

METROPOLITAN TRANSPORTATION COMMISSION 1 PROGRAMMING AND ALLOCATIONS COMMITTEE 2 WEDNESDAY, FEBRUARY 9, 2022 9:45 AM 3 4 5 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH MY NAME IS DAVID 6 RABBIT CHAIR FOR THE PROGRAMMING AND ALLOCATIONS COMMITTEE. I'M JOINED BY VICE CHAIR GINA PAPAN. IF WE CAN, PLEASE, ROLL 7 8 THE ANNOUNCEMENT? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM 9 10 WEBINAR PURSUANT TO THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING 11 IS BEING WEBCAST ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON 12 COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, 13 AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE 14 GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST 15 16 AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS 17 OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD 18 USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL 19 CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE 20 21 ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR 22 NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS 23 VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT 24 INFOATBAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO 25

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THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE 1 READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD 2 3 LIKE TO SPEAK, THEY ARE FREE TO DO SO. THEY SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM AT THE 4 5 APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE 6 7 CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM 8 EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE. 9 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. IF THE COLLECT CAN 10 11 PLEASE CALL THE ROLL AND CONFIRM QUORUM. 12 13 CLERK, KIMBERLY WARD: CHAIR RABBIT? 14 DAVID RABBIT, CHAIR: LEER. 15 16 CLERK, KIMBERLY WARD: VICE CHAIR? 17 18 19 GINA PAPAN, V. CHAIR: HERE. 20 CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ IS HERE. 21 22 COMMISSIONER EL-TAWANSY IS ABSENT. COMMISSIONER GLOVER? 23 FEDERAL D. GLOVER: HERE. 24 25



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1
    CLERK, KIMBERLY WARD: MILEY?
2
3
   NATHAN MILEY: HERE.
4
5
    CLERK, KIMBERLY WARD: RONEN?
6
7
   DIR. HILLARY RONEN: HERE.
8
9
    CLERK, KIMBERLY WARD: WORTH?
10
   AMY R. WORTH: HERE.
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12
13
    CLERK, KIMBERLY WARD: THANK YOU. QUORUM IS PRESENT.
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   DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. ITEM TWO, CONSENT
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16
    CALENDAR, FOUR ITEMS, 2A THROUGH 2D. ANY QUESTIONS, COMMENTS
    OR CONCERNS ON THE CONSENT CALENDAR? IF NOT, CAN I GET A
17
18
   MOTION TO APPROVE?
19
   CINDY CHAVEZ: SO MOVED, CHAVEZ.
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21
   DAVID RABBIT, CHAIR: MOTION BY CHAVEZ AND A SECOND BY?
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23
    FEDERAL D. GLOVER: GLOVER.
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DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. I'LL ASK THE CLERK 1 2 TO READ PUBLIC COMMENTS RECEIVED IN ASSOCIATION WITH THIS ITEM 3 INTO THE RECORD. 4 5 CLERK, KIMBERLY WARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH 6 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 7 ON THIS ITEM. 8 DAVID RABBIT, CHAIR: THAT BEING THE CASE, AND SEEING NO 9 QUESTIONS OF MY COLLEAGUES, CAN YOU PLEASE DO A ROLL CALL VOTE 10 ON THE CONSENT CALENDAR ITEMS? 11 12 CLERK, KIMBERLY WARD: YES. CHAIR RABBIT? 13 14 15 DAVID RABBIT, CHAIR: AYE. 16 CLERK, KIMBERLY WARD: VICE CHAIR PAPAN? 17 18 GINA PAPAN, V. CHAIR: AYE. 19 20 CLERK, KIMBERLY WARD: COMMISSIONER ABE-KOGA? 21 22 23 MARGARET ABE-KOGA: AYE. 24

25 CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ?



1 2 CINDY CHAVEZ: YES. 3 CLERK, KIMBERLY WARD: COMMISSIONER GLOVER? 4 5 FEDERAL D. GLOVER: YES. 6 7 8 CLERK, KIMBERLY WARD: COMMISSIONER MILEY? 9 NATHAN MILEY: YES. 10 11 CLERK, KIMBERLY WARD: RONEN? 12 13 DIR. HILLARY RONEN: YES. 14 15 16 CLERK, KIMBERLY WARD: WORTH? 17 18 AMY R. WORTH: AYE. 19 CLERK, KIMBERLY WARD: PASSES UNANIMOUSLY BY ALL MEMBERS 20 21 PRESENT. 22 23 DAVID RABBIT, CHAIR: MOVING TO ITEM 3A MTC RESOLUTION 4487 ADOPTION OF THE 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM 24



CYCLE SIX GUIDELINES AND WE HAVE KARL ANDERSON TO PRESENT THIS
 ITEM.

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KARL ANDERSEN: THANK YOU. I'M PRESENTING THE ADOPTION OF ITEM 4 5 3A 2023 REGIONAL ACTIVE TRANSPORTATION PROGRAM SIX CYCLE 6 GUIDELINES, ESTABLISHED TRANSPORTATION PROGRAM IN 2013 PROMOTE ACTIVE FORMS OF TRANSPORTATION BIKING WALKING FUNDED IS 7 8 DIVIDED STATEWIDE. AS A METROPOLITAN TRANSPORTATION COMMISSION MTC GETS A DEDICATED OF ATP PORTION OF FUNDING FOR THE REGION 9 STAFF EXPECTS 50 MILLION OVER THE NEXT FOUR YEARS AMOUNT 10 REFLECTS \$13 MILLION INCREASE IN THE LAST CYCLE DUE TO 11 INCREASE IN BIPARTISAN FUNDS FROM THE FEDERAL INFRASTRUCTURE 12 BILL DEVELOPING GUIDELINES FOR THE REGIONAL COMPONENT 13 GENERALLY MTC GUIDELINES FOLLOW THE TTC'S DRAFT STATEWIDE 14 GUIDELINES ATTACHMENT HIGHLIGHTS SOME OF THE CHANGES SINCE THE 15 16 STATEWIDE GUIDELINES IN THE LAST CYCLE AND PROPOSED DIFFERENCES OF MTC REGIONAL GUIDELINES. RECOMMENDING 17 MAINTAINING REGIONAL DEVIATIONS FROM STATE GUIDELINES SIMILAR 18 19 TO PREVIOUS CYCLES EXISTING DIFFERENCES INCLUDE ADDITIONAL SCREENING CRITERIA CONSISTENT WITH THE ONE BAY AREA GRANT 20 PROGRAM AND EVIDENCE OF TRANSIT AGENCY COORDINATION WHEN 21 22 NECESSARY REGIONAL GILLS ALIGN WITH THE ONE BAY AREA ADOPTED 23 GRANT FRAMEWORK WHERE FEASIBLE. MTC'S REGIONAL PROGRAM CONTINUES TO EVALUATE CRITERIA, SUCH AS PROJECTS IDENTIFIED IN 24 COMMUNITY BASED TRANSPORTATION PLANS AND PROJECTS IN 25

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JURISDICTIONS WITHIN ADOPTED VISION ZERO POLICY OR BIKE AND 1 PEDESTRIAN SAVE PLAN INCLUSION OF POINTS GETTING SPONSORS TO 2 3 APPLY FOR PROJECTS IN ADVANCE OF COMMUNITIES ENGAGEMENT EQUITY SAFETY GOALS OF THE PLAN. STAFF RECOMMENDS CONTINUING EXISTING 4 5 REGIONAL POLICIES INCLUDING REQUIRING REGIONAL SUPPLEMENTAL APPLICATION ADDING TEN POINTS FOR REGIONAL PRIORITIES AND 6 7 ENVIRONMENTAL DOCUMENT COMPLETION USING MTC EOUITY PRIORITY 8 COMMUNITIES FOR DEFINITION FOR DISADVANTAGED COMMUNITIES AND 9 TO REOUIRE APPLICANTS REOUESTING MORE THAN \$10 MILLION TO PROVIDE A SCALED AVAILABILITY PLAN FOR THEIR PROJECTS. ONCE 10 11 MTC ADOPTS REGIONAL GUIDELINES STAFF WILL SUBMIT TO CTC FOR APPROVAL IN MARCH. CALL FOR PROJECTS BEGIN ON MARCH 16TH AND 12 APPLICATIONS DUE ON JUNE 15TH. FOLLOWING A MULTI-DISCIPLINE'S 13 EVALUATION PROCESS STAFF WILL RECOMMEND PROJECTING PROJECTS IN 14 15 EARLY 2023. HIGHLIGHTING CONTINUING SMALLER STAFF LED 16 APPLICATION TECHNICAL ASSISTANCE PROGRAMS FOR THIS CYCLE THE PROGRAM SHOULD CONTINUE TO IMPROVE -- SORRY -- SHOULD CONTINUE 17 18 TO IMPROVE THE QUALITY OF OVERALL COMPETITIVENESS OF 19 APPLICATIONS FROM THE REGION. STAFF WILL PRIORITIZE TECHNICAL ASSISTANCE FOR AGENCIES WITH PROJECTS BENEFITTING 20 DISADVANTAGED COMMUNITIES AND PREVIOUSLY UNSUCCESSFUL 21 22 APPLICANTS. SECOND, WHILE THE PROPOSED GUIDELINES DO NOT 23 DIRECTLY LINK PROJECTS TO HOUSING THE DRAFT STATE GUIDELINES PROPOSE APPLICANTS HIGHLIGHT CONNECTIONS TO EXISTING AND 24 PLANNED AFFORDABLE HOUSING PROJECTS. NO POINTS ARE CURRENTLY 25

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ATTACHED TO THIS REPORTING. IT'S FOR INFORMATION GATHERING 1 PURPOSES ONLY. LASTLY, GOVERNOR NEWSOM PROPOSES AUGMENTS ATP 2 3 BY 5 MILLION AS PART OF THE GOVERNOR JANUARY BUDGET ADDITIONAL PROPOSED DRAFT BUDGET MAY INCREASE PROGRAMMING CAPACITY FOR 4 5 CYCLE SIX POTENTIALLY FUND UNSUCCESSFUL PROJECTS FOR PRIOR CYCLE FIVE AND FURTHER DISCUSSION WITH CTC STAFF AND OTHER 6 PROGRAM STAKEHOLDERS REGARDING ADMINISTRATION OF POTENTIAL 7 8 FUNDS WILL TAKE PLACE IN THE STATE BUDGET ADOPTION TO LINE. GUIDELINES THIS MONTH STAFF RECOMMENDS REFERRING MTC 9 RESOLUTION 4487 TO THE COMMISSION FOR APPROVAL DIRECTING STAFF 10 TO SUBMIT GUIDELINES TO THE CTC AUTHORIZING CALL PROJECTS OF 11 STATEWIDE GUIDELINES. THIS CONCLUDES MY PRESENTATION. I'LL 12 TAKE QUESTIONS. 13

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15 DAVID RABBIT, CHAIR: ANY QUESTIONS OR COMMENTS? COMMISSIONER 16 WORTH?

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AMY R. WORTH: ONE OF THE RESULTS OF THIS COVID IS SO MANY MORE 18 PEOPLE ARE WALKING OUR STREETS EVERY DAY IT'S REALLY WONDERFUL 19 TO SEE IT'S GREAT SEEING EVERYBODY OUT AND ABOUT, BUT IT'S 20 CAUSING ALL OF OUR CITIES, IN CONTRA COSTA, AND CITIES ALL 21 AROUND THE REGION TO REALLY BE LOOKING AT, SERIOUSLY, A 22 CONCERTED EFFORT ON HOW WE CAN INCREASE THE BIKING AND 23 PEDESTRIAN FACILITIES. ONE OF THE THINGS THAT CAME UP, SORT 24 OF, THE TECHNICAL ASSISTANCE, AND IN OUR COUNTY, OUR 25

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TRANSPORTATION AUTHORITY HAS BEEN, YOU KNOW, WORKING ON VISION 1 2 ZERO AND SUPPORTING CITIES IN THAT EFFORT, BUT IT OCCURRED TO 3 ME THAT TECHNICAL ASSISTANCE PIECE; IT'S IMPORTANT TO OUR STAFF AS PROVIDING FOR RHNA. AND IT MAY BE MORE OF A COMMENT 4 5 OR SUGGESTION PERHAPS THERE MIGHT BE, THIS MIGHT BE ONE OF THOSE THINGS WHERE MTC MIGHT BE IN A POSITION TO REACH OUT TO 6 THE CITIES TO REACH OUT TO OFFER USING THE ADVANTAGE OF 7 8 VIRTUAL COMMUNICATION SOME TECHNICAL ASSISTANCE IN TERMS OF HOW TO PUT TOGETHER THESE VISION ZERO INITIATIVE IT'S A FIRST 9 STEP AND THEN THE SAFETY PLANS, SOME OF THE RHNA PROCESS ARE 10 IMPLEMENTING A SAFETY ELEMENT. I KNOW WE HAVE MORE MONEY 11 OBVIOUSLY WE COULD USE TEN TIMES THIS FOR THE BIKING AND 12 PEDESTRIAN INITIATIVES. SO THIS IS WHAT WE'RE PLANNING FOR, 13 RIGHT, THE THREE YEAR-OLDS AROUND THE BAY. SO, ANYWAY, THANK 14 15 YOU.

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17 DAVID RABBIT, CHAIR: THANK YOU. I SEE DIRECTOR JOSEFOWITZ? 18

19 NICK JOSEFOWITZ: YEAH. THANK YOU. SO, I -- JUST TRIPLE
20 CHECKING THAT WE'RE ON THE ATPI. I HAD TO JOIN LATE? GREAT. I
21 WAS WONDERING HOW THE ATP WAS GOING TO INTERFACE WITH THE
22 TRANSIT ORIENTED COMMUNITIES POLICY. BECAUSE ONE OF THE THINGS
23 THEY REMEMBER FROM THE TRANSIT ORIENTED COMMUNITIES POLICY IS
24 THAT THERE WAS GOING TO BE, SORT OF, EMPHASIS TO, SORT OF,
25 PRIORITIZE LOST MILE CONNECTIONS BETWEEN REGIONAL TRANSIT HUBS

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AND SURROUNDING EQUITY PRIORITY COMMUNITIES. SO, YOU KNOW, OR
IN TERMS OF, SORT OF, JURISDICTIONS PREPARING A TOC COMPLIANCE
FRAMEWORK, AND THE FOCUS NOT, SORT OF, BEYOND JUST KIND OF
BUILDING UNITS TO ACTUALLY CREATING TRANSIT ORIENTED
COMMUNITIES WHICH INVOLVES WALKING AND BIKING. SO JUST THE,
SORT OF, QUESTION OF HOW THIS IS GOING TO INTEGRATE WITH THE
TRANSIT ORIENTED COMMUNITIES?

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ALIX BOCKELMAN: COMMISSIONER JOSEFOWITZ, ALIX BOCKELMAN, 9 DEPUTY EXECUTIVE DIRECTOR FOR POLICY. AND KARL CAN CERTAINLY 10 ADD TO THIS. I THINK ON A FEW OF THE ELEMENT US THAT NOTED 11 CONCERNING THINKING ABOUT THE LINKS WITH EOUITY PRIORITY 12 COMMUNITIES AND TRANSIT ACCESS, I DO THINK THAT THERE ARE SOME 13 EXTRA POINTS THAT ARE CERTAINLY PROVIDED FOR THAT. BUT IN 14 15 TERMS OF, SORT OF, THE COMPLIANCE LINK, I THINK THAT THERE 16 WILL DEFINITELY BE MORE DISCUSSIONS, BECAUSE WE'RE NOT DONE WITH THE TOC POLICY. SO I THINK IT WOULD BE A LITTLE BIT 17 PREMATURE FOR THIS CYCLE, BUT WE CAN CERTAINLY TALK ABOUT THAT 18 AND TALK ABOUT HOW IT MIGHT ALIGN WITH THE NEXT CYCLE. AND 19 THESE DO HAPPEN EVERY TWO YEARS. SO I GUESS THAT'S WHAT I 20 WOULD PROVIDE AS, SORT OF, THE OPENING ON THAT, AND ALSO 21 APPRECIATE IF KARL OR THERESE HAVE ANYTHING TO ADD. 22

23

24 NICK JOSEFOWITZ: THANK YOU.

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KARL ANDERSEN: WE WILL FOLLOW UP IN THE YEAR AND A HALF BUT
WE'RE FOLLOWING THE STATE'S DIRECTION TO THE CYCLE THERE IS
UNKNOWN DECISION ABOUT THE AUGMENTED FUNDING FOR CYCLE FIVE
AND CYCLE SIX THE STATE WANTED TO KEEP GUIDELINES AS
STREAMLINED AS POSSIBLE AND CONSISTENT AS POSSIBLE TO
ENCOURAGE APPLICANTS OF CYCLE FIVE TO APPLY AND NOT HAVING TO
OVERHAUL THEIR APPLICATIONS WITH ANY MAJOR POLICY SHIFTS.

