METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

WEDNESDAY, DECEMBER 21, 2022 9:45 AM

ALFREDO PEDROZA, CHAIR: GOOD MORNING EVERYONE. I'M GOING TO CALL TO ORDER THE BAY AREA INFRASTRUCTURE AND FINANCING AUTHORITY MEETING TO ORDER FOR A.M. 2022. MY NAME IS ALFREDO PEDROZA, CHAIR, ALONG WITH NICK JOSEFOWITZ, VICE CHAIR. PLEASE PLAY THE ANNOUNCEMENT. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, 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 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN

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ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE. THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, 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 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

ALFREDO PEDROZA, CHAIR: ITEM ONE, ROLL CALL.

CLERK, KIMBERLY WARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: HERE.

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CLERK, KIMBERLY WARD: VICE CHAIR JOSEFOWITZ IS ABSENT. ABE-KOGA?

MARGARET ABE-KOGA: HERE.

CLERK, KIMBERLY WARD: AHN?

EDDIE AHN: HERE.

CLERK, KIMBERLY WARD: CANEPA?

DAVID CANEPA: HERE.

CLERK, KIMBERLY WARD: CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK, KIMBERLY WARD: COMMISSIONER EL-TAWANSY? IS ABSENT. COMMISSIONER FLEMING? IS ABSENT. COMMISSIONER GIACOPINI? COMMISSIONER GIACOPINI? IS ABSENT. COMMISSIONER GLOVER?

FEDERAL D. GLOVER: HERE.

CLERK, KIMBERLY WARD: COMMISSIONER LICCARDO?

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SAM LICCARDO: PRESENT.

CLERK, KIMBERLY WARD: MILEY IS ABSENT. COMMISSIONER PAPAN? IS ABSENT. COMMISSIONER RABBIT?

DAVID RABBIT: HERE.

CLERK, KIMBERLY WARD: COMMISSIONER RONEN IS ABSENT. COMMISSIONER SCHAFF? IS ABSENT. COMMISSIONER SPERING?

JAMES P. SPERING: PRESENT.

CLERK, KIMBERLY WARD: THANK YOU. WE HAVE A QUORUM.

ALFREDO PEDROZA, CHAIR: THANK YOU, KIMBERLY. WE'RE GOING TO PROCEED TO ITEM TWO, CHAIR'S REPORT. NOTHING TO REPORT, COMMISSIONERS. MOVING TO ITEM THREE, OUR CONSENT CALENDAR. INCLUDES ITEMS 3A THROUGH 3D. COMMISSIONERS ANY QUESTIONS ON OUR CONSENT CALENDAR? SEEING NONE. KIMBERLY, PUBLIC COMMENT?

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

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ALFREDO PEDROZA, CHAIR: ALL RIGHT. COMMISSIONERS, I'LL LOOK FOR A MOTION FOR OUR CONSENT CALENDAR?

DAVID RABBIT: SO MOVED, RABBIT.

CAROL DUTRA-VERNACI: DUTRA-VERNACI SECONDS.

ALFREDO PEDROZA, CHAIR: SECOND BY COMMISSIONER DUTRA-VERNACI. ROLL CALL VOTE PLEASE.

CLERK, KIMBERLY WARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK, KIMBERLY WARD: VICE CHAIR JOSEFOWITZ IS ABSENT. COMMISSIONER ABE-KOGA?

MARGARET ABE-KOGA: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER AHN?

EDDIE AHN: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER CANEPA?

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DAVID CANEPA: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: YES.

CLERK, KIMBERLY WARD: THANK YOU. COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER FLEMING? IS ABSENT. COMMISSIONER GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER LICCARDO?

SAM LICCARDO: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER MILEY IS ABSENT. COMMISSIONER PAPAN? IS ABSENT. COMMISSIONER RABBIT?

DAVID RABBIT: AYE.

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CLERK, KIMBERLY WARD: COMMISSIONER RONEN? IS ABSENT. COMMISSIONER SCHAFF IS ABSENT. COMMISSIONER SPERING?

JAMES P. SPERING: AYE.

