT PARTNERS IN
14 THAT, ALSO TO BE CONSISTENT WITH PLANNED BAY AREA AND ALSO
15 WITH REGIONAL POLICIES, A FEW CONDITIONS I WANT TO HIGHLIGHT
16 THERE IS A CONDITION THAT WE WANT TO BE PUTTING THESE FUNDS TO
17 WORK AS SOON AS POSSIBLE SO APPLYING TO BOTH OF THESE PROJECTS
18 FAILURE TO SECURE FUNDING BY THE END OF CALENDAR YEAR 2028
19 WILL RESULT IN THE PROJECT'S PROGRAM RM3 FUNDS TO RETURN TO
20 THE ACTUAL RM3 PROGRAM RESERVE SECONDLY SPECIFIC TO CCTA
21 PROJECT ON 680CCTA IS TO CONTRIBUTE \$11 MILLION TO COMPLETE
22 FUNDING PLAN AND MUST FUND THE PROJECT'S VMT MITIGATION COST
23 FOR CONSTRUCTED SEGMENTS. NEXT SLIDE. IN CLOSING I WANT TO
24 TALK ON PLANNED BAY AREA IN OUR REGION'S INTENT TO CONTINUE
25 TO BUILD EXPRESS LANES NETWORK WHETHER WE LOOK ARE AT-LARGER



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1 NETWORK THAT GOES BEYOND WHAT'S AUTHORIZED BY CTC OR JUST
2 AUTHORIZED SEGMENTS THAT WE HAVE THE REGION IS GOING TO NEED
3 BILLIONS AS I MENTIONED THERE IS LITTLE TRADITIONAL FUNDING
4 SOURCES AVAILABLE SO TODAY'S RECOMMENDED ACTIONS WILL FULLY
5 PROGRAM THE \$300 MILLION FROM RM3 AND WE END RM3 PER REGION
6 HAS ACTUALLY DONE VERY WELL AS MENTIONED IN THE SB1 PROGRAMS
7 FURTHER COMPLICATING OUTLOOK STATE IS LOOKING AWAY FROM
8 CAPACITY EXPANSION THE FEDERAL FUNDING SITUATION REMAINS
9 UNCERTAINTY, AS A RESULT AGENCIES LIKE ALAMEDA COUNTY SANTA
10 CLARA COUNTY SAN MATEO HAVE FINANCED NEW EXPRESS LANES AS ONE
11 OFF EFFORT SO RECOGNIZING THIS NEED AS A REGION MTC EXECUTIVE
12 DIRECTOR ANDREW FRIEMER MENTIONED PLANNING UPDATE TO STRATEGIC
13 PLAN TO HELP GUIDE FUTURE NETWORK DEVELOPMENT INVESTMENTS
14 WE'RE GOING TO CONTINUE TO ENGAGE WITH OTHER EXPRESS LANE
15 OPERATORS TO EXPLORE FINANCING CONCEPTS REDUCE COST OF
16 BORROWING BY USING STRENGTH OF MULTI-OPERATOR NETWORK OF THIS
17 REGION WHILE LEAVING THE CURRENT BAY AREA EXPRESS LANE
18 GOVERNANCE STRUCTURES IN PLACE. AS WE HAVE UPDATES STAFF WILL
19 BRING BACK TO BAIFA. NEXT SLIDE. IN CLOSING WANT TO NOTE THE
20 PROPOSED ACTIONS FOR THE COMMITTEE. PROGRAMMED \$60 MILLION OF
21 EXPRESS LANE PROGRAM RESERVE \$50 MILLION TO CCTA PROJECT AND
22 ON \$680, AND 10 MILLION TO U.S. 101 EXPRESS LANE SANTA CLARA
23 COUNTIES ALSO PART TWO PROPOSING ALLOCATE \$33.9 MILLION OF \$50
24 MILLION TO CCTA PROJECT WHICH IS THE NEXT ITEM I'M GOING HAND
25 IT OVER TO KEN KAO.



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1
2 **KENNETH KAO:** GREETINGS, AGAIN. I WANT TO COVER THE SECOND PART
3 OF THIS ITEM, THE ALLOCATION OF RM3 FUNDS TO THE CONTRA COSTA
4 TRANSPORTATION AUTHORITY FOR 680 NORTHBOUND EXPRESS LANES
5 COMPLETION PROJECT IN CONTRA COSTA. STAFF RECOMMENDS
6 PROGRAMMING 50 MILLION OF THE RM3 EXPRESS LANE RESERVE TO THE
7 680 PROJECT IN CONTRA COSTA. PROPOSES TO ALLOCATE 33.9 MILLION
8 OF THE 50 MILLION IN RM3 FUNDS FOR THE 680 PROJECT. CCTA
9 REQUESTS TWO ALLOCATIONS. THE FIRST RIGHT OF WAY FOR \$10
10 MILLION AND SECOND FOR THE PROJECT AND CONSTRUCTION MANAGEMENT
11 OR PCM PHASE FOR 23.9 MILLION. MTC WILL CLASS FIGHT PCM PHASE
12 AS JOINT PS OR FINAL DESIGN AND CONSTRUCTION PHASE CCTA PLANS
13 TO DELIVER THE PROJECT USING PROGRESSIVE DESIGN BUILD
14 ALTERNATIVE DELIVERY METHOD THE 680 PROJECT COMPLETED
15 ENVIRONMENTAL DOCUMENT 2025 AND THE PROJECT SECURED OVER 116
16 MILLION IN DISCRETIONARY FEDERAL GRANTS THROUGH THE MEGA
17 PROGRAM CCTA AND U.S. DEPARTMENT OF TRANSPORTATION ARE
18 FINALIZING LEGAL AGREEMENTS FOR THIS AWARD CTA EXPECTS TO
19 RETURN NEXT CALENDAR YEAR FOR REMAINING FUNDS TO ADVANCE THE
20 PROGRESSIVE DESIGN BUILD CONTRACT THEREFORE STAFF RECOMMENDS
21 REFERRING MTC RESOLUTION FRENCH 59 TO THE COMMISSION FOR
22 APPROVAL IN ADDITION TO THE PROGRAMMING ACTION ON THE FIRST
23 BULLET ABOVE. WITH THAT I'LL TURN IT BACK TO DAVID OR
24 ENTERTAIN ANY QUESTIONS.
25



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1 **CHAIR, VICTORIA FLEMING:** THANK YOU FOR THAT WHEN WE LOOK AT
2 ALL THIS IT SOUNDS KIND OF COMPLICATED I'M GOING TO ASK A
3 QUESTION THAT IS DO I HAVE THIS RIGHT HERE WHICH IS THAT IN
4 ORDER TO REDUCE CONGESTION AROUND THE BAY AREA THERE IS A
5 WHOLE NETWORK OF EXPRESS LANES WHICH TO MY MIND SOUND LIKE
6 ADDING LANES AND REGULATING THEM THROUGH FASTRAK LIKE TOLLING.
7 CORRECT? SORT OF? BECAUSE HERE IS THE THING THAT I ADOPT
8 UNDERSTAND. IF IT'S NOT THAT, THEN, LIKE, WHAT IS THE MEAT OF
9 THE CAPITAL INVESTMENT GOING FORWARD? IS IT FOR ACQUIRING
10 SPACE AND BUILDING LANES? AND THEN TOLLING IT? OR WHAT IS IT?

11

12 **DAVID MAN:** I THINK THERE IS A VARIETY OF PROJECTS OUT DOLLAR
13 WE'RE ADDING IN CERTAIN AREAS, IN CERTAIN CORRIDORS THEY'RE
14 CONVERTING THE EXISTING HOV LANE. IN THE CASE OF VTA SANTA
15 CLARA PROJECT THEY'RE CONVERTING THE EXISTING HOV LANE BUT
16 ALSO ADDING AN ADDITIONAL LANE. ALSO THE CCTA PROJECT HAS A
17 COMBINATION OF A LANE ADD AND ALSO CONVERSION OF THE EXISTING
18 HOV LANE.

19

20 **CHAIR, VICTORIA FLEMING:** SO WHEN WE ADD LANES IT'S OBVIOUSLY
21 COSTLY AND WHEN CONVERT LANES IT'S LESS COSTLY?

22

23 **DAVID MAN:** CORRECT.

24

25 **CHAIR, VICTORIA FLEMING:** THAT MAKES SENSE. THE FUNDS COME FROM



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1 RM3 BUT YOU SAID THERE IS NOT A LOT OF APPETITE FOR ONGOING
2 LANE EXPANSION. CAN YOU SAY THAT HAS TO DO WITH RULES AROUND
3 ADDING ADDITIONAL VEHICLE CAPACITY IN THE STATE OF CALIFORNIA?
4 YOU CAN LET US KNOW WHERE THIS COMES FROM?

5

6 **DAVID MAN:** YES I THINK THAT'S PART OF THE STATEWIDE OBJECT IS
7 TO REDUCING GREENHOUSE GAS EMISSIONS AND MEETING THOSE TARGETS
8 AS A RESULT KENNETH KAO TALKED ABOUT CAPTII AND CSIS ARE TWO
9 GUIDING PRINCIPLES DOCUMENTS AND I SEE DIRECTOR CAN WEIGH IN
10 ON THIS THOSE FOCUS ON PROJECTS MAKING SYSTEMS MORE EFFICIENT
11 PROVIDING BETTER OPTIMIZATION AND ALSO TO FIND STRATEGIES AND
12 PROJECTS THAT REDUCE VMT SUCH AS TRANSIT SO THAT'S THE
13 APPROACH THAT THE STATE IS PRIORITIZING FOR SOME OTHER STATE
14 FUNDING SOURCES THAT'S WHAT'S POTENTIALLY TO REDUCE SOME OF
15 THE AVAILABLE CAPITAL RESOURCES FOR SOME OF THE EXPRESS LINKED
16 PROJECTS.

17

18 **CHAIR, VICTORIA FLEMING:** AND I THINK THAT'S WHAT I WAS TRYING
19 TO UNDERSTAND, HOW MONEY IS UNENCUMBERED THROUGH LEGISLATION
20 OR JUST GENERAL POLICY? JUST GENERALLY LESS INTEREST IN
21 FUNDING VEHICLE EXPANDING EXPANSION.

22

23 **KENNETH KAO:** I CAN VOLUNTEER TO TAKE THAT KENNETH KAO WITH MTC
24 SO IN 2019 THE GOVERNOR ISSUED AN EXECUTIVE ORDER, E19
25 SOMETHING THAT BASICALLY DIRECTS STATE TO PRIORITIZE PROJECTS



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1 THAT DO NOT INCREASE VMT OR INCREASE GHG EMISSIONS THEN THAT
2 WAS OUTGROWTH OF WHAT HAPPENED WHAT THE STATE CREATED WITH
3 CAPTII CSIS AND WHAT THOSE DOCUMENTS DID WAS DIRECT OTHER
4 STATE AGENCIES SUCH AS CALIFORNIA TRANSPORTATION COMMISSION TO
5 REORDER THEIR PRIORITIZATION PROGRAM ELIGIBILITY REQUIREMENTS
6 TO PRIORITIZE PROJECTS THAT DO NOT INCREASE VMT SO THAT'S KIND
7 OF OUR CONCERN IS THAT IF WE DO PROPOSE THESE PROJECTS WHILE
8 THEY'RE NOT INELIGIBLE, THEY MAY NOT DO AS WELL AS OTHER
9 PROJECTS SUCH AS TRANSIT OR ACTIVE TRANSPORTATION IN SECURING
10 SB1 COMPETITIVE PROGRAM FUNDS.

11

12 **CHAIR, VICTORIA FLEMING:** OKAY THAT'S HELPFUL. THANK YOU VERY
13 MUCH. COMMISSIONER MELGAR?

