METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

BAY AREA PARTNERSHIP BOARD

FRIDAY, 1:00 P.M., APRIL 23, 2021

KATE MILLER, VICE CHAIR: GOOD AFTERNOON EVERYBODY. THIS IS THE APRIL 23RD BAY AREA PARTNERSHIP BOARD. I'M KATE MILLER. TODAY'S CHAIR WASN'T ABLE TO MAKE IT, SO I THINK WE NEED TO HAVE THE ANNOUNCEMENT BROADCAST, MARTHA, RIGHT? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO

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THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

KATE MILLER, VICE CHAIR: GREAT. THANK YOU. MARTHA DO YOU WANT A CALL ROLL.

CLERK OF THE BOARD: WILL DO. ALTERNATES AND ATTENDANTS, WHEN YOU HEAR THE NAMES PLEASE JUST STATE YOUR NAME. THANK YOU. MEMBER RAMACIER? MEMBER MILLER?

KATE MILLER, VICE CHAIR: HERE. KATE MILLER HERE.

CLERK OF THE BOARD: MEMBER ADAMS?

NANCY ADAMS: HERE.

CLERK OF THE BOARD: MEMBER ALBEE?

BRYAN ALBEE: ALBEE, HERE.

CLERK OF THE BOARD: BOUCHARD.

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MICHELLE BOUCHARD: PRESENT.

CLERK OF THE BOARD: BROADBENT?

SPEAKER: DAMIAN BREEN FOR JACK BROADBENT.

CLERK OF THE BOARD: TILLY CHANG? MEMBER COREY? DAGANG?

DEBORAH DAGANG: PRESENT.

CLERK OF THE BOARD: MEMBER DECOTEAU? MEMBER EDE?

RACHEL EDE: PRESENT.

CLERK OF THE BOARD: EL-TAWANSY? FEINSTEIN?

DIANE FEINSTEIN: DIANE FEINSTEIN, HERE.

CLERK OF THE BOARD: GOLDZBAND? GONZALEZ?

SPEAKER: NILA GONZALEZ.

NILA GONZALES: HERE.

CLERK OF THE BOARD: HALE?

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SPEAKER: PRESENT. MEMBER HALLS?

DARYL HALLS: HERE.

CLERK OF THE BOARD: MEMBER HOEVERTSZ?

SPEAKER: [INAUDIBLE] SILVER. PRESENT. HOEVERTSZ HURSH?

MICHAEL HURSH: HERE.

CLERK OF THE BOARD: KRANDA?

BETH KRANDA: PRESENT.

CLERK OF THE BOARD: CRAIG? TESS LENGYEL?

SPEAKER: TESS LENGYEL PRESENT.

CLERK OF THE BOARD: MCMILLAN?

THERESE MCMILLAN: THERESE MCMILLAN HERE.

CLERK OF THE BOARD: MITCH? MULLIGAN?

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DENIS MULLIGAN: PRESENT.

CLERK OF THE BOARD: OMISHIKAN?

CLERK OF THE BOARD: POWERS?

SPEAKER: PAMELA HERE FOR POWERS.

CLERK OF THE BOARD: RICHMAN?

SPEAKER: PRESENT.

CLERK OF THE BOARD: RUSSO?

RYAN RUSSO: HERE.

CLERK OF THE BOARD: SANCHEZ?

SPEAKER: PRESENT.

CLERK OF THE BOARD: TELLIS.

SPEAKER: PRESENT.

CLERK OF THE BOARD: TRAN?

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SPEAKER: [INDISCERNIBLE] FOR EVELYNN TRAN?

CLERK OF THE BOARD: MEMBER TREE?

MICHAEL TREE:

CLERK OF THE BOARD: MEMBER TUMLIN?

SPEAKER: MONIQUE WEBSTER.

CLERK OF THE BOARD: WAN? DANNY WAN? MEMBER WHELAN?

NANCY WHELAN: NANCY WHELAN HERE.

CLERK OF THE BOARD: MEMBER WOLDESENBET?

DANIEL WOLDESENBET: DANIEL WOLDESENBET, HERE.

CLERK OF THE BOARD: WONG? THANK YOU.

SANDY WONG: HERE.

CLERK OF THE BOARD: WE HAVE A QUORUM.

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KATE MILLER, VICE CHAIR: THE NEXT ITEM ON THE AGENDA ARE THE MINUTES OF THE DECEMBER 1ST PARTNERSHIP BOARD. DO I HAVE A MOTION AND A SECOND TO APPROVE THE MINUTES?

SUZANNE SMITH: SO MOVED.

KATE MILLER, VICE CHAIR: SUSAN SMITH. A SECOND?

SPEAKER: SECOND, LENGYEL.

KATE MILLER, VICE CHAIR: ANY PUBLIC SPEAKERS ON THIS ITEM? PLEASE RAISE YOUR HAND OR DIAL STAR NINE TO COMMENT? NO MEMBERS? OKAY.

CLERK OF THE BOARD: THERE IS MEMBERS.

KATE MILLER, VICE CHAIR: OH THERE, ARE?

CLERK OF THE BOARD: YES. RON GRASSI. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: YES, HI, RON GRASSI, STA, DIRECTOR OF PROGRAMS.

KATE MILLER, VICE CHAIR: DO YOU HAVE A COMMENT, RON?

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SPEAKER: NO. I'M GOOD. SORRY ABOUT THAT.

CLERK OF THE BOARD: ARE YOU ATTENDING IN PLACE OF SOMEBODY?

SPEAKER: IF DARYL HALLS WASN'T HERE, I WOULD BE REPLACING HIM. BUT HE'S HERE.

CLERK OF THE BOARD: OKAY. THANK YOU.

KATE MILLER, VICE CHAIR: ALL RIGHT.

CLERK OF THE BOARD: SO THERE IS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

KATE MILLER, VICE CHAIR: OKAY. SO ALL IN FAVOR, SAY AYE.

CLERK OF THE BOARD: WE HAVE TO DO ROLL CALL.

KATE MILLER, VICE CHAIR: DO ROLL CALL.

CLERK OF THE BOARD: ALPHABETICAL ORDER EXCEPT CHAIR AND VICE CHAIR, PLEASE UNMUTE YOURSELF AND I'LL CALL YOU BY YOUR LAST NAME. [ROLL CALL VOTE]

CLERK OF THE BOARD: PASS UNANIMOUSLY BY ALL MEMBERS PRESENT.

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KATE MILLER, VICE CHAIR: ITEM TWO SAFE AND SEAMLESS MOBILITY QUICK STRIKE PROGRAM. MALLORY ATKINSON.

MALLORY ATKINSON: I'M HERE TO PRESENT THE SAFE AND SEAMLESS MOBILITY QUICK STRIKE PROGRAM. IN JANUARY THE COMMISSION APPROVED THE QUICK STRIKE FRAMEWORK TO DISTRIBUTE $54 MILLION IN FEDERAL FUNDS THROUGH THE REGIONAL COMPETITIVE PROJECT CALLING FOR PROJECTS THAT COULD IMPROVE BIKE AND PED SAFETY MOBILITY CONNECTIONS TO TRANSIT AND EQUITABLE MOBILITY, AND FUNDS THAT BEST REFLECT THE QUICK STRIKE PROGRAM CRITERIA AND WE WERE GIVEN INITIALLY FUNDING TARGETS TO GUIDE SUBMISSION. WE RECEIVED 71 PROJECT NOMINATIONS FROM CTA REQUESTING FUNDING. STAFF EVALUATED PROJECTS AGAINST THE SIX EVALUATION CRITERIA IN THE PROGRAM GUIDELINES INCLUDED IN THE STAFF MEMO ON THIS ITEM IN ADDITION TO THE CRITERIA WE CONSIDERED PRIORITIZE IN TIERING THAT WAS PROVIDED BY CTAS IN DEVELOPING OUR INITIAL SET OF PROJECT RECOMMENDATIONS FOR EACH CATEGORY. INITIAL RECOMMENDATIONS INCLUDE FUNDING FOR 40 PROJECTS INCLUDING PARTIAL AWARDS. A FEW NOTES ABOUT THE RECOMMENDATION IT WAS GREAT GROUP OF PROJECTS THAT WERE REVIEWED AND AT STAFF LEVEL WE WERE EXCITED ABOUT MOVING THESE PROJECTS FORWARD AND I WANT TO NOTE IN REFERRING TO THIS AS AN INITIAL RECOMMENDATION I WANT TO STRESS THIS RECOMMENDATION IS EXPECTED TO CHANGE AND THIS IS PRIMARILY BECAUSE WE ARE

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RECOMMENDING TO DIRECT ADDITIONAL FUNDS TO THIS PROGRAM WHICH WILL ALLOW US TO FUND ADDITIONAL PROJECTS AND WE'RE ALSO STILL WORKING WITH CTAS ON MORE INFORMATION FOR PROJECTS WHICH IS A REASON THE LIST COULD CHANGE SLIGHTLY. WHILE WE TRIED TO ADHERE TO TARGETS IN SOME COUNTIES WE FELL SHORT OF THAT HOWEVER WE PROPOSE RESOLVING INITIALLY SHORTFALLS WITH ADDITIONAL REVENUE. AS NOTED IN THE STAFF MEMO WE ARE GOING TO RECOMMEND TO THE COMMISSION TO USE OUR REGION'S SHARE OF THE FEDERAL GO AHEAD RELIEF OR CRRSAA HIGHWAY FUNDS TO AUGMENT THE STRIKE PROGRAM. THAT WOULD BRING 34 MILLION TO THE PROGRAM THAT WOULD BE USED TO FUND COMPETITIVE PROJECTS. THEY WERE NOT ABLE TO FIT INTO THE INITIAL 50 MILLION PROGRAM ENVELOPE AND ALSO HELPED US RATHER THAN DEVELOPING A NEW CALL FOR PROJECTS FOR THESE FUNDS IF WE JUST ADD TO THE QUICK STRIKE PROGRAM. MORE ON THE CRRSAA AUGMENTATION RECOMMENDATION. WE'RE GOING TO RECOMMEND THAT HALF AUGMENTATION BE USED TO FUND ADDITIONAL PROJECTS WITHIN EACH COUNTY AND WE'RE ALSO CONSIDERING RESERVING A SMALL AMOUNT OF THESE FUNDS FOR CTA PLANNING AND PROGRAMMING. AND FOR THE OTHER HALF OF THE FUNDS WE'RE RECOMMENDING CREATING A NEW REGIONAL AND CORRIDOR PROGRAM AND COMPONENT AND PROJECTS THAT WERE COORDINATED BY CTA WITH CTC AND BATA WOULD BE FUNDED THROUGH THIS PROGRAM. ALSO NOTE ABOUT ADDITIONAL FUNDS SOME COUNTY CTAS LIMITED THEIR INITIAL PROJECT NOMINATIONS TO US TO HONOR THE INTENT OF THE COUNTY TARGETS WE HAD ESTABLISHED IN THIS CASE WE'RE GIVING

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CONSIDERATION FOR OPTION OF NEW PROJECTS HOWEVER NEW PROJECTS SUBMITTED WOULD BE IN COMPETITION WITH OTHER UNFUNDED PROJECTS WITHIN THEIR COUNTY. WE ARE TAKING RECOMMENDATION TO AUGMENT FUNDS WITH THE CRRSAA MONEY TO OUR PROGRAMMING AND ALLOCATIONS COMMITTEE AND COMMISSION IN MAY AND IN JUNE WE WILL PRESENT OUR RECOMMENDATION FOR THE FULL PROGRAM OF PROJECTS TO PACK IN THE COMMISSION. AND I WOULD ALSO WANT TO NOTE THAT BECAUSE OF A PENDING AIR QUALITY CONFORMITY GRACE PERIOD THESE PROJECTS WILL NEED TO BE IN THE TIP BY AUGUST IN ORDER TO PROCEED QUICKLY OTHERWISE PROJECTS WILL NEED TO WAIT UNTIL OCTOBER OR NOVEMBER TO BE ADDED TO THE TIP. IT WILL BE IMPORTANT FOR PROJECTS TO BE SUBMITTED INTO THE TIP QUICKLY IN ORDER TO BE ADDED TO THE JUNE OR JULY AMENDMENT. I WOULD TO REITERATE THAT AND I WILL BE CONTACTING CTA STAFF AND PROJECT SPONSORS TO REMIND OF UPCOMING DEADLINES ON THAT. THAT CONCLUDES THE OVERVIEW OF OUR INITIAL RECOMMENDATIONS FOR THIS PROGRAM AND I WOULD BE HAPPY TO GET YOUR FEEDBACK. THERESA ROMMEL IS HERE AS WELL, ON THE OVERALL RECOMMENDATION, THE PROCESS, IN GENERALLY FOR THIS CALL FOR PROJECTS FOR RECOMMENDATION TO AUGMENT THE PROGRAM WITH THIS CRRSAA FUNDING.

KATE MILLER, VICE CHAIR: THANK YOU MALLORY. ARE THERE ANY QUESTIONS? I SAW DAVE CAMPBELL HAD PUT HIS HANDS UP BUT NOW I DON'T SEE A HAND UP.

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SPEAKER: THERE ARE HANDS UP CHAIR MILLER.

KATE MILLER, VICE CHAIR: I SEE. ANNE, SUSAN, AND ANDY. ANNE, GO AHEAD.

SANDY WONG: THANK YOU. I WANT TO MAKE SURE I UNDERSTAND THE SCHEDULE OF FUNDS AND THE CRRSAA PROCESS. ARE WE PROPOSING TO SIMPLY ADD TO THE ORIGINAL 49 MILLION? BECAUSE YOU ALREADY KIND OF RANK ALL THESE PROJECTS IN THE STAFF REPORT, THEY'RE RECOMMENDED PROJECTS THAT ARE RECOMMENDED TO BE FUNDED. SO, YOU WILL APPLY THIS ADDITIONAL MONEY TOWARDS THOSE THAT ARE NOT CURRENTLY RECOMMENDED FOR FUNDING? WHAT'S THE PROCESS?

MALLORY ATKINSON: YES THAT'S CORRECT. OUR HOPE IS TO USE THE ADDITIONAL FUNDING, AT MINIMUM TO ENSURE THAT EACH COUNTY RECEIVES THEIR TARGET LEVEL AND THEN TO GO THROUGH AND USE ANY REMAINING BALANCE TO FUND THE MOST COMPETITIVE PROJECTS REGION-WIDE. SO THE TARGET, IS AT THE INITIAL TARGET THAT WAS BASED ON THE 49 MILLION? OR THE TARGET WITH THE HALF NEW MONEY ADDED?

MALLORY ATKINSON: THE ORIGINAL TARGET.

SANDY WONG: SO THE ADDITIONAL FUNDS, TECHNICALLY DOES NOT HAVE A TARGET, THEN?

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MALLORY ATKINSON: THAT'S RIGHT. WE'RE RECEIVED PROJECTS WE COULDN'T FUND SO WE'RE HOPING TO PULL MORE MONEY IN FOR THOSE PROJECTS BUT WE'RE ALSO WANTING TO MAKE SURE THE MINIMUM EACH COUNTY HAS THE ORIGINAL TARGET BECAUSE IN OUR INITIAL RECOMMENDATION ALL SOME FELL SHORT OF THE TARGET.

KATE MILLER, VICE CHAIR: SUSAN?

SUZANNE SMITH: THANK YOU CHAIR MILLER. MALLORY, THANK YOU FOR THE PRESENTATION. TO FOLLOW UP ON THAT, I FEEL I MAY HAVE DONE MY PROJECT SPONSORS A DISSERVICE, IN THAT WE SUBMITTED PROJECTS BASED ON OUR TARGET AS OPPOSED TO, YOU KNOW, A DOZEN PROJECTS. SO, I -- I'M -- YOU KNOW, WE HAVE GOT ONE UNFUNDED PROJECT, I THINK THAT WOULD LIKELY BE COMPETITIVE BUT FEELS LIKE I SCREWED UP SOMEHOW. IF WE HAD TARGETS I THOUGHT WE WERE SUPPOSED TO SUBMIT TO THOSE. WE GOT ADDITIONAL PROJECTS SUBMITTED TO US. I WOULD LIKE THE OPPORTUNITY TO PROVIDE THOSE TO YOU FOR CONSIDERATION, SINCE THERE IS NOW MORE MONEY ON THE TABLE.