CLERK, KIMBERLY WARD: THANK YOU. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU, COMMISSIONERS. WE'RE GOING TO MOVE TO ITEM 4A, RESILIENCE TO ROUTE 37 PROGRAM. UPDATE ON THE RESILIENT -- REQUEST APPROVAL TO SUBMIT APPLICATION FOR APPROVAL OF CALIFORNIA TRANSPORTATION TO SERIOUS POINT MARY ISLAND PROJECTED RESILIENCE. I BELIEVE KEVIN IS GOING PROVIDE THE REPORT.

SPEAKER: KEVIN CHEN, MTC STAFF. WE HAVE A POWERPOINT. I'LL START WITH BY MENTIONING THIS IS A JOINT EFFORT BETWEEN MTC CALTRANS NORTH BAY COUNTY TRANSPORTATION AUTHORITIES INCLUDING MARIN SONOMA SOLANO AND NAPA. NEXT SLIDE PLEASE. THIS SLIDE SHOWS OVERVIEW OF THE HIGHWAY 37 CORRIDOR NORTHERN NON-MOUNTAINOUS REGION EAST WEST CONNECTOR IN THE REGION 21 MILES CONNECTING US 101 IN MARIN OVER TO I-880 IN SOLANO THE PORTION BETWEEN 101 IS A FOUR LANE EXPRESS HIGHWAY LOWEST ELEVATION ALONG THE CORRIDOR MOST PRONE SEASONAL FLOODING. BLUE BETWEEN SERIOUS POINT AND MARRY ISLAND IS TWO LANE CONVENTIONAL

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HIGHWAY CREATING SIGNIFICANT BOTTLENECK RESULTING IN DELAYS. PORTION IN GREEN SAY FOUR LANE FREEWAY IN SOLANO COUNTY. I WOULD LIKE TO MENTION HIGHWAY 37 IS A KEY CORRIDOR CONNECTING AFFORDABLE HOMES ON THE EAST BAY SIDE TO JOB MARKETS IN MARIN SONOMA COUNTIES HAVING AN EQUITABLE TRANSPORTATION SYSTEM IS CRITICAL. YOU CAN SEE ON THE MAP TOP RIGHT CORNER THERE IS REALLY NO PRACTICAL ALTERNATE ROUTE TO HIGHWAY 37. TO THE NORTH SIDE WE HAVE HIGHWAY 116, HIGHWAY 12 WHICH IS A CIRCUITOUS ROUTE THEN RICHMOND SAN RAFAEL BRIDGE TO THE SOUTH BOTH ROUTES RESULT IN AT LEAST TWICE IN TERMS OF LONGER TRAVEL SERVICE, STATE ROUTE 37 DESIGNATED CRITICAL EMERGENCY ACCESS RICHMOND SAN RAFAEL BRIDGE RETROFITTED TO A NON-COLLAPSE STANDARD MEANS THAT IN THE EVENT OF EARTHQUAKE THERE IS NO GUARANTEE THAT IT WOULD REMAIN OPEN FOR REGULAR TRAVEL, 37 IS GOING TO BE CRITICAL FUNCTION TO EVACUATION EMERGENCY. THERE ARE A NUMBER OF CHALLENGES TO ADDRESS THE CORRIDOR. FIRST AND FOREMOST TRAFFIC CONGESTION VERY SIGNIFICANT HAPPENS ON A DAILY BASIS 21 MILE CORRIDOR IT TAKES COMMUTERS UP TO 100 MINUTES TO GET HOME IN THE AFTERNOON PEAK 80 MINUTES OF DELAY. NEXT FLOODING ON THE WESTERN PORTION OF THE CORRIDOR WHERE THE LOW LAYING GROUNDS ARE. A PORTION OF THE CORRIDOR ALREADY FLOODED TWICE IN THE LAST FIVE YEARS WHICH LEAD TO HIGHWAY CLOSERS IN 2017 AND 2019 FOR A NUMBER OF DAYS. SEA LEVEL RISE WITH ANTICIPATED RISING TIDES INUNDATION ON THE MAJORITY OF THE CORRIDOR IS EXPECTED TO HAPPEN BY ABOUT MID-CENTURY. NEXT