14

15 **V. CHAIR, MYRNA MELGAR:** THANK YOU FOR THE THOROUGH
16 PRESENTATION. THANK YOU DIRECTOR PREMIER FOR YOUR LEADERSHIP
17 AND THOUGHTFULNESS. I HEARD IN YOUR PRESENTATION, FOR A WHILE
18 YOU SAID THE POLITICAL CLIMATE HAS CHANGED THEN YOU USED SOME
19 EUPHEMISTIC LANGUAGE SO I WAS HOPING THAT YOU WOULD MORE
20 CLEARLY TALK ABOUT THAT AND THEN I KNOW AT LEAST IN SAN
21 FRANCISCO IN OAKLAND THERE HAS BEEN DIRECT INVERSE
22 RELATIONSHIP BETWEEN INCREASING CAR TRAFFIC ON FREEWAYS, AND
23 DECREASING PUBLIC TRANSIT SPECIFICALLY ON BART AND MUNI. SO I
24 WISH WE WOULD MAKE MORE DIRECT CONNECTION WHEN WE'RE TALKING
25 ABOUT THIS ISSUE BECAUSE I THINK IT'S HELPFUL IN THE CONTEXT



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1 OF WHAT YOU TALKED ABOUT IF WE WANT TO EXPAND AND STANDARDIZE
2 THE NETWORK, BECAUSE IT'S ALL ONE THING. THE.

3

4 **CHAIR, VICTORIA FLEMING:** COMMISSIONER ABE-KOGA?

5

6 **SPEAKER:** I WAS HOPING -- I'M SORRY --

7

8 **SPEAKER:** NO. IT'S OKAY.

9

10 **V. CHAIR, MYRNA MELGAR:** YEAH, [LAUGHTER] I WAS HOPING FOR A
11 RESPONSE.

12

13 **ANDREW FREMIER:** I'M NOT SURE I ACTUALLY UNDERSTOOD. I WAS
14 HOPING YOU --

15

16 **V. CHAIR, MYRNA MELGAR:** IN THE PRESENTATION MR. MAN TALKED
17 ABOUT THE CHANGE IN POLITICAL CLIMATE AND I WAS HOPING FOR
18 CLARIFICATION OF WHAT THAT MEANT. BECAUSE THEN YOU USED A
19 BUNCH OF JARGON AND I WANT SURE WHAT THAT MEANT.

20

21 **DAVID MAN:** YEAH I THINK JUST AS WE DO HIGHLIGHT THE CHALLENGES
22 WITH THE FEDERAL FUNDING PICTURE, IT WAS A LITTLE UNCLEAR IN
23 TERMS OF SOME OF THE GRANT PROGRAMS THAT WE'RE PROPOSING. CCTA
24 HAS DID WELL TO SECURE THOSE FUNDS BUT I WOULD SAY THAT IT'S
25 BEEN A CHALLENGE.



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1

2 **CHAIR, VICTORIA FLEMING:** ARE YOU GOOD? COMMISSIONER ABE-KOGA?

3

4 **MARGARET ABE-KOGA:** THANK YOU CHAIR AND THANK YOU VERY MUCH FOR
5 THIS COMPREHENSIVE PRESENTATION I KNOW WE HAD A COUPLE OF
6 OTHER PREVIOUS MEETINGS TALKING ABOUT EXPRESS LANES SO I
7 REALLY APPRECIATE ALL THE WORK THAT'S BEEN PUT INTO THIS AND I
8 WANT TO THANK ANDY AND STAFF FOR INCLUDING VTA, AND THE
9 ALLOTMENT. I WANTED TO ASK, IF MY RECOMMENDATION IS, AND I
10 THINK IT WAS MENTIONED HERE, SOME OF THE FUNDING WILL COME
11 FROM THE RESERVE IF THAT'S RIGHT? COULD YOU SHARE HOW MUCH IS
12 IN THAT RESERVE?

13

14 **THERESA ROMMELL:** I DON'T KNOW IF THERE WAS A SPECIFIC BAIFA
15 RESERVE THERE WAS A RESERVE FOR THE RM3 EXPRESS LANE POT OF 60
16 MILLION.

17

18 **MARGARET ABE-KOGA:** AND THEN I REMEMBER THERE WAS ANOTHER
19 BECAUSE THE CONTRA COSTA PROJECT WAS GOING TO EXCEED ALL OF
20 THAT SO SOME OF THE FUNDING WAS SUPPOSED TO COME OUT OF THERE
21 WAS LIKE A BAIFA RESERVE?

22

23 **THERESA ROMMELL:** YES, WE'RE GETTING --

24

25 **MARGARET ABE-KOGA:** BUT THAT WAS ALSO FOUR YEARS AGO SO MAYBE



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1 MY RECOLLECTION HAS CHANGED OR IS DIFFERENT NOW.

2

3 **ALIX BOCKELMAN:** COMMISSIONER ABE-KOGA I CAN START AND LISA
4 KLEIN OR OTHERS CAN ADD BUT THE BAIFA FINANCIAL PLAN I DON'T
5 THINK WE HAVE A RESERVE IN BAIFA BUT THERE IS AN APPROVED
6 FINANCIAL PLAN AND THAT DID INCLUDE A 20 MILLION FOR 680
7 PROJECT AND I THINK AS WAS MENTIONED IN ORDER TO FOLLOW
8 THROUGH ON WHAT WAS BEFORE YOU TODAY WILL NEED TO BE AN
9 AMENDMENT TO THE FINANCIAL PLAN TO INCREASE THE AMOUNT FOR 680
10 TO 25 MILLION.

11

12 **MARGARET ABE-KOGA:** THAT'S WHAT I WAS RECALLING.

13

14 **ANDREW FREMIER:** COMMISSIONER IF I COULD ADD ONE OF THE THINGS
15 THAT WE'RE BRINGING FORWARD AND TALKING TO THE OTHER OPERATORS
16 ABOUT IS HOW TO USE BAIFA AS AN INFRASTRUCTURE BANK
17 ESSENTIALLY AS OPPOSED TO BAIFA AS A LANE OPERATOR SO IT'S
18 CONFUSING FROM THAT POINT.

19

20 **MARGARET ABE-KOGA:** SURE.

21

22 **ANDREW FREMIER:** THE STRATEGIC PLAN THAT HAS BEEN APPROVED IS
23 FOCUSED ABOUT MAKING SURE THAT WE'RE ABLE TO KEEP RESERVES FOR
24 NEXT GENERATION OF INVESTMENT IN THE TOLLING SYSTEMS AND
25 MAINTENANCE RESPONSIBILITIES THIS IS I THINK GETTING MORE



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1 AGGRESSIVE, THE IDEA WOULD COME BACK WITH THIS TRYING TO GET
2 MORE AGGRESSIVE WITH REVENUES THAT ARE BEING GENERATED IN SOME
3 OF THESE CORRIDORS TO SEE IF WE CAN MAXIMIZE THEM BETTER
4 THAT'S THE BROADER QUESTION DOES THIS INCLUDE OPERATORS THAT
5 ARE NOT ASSOCIATED WITH THE BAIFA SYSTEM.

6

7 **MARGARET ABE-KOGA:** YEAH I WANT TO COMMEND YOU FOR PURSUING
8 THAT I KNOW WE TALKED ABOUT IT HERE AND THERE IS A LOT OF
9 INTEREST WE HAVE THE OVERALL PROJECTS THE OTHER REMAINING 150
10 MILES OF LANE, SO THAT WAS MY QUESTION IS THROUGH THIS
11 POTENTIAL BANK IDEA, CAN WE FULLY FUND ALL OF THE PROJECTS IN
12 OUR PORTFOLIO THAT WE'RE LOOKING AT? THAT'S THE INTENT?

13

14 **ANDREW FREMIER:** IT'S THE LONG STORY AND IT'S UNCLEAR, DEPENDS
15 HOW MANY PEOPLE JOIN THE IDEA AND CONCEPT BECAUSE IT HAS TO BE
16 COLLATERALIZED IN SOME WAY AND THERE IS REALLY NOTHING IN THE
17 BAIFA SYSTEM THAT DOES THAT MORE BROADLY THAN THE CORRIDORS IT
18 OPERATES BUT THAT APPLIES TO OTHER CORRIDORS THAT ARE EITHER
19 OPERATING OR WILL BE OPERATING SOON FOR STRENGTH IN THAT
20 REVENUE STREAM IS THE IDEA. BUT AGAIN TO DAVID'S .1 THING THAT
21 SEEMS TO BE UNADDRESSABLE IS YOU HAVE A UNIFIED SYSTEM ALL
22 UNDER ONE PARTICULAR UMBRELLA SO THIS IS TRYING TO TAKE
23 ADVANTAGE OF THE INDIVIDUAL GOVERNANCE CONCERNS AND YET
24 CAPITALIZE ON THE STRENGTH OF WHAT IS A REASONABLE REVENUE
25 SOURCE.



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1

2 **MARGARET ABE-KOGA:** RIGHT. YEAH, I SAW ON THE LITTLE DIAGRAM,
3 YOU HAVE UP. THERE IS, LIKE, CHUNKS THAT ARE BEING DONE OR
4 COMPLETED, AND THEN THERE, YOU KNOW, MISSING PIECES, AND THEN
5 IT JUST, TO ME, DOESN'T MAKE SENSE TO HAVE IT THAT WAY --
6 [LAUGHTER] -- SO WE SHOULD BE LOOKING TO COMPLETE THE ENTIRE
7 SYSTEM.

8

9 **ANDREW FREMIER:** WE AGREE.

10

11 **MARGARET ABE-KOGA:** THANK YOU. SO, AND THEN THE OTHER QUESTION,
12 GOING BACK TO THIS ISSUE OF THE STATE'S CHANGE NO DIRECTION, I
13 GUESS YOU COULD SAY, IS THERE A DIFFERENCE? AND WE TALKED
14 ABOUT ADDING LANES VERSUS CONVERTING LANES, AND HOW THAT
15 INCREASES THE -- LIKE, ASSUMING THE CONVERSION IS GOING TO BE
16 SEEN AS A MORE ATTRACTIVE PROJECT THAN ADDING LANES. SO, THAT
17 AFFECTS OUR SCORING AND THE CRITERIA. IS THAT RIGHT?

18

19 **DAVID MAN:** YES, IN GENERAL, AROUND CURRENT GUIDELINES RELEASED
20 BY THE STATE THAT LANE CONVERSIONS ARE LIKELY TO BE MORE
21 COMPETITIVE IN SOME OF THESE FUNDINGS PROGRAMS.

22

23 **MARGARET ABE-KOGA:** OKAY. ALL RIGHT. THANK YOU. THANK YOU VERY
24 MUCH.

25



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1 **CHAIR, VICTORIA FLEMING:** DO WE HAVE ANY OTHER QUESTIONS OR
2 COMMENTS FROM THE COMMISSION? COMMISSIONER PAPAN?

3

4 **GINA PAPAN:** [LAUGHTER] THANK YOU. SO, QUESTION, BECAUSE WE
5 HAVE ALL THESE PLANS, AND GREAT PLANS, IS THERE A WAY THAT WE
6 ARE TRACKING THE TRANSPORTATION ASPECT HERE, SO BUSES,
7 SHUTTLES? I KNOW IN MY JURISDICTION WE HAVE SAMTRANS, BUT WE
8 ALSO HAVE CORPORATE BUSES AND, SO, IN ORDER TO EMPHASIZE THE
9 BENEFITS TO REDUCING GREENHOUSE GASSES, ARE WE ABLE TO TRACK
10 HOW THOSE VEHICLES ARE MOVING FASTER AND GETTING MORE RIDERS?
11 THAT TYPE OF THING. BECAUSE THAT WAS ONE OF THE BIG SELLING
12 POINTS IN MY JURISDICTION, TO MOVE THE BUSES FASTER.

13

14 **DAVID MAN:** YEAH, I THINK WE DO, EACH OF THE OPERATORS,
15 INCLUDING BAIFA WE DO PROVIDE PERIODIC PERFORMANCE REPORTS OF
16 HOW EXPRESS LANES PERFORM AND THEIR ADVANTAGE IN TERMS OF FOR
17 HOV AND BUSES ON THE SYSTEM. I THINK TO YOUR POINT ABOUT SOME
18 OF THE REGIONAL MORE PEOPLE MOVING METRICS I THINK THAT'S
19 SOMETHING WE CAN CONTINUE TO WORK ON WITH OUR REGIONAL
20 PARTNERS AND OTHERS HERE IN THE COMMISSION TO BETTER
21 UNDERSTAND SHIFTS IN RIDERSHIP AS A RESULT OF SOME OF THE
22 FREEWAY IMPROVEMENTS THAT WE PUT INTO THE SYSTEM.