MALLORY ATKINSON: YES. WE RECOGNIZE THAT WAS AN ISSUE IN SETTING THOSE INITIAL TARGETS BUT NOW THAT WE HAVE OPPORTUNITY TO RECEIVE ADDITIONAL FUNDS -- WE DIDN'T KNOW UNTIL VERY

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RECENTLY THAT WE WERE GETTING THOSE SO WE'RE HAPPY TO ADDRESS WITH YOU SOME OF THOSE PROJECTS THAT WERE LEFT OFF.

SUZANNE SMITH: GREAT. THANK YOU.

CLERK OF THE BOARD: MEMBER RICHMAN, YOU'RE UP NEXT.

ANNE RICHMAN: THANK YOU MALLORY AND MTC STAFF. WE APPRECIATE THE OPPORTUNITY TO FUND THESE MUCH DESIRED PROJECTS. JUST WANT TO SAY I WOULD BE SUPPORTIVE OF ADDING FUNDS TO THE PROGRAM GIVEN THE BIG DEMAND. OUR COUNTY WAS ONE OF THE ONES THAT DID NOT RECEIVE OUR TARGET AMOUNT. WE RECEIVED LESS DEFINITELY INTERESTED IN CORRECTING THAT AND WORKING WITH YOU TO UNDERSTAND HOW THE ADDITIONAL FUNDS WOULD BE USED. I'M STILL CONFUSED ON HOW THEY WOULD BE APPLIED. SO I WOULD WELCOME THE OPPORTUNITY OVER THE NEXT -- SOUNDS LIKE A MONTH OR SO -- TO CLARIFY THAT. THANK YOU.

CLERK OF THE BOARD: MEMBER LENGYEL.

SPEAKER: I WANT TO TALK ABOUT PROCESS FUNDING AND LOOK FORWARD. THERESA SPENT A LOT OF TIME TALKING TO US ABOUT CONSIDERATIONS IN THE FORMULATION OF THIS PROJECT WHICH I THOUGHT WAS REALLY HELPFUL AND I WOULD TO EXTEND THE APPRECIATION FOR THAT. THERE WAS THIS REQUEST FOR INPUT ON HOW

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THE PROCESS SHOULD GO BEFORE THE PROCESS WENT FORWARD. APPRECIATE AND SUPPORT THE RECOMMENDATION FOR ADDING THE ADDITIONAL CRRSAA FUNDING, AND FUNDING THOSE PROJECTS THAT DIDN'T GET FUNDED, OR WERE UNDERFUNDED. AND THEN DEFINITELY SUPPORT FUNDING FOR THE BATA AND CTA JOINT PROJECT SUBMISSIONS. SO THANK YOU FOR THAT, AND LOOKING FORWARD TO, HOPEFULLY, THIS WHOLE THING GETTING APPROVED.

KATE MILLER, VICE CHAIR: THANK YOU TESS. DARYL?

DARYL HALLS: I CONCUR WITH SUSAN'S COMMENTS. WE TOOK THE PROJECTS TO HEART AND SCREENED OUT MAJOR PROJECTS WHICH MET ALL THE CRITERIA. THANK YOU FOR RECOMMENDING THOSE. WE HAVE PROJECTS WE DID NOT SUBMIT. WE'RE WORKING WITH ANDY ON THE PROPOSALS THOSE WERE PRIORITY PROJECTS. GOOD PROCESS.

KATE MILLER, VICE CHAIR: THANK YOU DARYL. SANDY YOU'RE HAND IS UP AGAIN?

SANDY WONG: SORRY. I WOULD LIKE TO CHIME IN ALONG WITH SUSAN AND DARYL ABOUT GIVING US ANOTHER OPPORTUNITY. BECAUSE WE DID INTENTIONALLY HOLD BACK SOME OF THE PROJECTS FROM OUR COUNTY AS WELL. WE WERE HOPING OR THINKING THAT YOU MIGHT JUST ADD THE HALF OF THE NEW MONEY INTO THE COUNTY TARGET. THAT'S WHAT

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WE THOUGHT WE WERE PROPOSING. I DON'T KNOW IF THAT'S STILL ON THE TABLE OR NOT, BUT. THANK YOU.

THERESA ROMMELL: THIS IS THERESA, I THINK WE CAN CERTAINLY DISCUSS THAT BUT OUR PROPOSAL NOW AS IT STANDS IS BECAUSE WE GOT SO MANY REALLY GOOD PROJECTS AND WE APPLIED A PRETTY RIGOROUS SCORING CRITERIA TO IT, WE DIDN'T INCLUDE THE SCORES IN THIS MEMO BECAUSE IT WAS MENTIONED THINGS ARE STILL A LITTLE BIT INFLUX RIGHT NOW. BUT IF WE WENT STRICTLY WITH GEOGRAPHIC EQUITY APPLIED MONEY TO THE TARGETS WE MIGHT HAVE HIGH SCORING PROJECTS LEFT OUT WHEREAS SOME LOWER SCORING PROJECTS WOULD GET IN JUST BASED ON THE COUNTY THEY BELONG TO. SO THAT'S KIND OF OUR STARTING POINT RIGHT NOW IS TO LOOK AT ALL THE PROJECTS TOGETHER AND EVALUATE WHERE WE SHOULD PUT THESE FUNDS RIGHT NOW. BUT TO THE POINT THAT MANY EVER YOU HAVE ALREADY SPOKEN TO, SOME OF YOU HAVE LIMITED THE NUMBER OF PROJECTS SUBMITTED BECAUSE OF THE COUNTY TARGET IN THE FIRST PLACE. WE'RE HOPING TO WORK WITH CTAS AND YOU ALL, TOO, TO MAKE SURE WE TAKE INTO ACCOUNT OTHER PROJECTS WITHIN THE COUNTIES.

KATE MILLER, VICE CHAIR: OKAY. GREAT. DEBORAH.

DEBORAH DAGANG: THANK. SANTA CLARA COUNTY DID NOT LIMIT THE NUMBER OF PROJECTS BUT WE FOCUSED ON PROJECTS WITHIN COUNTER

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BECAUSE WE ARE SUCH A LARGE COUNTY GEOGRAPHICALLY WE REALIZE MANY OF OUR PROJECTS ARE REGIONAL PROJECTS BECAUSE THEY COVER SO MANY MILES SO I WANT TO VOICE A CONCERN THAT IF THINGS ARE LOOKED AT, AS A REGIONAL PROJECT, HAVING TO TOUCH A BRIDGE, I AM CONCERNED THAT THOSE PROJECTS THEN SUCK UP ALL THE CRRSAA FUNDING AND WE'RE LIMITED TO WHAT WE GET OUT OF FIRST CUT THAT, WE MAY HAVE A LOT OF GOOD PROJECTS THAT MAY NOT GET FUNDED AND JUST BECAUSE A PROJECT DOESN'T CROSS COUNTY LINES DOESN'T MEAN THAT YOU COVER PEOPLE THAT CROSS THE TRAVEL QUITE A DISTANCE SO WE DID NOT SUBMIT PROJECTS WITH THAT LENS IN MIND THAT HAD TO COMPETE WITH A BEST OF MY KNOWLEDGE PROJECT. SO IN THAT CASE WE MAY HAVE TO RETHINK. WE ARE DOING SOME PROJECTS THAT WE WOULD LIKE TO SEE GET FUNDED, SUPER HIGHWAY AND BIKE PROJECTS.

SPEAKER: THAT'S GOOD TO HEAR. I'LL KEEP THAT IN MIND --

KATE MILLER, VICE CHAIR: IS THAT IT, DEBORAH? GREAT. TESS, YOU HAVE YOUR HAND UP AGAIN?

TESS LENGYEL: YES. THERESA REMINDED ME OF POINT. YOU COMMENTED ON THE SCORING CRITERIA, AND THAT'S SOMETHING I DON'T THINK ANY OF US HAVE SEEN SO ARE YOU CONSIDERING WHEN YOU MAKE THE FINAL RECOMMENDATION TO THE COMMISSION THAT YOU WILL INCLUDE THE SCORING CRITERIA?

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THERESA ROMMELL: YES. THAT'S OUR INTENTION AS SOON AS IT'S FINALIZED AND I DON'T KNOW IF IT WAS IN THE MEMORIAL OH THE SCORING CATEGORIES I DON'T THINK WE LISTED THE ACTUAL POINT ASSOCIATED WITH EACH OF THOSE BUT WE WILL DEFINITELY MAKE THAT VERY CLEAR.

KATE MILLER, VICE CHAIR: OKAY GREAT. THANKS TESS. WE HAVE TWO ATTENDEES WITH THEIR HAND UP. DAVE CAMPBELL.

SPEAKER: THIS IS DAVE CAMPBELL DIRECTOR WITH BIKE EAST BAY I WANT TO SPEAK IN SUPPORT OF THIS PROGRAM AND THE RECOMMENDATIONS, AT LEAST THE INITIAL RECOMMENDATIONS HERE IN THE EAST BAY. THEY LOOK GOOD. I APPRECIATE THAT. I ALSO WANT TO THANK STAFF FOR THEIR CONSIDERATION AND SUPPORT OF THE BIKE PROGRAMMING CATEGORY. IT'S A SMALL PIECE OF THIS. I THINK IT'S AROUND $160,000 AT THIS POINT TO GET BIKES INTO THE HANDS OF RESIDENTS WITH LESS [INDISCERNIBLE] IN THE EAST BAY, AND AS WE LEARN MORE ABOUT FEDERAL FUNDING AND HOW IT WORKS -- WE'RE JUST A SMALL NON-PROFIT HERE, LOOKING FOR SOMEONE WHO IS ABLE TO RECEIVE FEDERAL FUND FOR IT AND OF COURSE WE'RE TALKING WITH MTC AND THE ALAMEDA CTC WE HAVE TALKED WITH, AND THE CTCA HAVE ALL BEEN CORPORATIVE, WE'RE STILL LOOKING, THERE ARE PROGRAMS IN BERKELEY AND OAKLAND, TWO CITIES THAT WHERE WE CAN TALK WITH AS WELL. BEFORE WE GET THIS PROJECT TO THE FINISH

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LINE, WE NEED TO RESOLVE THIS ISSUE, WHICH AGENCY CAN RECEIVE FEDERAL FUNDS, BIKE EAST BAY AND TRANSFORM, READY TO HELP AND WORK WITH THESE GROUPS TO IMPLEMENT WORK WITH THESE PROGRAMS TO GET BIKES IN THE HANDS OF RESIDENTS. JUST PUTTING THAT OUT THERE BECAUSE THERE ARE SOME EARS ON THIS CALL BUT OTHERWISE SUPER SUPPORTIVE OF THE PROGRAM AND STAFF'S GOOD WORK TO RECOMMEND A BUNCH OF GOOD PROJECTS.

KATE MILLER, VICE CHAIR: LOMBARDO?

SPEAKER: I WANTED TO LET YOU KNOW MR. CHANG WILL BE HERE SHORTLY. AND I WANT TO ECHO THE COMMENTS THAT SEVERAL FOLKS MADE ABOUT THE APPRECIATION FOR MALLORY REACHING OUT ABOUT NEEDS BEFORE THE PROGRAM CAME. WE'RE REALLY EXCITED TO THAT ARE WE CAN SUBMIT MORE PROJECTS WE WOULD HAVE SUBMITTED FOR MORE IF WE KNEW THERE WAS MORE WONDERFUL MONEY COMING AND I ASSUME THAT MALLORY, WE WOULD GET PROJECTS TO YOU WE HAVE SAFETY READY TO GO CONSTRUCTION PROJECTS THAT WOULD BE VERY INTERESTED IN SUBMITTING. THANKS.

KATE MILLER, VICE CHAIR: JOANN PARKER?

SPEAKER: THANK YOU KATE AND THANKS TO MTC STAFF FOR ALL THEIR HARD WORK ON THIS AND CTA STAFF AS WELL. SINCE WE SUBMITTED OUR APPLICATION FOR A SECTION OF THE SMART PATHWAY IN MARIN,

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OUR BOARD HAS APPROVED A HIGHER LOCAL MATCH WOULD WE WORK DIRECTLY WITH YOU AT CTA FOR MAKING ANY AMENDED REQUESTS ON THAT?

MALLORY ATKINSON: I THINK WORKING WITH YOUR CTA WOULD BE HELPFUL.

KATE MILLER, VICE CHAIR: OKAY. THAT CONCLUDES OUR COMMENTS. AND THIS ITEM HAS NO ACTION. SO, THEN WE'LL GO ON TO ITEM 4B WHICH IS THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE UPDATE. AND THERESA ROMMEL IS GOING TO BE PRESENTING THAT ITEM. THERESA?

THERESA ROMMELL: YES. THANK YOU. AND I THINK THERE IS A POWERPOINT. THERE WE GO. OKAY. SO GOOD AFTERNOON, AGAIN, EVERYONE. SO TODAY I'M GOING TO BE PROVIDING A BRIEF UPDATE ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE. THE PROGRESS IT'S MADE SO FAR AND INTENDED NEXT STEPS. JUST FOR REFERENCE THE LAST BLUE RIBBON MEETING WAS HELD MARCH 22ND AND THE NEXT ONE IS SCHEDULED FOR MONDAY, APRIL 28TH. ONE IMPORTANT POINT THEY DO NOT WANT TO FAIL TO MENTION, IS THAT AT THE MARCH MEETING THERE WAS AN ACTION TO EXTEND THE DURATION OF THE TASK FORCE THROUGH JULY. IT WAS ORIGINALLY SLATED TO END IN JUNE. EXTENDED ONE MONTH IN ORDER TO COMPLETE THE CONSULTATION ANALYSIS, WHICH I'LL GET INTO MORE IN A MOMENT. NEXT SLIDE

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PLEASE. YOU MAY RECALL THIS TIMELINE GRAPHIC OF THE TASK FORCES' WORK. STAGE ONE, YOU CAN SEE THE STAGES LISTED AT THE BUDGET THERE. STAGE ONE WAS FOCUSSED ON THE DISTRIBUTION OF THE CARES ACT FUNDING. STAGE TWO FOCUSED ON NEAR-TERM RECOVERY ACTIONS, SUCH AS THE RADIATE OPERATE PLAN FOR BAY AREA TRANSIT OPERATORS AND NOW WE'RE IN STAGE THREE WHICH WAS SCHEDULED FOR COMPLETION IN JUNE BUT HAS BEEN EXTENDED THROUGH JULY. NEXT SLIDE PLEASE. AS A REFRESHER, THE DEFINITION OF TRANSIT TRANSFORMATION, WHICH IS WHAT THE TASK FORCE IS REALLY TRYING TO ACHIEVE, THE TASK FORCE CAME -- SORRY -- THE DEFINITION THAT THE TASK FORCE CAME UP WITH, IS TO DESIGN, INVEST IN, AND EFFECTIVELY MANAGE A TRANSIT NETWORK THAT IS EQUITABLE, INCLUSIVE, FREQUENT, AFFORDABLE, ACCESSIBLE AND RELIABLE AND ALSO INTEGRATE WITH UNIFIED SERVICE, FARES, SCHEDULES, CUSTOMER INFORMATION, AND IDENTITY, WITH A GOAL OF SERVING ALL BAY AREA POPULATIONS AND REDUCING VMT. NEXT SLIDE PLEASE. IN NOVEMBER THE TASK FORCE APPROVED FOUR GOALS TO HELP GUIDE THE DEVELOPMENT OF THE TRANSFORMATION ACTION PLAN AND THE TASK FORCE'S OVERALL WORK PLAN INCLUDING RECOVERY TO RECOGNIZE THE CRITICAL RECOVERY CHALLENGES THAT ARE FACING TRANSIT AGENCIES CURRENTLY. GOAL TWO WHICH IS TO ADVANCE EQUITY, GOAL THREE, NETWORK MANAGEMENT AND GOVERNANCE, AND THIS IS TO IDENTIFY NEAR-TERM ACTIONS TO IMPLEMENT NETWORK MANAGEMENT AND GOVERNANCE REFORMS, AND GOAL FOUR, CURRENT INITIATIVES INTENDED TO ESTABLISH HOW CURRENT MTC AND STATE TRANSIT