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PLEASE. SO WE HAVE BEEN WORKING WITH OUR PROJECT PARTNERS OVER THE LAST FIVE YEARS AND DEVELOPED A RESILIENT STATE ROUTE 37 PROGRAM TO TACKLE SEA LEVEL RISE ADAPTATION TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM TO ADDRESS THE EQUITY CHALLENGE TO IMPROVE THE ECOLOGY OF THE SAN PABLO BAY LANDS AND TO PROVIDE PUBLIC ACCESS ACCOMMODATIONS. NEXT SLIDE PLEASE. SO TO ADDRESS THESE DIFFERENT ISSUES, WE HAVE BOTH NEAR-TERM AS WELL AS LONG TERM SOLUTIONS. ON THIS GRAPHICS YOU SEE THE TIME SCALE SHOWN ON THE BOTTOM GOING FROM LEFT TO RIGHT AS TIME GOES ON, AND WE HAVE AN ILLUSTRATION SHOWING HOW THE WATER RISES OVER TIME WHICH WOULD INVADE THE CORRIDOR EXPECTED TO HAPPEN BY MID-CENTURY. WE ARE WORKING TOWARDS DELIVERING THE LONG-TERM PROJECT BEFORE THAT HAPPENS. SO THAT'S THE SR37 SEA LEVEL RISE ADAPTATION PROJECT BETWEEN I80 AND U.S. 101 SHOWN AS THE HORIZONTAL BAR AT THE BOTTOM. WE RECOGNIZE AN URGENT NEED TO ADDRESS THE SEVERE TRAFFIC CONGESTION AND THE EQUITY CHALLENGE THAT'S FACING US TODAY. AND WE ARE TACKLING THAT WITH NEAR-TERM PROJECT BETWEEN SERIOUS POINT AND MARE ISLAND. MAKING PROGRESS LONG-TERM IMPROVEMENTS CONCURRENTLY RECOGNIZING THE LONG-TERM MEGA PROJECT REQUIRE SUBSTANTIALLY MORE INVESTMENT AND WOULD TAKE A LOT LONGER TO DELIVER. NEXT SLIDE PLEASE. THE NEXT FEW SLIDES I'M GOING TO PROVIDE INFORMATION ON THE NEAR-TERM PROJECT SEARS POINT AND MARE ISLAND ALSO KNOWN AS THE INTERIM PROJECT. THE PURPOSE OF THIS PROJECT IS TO ADDRESS THE TRAFFIC

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CONGESTION ON 37 CAUSED BY THE TWO-LANE SECTION IN THE MIDDLE STRETCH SHOWN IN BLUE HERE. THAT'S ABOUT TEN MILES IN LENGTH. WORTH MENTIONING, THERE IS NO TRANSIT SERVICE ON THIS CORRIDOR WHICH LIMITS TRAVEL OPTIONS FOR COMMUTERS. WITH THIS PROJECT, WE'RE LOOKING TO IMPROVE TRAFFIC FLOW, REDUCE PEAK TRAVEL TIMES, AND IMPORTANTLY INCREASE VEHICLE OCCUPANCY BY INCENTIVIZING THE USE OF CARPOOLING AND BUS TRANSIT. NEXT SLIDE PLEASE. HERE ARE SOME OF THE KEY PROJECT COMPONENTS. WE'LL BE PROVIDING HOV LANES. WE'LL BE IMPLEMENTING BUS TRANSIT SERVICE AS WELL AS PROVIDING PUBLIC ACCESS IMPROVEMENTS. THERE ARE ALSO ITS ELEMENTS TO BE PROVIDED AS PART OF THE PROJECT WHICH WOULD BE REALLY CRITICAL IN MANAGING INCIDENTS. WE'LL ALSO BE PROVIDING ECOLOGICAL ENHANCEMENTS. THE PROJECT PROPOSES TO IMPLEMENT TOLLING AS SUBJECT TO APPROPRIATE APPROVALS. THE IMPLEMENTATION OF TOLLING IS CRITICAL IN TWO ASPECTS ONE IT PROVIDES A DIRECT SOURCE OF FUNDING TOWARDS THE DELIVERY OF THIS PROJECT, AND, TWO, TOLLING OR PRICING IS AN EFFECTIVE TOOL IN MANAGING TRAFFIC CONGESTION ALONG WITH THE HOV LANE IT REALLY ENCOURAGES THE USE OF CARPOOLING AND FOR FOLKS TO TAKE TRANSIT ON THIS CORRIDOR. WHICH WOULD EFFECTIVELY REDUCE VEHICULAR TRIPS AND WOULD REDUCE VMT WHICH IS A REGIONAL AND STATEWIDE GOAL. NEXT PLEASE. IN SUMMARY WITH THE INTERIM PROJECT WE ARE ADDRESSING SEVERAL KEY ISSUES ON THIS CORRIDOR IN THE NEAR-TERM. FIRST IS EQUITY. THIS CORRIDOR CONNECTS HOMES IN THE EQUITY PRIORITY