23

24 **GINA PAPAN:** YEAH, HOPEFULLY THAT WOULD ASSIST OUR SEEKING OF
25 FUNDS HERE BECAUSE THAT WAS ONE OF THE MAJOR DESIRES WHEN WE



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1 DID OURS, IS TO MOVE THE BUSES MORE QUICKLY, AND HOPEFULLY
2 ENHANCE THAT. BUT I DON'T KNOW IF FROM IS AN ANSWER TO THIS,
3 BECAUSE THERE IS NO WAY FOR US TO TRACK THESE BIG GENENTECH
4 BUSES AND THE CORPORATE BUSES IT'S A LOT HARDER. SO ARE WE
5 ABLE TO GET BUY-INS FROM THOSE GROUPS HERE? BECAUSE THAT'S
6 BENEFICIAL AS WELL. AND SOMETIMES THEY'RE NOT OPEN TO SHARING
7 INFORMATION.

8

9 **THERESA ROMMELL:** THERESA ROMMEL HERE I'LL ADD THAT A FEW YEARS
10 AGO PRIOR TO COVID WE WERE ACTUALLY WORKING WITH THE BAY AREA
11 COUNCIL TO DO A SHUTTLE SURVEY THAT WAS KIND OF DEPRIORITIZED
12 AFTER COVID BUT IT'S SOMETHING WE COULD LOOK INTO YOU KNOW
13 RESTARTING AGAIN AS THINGS START TO PICK UP AND PEOPLE START
14 TO COME BACK TO THE OFFICERS MORE HOW MANY OF THOSE BUSES ARE
15 ACTUALLY GOING UP-AND-DOWN THE CORRIDORS I COUNTY REMEMBER THE
16 EXACT STATISTICS BUT AT ONE TIME GENENTECH BUSES WERE LIKE THE
17 10th LARGEST SYSTEM IN THE REGION SO IT'S IMPORTANT TO
18 UNDERSTAND HOW MANY PEOPLE ARE TAKING THOSE.

19

20 **GINA PAPAN:** WELL I WOULD LIKE THE COMMISSIONERS TO AGREE THAT
21 WOULD BE BENEFICIAL I THINK TO ALL OF US BECAUSE IT'S OUR BIG
22 PLAN TO REDUCE GREENHOUSE GASSES SO IF WE CAN PURSUE THAT
23 AGAIN I THINK IT MIGHT BE HELPFUL IN THE FUNDING ARENA TO KNOW
24 WHAT'S HAPPENING AND ALSO TRY TO TRACK WHO IS RETURNING TO
25 WORK AND TO SEE WHERE THAT IS HEADING. SO, I WOULD HOPE THAT



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1 WE COULD DO THAT. THAT COMMISSIONERS WOULD AGREE ON THAT?

2

3 **ANDREW FREMIER:** IF I COULD ADD ONE THING, THE PHILOSOPHY THAT
4 WE HAVE TENDED TO HAVE HERE AT LEAST MTC IS KIND OF ADDRESSING
5 COMMISSIONER ABE-KOGA'S POINT IS WE FELT BEST TO GET THE
6 SYSTEM CONNECTED FIRST EMPHASIS HAS BEEN ON DEVELOPING THE
7 LANE SO THAT YOU GET THE SYSTEM WIDE CONNECTIVITY THEN OVERLAY
8 HOPEFULLY SOME ADDITIONAL REVENUE THAT WOULD ALLOW US TO
9 SUPPORT TRANSIT THERE IS SIGNIFICANT MAINTENANCE
10 RESPONSIBILITIES AS IT'S A STATE HIGHWAY SYSTEM MAINTAINING
11 THE EXISTING TOLLING SYSTEM COLLECTING TOLLS IS EXPENSIVE BY
12 NATURE SO OUR APPROACH IS, SORT OF, STRUGGLING WITH ALL OF THE
13 CHALLENGES. IF YOU INVEST ALL RESOURCES INTO THE TRANSIT
14 INVESTMENT THEN YOU CAN'T MAKE THE CONNECTIVITY THAT MAKES
15 TRANSIT THAT MORE INTERESTING SO IN ADDITION TO, SORT OF, THE
16 MEASURING PIECE IT'S ONE OF THE CHALLENGES OF HOW WE DECIDED
17 TO DEVELOP OUT THE SYSTEM, BUT THAT OF COURSE IS UP TO MOST OF
18 YOU ALL.

19

20 **GINA PAPAN:** L AGAIN, IF I MAY? I SEE THAT WE HAVE AN EXISTING
21 SYSTEM, AS IS RIGHT NOW AND WE'RE STRUGGLING TO JUSTIFY SOME
22 OF IT. SO, I THINK THAT INFORMATION -- I KNOW THE
23 JURISDICTIONS WANT TO KNOW, AS WELL, IF WE COULD SOMEHOW
24 STANDARDIZE THAT AND SHARE IT WITH EVERYONE, THAT WOULD BE
25 HELPFUL IN FUTURE CONNECTIVITY, I THINK, MOVING FORWARD HERE.



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1 SO, IT'S -- AND AS WE NOTED, THE INFORMATION WE USED TO GET,
2 IT WOULD BE A GOOD IDEA TO TRY TO SEEK THAT. I KNOW MY
3 JURISDICTION WOULD BE HAPPY TO -- I THINK THEY'RE TRYING TO DO
4 IT NOW BUT IF WE COULD HAVE SOME STANDARDIZATION, THAT WOULD
5 BE GREAT.

6

7 **CHAIR, VICTORIA FLEMING:** THANK YOU. COMMISSIONER MOULTON-
8 PETERS?

9

10 **STEPHANIE MOULTON-PETERS:** THANK YOU, CHAIR. I JUST WANTED TO
11 ACKNOWLEDGE, I THINK THE LAST PART OF THIS DISCUSSION HAS BEEN
12 REALLY VALUABLE AS POLICY MAKERS. BECAUSE WE ARE ALWAYS BEING
13 ASKED TO EXPLAIN TO OUR CONSTITUENTS, HOW DOES THE SYSTEM ALL
14 HANG TOGETHER. AND COMMISSIONER MELGAR, TO YOUR POINT, THERE
15 IS A DIRECT RELATIONSHIP BETWEEN THE HIGHWAYS WE BUILD OR
16 DON'T BUILD, AND THE TRANSIT WE USE OR DON'T USE OR FUNDS. AND
17 PARTICULARLY NOW, WE NEED TO BE ABLE TO TALK IN TERMS OF THE
18 WHOLE SYSTEM. AND I APPRECIATE DIRECTOR FREMIER, THE
19 COMPLEXITY AND THE CHALLENGE OF BUILDING OUT A SYSTEM. AND
20 THAT WILL BE A DECADE'S LONG EFFORT THAT WE WILL UNDERTAKE.
21 SO, IN THE MEANTIME, I THINK FOR MY FELLOW COMMISSIONERS AND
22 I, IT REALLY IS IMPORTANT TO BE ABLE TO TALK ABOUT HOW DOES
23 THE SYSTEM WORK. AS COMMISSIONER PAPAN WAS SAYING, HOW IS IT
24 GETTING USED TO KEEP THE MOMENTUM TO POPULAR SUPPORT FOR
25 FUNDING FOR TRANSIT AND HIGHWAY HOV LANES. SO, I'M -- I'M



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1 GOING TO SUGGEST THAT MAYBE WHEN THIS COMES BACK TO THE FULL
2 BOARD, IF IT DOES, THAT WE HAVE A LITTLE OF THAT CONTEXT, THAT
3 HERE IS THE SYSTEM THAT WE'RE TRYING TO BUILD-OUT, IT'S MULTI-
4 MODAL, DIFFERENT USERS USE DIFFERENT SYSTEMS AND WE'RE TRYING
5 TO WORK THEM ALL OVER TIME. IT'S A GOOD STORY FOR US TO BE
6 ABLE TO TELL, EVEN IF IT'S GOING TO TAKE THE LONG RUN,
7 COMMISSIONER ABE-KOGA, TO FULLY FINISHED EVERYTHING
8 EVERYWHERE. BUT, ANYWAY, I DO THINK WE SHOULD TALK ABOUT THE
9 WHOLE SYSTEM. THANKS.

10

11 **CHAIR, VICTORIA FLEMING:** CHAIR NOACK?

12

13 **SUE NOACK:** YEAH, I KNOW THAT, JUST SPEAKING ON THAT, I KNOW
14 THAT AT CCTA, WE HAD A LOT OF INFORMATION ON THE EXPRESS
15 LANES, TIME SAVINGS, WHEN 680 INITIALLY WENT IN, THERE WAS A
16 LOT OF CONCERN BECAUSE IT WAS A CONVERSION FROM HOV TO EXPRESS
17 LANES AND PEOPLE WERE SAYING NOW WE GOT TO PAY THINGS LIKE
18 THAT. THERE WAS QUITE A STUDY DONE THEN ON SAVINGS OF TIME
19 WHICH WAS HELPFUL TO GO THROUGH FOR THE CCTA BOARD. THEN THE
20 OTHER THING ON THE BUS THING I KNOW IT'S CCTA, WHAT IT'S
21 CALLED INNOVATE 680 WHICH IS REALLY ALAMEDA AND CONTRA COSTA
22 WE'RE ALSO LOOKING AT BUS ON SHOULDER AND THAT WILL ALSO
23 IMPACT HOW THE BUSES RUN. THAT'S BEEN IN THE WORKS FOR A
24 WHILE. BUT WE'RE GETTING CLOSER. THERE HAS BEEN QUITE A BIT OF
25 TESTING ON THAT LATELY. SO APPARENTLY WILL ALSO CHANGE THE



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1 BUSES NOT NECESSARILY USING EXPRESS LANES BUT USING SHOULDERS
2 WHEN TRAFFIC GOES DOWN BY 35 MILES AN HOUR. SO, ANYWAY, I JUST
3 WANT TO, SORT OF, MENTION THAT'S ANOTHER KINK AND JUST LOOKING
4 AT BUSES, THAT THAT'S -- THAT MAY NOT BE SO EASY, LIKE ON THE
5 680 CORRIDOR, BECAUSE IF WE GO TO BUS ON SHOULDER AND THE
6 EXPRESS LANE WE'RE GOING TO HAVE DIFFERENT KIND OF NUMBERS
7 THAN WHAT OTHER EXPRESS LANES MIGHT HAVE SO I JUST WANTED TO
8 MENTION THAT AS WELL.

9

10 **CHAIR, VICTORIA FLEMING:** THANK YOU. THIS WAS ONE OF THE MOST
11 CLEAR AND, SORT OF, ILLUMINATING CONVERSATIONS ABOUT JUST THE
12 BASICS OF HOW IT WORKS. AND I WANT TO THANK ALL THE
13 COMMISSIONERS FOR YOUR GREAT QUESTIONS AND STAFF FOR BREAKING
14 IT DOWN FOR US IN A WAY THAT'S THE NUTS AND BOLTS W THAT, WE
15 WILL MOVE ON TO SEE IF WE CAN GET A MOTION ON THE FLOOR FOR
16 APPROVAL OF REGIONAL MEASURE THREE EXPRESS LANES PROGRAMMING
17 AND ALLOCATION, INCLUDING MTC RESOLUTIONS NUMBER 4411 REVISED
18 PROGRAMMING OF 60 MILLION IN RM3 EXPRESS LANES PROGRAM RESERVE
19 FOR THE I-680 EXPRESS LANE COMPLETION PROJECT IN CONTRA COSTA
20 COUNTY AND U.S. 101 EXPRESS LANE PHASE FIVE IN SANTA CLARA
21 COUNTY, AND MTC RESOLUTION 4759 ALLOCATION OF 33.9 MILLION IN
22 RM3 CAPITAL FUNDS TO THE CONTRA COSTA TRANSPORTATION AUTHORITY
23 FOR APPROVAL TO THE COMMISSION.

24

25 **MARGARET ABE-KOGA:** [LAUGHTER] I'M HAPPY TO MAKE THE MOTION.



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1

2 **CHAIR, VICTORIA FLEMING:** THANK YOU.

3

4 **SPEAKER:** SECOND.