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INITIATIVES SHOULD INTEGRATE WITH NETWORK MANAGEMENT AND GOVERNANCE REFORMS. NEXT SLIDE, PLEASE. THE TASK FORCE ALSO ESTABLISHED A SET OF EQUITY PRINCIPLES TO BE USED TO GUIDE THE TASK FORCE'S WORK, AND THESE INCLUDE TO INVEST EQUITABLY, INCREASE ACCESSIBILITY, BE INCLUSIVE, USE DATA TO INFORM DECISIONS AND ADVANCE HEALTH AND SAFETY. NEXT SLIDE PLEASE. MUCH OF THE TASK FORCE IN RECENT MONTHS HAS BEEN FOCUSED ON GOAL THREE, NETWORK MANAGEMENT AND GOVERN. IN MARCH THE TASK FORCE FINALIZED THE PROBLEM STATEMENT IN ORDER TO ANSWER THE QUESTION OF WHAT ARE WE TRYING TO SOLVE FOR. THERE WAS AN AD-HOC WORKING GROUP ESTABLISHED, COMPRISED OF OPERATOR STAFF, MTC STAFF, AND OTHER STAKEHOLDERS TO IDENTIFY THE PROBLEMS THAT A NETWORK MANAGER COULD HELP ADDRESS. AND THESE PROBLEMS WERE CATEGORIZED INTO ORGANIZATIONAL, INSTITUTIONAL CUSTOMER EXPERIENCE, PAST AND CURRENT DISPARITIES AND COST AND FUNDING. NEXT SLIDE PLEASE. NOW THAT THE PROBLEM STATEMENT HAS BEEN FINALIZED, THE NEXT STEPS ARE TO UNDERSTAND WHAT ROLES AND RESPONSIBILITIES SHOULD BE INCLUDED WITHIN NETWORK MANAGEMENT. AND THEN WHAT TYPE OF ORGANIZATIONAL AND DECISION MAKING STRUCTURE MIGHT BE MOST SUITED FOR EFFECTIVE NETWORK MANAGEMENT. TO HELP WITH THIS, MTC WILL SECURE A SHORT-TERM CONSULTANT CONTRACT THIS MONTH TO PERFORM A HIGH LEVEL ASSESSMENT TO BE COMPLETED BY JULY. THE CONSULTANT'S WORK WILL LIKELY INFORM WHAT GOES INTO THE TRANSFORMATIONAL ACTION PLAN AND POTENTIALLY WHAT TYPE OF STRUCTURE WINDS UP IN FINAL STATE

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LEGISLATION THAT HAS ALREADY BEEN INTRODUCED IN ASSEMBLYMENBER CHU'S BILL ASSEMBLY BILL 629. MTC STAFF IN CONJUNCTION WITH AN EXTERNAL PANEL HAS COMPLETED THE PROCESS OF SELECTING A CONSULTANT WHICH WE HOPE TO RECEIVE APPROVAL TO ENTER INTO A CONTRACT AT THE COMMISSION MEETING THIS MONTH. THE CONSULTANT WOULD FINALIZE ROLES AND RESPONSIBILITIES FOR THE NETWORK MANAGER TAKE ON AND DEVELOP EVALUATION CRITERIA FOR COMPARING DIFFERENT NETWORK MANAGEMENT STRUCTURES PERFORM PRELIMINARY COMPARISON, ALTERNATIVE STRUCTURES BASED ON THAT CRITERIA AND FINALLY IDENTIFIED NEXT STEPS INCLUDING THE NEED FOR A DEEPER BUSINESS CASE AT ONE OR MORE OF THE SELECTED ALTERNATIVES. THE GOAL IS THAT BETWEEN JULY AND NEXT SPRING TO PROCEED ON AN IMPLEMENTATION OF THE ACTION PLAN YEAR ONE NETWORK MANAGEMENT PRIORITIES CONTINUED TRACKING AND FEEDBACK ON ASSEMBLYMENBER CHU'S LEGISLATION AND IMPLEMENTATION OF A MORE DETAILED NETWORK MANAGEMENT BUSINESS CASE. NEXT SLIDE PLEASE. THIS MONTH, AND LIKELY CONTINUING FOR THE NEXT MONTH OR TWO, THE TASK FORCE WILL BE FOCUSED ON DEVELOPING AND BUILDING CONSENSUS ON THE ROLES AND RESPONSIBILITIES THAT BELONG AROUND THE UMBRELLA OF NETWORK MANAGEMENT. THIS SLIDE WAS DISCUSSED AT LAST MONTH'S MEETING, AND THE GOAL IS TO TRY AND CATEGORIZE THIS MYRIAD OF POTENTIAL ROLES AND RESPONSIBILITIES. IN MARCH, THE MAJOR QUESTIONS PRESENTED TO THE TASK FORCE INCLUDED, IF THE IDENTIFIED CURRENT MTC PARTNER INITIATIVES SHOULD BE INCLUDED AS INITIAL NETWORK MANAGEMENT PRIORITIES; WHICH ROLES

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SHOULD BE RESERVED FOR FUTURE NETWORK MANAGEMENT CONSIDERATION; AND WHICH REMAINING ROLES SHOULD BE DESIGNATED FOR INTEGRATION INTO A NEAR-TERM NETWORK MANAGEMENT REFORM FRAMEWORK. THE ITEMS IN BLUE HAVE BENEFITTED FROM THE FACT THAT THEY ARE PART OF ONGOING INITIATIVES WITH SOME MOMENTUM ALREADY BEHIND THEM. THE ITEMS IN RED ARE IMPORTANT BUT MAY OR MAY NOT BE READY FOR NEAR-TERM IMPLEMENTATION. AND AREAS HIGHLIGHTED ARE WORK THE TASK FORCE WILL CATEGORIZE. THERE WAS DISCUSSION ABOUT ROLES AND RESPONSIBILITIES AS YOU CAN IMAGINE EACH TASK FORCE MEMBER HAS THEIR OWN PERSPECTIVES BUT OVERARCHING COMMENTS IMPLIED THAT WHATEVER ROLES AND RESPONSIBILITIES ARE HIGHLIGHTED FOR NETWORK MANAGEMENT, WE SHOULD BE ABLE TO ARTICULATE HOW THESE ROLES COULD BE ACCOMPLISHED BETTER UNDER NETWORK MANAGEMENT TO BETTER SERVE THE CUSTOMER ESPECIALLY IN A VERY RESOURCE CONSTRAINED ENVIRONMENT. NEXT SLIDE PLEASE. THIS IS THE END. I JUST WANT TO END BY SAYING THAT AT MONDAY'S MEETING CONTINUED AFFORDABLE HOUSING WILL BE OVER DESIGNATION AND PRIORITIZE OF NETWORK MANAGEMENT ASK ROLES AND RESPONSIBILITIES AND THERE WILL ALSO BE A PRESENTATION FROM SONOMA COUNTY TRANSPORTATION AUTHORITY RELATED TO THEIR WORK ON MULTI-AGENCY COORDINATED EFFORTS IN THE COUNTY OF SONOMA A SO WITH THAT I'M HAPPY TO ANSWER ANY QUESTIONS.

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KATE MILLER, VICE CHAIR: I DON'T SEE ANY HAND UP. SO I GUESS WE'LL JUST MOVE ON TO ITEM 4C.

CLERK OF THE BOARD: THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

KATE MILLER, VICE CHAIR: THERE IS SOMEONE. ACTUALLY ROLAND JUST RAISED HIS HAND.

CLERK OF THE BOARD: ROLAND, GO AHEAD AND UNMUTE YOURSELF. YOU HAVE TWO MINUTES. ROLAND, IS YOUR PHONE MUTED? BECAUSE WE COULDN'T HEAR YOU.

KATE MILLER, VICE CHAIR: OKAY. LET'S -- OH I THINK THERE IS ANOTHER -- THAT MUST BE HIM. ON THE PHONE. 408 NUMBER, 6262.

CLERK OF THE BOARD: ROLAND, YOU STILL NEED TO UNMUTE YOURSELF, ON YOUR PHONE.

KATE MILLER, VICE CHAIR: IS IT STAR NINE? OR?

CLERK OF THE BOARD: TRY STAR SEVEN.

KATE MILLER, VICE CHAIR: STAR SEVEN.

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SPEAKER: CAN YOU HEAR ME NOW?

CLERK OF THE BOARD: YES WE CAN.

KATE MILLER, VICE CHAIR: YEP.

SPEAKER: OKAY GOOD. SORRY ABOUT THAT. I WAS ON ANOTHER CALL. THE ONLY THING I WOULD LIKE TO ADD ABOUT THE TRANSIT RECOVERY TASK FORCE AND THE CHU BILL IS THAT THE NETWORK MANAGER RIGHT NOW HAS BEEN PULLED OFF THE LEGISLATION BECAUSE THE AGENCIES, AS FAR AS WE CAN TELL, ARE QUITE CAPABLE OF COORDINATING THINGS. THANK YOU.

KATE MILLER, VICE CHAIR: THANK YOU. I SEE NO OTHER COMMENTS. LET'S GO TO AGENDA ITEM 4C PLANNED BAY AREA 2050 IMPLEMENTATION PLAN UPDATE. CHIRAG RIBARI.

CHIRAG RABARI: THANK YOU EVERYONE CHIRAG RABARI PROJECT MANAGER FOR THE PLANNED BAY AREA 2050 IMPLEMENTATION PLAN I'LL BE PROVIDE BE A BRIEF VERBAL REPORT FOR YOU TODAY AS WELL AS TAKE QUESTIONS AND COMMENTS. AS PART OF THE UPDATE OF PLAN 2050, IN JANUARY 2021 MTC AND ABAG APPROVED THE PLANNED BAY AREA 2050 FINAL BLUEPRINT AND PRESERVED ENVIRONMENTAL IMPACT ALTERNATIVE REPORT. ENVIRONMENTAL ANALYSIS ON THE EIR HAS BEEN

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ONGOING FROM FALL 2020 THROUGH SPRING 2021. THESE DELIVERABLES WILL BE RELEASED LATER THIS SPRING WITH BRIEFINGS PROVIDED TO ALL ABAG MTC COMMITTEES AND COMMISSIONS TO THE EXECUTIVE BOARD IN JUNE. WE WILL KICKOFF THE FINAL PHASE IN THE PLANNED BAY AREA ENGAGEMENT AROUND MID-JUNE WITH VIRTUAL PUBLIC WORKSHOPS AND HEARINGS SO STAY TUNED FOR FURTHER DETAILS. LAST MONTH WE PRESENTED TO ABAG MTC COMMITTEES AND ADVISORY GROUPS A SUITE OF IMPLEMENTATION ACTION PLANS TO SUPPORT THE PLANNED BAY AREA 2050 FINAL BLUEPRINT STRATEGIES. THIS MATERIAL SERVED AS ESSENTIALLY A FIRST DRAFT OF THE DRAFT IMPLEMENTATION PLAN AND IT'S AVAILABLE AS REFERENCE IN YOUR PACKET INCLUDING A SLIDE DECK, ONE PAGE BRIEFS FOR ALL 35 PLAN STRATEGIES, AND A SUMMARY TABLE OF ALL PROPOSED DRAFT IMPLEMENTATION PLAN ACTIONS. SINCE THEN, STAFF HAVE FOCUSED ON INCORPORATING FEEDBACK RECEIVED FROM POLICY MAKERS, STAKEHOLDERS, AS WELL AS INTERNAL STAFF AND REFINING THE IMPLEMENTATION PLAN IN PREPARATION FOR THE DRAFT RELEASE. AN IMPORTANT THING TO CLARIFY IS THAT THIS DRAFT IMPLEMENTATION PLAN WILL FOCUS ON IMPLEMENTATION ACTIONS THAT MTC AND ABAG CAN COMMIT TO WITH A HIGH DEGREE OF CERTAINTY OVER THE NEXT 1 TO 5 YEARS. WE THINK THIS FOCUS FOR THE DRAFT IMPLEMENTATION PLAN WAS IMPORTANT FOR TWO REASONS. FIRST TO ESTABLISH A CLEAR BASELINE OF WHAT PLAN IMPLEMENTATION IS GOING TO LOOK LIKE OVER THE NEXT FIVE YEARS AND SECOND TO PROVIDE CLARITY TO THE CALIFORNIA AIR RESOURCES BOARD WHO WILL BE REVIEWING OUR IMPLEMENTATION PLAN TO

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EVALUATE THE SPECIFIC STEPS WE ARE TAKING TO FURTHER PLAN STRATEGIES AND ACHIEVE THE PLAN'S MANDATORY GREENHOUSE GAS EMISSIONS REDUCTIONS TARGET. FUTURE IMPLEMENTATION PLAN PHASES, HOWEVER, SPECIFICALLY THE PARTNERSHIP PHASE, WHICH WILL TAKE PLACE OVER SUMMER 2021, FOLLOWING THE DRAFT PLAN RELEASE, WILL EXPAND THE FOCUS BEYOND MTC/ABAG TO IDENTIFY PARTNERSHIPS NECESSARY TO MOVE THE STRATEGIES FORWARD, AND THEREFORE INCLUDE A BROADER RANGE OF ACTIONS AND POTENTIAL COMMITMENTS. THE PARTNERSHIP PHASE WILL INCLUDE OFFICE HOURS AND SMALL GROUP MEETINGS, CONTINUED PARTNER AND STAKEHOLDER ENGAGEMENT INCLUDING WEBINARS AND TARGETED CONVENINGS, AS WELL AS THE OFFICIAL PLANNED BAY AREA 2050 COMMENT PERIOD. ACCOMPANYING THE RELEASE OF THE DRAFT PLAN 2050 WE WILL INCLUDE SPECIFIC GUIDANCE OF WHAT TO EXPECT DURING THE PARTNERSHIP PHASE INCLUDING WHEN AND HOW TO MOST EFFECTIVELY ENGAGE ON PARTNERSHIPS AND COMMITMENTS. WE LOOK FORWARD TO CONTINUED ENGAGEMENT AND COLLABORATION WITH ALL OF THE RESPECTIVE ENTITIES AND ORGANIZATIONS OVER THE COMING MONTHS AS WE REFINE THE IMPLEMENTATION PLAN IN PREPARATION FOR THE MTC/ABAG ADOPTION OF THE FINAL PLANNED BAY AREA 2050 LATER THIS FALL. MORE INFORMATION ON THIS IMPLEMENTATION PLAN IS AVAILABLE IN YOUR PACKET. AND WITH THAT I'M HAPPY TO INTO ANY QUESTIONS.

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KATE MILLER, VICE CHAIR: THANK YOU CHIRAG. ARE THERE ANY QUESTIONS FROM BOARD MEMBERS? THERE ARE TWO. TESS?