NICK JOSEFOWITZ: OKAY. I'M HOPING THAT'S SOMETHING WE CAN CALL 9 OUT IN THE PRESENTATION OR SOMETHING LIKE THAT THAT WE'RE 10 GOING TO BE THINKING ABOUT THIS OVER THE NEXT TWO YEARS HOW TO 11 BETTER ALIGN THIS BECAUSE I KNOW COMMISSIONER SPERING FOR 12 INSTANCE, HAS TALKED ABOUT THE PROJECTS IN HIS COMMUNITIES AND 13 THE BIG TRANSPORTATION NEEDS TO HAVE THOSE HOUSING PROJECTS 14 WORK AND WE HAVE TALKED ABOUT IN THE CONTEXT OF BUS SERVICE 15 16 BUT THE ATP TRANSPORTATION NEEDS ARE JUST AS REAL. AND I KNOW THAT'S CERTAINLY THE CASE IN SAN FRANCISCO AS WELL. 17 AND, SO, I THINK IT WOULD BE, YOU KNOW, JUST ANOTHER WAY TO 18 SUCCESSFULLY JOIN UP ALL THESE DIFFERENT PROGRAMS THAT WE DO. 19 AND, SO, I UNDERSTAND WHY IT CAN'T BE DONE THIS TIME. BUT IF 20 21 WE CAN KIND OF CALL THAT OUT, I THINK IT WOULD BE GREAT. 22 DAVID RABBIT, CHAIR: THANKS NICK. VICE CHAIR PAPAN? 23

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GINA PAPAN: I WANT TO THANK STAFF FOR WORKING WITH THE LOCALS, 1 AND I APPRECIATE ALL THE EFFORTS HERE. I THINK THE PLAN GOING 2 3 FORWARD IS VERY IMPORTANT TO GET THE MONEY OUT THERE, AND NOT REALLY HAVE PEOPLE REDO THEIR APPLICATIONS HERE. WHEN WE GET 4 5 DEEPLY INTO THE HOUSING THINGS, MANY OF US HAVE HOUSING 6 PROJECTS APPROVED RIGHT ON THE TRANSIT CORRIDOR, AND, AGAIN, HIGH SPEED RAIL IS INTERFERING WITH THOUSANDS OF UNITS. SO, I 7 8 DON'T KNOW HOW YOU WOULD EVEN SCORE THINGS LIKE THAT, BUT I'M GLAD TO SEE WE'RE GOING AHEAD AS OUICKLY AS POSSIBLE AND 9 WORKING THROUGH WHAT WE CAN DO TO REALLY MAKE ALL THIS HAPPEN. 10 ALL THE PIECES ALL TOGETHER. BECAUSE IT'S IMPORTANT. WE GET 11 THAT. AND WE'RE NOT HIDING BEHIND ANY MOUNTAIN LIONS LIKE SOME 12 PEOPLE. SO, THANKS TO THE ATTORNEY GENERAL. THANKS EVERYBODY. 13 14 DAVID RABBIT, CHAIR: THANK YOU. I SEE DIRECTOR GLOVER? 15 16 FEDERAL D. GLOVER: THANK YOU. I WAS JUST GOING TO SAY, AND 17 18 UPHOLD SOME OF THE COMMENTS THAT WERE MADE BY THE LAST TWO SPEAKS, THAT WHEN WE TALK ABOUT FIRST, LAST MILE, TRANSIT 19 ORIENTED BOTTOM LINE IS WE DEFINITELY HAVE TO BE INCLUSIVE OF 20 21 OUR SMALL OPERATORS BECAUSE THAT'S WHERE WE'RE GOING SEE A LOT OF THAT INTERFACE TAKE PLACE WHEN LOOKING AT THESE THINGS. 22 23

24 DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. ANYONE ELSE 25 HAVE ANYTHING ON THIS PARTICULAR ITEM? SO, WITH THAT, I'LL



ASK IF THERE IS A MOTION AND A SECOND TO APPROVE THE REFERRAL 1 OF THIS MTC RESOLUTION 4487 TO THE COMMISSION FOR APPROVAL? 2 3 GINA PAPAN: PAPAN MOVE APPROVAL. 4 5 DAVID RABBIT, CHAIR: MOTION AND SECOND BY? 6 7 8 CINDY CHAVEZ: CHAVEZ. 9 DAVID RABBIT, CHAIR: THANK YOU. I'LL ASK THE CLERK TO READ ANY 10 11 COMMENTS ASSOCIATED WITH THIS ITEM INTO THE RECORD AND ASK IF THERE IS ANY PUBLIC COMMENT? 12 13 CLERK, KIMBERLY WARD: I SEE NOTHING IN WRITING AND I SEE NO 14 MEMBER OF THE PUBLIC WITH THEIR HAND RAISED AT THIS TIME. 15 16 GINA PAPAN: THANKS NICK. 17 18 DAVID RABBIT, CHAIR: PERFECT. I'LL SAY UP MY WAY THERE IS A 19 LOT OF EXCITEMENT WITH THE ACTIVE TRANSPORTATION PROGRAM 20 21 WALKABILITY SAFE BICYCLE ROUTES SO IMPORTANT ESPECIALLY AS 22 TRAFFIC PICKS UP POST-COVID AND HAS BEEN PICKING UP PRIOR TO 23 THAT. AND I THINK ALSO WHAT'S TRUE IS THE SMALLER JURISDICTIONS, SMALLER CITIES, THESE ARE TYPICALLY SMALLER 24 SCALE PROJECTS THAT CAN BE IN THE GROUNDS QUICKLY. THAN 25



SOMETHING OF THE LARGER ONES RELATIVELY SPEAK. I KNOW THERE IS 1 A LOT OF EXCITEMENT THERE. WITH THAT, WE HAVE A MOTION AND 2 3 SECOND. I'LL ASK THE CLERK TO CALL THE ROLL 4 5 CLERK, KIMBERLY WARD: EXCUSE ME -- WITH A MOTION BY PAPAN AND SECOND BY CHAVEZ. CHAIR RABBIT? 6 7 8 DAVID RABBIT, CHAIR: AYE. 9 CLERK, KIMBERLY WARD: VICE CHAIR PAPAN? 10 11 GINA PAPAN, V. CHAIR: AYE. 12 13 CLERK, KIMBERLY WARD: COMMISSIONER ABE-KOGA? 14 15 16 MARGARET ABE-KOGA: AYE. 17 18 CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ? 19 CINDY CHAVEZ: YES. 20 21 22 CLERK, KIMBERLY WARD: COMMISSIONER GLOVER? 23 FEDERAL D. GLOVER: YES. 24 25



CLERK, KIMBERLY WARD: COMMISSIONER MILEY? 1 2 3 NATHAN MILEY: YES. 4 5 CLERK, KIMBERLY WARD: COMMISSIONER RONEN? 6 7 DIR. HILLARY RONEN: AYE. 8 9 CLERK, KIMBERLY WARD: COMMISSIONER WORTH? 10 AMY R. WORTH: AYE. 11 12 CLERK, KIMBERLY WARD: PASSES UNANIMOUSLY BY ALL MEMBERS 13 14 PRESENT. 15 16 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. WITH THAT WE'LL MOVE TO AGENDA ITEM 3B MTC RESOLUTIONS NUMBER 4321 REVISED AND 17 4504. FISCAL YEAR '22/'23 FUND ESTIMATE AND THE AMERICAN 18 RESCUE PLAN FUNDING CHANGING AND WE HAVE TERENCE LEE TO 19 PRESENT. 20 21 22 TERENCE LEE: TERENCE LEE MTC STAFF I'LL ASK TO PULL UP THE 23 SLIDES I'LL PRESENT THE FISCAL YEAR 2022, AND 2023 FUND ESTIMATE IMPLEMENTATION PLAN. WE ARE PRESENTING PROJECTIONS 24 FOR THE UPCOMING FISCAL YEAR 2023 AS WELL AS REVISED ESTIMATED 25

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FOR CURRENT YEAR 2022. STATUTORY DETAILS FUNDING IN CATEGORIES 1 THAT I'LL GO THROUGH IN THE FOLLOWING SLIDES. THE PROGRAM WILL 2 3 FUNDS \$967 MILLION MOSTLY FOR TRANSIT OPERATIONS. NEXT SLIDE, THIS SLIDE PROVIDES SUMMARY OF SIX MAIN CATEGORIES OF PLEASE. 4 5 TRANSIT FUNDING THREE BASED ON SALES TAXES AND TOLLS BOTTOM THREE BASED ON STATE ASSISTANCE FORMULAS. DETAILED SLIDES FOR 6 7 EACH FORMULAS BUT THE TABLE ILLUSTRATES THAT IN GENERAL 8 REVISED ESTIMATES FOR THE CURRENT YEAR ARE EXPECTED TO 9 OUTPERFORM ACTUALS FOR FISCAL YEAR '21 AND CONTINUED IMPROVEMENT EXPECTED FOR FISCAL YEAR '23. THE TRANSPORTATION 10 11 DEVELOPMENT ACT TDA LOCAL TRANSPORTATION FUND CONSISTS OF A OUARTER CENT SALES TAX IN EACH COUNTY BASED ON ESTIMATES 12 PREPARED BY COUNTY AUDITOR OFFICES CURRENT YEAR REVISED TO 13 \$470 MILLION UP 12% FROM ORIGINAL ESTIMATES AND UP 16% FROM 14 2021 ACTUALS. FOR FY '23 ESTIMATES PROJECTED TO BE 2.9% HIGHER 15 16 AT \$483 MILLION. MAP ON THE RIGHT SHOWS ESTIMATES BY COUNTY. THE ESTIMATES IN SANTA CLARA COUNTY DOESN'T ACCOUNT FOR 17 POSSIBLE IMPACTS DUE TO SALES TAX ATTRIBUTION ADJUSTMENTS WITH 18 19 EBAY SALES. THIS ISSUE WAS BROUGHT TO THIS COMMITTEE IN NUMBER AND STILL PENDING. STILL UNCLEAR WHETHER THERE WILL BE 20 ADDITIONAL ADJUSTMENTS FROM CALIFORNIA DEPARTMENT OF TAX 21 22 AUDITOR AND ADMINISTRATION AUDITS. NEXT SLIDE. THE STA 23 TRANSIT ASSISTANCE PROGRAM IS FUNDED BY TAX ON DIESEL FUEL FUNDED BY THE STATE VIA A FORMULA WHICH IS ALSO USED BY TWO 24 OTHER PROGRAMS STATE OF GOOD REPAIR OR SGR PROGRAM AND LOW 25

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CARBON TRANSIT OPERATIONS OR LC TOP PROGRAM. THESE STA FORMULA 1 STATEWIDE IS SPLIT 5050 BETWEEN A REVENUE BASED PROGRAM AND A 2 3 POPULATION BASED PROGRAM. REVENUE BASED PROGRAM DISTRIBUTED FUNDS TO TRANSIT OPERATORS BASED ON THE AMOUNT OF LOCALLY 4 5 GENERATED REVENUE EFFECTIVELY RESPECTIVE TO SIZE OF OPERATORS. THE BAY AREA RECEIVES OVER 50% OF STATEWIDE REVENUE BASED 6 7 PROGRAM POPULATION BASED PROGRAM IS DISTRIBUTED TO REGIONAL 8 TRANSPORTATION PLANNING AGENCIES LIKE MTC BASED ON THE TOTAL POPULATION OF THEIR REGION. AS THE BAY AREA IS JUST OVER19% OF 9 CALIFORNIA'S POPULATION MTC RECEIVES 19% OF THE STATEWIDE 10 POPULATION BASED PROGRAM. IN AGGREGATE AN ESTIMATED \$379 OF 11 FUNDING WILL BE AVAILABLE THROUGH THESE PROGRAMS IN FY 2023. 12 NEXT SLIDE PLEASE. THE A.B. 1107 IS A PERMANENT HALF CENT 13 SALES TAX COLLECTED IN THREE BART DISTRICT COUNTIES ALAMEDA, 14 CONTRA COSTA, AND SAN FRANCISCO. PER STATE LAW 75% OF REVENUES 15 16 COLLECTED FROM SALES TAX ARE DIRECTLY DISTRIBUTED TO BART BY THE STATE. MTC IS RESPONSIBLE FOR PROGRAMMING REMAINING 25% OF 17 18 AB 1107 REVENUES COLLECTED. PER A LONG-STANDING COMMISSION 19 POLICY THESE FUNDS ARE ALLOCATED AC TRANSIT AND SFMTA PRIMARILY FOR TRANSIT OPERATIONS. IN FISCAL YEAR 2022 AND 20 2023, WE'RE EXPECTING \$100 MILLION IN AB 1107 REVENUES WITH 21 22 \$50 MILLION DOLLARS FLOWING TO BOTH AC TRANSIT AND SFMTA. THIS 23 SLIDE HIGHLIGHTS ECONOMIC INDICATORS IMPACTING TRANSIT REVENUES BY POPULATION. THE BLUE BARS ON THE CHART REPRESENT 24 POPULATION ACROSS THE NINE BAY AREA COUNTIES ORANGE LINE 25

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REPORTS ANNUAL GROWTH OF THE BAY AREA'S POPULATION THE GREEN 1 DASHED LINE REPRESENTS POPULATION GROWTH RATE OF CALIFORNIA AS 2 3 A WHOLE. BAY AREA HAS EXPERIENCED A DECLINE IN POPULATION NOW EOUAL TO 2016 LEVELS A STARK DEPARTURE FROM THE TRENDS OF THE 4 5 PAST DECADES NOTE REGIONAL POPULATION SHRINKING FASTER IN THE STATE POPULATION AGAIN APART FROM GENERAL TREND SINCE 2010. 6 NEXT SLIDE. REGIONAL UNEMPLOYMENT RATES, STATISTICS FOR 7 8 NOVEMBER 2019 IN GRAY NOVEMBER 2020 IN BLUE AND NOVEMBER 2021 IN YELLOW. WHILE EMPLOYMENT RATES HAVE INCREASED SUBSTANTIALLY 9 IN 2020 THEY HAVE IMPROVED IN 2021 ACROSS ALL COUNTIES 10 ALTHOUGH REMAINED ABOVE PREPANDEMIC RATES. NEXT SLIDE PLEASE. 11 TO PUT THE SALES TAX REVENUE TRENDS IN BROADER PERSPECTIVES 12 THIS SLIDE SHOWS THAT DESPITE SIGNIFICANT INCREASES IN SALES 13 TAX COLLECTED OVER THE PAST 20 YEARS THERE HAS BEEN DECLINE IN 14 RAIL DOLLARS SINCE 2,000 THAT'S THAT THE INCREASE HAS NOT KEPT 15 16 UP WITH INFLATION WHICH CONTINUES TO BE A CHALLENGE FOR MANY OF OUR TRANSIT OPERATORS WHO RELY ON SALES TAX REVENUES. NEXT 17 SLIDE PLEASE. SO THIS SLIDE DETAILS THE IMPLEMENTATION PLAN 18 FOR THE AMERICAN RESCUE PLAN FUNDING EXCHANGE. BY WAY OF 19 BACKGROUND IN JULY OF 2021 THE MTC COMMISSION APPROVED A 20 21 DISTRIBUTION PLAN FOR THE AMERICAN RESCUE PLAN OR ARP FUNDS 22 THAT INCLUDED AN \$85 MILLION SET-ASIDE FOR BLUE RIBBON TRANSFORMATION ACTION PLAN INITIATIVES. HOWEVER IN THE FALL OF 23 2021 THE FEDERAL TRANSIT ADMINISTRATION ISSUED A NOTIFY 24 FUNDING OPPORTUNITY FOR ADDITIONAL ASSISTANCE FUNDS WITH A 25