5

6 **CHAIR, VICTORIA FLEMING:** THANK YOU LADIES. DO WE HAVE ANY
7 MEMBERS OF THE PUBLIC WISHING TO MAKE COMMENT.

8

9 **CLERK OF THE BOARD:** WE HAVE TWO MEMBERS OF THE PUBLIC IN THE
10 ZOOM SPACE HOW MUCH TIME WOULD YOU LIKE TO PROVIDE?

11

12 **CHAIR, VICTORIA FLEMING:** LET'S GIVE THEM TWO MINUTES EACH
13 PLEASE.

14

15 **CLERK OF THE BOARD:** ROLAND LEBRUN IF YOU CAN PLEASE UNMUTE
16 YOURSELF YOUR TIME BEGINS NOW.

17

18 **SPEAKER:** GOOD MORNING MADAM CHAIR AND COMMISSIONERS I WOULD
19 LIKE TO USE THIS COUPLE OF MINUTES TO CLARIFY CONTEXT SR 237
20 WITHIN THE BAY AREA EXPRESS LANE NETWORK. SR 237 IS
21 EFFECTIVELY A LAND BRIDGE BETWEEN THE EAST BAY AND THE
22 PENINSULA. SR 237 TOLL REVENUES SHOULD BE CONTRIBUTING TO RM3
23 REVENUES, JUST LIKE THE OTHER BRIDGES, NOT THE OTHER WAY
24 AROUND. UNTIL THAT HAPPENS, VTA SHOULD USE SR 237 TO FUND
25 OTHER SEGMENTS OF VTA'S EXPRESS LANE NETWORK STARTING WITH



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1 HIGHWAY 101 IN SANTA CLARA COUNTY. IN CLOSING, MTC SHOULD
2 PRIORITIZE FUNDING PROJECTS THAT PROVIDE CONGESTION RELIEF,
3 NOT EXPRESS LANE PROJECT, WHICH ARE PURELY DESIGNED TO
4 GENERATE REVENUES FOR NON-EXPRESS LANE PROJECTS, LIKE THE BART
5 EXTENSION TO SAN JOSE. IN CLOSING, I WOULD LIKE TO MAKE A
6 COMMENT ABOUT, BASICALLY, THE INEQUITY IMPACTS OF CONVERTING
7 AN HOV LANE TO AN EXPRESS LANE. BECAUSE WHAT THAT HAPPENS IS
8 THAT PEOPLE WHO ARE CURRENTLY CARPOOLING ARE FORCED BACK ON TO
9 REGULAR LANES, WHILE PEOPLE WHO CAN ACTUALLY AFFORD TO PAY THE
10 TOLLS ARE NOW REPLACING THEM AS SOLO DRIVERS IN THOSE EXPRESS
11 LANES WHICH WERE FORMED ON ONLY HOV LANES. THANK YOU

12

13 **CLERK OF THE BOARD:** NEXT WE HAVE MICHAEL BALDINI IF YOU CAN
14 PLEASE UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

15

16 **SPEAKER:** THANK YOU VERY MUCH GOOD MORNING COMMISSIONERS AND
17 MADAM CHAIR I'M AT THE OTHER END UP HERE IN NAPA COUNTY SO MY
18 CONCERN IS WE HEARD CONNECTIVITY, AND AS AN EXAMPLE, HIGHWAY
19 37, HIGHWAY 29, AND 12 AND SO ON AND SO FORTH, THE TREMENDOUS
20 AMOUNTS OF CAPITAL TO COMPLETE AN EXISTING SYSTEM, MUCH LESS
21 EXPRESS LANES. IN LOOKING AT EXPRESS LANES -- AND I APPRECIATE
22 THE GOVERNMENT'S -- THAT EXECUTIVE DIRECTOR PREMIER BROUGHT
23 UP, AS WELL AS MANY OF THE COMMISSIONERS AND OTHER ASPECTS OF
24 IT BUT THE COST BENEFIT OF THESE EXPRESS LANES AND
25 CONSTRUCTION I JUST HAVE TO BELIEVE IN THEIR CREATION, THE



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1 IMPORTING AND EXPORTING OF VIA TRUCK LOAD OF TREMENDOUS
2 AMOUNTS OF ASPHALT, CONCRETE, AND STEEL, AS WELL AS LABOR AND
3 HEAVY EQUIPMENT TO CREATE THESE, WHAT'S THE OFFSET ON THE
4 REDUCTION OF GREENHOUSES WHEN YOU ARE PRODUCING CONCRETE AT
5 500 MILES WORTH OF BAY AREA ALONE, WOULD BE A TREMENDOUS
6 GENERATOR OF GREENHOUSE GAS EMISSIONS. AND WHAT'S THE PAY BACK
7 AND HOW LONG, PLUS THE TIME IS MONEY ISSUE THAT'S BEEN BROUGHT
8 UP. IT DOES SAVE TIME, LET SOMEBODY PAY FOR IT, AND HOW DOES
9 THAT AFFECT THE PAY BACK AND ALSO THE ONGOING MAINTENANCE THAT
10 THESE REQUIRE FROM SOME SOURCE OF FUNDS, CONTINUE YEARS DOWN
11 THE ROAD. THANK YOU VERY MUCH. AND GREAT DISCUSSION.

12

13 **CLERK OF THE BOARD:** THERE IS NO FURTHER PUBLIC COMMENT IN THE
14 ZOOM SPACE, NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO
15 WRITTEN CORRESPONDENCE RECEIVED.

16

17 **CHAIR, VICTORIA FLEMING:** THANK YOU MADAM CLERK. WITH THAT
18 WE'LL MOVE ON TO VOTE ON WITH ALL IN FAVOR, PLEASE SAY --
19 COMMISSIONER PAPAN?

20

21 **GINA PAPAN:** YES SORRY CAN I JUST ADD ONE NOTE TO THE LAST
22 SPEAKER'S COMMENTS? I DO BELIEVE THERE IS CURRENT LEGISLATION
23 OR WAS LAST YEAR FROM SENATOR BECKER, ON -- NOT PERFECTING THE
24 GREENHOUSE GASSES, BUT REDUCING GREENHOUSE GASSES IN THE
25 PRODUCTION OF CEMENT. SO, HOPEFULLY, DON'T KNOW WHEN THAT'S



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1 IMPLEMENTED, BUT AGAIN IT'S NOT GOING TO BE A PERFECT WORLD
2 BUT SOME REDUCTION THERE. THANK YOU.

3

4 **CHAIR, VICTORIA FLEMING:** ALL RIGHT. CAN WE TAKE A VOTE? ALL IN
5 FAVOR, SAY AYE. [AYES] ANY OPPOSED? ABSTAINS? ALL RIGHT. THAT
6 PASSES WITH ALSO -- UNANIMOUSLY WITH ALL MEMBERS PRESENT AND
7 TAKES US TO ITEM 4A. OUR MTC RESOLUTION 4273 REVISED FISCAL
8 YEAR 2025, 2026 CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS
9 PROGRAM. OFTEN REFERRED TO AS WELL. C TOP, THIS IS CYCLE A AND
10 B FOR FISCAL YEAR 2025, 2026 TRANSIT PERFORMANCE INITIATIVE
11 ALSO KNOWN AS TPI AWARD RECOMMENDATIONS. AND THIS WILL BE THE
12 APPROVAL OF THIS. NUMBER -- MTC RESOLUTION NUMBER 4273 REVISED
13 DISTRIBUTING 12.9 MILLION IN CYCLE A POPULATION BASED LC TOP
14 FUNDS AND AN ESTIMATED 6.4 MILLION IN CYCLE B POPULATION FUND
15 INCLUDES RECOMMENDATION OF AWARDS FOR COMPETITIVE YEAR, FISCAL
16 YEAR, 2025, 2026 TRANSIT PERFORMANCE INITIATIVE TPI PROGRAM
17 AND WE'LL WELCOME ANNE MEEPLE WHO WILL PRESENT ON THIS ITEM
18 FOR THE COMMISSION'S APPROVAL.

19

20 **ANNE MEEPLE:** GOOD MORNING COMMISSIONERS. MY NAME IS ANNE
21 MEEPLE, MEMBER OF FUNDING POLICY AND PROGRAM STAFF. THIS ITEM
22 RECOMMENDS PROGRAMMING FOR THE FY 2025, 2026 LC TOP PROGRAM
23 INCLUDING COMPETITIVE TRANSIT PERFORMANCE INITIATIVE PROGRAM
24 AWARD RECOMMENDATIONS. NEXT SLIDE PLEASE. I'LL START WITH A
25 LITTLE BIT OF BACKGROUND ON THE STATE LC TOP PROGRAM. THIS IS



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1 FUNDED WITH CAP-AND-TRADE REVENUES, NOW KNOWN AS CAP AND
2 INVEST, AND SUPPORTS A VARIETY OF PROJECTS THAT INCREASE
3 TRANSIT MODE SHARE AND REDUCE GHG. HALF OF THE STATEWIDE
4 PROGRAM IS DISTRIBUTED DIRECTLY TO TRANSIT OPERATORS AND HALF
5 IS ALLOCATED TO MPO'S BASED ON POPULATION, AND THAT HALF IS
6 THE PORTION OF FUNDS THAT WE'RE ASKING YOU TO TAKE ACTION ON
7 TODAY. ONE NOTE ABOUT THIS YEAR, THIS IS USUALLY AN ANNUAL
8 PROGRAM, BUT FOR FY '26, THERE WILL BE TWO CYCLES AS A RESULT
9 OF THE REAUTHORIZATION OF THE CAP AND INVEST PROGRAM AND IT
10 WILL RETURN TO AN ANNUAL BASIS IN FY '27. CYCLE AMOUNTS ARE
11 FINALIZED AND ALLOCATION REQUESTS ARE DUE TO CALTRANS APRIL
12 2026. CYCLE B AMOUNTS ARE ESTIMATED AND ARE ANTICIPATED TO BE
13 FINALIZED AND ALLOCATION REQUESTS DUE LATER THIS YEAR. SO WE
14 RECOMMEND PROGRAMMING BOTH CYCLE A AND CYCLE B FUNDS THIS
15 MONTH AND WE ANTICIPATE FINALIZING AMOUNTS FOR CYCLE B
16 ADMINISTRATIVELY ONCE THOSE ARE RELEASED BY THE STATE. NEXT
17 SLIDE PLEASE. THIS SLIDE SHOWS THE RECOMMENDED DISTRIBUTION OF
18 FUNDS BY CATEGORY AND BY CYCLE, GUIDED BY MTC'S ADOPTED LC TOP
19 FRAMEWORK IN RESOLUTION NUMBER 4130. THIS YEAR'S
20 RECOMMENDATIONS INCLUDE 1/3 OF FUNDS GOING TO NORTH COUNTIES
21 AND SMALL OPERATORS VIA A FORMULA AND 2/3 OF PROGRAMS UNDER
22 THE KEY TRANSIT -- 2/3 OF FUNDS UNDER THE KEY TRANSIT
23 CORRIDORS CATEGORY DISTRIBUTED TO PROJECTS SELECTED VIA A
24 TRANSIT PERFORMANCE INITIATIVE CALL FOR PROJECTS. NEXT SLIDE
25 PLEASE. THIS SLIDE FOCUSES ON THE 1/3 OF FUNDS GOING TO NORTH