SPEAKER: THANK YOU. THIS IS VERY EXCITING TO MOVE INTO THE IMPLEMENTATION PHASE SO WE CAN EVENTUALLY GET INTO DELIVERING THINGS. I HAVE SOME OVERARCHING QUESTIONS AND SPECIFIC COMMENTS ON A FEW OF THE ELEMENTS AND I'LL GO OVER THESE REALLY QUICKLY BECAUSE I KNOW WE'LL HAVE MORE TIME TO TALK. BUT AS WE MOVE FORWARD, I THINK IT WOULD BE HELPFUL TO TAKE INTO CONSIDERATION SOME OF THESE ITEMS. AN OVERALL COMMENT I HAVE IS, I WAS WONDERING YOUR APPROACH ON THE ATTRIBUTION OF THE FUNDING AMOUNTS INTO EACH OF THE STRATEGIES, AND THEIR RELATIONSHIP OF THOSE FUNDING AMOUNT ATTRIBUTIONS AS COMPARED WITH THE FINAL BLUEPRINT FUNDING AMOUNTS. I DIDN'T COUNT EVERYTHING UP TO SEE IF THEY ALL MATCHED YOUR FUNDING CHARTS. BUT THAT'S AN OVERARCHING QUESTION. AND PARTICULARLY IN YOUR TRANSPORTATION FUND, I KNOW IN YOUR OVERARCHING 2050 FUNDING AMOUNTS APPORTIONMENT OF 40% FROM LOCAL FARMS AND I'M JUST WONDERING IF YOU ATTRIBUTED THOSE FUNDS FOR THE LOCAL FUND PURPOSE. AND ANOTHER POINT, ON THE DIFFERENT STRATEGIES, T5 FOR ALL LANE TOLLING YOU HAVE A BILLION DOLLARS IN THERE, AND I KNOW MTC WENT AFTER THE PLANNING GRANT AND I WASN'T SURE WHAT WAS BEHIND THE BILLION DOLLARS IN FUNDING AND THE INTERCHANGE AND BOTTLENECK THERE WAS $11 BILLION IN THERE AND MANY OF THESE MODERNIZATIONS ARE CLOSING GAPS IN THE ACTIVE

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TRANSPORTATION NETWORK AND I'LL GIVE YOU AN EXAMPLE, THE CONSTRUCTION WITH THE I-880 HALF OF THE COST OF THE PROJECT IS TO BUILD PEDESTRIAN OVERCROSSING OVER THE FREEWAY AND THE OTHER HALF TO DO ADDITIONAL VEHICULAR ACTIVE TRANSPORTATION IMPROVEMENTS. I'M NOT SURE HOW YOU'RE CONSIDERING ACTIVE TRANSPORTATION INTERCHANGE IN THE COMPONENT BUT EVERY SINGLE ONE OF OUR INTERCHANGES IS TRYING TO CLOSE A GAP IN THE ACTIVE TRANSPORTATION SYSTEM. AND ON, T EIGHT COMPLETE STREETS THIS IS IMPLEMENTING ABOUT 10,000 MILES OF BAKE LANES OR MULTI-USE PATHS AND THE ACTIVE TRANSPORTATION PLAN IS GOING TO DEFINE THE REGIONAL PRIORITIES. AT SOME POINT IT WOULD BE HELPFUL FOR US TO UNDERSTAND WHAT YOUR APPROACH IS ON THE ACTIVE TRANSPORTATION PLAN AND WHAT THAT MEANS FOR REGIONAL PRIORITIES BECAUSE SO MANY PROJECTS ARE LOCAL AND IF IN FACT THESE MULTI-USE PATHS MIGHT BE THE REGIONAL COMPONENT. I'M NOT SURE. T11 MODERNIZE REGIONAL RAIL NETWORK INCLUDE LANGUAGE IN THERE THAT INCLUDE HIGH SPEED RAIL GRADE SEPARATIONS I THINK THAT'S IMPORTANT RAILROAD CROSSING SAFETY IMPROVEMENTS THERE IS A LOT OF TRESPASSING HAPPENING ON OUR RAILROAD LINES AFFECTING BOTH PASSENGER RAIL SERVICES AS WELL AS SAFETY ON RAIL CROSSINGS. YOUR TAKE ON ELECTRIFICATION ON EXPANDING CLEAN VEHICLE INITIATIVES I'M WONDER IF YOU WOULD CONSIDER EXPANDING THAT TO INCLUDE OTHER FUELS SUCH AS HYDROGEN. I KNOW SENATOR SKINNER HAS HER TEAM LOOKING INTO SUPPORTING GREEN HYDROGEN AND ALSO INCLUSION OF WORKFORCE DEVELOPMENT MOVING

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TOWARDS THESE NEW FUELS AND MY LAST QUESTION IS, THERE ARE MANY OF US IN MULTIPLE COUNTIES WORKING ON THESE CORRIDORS, WE HAVE A 680 WORKING GROUP, I80 WORKING GROUP THE 37 GROUP I WONDER HOW THESE STRATEGIES RELATE TO CORE IMPLEMENTATION SO THAT'S ANOTHER OVERARCHING QUESTION. THANK YOU.

CHIRAG RABARI: THANK YOU VERY MUCH. AND HAPPY TO -- ON ALL OF THESE ITEMS, AGAIN, HAPPY TO CONTINUE FOLLOWING UP AND KEEPING THE CONVERSATION GOING. ON YOUR FIRST QUESTION, YOU KNOW, RELATING TO THE FUNDING AMOUNTS, YOU KNOW, I THINK THE COST THAT PRESENTED FOR EACH OF THESE STRATEGIES IS CONSISTENT WITH WHAT WAS ADOPTED AS PART OF THE FINAL BLUEPRINT, BUT I WOULD SAY THAT, AS FAR AS THE IMPLEMENTATION PLAN IS GOING, YOU KNOW, WE ARE TAKING MORE OF AN OVERALL STRATEGY FOCUSED APPROACH. SO, YOU KNOW, WE HAVEN'T NECESSARILY BEEN GETTING INTO THE DETAILS ON SOME OF THESE -- THE FUNDING QUESTIONS THAT YOU'RE RAISING, BUT I THINK, YOU KNOW, WE WOULD BE HAPPY TO CONTINUE LOOKING AT THAT IN GREATER DETAIL AS THE PROCESS MOVES FORWARD. I THINK WE HAVE REALLY BEEN TRYING TO HIGH LIGHT THE HIGH LEVEL ACTIONS THAT WE CAN TAKE TO PUSH THE STRATEGIES FORWARD AS OPPOSED TO DEVELOPING, YOU KNOW, AT A VERY HIGH LEVEL OF DETAIL HOW THE PLAN FUNDS ARE BEING ALLOCATED ACROSS THESE DIFFERENCE STRATEGIES. JUST BECAUSE, AS YOU SAID, THERE ARE A LOT OF COLORFUL MONEY CONSIDERATIONS WE'RE FOCUSED ON IN THE NEXT 1 TO 5 YEARS WHEREAS THE FUNDING

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ENVELOPE IS OVER 30 YEARS. DEFINITELY HAPPY TO CONTINUE LOOKING AT THAT IN FURTHER DETAIL. ANOTHER BROAD REMARK I WOULD MAKE IS THAT --

THERESE MCMILLAN: THIS IS THERESE. IF YOU DO NOT MIND, I WOULD LIKE TO ADD TO THAT SORT OF HIGH LEVEL OF OBSERVATION. WE NEED TO BE REALLY CAREFUL NOT TO VIEW PLANNED BAY AREA 2050 AS A PROGRAMMING DOCUMENT. OKAY? VERY DIFFERENT. IT'S A GUIDE. I'M -- YOU KNOW, FOR THOSE OF YOU FAMILIAR WITH THE FAMOUS PIRATES OF THE CARIBBEAN, "IT'S A GUIDELINE". [LAUGHTER] FOR BEING ABLE TO HAVE AN ENVELOPE OF FINANCIAL CAPACITY TO MEET FEDERAL AND STATE REQUIREMENTS. SO THAT'S THE -- THAT'S A HUGE DEAL. BUT YOU CAN APPRECIATE, EVEN NOW, TODAY, AS WE'RE TRYING TO FIGURE OUT WHAT'S GOING ON IN DC, THE REAL SPECIFICS OF WHAT'S GOING TO HAPPEN IN THE NEXT 1 TO 5 YEARS IS SOMETHING WE'RE GOING TO HAVE TO ADAPT. IT'S NOT A PROGRAMMING DOCUMENT, BUT CONSISTENCY WITH RTP, WHEN WE GET INTO PROGRAMMING, IS WHERE THE MARRIAGE REALLY HAPPENS. SO, AGAIN, I THINK THAT'S MAYBE A HELPFUL WAY TO NOT -- NOT GET TOO CONCERNED ABOUT THE SPECIFICITY OF A PROJECT BY PROJECT ASSIGNMENT OF FUNDS WITHIN THE PLAN. YOU KNOW, WE NEED TO FIT WITHIN AN ENVELOPE SO CERTAIN ELIGIBLES AND ALIGNMENT ARE IMPORTANT OF COURSE. BUT VIEW IT AS SORT OF THE GUIDE POST AND THEN WE WORK ON THE DETAILS TO BE AS STRATEGIC AS WE CAN IN THE MOMENT WITH THE FUNDS COMING TO THE TABLE. SORRY, CHIRAG.

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CHIRAG RABARI: IN TERMS OF THE SPECIFIC STRATEGIES, THE SCOPE OF THE STRATEGIES HAS BEEN SORT OF DEFINED AND ADOPTED AS, PER BOARD AND COMMISSION ACTION EARLY IN THE YEAR. BUT I THINK WE OBVIOUSLY HAVE AN OPPORTUNITY TO CONSIDER EMERGING ISSUES AND, YOU KNOW, AREAS THAT WE MIGHT WANT TO EMPHASIZE IN GREATER DETAIL OVER THE IMPLEMENTATION PERIOD. SO FOR MANY OF THE SPECIFIC AREAS THAT YOU RAISED, WE CAN CERTAINLY CONTINUE THE CONVERSATIONS WITH STAFF, AS TO HOW WE MAY INCLUDE THOSE AREAS OF EMPHASIS AS WE MOVE FORWARD.

MATT MALONEY: TESS, YOU HAD A SPECIFIC QUESTIONS ON THE 1 BILLION FOR THE PRICING. THAT'S INN AN ESTIMATE OF THE CAN COST RELATED TO INFRASTRUCTURE. WE THINK ALL LANE PRICING STRATEGIES ARE GOING GENERATE REVENUES. WE'RE LOOKING AT AROUND 25 BILLION IN REVENUE FROM THAT STRATEGY BUT THE 1 BILLION IN THERE IS THE COST TO CONSTRUCT IT. IN TERMS OF THE ACTIVE TRANSPORTATION PLAN WE'RE JUST GETTING KICKED OFF WITH THAT. WE JUST SCOPED IT OUT, WE HAVE GOT AN ATTACK TOGETHER, AND WE'LL BE HAPPY TO GET BACK WITH YOU ON THAT. I THINK A BIG PART OF THE ACTIVE TRANSPORTATION PLAN AT THE BEGINNING IS GOING TO BE LOOKING AT THE PORTFOLIO OF ALL THE PLANS WE'RE GOING TO TAKE ALL OF THAT INTO ACCOUNT AS WE WORK ON THE REGIONAL ASPECT. WITHIN THE NEXT FOUR MONTHS WE CAN HAVE AN UPDATE FOR YOU ON THAT EFFORT.

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KATE MILLER, VICE CHAIR: THERE ARE A NUMBER OF PANELISTS THAT HAVE THEIR HAND UP. SUSAN.

SUZANNE SMITH: THANKS. I JUST WANT TO COMMENT, FIRST AND FOREMOST, THAT I THINK THE MANNER IN WHICH YOU FORMATTED THESE, SORT OF, ONE PAGERS IS VERY HELPFUL. WITH SORT OF THAT CONSISTENT INFORMATION FOR EACH STRATEGY. AND I HAVE READ THE STAFF REPORT BUT I'M STILL GOT TOTALLY CLEAR ON PARTNER VERSUS LEAD. AND THERE WERE A LOT OF LEADS FOR MTC/ABAG, AND I'M KIND OF CURIOUS HOW YOU, MAYBE THERESE, THIS IS A QUESTION FOR YOU, HOW YOU LEAD THOSE ALIGNING ROLES, HOW MUCH DO YOU VIEW IT AND WORKING TOGETHER ON THIS?

THERESE MCMILLAN: I'LL ANSWER BROADLY THEN JUMP IN. THIS INDEED WAS QUITE A TOPIC OF DISCUSSION. AND "LEAD" DOES NOT -- AGAIN, IT DEPENDS, IS ALWAYS THE ANSWER. IN SOME CASES IT'S CLEAR THAT MTC MAY HAVE LEAD AUTHORITY, AND WE'RE CARRYING OUT SOMETHING THAT'S A CLEAR MANDATE FOR US TO BE AT THE FRONT-END WITH, ALTHOUGH GENERALLY NOTED YOU CAN ALMOST NEVER DO SOMETHING BY YOURSELF AND SOME LEVEL OF PARTNERSHIP IS REQUIRED. IN THE REALM OF RESILIENCE, IN THOSE CASES IT MAY NOT BE THAT "LEAD" IS CURRENT AUTHORITY. BUT THERE IS NO AUTHORITY BECAUSE IT'S AN EMERGING PLACE AND WE WOULD BE THE LEAD CHAMPION. RIGHT? SO IN SOME CASES THE LEAD IS, IN THE

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EVENT, IF WE SAY, SORT OF AN AVOID, WE ARE SUGGESTING AT THIS POINT WE COULD BE THE LEAD IN CATALYZING ACTION ON STRATEGY X. BUT HOW THAT MIGHT ACTUALLY MANIFEST AT THE POINT OF IMPLEMENTATION, COULD CHANGE. YOU KNOW, BEYOND THE FIVE YEARS. I THINK THAT'S PROBABLY THE BEST ANSWER. IN SOME CASES IT'S REALLY CLEAR BECAUSE IT ALIGNS WITH AUTHORITY. AND THE IN OTHER CASES IT'S KIND OF JUMPING INTO TO AVOID MAKING SURE THAT THIS STRATEGY ADVANCES IN THE NEXT FIVE YEARS BUT THE ROLE COULD CERTAINLY CHANGE GOING FORWARD.

CHIRAG RABARI: I THINK THAT'S 100% ON TARGET. AND I WOULD EMPHASIZE AGAIN THAT THERE IS A TIMING ELEMENT OF THESE, AND THAT, YOU KNOW, JUST BECAUSE WE MIGHT BE ADVOCATING FOR -- OR SUGGESTING A LEAD ROLE OVER THE IMPLEMENTATION PERIOD, DOES NOT NECESSARILY MEAN THAT WE WILL BE, YOU KNOW, IN THAT LEAD POSITION, HENCE FORTH FOREVER MORE. I THINK IT'S REALLY ABOUT IDENTIFYING WHERE THERE ARE THESE VOIDS, AS THERESE ARTICULATED, AS WELL AS STRATEGIC OPPORTUNITIES. AND THAT COULD REALLY MEAN JUST, YOU KNOW, HELPING TO CATALYZE THE CHANGES NEEDED TO HAPPEN, THAT WOULD REALLY MAXIMIZE THE VIABILITY OF THOSE STRATEGIES OVER THE NEXT FEW YEARS. BUT, AGAIN, THE IMPLEMENTATION DETAILS, AND SORT OF, LIKE, SPECIFIC AUTHORITIES, MAY BE, YOU KNOW, DISTRIBUTED THROUGHOUT THE REGION, FOR VARIOUS DIFFERENT ENTITIES. SO I THINK THAT, AGAIN, IT WAS REALLY ABOUT JUST LOOKING AT STRATEGIC

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OPPORTUNITIES AND TRYING TO CATALYZE THE CHANGE NEEDED TO PUSH THESE FORWARD OVER THE NEXT FIVE YEARS, SPECIFICALLY.

KATE MILLER, VICE CHAIR: GREAT. THANK YOU. DARYL, YOU HAVE YOUR HAND UP.

DARYL HALLS: THANKS KATE. FIRST OF ALL, I THINK I HAVE ENGAGED WITH MATT, DAVID, AND CHIRAG MULTIPLE TIMES. THIS IS NOT NEW. I AGREE WITH THE COMMENT OF STRATEGIZING, IT'S VERY AMBITIOUS AND WE REVIEWED IT YESTERDAY. MY COMMENT IS STRAIGHT FORWARD. I THINK THERE ARE SOME AREAS WHERE THE CTAS ARE GOING TO BE CRITICAL PARTNERS TO MAKE THIS HAPPEN AND IN SOME OF THESE AREAS THEY'RE NOT NOTED. SO I'M GOING TO -- THERE IS EIGHT, THEY ADDED. AND I'M NOT GOING TO DIVE INTO THEM TODAY IT'S MORE FOR FUTURE DISCUSSION IN THE TRANSPORTATION AREA, TWO T AND 28, UNDER ECONOMY EC6 AND THE ENVIRONMENT [INDISCERNIBLE] IS A REAL EMERGING, EN5 THROUGH EN9. WE'LL DIVE INTO IT ANOTHER DAY. BUT THOSE ARE AREAS WHERE THE CTA IS WORKING ON THOSE AREAS THEY HAVE PROGRAMS AND REALLY THE COLLABORATION OF MTC WILL BE EFFECTIVE. I LOOK FORWARD TO DISCUSSING WITH YOU GUYS.

KATE MILLER, VICE CHAIR: THANKS. FOR CLARIFICATION IF IT SAYS PARTNER THAT'S IMPLIED THAT MTC IS GOING TO PLAY A ROLE IN THAT PARTICULAR STRATEGY.

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DARYL HALLS: IN A LOT OF THEM THEY HAVE CALLED OUT WHO THAT I THINK THE PARTNERS ARE, AND I THINK THEY HAVE DONE A STRATEGIC JOB AND BUT IN THOSE EIGHT THEY WERE NOT IDENTIFIED MY COUNTY IS LOOKING AT HOW ARE WE GOING TO DO THIS. AND I THINK HAVING THE PARTNER SPELLED OUT WOULD BE HELPFUL.