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CONDITION THAT ALL ARP FUNDS ARE FULLY ALLOCATED. AND IN ORDER 1 TO PRESERVE OPERATOR ELIGIBILITY TO COMPETE FOR THESE FUNDS 2 3 MTC COMMISSION ALLOCATED \$85 MILLION DIRECTLY TO OPERATORS AND DIRECTED STAFF TO IDENTIFY FUNDING EXCHANGES. SO THE ITEM 4 5 BEFORE YOU TODAY INCLUDES THE IMPLEMENTATION PLAN FOR THAT EXCHANGE. AND THE FIRST EXCHANGE IS WITH THE STATE TRANSIT 6 ASSISTANCE POPULATION BASED FUNDS AND AS DETAILED ON THE 7 8 BOTTOM LEFT BOX OF THE SLIDE. MTC TYPICALLY ALLOCATES 70% OF THESE FUNDS TO THE COUNTY BLOCK GRANT PROGRAM AS ESTABLISHED 9 BY MTC RESOLUTION 4321. TODAY'S ACTION REVISES 4321 TO SUSPEND 10 THE COUNTY BLOCK GRANT PROGRAM FOR FISCAL YEAR 2022, 2023 AND 11 INSTEAD SEE PROGRAM 70% OF STA FUNDS DIRECTLY TO OPERATORS 12 FIRST DOLLARS USED TO SATISFY ARP EXCHANGE OBLIGATIONS AND 13 REMAINING DISBURSED DIRECTLY TO OPERATORS. THERE'S A 14 15 SUPPLEMENT PAGE IN THE PACKET DETAILING PROGRAMMING EXCHANGE 16 AMOUNTS BY OPERATOR. FOR SMALLER OPERATORS WHERE POPULATION BASED FUNDS ARE NOT SUFFICIENT BY THE EXCHANGE STA REVENUE 17 BASED FUNDS WILL BE USED ALLOCATED TO OPERATORS AS USUAL, AND 18 ADDITIONAL FUNDING AGREEMENTS WILL BE EXECUTED TO FACILITATE 19 THOSE NEEDS. DETAILS BREAKING DOWN EXCHANGE BY OPERATORS AND 20 21 BY FUND SOURCE ARE AVAILABLE IN THE ATTACHMENT TO THE PACKET 22 MEMO. LASTLY I WOULD LIKE TO EMPHASIZE THAT OPERATORS WOULD NOT LOSE A SINGLE DOLLAR AS A RESULT OF THIS FUNDING EXCHANGE. 23 \$85 MILLION WERE EFFECTIVELY ADVANCED IN THE FALL AND THIS 24 PLAN IMPLEMENTS THE EXCHANGE. NEXT SLIDE PLEASE. 25 SO WRAPPING

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UP, STAFF ARE RECOMMENDING THAT THE COMMITTEE FORWARD 1 2 RESOLUTION 4504 ADOPTING THE FISCAL YEAR 2022, 2023 FUND 3 ESTIMATE AND MTC RESOLUTION 4321 REVISED IMPLEMENTING THE AMERICAN RESCUE PLAN FUND TO THE COMMISSION FOR APPROVAL. WITH 4 5 THAT, CONCLUDES MY PRESENTATION. I'LL ACCEPT QUESTIONS. 6 DAVID RABBIT, CHAIR: ANY QUESTIONS OR CONCERNS? COMMISSIONER 7 8 PAPAN? 9 GINA PAPAN, V. CHAIR: I'M LOOKING AT THE ATTACHMENT, IT'S NOT 10 11 THAT MUCH BUT YOU HAVE GOT 85 MILLION AND EXCHANGE --[INDISCERNIBLE] CAN YOU RESPOND TO THAT? 12 13 THERESA ROMMELL: THERESA ROMMELL POLICY AND PROGRAMS THERE IS 14 15 A BIT OF A DISCREPANCY THE FACT THAT WE DID A PRIOR EXCHANGE 16 WITH SONOMA COUNTY IF YOU RECALL THE SAFE AND SEAMLESS PROGRAM WE AWARDED THEM \$750,000 IN STP AND CMAQ FUNDS THEY HAD 17 DIFFICULTY ACTUALLY USING THE FEDERAL FUNDS FOR THE PROJECT 18 THAT WERE AWARDED AND WE AGREED TO TAKE THAT BACK \$750,000 19 FROM THE COUNTY BLOCK GRANT EXCHANGE. 20 21 22 GINA PAPAN, V. CHAIR: THANK YOU. 23 DAVID RABBIT, CHAIR: I APPRECIATE INNOVATIVE STAFF WORK ON 24 THIS AND MAKING SURE WE'RE MOVING FORWARD ON ALL FRONTS 25



INCLUDING THE FUNDING OF BLUE RIBBON AS WELL AS GIVING ALL 1 OPPORTUNITIES FOR OUR OPERATORS TO BE IN LINE TO -- AND BEING 2 3 SUCCESSFUL FOR PULLING DOWN SOME ADDITIONAL FEDERAL DOLLARS. WITH THAT I'LL LOOK FOR A MOTION TO APPROVE? 4 5 GINA PAPAN, V. CHAIR: PAPAN, APPROVAL. 6 7 8 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. AND SECOND BY? 9 GINA PAPAN, V. CHAIR: ACTIVE GROUP TODAY. 10 11 DAVID RABBIT, CHAIR: YEAH, ANYONE? 12 13 DIR. HILLARY RONEN: HILLARY, SECOND. 14 15 16 DAVID RABBIT, CHAIR: THANK YOU SO MUCH. I APPRECIATE THAT. SO WE HAVE A MOTION TO APPROVE, AND A SECOND FOR MTC RESOLUTIONS 17 4321 REVISED. 4504, ON THE FISCAL YEAR 2022, 2023 FUND 18 ESTIMATE AND AMERICAN RESCUE PLAN FUNDING EXCHANGE. THANK YOU. 19 WITH THAT I'LL ASK THE CLERK TO READ ANY PUBLIC COMMENT 20 RECEIVED ASSOCIATED TO THIS ITEM INTO THE RECORD AND ASK FOR 21 22 PUBLIC COMMENT? 23



CLERK, KIMBERLY WARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH 1 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 2 3 ON THIS ITEM. 4 5 DAVID RABBIT, CHAIR: THANK YOU. ROLL CALL ON THIS ITEM? 6 7 CLERK, KIMBERLY WARD: MOTION BY PAPAN SECOND BY RONEN. CHAIR 8 RABBIT? 9 DAVID RABBIT, CHAIR: AYE. 10 11 CLERK, KIMBERLY WARD: PAPAN? 12 13 GINA PAPAN, V. CHAIR: AYE. 14 15 16 CLERK, KIMBERLY WARD: RONEN? 17 18 DIR. HILLARY RONEN: AYE. 19 CLERK, KIMBERLY WARD: CHAVEZ IN. 20 21 22 CINDY CHAVEZ: AYE. 23 CLERK, KIMBERLY WARD: MILEY? 24 25



NATHAN MILEY: AYE. 1 2 3 CLERK, KIMBERLY WARD: WORTH? 4 5 AMY R. WORTH: AYE IN CONFIDENCE THAT FEEDER BUSES WILL REACH 6 AN EQUITABLE AGREEMENT WITH REGARDS TO REIMBURSEMENT SERVICES 7 AND FEDERAL GOVERNMENT. 8 CLERK, KIMBERLY WARD: PASSES UNANIMOUSLY BY ALL MEMBERS 9 10 PRESENT. 11 DAVID RABBIT, CHAIR: MOVING TO ITEM 4A RESOLUTION 310 REVISED 12 AND TRANSIT INTERCITY RAIL CAPITAL PROGRAM CYCLE FIVE REGIONAL 13 ENDORSEMENTS AND THERESA ROMMEL AND ANNE SPEVACK WILL PRESENT 14 THIS ITEM. THERESA? 15 16 THERESA ROMMELL: THANK YOU. I DID WANT TO JUMP IN FOR A MOMENT 17 18 BEFORE I TURN IT OVER TO ANNE TO PRESENT THIS ITEM. I WANT TO PROVIDE A LITTLE EXTRA CONTEXT AND FRAMING. AS THIS IS A 19 SUBJECT THAT HAS BEEN MENTIONED AT PAST PROGRAMMING AND 20 21 ALLOCATIONS COMMITTEE MEETINGS. AND IT DIRECTLY RELATES TO 22 BROADER STRATEGIES SURROUNDING THE ADVANCEMENT OF MAJOR PROJECTS IN THE REGION. SO, SOME OF YOU MAY RECALL THAT AT 23 YOUR SEPTEMBER MEETING STAFF BROUGHT FORWARD AN INFORMATION 24 ITEM ON THE STATUS AND OUTLOOK OF THE FTA FUNDING MEGA 25

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METROPOLITAN

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PROJECTS AS PART OF THAT RECOMMENDATION STAFF RECOMMENDED 1 UPDATING OUR TRANSIT INTERCITY RAIL CAPITAL RTCP PROGRAM 2 3 FRAMEWORK TO BE CONSISTENT WITH PLANNED BAY AREA 2050 AND ALIGNED WITH MORE RECENTLY ARTICULATED STATE PRIORITIES. 4 5 SUBSEQUENT TO OUR STAFF'S CALL FOR PROJECT ENDORSEMENTS OF THE TIRCP WE LEARNED OF POTENTIAL SIGNIFICANT AUGMENTATION TO THE 6 7 PROGRAM IN FISCAL YEAR 2023 USING THE STATE BUDGET SURPLUS 8 WHEREAS THE CURRENT CYCLE IS ONLY ABOUT 5 TO \$600 MILLION THE AUGMENTATION IS ANTICIPATED TO BE APPROXIMATELY ONE AND A HALF 9 TO 2 BILLION IMPLEMENTED THROUGH A SUBSEQUENT STATE CALL FOR 10 11 PROJECTS FOLLOWING BUDGET ADOPTION. THE AUGMENTATION FUNDING COULD ALSO INCLUDE SOME FLEXIBILITIES THAT DON'T EXIST FOR 12 THIS UPCOMING SMALLER ROUND IN TERMS OF WHICH PROJECTS ARE 13 ELIGIBLE TO RECEIVE ADDITIONAL FUNDING THROUGH THE PROGRAM, AS 14 WELL AS THE TYPES OF PROJECTS THAT WOULD BE CONSIDERED 15 16 COMPETITIVE. SO, GIVEN THESE NEW CIRCUMSTANCES, STAFF IS PROPOSING TO UPDATE THE TIRCP FRAMEWORK IN STAGES WITH THE 17 MODEST UPDATE AHEAD OF THE UPCOMING NORMAL CYCLE THAT'S WHAT 18 YOU'RE BEING ASKED TO ADVANCE TODAY, AND A SUBSEQUENT UPDATE 19 AHEAD OF THE BUDGET AUGMENTATION TO THE PROGRAM. THIS STAGED -20 21 - THE STAGE APPROACH WOULD ALLOW US THE TIME TO FIRST REITERATE TO THE STATE OUR CONTINUED SUPPORT FOR FULL FUNDING 22 23 OF THE PROJECTS IN THE EXISTING FRAMEWORK WHICH IS FOCUSED ON THE CORE CAPACITY NEEDS OF THE REGION BUT ALSO ALLOW US TO 24 WORK WITH YOU AND OUR PARTNER AGENCIES ON A MORE COMPREHENSIVE 25

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UPDATE IN THE COMING MONTHS TO TAKE ADVANTAGE OF THE 1 AUGMENTATION ROUND AND ALSO LEVERAGE NEAR-TERM OPPORTUNITIES 2 3 ARISING FROM THE FEDERAL REAUTHORIZATION, THE BIPARTISAN INFRASTRUCTURE LAW. SO, JUST TO REITERATE WHAT IS BEING 4 5 PROPOSED TODAY IS STEP ONE IN A NEAR-TERM MULTI-STEP STRATEGY AIMED AT ARTICULATED OUR EXISTING AND UPCOMING PROJECT FUNDING 6 PRIORITIES AT THE STATE LEVEL AND LEVERAGE OTHER SIGNIFICANT 7 8 OPPORTUNITIES THAT HAVE MATERIALIZED AT THE FEDERAL LEVEL N CONCLUSION AND BEFORE I HAND IT OFF TO ANNE, I WANT TO NOTE 9 THAT THE TIRCP IS A VERY IMPORTANT COMPONENT IN THE FUNDING 10 PLANS FOR OUR MAJOR TRANSIT PROJECTS AND THIS PROGRAM COMBINED 11 WITH ENHANCED OPPORTUNITIES THROUGH THE FEDERAL 12 REAUTHORIZATION ARE INTEGRAL TO STAFF'S EFFORTS TO DEVELOP A 13 FRAMEWORK AND IMPLEMENTATION STRATEGY THAT'S ALIGNED WITH 14 15 PLANNED BAY AREA 2050 FOR DELIVERING THE BAY AREA'S MAJOR 16 CAPITAL PROJECTS IN OTHER WORDS A MULTI-MODAL REPLACEMENT TO SO, WITH THAT BIT OF EXTRA BACKGROUND, ON 17 RESOLUTION 3434. WHY THIS IS A VERY IMPORTANT PROGRAM TO PROJECT SPONSORS IN 18 THE STRATEGY THAT WE'RE PROPOSING, I'M GOING TO HAND IT OFF TO 19 ANNE TO DELIVER THE PRESENTATION FOR THIS ITEM. AND WE LOOK 20 21 FORWARD TO YOUR QUESTIONS AND COMMENTS FOLLOWING THE 22 PRESENTATION.

23

ANNE SPEVACK: THANK YOU. GOOD MORNING EVERYONE. THIS IS ANNE
SPEVACK WITH FUNDING POLICY AND PROGRAM STAFF. COULD WE GET

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THE POWERPOINT UP? GREAT. THANK YOU. OKAY. SO, I WILL GO 1 THROUGH THIS BRIEF PRESENTATION, WHICH HAS A LITTLE BIT MORE 2 3 DETAIL ON WHAT THERESA JUST INTRODUCED TO YOU. WE CAN ADVANCE TO THE NEXT SLIDE. SO THE TIRCP PROGRAM ADMINISTERED BY THE 4 5 CALIFORNIA STATE TRANSPORTATION AGENCY IS FUNDED PRIMARILY BY SB1 REVENUES AND STATE CAP-AND-TRADE AUCTION PROCEEDS AND WE 6 HAVE A CURRENT CALL FOR PROJECTS THAT WILL ADD 5 TO \$600 7 8 MILLION IN NEW PROGRAMMING CAPACITY FROM THESE FUNDING SOURCES AND APPLICATIONS ARE DUE MARCH 3RD. WE HAVE THE GOVERNOR'S 9 BUDGET PROPOSAL WHICH COULD AT \$2 BILLION TO THE TIRCP. WE 10 EXPECT THIS WILL NOT BE ADDED TO THE CURRENT CALL FOR PROJECTS 11 BUT WOULD BE DISTRIBUTED THROUGH A FUTURE SEPARATE CALL FOR 12 PROJECTS DOWNTOWN LINE AND STRATEGICALLY THERE IS A CHANCE TO 13 ALIGN WITH THE TRANSIT FUNDING INFLUX FROM THE BIPARTISAN 14 INFRASTRUCTURE LAW. LOOKING FORWARD, THE REGULAR TIRCP CYCLE 15 16 OCCURS EVERY TWO YEARS AND WHILE THE AMOUNT AVAILABLE EVERY YEAR IS DEPENDENT ON CAP-AND-TRADE REVENUES AND OTHER 17 18 STATEWIDE FUNDING AVAILABILITY WE EXPECT 2 TO 3 BILLION TO BE AVAILABLE OVER THE NEXT TEN YEARS. NEXT SLIDE PLEASE. 19 MTC TIRCP FRAMEWORK WHICH IS PART OF THE REGIONAL CAP-AND-TRADE 20 21 FRAMEWORK DEVELOPED STARTING IN 2013 AT THE TIME WE FOCUSED ON 22 PROJECTS IN THE CORE CAPACITY GRANT PROGRAM AS WELL AS 23 DELIVERING MAJOR RAIL EXPANSION PROJECTS A \$3 BILLION FRAMEWORK INCLUDING CORE CAPACITY PROJECTS BART SFMTA, AC 24 TRANSIT ALONG THE BART SAN JOSE CALTRAIN ELECTRIFICATION AND 25

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SMALLER TRANSIT EXPANSION PROJECTS 1.7 BILLION HAS BEEN 1 AWARDED TO THE REGION OUT OF THE 3 BILLION FRAMEWORK. NEXT 2 3 SLIDE. THIS IS A SUMMARY OF THE CURRENT MTC TIRCP FRAMEWORK AND PREVIOUS AWARDS SHOWING 2.6 BILLION IN THE NAMED PROJECTS 4 5 THEY JUST LISTED AS WELL AS 400 MILLION IN THE FRAMEWORK FOR OTHER TIRCP PROJECTS. NEXT COLUMN SHOWS THE AMOUNT AWARDED 6 7 OVER FOUR ROUNDS AND FINAL COLUMN IS REMAINING CAPACITY IN OUR 8 FRAMEWORK AFTER AWARDS. OVER HALF OF THE FRAMEWORK HAS BEEN AWARDED ALREADY THOUGH NOT EVENLY TREAD BETWEEN THE FRAMEWORK 9 PROJECTS. NEXT SLIDE. TAKING A STEP BACK TO THE BIG PICTURE, 10 TIRCP IS ONE MAJOR COMPONENT OF DELIVERING FULL FUNDING PLANS 11 FOR THE BAY AREA'S MAJOR TRANSIT PROJECTS. WE ANTICIPATE TIRCP 12 TO BE A BIG PLAYER IN THE DEVELOPMENT OF OUR MAJOR PROJECT 13 ADVANCEMENT POLICY, WHICH WILL INCLUDE FUNDING STRATEGIES FOR 14 15 PLANNED BAY AREA 2050'S MAJOR PROJECTS. AND AS WE NOTED 16 EARLIER THERE ARE NEW FEDERAL FUNDING OPPORTUNITIES THAT COULD BE LEVERAGED WITH TARGETED TIRCP FUNDS. 17 NEXT SLIDE, PLEASE. SO LOOKING AT THE BIG PICTURE THIS IS A TIMELINE SHOWING 18 19 REGIONAL PLANNING ACTIVITIES AND KEY FUNDING SOURCES WITH TIRCP ACTIVITIES HIGHLIGHTED IN THE TWO WHITE ROWS. 20 THIS SHOWS TIRCP BEING TACKLED INTO PHASES AS THERESA INTRODUCED. 21 22 THE FIRST WOULD BE THE CURRENT CALL FOR PROJECTS AND THE 23 SECOND WOULD BE FOR THE ANTICIPATED SUPPLEMENTAL CALL FOR PROJECTS TO DELIVER -- TO DISTRIBUTE THE ADDITIONAL FUNDS IN 24 THE GOVERNOR'S BUDGET. THIS IS A BIG PICTURE CONTEXT AND OVER 25