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COMMUNITIES ON THE VALLEJO SIDE OVER TO JOBS IN MARIN AND SONOMA COUNTY. THERE'S A SIGNIFICANT EQUITY PROBLEM AS IT EXISTS TODAY, BECAUSE COMMUTERS REALLY HAVE NO CHOICE BUT TO GET STUCK IN TRAFFIC FOR UP TO 100 MINUTES TO GET HOME IN THE AFTERNOON. SO WITH THIS PROJECT DELAY TIMES WILL BE REDUCED SIGNIFICANTLY AND TRAVEL TIME RELIABILITY WILL BE IMPROVED. TO FURTHER ADDRESS THE EQUITY CONCERNS, IT IS ALSO OUR INTENT TO IMPLEMENT A MEANS BASED DISCOUNT PROGRAM, AGAIN, SUBJECT TO ADDITIONAL APPROVALS. THIS PROJECT ALSO DELIVERS SUSTAINABILITY. WE HAVE BEEN WORKING VERY CLOSELY WITH THE RESOURCE AGENCIES AND HAVE IDENTIFIED TWO KEY OPPORTUNITIES ON THIS CORRIDOR IN ORDER TO IMPROVE THE ECOLOGY. FIRST IS TO ENHANCE THE STRIP MARSH EAST ON THE SOUTH SIDE OF THE HIGHWAY IN SOLANO COUNTY WHICH WOULD IMPROVE SENSITIVE MARSH HABITATS THAT'S RAPIDLY DEGRADING DUE TO DRAINAGE PROBLEMS THIS IS A NATURE-BASED SOLUTION WHICH MAINTAINS SHORELINE EROSION BUFFER AND ATTENUATES WAVE ENERGY AGAINST THE HIGHWAY. SECOND COMPONENT IS ITOLIC CREEK BRIDGE LENGTHENING OR REPLACEMENT. THIS WOULD ENHANCE THE ITOLIC CREEK TIDAL PRISM WHERE IT'S HIGHLY CONSTRAINT DUE TO THE NARROW BRIDGE THAT'S OUT THERE TODAY. THIS BRIDGE IS CRITICAL TO SUPPORTING THE SONOMA CREEK BAY LAND STRATEGY RESTORATION THAT IS PLANNED TO THE NORTH SIDE OF HIGHWAY 37. THERE IS ALSO A COMPONENT OF THE HIGHWAY THAT WOULD BOLSTER THE EXISTING HIGHWAY AGAINST THE [INDISCERNIBLE] FLOODING RISK. LAST BUT NOT LEAST MENTIONED

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THE TOLLING COMPONENT OF THE PROJECT HELPS ENABLE FUNDING WHICH WOULD GENERATE DIRECT FUNDING TOWARDS DELIVERY OF THIS PROJECT. IT PROVIDES A RELIABLE FINISHED SOURCE TO SERVICE MATCH FUND AS WE COMPETE FOR VARIOUS FEDERAL AND STATE GRANTS. IT PROVIDES OPPORTUNITY FOR US TO CONTINUE TO MAKE PROGRESS TOWARDS THE ULTIMATE OR LONG-TERM IMPROVEMENT PROJECT. NEXT SLIDE PLEASE. SO, THE COST OF THIS PROJECT IS ESTIMATED AT $430 MILLION AND HERE SAY SUMMARY OF OUR CURRENT FUNDING PLAN SUBJECT TO CHANGE. WE HAVE COMMITTED FUNDS THAT WOULD GET US THROUGH THE ENVIRONMENTAL REVIEW PROCESS, AS WELL AS A DESIGN PHASE OF THE PROJECT. WE'RE COMPETING FOR A NUMBER OF STATE AND FEDERAL GRANTS THAT CAN GO TOWARD THE CONSTRUCTION OF THE PROJECT, INCLUDING FUNDING PROGRAMS UNDER SB1. WE ANTICIPATE THERE IS A NEED TO FINANCE AGAINST FUTURE TOLL FUNDS ON HIGHWAY 37 IN ORDER TO COMPLETE THE FUNDING PLAN WHICH IS ESTIMATED AT $74 MILLION RIGHT NOW. UNFORTUNATELY, WE JUST LEARNED, LATE LAST WEEK THAT WE WERE NOT SELECTED FOR THE U.S. DOT RURAL GRANT SHOWN AT THE BOTTOM OF THIS TABLE, $400 MILLION, SO WE'LL BE STRATEGIZING WITH OUR PROJECT PARTNERS TO PURSUE OTHER GRANT OPPORTUNITIES TO FILL THIS GAP WHICH MAY INCLUDE UPCOMING RESILIENCY GRANTS OR FUTURE CYCLES OF GRANTS WITH GRANT OPPORTUNITIES. SNAPSHOT OF OUR SCHEDULE. WE ARE GETTING CLOSE TO WRAPPING UP THE ENVIRONMENTAL PHASE SUBJECT TO FINAL APPROVALS FROM CALTRANS. THE DESIGN AND PERMITTING PHASE WILL TAKE PLACE OVER THE COURSE OF THE NEXT TWO YEARS OR