KATE MILLER, VICE CHAIR: THANK YOU.

CHIRAG RABARI: THANK YOU DARYL FOR THOSE COMMENTS. I WOULD ADD, THAT AS PART OF THE OFFICIAL DRAFT IMPLEMENTATION PLAN THAT WILL BE RELEASED WITH THE DRAFT DOCUMENT, WE WILL BE INCLUDING, YOU KNOW, A HIGH LEVEL TABLE THAT WILL DISCUSS IN A LITTLE MORE DETAIL SOME OF THESE PARTNERSHIP AREAS, AND, YOU KNOW, WE WILL HAVE A CALL OUT FOR THE CTAS AND THE TRANSIT OPERATORS SPECIFICALLY. AND WE WOULD BE HAPPY TO ADD THESE DIFFERENT ITEMS INTO CONSIDERATION AS SPECIFIC AREAS OF PARTNERSHIP TO EXPLORE FURTHER IN FUTURE PHASES OF THE IMPLEMENTATION PLAN.

DARYL HALLS: THAT WOULD BE GREAT.

KATE MILLER, VICE CHAIR: THANK YOU. NEXT IN LINE IS DEBORAH DAGANG.

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DEBORAH DAGANG: THANKS KATE. APPRECIATE ALL THE WORK THAT'S GONE INTO THIS AND PARTICULARLY HOW EASY IT IS TO READ THE DOCUMENTATION. I THINK MY QUESTION MIGHT BE TOO DETAILED YOU MAY HAVE ALREADY ANSWERED THIS BUT MY COMMENT IS ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE HAS THAT STRATEGY BEEN DEVELOPED AND IMPLEMENTED I THINK THERE IS GOING TO BE MORE DETAIL IN THE IMPLEMENTATION PLAN, BUT I CAN SEE THAT QUESTION COMING UP AS TO HOW THESE TWO THINGS MOVE IN CONCERT WITH EACH OTHER AND MY OTHER THOUGHT IS, WHILE I DO APPRECIATE THE BRIEF SUMMARIES WHICH ARE IMPORTANT, I HEAR GOOD POINTS ABOUT WHERE MTC IS GOING TO LEAD WHETHER LIMITED OR FOR A PIECE OF TIME, I THINK THAT IMPORTANT TO SPELL OUT BECAUSE WE'RE GOING TO HAVE MANY ELECTED OFFICIALS THAT WILL REACT TO THAT SO A WORD TO CLARIFY WOULD GO A LONG WAY. BUT I APPRECIATE THE WORK YOU'RE DOING. THANK YOU.

CHIRAG RABARI: THANK YOU VERY MUCH DEBORAH. AND I THINK TO YOUR LAST POINT, AGAIN, THESE ARE DRAFT MATERIALS. AND I THINK, UNLIKE OTHER DRAFT DOCUMENTS THAT CAN BE RELATIVELY BAKED, AS THEY GO FROM DRAFT TO FINAL, I THINK WE DO IMAGINE THAT THIS WILL CONTINUE TO EVOLVE AND CHANGE AS WE MOVE FROM THE DRAFT TO THE FINAL. AND AS TO THE BLUE RIBBON TASK FORCE, THAT'S ANOTHER VERY GOOD QUESTION. AND I THINK WHAT WE HAVE DONE SO FAR IS THAT, YOU KNOW, WE ARE SAYING THAT, YOU KNOW, WE WILL IMPLEMENT THE RECOMMENDATIONS OF THE BLUE RIBBON

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TRANSIT RECOVERY TASK FORCE. YOU KNOW, WHERE THEY ALIGN WITH THE STRATEGIES OF THE PLAN. SO, YOU KNOW, WE HAVE MAPPED SORT OF THE TASK FORCE'S WORK TO THE STRATEGIES IN THE PLAN THAT WE THINK ARE, THAT WHERE THERE ARE RELEVANCE AND OVERLAP. BUT THE OVERALL RECOMMENDATION AT THIS POINT IS STILL -- I WOULD SAY IT'S A BIT OF A PLACE HOLDER AS WE WAIT FOR MORE CLARITY TO EMERGE FROM THAT PROCESS. BUT WE HAVE SORT OF GENERALLY PLANNED THAT TRANSIT PRIORITY AND REGIONAL MAPPING AND WAYFINDING. THERE ARE SPECIFIC AREAS THAT WE BELIEVE THAT WORK IS GOING TO CONTINUE FORWARD, WHERE WE WOULD RECOMMEND THAT WE MOVE FORWARD WITH IMPLEMENTING THOSE RECOMMENDATIONS. AND FOR AREAS WHERE THE WORK IS GOING TO BE ONGOING, WHETHER IT'S ON, YOU KNOW, KIND OF THE BROADER NETWORK MANAGEMENT CONVERSATION, YOU KNOW, THAT WE FOLLOW -- WE FOLLOW WHATEVER PROCESSES COME OUT OF THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, AND, AGAIN, JUST TRY TO KEEP THOSE THINGS SYNCED UP AS THINGS MOVE FORWARD.

KATE MILLER, VICE CHAIR: ADAMS?

SPEAKER: I APPRECIATE THE FACT SHEET IT MADE IT EASY TO REVIEW THE PACKET. I APPRECIATE THE GOALS RELATED TO THE COMPLETE STREET NETWORKS. WE HAD AN ITEM EARLIER ABOUT THE QUICK STRIKE AND ONE OF THE ITEMS THAT CAME UP AROUND THAT CONVERSATION WAS, WITH THOSE TYPES OF PROJECTS, YOU KNOW, THE DELIVERY IS

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REALLY IMPORTANT, AND YOU KNOW, KIND OF PUSHING THESE PROJECTS THROUGH CALTRANS IN A TIMELY MANNER, I THINK IS VERY KEY. SO, YOU KNOW, I'M GLAD THAT THERE IS AT LEAST SOME RECOGNITION THAT COORDINATION WITH CALTRANS IS REALLY IMPORTANT, PARTICULARLY FOR THESE QUICK STRIKE BIKE AND PED PROJECTS, WHICH WE SEE ARE NOW BECOMING A LITTLE MORE VOGUE. SO APPRECIATE THAT. AND I WONDER, ON THAT HEALTH AND SAFE STREET ITEM, IF THERE IS A WAY THAT WE CAN THINK ABOUT THE, YOU KNOW, THE SEAMLESS MOBILITY FOR THE REGION, AND HOW IMPORTANT IT IS TO HAVE, YOU KNOW, OUR TRANSIT SERVICE AND OUR RAIL SERVICE, YOU KNOW, MAKE THAT CONNECTION WITH THE ACTIVE MODE. SO IT'S JUST A COMMENT. YOU KNOW, I KIND OF THINK THAT'S AN IMPORTANT PART OF JUST MAKING OUR LOCAL AND OUR REGION WORK BETTER ON THE SEAMLESS -- IN A SEAMLESS CONTEXT. AND, LET'S SEE. LET'S SEE, THE VISION ZERO, I'M GLAD THAT WE GOT A POLICY IDENTIFIED IN THE PLAN WHERE WE KNOW WE'RE WORKING WITH OUR STA WITH SOME LOCAL ROAD SAFETY PLANS THROUGH CALTRANS, SO THAT'S AN IMPORTANT PART OF THE WHOLE VISION ZERO PROCESS THAT WE'RE WORKING THROUGH, YOU KNOW, IN SONOMA COUNTY. AND THEN I DID WANT TO COMMENT ON TESS'S INITIAL COMMENTS ABOUT, YOU KNOW, WE HAVE AN INTERCHANGE IN SANTA ROSA, WHERE WE'RE REALLY RETHINKING. THE FREEWAY PROVIDES A STRONG BARRIER FOR OUR ACTIVE MODES, AS WELL, AND WE'RE ACTUALLY RETHINKING SOME DESIGN OPTIONS THAT WOULD CREATE, YOU KNOW, A MORE -- A MORE COMFORTABLE PATHWAY FOR CYCLISTS AND, YOU KNOW, PEDESTRIAN,

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WHICH IT WASN'T IN THE ORIGINAL DESIGN, BUT WE'RE WORKING WITH CALTRANS TO REALLY KIND OF THINK A BIT BEYOND THE CLASS TWO BIKE LANES ACROSS THE FREEWAY SO A MORE SEPARATED FACILITY, YOU KNOW, WE'RE TRYING TO LOOK AT REDUCING THE STRESS LEVELS OF OUR CROSSINGS OVER THE FREEWAY. SO I JUST WOULD ADD THEY SUPPORT TESS'S THOUGHTS ON THINKING ABOUT INTERCHANGES, NOT ONLY IS IT OPERATIONAL BUT ALSO TRYING TO ENHANCE ACTIVE TRAVEL WITHIN OUR COMMUNITIES. SO THANKS.

KATE MILLER, VICE CHAIR: DANNY WAN.

SPEAKER: THANK YOU VERY MUCH. I WANT TO SECOND A COUPLE OF TESS'S POINTS THAT SHE MADE. T11 ON TRAIN SAFETY. I ABSOLUTELY SECOND THAT WHEN WE TALK ABOUT TRAIN SAFETY, WE REALLY NEED TO THINK BEYOND HIGH SPEED AND PASSENGER RAIL. RIGHT NOW, WE ARE -- PORT OF OAKLAND, HAS A LOT OF CROSSINGS WITH FREIGHT RAIL THAT PRESENTS HAZARDS TO BOTH CARS AND PEDESTRIAN. SO IT WOULD BE GOOD TO EXPAND THAT DISCUSSION AND COMMODITY GOODS MOVEMENT, RAIL FACILITIES. ON ITEM EN EIGHT AS WE TALKED ABOUT LOW EMISSIONS TECHNOLOGY. YES ABSOLUTELY. I KNOW THE ELECTRIC IS THE MAIN MODE OF REDUCING EMISSIONS FROM VEHICLES. BUT ON THE PORT OF OAKLAND'S PERSPECTIVE, ELECTRIC TRUCKS IS NOT REALLY IN THE HORIZON ANY TIME SOON. HYDROGEN SEEMS A PROMISING TECHNOLOGY. I ASK THAT WE DON'T EXCLUDE HYDROGEN AS CONSIDERATION OR OTHER TECHNOLOGIES THAT MIGHT BE IN LINE.

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SECONDING WHAT TESS SAID. IN TERMS OF PARTNERSHIP AND LEAD DISCUSSION, THERE IS A COUPLE OF AREAS WHERE PORT OF OAKLAND WOULD LOVE TO PARTNER OR CONTRIBUTE TO THE DISCUSSION, THE DISCUSSION AROUND EC5 PRIORITY PRODUCTION AREA FOR INDUSTRIAL LAND USE DESIGNATION. THIS IS AN ISSUE THAT OAKLAND IS ABSOLUTELY FACING, AS WE OPERATED VERY HEAVILY INDUSTRIAL HIGH JOB PRODUCTION MIDDLE CLASS JOBS IN THE URBAN AREAS, THIS IS BECOMING A VERY PRESSING ISSUE FOR US, SO WE WOULD LOVE TO TAKE A PARTNERSHIP ROLE AND SUPPLY INFORMATION FOR YOU IN THAT RESPECT. SEA LEVEL RISE, THE PORT OF OAKLAND HAS, UNDER OUR JURISDICTION, 18 MILES OF WATERFRONT IN THE EAST BAY IN THE CITY OF OAKLAND. SO I SEE THAT THE -- THERE IS A LEAD ROLE FOR THE AGENCY, BUT WE WOULD -- I WOULD THINK THAT -- WE ALSO OPERATE AN AIRPORT AND SEA PORT AS WELL AS WATERFRONT PARKS THAT ARE IN OUR JURISDICTION. WE WOULD LOVE TO PLAY A PARTNERSHIP ROLE IN THAT. SO I WOULD VOLUNTEER FOR THOSE TWO AREAS. [LAUGHTER] THANK YOU.

CHIRAG RABARI: THANK YOU VERY MUCH. AND YES, WE WOULD CERTAINLY BE HAPPY TO FOLLOW UP WITH PORT OF OAKLAND STAFF DURING FUTURE PHASES OF THE IMPLEMENTATION PLAN TO COORDINATE ON ALL OF THOSE ITEMS. JUST TO -- I DID TO JUST WANT TO CLARIFY ONE THING ON THE DISCUSSION OF LEAD VERSUS PARTNER. AGAIN ON THE ADAPT TO SEA LEVEL RISE STRATEGY, WHEN TALKING ABOUT THE LEAD ROLE, I THINK ONE OF THE REALLY KEY THINGS THAT

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WE HAVE IDENTIFIED IS THAT IT CLEARLY IS GOING TO BE, YOU KNOW, A VERY LARGE NUMBER OF PARTNERS AND STAKEHOLDERS WHO ARE GOING TO BE PUSHING FORWARD PROGRESS ON THAT STRATEGY. WHAT WE HAVE IDENTIFIED IS THAT THERE IS CLEARLY A GOVERNANCE CHALLENGE RIGHT NOW, JUST IN TERMS OF ROLES AND RESPONSIBILITIES, AND I THINK WE WERE -- WE WERE JUST HOPING TO, YOU KNOW, BE IN A POSITION TO HELP CATALYZE ADDITIONAL CLARITY IN THAT SPACE. AND I THINK THAT'S REALLY WHAT WE WERE TRYING TO ARTICULATE IS REALLY HELPING TO GET CLARITY ON LOCAL, REGIONAL, STATE ROLES AND RESPONSIBILITIES FOR SEA LEVEL RISE, ADAPTATION, FUNDING, PLANNING, AND IMPLEMENTATION AND SO ON. BUT I THINK ON THE GROUND THERE CERTAINLY WOULD BE MANY PARTNERS AND STAKEHOLDERS WHO WOULD BE INVOLVED AND HAVE THEIR PART OF THE RESPECTIVE AREAS OF LEADERSHIP AS WELL. SO I WANTED TO CLARIFY THAT. THANK YOU.

KATE MILLER, VICE CHAIR: ONE OTHER PANELIST, THERESE.

THERESE MCMILLAN: REALLY GOOD COMMENTS. AND, YOU KNOW, IT'S HELPFUL TO HEAR THE PERSPECTIVES. AND I THINK, MOST IMPORTANTLY, I THINK THE RECOGNITION OF HOW IMPORTANT THE NEXT LEVEL OF THE IMPLEMENTATION PLAN IS IN TERMS OF MOVING FROM PLAN TO ACTION WHICH CAN ALWAYS BE A CHALLENGE. BUT ONE THING TO, AGAIN, SORT OF THINK ABOUT -- AND I DON'T KNOW IF I WANT TO CHARACTERIZE THIS AS A CAUTION, BUT MAYBE AN OBSERVATION.