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THE NEXT COUPLE OF SLIDES I'LL GO INTO DETAIL ON OUR PROPOSED 1 PHASED APPROACH. NEXT SLIDE. WE ARE PROPOSING A THREE STEP 2 3 STRATEGY TO REVISE THE TIRCP FRAMEWORK IN PREPARATION FOR THE CURRENT CALL FOR PROJECTS AND THE ANTICIPATED SUPPLEMENTAL 4 5 CALL FOR PROJECTS. THE FIRST STEP THAT WE'RE PROPOSING THIS MONTH IS TO ENDORSE PROJECTS BASED ON THE CURRENT CORE 6 7 CAPACITY FRAMEWORK WITH A FEW MINOR UPDATES. STEP TWO WOULD BE 8 TO ADVOCATE FOR ADDITIONAL FUNDS TO BE ADDED TO THE TIRCP PROGRAM AS PROPOSED IN THE GOVERNOR'S BUDGET AND FOR 9 ELIGIBILITY FOR THOSE FUNDS TO BE BROUGHT IN TO MEET REGIONAL 10 11 PRIORITIES. STEP THREE IS TO CONSIDER A LARGER TIRCP FRAMEWORK REFRESH FOR THE STATE AUGMENTATION AND FUTURE TIRCP 12 NEXT SLIDE, PLEASE. THIS SLIDE DETAILS STEP ONE FROM 13 ROUNDS. THE PREVIOUS SLIDE, WHICH IS A PROPOSAL FOR A MINOR UPDATE TO 14 15 THE TIRCP FRAMEWORK FOR CONSIDERATION THIS MONTH. THE 16 PROPOSAL KEEPS THE FOCUS OF THE TIRCP FRAMEWORK ON PROJECTS THAT HAVE FULL FUNDING PLANS AND ALIGN WITH THE ORIGINAL CORE 17 18 CAPACITY FRAMEWORK BUT INCLUDES TWO MINOR CHANGES TO 19 INCORPORATE ZERO EMISSIONS BUS TRANSMISSION PROJECTS AND TO ENDORSEMENT LIMIT FROM UNNAMED PROJECTS FROM 15 MILLION TO 25 20 MILLION BASED ON FEEDBACK WE HAVE HEARD FROM OPERATORS. NEXT 21 22 STEP TWO OF THE PROPOSED STRATEGY IS TO ADVOCATE TO SLIDE. 23 THE STATE TO GUIDE THE DIRECTION OF THE TIRCP AUGMENTATION. BECAUSE OF AUGMENTATION WOULD NOT BE FUNDED BY CAP-AND-TRADE 24 REVENUES THIS ANTICIPATED ROUND OF FUNDING COULD BE LESS 25

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RESTRICTIVE THAN REGULAR TIRCP ROUNDS. STAFF PROPOSES 1 ADVOCATING TO THE STATE FOR THE TIRCP AUGMENTATION TO PROVIDE 2 3 ADDITIONAL FUNDS TO TIRCP FRAMEWORK PROJECTS WITH FUNDING INCLUDING THE BART TRANSBAY CORRIDOR CAPACITY PROGRAM GAPS. 4 5 CALTRAIN ELECTRIFICATION AND BART TO SILICON VALLEY PHASE TWO. THE AUGMENTATION WILL ALSO BE AN OPPORTUNITY TO ADD NEW MAJOR 6 PROJECTS TO THE FRAMEWORK WHICH LEADS ME TO THE NEXT SLIDE. 7 8 STEP THREE OF THE PROPOSED STRATEGY IS A LARGER REFRESH OF THE TIRCP FRAMEWORK IN PREPARATION FOR THE TIRCP AUGMENTATION AND 9 FUTURE TIRCP ROUNDS. THROUGH A FRAMEWORK REFRESH MTC COULD 10 START SHIFTING THE REGIONAL TIRCP FOCUS TO THE NEXT GENERATION 11 OF TRANSIT EXPANSION PROJECTS LISTED IN TIER ONE OF PLANNED 12 BAY AREA 2050. IF PURSUED THE TIRCP REFRESH WOULD BE 13 DEVELOPED IN COORDINATION WITH PARTNER AGENCIES AS PART OF 14 DEVELOPING FULL FUNDING PLANS FOR THESE PROJECTS AND COULD BE 15 16 COORDINATED WITH FEDERAL FUNDING STRATEGY AND ADVOCACY. А REFRESH OF THE TIRCP FRAMEWORK MAY INCLUDE ADDING THE LARGER 17 PROJECTS REQUESTING FUNDS THIS CYCLE, SUCH AS CALTRAIN 18 DOWNTOWN EXTENSION, VALLEY LINK, AND I 680 EXPRESS BUS. NEXT 19 THIS IS A SUMMARY OF THE PROPOSED STRATEGY AND THE 20 SLIDE. ACTIONS RECOMMENDED TO BE TAKEN THIS MONTH. STAFF RECOMMENDS 21 22 MAKE YOU MINOR CHANGES TO THE TIRCP FRAMEWORK BY APPROVING A 23 REVISED MTC RESOLUTION NUMBER 4130 REGIONAL CAP-AND-TRADE FRAMEWORK ENDORSES APPLICATIONS CONSISTENT WITH FRAMEWORK WITH 24 25 SFMTA, AC TRANSIT AND CALTRAIN AND ENDORSING OTHER PLANNED BAY

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AREA CONSISTENT PROJECTS TO 25 MILLION EACH INCLUDING MAJOR 1 PROJECTS THAT MAY BE PART OF A LARGER FRAMEWORK UPDATE. 2 3 FINALLY STAFF WOULD RETURN IN THE COMING MONTHS WITH A LARGER UPDATE TO THE TIRCP FRAMEWORK IN ANTICIPATION OF FURTHER CALLS 4 5 FOR PROJECTS. AND THAT'S THE END OF MY PRESENTATION. I WOULD 6 BE HAPPY TO TAKE ANY QUESTIONS. 7 8 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH, ANNE, AND THANK YOU, THERESE, AS WELL, FOR THAT PRESENTATION. WE DO HAVE A QUESTION 9 10 FROM DIRECTOR RONEN. GO AHEAD, PLEASE. 11 DIR. HILLARY RONEN: YES. THANK YOU. AND FORGIVE ME, I HAVE 12 SOME COMMENTS THAT ARE A LITTLE LENGTHY THAT FOCUS ON THE 13 CALTRAIN DOWNTOWN EXTENSION PROJECT AND ADVOCACY THAT IT BE 14 INCLUDED AS A NEW PRIORITY PROJECT FOR THE POTENTIAL 2 BILLION 15 16 -- UP TO 2 BILLION IN ADDITIONAL FUNDS. FOR THE LAST 25 17 YEARS, DTX HAS BEEN A REGIONAL LONG-STANDING PRIORITY TO 18 DELIVER AN INTEGRATED TRANSPORTATION SYSTEM BY LEVERAGING THE CONNECTIONS THE SALESFORCE TRANSIT CENTER AS TO THE BAY AREA 19 THROUGH THE NINE CURRENT FUTURE PLAN TRANSIT SYSTEMS THAT 20 21 OPERATE THERE, INCLUDING SAMTRANS, GOLDEN GATE TRANSIT, GREYHOUND AND WESTCAT AND EVENTUALLY WE'LL HAVE CALTRAIN AND 22 HIGH SPEED RAIL CONNECTING BOTH EAST TO NORTH, DOWNTOWN, TO 23 SAN FRANCISCO TO JOBS AND OPPORTUNITIES AND AFFORDABLE HOUSING 24 THAT RELIEVE CONGESTION AND GHG EMISSIONS ON ONE OF THE 25

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BUSIEST FREEWAYS IN THE CORRIDOR, US101 IS SECOND ONLY TO THE 1 SAN FRANCISCO OAKLAND BAY BRIDGE IN TERMS OF CONGESTION. THE 2 3 DTX IS EXPECTED TO PROVIDE 90,000 RIDERS WITH DAILY REGIONAL CONNECTIONS IMPROVING JOB ACCESS FOR REGIONAL WORKERS AT A 4 5 RANGE OF INCOME LEVELS AND THE OVERALL BAY AREA ECONOMY THE PROJECT WILL CREATE TENS OF THOUSANDS OF JOBS WITH 6 CONSTRUCTION OF THE TRANSIT CENTER WILL RESULT IN 24,000 7 8 CONSTRUCTION JOBS AND CREATE 5.5 MILLION HOURS OF WORK FOR THE BAY AREA. COMPLETING DTX IS A CRITICAL STEP IN THE STATE RAIL 9 PLAN AND CONNECTING THE BAY AREA ACCOMMODATING EXPECTED 10 REGIONAL POPULATION GROWTH AND REDUCING OUR COLLECTIVE 11 RELIANCE ON THE AUTOMOBILE. I WANT TO THANK THE STAFF FOR YOUR 12 RECOMMENDED ENDORSEMENT OF BAY AREA PRIORITIES FOR THE CURRENT 13 CYCLE OF TIRCP FUNDS AND FOR LAYING OUT A PATH FOR REFRESHING 14 THE NEEDS AND PRIORITY IN FUTURE CYCLES OF THE FUNDING 15 16 PROGRAM. MTC HAS BEEN MEETING LONG-STANDING COMMITMENTS ON PROJECTS FOR THE TIRCP FRAMEWORK WHICH WAS LAST UPDATED IN 17 2015 CERTAINLY SINCE THEN MANY NEEDS REMAIN INCLUDING CAPACITY 18 AND PROGRAMS AND REGIONAL PROJECTS SUCH AS JPA, CALTRAIN, DO 19 NOT RAIL EXTENSION PROJECT HAVE MADE SIGNIFICANT PROGRESS 20 21 TOWARDS IMPLEMENTATION. WITHIN THE UPCOMING MONTHS, AS YOU HAVE STATED, THE STATE WILL RELEASE ANOTHER ROUND OF TIRCP 22 FUNDS AND THAT LEVERAGE, BILLIONS OF DOLLARS FROM THE FEDERAL 23 BIPARTISAN INFRASTRUCTURE LAW, WITH A RECENT INFUSION OF STATE 24 AND FEDERAL FUNDS FOR TRANSPORTATION, I AM PLEASED TO SEE MTC 25

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SUPPORT AND COMMITMENT TO MUNI AND DTX THOUGH FRANKLY I THINK 1 IT'S COME TIME TO SUPPORT DTX WITH SIGNIFICANT FUNDING 2 3 REFLECTIVE OF REGIONAL IMPORTANCE AND DECADE LONG STATUS AS REGIONAL INVESTMENT PRIORITY. I UNDERSTAND THIS N THIS ROUND 4 5 URGES REFRESH OF THE TIRCP FRAMEWORK UNDER CAP-AND-TRADE PENDING FRAMEWORK. THIS PROJECT WILL INTEGRATE OVER A DOZEN 6 7 TRANSIT OPERATORS CALTRAIN DOWNTOWN EXTENSION RECENTLY WAS 8 ACCEPTED BOO THE FEDERAL TRANSIT ADMINISTRATION CAPITAL INVESTMENT GRANT PROGRAM DEVELOPMENT, PROJECTS OVER THE NEXT 9 18 MONTHS FOR SUCCESSFUL NEW STARTS GRANT APPLICATION 10 SPECIFICALLY A FULL FUNDING GRANT AGREEMENT IN 2025 SO THIS IS 11 A VERY CRUCIAL AND IMPORTANT TIME FOR THE PROJECT FOR THE 12 FEDERAL TRANSPORTATION BILL HAVING ADDED 11.5 BILLION TO THE 13 NEW STARTS PROGRAM OVER THE FIVE YEAR BILL AND DOUBLING THE 14 FUNDS AVAILABLE TO THIS GRANT PROGRAM. SECURING STATE FUNDS, 15 16 PARTICULARLY TIRCP IS MISSING CRITICAL FOR MEETING THIS MILESTONE ASSOCIATED WITH THE FEDERAL FUNDING PROGRAM SECURING 17 A MAJOR FEDERAL GRANT SPECIFICALLY FOR TODAY'S PROJECT I AGAIN 18 19 APPRECIATE AND SUPPORT STAFF'S RECOMMENDATION ENDORSEMENT FOR PROJECTS CYCLE FIVE OF THE TIRCP AND ADDITIONALLY REQUEST THE 20 REGION'S SUPPORT THAT DTX PROJECT ADD SIGNIFICANT AND 21 22 APPROPRIATE LEVELS GIVEN STATUS OF REGIONAL PRIORITY PROJECT 23 AND STATE SIGNIFICANCE INCLUDING TIRCP AUGMENTATION CYCLE. I DO NOT SUPPORT THE RECOMMENDATION FOR THE UPCOMING TIRCP 24 AUGMENTATION CYCLE TO SOLELY PRIORITIZE ADDRESSING FUNDING 25

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GAPS ON EXISTING REGIONALLY SIGNIFICANT PROJECTS ALREADY IN 1 THE TIRCP FRAMEWORK. I WOULD LIKE TO AMEND THIS ACTION TO 2 3 REMOVE THIS APPARENT PROPOSAL FOR FUTURE CYCLES FROM THE CYCLE FIVE TIRCP ENDORSEMENTS. I URGE US TO UPDATE THE TIRCP 4 5 FRAMEWORK AS SOON AS POSSIBLE TO FORMALLY INCLUDE THE DTX PROJECT AT SIGNIFICANT LEVELS FOR UPCOMING TIRCP FUTURE CYCLES 6 AND TO INCLUDE SFMTA CORE CAPACITY WHICH HAS SIGNIFICANT 7 8 AMOUNT REMAINING IN THE ORIGINAL FRAMEWORK. I URGE US TO INCLUDE DTX IN OUR FEDERAL ADVOCACY FOR FUNDING PROGRAMS 9 INCLUDING NEW START POTS SEARCH FOR MEGA PROJECTS IN 10 CONJUNCTION WITH OTHER REGIONAL PRIORITIES. THANK YOU FOR 11 LISTENING TO THIS LONG WINDED PROPOSAL AND EXPLANATION AND I 12 LOOK FORWARD TO ADVOCATING FOR THESE AND OTHER REGIONAL 13 PRIORITIES AS PART OF THE STATE BUDGET PROCESS AS FEDERAL CIG 14 15 AND TRANSIT FUNDING PROGRAMS.

16

17 DAVID RABBIT, CHAIR: THANK YOU VERY MUCH. DIRECTOR ABE-KOGA? 18

MARGARET ABE-KOGA: THANK YOU, CHAIR. AND THANK YOU, STAFF, FOR THE PRESENTATION. I APPRECIATE THE PROPOSAL. I ACTUALLY JUST HAD ONE QUESTION, AND THEN A SECOND QUESTION THAT'S COME UP IN RESPONSE TO COMMISSIONER RONEN'S COMMENTS. BUT MY QUESTION, I GUESS I WAS -- I'M NEW TO THIS, BUT I WASN'T CLEAR ON WHAT ITEM THREE OF THE FRAMEWORK UPDATE MEANS, THAT'S INCREASING THE ENDORSEMENT LIMIT FOR NON-NAMED PROJECTS FROM 15 TO \$25



MILLION. AND I -- COULD YOU EXPLAIN WHAT THAT LIMIT MEANS?
AND, SO, IF A PROJECT COMES IN, THAT THE ASK IS, SAY, 50
MILLION, ARE WE SAYING THAT WE'LL ENDORSE UP TO 25 MILLION OF
THAT? OR? IS THAT -- OR IS THERE A DIFFERENT INTERPRETATION OF
THAT? IF YOU COULD CLARIFY, THAT WOULD BE GREAT. THANK YOU.