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SO WITH CONSTRUCTION TO FOLLOW. AFTER THAT ANOTHER TWO YEARS, APPROXIMATELY, DEPENDING ON AVAILABILITY OF FUNDING. WE ARE EXPECTING TO DELIVER THIS PROJECT BY 2027. NEXT SLIDE PLEASE. SO, WITH THIS AGENDA TODAY, WE ARE SEEKING FOR APPROVALS FROM THE AUTHORITY ON TWO ITEMS. FIRST IS TO APPROVE BAIFA AS THE APPLICANT TO SERVE STATE ROUTE 37 FROM CALIFORNIA CT CONSULTING SR37 POLICY COMMITTEE APPROVAL TOLL RATES ADOPTABLE ORDINANCE DELIVER OPERATE MAINTAIN POST SYSTEM DIRECT TOLL REVENUE AND SO FORTH AS FAR AS CTC TOLLING APPLICATION GOES WE'RE ANTICIPATING TO SUBMIT THE APPLICATION IN JANUARY FOLLOWED BY PUBLIC MEETING HELD IN FEBRUARY AND ANTICIPATING FINAL APPROVALS AT THE MARCH 2023CTC COMMISSION MEETING. NEXT PLEASE. SECOND APPROVAL ITEM IS STATE ROUTE 37 MEMORANDUM OF UNDERSTANDING MOU ESTABLISHED BETWEEN THE PARTNERING AGENCIES IN 2019 THAT HELPS ORGANIZE THE DELIVER OF THE OVERALL PROGRAM AS THE PROGRAM CONTINUING TO DEVELOP OUR PARTNERS RECOGNIZE THE IMPORTANCE OF AMENDING THE MOU TO INTEGRATE INTO PARTNERSHIP. SECOND APPROVAL ITEM IS TO AUTHORIZE THE CHAIR TO NEGOTIATE AND ENTER INTO THE AMENDED AND THE STATE ROUTE 37 MOU TO ADD BOTH BAIFA AND SMART. WITH THAT I'M HAPPY TO TAKE ANY QUESTIONS.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. KENNETH, THANK YOU FOR A VERY DETAILED REPORT. LET'S GO TO COMMISSIONER QUESTIONS. COMMISSIONER RABBIT THEN COMMISSIONER LICCARDO?