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1 COUNTIES AND SMALL OPERATORS. AS I NOTED, THESE ARE
2 DISTRIBUTED VIA FORMULA TO NORTHERN COUNTY CTA'S AND OTHER
3 SMALLER OPERATORS THROUGHOUT THE REGION WHO THEN SELECT THE
4 PROJECTS FOR PROGRAMMING. THIS CYCLE OF SELECTED PROJECTS WILL
5 ELECTRIFY TRANSIT FLEETS AND FACILITIES SUPPORT FREE OR
6 REDUCED FARE PROGRAMS AND FUND NEW OR EXPAND TRANSIT SERVICE.
7 THE VAST MAJORITY OF FUND SUPPORT DISADVANTAGED COMMUNITIES AS
8 DEFINED BY STATE POLICY WHICH IS A KEY REQUIREMENT OF THE LC
9 TOP PROGRAM. NEXT SLIDE PLEASE. FOR THE KEY TRANSIT CORRIDORS
10 FUNDING THIS YEAR, WE HOLD A COMPETITIVE TRANSIT PERFORMANCE
11 INITIATIVE CALL FOR PROJECTS. THE TRANSIT PERFORMANCE
12 INITIATIVE OR TPI IS A LONG RUNNING CAPITAL GRANT PROGRAM THAT
13 FUND RELATIVELY LOW-COST AND QUICK TO IMPLEMENT TRANSIT
14 CAPITAL PROJECTS THAT SPEED UP TRANSIT AND REDUCE DELAYS. WE
15 RELEASED A CALL FOR PROJECTS IN LATE 2025 AND RECEIVED SEVEN
16 APPLICATIONS. THE APPLICATIONS WERE REVIEWED BY A SCORING
17 PANEL OF MTC STAFF AND AN EXTERNAL TRANSIT OPERATOR, BASED ON
18 PROJECT IMPACT AND COST EFFECTIVENESS, REGIONAL AND LOCAL
19 POLICY SUPPORT, AND READINESS CAPACITY AND PARTNER SUPPORT. A
20 MORE DETAILED SCORING CRITERIA IS IN ATTACHMENT B TO THE ITEM
21 IN YOUR PACKET. NEXT SLIDE PLEASE. THE SCORING PROCESS ALONG
22 WITH ELIGIBILITY PROJECT TIMING AND OTHER FUNDING
23 CONSIDERATIONS RESULTED IN THIS PROPOSED DISTRIBUTION OF
24 AWARDS. THE TOP THREE SCORING APPLICATIONS ARE RECOMMENDED FOR
25 FULL FUNDING WITH CYCLE A FUNDS, ARE INCLUDING THE SFMTA,



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1 FILLMORE STREET TRANSIT AND SAFETY PROJECT, VTA, SP
2 IMPLEMENTATION FOR ROUTE 6668 AND DUBLIN PLEASANTON BART
3 STATION TRANSIT ACCESS CAPACITY IMPROVEMENTS. SAMTRANS
4 APPLICATION FOR REDWOOD CITY EL CAMINO REAL BUS BOARDING
5 ISLAND AND BUS STOP BALANCING PROJECT WITH SOMEWHAT LOWER
6 SCORING AND LOWER LONGER TIMELINE THAN THE TOP PROJECT AND IS
7 RECOMMENDED FOR PARTIAL AWARD THAT WOULD FUND ABOUT HALF
8 REQUESTED BOARDING ISLANDS USING BOTH CYCLE A AND B FUNDS. AC
9 TRANSIT'S PROJECT ALSO LOWER SCORING WAS RECOMMENDED FOR
10 PARTIAL AWARD FOR THEIR INTERNATIONAL BOULEVARD TRANSIT LANE
11 DELINEATION PROJECT USING CYCLE B FUNDS OF APPLICATIONS NOT
12 RECOMMENDED FOR FUNDING ONE PROJECT WAS AN OPERATIONS PROJECT
13 THAT WAS NOT ELIGIBLE UNDER THE CAPITAL PROGRAM THE OTHER
14 RECEIVED A LOW SCORE THAT WOULD BE BETTER FIT FOR OTHER
15 REGIONAL FUNDING AVAILABLE TO THE SPONSOR NEXT SLIDE PLEASE.
16 TO SUMMARIZE WE'RE ASKING YOU TO TAKE ACTION TODAY ON STAFF
17 RECOMMENDED APPROVAL OF MTC RESOLUTION NUMBER 4273 IS REVISED
18 INCLUDING PROGRAMMING FOR MTC, FY 2025, 2026LC TOP FUNDING FOR
19 CYCLE A AND B THIS INCLUDES FUNDING DISTRIBUTED VIA FORMULA TO
20 COUNTIES AND SMALL OPERATORS AND KEY TRANSIT PROJECTS SELECTED
21 VIA COMPETITIVE TRANSIT PERFORMANCE INITIATIVE CALL FOR
22 PROJECTS. THAT CONCLUDES MY PRESENTATION
23
24 **CHAIR, VICTORIA FLEMING:** THANK YOU ANNE APPRECIATE IT DO WE
25 HAVE QUESTIONS FROM COMMISSIONERS? WHAT DOES IT MEAN TO



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1 BALANCE A BUS STOP?

2

3 **ANNE MEEPLE:** THIS'S ABOUT EITHER MOVING OR REMOVING STOPS IT
4 DOESN'T HAVE TO DO WITH THE LEVELLING OF.

5

6 **CHAIR, VICTORIA FLEMING:** EXCELLENT ALL RIGHT THANK YOU NO
7 STUPID QUESTIONS EXCEPT WHEN THE CHAIR ASKED THEM ALL RIGHT
8 WITH THAT WE DON'T SEE ANY OTHER QUESTIONS FROM THE COMMISSION
9 DO WE HAVE MEMBERS OF THE PUBLIC WISHING? ACTUALLY GO TO GET A
10 MOTION 50.

11

12 **GINA PAPAN:** PAPAN MOVE APPROVAL.

13

14 **V. CHAIR, MYRNA MELGAR:** MELGAR SECOND.

15

16 **CHAIR, VICTORIA FLEMING:** ALL RIGHT WE HAVE MOTION AND SECOND
17 DO WE HAVE MEMBERS OF THE PUBLIC WISHING TO MAKE COMMENT?

18

19 **CLERK OF THE BOARD:** THERE IS NO WRITTEN COMMENTS RECEIVED FOR
20 THIS ITEM, AND THERE NO MEMBERS IN THE BOARDROOM OR ZOOM
21 WISHING TO SPEAK ON THIS ITEM.

22

23 **CHAIR, VICTORIA FLEMING:** ALL RIGHT. CAN ALL IN FAVOR, SAY AYE.

24 [AYES] EXPOSED? ABSTENTIONS? ALL RIGHT MOTION PASSES

25 UNANIMOUSLY BY ALL MEMBERS PRESENT



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1

2 **CHAIR, VICTORIA FLEMING:** THANK YOU ANNE. WE HAVE SUCH A HEFT
3 AGENDA TODAY THANK YOU ALL FOR YOUR ATTENTION. THAT GETS US TO
4 ITEM FIVE A WHICH IS MTC RESOLUTION 3989 REVISED 4505 REVISED
5 4740 REVISED REVISIONS TO ONE BAY AREA GRANT THREE CYCLES 3
6 AND 4 MTC EXCHANGE PROGRAM THAT SOUNDS EXCITING AND
7 INTERESTING. ALL RIGHT REVISIONS TO THIS PROGRAMMING TO
8 CALTRANS AND RESILIENT SR37 PROJECT MTC AND THE COMMUNITY
9 ACTION RESOURCE AND EMPOWERMENT PARTICIPATORY BUDGETING AND
10 IMPLEMENTATION PROGRAMS AND PAVEMENT MANAGEMENT PROGRAMS
11 WELCOME THOMAS ARNDT AND KEVIN CHEN PERHAPS AND PRESENT ON
12 THIS ITEM FOR THE COMMISSION APPROVAL. WELCOME.

13

14 **THOMAS ARNDT:** THANK YOU, CHAIR. GOOD MORNING, COMMISSIONERS.
15 I'M THOMAS ARNDT WITH MTC FUNDING POLICY PROGRAM SECTION AND I
16 MANAGE OUR ONE BAY AREA GRANT PROGRAM OH OBAG PROGRAM I WILL
17 INTRODUCE THIS ITEM AND IN THE OBAG FOR DEVELOPMENT SCHEDULE
18 THEN TURN IT OVER TO KEVIN CHEN TO GO INTO DETAIL ON STATE
19 ROUTE 37 PROJECT. NEXT SLIDE. AS A REMINDER THE COMMISSION
20 ADOPTED THE OBAG FOUR CYCLE THIS WINTER APPROVING THE OVERALL
21 FUNDING FRAMEWORK IN JANUARY AND THE REGIONAL PROGRAM
22 CATEGORIES AND GOAL AREAS IN FEBRUARY. STAFF PLAN TO BRING A
23 COMPREHENSIVE RECOMMENDATION ON INDIVIDUAL PROGRAMS WITHIN
24 EACH REGIONAL CATEGORY THIS SUMMER. HOWEVER, THERE ARE A FEW
25 TIME SENSITIVE PROJECTS FOR WHICH STAFF ARE RECOMMENDING



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1 INITIAL PROGRAMMING ACTIONS THIS MONTH, AS LISTED ON THE SLIDE
2 AND DETAILED IN THE STAFF REPORT. THESE INITIAL ACTIONS
3 INCLUDE 11.6 MILLION FOR THE RESILIENCE STATE ROUTE 37 PROJECT
4 TO COMPLETE THE FUNDING PLAN, WHICH KEVIN WILL COVER IN MORE
5 DETAIL IN A MINUTE. \$10 MILLION FOR PARTICIPATORY BUDGETING
6 AND IMPLEMENTATION, WHICH IS THE THIRD AND FINAL COMPONENT OF
7 MTC'S COMMUNITY ACTION RESOURCE AND EMPOWERMENT OR CARE
8 PROGRAM. TAKING EARLY ACTION ON THESE FUNDS WILL ALLOW THE
9 PARTICIPATORY BUDGETING COMPONENT TO BE COORDINATED WITH OTHER
10 CARE ELEMENTS FUNDED THROUGH OBAG THREE, IN PARTICULAR, THE
11 COMMUNITY-BASED TRANSPORTATION PLAN TECHNICAL ASSISTANCE. AND
12 THEN FINALLY, \$2 MILLION TO CONTINUE ONGOING PAVEMENT
13 MANAGEMENT SERVICES AND TECHNICAL ASSISTANCE THAT
14 JURISDICTIONS RELY ON TO KEEP OUR LOCAL STREETS AND ROADS IN A
15 STATE OF GOOD REPAIR. NEXT SLIDE PLEASE. SO, THIS SLIDE
16 POSITIONS THOSE SAME RECOMMENDATIONS AND SHOWS HOW THEY RELATE
17 TO THE OBAG FOUR REGIONAL PROGRAM CATEGORIES AS THEY WERE
18 APPROVED IN FEBRUARY. THE PAVEMENT MANAGEMENT CARE
19 PARTICIPATORY BUDGETING FUNDS \$12 MILLION TOTAL WOULD COME
20 FROM COMPLETE STREETS CATEGORY WHICH HAS \$35 MILLION TOTAL.
21 THE FUNDING FOR STATE ROUTE 37 PROJECT WOULD COME FROM TWO
22 SOURCES 6.5 MILLION WOULD COME FROM THE PRIORITY CONSERVATION
23 AREA OR PCA GRANT PROGRAM AND THAT'S WITHIN THE ENVIRONMENT
24 CATEGORY WHICH HAS \$90 MILLION TOTAL AND THE REMAINING \$5.1
25 MILLION WOULD COME FROM THE MULTI-MODAL CORRIDOR CAPITAL



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1 PROGRAM WHICH COMES FROM THE MULTI-MODAL NETWORKS CATEGORY
2 WHICH HAS \$115 MILLION TOTAL. THIS RECOMMENDED USE OF OBAG
3 FOUR FUNDS FOR STATE ROUTE 37 WAS DEVELOPED IN PARTNERSHIP
4 WITH THE NORTH BAY COUNTY TRANSPORTATION AGENCIES, IT REFLECTS
5 THE ENVIRONMENTAL BENEFITS TOLAY CREEK BRIDGE REPLACEMENT
6 COMPONENT OF STATE ROUTE 37 PROJECT. WHICH WILL PROVIDE
7 BENEFITS TO WETLANDS RESTORATION AND IMPROVE RESILIENCE AND
8 REFLECTS THE LIMITED ALTERNATIVE FUNDING OPTIONS AVAILABLE TO
9 NORTH BAY COUNTIES TO CONTRIBUTE TO THIS PROJECT WITH THAT
10 I'LL TURN OVER TO KEVIN TO GO INTO MORE DETAIL ON STATE ROUTE
11 37.