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AGAIN -- AND IT'S VERY SIMILAR TO THE QUESTION THAT TESS HAD RAISED EARLIER ABOUT THE DOLLARS IN THE PROGRAMMING. AT SOME LEVEL, YOU DO NOT WANT TO GET THE IMPLEMENTATION PLAN TOO SPECIFIC AND LOCKED DOWN. BECAUSE WE DON'T KNOW THE OPPORTUNITIES AND THE NEW PARTNERS THAT MAY COME TO THE TABLE, OR NEW INITIATIVES THAT MIGHT HAPPEN TWO YEARS FROM NOW, AND BE SCRAMBLING TO KIND OF SAY ARE THEY EXACTLY LISTED IN THE IMPLEMENTATION PLAN EN6, AN EXAMPLE OF PLANNED BAY AREA HAPPENING WE ARE ABLE TO LOOK AT AN EXAMPLE WHAT PRESIDENT BIDEN AND VICE PRESIDENT HARRIS ARE OUTLINING AS KEY OBJECTIVES IN THE AMERICAN JOBS PLAN AND WHAT MIGHT GO FORWARD IN TERMS OF PROGRAMS COMING OUT OF REAUTHORIZATION TO SAY, THESE ARE THINGS THAT ARE CONSISTENT WITH MAJOR STRATEGIES IN PLANNED BAY AREA 2050. IN OTHER WORDS, THESE ARE THINGS IN THE NATIONAL AGENDA THAT IS LINING UP WELL WITH WHAT WE COLLECTIVELY N THIS REGION, SAY ARE IMPORTANT. RIGHT? SO, YOU KNOW, THE PLAN, IN MANY INSTANCES, BECAUSE WE ALREADY KNOW. [LAUGHTER] THAT THESE 35 STRATEGIES CANNOT BE FULLY IMPLEMENTED TOMORROW BECAUSE WE DON'T HAVE THE MONEY AND SECONDLY IN MANY CASES WE DON'T HAVE THE AUTHORITY AND THIS IS TO HELP GUIDE US IN THE DIRECTION OF THINGS THAT ARE ACKNOWLEDGE THAT WE DON'T KNOW. THIS WHOLE RELATIONSHIP IS PARTICULARLY IMPORTANT IN THE NEXT FIVE YEARS BECAUSE THAT GUIDANCE CAN GENERATE OUT ACTUAL ACTIONS ON THE GROUND BUT WE WANT TO BE FLEXIBLE AND NIMBLE BUT AGAIN THESE ARE GUIDANCE

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TOWARD PROGRESS AND IF SOMETHING UNANTICIPATED CAME UP THAT GENERALLY HELPS ADVANCE ANY ONE OF THESE STRATEGIES IN THE NEXT 1 TO 5 YEARS, WE WANT TO GRAB THAT OPPORTUNITY AS IT PRESENTS ITSELF. VIEW IT AGAIN AS SORT OF A DYNAMIC SITUATION TO SOME DEGREE BUT ASK OURSELVES THE QUESTION, IS IT STRATEGIZING THE OUTCOMES IN THE PLAN THAT WE COLLECTIVELY WISH TO ADOPT IN THIS PLAN THAT ARE IMPORTANT TO THIS REGION. SO MAYBE THAT WOULD BE HELPFUL IN OVERLAY HOW THE PLAN WOULD WORK.

KATE MILLER, VICE CHAIR: THANK YOU THERESE. WE HAVE ONE MORE. TILLY.

TILLY CHANG: THANK YOU. THIS RELATES TO ONE OF THE STRATEGIES. T11, AND THANK YOU, AGAIN FOR THE VERY CLEAR EXPOSITION OF EACH OF THESE STRATEGIES. EXPANDING AND MODERNIZING THE RAIL NETWORK, IS THIS A STRATEGY TO BRING HIGH SPEED RAIL UP TO THE BAY AREA GIVEN THE WHOLE AMERICAN JOBS PLAN AND INFRASTRUCTURE BILL OPPORTUNITY JUST TO BE REALLY CLEAR? I THINK THE COMMISSION HAS ALSO PROVIDED THIS INPUT AS WELL. JUST WANT TO REITERATE THAT AND WORKING IN PARTNERSHIP WITH EVERYBODY ON THAT. BUT, AND ALSO THE LIST OF PROJECTS SEEMS TO BE MISSING MENTION OF VTX. MAYBE MISSED IT, BUT IT DOESN'T SEEM TO BE IN THE LIST OF PROJECTS IN THE DESCRIPTION SO REQUESTING TO PLEASE ADD THAT IN.

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CHIRAG RABARI: ON THE HIGH SPEED RAIL ADVOCACY, BASED UPON THE FEEDBACK THAT WE GOT FROM OUR POLICY MAKERS, I KNOW ALSO YOUR STAFF SUBMITTED SOME COMMENTS TO THIS EFFECT LAST MONTH, WE HAVE ADDED A SPECIFIC ADVOCACY ACTION TO THE STRATEGY THAT, YOU KNOW, WE WANT TO ADVOCATE FOR THE NEXT SEGMENT OF CALIFORNIA HIGH SPEED RAIL TO CONNECT TO THE BAY AREA AND THAT WE WANT TO WORK WITH ALL OF OUR REGIONAL AND MEGA REGIONAL PARTNERS ON ADVOCATING FOR STATE AND FEDERAL MONEYS FOR THE PROJECT. SO THAT WILL BE REFLECTED IN THE DRAFT THAT IS RELEASED LATER THIS SPRING.

SPEAKER: THANK YOU.

KATE MILLER, VICE CHAIR: THAT MOVES US TO ATTENDEES, I'M GOING TO ALLOW ROLAND TO TALK. ROLAND.

CLERK OF THE BOARD: STAR SEVEN, ROLAND. AND YOU HAVE TWO MINUTES. GO AHEAD AND TRY IT AGAIN ROLAND.

SPEAKER: HELLO?

CLERK OF THE BOARD: HELLO. WE CAN HEAR YOU.

SPEAKER: CAN YOU HEAR ME NOW?

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KATE MILLER, VICE CHAIR: YES.

CLERK OF THE BOARD: YES.

SPEAKER: GREAT. I'M NOT SURE WHAT'S GOING ON HERE. THIS WAS GOING TO BE SHORT BUT IT BECAME LONGER BECAUSE THE CONVERSATION WENT ON. ON HIGH SPEED RAIL, WE CAN CONNECT GILROY DIRECTLY TO FRESNO AND SAVE $7 BILLION IN THE PROCESS. THAT WHAT'S WE NEED TO FOCUS O NOT THIS NONSENSE ABOUT SAN JOSE TO MERCED. LAST TIME I CHECKED SAN JOSE AND MERCED IS NOT BETWEEN SAN JOSE AND LOS ANGELES. THE COMMENTS MADE ABOUT ACTIVE TRANSPORTATION AND HIGHWAY INTERCHANGE, THERE IS A CASE STUDY, GO AND SEE, HOW THE CITY OF SAN JOSE MANAGE TO BURY TWO BIKE AND PED OVERPASS OVER HIGHWAY 101 AND IT VARIES INSIDE THE RECONFIGURATION OF THE HIGHWAY 101 BLOSSOM INTERCHANGE. HYDROGEN, I RESPECTFULLY DISAGREE, CURRENTLY REFERRING TO HYDROGEN AS FUEL CELLS. RIGHT NOW THERE IS NO EXCUSE FOR RUNNING BUSES ON THE HYDROGEN. EVERYBODY KNOWS BATTERY ELECTRIC BUSES ARE THERE T THE TRUCKS ARE JUST AROUND THE CORNER. YOU'RE LITERALLY TALKING ABOUT LESS THAN ONE YEAR. YOU'RE GOING SEE WHAT THE BATTERY TRUCKS CAN DO. RIGHT NOW, YOU CAN RUN A REAL TRAIN. YOU KNOW, HEAVY RAIL, UP TO 60 MILES ON A SINGLE BATTERY CHARGE. IF YOU GO IN THE CENTRAL VALLEY AND LOOK AT THE MASSIVE FREIGHT TRAIN WITH DIESEL LOCOMOTIVES,

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DIESEL REPLACING WITH ELECTRIC LOCOMOTIVE. HIGH SPEED RAIL SEPARATION, TWO ISSUES, TRAFFIC CONGESTION, IN THE PENINSULA, THE TRAFFIC CALTRAIN WANTS TO RUN THE GATES WILL NEVER GO UP AND SAFETY.

CLERK OF THE BOARD: ROLAND, THAT'S TIME.

SPEAKER: OKAY. LET ME WRAP UP. THE SAFETY CAN BE -- MY LAST SENTENCE MARTHA. THE SAFETY CAN BE ADDRESSED SIMPLY BY INTERFACING INTRUSION DETECTION WITH POSITIVE TRAIN CONTROL THAT CAN STOP A TRAIN IF ANYTHING IS BLOCKING THE CROSSING. THANK YOU.

CLERK OF THE BOARD: AND NO WRITTEN COMMENT WAS SUBMITTED ON THIS ITEM.

KATE MILLER, VICE CHAIR: ALL RIGHT. GREAT. THANK YOU VERY MUCH. SO ON TO -- AND THIS, AGAIN, IS ANOTHER NO ACTION ITEM. SO WE'RE ON TO 4D, WHICH IS THE ONE BAY AREA GRANT AND MALLORY YOU'RE UP AGAIN.

MALLORY ATKINSON: THANK YOU. YES I'M HERE TO PRESENT A BRIEF OVERVIEW OF OUR FIRST-DEGREE MURDER CYCLE OF OUR ONE BAY AREA GRANT PROGRAM. WE ARE A FEW MONTHS BEHIND SCHEDULE GETTING THIS EFFORT STARTED AND WE WILL BE HARD AT WORK OVER THE NEXT

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SEVERAL MONTHS WORKING IN COLLABORATION WITH ALL OF YOU STAKEHOLDERS AND PARTNERS. I DO HAVE A POWERPOINT IF THAT COULD BE BROUGHT UP. THANKS. NEXT SLIDE PLEASE. SO I THINK MOST OF THE PEOPLE ON THIS CALL ARE FAMILIAR WITH THE OBAG PROGRAM BUT AS A REMINDER THE FRAMEWORK FOR THE POLICY ARE COMMISSIONERS DISTRIBUTIONS FOR SHARES OF FEDERAL HIGHWAY ADMINISTRATION FUND. FUNDING FOR PROGRAMS WELL SUITED FOR REGIONAL IMPLEMENTATION AS WELL AS PILOT EFFORTS AND INITIATIVES AND REFERS TO OUR COUNTY PROGRAM WITH ITS TARGETED PLACED INVESTMENTS TO SUPPORT FOCUSED GROWTH WHILE ADDRESSING COMMUNITY PRIORITIES. BOTH COMPONENT WE SEE WORKING TOGETHER TO USE FEDERAL HIGHWAY FUNDS TO SUPPORT PLANNED BAY AREA. NEXT SLIDE PLEASE. THE OBAG FRAMEWORK WILL CONTINUE TO SUPPORT THE BAY AREA IN O PASSION THREE HOW THAT'S CHANGED SINCE ADOPTION OF OBAG TWO IS SOMEWHAT DIFFERENT. I WANT TO SHARE A FEW OF THESE CONSIDERATIONS. PROPOSED CARRYING PROGRAM'S DEFINING REGIONAL OBJECTIVES FOR FOCUSED GROWTH AND GREENHOUSE GAS RECONSTRUCTION. WE WILL HAVE PLANNED BAY AREA IN PLACE AND WITH THAT CONSIDER WHAT REFINEMENTS MAY BE NEEDED TO SUPPORT NEW STRATEGIES CHIRAG HAS DISCUSSED IN THE PREVIOUS ITEM OR BETTER SUPPORT ONGOING STRATEGIES AND WE'LL NEED TO CONSIDER NEW POLICY INITIATIVES AND COMMISSION DIRECTION THAT WE HAVE RECEIVED OVER THE PREVIOUS THREE YEARS. INCORPORATE POLICIES AND INVESTMENTS TO ADVANCE EQUITY AND AS THIS IS A FEDERAL PROGRAM WE'RE MANDATED TO ADDRESS ALL FEDERAL REQUIREMENT IN

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THE DEVELOPMENT AND IMPLEMENTATION OF THE PROGRAM. NEXT SLIDE PLEASE. SO A LOT HAS CHANGED SINCE THE ADOPTION OF O BAG TWO IN 2016 AND 2017 NOT ONLY RELATED TO THE ECONOMIC REPERCUSSIONS OF COVID-19 WHICH HAVE TURNED OUR TRANSPORTATION SYSTEMS UPSIDE DOWN BUT ALSO NUMEROUS POLICY INITIATIVES PURR SUED BY OUR COMMISSION AND I WANT TO HIGH LIGHT A FEW OF THESE IMPORTANT CONSIDERATIONS IN THE DEVELOPMENT OF OBAG THROUGH IN THE COMMISSION ON HOUSING AFTER SEVERAL MONTHS IN THE DISCUSSION OF HOW TO CONDITION TRANSPORTATION FUNDING AND HOUSING OUTCOMES OF LOCAL HOUSING PERFORMANCE IN JANUARY OF LAST YEAR THE COMMISSION DIRECTED STAFF TO CARRY FORWARD THE HOUSING CONNECTIONS AND OPEN FRAMEWORK PARTICULAR FOCUSING ON HOUSING POLICY ADOPTION AND HOUSING ELEMENT CERTIFICATION. THE COMMISSION IS ADOPTED REGIONAL SAFETY AND VISION ZERO POLICY IN AN EQUITY PLATFORM IN RECOGNITION OF THE IMPORTANT ROLE THAT MTC AND REGIONAL INVESTMENTS CAN PLAY IN OUR GOALS FOR ADVANCING EQUITY. THE COMMISSION HAS BEEN FOCUSED ON TRANSIT FIRST ON COVID RESPONSE THEN RECOVERY AND DISTRIBUTION OF COVID RELIEF MONEY AND MORE RECENTLY DEVELOPMENT OF STRATEGIES TO FORM NEAR-TERM ACTIONS AND SHAPE FUTURE CONNECTION IN OUR TRANSIT NETWORK AND FOCUSING ON RESPONSE TO 2020 FEDERAL RECERTIFICATION AND SIGNIFICANTLY IN AREAS OF PRIORITIZING SEA LEVEL RISE PROJECTS AND HOW FUNDS ARE DISTRIBUTED THROUGHOUT THE REGION. NEXT SLIDE. GOING FORWARD WE ARE STARTING OUTREACH NEXT MONTH AND THROUGH THE SUMMER. WE HAVE HEARD THAT EARLY

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OUTREACH WITH CTAS AND OUR TRANSIT PARTNERS IS REALLY APPRECIATIVE AND DESIRABLE SO WE WILL CONTINUE TO DO THAT. AND WE'RE TARGETING COMMISSION ADOPTION OF THE PROGRAM FRAMEWORK THIS FALL AND WE WOULD KICKOFF THE SUBSEQUENT COUNTY PROJECTS OVER THE FOLLOWING YEAR. NEXT SLIDE PLEASE. THIS IS THE CONCLUSION. I'M HAPPY TO ANSWER QUESTIONS AND HEAR YOUR FEEDBACK ON THESE INITIAL CONSIDERATIONS FOR OBAG THREE. IF THERE ARE ANY MISSING OR OTHER THOUGHTS FOR DEVELOPMENT OF OBAG THREE. THANK YOU.

KATE MILLER, VICE CHAIR: GREAT. SO TESS'S HAND IS UP. TESS, GO AHEAD.

TESS LENGYEL: THANK YOU. APPRECIATE, VALERIE, THE PRESENTATION. I DO HAVE A COUPLE OF QUICK QUESTIONS. WHEN I READ THE MEMO, I WANT TO MAKE SURE I UNDERSTOOD IT CORRECTLY. UNDER THE BACKGROUND, YOU TALK ABOUT MTC HAS CARVED OUT A SIGNIFICANT PORTION OF OBAG REVENUES TO IMPLEMENT A NEW COUNTY PROGRAM. I JUST WANT TO MAKE SURE I UNDERSTOOD THAT. YOU'RE NOT CREATING THREE PROGRAMS, ARE YOU? TWO COUNTY PROGRAMS, AND ONE REGIONAL.

MALLORY ATKINSON: NO. THAT'S REFERRING BACK TO 2013 CARVE OUT.

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TESS LENGYEL: IN YOUR OVERARCHING CONSIDERATIONS FOR CURRENT CONTRACT AND TRANSPORTATION LANDSCAPE, YOU TALKED ABOUT CONNECTING TRANSPORTATION HOUSING TO FUNDS AND THE REFERENCED THE LINK ON THE LINK ON THE COMMISSION CONSENSUS, I TRIED THAT LINK AND IT WASN'T WORKING AND I WENT BACK TO THE AUGUST 2020 COMMISSION MEETING AND AT THIS POINT IT INDICATED THERE WOULD BE AN INCREASE TO THE FUNDING THE COUNTY PROGRAMS. IS THAT STILL SOMETHING YOU'RE INTERESTED IN MOVING FORWARD IS IT? THAT'S ONE THING. AND ARE THERE ANY GUIDING PRINCIPLES YOU COULD SHARE FOR SOME OF YOUR CONCEPTS FOR GUIDING PRINCIPLES?

MALLORY ATKINSON: AT THE JANUARY WORKSHOP, THE COMMISSION DIRECTED STAFF TO CONSIDER DEVELOPING THE NEXT PROGRAM TO CONSIDER THE BALANCE BETWEEN REGIONAL AND COUNTIES PROGRAMS, THAT WILL BE SOMETHING WE ADDRESS OVER THE SUMMER, PRIORITIES FOR EXISTING REGIONAL PROGRAMS AND CHANGES TO OBAG THREE. YOUR SECOND QUESTION. WERE YOU ASKING FOR PRINCIPLES FOR O BAG THROUGH. THEY WILL BE TIED DIRECTLY TO THESE CONSIDERATIONS I HAVE SHARED WITHIN THE MEMO AND THE PRESENTATION. SO WE WOULD LIKE TO SHARE THOSE CONSIDERATIONS AND ANY PRINCIPLES COMING FROM THAT WITH OUR COMMISSION THIS SUMMER BEFORE REALLY FINALIZING WHAT THOSE PRINCIPLES ARE. WE WANT TO MAKE SURE WE'RE ON THE RIGHT TRACK WITH THEM.