7 THERESA ROMMELL: THERESA ROMMEL WITH FUNDING POLICY AND
8 PROGRAMS. YES THAT'S WHAT IT MEANS. WE WOULD ENDORSE UP TO 25
9 MILLION, HOWEVER THE PROJECT SPONSOR CAN STILL APPLY FORASMUCH
10 AS THEY CHOOSE TO, BUT OUR ENDORSEMENT WOULD BE UP TO 25
11 MILLION.

12

MARGARET ABE-KOGA: SO, MY QUESTION IS, THEN, IS THERE A NEED TO DO THAT -- WOULD THAT POTENTIALLY, YOU KNOW HARM A PROJECT THAT MIGHT BE ASKING FOR MORE FUNDING THAN THE 25 MILLION LIMIT?

17

THERESA ROMMELL: YEAH, I THINK OUR IMPRESSION IS THAT, YOU 18 KNOW, A \$5 MILLION DIFFERENCE PROBABLY WOULDN'T IMPACT WHETHER 19 OR NOT THE STATE CHOOSES TO FUND THE PROJECT OR NOT. I THINK 20 21 OUR THRESHOLD, YOU KNOW, WHICH HAS BEEN INCREASED FROM 15 MILLION TO 25 MILLION IN THIS PROPOSAL IS REALLY INTENDED TO, 22 KIND OF, ENSURE THAT THE PROJECT REQUESTS THAT ARE COMING IN 23 ARE NOT TOTALLY OUT OF THE RANGE OF WHAT WE MIGHT ACTUALLY 24 ACHIEVE IN THE FUNDING CYCLE. SO IT'S TRYING TO PLACE A LIMIT 25



ON THE NUMBER OF PROJECTS AND THE TOTAL AMOUNT THAT THE REGION
 IS APPLYING FOR.

3

MARGARET ABE-KOGA: OKAY. GOING BACK TO COMMISSIONER RONEN'S 4 5 COMMENTS, I APPRECIATE THE IDEA ABOUT STAYING FOCUSED AND READY TO GO ON PROJECTS AND I WANT TO THANK STAFF FOR 6 INCLUDING CALTRAIN ELECTRIFICATION AND THE BART EXTENSION TO 7 8 SILICON VALLEY PHASE TWO. I THINK IT'S IMPORTANT TO GET THOSE PROJECTS COMPLETED AS OUICKLY AS POSSIBLE. SO, APPRECIATE 9 BUT, COULD YOU EXPLAIN HOW WOULD ADDING THE -- IS IT 10 THAT. 11 THE DTX PROJECT? -- WOULD AFFECT THE OTHER PROJECTS THAT WE'RE ALREADY PRIORITIZING? I MAY NOT HAVE THIS CLEARLY -- I MEAN, 12 I MAY NOT BE UNDERSTANDING THIS CLEARLY, BUT ARE WE TRYING TO 13 ADD -- IS THE REQUEST TO ADD THE DTX PROJECT TO OUR FIRST --14 15 I'M GOING TO CALL THEM TIERS, OUR FIRST TIER LIST? OR IS IT 16 SOMEWHERE ELSE?

17

18 ALIX BOCKELMAN: THROUGHOUT CHAIR, WOULD YOU LIKE ME TO 19 RESPOND?

20

21 DAVID RABBIT, CHAIR: YES, PLEASE.

22

ALIX BOCKELMAN: AGAIN, ALIX BOCKELMAN. SO, AGAIN, TODAY, WE'RE
REALLY LOOKING AT A VERY MODEST UPDATE TO THE FRAMEWORK AND
THAT WOULD GIVE US SOME TIME TO COME BACK TO YOU IN THE NEXT -

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- IN THE COMING MONTHS TO REALLY TALK ABOUT, SORT OF, WHAT IS 1 THE FINANCIAL CAPACITY THAT WE SEE THROUGH THE AUGMENTATION, 2 3 PLUS, IN THE NEXT TEN YEARS, AND THEN TALKING ABOUT HOW WE CAN, BOTH, HOPEFULLY, PRIORITIZE ADDRESSING GAPS IN EXISTING 4 PROJECTS, PLUS REALLY TRY TO ADVANCE, SORT OF, THE TIER ONE 5 6 PROJECTS THAT ARE PART OF PLANNED BAY AREA 2050. SO, I THINK IT'S HARD TO ANSWER THAT QUESTION TODAY. BUT WE WOULD 7 8 CERTAINLY BE COMING BACK TO YOU IN THE NEXT SEVERAL MONTHS AFTER WORKING WITH OUR PARTNERS IN TERMS OF HOW WE HOPE TO BE 9 10 ABLE TO, YOU KNOW, ACHIEVE A LOT OF -- ALL OF THESE GOALS THAT WE HAVE SET FORTH FOR YOU. 11

12

MARGARET ABE-KOGA: SO, WE COULD, TODAY, JUST SUPPORT THE PROPOSED FRAMEWORK UPDATE, AND THEN YOU WILL COME BACK TO US WITH MORE INFORMATION ON DTX OR OTHER PROJECTS AND THEN, AS PART OF THAT, I WANTED TO ASK FOR CONSIDERATION OF OUR DIRIDON -- THE DIRIDON STATION PROJECT AS A MOBILITY HUB PROJECT. AND IF WE COULD INCLUDE THAT SOMEWHERE, AS WELL? THANK YOU.

19

20 DAVID RABBIT, CHAIR: THANK YOU. COMMISSIONER WORTH?

21

AMY R. WORTH: THANK YOU, MR. CHAIR. I WANT TO THANK STAFF FOR
THIS COMING FORWARD AND TOTALLY UNDERSTAND ALL THE PREVIOUS
COMMENTS. LOOKING AT THIS OBVIOUSLY WE'RE WORKING TO RING THE
BAY. WE'RE WORKING TO COMPLETE THE PROJECTS, NUMBER 1, AND, 2,

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WE HAVE LONG-TERM THROUGH LINK 21, WITH OUR VISION WITH THE 1 MEGA REGION, AND OUR REGIONAL RAIL INITIATIVES, AND, CLEARLY 2 3 IT'S -- I THINK A COUPLE THINGS IS, I'M LOOKING FORWARD TO THE REFRESH YOU TALKED ABOUT AND LOOKING FORWARD TO SPEND SOME 4 5 TIME TO UNDERSTAND ALL THESE PROJECTS WHAT THE FUNDING NEEDS ARE, HOW WE THINK WE'RE GOING TO COMPETE, AND I GUESS THE ONE 6 THING -- AND I'M GRATEFUL TO INCLUDE THE 68095ATIVE, I KNOW 7 8 CLEAN CORRIDOR IS A PRIORITY FOR THE EAST -- FOR OUR, YOU KNOW, FOR OUR EAST BAY IN TERMS OF MOBILITY, BUT THE OTHER 9 10 THING I WANTED TO ASK IS, REALLY, WE HAVE GOT THE SHORT-TERM PROJECTS AND I UNDERSTAND WHEN WE PUT TOGETHER PLANNED BAY 11 AREA 2050 FOR THE FIRST TIME WE DID THIS TIER ONE, TIER TWO 12 PROJECT. AND I GUESS THE CHALLENGE THAT I'M TRYING TO 13 UNDERSTAND WITH THE LIMITATIONS OF LIMITING THIS FUTURE BIG 14 15 CHUNK OF MONEY THAT WE ANTICIPATE FROM THE STATE AND THE 16 FEDERAL GOVERNMENT THAT'S, SORT OF, UNPRECEDENTED, IN TERMS OF 17 HOW TO ENSURE THESE LONGER TERM PROJECTS STAY ALIVE. AND LET ME USE AN EXAMPLE OF LINK 21. WE HAVE, RIGHT NOW, THROUGH RM3 18 AS WELL AS THE BART BOND, SIGNIFICANT DOLLARS TO BEGIN DOING 19 THE PLANNING AND IT ALL LINKS TOGETHER. YOU HAVE GOT TO --20 21 THIS ALL LINKS TOGETHER. THAT'S ONE OF THE CONCERNS IS BY LIMITING THIS REFRESH AND THIS APPEAL TO THESE -- TO THESE --22 FOR THESE LARGER FUNDS THAT I DON'T SEE WE'RE GOING TO BE 23 SEEING THOSE KINDS OF FUNDS IN THE NEAR -- IN THE LITTLE BIT 24 LONGER TERM FUTURE -- SO THAT'S ONE EVER OF THE CONCERNS, I 25

HAVE WITH THE LINK 21 PROJECT. WITH OUR ENVIRONMENTAL GOALS OF 1 PLANNED BAY AREA 2050 WE CANNOT ACHIEVE THEM WITHOUT THAT LINK 2 3 21 CROSSING. SO I DON'T KNOW IF THERE IS AN ANSWER RIGHT NOW, ABOUT I DO -- WOULD HOPE THAT WE MIGHT BE ABLE TO BE LOOKING A 4 5 LITTLE BIT LONGER TERM FOR THIS NEXT TRANCHE OF FUNDS IN TERMS OF STRATEGY. BECAUSE, YOU KNOW, THE CHALLENGE FOR ALL OF US IS 6 PLANNING DOLLARS ARE REALLY DIFFICULT TO GET. EVERYBODY LOVES 7 8 THE SHOVEL READY PROJECTS WHICH I BENEFITTED FROM THAT YEARS AGO WITH THE CALDECOTT TUNNEL WHERE THE SHOVELS WERE LITERALLY 9 10 POISED ALONG THE SIDE OF THE TUNNEL READY TO GO BUT THAT'S THE CONCERN I THINK IN TERMS OF ENSURING THAT THESE INVESTMENTS 11 SERVE THE EAST BAY. DTX IS CRITICAL TO GET THE TRAINS TO THE 12 TRANSBAY TERMINAL AND LONGER TERM GETTING THAT TRANSBAY 13 TERMINAL GOING OUT FARTHER OVER TO THE EAST BAY AND UP TO THE 14 15 EASTERN PART OF CALIFORNIA AND BEYOND. SO, THAT'S JUST ONE OF 16 THE THOUGHTS THEY HAVE, AND I'M NOT SURE IF STAFF HAS ANY 17 THOUGHTS ABOUT THIS, OR HOW CAN WE KEEP, YOU KNOW, ESSENTIALLY RECOGNIZING THE LONG-TERM NATURE OF THESE PROJECTS? AND HOW DO 18 WE KEEP THIS ONE PARTICULARLY ALIVE? 19

20

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THERESE MCMILLAN: MAYBE I COULD TAKE A SHOT AT -- AND -- LOVE THE THREE YEAR-OLD COMMENTARY. AND TAKE A SHOT AT ADDRESSING SOME CONFUSION ABOUT HOW THE DIFFERENT TIERS STACK UP. AND I THINK THAT MAY HELP. SO, THINK OF -- YOU KNOW, THINK OF THIS AS WE'RE IN A POINT OF TRANSITION WITH TIRCP. IN SOME WAYS,

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WE'RE, SORT OF, TRANSITIONING OUT OF THE FRAMEWORK WE HAD A 1 2 NUMBER OF YEARS AGO. IN PART BECAUSE, A, SOME MAJOR PROJECTS, 3 BASICALLY, SORT OF, ACHIEVED AND GOT WHAT THAT I WANTED. BUT, ALSO, RECOGNIZING THAT THE ECOSYSTEM, IF YOU WILL, OF 4 5 AVAILABLE FUNDING OPPORTUNITIES FOR THESE PROJECTS IS ALSO 6 CHANGING. SO, KEEP THAT IN MIND, AS I DESCRIBE WHAT'S HAPPENING. SO, FOR THE FIRST ONE, BECAUSE OF THE -- FOR THE 7 8 FIRST TIER, I DON'T KNOW IF WE CALL THEM TIERS OR STEPS -- FOR THE FIRST ONE BECAUSE THE STATE MONEY IS SO SMALL FOR THE 9 WHOLE STATE OF CALIFORNIA \$500 MILLION, THE IDEA HERE IS TO 10 STICK WITH THE PRIORITIES THAT THE COMMISSION HAS ALREADY 11 IDENTIFIED. BECAUSE WE DIDN'T GET EVERYTHING OF THE 3 BILLION 12 WE WERE GOING FOR. WE WERE ON OUR WAY, BUT DIDN'T GET THE 13 WHOLE THING. AND THERE ARE SOME MINOR ADJUSTMENTS WE ARE DOING 14 TO STAY COMPETITIVE, PARTICULARLY THIS NOTION THAT THE STATE 15 16 IS RECOGNIZING ELECTRIC VEHICLE, ZERO EMISSIONS, AS A MAJOR INTEREST POINT FOR THEM. REMEMBER, TIRCP IS A DISCRETIONARY 17 PROGRAM. SO THE STATE REALLY INFLUENCES THEIR CHOICES ON A 18 NUMBER OF FACTORS. THAT'S HIGH LEVEL, SO AS WE'RE KIND OF IN 19 THIS TRANSITION PHASE FOR THE EXISTING FRAMEWORK, WE WANT TO 20 21 MAKE THE EXISTING FRAMEWORK STRONGER, IF YOU WILL, BY BRINGING IN STRATEGICALLY, A NOD TO SOME OF THOSE PROJECTS THAT ARE 22 EASY I BELIEVE THAT WAS WITH COMMUNITY AND AC TRANSIT. THE 23 AUGMENTATION ONE TIME STRATEGIC OPPORTUNITY THAT, SORT OF, A 24 BRIDGE IF YOU WILL BECAUSE WITH THE SURPLUS FROM THE STATE, WE 25

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COULD SEE A 2 BILLION OR MORE -- WE'RE CONTINUING TO ADVOCATE 1 IN THIS SPACE, MIND YOU, FOR MORE, FOR THE STATE -- THERE'S A 2 3 COUPLE OF THINGS TO THINK ABOUT IN TERMS OF THE POSITIONS. ONE OF THEM IS THE FACT THAT ELIGIBILITY CAN BE DIFFERENT. CURRENT 4 5 TIRCP PROJECTS, BECAUSE OF THE COLOR OF MONEY THEY HAVE WITH 6 CAP-AND-TRADE, HAVE SOME PARTICULAR RESTRICTIONS AND, FRANKLY, THE ADMINISTRATION OF THE PROGRAM HAS PUT ON CERTAIN 7 8 RESTRICTIONS, LIKE STATUTE, REGARDLESS SHOULD HAVE, SORT OF, SHAPED THE COMPETITIVE POOL. WITH THE AUGMENTATION WE SEE THE 9 10 ABILITY TO ADVOCATE FOR MORE FLEXIBILITY, FRANKLY, TO DEAL WITH SOME KEY TIMING ISSUES WITH SOME OF OUR MAJOR PROJECTS 11 THAT CALTRAIN, ELECTRIFICATION BEING A CLASSIC EXAMPLE, WHERE 12 WE KNOW WE HAVE GOT A SHORT FALL, AND HERE IS AN OPPORTUNITY, 13 WITH A ONE-TIME AMOUNT OF FUNDING, PERHAPS, TO DEAL WITH THAT 14 15 FIX. AT THE SAME TIME -- AND MAYBE WE WEREN'T AS CLEAR AS WE 16 COULD HAVE BEEN -- AT THE SAME TIME WE'RE HOPING THE AUGMENTATION IS ROBUST ENOUGH TO ALSO THINK ABOUT PROJECTS 17 OUTSIDE OF THE FRAMEWORK TO JUMP INTO THE POOL AND START GET 18 INTO A PIPELINE. OKAY? SO WE SEE THE OPPORTUNITY IN THE 19 AUGMENTATION FOR BOTH INVESTMENTS, BUT AS ALIX POINTED OUT, WE 20 WANT TO COME BACK TO YOU WITH A SET OF POLICY RECOMMENDATIONS 21 OF HOW WE MIGHT BALANCE WITH THAT AUGMENTATION LIST, COULD BE. 22 WE'RE VERY SPECIFIC ABOUT WE HAVE HIGHLIGHTED PROJECTS WE 23 COULD BE OF INTEREST, DTX BEING AMONG THEM TO BE IN THAT 24 AUGMENTATION POOL BUT WE'RE TODAY NOT GIVING YOU A LIST OF 25