12

13 **KEVIN CHEN:** GOOD MORNING COMMISSIONERS KEVIN CHEN MTC STAFF SO
14 HERE TO TALK ABOUT HIGHWAY 37 WHICH DOES HAVE OBAG FOUR
15 FUNDING CONSIDERATIONS TODAY, VERY IMPORTANT COVER CORRIDOR
16 FOR THE NORTH COUNTIES MARIN, SONOMA, NAPA, SOLANO COUNTIES
17 IT'S A CRITICAL CORRIDOR FOR COMMUTERS FREIGHT AS WELL AS
18 RECREATIONAL TRAFFIC DURING THE WEEKEND IT CONNECTS RELATIVELY
19 MORE AFFORDABLE HOMES IN THE EAST BAY IN THE COUNTY OVER TO
20 JOBS IN MARIN AND SONOMA COUNTIES. NEXT SLIDE. THERE ARE A
21 NUMBER OF CHALLENGES, ALSO OPPORTUNITIES FOR US TO DO MORE
22 ABOUT THIS CORRIDOR. FIRST AND FOREMOST IS TRAFFIC CONGESTION.
23 IT'S A VERY SIGNIFICANT AMOUNT OF TRAFFIC CONGESTION THAT OUR
24 COMMUTERS HAVE TO SIT THROUGH ON A DAILY BASIS ON THIS
25 CORRIDOR THEN THERE IS ALSO RECREATIONAL TRAFFIC DURING THE



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1 WEEKEND. I'LL ALSO MENTION THERE IS NO PUBLIC TRANSIT
2 AVAILABLE ON THIS CORRIDOR NO BUS SERVICE REALLY BECAUSE OF
3 THE SIGNIFICANT AMOUNT OF CONGESTION, IT'S REALLY NOT
4 PRACTICAL FOR OPERATORS WHO OPERATE TRANSIT CURRENTLY. PUBLIC
5 ACCESS, THIS CORRIDOR IS ADJACENT TO A LOT OF THE -- TO THE
6 SAN PABLO BAY WILDLIFE REFUGE SO THERE IS A LOT OF VALUE TO
7 PROVIDE AND MAINTAIN PUBLIC ACCESS FOR OUR PUBLIC IN THIS
8 AREA. SO, IT'S IMPORTANT FOR US TO BE ABLE TO PRESERVE AND
9 IMPROVE PUBLIC ACCESS IN THE CORRIDOR AS WELL AS IN ADJACENT
10 COMMUNITIES SUCH AS CITY OF VALLEJO. NEXT IS FLOODING AND SEA
11 LEVEL RISE. SO, ARE FLOODING IS DEFINITELY MORE OF THE
12 IMMINENT ISSUE THAT WE HAVE TO DEAL W THIS CORRIDOR HAS BEEN
13 CLOSED A FEW TIMES IN THE RECENT YEARS DUE TO FLOODING
14 PARTICULARLY ON SOME OF THE LOWER SPOTS ALONG THE CORRIDOR IN
15 MARIN OTHER AND PORTIONS OF THE CORRIDOR. AND THEN LOOKING
16 OVER THE LONG-TERM, FLOODING IS EXPECTED TO GET WORSE AS SEA
17 LEVEL RISES, COUPLED WITH WINTER STORMS AND HIGH TIDES THAT'S
18 EXPECTED TO HAPPEN. SO FLOODING WILL HAPPEN MORE FREQUENTLY
19 AND ULTIMATELY ABOUT MID-CENTURY OR SO, A GOOD PORTION OF THE
20 CORRIDOR COULD BE INUNDATED BASED ON OVERRIDE PROJECTIONS.
21 LAST BUT NOT LEAST ECOLOGY AS I SAID THE HIGHWAY SITS IN THE
22 MIDDLE OF SAN PABLO BAYLANDS AS WE LOOK AT IMPROVING
23 TRANSPORTATION ON THIS CORRIDOR WE ALSO LOOK AT EVERY
24 OPPORTUNITY TO PROVIDE MULTI-BENEFITS TO THE ENVIRONMENT SO WE
25 LOOK AT RECONNECTING THE ECOLOGY IN THE SAN PABLO BAYLANDS. IF



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1 WE LOOK AT ALL OF IT, WE'RE TRYING TO REALLY IMPROVE THE
2 QUALITY OF LIFE, OF NORTH BAY COMMUNITIES OUT THERE. NEXT
3 PLEASE. SO, THERE ARE A LOT OF CHALLENGES. WE CANNOT SOLVE
4 EVERYTHING AT ONCE SO WE HAVE SPENT THE LAST MANY YEARS
5 WORKING WITH FOUR NORTH BAY COUNTY TRANSPORTATION AUTHORITY,
6 CALTRANS, AND REALLY CAME UP WITH A PHASED APPROACH TO ADDRESS
7 THE DIFFERENT CHALLENGES THAT WE HAVE ON THIS CORRIDOR. WE DO
8 HAVE A NEAR-TERM PROJECT, WHICH IS OFF THE TOPIC TODAY THE
9 SEARS POINT MARE ISLAND IMPROVEMENT PROJECT, WHICH IS AIMING
10 AT ADDRESSING THE URGENT ISSUES SUCH AS TRAFFIC CONGESTION
11 THAT OUR COMMUTERS HAVE TO FACE EVERY DAY THE LACK OF TRANSIT
12 AS PART OF THE PROJECT WE'RE LOOKING TO IMPLEMENT TRANSIT ON
13 THIS CORRIDOR THEN ALSO SOME OF THE TIME SENSITIVE ECOLOGICAL
14 ENHANCEMENTS THAT WE CAN ACCOMPLISH IN THE NEAR-TERM THAT'S
15 ALSO PART OF THE NEAR-TERM PROJECT THE GOAL IS TO COMPLETE THE
16 NEAR-TERM PROJECT IN THE NEXT FOUR YEARS OR SO, SO COMMUNITIES
17 CAN START SEEING EARLY BENEFITS. WORKING IN PARALLEL LOOKING
18 AT LONG-TERM SEA LEVEL RISE ADAPTATION PROJECT THAT'S FULL
19 CONSTRUCTION MUCH CURRENT HIGHWAY POSSIBLY AT ELEVATED
20 CAUSEWAY THAT'S GOING TO BE QUITE A LOT RESOURCES AND GOING TO
21 TAKE A LOT OF TIME TO COMPLETE SO THAT'S WHY WE'RE TRYING TO
22 RESPOND TO WHAT'S NEEDED FOR OUR COMMUNITIES THAT'S WHY WE
23 HAVE THE TWO PRONG APPROACH TO MOVING FORWARD WITH THE NEAR-
24 TERM PROJECT THEN ALSO CONTINUE TO MAKE PROGRESS ON THE LONG-
25 TERM PROJECT AND ULTIMATELY TRYING TO GET THE LONG-TERM



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1 PROJECT BUILT BY ABOUT MID-CENTURY OR SO. NEXT SLIDE. COMING
2 BACK TO THE NEAR-TERM PROJECTS SERIOUS POINTS MARE ISLAND EVEN
3 FOR NEAR-TERM PROJECT WE HAVE PHASED DELIVERY APPROACH BASED
4 ON AVAILABLE FUNDING WE DO HAVE INDEPENDENT UTILITIES FOR
5 CONSTRUCTION PACKAGES WE'RE PROPOSING. YOU SEE ON THE MAP IN
6 RED FIRST CONSTRUCTION PACKAGE IS REALLY STARTS AT THE 12137
7 INTERCHANGE AND GOING A BIT TO THE EAST. MAJOR COMPONENT OF
8 THAT IS GOING TO BE THE TOLAY CREEK BRIDGE REPLACEMENT. SECOND
9 SHOWING GREEN BASICALLY TO BUILD-OUT THE REST OF THE PROJECT
10 IN THE EASTBOUND DIRECTION AND WE'LL BE IMPLEMENTING TRANSIT
11 AS PART OF THAT, ONCE WE COMPLETE THE HOV LANE. AND THEN LAST
12 BUT NOT LEAST IN THE WESTBOUND DIRECTION IS CONSTRUCTION
13 PACKAGE THREE COMPLETING THAT DIRECTION OF IMPROVEMENTS. SO,
14 AGAIN, EACH OF THESE PACKAGES DO HAVE INDEPENDENT UTILITY AND
15 WE'RE GOING TO MOVE FORWARD AS FUNDING BECOME AVAILABLE. NEXT
16 PLEASE. SO, JUST A LITTLE BIT MORE INFORMATION ON PACKAGE
17 CONSTRUCTION ONE, A KEY COMPONENT IS THE TOLAY CREEK BRIDGE
18 REPLACEMENT EXISTING BRIDGE ON THE LEFT SIDE IS VERY SHORT
19 ONLY ABOUT 60 FEET OR SO, IF YOU DRIVE BY YOU MAY NOT NOTICE T
20 WHAT IT DOES, IS THAT IT IS A CONSTRAINT TO THE HYDROLOGICAL
21 CONNECTIVITY HERE IN THIS AREA. YOU CAN IMAGINE IT'S VERY
22 NARROW AND IT'S BEEN KIND OF SILTED OVER TIME AND IT REALLY
23 CONSTRAINS OF AMOUNT OF WATER THAT CAN FLOW THROUGH HERE. AND
24 IN A LOT OF COORDINATION WITH OUR NORTH BAY PARTNERS, RESOURCE
25 AGENCIES, EVEN REGULATORY AGENCY THERE IS ARE PLANS TO DO A



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1 LOT OF RESTORATION IN THIS AREA AND WITH THEY BASICALLY NEED A
2 WIDER LONGER BRIDGE IN ORDER TO HELP ENABLE ALL THE PLAN
3 RESTORATION IN THIS AREA. WE'RE PROPOSING THE BRIDGE WILL BE
4 REPLACED WITH A LONGER BRIDGE OF ABOUT 375 FEET OR SO, THAT
5 WOULD HELP ENABLE ABOUT 280 ACRES OF WET LAND RESTORATION IN
6 NEAR-TERM 280 ACRES IS A BIG DEAL, LARGE AMOUNT THAT CAN HELP
7 SUPPORT BOTH WETLAND RESTORATION AS WELL AS HABITAT
8 RESTORATION OVER TIME AND THEN OVER TIME EXPECTED TO HELP
9 ENABLE 1500 ACRES OVER A LONGER TERM PERIOD. SO THAT'S A KEY
10 ELEMENT OF THE PROJECT IS TO REPLACE THE TOLAY CREEK BRIDGE.
11 NEXT PLEASE. CONSTRUCTION PACKAGE DOES INCLUDE ONE OTHER
12 BENEFITS, IT DOES HELP REDUCE TRAFFIC CONGESTION AND MOSTLY IN
13 EASTBOUND DIRECTION. PART OF THE FIRST WORK PACKAGE IS TO
14 PROVIDE OPERATIONAL IMPROVEMENTS BY EXTENDING THE LANE DROP.
15 YOU CAN SEE ON THE PHOTO ON THE LEFT-HAND SIDE IN EASTBOUND
16 DIRECTION, ACTUALLY TWO LANES DROP TO ONE QUICKLY RIGHT AFTER
17 THE 121 INTERSECTION AND REALLY MAKING IT A BOTTLENECK THAT'S
18 CAUSING A LOT OF CONGESTION IN THE EASTBOUND DIRECTION. SO
19 WITH THE OPERATION IMPROVEMENT WE'LL BE ABLE TO SMOOTH OUT THE
20 TRAFFIC BY EXTENDING THE LANE DROP GOING TO THE EAST. AND THEN
21 REDUCE THE DELAY FOR THE EASTBOUND DIRECTION. AND WHEN WE
22 LOOKED AT ALL INCIDENTS ON HIGHWAY 37, A LOT OF THOSE
23 INCIDENTS ARE ACTUALLY CAUSED BY CONGESTION AND BY HELPING
24 REDUCE CONGESTION AND SMOOTH OUT THE TRAFFIC, THERE WILL BE
25 SAFETY IMPROVEMENTS AS WELL. THIS FIRST PACKAGE WILL ALSO MAKE