TESS LENGYEL: THANK YOU.

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KATE MILLER, VICE CHAIR: SUSAN.

SUZANNE SMITH: I THINK TESS ASKED MY QUESTION BUT I'M GOING TO COME AT IT MAYBE DIFFERENTLY. IN THE STAFF REPORT YOU TALK ABOUT STAFF PRESENTATION AND HOUSING FUNDS AND CONSIDERING POTENTIAL ADJUSTMENTS TO THE FUNDING SPLIT BETWEEN COUNTY AND REGIONAL PROGRAMS AND THAT GETS BACK TO MY COMMENT ON THE PREVIOUS ITEM ABOUT PARTNER VERSUS LEAD AND SORT OF NEW ROLES AROUND PLANNED BAY AREA 2050 FOR THE REGION VERSUS FOR LOCALS. ARE YOU -- HOW ARE YOU -- HOW ARE YOU GOING TO MANAGER DISCUSSIONS AROUND THAT OVER THE NEXT FEW MONTHS? AND I GUESS, HOW ARE YOU STARTING THEM? ARE YOU STARTING THEM WITH STATUS QUO? AND ARE YOU SAYING WE'RE DOING GOOD DO WE NEED SOMETHING DIFFERENT? WHAT'S YOUR PROCESS?

THERESA ROMMELL: THIS IS THERESA, I'LL TRY TO PITCH IN A LITTLE BIT, IN THE SENSE OF WHEN THE COMMISSION GAVE US THAT DIRECTION I THINK WHAT THEY REALLY WANTED WAS TO AT SOME TIME HAVE THEM WEIGH IN THEMSELVES AND HAVE US AS STAFF BRING BACK IN INFORMATION RELATED TO THE COUNTY VERSUS REGIONAL SPLIT AND WHAT THE TRADEOFFS MIGHT BE IN RELATION TO MAKING THE CHANGE TO THAT SPLIT. SUMMER WOULD BE SOMETHING WE DISCUSS, AND ALSO DESIRE TO LOOK AT DISTRIBUTION OF THE COUNTY TARGETS AMONG THE DIFFERENT COUNTIES SO THAT WOULD BE SOMETHING ELSE THAT THEY

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MAY CONSIDER. AS FAR AS PROCESS, I THINK WE'RE REALLY WORKING TOWARDS THE SUMMER TO BRING SOMETHING TO THE COMMISSION TO KIND OF OPEN THE OBAG DISCUSSIONS AND SEVERAL CHECK INS WITH STAKEHOLDERS AND COMMISSION BEFORE FINAL ADOPTION.

SUZANNE SMITH: YOU'RE GOING TO TAKE SOMETHING TO THE COMMISSION THAT YOU WILL HAVE DEVELOPED INTERNALLY AS OPPOSED TO A PARTNERSHIP MEETING FACTOR? YOU KNOW WHAT I MEAN? HOW IS THE FEEDBACK LOOP ON THAT BEFORE IT GOES TO THE COMMISSION?

THERESE MCMILLAN: I CAN JUMP IN, AS WELL? WE ARE NOT SUGGESTING THAT WE WOULD BRING SOME FINAL FULL-FLEDGED PACKAGE TO THE COMMISSION, LIKE, IN -- YOU KNOW, AUGUST, OR JULY, FOR ADOPTION IN SEPTEMBER. THERE IS GOING TO BE FEEDBACK WITH YOU ALL. WHAT WE WANT -- I THINK WHAT WE'RE SAYING HERE IS, THIS IS GOING TO BE POTENTIALLY DIFFERENT. AND MAYBE -- MAYBE SIGNIFICANTLY DIFFERENT, GIVEN THE CHANGES THAT WE HAVE SEEN, GIVEN PLANNED BAY AREA, GIVEN A LOT OF EXPECTATIONS FROM THE COMMISSIONS AND PARTNERS AND WHAT NOT ABOUT NEW INITIATIVES, ALL OF WHICH NEED MONEY, AND ALL OF WHICH NEED TO BE PUT SOMEWHERE. SO, MY GUESS IS THAT WE'RE GOING TO HAVE DIFFERENT SCENARIOS. RIGHT? IF YOU WANT TO DO X, IT COULD LOOK LIKE THIS. IF YOU WANT TO DO Y, IT COULD LOOK LIKE THIS. IF YOU WANT THE WEIGHTS, YOU KNOW, WEIGHING DIFFERENT INVESTMENT LEVELS FOR HOUSING, ATP VERSUS VISION 0, IT COULD LOOK LIKE

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THIS. RIGHT? SO, WE'RE NOT THERE YET, WHAT WE OFFER YOU, THOUGH, I THINK ON -- WHAT IS THE PAGE? IT'S LIKE 115 OF 39 -- THE CURRENT TRANSPORTATION LANDSCAPE AND MAJOR POLICY INITIATIVES. THIS IS THE LANDSCAPE OF A LAND LENS WE'RE GOING TO LOOK THROUGH TO SAY WE KNOW OUR COMMISSION WANTS TO DO ALL OF THIS AT SOME LEVEL, WHAT IS THE ROLE AND WHAT THE THINK SUGGEST GOING TO BE AND MY GUESS IS TWO OR THREE DIFFERENT SCENARIOS OF HOW THAT MIGHT MANIFEST IN OBAG THREE THAT, WE WOULD GET INPUT FROM PARTNERS ON, AS PART OF WHAT WE WOULD ADVANCE FOR FURTHER DISCUSSION TO THE COMMISSION. DOES THAT MAKE SENSE?

SUZANNE SMITH: YEAH. THAT'S HELPFUL. I LIKE THE SCENARIO IDEA, AS OPPOSED TO A PROPOSAL TO THE COMMISSION. I THINK THAT'S A HELPFUL THING, TO ME, TO LIKE, THINK ABOUT HOW ME, COMMISSIONERS WOULD REACT TO SOMETHING THERE ARE CHOICES. I THINK THAT MAKES IT A MORE PRODUCTIVE DISCUSSION.

KATE MILLER, VICE CHAIR: OKAY. ANNE RICHMAN?

ANNE RICHMAN: THANK YOU. I GUESS A COUPLE OF COMMENTS, AND ONE QUESTION. SO, ONE IS -- UNLESS I MISSED IT. I DIDN'T REALLY SEE THIS MEMO REFERRING TO THE EVALUATION OF THE OBAG PROGRAM THAT HAS BEEN UNDERWAY FOR A WHILE. SO I THINK, GIVEN THE EFFORT THAT WENT INTO THAT, IT WOULD BE REALLY GOOD TO CONNECT

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IT TO OBAG THREE. AND THEN MY OTHER COMMENTS HAVE TO DO A LITTLE BIT WITH WHAT WE HAVE BEEN TALKING ABOUT HERE. SOME OF THE OTHER COMMENTS. YOU KNOW, THERE ARE A LOT OF NEW CONSIDERATIONS OR LANDSCAPE FACTORS THAT ARE INCLUDED HERE, AND THE OBAG PIE IS ONLY SO BIG. SO I HAVE TO SAY I'M A LITTLE WORRIED ABOUT HOW A BUNCH OF NEW PROGRAMS WOULD IMPACT THINGS THAT ARE IN THE CURRENT OBAG PROGRAM AND THAT MANY OF US ARE COUNTING ON FOR PROVIDING LONG-TERM FUNDING FOR THINGS THAT WE'RE TRYING TO DO AROUND THE REGION. SO I GUESS, JUST VOICING A CONCERN ABOUT THAT. BUT ON THE FLIP SIDE OF THAT, I WOULD HOPE THAT PART OF THE LANDSCAPE THAT WOULD BE CONSIDERED IS ALSO WHAT'S GOING ON AT THE FEDERAL LEVEL N PARTICULAR, AND SHOULD THERE BE AN INFRASTRUCTURE PLAN OR SOMETHING LIKE IT, THAT PROVIDES FUNDING AND KIND OF NEW BUCKET AREAS, SEA LEVEL RISE FOR EXAMPLE, AND OTHER AREAS WHERE THERE WOULD BE AREAS TO TAKE CARE OF THESE NEEDS OUTSIDE OF THE OBAG PROGRAM AS WELL. I THINK THAT SHOULD BE CONSIDERED AS PART OF THE PROCESS.

THERESE MCMILLAN: AND ANNE, THAT'S EXACTLY THE SCENARIO TO CLARIFY IN TERMS OF LANDSCAPE. THE POLICIES AHEAD OF US WHAT THE COMMISSION WANTS TO PURSUE WHAT ROLE OBAG PLAYS IN ALL OF THIS THE QUESTION IS NOT NECESSARILY THE CASE AS YOU WELL POINT OUT BECAUSE OF SCALE SIMPLY COULDN'T DO EVERYTHING. AND THERE IS OTHER THINGS THAT MAY BE COMING TO THE TABLE, OR

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ALREADY AT THE TABLE WHERE YOU REARRANGE THE DESK CHAIRS. I THINK IT'S ALL OF THAT AND PARTLY WHAT WE WANT TO DO IS SUGGEST THIS MAY NOT BE OBAG TWO BUT WITH TEENY WEENIE CHANGES ON THE MARGIN. WE NEED TO TAKE A LOOK AT, HOW DID OBAG TWO PERFORM. DID IT ACHIEVE WHAT WE WANTED IT TO ACHIEVE? ARE THERE OTHER THINGS THAT, PERHAPS, NOW, TODAY, DECADE IN, WE WANT TO REEMPHASIZE. SO, AGAIN, I THINK WE WERE JUST TRYING TO SAY WE'RE NOT PUTTING BLINDERS ON THAT, THAT, YOU KNOW, THAT THIS IS GOING TO BE, AGAIN, TINY LITTLE ADJUSTMENTS. BUT THERE IS A POTENTIAL TO REAFFIRM WHAT IT HAS DONE IN THE PAST, BECAUSE IT CONTINUES TO BE IMPORTANT COMPARED TO OTHER CHOICES. SO, ALL IN THE MIX.

KATE MILLER, VICE CHAIR: OKAY. DARYL?

DARYL HALLS: I THINK A LOT OF IT HAS BEEN SAID. MALLORY THANKS FOR PUTTING THIS TOGETHER, THIS HAS ANSWERED A LOT OF MY QUESTIONS. IT APPEARS TO ME IN THE NEXT 4 TO 6 MONTHS WE HAVE A LOT OF DISCUSSION, THERESE, AND THERESA BECAUSE WE'RE TRYING TO GEAR UP PROJECT SPONSORS TO DO GOOD PROJECTS AND THEY'RE WAITING TO HEAR FROM US, VISION ZERO OTHER AND STUFF WE HAVE TALKED B EVEN THOUGH THERE IS A TIME FRAME TO CALL FOR PROJECTS, IF WE WAIT UNTIL THEN THEY'RE SCRAMBLING, AND WE'RE NOT GOING TO GET TO THE PROJECTS. THE SOONER WE GET GUIDELINES AND GET THIS RESOLVES, SIT DOWN WITH THE PROJECT SPONSORS AND

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SAY HERE ARE THE PROGRAMS IS PROJECTS WE'RE LOOKING FOR, THE SOONER THE BETTER. AND I AGREE WITH THE SENTIMENTS ABOUT THE FEDERAL OPPORTUNITIES BUT WHAT YOU'RE HEARING FROM MY COLLEAGUES AND I IS THERE ARE IS ONLY SO MUCH RESOURCE AND WE'RE BUILDING ON OBAG 1 AND 2, AND I THINK THIS IS GOING TO BE AN EVOLUTION OF OBAG 1 AND 2, AND THE PPA IDENTIFIED AS PILOT, THE WORKING TOGETHER WITH INVESTMENT IN CONSERVATION AREAS. AND EVENTUALLY WE'RE GOING TO HAVE AN UPDATED WORKING AGREEMENT WITH THE CMAS. THOSE ARE MY COMMENTS.

KATE MILLER, VICE CHAIR: TESS?

TESS LENGYEL: I WAS WONDERING IF THERE ARE ANY IMPLICATIONS OR RAMIFICATIONS OF THIS PARTICULAR PROGRAM WITH THE POLICY AND THE EFFORT THAT YOU'RE DOING AROUND THE SB1 PROJECTS AND DEALING WITH RM3? I THINK YOU WERE USING STP CMAQ FUNDS TO SORT OF BACKFILL RM3. HOW DOES THAT RELATE? ARE THERE IMPLICATIONS OR ANYTHING WE SHOULD BE AWARE OF IN RELATION TO THIS PARTICULAR SCHEDULE, IN THIS PARTICULAR OBAG FUNDING AMOUNT?

THERESE MCMILLAN: THERESA DO YOU WANT TAKE THAT? OR DO YOU WANT ME TO.

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THERESA ROMMELL: I CAN TAKE THAT. I DON'T THINK THE IMPLICATIONS ARE THERE UNTIL MANY YEARS DOWN THE ROAD WHEN WE'RE TRYING TO FUND A FOUR YEAR OR FIVE YEAR PROGRAM FOR OBAG AND THE RM3 IS DELAYED MORE THAN A COUPLE OF YEARS OR DELAYED, OR GOD FORBID DEFEATED FOR SOME REASON THEN WE WOULD DEFINITELY NEED TO CIRCLE THE WAGONS AND FIGURE OUT A PROCESS GOING FORWARD. BUT AT THE MOMENT, THE RM3 BEING KIND OF DELAYED IS NOT GOING TO BE A HINDRANCE FOR US GOING FORWARD WITH OBAG.

KATE MILLER, VICE CHAIR: ALL RIGHT. SANDY. AND THEN WE NEED TO MOVE ON TO THE NEXT ITEM.

SANDY WONG: SORRY. I'LL BE QUICK. I FEEL LIKE IT'S ALREADY BEEN ASKED AND I'M A LITTLE SLOW IN UNDERSTANDING. SOUNDS LIKE THERE MAY BE A PRETTY MAJOR CHANGE TO OBAG THREE. AND I'M LOOKING AT THE SCHEDULE RIGHT NOW, WE'RE IN THE FIRST END OF APRIL, SO THE BOX FOR MARCH TO MAY, THE FRAMEWORK DEVELOPMENT AND THEN THE NEXT BOX FOR THE OUTREACH, I WANTED TO MAKE SURE THAT THERE ARE CLEAR PATHS FOR US TO PROVIDE INPUT TO MTC AS THEY FRAME THIS, AND THE STATE DEVELOPS THE APPROACHES.

THERESA ROMMELL: WE'LL DEFINITELY BE IN CLOSES CONTACT WITH OUR PARTNERS IN THE DEVELOPMENT. THAT'S SOMETHING WE STRIVE TO DO.

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SPEAKER: THANK YOU.

KATE MILLER, VICE CHAIR: THIS IS NOT AN ACTION ITEM. SO WE DO NOT HAVE TO VOTE ON THAT. SO THE NEXT ITEM IS AGENDA --

CLERK OF THE BOARD: NO PUBLIC COMMENT SUBMITTED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

KATE MILLER, VICE CHAIR: SORRY. THANK YOU. I APOLOGIZE FOR SKIPPING THAT. I'M NOW IN THE HABIT OF LOOKING AT WHETHER THERE IS ATTENDEES ON THERE SO I WILL REMEMBER TO ASK AGAIN. ITEM 4E CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE OVERVIEW THAT'S GOING TO BE PRESENTED BY THERESE TRIVEDI AND KENNETH KAO.