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PROJECTS WITH DOLLAR AMOUNTS BECAUSE WE WANT TO HAVE THESE 1 CONVERSATIONS WITH ALL OF THAT RECOGNIZING THERE'S A WHOLE 2 3 CONTINUUM OF FUTURE TIRCP ROUNDS. AND, SO, LOOKING THAT FAR AHEAD, WE'RE SAYING, HOW DO WE KNOW WE THINK A NEXT GENERATION 4 5 FRAMEWORK, FOR TIRCP WITH A MAJOR EYE TOWARD IT BEING A LEVERAGING OPPORTUNITY FOR MAJOR OP THINGS LIKE THE FEDERAL 6 PROGRAM. RIGHT? SO, THE CIRCUMSTANCES OF AVAILABLE FUNDING IN 7 8 THE MIX IS NOW DIFFERENT. BIL HAS RESHAPED A LOT OF DIFFERENT THINGS. AND SO WE'RE SAYING, WE NEED NOW TO THINK ABOUT NOT 9 JUST PUTTING IN APPLICATIONS FOR TIRCP ALONE, BUT HOW THAT 10 HELPS FIT INTO THESE COMPLEX FUNDING PACKAGES WE NEED TO HAVE 11 FOR A WHOLE NUMBER OF PROJECTS OR PROGRAMS. AND I THINK, AMY, 12 AND COMMISSIONER WORTH, YOU KNOW, IN YOUR CASE WITH I 680 AND 13 OTHERS THERE IS, SORT OF, A COMPENDIUM OF PROJECTS PUT 14 15 TOGETHER IN ORDER TO ADVANCE GOALS. SO I HOPE THAT -- IT 16 MIGHT BE A LITTLE LENGTHY IS THE IDEA OF THE CONTINUUM LOOKS LIKE BETWEEN TIER ONE STEP ONE THIS AUGMENTATION DEFINED BY 17 THIS ONE-TIME INFUSION WE ARE THINKING THE STATE'S GOING TO 18 HAVE WE CAN DO FOR THIS BUILDING SPACE BUT BUILDING LOCKS FOR 19 THE LARGE LOOK AHEAD COMING THROUGH WE KNOW THERE'S A STACK OF 20 21 MAJOR PROJECTS WE NEED TO EVALUATE WITHIN THE LARGER CONTEXT. I HOPE THAT CLARIFIES A LITTLE BIT. 22

23

24 AMY R. WORTH: MAY I?

25



1 DAVID RABBIT, CHAIR: PLEASE DO.

2

3 AMY R. WORTH: THERESE. WE APPRECIATE YOUR COMMENTS YOU HAVE BEEN TO THE TOP OF THE MOUNTAIN AND SEEN HOW THESE FUNDS FLOW 4 5 AND THE COMPETITION. RIGHT NOW THE FOCUS IS ON A COUPLE OF STEPS IN TERM OF TIER ONE AND LINK 21 WE'LL BE IN CONTINUUM 6 DISCUSSION LATER IN THE SPRING YOU'LL HAVE MORE CONCRETE KINDS 7 8 OF STEPS IN TERMS OF WHERE THE LARGER LONGER TERM PROJECTS THESE ARE LIKE LAYER CAKES. THERE SNOW ONE SINGLE SOURCE OF 9 FUNDS. I THINK THIS ALL SPEAKS TO VICE CHAIR JOSEFOWITZ'S 10 CONCERNS AND COMMENTS IN THE PAST ABOUT COST CONTAINMENT TOO. 11 WE HAVE TO BE CONCERNED ABOUT COST, AND EVERY DOLLAR WE SPEND 12 ON THAT. I'LL MUTE NOW. 13

14

15 NICK JOSEFOWITZ: I THINK WE HAVE BEEN ON A LOT OF ZOOMS BUT 16 THAT'S ONE OF THE CUTEST INTERVENTIONS. AMY, YOU HAVE BECOME A 17 GRANDMA.

18

19 AMY R. WORTH: THANK YOU FOR THE TOLERANCE.

20

21 DAVID RABBIT, CHAIR: IT'S RAY GOOD REMINDER OF WHERE WE'RE 22 HERE DOING WHAT WE'RE DOING. MOVING ON TO DIRECTOR MILEY. 23

24 NATHAN MILEY: THANK YOU. TRYING TO FOLLOW ALL OF THIS. I DO25 NOT HAVE ANY PROBLEM WITH THE PROJECTS THAT ARE BEING

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ENDORSED. BUT I DO THINK THAT I DON'T EITHER UNDERSTAND, OR I 1 2 HAVEN'T HEARD A GOOD RATIONALE FOR NOT INCLUDING DTX IN THE 3 PRESENT ENDORSEMENT. THE PRESENT PHASE, THE PRESENT STEP OF ENFORCEMENT. I HAVE HEARD A LOT OF RESPONSES, AND 4 5 EXPLANATIONS, BUT I'M STILL -- I'M NOT CLEAR ON WHY THAT CAN'T BE INCLUDED. AT THIS POINT IN TIME, I DON'T SEE WHAT THE HARM 6 IS BY INCLUDING THAT IN THE PRESENT ENFORCEMENT. I DO THINK 7 8 I'M OKAY WITH VALLEY LINK WAITING ON THAT, BUT WITH DTX, I JUST DON'T GET IT. SO MAYBE I'LL EITHER GET FURTHER 9 CLARIFICATION AND I'LL UNDERSTAND IT, AND I CAN VOTE FOR THIS, 10 OR I'LL JUST HAVE TO ABSTAIN AND WAIT UNTIL IT GETS TO THE 11 FULL COMMISSION. BECAUSE I'M JUST NOT GETTING WHY WE CAN'T 12 INCLUDE THAT IN THE PRESENT ENDORSEMENT. THANK YOU. 13

14

15 DAVID RABBIT, CHAIR: THANK YOU. I WAS LOOKING FOR STAFF. BUT 16 I'LL GO TO DIRECTOR JOSEFOWITZ.

17

NICK JOSEFOWITZ: YEAH. I WANTED TO THANK STAFF FOR ENGAGING 18 WITH, IN PARTICULAR, WITH SAN FRANCISCO, ON THIS ISSUE IN 19 ADVANCE. AND I APPRECIATE, YOU KNOW, A LOT OF THE PREP WORK 20 21 THAT WENT INTO THIS. I TOO, AM VERY SUPPORTIVE OF DTX AND THINK IT'S INCREDIBLY IMPORTANT THAT WE ALIGN OUR TIRCP 22 PRIORITIES ALONG WITH THE REGIONAL PRIORITIES AS EXPRESSED IN 23 SO MANY OTHER PLANNING DOCUMENTS. AND I APPRECIATE STAFF 24 PUTTING IN DTX INTO THIS TIRCP ROUND, AND I AM -- AND I SHARE 25

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THE FRUSTRATION THAT THE STATE SHOULD JUST STEP UP AND GET ITS 1 ACT TOGETHER AND HELP US FUND THIS PROJECT. IT'S SUPER 2 3 IMPORTANT AND THIS WE FED TO COALESCE AS A REGION AROUND T AND I REALLY HOPE THAT IN THE PROCESS THAT, SORT OF, FOLLOWS THIS, 4 5 THAT WE WILL BE ABLE TO HAVE DTX, SORT OF, ACKNOWLEDGE DTX'S, SORT OF, REGIONAL IMPORTANCE IN THE KIND OF REGIONAL 6 PRIORITIES FOR THE KIND OF LIKE THE SUITE OF FUNDING. I DO 7 8 THINK IT IS REALLY -- WE ARE IN GREAT NEED OF A REFRESH OF KIND OF ISSUE WHAT THESE REGIONAL -- OF HOW OUR REGION IS 9 GOING TO APPROACH ALL THESE POTS OF FUNDING AND I THINK WE'RE 10 DOING THAT IN A COMPREHENSIVE WAY. SO I REALLY APPRECIATE 11 STAFF KIND OF PUTTING THAT PROCESS FORWARD WHERE WE CAN LOOK 12 AT ALL THOSE DIFFERENT POTS OF MONEY THAT WE ANTICIPATE COMING 13 DOWN. AND, SORT OF, FIGURING OUT HOW WE CAN ACTUALLY COMPLETE 14 SOME OF THESE PROJECTS. BECAUSE, YOU KNOW, IT'S VERY EASY TO 15 16 JUST KIND OF PEANUT BUTTER EVERYTHING AROUND THE REGION AND BE, LIKE, WELL, EVERYBODY'S GOT TO GET SOMETHING. BUT THEN 17 EVERYBODY GETS LIKE A HALF BILL PROJECT AND THAT DOESN'T HELP 18 ANYTHING. SO, AND I ALSO REALLY APPRECIATE THE FOCUS ON KIND 19 OF COST CONTAINMENT. AND I KNOW IT'S CERTAINLY COST OVERRUNS, 20 21 THINGS, YOU KNOW, ARE -- THINGS THEY DON'T THINK WE SHOULD JUST BE KIND OF THE ATM TO FUND ON WHATEVER COST OVERRUNS COME 22 ALONG. I THINK WE HAVE GOT TO BE CLEAR ABOUT THAT. SOME ARE 23 WELL BEYOND PROJECT SPONSOR'S CONTROL SOME CAN BE REALLY 24 MANAGED AND KIND OF DEALT WITH. I WAS JUST REMINDED THAT --25

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AND I'M NOT A SUPER -- MIGHT BE GETTING IT WRONG. THERESE MAY 1 KNOW THIS MUCH BETTER. THERE WAS A PROJECT IN BOSTON, I THINK 2 3 IT WAS A GREEN LINE EXTENSION, THAT WAS JUST GETTING MORE AND MORE EXPENSIVE AND IT WAS GOING TO TAKE MORE AND MORE TIME AND 4 5 THE BUDGETS ARE COMING IN BILLIONS OF DOLLARS EXPENSIVE, AND THE NEW GOVERNOR CAME IN AND SAID WE'RE GOING TO MAKE THIS 6 CHEAPER AND THEY CUT A BILLION DOLLARS FROM THE BUDGET AND YOU 7 8 KNOW WHAT? IT'S DONE. THEY'RE NOT DOING IT. IT'S MY UNDERSTANDING. AND WE NEED THAT TYPE OF CLARITY COMING FROM 9 SOMEONE IN THIS REGION NOT JUST FOR ANY PARTICULAR PROJECT BUT 10 FOR ALL PROJECTS THAT ARE JUST KIND OF RISK OF THIS HAPPENING. 11 AND SO I APPRECIATE THE KIND OF FOCUS ON THAT AS PART OF THE 12 KIND OF FEDERAL -- AS PART OF THIS FRAMEWORK THAT'S BEING 13 DEVELOPED. AND, MY LAST THING IS JUST, YOU KNOW, THIS HAS COME 14 15 UP, BUT I REALLY HOPE WE CAN GROUND A LOT OF THIS IN PLANNED 16 BAY AREA. AND, YOU KNOW, IT'S OBVIOUSLY -- IT'S NOT A COPY PASTE EXERCISE, BUT I REALLY THINK WE, YOU KNOW, PLANNED BAY 17 AREA SHOULD BE, YOU KNOW, KIND OF THE BASIS, THE WORK THAT 18 WITHSTAND INTO PLANNED BAY AREA, THE PROJECT ASSESSMENTS AND 19 THE, SORT OF, THE MODELING AND ALL OF THAT INCREDIBLE WORK 20 21 THAT, SORT OF, FORMED THE BASIS FOR THIS REGIONAL CONSENSUS SHOULD HOPEFULLY BE CARRIED FORWARD IN OUR REGIONAL PRIORITIZE 22 PROCESS. ONE MORE THING, ALSO, THANK YOU FOR CONTINUING TO 23 PRIORITIZE MUNI CORE CAPACITY. THESE TYPES OF PROJECTS WHETHER 24 MUNI CORE CAPACITY OR BART COCAPACITY ARE THE PROJECTS THAT 25

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TAKE ALL THE EXISTING INFRASTRUCTURE THAT WE HAVE IN THE 1 GROUND AND INVEST MODERATE AMOUNTS OF MONEY TO MAKE THEM WORK 2 3 THAT MUCH BETTER AND WE CAN'T GET CARRIED AWAY, WE CAN'T JUST FOCUS ON THINGS THAT ARE FLASHY AND NEW WHEN WE HAVE SO MANY 4 5 OPPORTUNITY TO MAKE WHAT WE ALREADY HAVE WORK SO MUCH BETTER. 6 THANK YOU. 7 8 DAVID RABBIT, CHAIR: THANKS NICK. DIRECTOR CHAVEZ? 9 CINDY CHAVEZ: THANK YOU. I WANTED TO ASK IF STAFF WANTED TO 10 RESPOND TO -- I'M SORRY -- I DON'T RECALL WHO SPOKE BEFORE 11 NICK, BUT ASKED SOME OPEN ENDED OUESTIONS, AND THAT MIGHT HELP 12 WITH MY QUESTIONS. 13 14 DAVID RABBIT, CHAIR: WE WERE GOING TO TAKE THAT UP AFTER GOING 15 16 THROUGH. BUT THAT'S FINE, STAFF, ALIX, DO YOU WANT TO ADDRESS SOME OF THE ISSUES RAISED? 17 18 ALIX BOCKELMAN: CERTAINLY. I THINK YOU WERE REFERRING TO 19 DIRECTOR MILEY'S QUESTION ABOUT DTX? FIRST TO CLARIFY WHAT'S 20 21 RECOMMENDED FOR YOU TODAY DOES INCLUDE DTX ENDORSEMENT BUT AT THE SMALLER DOLLAR CAPPED AMOUNT OF 25 MILLION AND THAT'S, 22 SORT OF, SIMILAR FOR ALL OF THE PROJECTS THAT AREN'T PART OF 23 THE CURRENT FRAMEWORK. I WANT TO MAKE SURE THAT WAS CLEAR. 24 ALSO IN TERMS OF ANOTHER ONE OF HIS QUESTIONS, WHY NOT THIS 25

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CYCLE. AS WE TALKED ABOUT, REALLY I BELIEVE THIS FRAMEWORK 1 NEEDS A COMPREHENSIVE REFRESH AND AS YOU HEARD TODAY THERE ARE 2 A LOT OF NEEDS IN THE REGION AND WE ALSO NEED TO LOOK AT 3 MAKING SURE THAT HOW WE DO IT, HOPEFULLY WE'RE FULLY FUNDING 4 5 PROJECTS SO THEY CAN BE MOST SUCCESSFUL AND MOVING FORWARD, AND THEN, I GUESS, FINALLY, YOU KNOW, SPECIFICALLY TO DTX MOST 6 IMPORTANTLY THE THING WE NEED TO DO IS TAKE TIME TO DO A 7 8 COMPREHENSIVE REFRESH BUT RESPECTIVE TO DTX ALSO I THINK YOU KNOW THEIR NEEDS TO FIT BETTER INTO THE KIND OF FUTURE CYCLES, 9 AS THE REQUEST AT LEAST AS I UNDERSTOOD THE CYCLE MIGHT BE 10 LARGER THAN THE STATE HAS IN ITS ENTIRETY AND I THINK IT'S 11 BETTER THAT THE KIND OF NEXT CYCLES AS WE TALKED ABOUT. 12

13

CINDY CHAVEZ: THANK YOU. THAT WAS HELPFUL TO HELP ME WITH MY 14 15 COMMENTS. I THINK ONE KIND OF OPERATIONAL QUESTION IS, DO WE 16 ENDORSE AT A PARTICULAR LEVEL FOR A SPECIFIC REASON? AND I UNDERSTOOD THERESA, YOU WERE SAYING THAT BECAUSE THERE IS THE, 17 YOU KNOW, THE LIMITS AT A STATEMENT LEVEL THAT WE ENDORSE AT A 18 PARTICULAR LEVEL BECAUSE WE WANT TO GET MORE PROJECTS IN, BUT 19 I GUESS WHAT I'M CURIOUS ABOUT IS IRRESPECTIVE OF WHAT WE 20 21 ENDORSED AT, YOU MADE THE POINT THAT A LOCAL ENTITY COULD ASK FOR MORE. I KNOW THAT WE, AT OUR PROJECT, OUR LIGHT RAIL 22 PROJECT WITH THE 25 MILLION, WE WOULD STILL HAVE A \$5 MILLION 23 DETAIL ASO OBVIOUSLY, AT A LOCAL LEVEL WE'RE GOING TO ASK FOR 24 30 MILLION, RIGHT? SO I GUESS MY QUESTION IS, DO WE -- IS 25

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THERE SOMETHING STRATEGY ABOUT THAT? AND/OR DOES IT MAKE SENSE
 TO ENDORSE WITHOUT THE AMOUNTS? AND I JUST DON'T UNDERSTAND
 ENOUGH ABOUT THE PROCESS TO UNDERSTANDS THE WHY OF THAT AT A
 STATE LEVEL.