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1 THE CORRIDOR MORE RESILIENT IN A FEW WAYS. THERE ARE SOME LOW
2 SPOTS ON THIS CORRIDOR EVEN IN THIS PORTION, AS YOU CAN SEE IN
3 THIS PHOTO IN THE MIDDLE THAT PARTIALLY FLOODED THE HIGHWAY, I
4 THINK THIS WAS ACTUALLY FROM EARLIER THIS YEAR. AND WHAT WE'RE
5 DOING IS THAT WITH THIS FIRST CONSTRUCTION PACKAGE, WE ARE
6 GOING TO RAISE THE PROFILE, THE ROADWAY GRADE AT SOME OF THESE
7 LOW SPOTS JUST SO IT CAN BE CONSISTENT WITH THE REST OF THE
8 CORRIDOR, AND THEN ALSO WITH THE NEW TOLAY CREEK BRIDGE IT
9 WILL BE CONSTRUCTED AT SLIGHTLY HIGHER ELEVATION WHICH WILL
10 HELP IMPROVE RESILIENCE. THAT ALONG WITH THE PLAN RESTORATION
11 IN THIS AREA WHICH ALSO HELPS AS NATURE-BASED SOLUTION TO HELP
12 PROVIDE RESILIENCY FOR THIS CORRIDOR. SO THERE IS BASICALLY A
13 LOT OF RESILIENCE COMPONENTS THAT GO IN WITH THIS FIRST
14 CONSTRUCTION PACKAGE. LAST BUT NOT LEAST AS MENTIONED EARLIER,
15 IS THE TOLAY CREEK BRIDGE WILL HELP ENABLE ALL RESTORATION
16 THAT'S PLANNED IN THIS AREA AND REALLY AS THOMAS MENTIONED
17 EARLIER, YOU KNOW, IN TALKING WITH OUR TRANSPORTATION PARTNER
18 AGENCIES, BECAUSE THIS PROJECT DOES PROVIDE A LOT OF
19 ENVIRONMENTAL BENEFITS, IT'S REALLY APPROPRIATE TO CONSIDER
20 FOR THE PCI FUNDS ON THE OBAG FOUR. NEXT SLIDE PLEASE. SO HERE
21 IS A SUMMARY OF THE FUNDING PLAN FOR THIS FIRST CONSTRUCTION
22 WORK PACKAGE. THERE IS AN URGENCY TO GET THIS FIRST
23 CONSTRUCTION PACKAGE READY TO ADVERTISE. SO THAT WE DON'T LOSE
24 FUNDS. WE DO HAVE -- I SAY THREE FUND SOURCES THAT ARE VERY
25 TIME SENSITIVE, INCLUDING THE SHOP FUNDS, 21 MILLION, LTCAP,



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1 50 MILLION, AS WELL AS FUNDS FROM THE \$20 MILLION ALL OF THOSE
2 HAVE OBLIGATION DEADLINES IN THE NEXT COUPLE OF MONTHS IF WE
3 CAN'T GET THE PROJECT READY TO CONSTRUCTION IN THE NEXT MONTH
4 OR SO NEXT COUPLE OF MONTHS WE'RE GOING TO RISK LOSING ABOUT
5 \$90 MILLION OF GRANT FUND THAT'S WHY IT'S URGENT FOR US TO BE
6 ABLE TO COMPLETE THE FUNDING PLAN THE GOOD NEWS IS THAT MTC
7 AND CTA PARTNERS AND STATE AGENCIES ALL COMMITTED TO MAKE THIS
8 HAPPEN SO WE CAN MOVE FORWARD AS NOTED DUE TO THE CURRENT
9 STATE FUNDING SITUATION, ARE THE STATE CONTRIBUTION, WE'RE
10 LOOKING AT ABOUT 27.5 MILLION THAT'S STILL IN THE WORKS. SO
11 THAT'S TO BE DETERMINED. SO WE'RE GOING TO CONTINUE
12 CONVERSATIONS WITH STATE AGENCIES AND REALLY TRY TO CLOSE THE
13 GAP IN THE NEXT COUPLE OF MONTHS SO THAT WE CAN MOVE FORWARD
14 WITH ADVERTISING THE PROJECT. WE DID INCLUDE CONDITIONAL
15 LANGUAGE IN THE STAFF MEMO THAT THE ALLOCATION OF OBAG
16 FOUNDER, THE PROGRAMMING OF OBAG FOUR FUNDS ALONG WITH OTHER
17 FUND ARE REALLY CONDITIONAL ON OUR ABILITY TO COMPLETE THE
18 FUNDING PLAN TO MOVE FORWARD CONSTRUCTION. LAST BUT NOT LEAST
19 I'LL MENTION CALTRANS IS GOING TO LEAD THE CONSTRUCTION. THIS
20 IS A STATE FACILITY. SO A LOT OF THE FUNDING WILL GO -- WILL
21 FLOW DIRECTLY TO CALTRANS, MTC IS A PROJECT SPONSOR AND WE ARE
22 WORKING CLOSELY WITH CALTRANS AS PART ON THIS PROJECT. THAT
23 CONCLUDE MY PRESENTATION. I'LL TURN IT BACK TO THOMAS.
24
25 **THOMAS ARNDT:** NEXT SLIDE PLEASE. SO TO WRAP THIS UP AND ZOOM



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1 OUT BACK TO ALL THE PROGRAMMING RECOMMENDATIONS WE'RE
2 RECOMMENDING REVISIONS TO MTC RESOLUTION 3989, 4505 AND 47 BE
3 40 WHICH ARE MTC EXCHANGE OBAG FOUR PROGRAMS RESPECTIVELY,
4 11.6 MILLION TO CALTRANS FOR STATE ROUTE 37 AS PART OF FUNDING
5 PLAN, THEN OTHER ACTIONS 10 MILLION TO MTC FOR CARE
6 PARTICIPATORY BUDGETING 2 MILLION TO MTC FOR PROGRAM
7 MANAGEMENT PROGRAMS AND WE'RE AVAILABLE FOR QUESTIONS.

8

9 **CHAIR, VICTORIA FLEMING:** THANK YOU VERY MUCH DO WE HAVE
10 QUESTIONS FROM COMMISSIONERS? PAPAN?

11

12 **GINA PAPAN:** CAN YOU GO BACK TO SLIDE EIGHT? I THINK THESE ARE
13 REALLY MINOR. WHAT'S THAT LITTLE PERSON DOING THERE?

14 [LAUGHTER] DOES IT MEAN SOMETHING?

15

16 **KEVIN CHEN:** IT'S A VISUAL I GUESS, IN I THINK IN DEVELOPING
17 THIS VISUAL, JUST LIKE DIFFERENT VIEWS, LIKE IT'S PART OF THE
18 VISION WORK, I GUESS IN THIS PARTICULAR CASE WE'RE JUST KIND
19 OF SHOWING THE AERIAL VIEW. IT'S NOT A PERSON.

20

21 **GINA PAPAN:** YOU CAN GO BACK JUST FOR MORE CLARIFICATION I
22 THINK ONE OR TWO MORE, DID YOU CLARIFY FOR ME AND PROBABLY
23 EVERYBODY ELSE, IT SAID 101 TO ATHERTON ON ONE OF YOUR LITTLE
24 MAPS HERE. I THINK YOU WANTED TO PUT ATHERTON AVENUE, JUST
25 FOR, YEAH, I WAS LIKE, ATHERTON, WHAT -- NO -- GO. WAIT. ALL



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1 RIGHT. NOW I THINK IT'S THIS ONE, WHATEVER -- YOU CAN SEE
2 THAT? RESILIENT. THERE YOU GO. OH, NOW, BACK ONE. OKAY YEAH,
3 COULD YOU JUST ADD AN AVENUE THERE ON YOUR LONG-TERM, 101 TO
4 ATHERTON AVENUE.

5

6 **KEVIN CHEN:** WILL DO.

7

8 **GINA PAPAN:** THANK YOU THAT WILL BE VERY HELPFUL. AND, YES, AN
9 AMAZING PROJECT HERE. CAN'T REMEMBER WHAT ELSE I HAD TO SAY.
10 BUT I'LL MOVE APPROVAL.

11

12 **CHAIR, VICTORIA FLEMING:** EXCELLENT. THANK YOU COMMISSIONER.
13 CAN I GET A SECOND? OH, HOLD ON A SECOND ACTUALLY BEFORE WE
14 MOVE TO APPROVAL.

15

16 **STEPHANIE MOULTON-PETERS:** I WOULD LIKE TO COMMENT, THANK YOU
17 FOR THE PRESENTATION, PARTICULARLY ON 37. YOU KNOW, IT IS -- I
18 JUST WANT TO STRESS THE SIGNIFICANCE OF THE NORTH BAY GIVING
19 UP THEIR CONSERVATION DOLLARS. WE DON'T PLAY WITH A LOT OF
20 MONEY IN THE NORTH BAY AND THIS WAS SIGNIFICANT FOR US. BUT WE
21 WANTED TO CONTRIBUTE TO THIS PROJECT, IT WAS SUPER IMPORTANT.
22 MARIN COUNTY JUST HIRED IT'S -- THE NEWEST DEPARTMENT HEAD WHO
23 LIVES IN VALLEJO. SO WE HAVE A LOT OF EMPLOYEES COMING IN TO
24 WORK IN OUR COUNTY SONOMA COUNTY AND THEY ALL COME ACROSS THE
25 37 THEY ALL FACE THESE TERRIBLE CONDITIONS. I WANT TO STRESS



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1 THE IMPORTANCE OF THIS PROJECT TO THE NORTH BAY AND ASK FOR
2 YOUR SUPPORT. WE HAVE A BUDGET SHORTFALL FOR THIS PROJECT. AND
3 WE HAVE GOT TO FIGURE OUT HOW TO FILL IT TO GO FORWARD. SO,
4 I'M JUST HOPING WE CAN ALL WORK TOGETHER TO MAKE IT HAPPEN. IT
5 REALLY WILL MAKE A DIFFERENCE IN PEOPLE'S LIVES. SO, THANK YOU
6 FOR THAT, CHAIR.

7

8 **CHAIR, VICTORIA FLEMING:** COMMISSIONER MANFREE?

9

10 **AMBER MANFREE:** THANK YOU, YEAH, I'LL ECHO THOSE COMMENTS AND
11 SAY, YOU KNOW, FOR NAPA COUNTY, IT'S NOT -- THERE IS NOT A
12 HUGE DIRECT BENEFIT FROM THIS WE DON'T HAVE A HUGE AMOUNT OF
13 PEOPLE COMMUTING THROUGH THIS CORRIDOR BUT YOU KNOW I THINK
14 WE'RE WILLING TO MAKE THE MOVE TO BE REGIONABLE, I THINK
15 THAT'S WHAT WE CALL IT HERE. [LAUGHTER] SO, WHAT WE'RE GOING
16 WITH. AND JUST TO SAY, THIS IS GOING TO BE PAINFUL FOR NAPA
17 COUNTY. WE'RE PROBABLY GOING TO LOSE OUT ON A LOT OF MONEY IN
18 THIS FUNDING CYCLE FOR LOCAL PROJECTS THAT WE CARE A LOT ABOUT
19 AND THAT WE DON'T HAVE GOOD ALTERNATIVE FUNDING SOURCES FOR
20 BECAUSE OF THE WAY EVERYTHING IS IN THE BIGGER PICTURE RIGHT
21 NOW, SO WITH THAT SAID THE THING I'M EXCITED ABOUT FOR THIS
22 PROJECT IS OF COURSE EASING TRAFFIC CONGESTION AND FOR ME
23 PERSONALLY AS A NATURAL RESOURCES GEOGRAPHER, EVEN MORE
24 AMAZING IS THAT WE'LL BE CORRECTING TOLAY CREEK TO FULL TIDAL
25 INFLUENCE, WHICH IS A HUGE BIG DEAL FOR FISHINGS OF OUR BAY



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1 REALLY GOOD FOR STURGEON, STRIPED BASS, FLOUNDER, TOLAY PERCH
2 AND ALL KIND OF BEAUTIFUL LITTLE FISHES MOTORIST OF US NEVER
3 SEE BECAUSE THEY'RE UNDERWATER BUT IT'S A THRIVING COMMUNITY
4 AND THIS IS GOING TO HELP THEM SUCCEED BECAUSE OF IN THE FACE
5 OF ALL CHANGES WE KNOW ARE COMING WITH CLIMATE THAT'S A REALLY
6 BIG DEAL AND TERRESTRIAL ANIMALS LIKE OUR ENDANGERED SALT
7 MARSH HARVEST MOUSE LIKE CUTE LITTLE FUZZY GUYS YOU KNOW THEY
8 NEED CONNECTIVITY AND WE'RE PROVIDING THAT SO THIS IS GOOD FOR
9 THAT REASON.