SPEAKER: I'M HERE TO OFFER AN OVERVIEW OF THE STATE'S INITIATIVE OR CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE. TWO EXECUTIVE ORDERS HAVE HELPED THE CALIFORNIA STATE TRANSPORTATION AGENCY OR CALSTA SHAPE THE DEVELOPMENT OF CAPTI FIRST IN 2019 IN A MOVE TO REDOUBLE THE STATE'S EFFORTS TO REDUCE GHG EMISSIONS AND MITIGATE CLIMATE IMPACTS EXECUTIVE ORDER N1919 WAS SIGNED AND THIS EXECUTIVE ORDER ENABLES CALSTA LEVERAGE STATE TRANSPORTATION FUNDS TO HELP MEET STATE CLIMATE GOALS AND IN 2020 EXECUTIVE ORDER 7920

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WAS SIGNED WHICH PROMPTS THE TRANSPORTATION SECTOR TO ACCELERATE EMISSIONS REDUCTIONS BY SPEEDING UP THE STATE'S MOVE TO 0-EMISSIONS VEHICLES. THESE EXECUTIVE ORDERS ALONG WITH INPUT FROM CALSTA IS HELPING TO SHAPE POLICY IN MARCH AND YOU AND STAFF HAVE HEARD A RECOMMENDATION FROM CAPTI AS WE HAVE BEEN HOLDING WORKSHOPS AND PRESENTATIONS AT THE MARCH 24TH MEETING AND SLIDES ARE PRESENTED AT THAT MEETING AND ARE INCLUDED FOR YOUR REFERENCE AND SECRETARY KIM MADE REMARKS ABOUT THE CAPTI FRAMEWORK. IT LEADS GUIDING PRINCIPLES ALIGNED WITH PLANNED BAY AREA 2050 WHICH INCLUDE WORK TOWARD INTEGRATED RAIL AND TRANSIT NETWORK INVESTING IN SAFE AND ACCESSIBLE ACTIVE TRANSPORTATION MODES STRENGTHENING COMMITMENTS TO RACIAL AND SOCIAL EQUITY PROMOTING COMPACT AND INFILL DEVELOPMENT WITHOUT DISPLACEMENT AND ALSO PROTECTING NATURAL ASK WORKING LANDS GENERALLY PROMOTING PROJECT THAT DO NOT SIGNIFICANT INCREASE VEHICLE TRAVEL SESSION INFRASTRUCTURE PROJECTS FOR CLIMATE RISK LIKE SEA LEVEL RISE AND WORKING TO IMPROVE SAFETY IMPROVEMENTS TO REDUCE FATALITIES AND SERIOUS INJURIES. THE DOCUMENT INCLUDES PRINCIPLES TO IMPLEMENTATION STRATEGIES AND ACTIONS. AS NOTED FROM A PLANNING PERSPECTIVE THE PRINCIPLES ALONG WITH THE STRATEGIES INCLUDED WITH THE DRAFT ARE GENERALLY CONSISTENT WITH MANY OF THE STRATEGIES INVESTMENTS AND GROWTH FRAMEWORK INCLUDED IN THE PLANNED BAY AREA AS WELL AS THE EQUITY AND ENVIRONMENT IF YOU WOULD LIKE TO READ IN GREATER DETAIL I SUGGEST LOOKING INTO THE DOCUMENT.

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WHILE AS A GUIDE TO INVEST IN SUSTAINABLE INFRASTRUCTURE PROJECTS THAT ALIGN WITH STATE AND CLIMATE HEALTH AND EQUITY GOALS. AND I'LL TURN IT OVER TO KEN KAO WHO WILL TALK MORE ABOUT THE FUNDING APPLICATION.

KENNETH KAO: CAPTI WOULD INFLUENCE THE MONEYS AND PROGRAMS AT THE STATE DISCRETION AND PROBABLY MOST INTEREST TO THIS GROUP IS CONGESTED CORRIDOR, ENHANCEMENTS PROGRAM LOCAL PARTNERSHIP PROGRAM TRANSIT INTERCITY RAIL CAPITAL PROGRAM AND ACT TRANSPORTATION PROGRAM AND ALL ARE ALIGNED WITH GOALS OF CAPTI APPROVED PROGRAMS AND FINALLY TRANSPORTATION COMMISSION SUCH AS SB11 AND ATP, CCT WILL BE FOLLOWING STANDARD GUIDELINES REVISION WORKSHOP PROCESS OVER THE NEXT YEAR AND AS MEMBERS OF REGIONAL LOCAL GOVERNMENT CAN PROVIDE ADDITIONAL INPUT TO HOW PROJECTS WILL BE EVALUATED AND SELECTED FOR THOSE COMPETITIVE PROGRAMS. AS YOU CAN IMAGINE, BECAUSE IT DOES IMPACT A LOT OF STATE AND COMPETITIVE PROGRAMS THERE HAVE BEEN A NUMBER OF CONCERNS RAISED MAINLY BY THE SUBURBAN AND RURAL COUNTIES THROUGHOUT THE STATE. ONE OF THE MAIN GOALS OF CAPTI IS TO REDUCE VMT AND GRG EMISSIONS THERE IS CONCERN ABOUT SOME OF THOSE AREAS THAT THAT ALSO MEANS NO CAPACITY INCREASING PROJECTS WHICH A LOT OF THE SMALLER AND MORE RURAL AREAS ARE LOOKING FOR, THINGS FOR SAFETY, OR FOR RESILIENCY TO WILDFIRES, EVACUATION ROUTES, THINGS LIKE THAT. THAT HAS BEEN MADE CLEAR BY THE RURAL AND SUBURBAN COUNTIES TO CALSTA, THEY

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ARE AWARE OF THAT AND WILL BE FORMING A WORKING GROUP AND LOOK AT BEST PRACTICES TO SEE WHAT TYPES OF PROGRAMS AND STRATEGIES THEY CAN USE TO ON REDUCE VMT AND GHG IN KIND OF THOSE MORE RURAL AREAS RECOGNIZING THAT ONE SIZE MAY NOT FIT ALL IN TERMS OF REDUCING VMT AND GHG. WITH THAT BEING SAID, THE DEADLINE FOR COMMENTS ARE MAY 19TH. AND THAT'S BEEN EXTENDED TWO TIMES BECAUSE EVERYONE HAS BEEN ASKING FOR A LITTLE BIT MORE TIME TO WEIGH IN ON THIS. AND THERE, AGAIN, HAVE BEEN MULTIPLE WORKSHOPS ONE WHICH IS GOING ON RIGHT NOW HELD BY CALIFORNIA TRANSPORTATION COMMISSION WITH CALSTA TALKING ABOUT THE SECOND PART OF THE CAPTI RECOMMENDATIONS. THERE WAS A FIRST ONE THAT WAS EARLIER THIS WEEK ON TUESDAY, THAT COVERED THE FIRST THREE STRATEGIES. SO WITH THAT, I'LL TURN IT BACK TO THERESE, IN CASE I MISSED ANYTHING. BUT IF NOT, WE'LL BE HAPPY TO ANSWER ANY QUESTIONS.

SPEAKER: I THINK YOU COVERED IT.

KATE MILLER, VICE CHAIR: I SEE A HAND UP. SUSAN SMITH.

SUZANNE SMITH: THE USUAL SUSPECTS. SO, KEN, AND THERESA, COULD YOU CLARIFY, IF YOUR UNDERSTANDING OF WHERE MANAGED LANES FIT INTO THE CAPTI? BECAUSE I FEEL LIKE I HAVE HEARD CONFLICTING INFORMATION ABOUT THE FUTURE OF MANAGED LANES, I GUESS, AS TO THE WAY IT COULD FRAME IT.

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KENNETH KAO: MAYBE I CAN TAKE THAT ONE. I HAVE HEARD A FEW OTHER COMMENTS AS WELL FROM OTHER PEOPLE CONCERNED ABOUT EXPRESS LANES. BECAUSE, AS I SAID, EXPRESS LANES FOR THE MOST PART, WITH ADDED LANES IS ADDING CAPACITY. THIS WAS DISCUSSED AT THE TUESDAY CTC WORKSHOP AND THE RESPONSE THERE WAS THAT, BECAUSE YOU'RE ADDING IN, FOR EXPRESS LANES BECAUSE YOU'RE ADDING IN SOME TOLLING ELEMENTS THEN THAT MONEY COULD THEN BE USED TO FUND VMT MITIGATION OR REDUCING PROJECTS SUCH AS TRANSIT, OR ACTIVE TRANSPORTATION PROJECTS, THAT THAT WOULD BE OKAY. AND ALSO, LOOKING AT INNOVATIVE STRATEGIES TO REDUCE VMT, ALSO LOOKING AT THINGS WHERE WE CAN EMPHASIZE, SUCH AS EXPRESS LANES. YOU KNOW -- EXCUSE ME -- EXPRESS BUSES USING THOSE MANAGED LANES TO REDUCE -- AND GIVING PEOPLE OPTIONS TO NOT SIT IN CONGESTION. ALL THOSE THINGS ARE THINGS CALSTA IS LOOKING AT I DON'T THINK IT'S A WHOLE NO FOR THE FUTURE MANAGED LANES WE'RE LOOKING AT ALL THE OPTIONS FOR VMT AND GHG REDUCTIONS.

SUZANNE SMITH: THANK YOU.

KATE MILLER, VICE CHAIR: TESS?

TESS LENGYEL: THANK YOU KEN AND THERESA FOR THE PRESENTATION. ARE YOU CONSIDERING, FROM MTC, WRITING A COMMENT LETTER TO

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CALSTA AND I'M WONDERING IF YOU WOULD BE WILLING TO SHARE SOME OF YOUR CONSIDERATIONS, IF YOU ARE INDEED SENDING A LETTER?

KENNETH KAO: I'LL LET THERESE ANSWER THAT ONE.

SPEAKER: THE ANSWER IS YES STAFF IS PUTTING TOGETHER A LETTER WE'RE COORDINATING WITH SEVERAL STAFF IN THE AGENCY. AND, YOU KNOW, I THINK WE -- YOU KNOW, WE COULD PROBABLY SHARE SOME OF OUR INITIAL THOUGHTS.

KATE MILLER, VICE CHAIR: OKAY. ARE THERE ANY MEMBERS OF THE PUBLIC THAT WISH TO COMMENT? I DON'T SEE ANY

CLERK OF THE BOARD: AND THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

KATE MILLER, VICE CHAIR: GREAT. THANK YOU. OKAY. SO, MOVING ON. WE ARE AT THE FINAL ITEM. SO DEBORAH DAGANG ON ITEM 4F CONNECTING MOBILITY SUBCOMMITTEE REPORT. DEBORAH?

DEBORAH DAGANG: YES. THANK YOU. A BRIEF REPORT I HAVE FOR YOU HERE AT THE END OF THE MEETING. MUCH APPRECIATED. TO LET EVERYBODY KNOW THAT WHILE WE HAVE NOT BEEN SUCCESSFUL OF SCHEDULING A CONNECTIVE ABILITIES SUBCOMMITTEE MEETING DUE TO A NUMBER OF SCHEDULING CONFLICTS WHAT WE HAVE BEEN ABLE TO DO

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IS COORDINATE A NUMBER OF AREAS, A QUICK STRIKE EFFORT, THE EVALUATION AGAINST AREAS THAT WERE IDENTIFIED BY THE CONNECTED MOBILITY SUBCOMMITTEE WE WERE SUCCESSFUL GETTING THIS OUT TO THAT PROGRAM. AND WE HAVE DONE OUTREACH TO BAY AREA GROUPS INCLUDING TO THE EXECUTIVE DIRECTORS AND GENERALLY TO THE WORKING GROUP TDM AND WHILE THE CONNECTIVE ABILITIES COMMITTEE IS NOT A VOTING COMMITTEE WITH REAL FUNDING AUTHORITY, WE'RE TRYING TO SEE HOW WE CAN CONNECT WITH OTHER GROUPS TO HELP ADVANCE OTHER GOALS AND AGENDAS IN WHAT WE CAN DO IN TERMS OF ADVOCACY AND HELPING SUPPORT THOSE. SO AS A RELATIVELY NEW SUBCOMMITTEE JUST SEEING WHERE WE CAN REALLY HAVE ADDED VALUE AND AS A RESULT OF THAT WE HAVE ALSO GOTTEN IN ADDITIONAL INTEREST AND PARTICIPATION FROM THE TDM WORKING GROUP. I THINK THAT TIES IN QUITE A BIT BOTH WITH THE PROJECTS THAT WE'RE SEEING COME THROUGH THE QUICK STRIKE AS WELL AS PLANNED BAY AREA AS WE'RE SEEING INCREASED EMPHASIS ON SOME OF THESE TDM STRATEGIES. SO AGAIN JUST LOOKING FOR WAYS TO INCREASE OUR PRESENCE THROUGHOUT THE REGION FOR THOSE TYPES OF STRATEGIES. SO HAPPY TO ANSWER ANY QUESTIONS ON THAT.

KATE MILLER, VICE CHAIR: ALL RIGHT. I DON'T SEE ANY QUESTIONS FROM THE PANELISTS. AND ARE THERE ANY QUESTIONS FROM MEMBERS OF THE PUBLIC? I DON'T SEE ANY. MARTHA, DID YOU RECEIVE ANY COMMENTS?

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CLERK OF THE BOARD: I DID NOT.

KATE MILLER, VICE CHAIR: OKAY. ARE THERE ANY PUBLIC COMMENTS ON THINGS NOT ON THE AGENDA? OR OTHER BUSINESS? OH, WE HAVE GOT A MEMBER OF THE PUBLIC RAISING THEIR HAND. ROLAND?

SPEAKER: THANK YOU. AND CAN YOU HEAR ME NOW?

KATE MILLER, VICE CHAIR: YES.

SPEAKER: OKAY GREAT. SO, WHAT I WANTED TO BRIEFLY TALK ABOUT IS THE EQUITABLE DISTRIBUTION OF CRRSAA FUNDING. I'M GOING TO START WITH SOME BAD NEWS AND WRAP UP WITH SOME REALLY, REALLY GOOD NEWS. I HAVE BEEN COMMUNICATING WITH MTC OVER THE LAST YEAR AND THIS YEAR, THAT AS OF BASICALLY DECEMBER OF LAST YEAR, THE VTA WAS PROJECTING A $95 MILLION TAX SURPLUS BY THE END OF FY '2021. THEY HAVE NOW RECEIVED AN ADDITIONAL $40 MILLION WHICH NOW BRINGS THIS TO $135 MILLION. AT LAST WEEK'S BUDGET WORKSHOP THEY INDICATED THEY WERE PLANNING TO USE THE SURPLUS TO FUND THE LIGHT RAIL AND BUS OPERATIONS FUNDING GAP UNTIL FY 2028. I'LL REPEAT THAT. 2028. BUT WHEN YOU LOOK AT WHAT THEY'RE DOING AND THE FUND SWAP, IT BECOMES EVIDENT THAT WHAT THE VTA ARE DOING IS THAT THEY'RE REDIRECTING FUND TO THE BART EXTENSION INCLUDING A 1.1 BILLED SERVICE WHICH IS [INDISCERNIBLE] TWO BILLED COST OVERRUN IN PHASE ONE. THE

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BOTTOM OF THE LINE AT THE END OF THE DAY THEY'RE ESSENTIALLY USING KAY SACK FUNDING TO PAY FOR THE BART EXTENSION. BECAUSE -- OKAY. I HAVE REPORTED THIS TO MTC LAST YEAR, AND TO THE COMMITTEE IN JULY BECAUSE THEY WERE SWAPPING STATE FUNDS TO PAY FOR THEIR BUS SERVICE THAT DIDN'T NEED TO HAPPEN -- [INDISCERNIBLE] I'M GOING TO CLOSE WITH SOME GOOD NEWS. I'M SURE YOU HAVE HAD OPPORTUNITY TO READ THE LETTER FROM NURIA FERNANDEZ, THAT THE FTDA ISSUED A FEW DAYS AGO AND WE HAVE GOT THE FEDERAL AUDIT OF VTA COMING.

CLERK OF THE BOARD: ROLAND, THAT'S TIME.

SPEAKER: I'M DONE. THE INEQUITY PROBLEM WILL BE ADDRESSED.

KATE MILLER, VICE CHAIR: THANK YOU. ANY OTHER BUSINESS AT ALL? ANYBODY? I DON'T SEE ANY HANDS. SO MOVING ON TO ADJOURNMENT. SO THE NEXT MEETING OF THE BAY AREA PARTNERSHIP BOARD WILL BE HELD AT A TIME AND LOCATION TO BE DULY NOTICED. AND THAT CONCLUDES THE MEETING TODAY. SO THANK YOU EVERYBODY FOR PARTICIPATING. GOOD MEETING. THANK YOU MTC STAFF. [ADJOURNED]

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