5

ALIX BOCKELMAN: THROUGH THE CHAIR. [LAUGHTER] AGAIN, I THINK 6 7 THAT THERE IS NOT SOMETHING MAGICAL ABOUT 25 MILLION. WE ARE 8 PROPOSING IN THE ACTION TODAY TO INCREASE IT FROM 15 TO 25, BECAUSE WE DO THINK THAT THERE IS VALUE IN THAT. I THINK THE 9 REASON THAT WE MIGHT PREFER TO INCLUDE AN AMOUNT IS, AGAIN, I 10 THINK -- WE DO THINK THAT THE PROJECTS THAT ARE REMAINING IN 11 THE CORE CAPACITY FRAMEWORK ARE REALLY IMPORTANT. AND WE WANT 12 TO MAKE SURE THAT THE STATE UNDERSTANDS THAT. I MEAN, MUNI, I 13 DON'T HAVE THE NUMBERS, BUT SFMTA HAD SOME IMPORTANT NEEDS AND 14 THEY REALLY HAVEN'T BEEN FUNDED SO THIS IS AN OPPORTUNITY TO 15 16 REALLY HIGHLIGHT THOSE NEEDS AND TRY TO MAKE SURE THAT, YOU KNOW, RIGHT, WHERE WE DO OUR REFRESH, WE'RE ABLE TO GET AS 17 MUCH FUND AS WE CAN TO THE PROJECTS THAT WE HAD IDENTIFIED AS 18 VERY IMPORTANT. BART TO SAN JOSE WE WERE SUCCESSFUL IN GETTING 19 THE 750 MILLION FOR THE BART CORE CAPACITY. WE HAVE BEEN 20 21 PRETTY SUCCESSFUL NOT WHOLLY SUCCESSFUL FOR AC TRANSIT ALONG WITH [INDISCERNIBLE] WE HAVEN'T BEEN AS SUCCESSFUL SO AGAIN I 22 THINK WE NEED TO LIFT THOSE UP FOR THIS CYCLE. 23

24

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CINDY CHAVEZ: ALIX THAT ALLOWS YOU TO ENDORSE WITH SPECIFICITY 1 BECAUSE OF THE FINITE AMOUNT THAT YOU'RE REQUESTING? MY 2 3 QUESTION S IF THERE IS VALUE IN THAT LIMIT, AND IF THERE ISN'T, THEN, JUST ENDORSING THE PROJECT AND LETTING US ASK FOR 4 5 OUR OWN AMOUNT -- THAT'S REALLY WHAT I'M TRYING TO UNDERSTAND. IS WHAT YOU'RE SAYING THAT BY BEING SPECIFIC THAT YOU CAN ALSO 6 BE SPECIFIC ABOUT WHAT THAT AMOUNT OF REVENUE MEANS FOR THE 7 8 PROJECT? AND THAT WAY IT DOESN'T LOOK WILLY-NILLY, BUT LOOKS MORE WITH, THAT IT LOOKS LIKE WE PRIORITIZED IT AT A LOCAL 9 10 LEVEL, AND THEREFORE WE'RE GOING TO BE MORE COMPETITIVE IT'S A STATE LEVEL. IS THAT WHAT YOU'RE SAYING? 11

12

ALIX BOCKELMAN: I THINK I'M TRYING -- WHAT WE'RE TRYING TO
SUPPORT THE FRAMEWORK THAT WE HAVE, BEFORE WE DO THE REFRESH
SO THE PROJECTS THAT ARE IN THE FRAMEWORK, TO BE AS
COMPETITIVE AS POSSIBLE AND WE UNDERSTAND THERE ARE A LOT OF
GOOD PROJECTS OUT THERE AND THE STALE WILL HAVE TO MAKE SHOULD
DECISIONS THEY DON'T HAVE TO LIMIT HOW MUCH THEY PROVIDE TO
THIS 25 MILLION IT WILL BE --

20

CINDY CHAVEZ: ALIX, WE HAD A PROCESS BY STAYING WITHIN THAT PROCESS, AND WHAT STAFF FELT WASN'T DEVIATING TO TOO FAR FROM THE PROCESS RESPECTIVE OF THE 10 MILLION PER PROJECT IN THIS PROCESS BEING CONSISTENT WITH THE LOCAL LEVEL REGIONAL, SO WE AREN'T PULLING EACH OTHER'S HAIR OUT?



1

3

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2 ALIX BOCKELMAN: THANK YOU.

CINDY CHAVEZ: WITH A REGIONAL PERSPECTIVE, TWO THINGS I 4 5 APPRECIATE THAT WE'RE BEING INCLUDED IN THIS PHASE AND FOLKS THE AREA THAT EACH OF US HAVE A PART OF THE BAY AREA THAT WE 6 SIT ON TOP OF THAT WE TRY TO PROTECT AND NURTURE AND GROW THIS 7 8 IS ONE OF THOSE THAT IMPACTS THE LOW-INCOME COMMUNITIES THE LIKELY RAIL PROJECT SPECIFICALLY. WHAT WOULD BE HELPFUL TO ME 9 AS A MEMBER OF THE BOARD WOULD BE ABLE TO BETTER UNDERSTAND 10 WHERE WE HAVE VERY COMPLEX PROJECTS WITH LOTS OF FUNDING 11 OPPORTUNITY AND INTEGRATION TO FIGURE OUT A WAY ESPECIALLY 12 WITH THE PROGRAMMING COMMITTEE TO PERHAPS DO INFORMATIONALS A 13 LITTLE MORE OFTEN AND A LITTLE DEEPER ON THOSE PROJECTS? AND 14 15 I'LL JUST GIVE YOU AN EXAMPLE. LIKE, I'M ON THE CALTRAIN 16 BOARD, SO I HAVE A HIGH LEVEL OF INTEREST IN DTX, BUT I HAVE TO SAY THAT PROJECT BECAUSE OF HIGH SPEED RAIL RESOURCES WHAT 17 WILL OR WON'T COME IN THROUGH HIGH SPEED RAIL AND THEN ALL OF 18 THE ENTITIES AS HILLARY DESCRIBED THAT WILL CONNECT TO THAT 19 PROJECT MUST BE AS IMPORTANT AS THE DIRIDON STATION WHERE WE 20 21 HAVE HIGH SPEED RAIL CALTRAIN WE HOPE BART SOME DAY, LIGHT RAIL IT'S GOT A LOT OF MOVING PARTS TO T HOW THE FUNDING 22 STRATEGIES WORK IS GOING TO BE CRITICAL TO UNDERSTANDING HOW 23 TO MAKE STRATEGY ASKS HOW TO SUPPORT EACH OTHER AND FRANKLY 24 FIGHT WITH EMPLOYEE OTHER WHEN WE NEED TO BUT SUPPORT EACH 25

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OTHER AS IT RELATES TO THE REVENUES AT STALE AND FEDERAL LEVEL 1 WITH A LITTLE MORE RIGOR. YOU MAY ALREADY DO THAT I HAVEN'T 2 3 SEEN IT AT THAT LEVEL BUT THAT WOULD BE IMPORTANT FOR ME TO BE ABLE TO DIGEST AND UNDERSTAND AS A MEMBER OF THE BOARD. I'M 4 5 GOING TO SUPPORT THE PROCESS AND I JUST WANT TO SAY TO MY COLLEAGUE, COMMISSIONER RONEN KNOWING THAT YOUR FOOT IS IN THE 6 DOOR MAKES ME COMFORTABLE RECOGNIZING MORE WORK NEEDS TO BE 7 8 DONE AS A PART OF THE PROCESS. I RECOGNIZE THE WHOLE 30 MILLION WHICH IS WHY WE'RE STARING AT THE DELTA THING BUT I 9 UNDERSTAND MORE NOW THE WAY YOU EXPRESS SAID IT. THANK YOU. 10 11

12 DAVID RABBIT, CHAIR: THANK YOU CINDY. VICE CHAIR PAPAN? 13

GINA PAPAN, V. CHAIR: THANK YOU, MR. CHAIR AND THANK YOU TO 14 STAFF. THIS IS COMPLEX. I APPRECIATE EFFORT THAT'S GONE INTO 15 16 IT. I EMPHASIZE THE IMPORTANCE OF REALLY GETTING THE MAJOR EXISTING PROJECTS THAT ARE IN THE WORKS REALLY FURTHER TOWARDS 17 COMPLETION BEFORE EVERYBODY ENDS UP IN THE DEEP WATER AND 18 THERE IS NO MONEY. THESE ARE GREAT PROJECTS AND I THINK WITH 19 THE BLUE RIBBON TRANSIT RECOVERY, WE ARE TRYING TO EMPHASIZE 20 21 THE CONNECTIVITY. SO, FROM GETTING TO ONE REGION TO THE OTHER IS SO IMPORTANT. THE ELECTRIFICATION OF CALTRAIN, I THINK THEY 22 HAVE FINALLY GOTTEN IT TOGETHER THAT THEY CAN PROCEED. I MEAN, 23 WE HAVE ALL HAD ISSUES, SAN FRANCISCO, WITH THE CHINATOWN 24 CONNECTION. THINGS HAPPENED THERE, BUT HOPEFULLY THIS IS UNDER 25

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CONTROL, AND WILL BE A SUCCESS SOONER RATHER THAN LATER. 1 BECAUSE WE ARE TRYING TO PUT THE PIECES TOGETHER. AND I'M 2 3 HOPING WITH THE MEGA PROJECT COMMITTEE, WE CAN ALL LEARN FROM PREVIOUS MISTAKES. AND ALL BE MUCH MORE EFFICIENT IN HOW WE 4 5 PROCEED ON ALL THESE WONDERFUL PROJECTS. THEY REALLY, REALLY 6 ARE. SO, I'M LOOKING FORWARD TO THAT. WILL SUPPORT TODAY EFFORTS HERE. BECAUSE WE HAVE GOT TO MAKE A DIFFERENCE -- WE 7 8 HAVE GOT TO SHOW SOME RESULTS ON SOME OF THESE PROJECTS. AND I THINK THE ELECTRIFICATION OF CALTRAIN IS ONE OF THOSE, IF THEY 9 CAN GET THEIR GOVERNANCE TOGETHER. BUT THAT'S ANOTHER ISSUE. 10 THANK YOU VERY MUCH. [LAUGHTER] 11

12

13 DAVID RABBIT, CHAIR: THANK YOU, GINA. AND I SEE OUR EXECUTIVE
14 DIRECTOR WITH HER HAND UP.

15

16 THERESE MCMILLAN: YEAH, JUST VERY QUICKLY. AND ON BEHALF OF CHAIR PEDROZA, WHO IS NOT WITH US RIGHT AT THE MOMENT, JUST 17 REFLECTING BOTH ON COMMISSION -- VICE CHAIR JOSEFOWITZ'S AND 18 COMMISSIONER CHAVEZ'S OBSERVATIONS THAT A DEEPER DIVE 19 OPPORTUNITY ON THESE REALLY COMPLEX PROJECTS WOULD BE SUPER 20 21 HELPFUL. I HAVE BEEN TALKING TO THE CHAIRMAN ABOUT HAVING A WORKSHOP ON THAT VERY TOPIC. WHICH YOU MAY RECALL WE, SORT OF, 22 LIGHTLY PUT OUT THERE WHEN WE BROUGHT THE CALTRAIN ITEM TO YOU 23 IN JANUARY. BUT, CHAIR PEDROZA IS COMMITTED TO SETTING THAT 24 UP. ALIX AND HER TEAM WILL BE LEADING THE FRAMING OF THAT. AND 25

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SO WE'RE LOOKING AT LATE SPRING, EARLY SUMMER, LIKE TO WORK IN 1 SEASONS, AS WE'RE, SORT OF, FIGURING OUT HOW TO STACK 2 3 EVERYTHING. BUT, WE ACKNOWLEDGE THAT THAT'S GOING TO BE INCREDIBLY IMPORTANT. SO YOU HAVE THAT ACKNOWLEDGE IN TANDEM, 4 5 AS WE'RE BRINGING FORWARD RECOMMENDATIONS HOW FAR TO SETUP THE POLICIES AND STRATEGIES TO ACTUALLY DELIVER THOSE PROJECTS. 6 7 SO, I HOPE THAT'S HELPFUL. 8 DAVID RABBIT, CHAIR: GREAT. THANK YOU VERY MUCH. DIRECTOR 9 10 RONEN? 11 DIR. HILLARY RONEN: THANK YOU SO MUCH. I JUST WANTED TO 12 BRIEFLY SAY, IN CASE THERE WAS ANY CONFUSION IN NEW COMMENT. 13 I'M DEFINITELY GOING TO SUPPORT TODAY'S ITEM. MAIN EMPHASIS IS 14 15 ASKING I HOPE DTX CAN BE INCLUDED IN THE NEXT PHASE OF THIS 16 ADDITIONAL FUNDS AS A PRIORITY PROJECT. I JUST WANT TO MAKE THAT CLEAR. 17 18 DAVID RABBIT, CHAIR: MUCH APPRECIATED DIRECTOR RONEN. I DON'T 19 SEE ANY HANDS RAISED FROM MY COLLEAGUES. I SEE TWO ATTENDEES 20 21 HANDS RAISED. I'LL ASK THE CLERK IF SHE'LL HELP US GO THROUGH PUBLIC COMMENT, PLEASE? 22

23

24 CLERK, KIMBERLY WARD: OF COURSE. FIRST SPEAKER IS ZACK
25 DEUTSCH-GROSS.

1

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SPEAKER: THIS IS ZACK I'M WITH THE ADVOCACY OF SAN FRANCISCO 2 3 TRANSIT RIDERS WE REPRESENT THE OVER HUNDREDS OF THOUSANDS OF RIDERS THAT TAKE TRANSIT IN SAN FRANCISCO EVERY DAY NOT ON ALL 4 5 TRANSIT MODES, I WANT TO ECHO COMMENTS AND ADVOCATE FOR DTX TO BE A REGIONALLY ENDORSED PROJECT AS PART OF THE NEXT PHASE OF 6 TIRCP AND THE STATE TRANSPORTATION PLAN. WE APPRECIATE THE 7 8 FUNDING OF MUNI CAPACITY IN THE CURRENT TIRCP AND AGREE IT SHOULD BE PRIORITIZED. ADDING DTX EXPANDS THE SCOPE OF 9 POSSIBLE FUNDING OPPORTUNITIES MOVING FORWARD AT THE FEDERAL 10 AND STATE LEVEL IT'S IMPORTANT TO REGIONAL PROJECTS THAT 11 BENEFIT RIDERS ACROSS THE REGION THAT WILL BE A CRITICAL 12 DRIVER OF ECONOMIC GROWTH AS WE MOVE FORWARD. THANK YOU. 13 14 15 CLERK, KIMBERLY WARD: THANK YOU. NEXT SPEAKER IS GERALD 16 CAUTHEN. PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES. 17 SPEAKER: I'M SPEAKING ON BEHALF OF THE BAY AREA TRANSPORTATION 18 WORKING GROUP. I WANT TO SAY FIRST THAT SUPERVISOR RONEN MADE 19 IT VERY CLEAR AND LOGICAL AND INFORMED RATIONALE, OR 20 21 JUSTIFICATION FOR THE DTX, AND I ALSO APPRECIATED SENATOR MILEY JUMPING IN ON THAT, AND DIRECTOR JOSEFOWITZ. I'M NOT 22 23 GOING TO REPEAT WHAT SUPERVISOR RONEN SAID, BUT I WANT TO ADD TWO POINTS. ONE IS THAT SB 917 IS WINNING ITS WAY THROUGH THE 24 LEGISLATURE UP THERE, AND IT'S GOT SOME STEED BEHIND IT. I 25

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THINK IT'S FAIR TO SAY THAT INTEGRATED TRANSIT THE KIND OF 1 2 THING YOU MIGHT SEE IN SWITZERLAND, IS GAINING RECOGNITION 3 THAT'S EXTREMELY IMPORTANT IF YOU WANT TO DO SOMETHING ABOUT RIDERSHIP. THAT MEANS TERCET SHOULD BE INTERESTED IN THAT 4 5 CONNECTION BETWEEN NORTH SOUTH, EAST WEST BUSES ALONG MARKET STREET. THAT'S VERY IMPORTANT. I THINK I'M GOING TO END THERE. 6 I THINK I HAVE SOMETHING TO DO THAT WOULD MAKE THE WHOLE THING 7 8 WORK BETTER YET BUT IN THE INTEREST OF FUNDING FOR THIS STEP I WOULD DEFER THAT, BUT I WOULD URGE THAT SOMETHING LIKE THIS 9 DOESN'T GET ANYWHERE UNLESS THERE ARE CHAMPIONS OUT THERE 10 SPONSORING IT, AND PUTTING THEIR EGOS ONLINE BEHIND IT. YES 11 IT'S COMPLICATE, EVERYTHING IS CHANGING IT'S TRUE, BUT WITHOUT 12 A CHAMPION OR A SET OF CHAMPIONS, THESE PROJECTS TEND TO 13 LANGUISH, SO I HOPE THERE WOULD BE SOME BUILDING ON WHAT'S 14 15 SUPER RONEN SAID, AND GET THIS WELL-ESTABLISHED, AS AN 16 IMPORTANT PROJECT FOR THE REGION. THANK YOU.