10

11 **CHAIR, VICTORIA FLEMING:** WHAT A LOVELY PERSPECTIVE ON THAT
12 WHAT WE DO HERE THAT WAS PROBABLY THE MOST TOUCHING THING I
13 HAVE HEARD IN SO LONG. THANK YOU COMMISSIONER MANFREE I WOULD
14 JUST LIKE TO ADD AN EXCLAMATION POINT THAT WE DON'T HAVE A LOT
15 OF MONEY IN THE NORTH BAY AND THE SCALE OF INVESTMENT TO
16 COMPLETE THE RENOVATION OF THIS CORRIDOR WHICH IS ABSOLUTELY
17 VITAL FOR THE ECONOMIES AND THE PEOPLE WHO LIVE IN THE NORTH
18 BAY IT'S THE SCALE IT'S AN ORDER OF MAGNITUDE THAT WE DO NOT
19 HAVE THE MONEY THAT'S GOING TO BE A LONG-TERM PROCESS BETWEEN
20 U.S. AND STATE AND THE FEDERAL GOVERNMENT TO GET THIS CORRIDOR
21 AND SHAPE THAT IT NEEDS TO WITH TO WITHSTAND CLIMATE CHANGE
22 AND ECONOMIC NEEDS ON THE CORRIDOR SO THANK YOU FOR BRINGING
23 THE LITTLE BIT I WANT TO SAY HUMANITY TO FLORA AND FAUNA TO IT
24 THAT WAS REALLY SPECIAL. SO WITH THAT I BELIEVE WE HAVE A
25 MOTION ON THE FLOOR FROM COMMISSIONER PAPAN AND SECOND FROM



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1 ABE-KOGA DO WE HAVE PUBLIC COMMENT ON THE MATTER?

2

3 **CLERK OF THE BOARD:** WE HAVE TWO MEMBERS OF THE PUBLIC IN THE
4 ZOOM SPACE. TWO MINUTES? MICHAEL BALDINI IF YOU CAN PLEASE
5 UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

6

7 **SPEAKER:** THANK YOU VERY MUCH AGAIN I'M ALSO A MEMBER OF THE
8 MTC ABAG CAC REPRESENTING NAPA COUNTY AND IT'S PERSONAL
9 BECAUSE MY WIFE COMMUTES EVERY SINGLE DAY ON THE 37 SO I'M
10 DELIGHTED TO SEE THIS MOVING FORWARD HOWEVER WE'RE MISSING AN
11 OPPORTUNITY BECAUSE SMART IS GOING TO COME BACK TO US SOMETIME
12 DOWN THE ROAD AND ASK FOR MORE ENVIRONMENTAL STUDIES MORE
13 MONEY, MORE EVERYTHING TO ESSENTIALLY PARALLEL THAT ROUTE
14 POTENTIALLY, AND INCLUDE IN THE STATE RAIL PLAN. I THINK THAT
15 WE PLAN FOR THAT, AND TO SEE THE PHOTOGRAPH OF THE TWO LANE
16 BRIDGE, NOT EXTENDING OVER THE TRACKS, SO YOU'RE GOING TO PUT
17 A SMART, THREE CAR TRAIN DEPICTED THERE IN THE PHOTOGRAPH,
18 STOPPING ALL OF THAT TRAFFIC AGAIN FOR MILES AND MILES AND
19 MILES, I THINK WE EXTEND TOW LAY UP THAT LITTLE RIDGE YOU HAVE
20 PLENTY OF ROOM DO THAT THEN ALSO EXPAND AND INCLUDE THE ENTIRE
21 37 TO ACCOMMODATE THE FUTURE RAIL LINE SMART OR WHAT YOU HAVE
22 THROUGH THAT WE'RE DOING ENGINEERING DOING THE ENVIRONMENTAL
23 IMPACT YOUR EXPANDING THAT FOOTPRINT INTO THE WETLANDS LET'S
24 DO IT ONCE THAT INCLUDES HIGHWAY BRIDGE OVER PETALUMA SHOULD
25 INCLUDE A RAIL PASSAGE YOU HAVE 100-YEAR-OLD BRIDGE SITTING



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1 THERE IN THE MIDDLE OF THE STREAM IT WILL INCREASE NAVIGABLE
2 POTENTIAL FOR PETALUMA RIVER WE HAVE GOT TO DO THIS ONCE OR AT
3 LEAST PLAN FOR IT THAT EXISTING RIGHT OF WAY TO BE ABLE TO
4 ACCOMMODATE FIXED GUIDEWAY OF SOME SORT THROUGH THAT SAME
5 CORRIDOR IT'S SILLY TO GO AHEAD AND NOT PLAN FOR THIS RIGHT
6 NOW WE COULD PAY LATER FOR IT BUT YOU'RE GOING TO PAY A WHOLE
7 LOT MORE AND HAVE THE SAME CONCERNS OF SEA LEVEL RISE FOR THAT
8 RAILROAD. THANK YOU.

9

10 **CLERK OF THE BOARD:** NEXT WE HAVE ROLL ANTIDEPRESSANT LEBRUN IF
11 YOU CAN UNMUTE YOURSELF. YOUR TWO MINUTES BEGINS NOW.

12

13 **SPEAKER:** YES. THANK YOU. AND VERY BRIEFLY, I REALLY ISSUE I
14 HAD KNOWN ABOUT THIS FUND GAP BEFORE YOU APPROVED THE PREVIOUS
15 ITEM. BECAUSE QUITE FRANKLY, THAT \$10 MILLION IN RM3 FUNDS
16 WHICH IS GOING TO CAUSE ADDITIONAL CONGESTION IN SANTA CLARA
17 COUNTY SHOULD REALLY HAVE BEEN ALLOCATED TO THE PROJECT, NOT
18 THIS EXPRESS LANE PROJECT IN SANTA CLARA COUNTY.

19

20 **CLERK OF THE BOARD:** THERE IS NO FURTHER PUBLIC COMMENT IN THE
21 ZOOM SPACE NO ONE IN THE BOARDROOM WISHING TO SPEAK AND NO
22 WRITTEN CORRESPONDENCE RECEIVED.

23

24 **CHAIR, VICTORIA FLEMING:** SEEING NO ADDITIONAL COMMENTS FROM
25 COMMISSIONERS I'LL ASK FOR A VOTE. ALL IN FAVOR, SAY AYE.



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1 [AYES] ANY OPPOSED? ABSTENTIONS? ALL RIGHT. MOTION PASSES
2 UNANIMOUSLY BY ALL MEMBERS PRESENT. BRINGING US TO OUR LAST
3 ITEM OF THIS SUBCOMMITTEE TODAY WHICH IS 6A CALIFORNIA
4 TRANSPORTATION COMMISSION STATE FUNDING PROGRAM UPDATE. AND
5 WE'LL HEAR AGAIN FROM MR. KAO WHO WILL PRESENT THIS
6 INFORMATIONAL ITEM

7

8 **KENNETH KAO:** GOOD MORNING COMMISSIONERS. KENNETH KAO MTC
9 STAFF. CTC MET ABOUT THREE WEEKS AGO IN MARCH IN MALIBU AND
10 APPROVED A FEW ITEMS I'M SORRY TO SAY THAT I DID NOT TAKE UP A
11 SURF BOARD AND PICK UP A FEW WAVES BUT IT WAS BEAUTIFUL DOWN
12 THERE LIKE IN THE 80s [LAUGHTER] BUT IT WAS -- BUT THE CTC DID
13 APPROVE SOME REALLY BIG ITEMS FIRST THE PROGRAMMING OF TWO
14 MARQUEE PROGRAMS THE STEP AND SHOP WHICH FINISHED PROJECTS ON
15 THE REGIONAL SIDE AS WELL AS CALTRANS FOR STATE HIGHWAY
16 MAINTENANCE THEN ALSO APPROVED MONEY FOR VTA FOR BART TO
17 SILICON VALLEY PHASE TWO PROJECT 100 MILLION FROM SENATE BILL
18 ONE COMPETITIVE PROGRAM FUNDING AS WELL AS FUNDS FROM FTA
19 FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM THAT
20 BENEFITS ELDERLY DISABLED TRANSPORTATION FOR PROJECTS IN NAPA,
21 SANTA CLARA, SOLANO, AND SONOMA CANDIDATES. I WANT TO
22 HIGHLIGHT SOME UPCOMING MONEY FOR ACTIVE TRANSPORTATION
23 PROGRAM CTC APPROVED GUIDELINES CALL FOR PROJECTS FOR THAT SO
24 THE CALL IS ACTIVE NOW APPLICATIONS DUE IN JUNE MTC DID SEND
25 OUT AN E-MAIL TO ALL JURISDICTIONS LETTING THEM KNOW THAT IS



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1 AVAILABLE AS WELL AS OPPORTUNITIES FOR TECHNICAL ASSISTANCE
2 THAT MTC IS PROVIDING. NEXT MEETING WILL BE IN SAN JOSE MAY
3 14TH AND 15th SO WE'RE LOOKING FORWARD TO WELCOMING CTC IN OUR
4 NECK OF THE WOODS BUT I WANT TO HIGHLIGHT THAT TOMORROW IN
5 THIS BOARDROOM, THE CTC AS WELL AS THE CALIFORNIA AIR
6 RESOURCES BOARD AND THE CALIFORNIA DEPARTMENT OF HOUSING AND
7 URBAN HOUSING AND COMMUNITY DEVELOPMENT WILL BE HERE HOLDING
8 THEIR JOINT MEETING IN THE AFTERNOON, HERE, AND WE'LL BE
9 TALKING ABOUT IMPORTANT ITEMS, INCLUDING REFORM TO SB 375, HOW
10 THAT'S GOING. AND IN THE MORNING WE'LL ALSO BE PROVIDING A
11 TOUR OF SOME HOUSING TOD DEVELOPMENTS IN OAKLAND. SO, WE LOOK
12 FORWARD TO WELCOMING THEM HERE TOMORROW. WITH THAT I'LL BE
13 HAPPY TO ANSWER ANY QUESTIONS.

14

15 **CHAIR, VICTORIA FLEMING:** THANK YOU. DO WE HAVE ANY QUESTIONS
16 FROM THE COMMISSION?

17

18 **KENNETH KAO:** YES IT SHOULD BE BROADCAST ON THE WEB.

19

20 **CHAIR, VICTORIA FLEMING:** ANY ADDITIONAL QUESTIONS? ALL RIGHT.
21 SEEING NONE. WE'LL CALL FOR PUBLIC COMMENT.

22

23 **CLERK OF THE BOARD:** NO ONE IN THE ZOOM SPACE OR THE BOARDROOM
24 WISHING TO SPEAK AND NO WRITTEN CORRESPONDENCE RECEIVED.

25



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1 **CHAIR, VICTORIA FLEMING:** GREAT. THAT TAKES US ALL THE WAY TO
2 ITEM SEVEN WHICH IS PUBLIC COMMENT ON OTHER BUSINESS. DO WE
3 HAVE ANY MEMBERS OF THE PUBLIC WISHING TO MAKE COMMENT ON NON-
4 AGENDA ITEMS?

5

6 **CLERK OF THE BOARD:** NO ONE IN THE ZOOM SPACE NO ONE IN THE
7 BOARDROOM AND NO WRITTEN CORRESPONDENCE RECEIVED.

8

9 **CHAIR, VICTORIA FLEMING:** ALL RIGHT THAT TAKES US TO ITEM
10 EIGHT, ADJOURNMENT. OUR NEXT MEETING OF THE PROGRAMMING AND
11 ALLOCATIONS COMMITTEE IS SCHEDULED TO BE HELD AT 9:45 HERE AT
12 375 BEALE STREET IN SAN FRANCISCO ON WEDNESDAY MAY 13TH, 2026.
13 ALL CHANGES TO THE SCHEDULE WILL BE DULY NOTICED. WE'RE
14 ADJOURNED. [ADJOURNED]