17

18 CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS BART YOU 19 HAVE TWO MINUTES.

20

21 SPEAKER: THANK YOU. THIS IS BART. GOOD AFTERNOON. I WANT TO 22 THANK STAFF AND PROGRAMMING AND ALLOCATIONS COMMITTEE AND MTC 23 FOR YOUR SUPPORT OF THIS TJPA ENDORSED FUNDING. ULTIMATELY THE 24 DTX PROJECT IS NEEDED NOT ONLY FOR THE END RESULT FOR TRANSIT 25 BUT ALSO FOR THE RESIDENTS AND WORKERS OF SAN FRANCISCO WHO

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HAVE SUFFERED A MAJOR DOWNTURN IN THE CONSTRUCTION INDUSTRY 1 DUE TO THE PANDEMIC. THIS PROJECT WILL ALSO PROVIDE 2 3 OPPORTUNITY FOR RESIDENTS LOOKING TO BEGIN A CAREER IN CONSTRUCTION. THE SAME CAREER THAT I -- THAT HAS SERVED ME 4 5 WELL. I'M ACTUALLY A GLAZER BY TRADE, BUT I HAVE BEEN A UNION REPRESENTATIVE FOR THE PAINTERS, DRYWALL FINISHERS AND FLOOR 6 LAYERS FOR NORTHERN CALIFORNIA AND BAY AREA. I AM CURRENTLY A 7 8 BUILDING TRADES MANAGER IN SAN MATEO COUNTY. BUT THE DOWNTURNS WE HAVE SUFFERED OVER THE YEARS IN MY 20 YEARS IN THE FIELD, 9 THROUGH THE DOT COM BOOMS AND BUSTS, THE RECESSION, 10 INFRASTRUCTURE WORK WAS KEY TO KEEPING WORKING PEOPLE WORKING. 11 YOU KNOW, I HAVE BEEN A PART OF MANY PROJECTS, AND ULTIMATELY, 12 OUR TRANSBAY TERMINAL, YOU KNOW, IT'S THE -- WE NEED TO GET 13 THAT CONNECTION THERE, TO GET IT -- TO FINALIZE IT, FINISH 14 15 THAT, SO IT CAN BE WHAT WE DREAMED IT WAS GOING TO BE. SO I 16 JUST WANT TO THANK YOU FOR THE TIME. AND, AGAIN, JUST WANT TO REMIND YOU THAT WE SUPPORT BUILDING TRADES AND THE WORKING 17 PEOPLE OF SAN FRANCISCO AND SUPPORTIVE OF JUST, THIS PROJECT. 18 THANK YOU. 19 20

21 CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS CHARLIE
22 LAVERY. PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTE SAYS.
23

24 SPEAKER: YEAH. GOOD AFTERNOON, NOW, COMMISSIONERS AND STAFF. I 25 WANT TO THANK YOU ALL FOR YOUR WORK. I SEE A LOT OF FAMILIAR

FACES ON HERE. HOPEFULLY IT WON'T BE TOO LONG BEFORE WE CAN 1 MEET IN PERSON. BUT I WANT TO SPEAK IN SUPPORT OF ENDORSING 2 3 AND CONTINUING TO PRIORITIZE THE DTX PROJECT. I THINK THE --YOU KNOW, THIS LEVEL OF COMMITMENT, OF LOCAL COMMITMENTS, IS 4 5 ESSENTIALLY IF WE'RE GOING TO LEVERAGE THE FEDERAL DOLLARS THAT ARE AVAILABLE AT 11 TO 1 RATIO, THAT WE'RE GOING TO NEED 6 TO GET THIS PROJECT INTO CONSTRUCTION. I ALSO WANT TO JUST 7 8 SAY THAT THESE TYPES OF CONSTRUCTION PROJECTS HAVE BEEN THE LIFE BLOOD OF SO MANY UNDERSERVED COMMUNITIES AND FAMILIES IN 9 10 THE BAY AREA, AND THEY CONTINUE TO BE THAT. AND A LITTLE CONTEXT, PHASE ONE PROVIDED JOBS FOR OVER 600 OPERATING 11 ENGINEERS, AND THAT'S OUT OF THE THOUSANDS OF JOBS THAT IT 12 PROVIDED TO OTHER TRADES WORKERS. AND IF THOSE THOUSANDS OF 13 JOBS, 20% OF THOSE JOBS WENT TO APPRENTICES. SO THE BENEFITS 14 15 OF A PROJECT LIKE THIS COMPOUND AS PEOPLE COMPLETE THEIR 16 APPRENTICESHIPS BECOME JOURNEY MENS RETURN TO THEIR COMMUNITIES AND CONTINUE TO SUPPORT AND SUSTAIN FAMILIES AND 17 ECONOMIES THAT OTHERWISE WOULD SUFFER. I SUPPORT 18 PRIORITIZATION OF DTX. 19 20 21 CLERK, KIMBERLY WARD: THANK YOU. NEXT SPEAKER IS ADINA LEVIN.

22

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23 SPEAKER: ADINA LEVIN SPEAKING FOR FRIENDS OF CALTRAIN AND
24 WANTED TO SUPPORT THE PREVIOUS COMMENTS IN FAVOR OF INCLUDING
25 FUNDING FOR THE DOWNTOWN EXTENSION AS SOON AS THAT IS FEASIBLE

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TO DO SO. AND THE RECENT NEW RIDERSHIP ESTIMATES COMING OUT OF 1 2 THE TJPA INDICATE THAT COMPLETING THE DTX, IT WOULD, OVER 3 TIME, ACCOUNT FOR ABOUT HALF OF CALTRAIN'S RIDERSHIP. YOU KNOW, THIS IS SOMETHING THAT IS POTENTIALLY REALLY POWERFUL 4 5 FOR SUPPORTING TRANSIT RIDERSHIP IN TAKING CARS OFF THE ROAD AND WITH ALL OF THE PROGRESS THAT WE'RE HAVING AROUND THE 6 REGION ON EQUITY, PROVIDING MOBILITY TO MORE PEOPLE, AS WELL. 7 8 THE OTHER POINT, IN ADDITION THAT POINT OF GETTING FUNDING FOR THE PROJECT AS SOON AS FEASIBLE, FOR THE GOING FORWARD COMING 9 10 UP WITH A PLAN FOR TIRCP FUNDS WOULD ENCOURAGE, INCLUDING IN THAT, POLICIES THAT CONNECT USE OF THOSE FUNDS TO THE EMERGING 11 PLANNING AND PROJECT DELIVERY PRACTICES THAT ARE COMING OUT OF 12 THINGS LIKE OUR REGIONAL RAIL PLAN, COMING OUT OF THE BLUE 13 RIBBON CONNECTED NETWORK PLAN PROCESS, HUB STATION 14 CONNECTIONS, PROJECT DELIVERY, EFFECTIVE PROCESSES. THE AMOUNT 15 16 OF MONEY COMING THIS IS REALLY WELCOME, AND IT WILL, REALLY HELP THE REGION IF WE CAN USE THAT MONEY TO GET AS MUCH 17 TRANSIT AS POSSIBLE. AND, YOU KNOW, THAT MONEY SHOULD BE USED 18 TO PROVIDE JOBS. AND THOSE JOBS SHOULD DELIVER AS MUCH TRANSIT 19 AS POSSIBLE WITH THE CLIMATE CRISIS, THE MOBILITY NEEDS, SO 20 21 PLEASE LINK THOSE TO POLICIES THAT WILL ENABLE US TO GET MORE TRANSIT FROM THE MONEY THAT WE INTEND. THANK YOU. 22

23

CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS JOHN DOE
DOUGHERTY. PLEASE UNMUTE YOURSELF. YOU HAVE TWO MINUTES. THANK

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YOU. JOHN ELECTRICAL WORKERS LOCAL 66 AND VICE PRESIDENT OF 1 SAN FRANCISCO BUILDING TRADES JUST CHECKING IN TO THANK MTC 2 3 AND THIS COMMITTEE FOR THEIR SUPPORT OF THE TGPA, AND THOSE EFFORTS OVER THE YEARS. AND I WANT TO SAY THAT I FEEL REALLY 4 5 STRONGLY URGING THAT WE HIT THE ENDORSED 25 MILLION FOR THE TD -- DTX PROJECT. REASON BEING IS THAT I BELIEVE THE MTC NEEDS 6 TO SHOW THAT COMMITMENT TO THE DTX PROJECT. I DON'T THINK WE 7 8 HAVE EVER REALLY SEEN, OR AT LEAST NOT IN THE -- IN THE LAST COUPLE OF DECADES, HOW POPULAR CALTRAINS AND RAIL INTO THE 9 DOWNTOWN CORE, FROM THE PENINSULA, COULD BE, AND WE WENT UNTIL 10 WE HAVE THE COMPLETION OF DTX AND WE GET THOSE TRAINS ROLLING 11 INTO THE STATION. SO, THANK YOU FOR YOUR TIME. AND I'LL SIGN 12 OFF THERE. 13

14

15 CLERK, KIMBERLY WARD: THANK YOU. THE NEXT SPEAKER IS RICHARD 16 HEDGES. PLEASE UNMUTE YOURSELF. YOU WILL HAVE TWO MINUTES. 17

RICHARD HEDGES: THANK YOU VERY MUCH. I'M VERY EXCITED ABOUT 18 THE DTX PROJECT AND I THINK WE SHOULD WORK TOWARD TOTAL 19 I HAVE ALREADY LIVED PAST MY LIFE EXPECTANCY 20 FUNDING OF IT. 21 FOR A MALE. I DOUBT THAT I'LL LIVE TO SEE THE COMPLETION OF THIS, BUT IT'S FOR THE NEXT GENERATION. IT WILL IMPROVE 22 CONNECTIVITY. IT WILL ADD TO TRANSIT EOUITY, AND FOR EVERY 23 THERE THAT IT'S SPENT ON MY BROTHER'S, JOHN, BART, AND CHARLIE 24 25 -- BART AND CHARLIE, I SERVE WITH ON THE SAN MATEO COUNTY

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EXECUTIVE BOARD OF THE LABOR COUNCIL, BUT IT WILL -- THEIR
 VERY TALENTED WORK EVERY THERE PAID WILL CREATE ANOTHER \$8
 THROUGHOUT THE COMMUNITY TO HELP ENLIVEN OUR COMMUNITY. I WANT
 TO GIVE BACK THE MINUTE TO EVERYBODY ELSE. AND I THANK YOU
 ALL. IT'S BEEN A VERY INTERESTING MEETING.

6

7 CLERK, KIMBERLY WARD: THANK YOU. I FORGOT TO MENTION, WE HAVE
8 RECEIVED NOTHING IN WRITING.

9

DAVID RABBIT, CHAIR: THANK YOU FOR YOUR COMMENTS. I'LL BRING 10 11 ITA BACK TO THE BOARD. WE HAVE NOT TAKEN A MOTION. I'LL LOOK FOR ONE. STAYING WITHIN THE PROCESS TO COMPLETE SOME DAM GOOD 12 PROJECTS IS A BIG IMPORTANT FIRST STEP GOING FORWARD PART OF 13 THE FRAMEWORK UPDATE AS RECOMMENDED BY STAFF LOOKING FORWARD 14 TO THE COMPREHENSIVE REFRESH OF THE ENDORSEMENT PROCESS GOING 15 16 FORWARD I THINK IT'S ESPECIALLY VERY EXCITING TO HAVE THAT AUGMENTATION THAT PROVIDES TREMENDOUS OPPORTUNITIES WITHIN THE 17 EVEN MORE FLEXIBILITY WITHIN THE CURRENT FRAMEWORK ALL THE 18 PROJECTS INCLUDING DTX OBVIOUSLY WILL FIT INTO THAT FRAMEWORK 19 IN A MUCH BETTER WAY. I APPRECIATE THE DISCUSSION TODAY. I 20 21 WILL BE SUPPORTING THAT. AND I SEE DIRECTOR WORTH'S HAND UP. 22

23 AMY R. WORTH: GREAT. MR. CHAIR, THANK YOU FOR THAT SUMMARY. SO 24 WELL SAID. AND I AM VERY HAPPY TO MAKE A MOTION. I'LL PUT THAT 25 ON THE TABLE. AND, AGAIN, I APPRECIATE YOUR SUMMARY COMMENTS.



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1
    DAVID RABBIT, CHAIR: GRIT.
2
3
    GINA PAPAN: PAPAN WILL SECOND.
4
5
    DAVID RABBIT, CHAIR: SO I HAVE A MOTION AND SECOND. I'LL ASK
6
7
    THE CLERK IF SHE CAN CALL THE ROLL, PLEASE?
8
9
    CLERK, KIMBERLY WARD: YES. MOTION BY WORTH, SECOND BY PAPAN.
10
    CHAIR RABBIT?
11
    DAVID RABBIT, CHAIR: AYE.
12
13
    CLERK, KIMBERLY WARD: VICE CHAIR PAPAN?
14
15
16
    GINA PAPAN, V. CHAIR: AYE.
17
18
    CLERK, KIMBERLY WARD: COMMISSIONER ABE-KOGA?
19
    MARGARET ABE-KOGA: AYE.
20
21
22
    CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ?
23
    CINDY CHAVEZ: YES.
24
25
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CLERK, KIMBERLY WARD: COMMISSIONER GLOVER. 1 2 3 FEDERAL D. GLOVER: YES. 4 5 CLERK, KIMBERLY WARD: COMMISSIONER MILEY? YES. 6 7 CLERK, KIMBERLY WARD: COMMISSIONER RONEN? 8 DIR. HILLARY RONEN: YES. 9 10 CLERK, KIMBERLY WARD: COMMISSIONER WORTH? 11 12 AMY R. WORTH: YES. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT. 13 14 DAVID RABBIT, CHAIR: GREAT. THANK YOU TO ALL THE GREAT WORK. 15 16 MOVING TO 5A CALIFORNIA TRANSPORTATION COMMISSION CTC AND STATE FUNDING PROGRAM UPDATE AND KEN WILL GIVE A BRIEF 17 18 PRESENTATION. 19 KENNETH KAO: THANK YOU. KENNETH KAO, MTC STAFF. THIS IS AN 20 INFORMATION ITEM. DUE TO TIME I'LL REFER THE ITEM. I'LL NOTE 21 22 CTC DID ELECT LEANN EGAR FROM FRESNO COUNTY AS CHAIR AND 23 COMMISSIONER CARTINO OF SANTA CLARA COUNTY AS VICE CHAIR TO SERVE STARTING MARCH OF THIS NEXT YEAR. HAPPY TO ANSWER ANY 24 25 QUESTIONS YOU MAY HAVE.

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1 DAVID RABBIT, CHAIR: THANK YOU. I'LL ASK THE CLERK TO READ 2 3 PUBLIC COMMENTS ASSOCIATED WITH THIS ITEM INTO THE RECORD AND ASK ANYONE FROM THE PUBLIC WHO WOULD LIKE TO SPEAK? 4 5 CLERK, KIMBERLY WARD: I HAVE RECEIVED NOTHING IN WRITING AND I 6 7 SEE NO MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. 8 DAVID RABBIT, CHAIR: GREAT. INFORMATIONAL ITEM UPDATE. KENNETH 9 THANK YOU FOR THAT, AGAIN. APPRECIATE ALL THE WORK. WITH THAT 10 11 ITEM NUMBER FIVE PUBLIC COMMENT ASK THE CLERK TO READ NAMES OR ORGANIZATIONS COMMENTS RECEIVED BY 5:00 P.M. YESTERDAY. 12 13 CLERK, KIMBERLY WARD: I HAVE RECEIVED NOTHING IN WRITING AND I 14 15 SEE ONE MEMBER WITH THEIR HAND RAISED ADINA LEVIN. 16 SPEAKER: I MIGHT NEGLECTED TO HAVE MENTIONED TRANSBAY 17 18 COALITION AS BEING AFFILIATED WITH THAT LAST SET OF POINTS ABOUT, AS THE NEXT GENERATION OF TIRCP ENDORSEMENT PROCESS. 19 OUR WORK OUT TO HAVE THOSE CONSIDER THE GOOD PRACTICE POLICIES 20 THAT ARE BEING DEVELOPED BY THE MTC AND AGENCY PARTNERS AND 21 22 THAT'S IT THANK YOU. TRANSBAY COALITION IS WHAT WAS 23 MENTIONED. 24



1	CLERK, KIMBERLY WARD: THANK YOU. I SEE NO ADDITIONAL HANDS
2	RAISED, MR. CHAIR.
3	
4	DAVID RABBIT, CHAIR: GREAT. WE APPRECIATE THAT. THANK YOU VERY
5	MUCH. WITH THAT EVERYONE THAT BRINGS US TO OUR ADJOURNMENT.
6	THE NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE
7	IS SCHEDULED TO BE HELD WEDNESDAY MARCH 9TH 9:45 OR
8	THEREABOUTS. SO THANK YOU, AGAIN, EVERYONE. AND THANK YOU,
9	AGAIN, STAFF, FOR ALL THE GREAT WORK. APPRECIATE IT.
10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37	[ADJOURNED]



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