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DAVID RABBIT: NO REAL QUESTIONS THERE. I APPRECIATE KEVIN'S WORK. I HAVE BEEN CHAIR OF THE STATE ROUTE 37 POLICY COMMITTEE SINCE INCEPTION FOR THE NORTH BAY COUNTY'S WITH THE STATE SOLUTION AND THE ENTIRE CORRIDOR IS PRONE TO FLOODING THE MARIN HALF AND WESTERN HALF HAS FLOODED AND HAS BEEN CLOSED FOR EXTENDED PERIODS OF TIME IN THE PAST AND THERE IS WORK GOING ON TO AMELIORATE THAT. AND ON THE OTHER SIDE WHERE IT'S A 2-LANE ROAD EVERY AFTERNOON WHERE FOLKS THAT ARE TRYING ON GET HOME FROM WORK ARE STUCK, AS KEVIN MENTIONED, IN A 100 MINUTE COMMUTE THAT SHOULD PROBABLY TAKE SOMETHING LIKE 20. THIS IS A SIGNIFICANT CORRIDOR FOR THE NORTH BAY AND I DO APPRECIATE ALL THE WORK THAT'S BEEN DONE TO DATE. TOTALLY SUPPORTIVE OF MOVING IN THIS DIRECTION. DISAPPOINTED WITH THE DOT GRANT. KNOW THAT WE HAVE SOME CHALLENGES IN TERMS OF THE INTERIM VERSUS THE ULTIMATE PROJECT, BUT IN MY EXPERIENCE, HERE IN THE NORTH BAY, YOU KNOW, WE HAD A $1.3 BILLION HIGHWAY WIDENING PROJECT THAT TOOK 20 YEARS. AND HOPEFULLY WE CAN DO BETTER ON HIGHWAY 37 THAN 20 YEARS. BUT AT THE SAME TIME, WE ALSO RECOGNIZE MEGA PROJECTS COBBLING TOGETHER THE FUNDS NEEDED TO GET THERE DOES TAKE SOME TIME. AND I DO NOT THINK THAT THERE IS ANY THROW AWAY DOLLARS IN THE INTERIM PROJECT. IT IS PART OF THE OVERALL ULTIMATE PROJECT, ULTIMATELY GOING FORWARD TO RAISE THE WHOLE ROADWAY UP AND OUT OF THE -- UP AND OUT OF WATER AND GET THE CONGESTION RELIEF THAT'S NEEDED

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THERE. ALSO, CHAIR, SMART I'M HAPPY TO SEE THAT'S INCLUDED IN THERE AS WELL. THE RAIL LINE TAKES A DETOUR GOING UP TO SUISUN, THERE IS FEASIBILITY AND INITIAL MORE WORK BEING DONE TO SEE IF IT SHOULD GO TO VALLEJO, CONNECT TO CAPITAL CORRIDOR FROM VALLEJO TO SUISUN OR SHOULD FOLLOW THE EXISTING ROUTE THERE IS CHALLENGES WITH WEATHER AND CHALLENGES WITH WETLANDS AND INFRASTRUCTURE AS WELL IT NEEDS TO BE RAISED TO STAY OUT OF THE RISING BAY WATERS. I AM SUPPORTIVE OF MOVING FORWARD WITH THIS PROJECT AND THE WORK DONE TODAY THANK YOU ALL TO STAFF AND POLICY COMMITTEE MEMBERS WE'RE NEGOTIATING THROUGH ALL OF THE GOOD QUAGMIRES THAT WE NOW NEGOTIATE IN ORDER TO GET THIS PROJECT UP AND EVENTUALLY MOVING AT A QUICKER PACE. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER RABBIT. COMMISSIONER LICCARDO?

SAM LICCARDO: THANK YOU THAT ANSWERED MY QUESTION. I AM SUPPORTIVE OF DOING WHATEVER WE CAN THIS IS A POSTER CHILD OF INVESTMENTS WE NEED TO MAKE FOR RESILIENCE IN OUR REGION. I'M TRYING TO UNDERSTAND EXACTLY WHAT WE'RE DOING TO KEEP THE ROAD FROM BEING PERMANENTLY SUBMERGED AND COMMISSIONER RABBIT SAID WE'RE RAISING THE ROAD. IF THE THAT'S WHAT WE'RE INVESTING IN, IT'S GOOD TO KNOW. ARE WE CREATE A BURM OR LEVIES? ON YOU ARE

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WE GOING TO PREVENT THIS ROAD FROM BEING AN ANNUAL FLOODING MESS?

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER LICCARDO. KEVIN, DO YOU WANT TO THE QUICKLY ADDRESS THE QUESTION?

KEVIN CHEN: THANK YOU FOR THE QUESTION. ESPECIALLY WITH THE LONG-TERM IMPROVEMENT, CALTRANS RECENTLY IS WRAPPING UP WHAT'S CALLED ENVIRONMENTAL PLANNING AND LINKAGE STUDY FOR LONG-TERM SOLUTION IDENTIFIED IN THE PROJECT AND THEY RECOMMENDED ALTERNATIVE TO GO FORWARD IS RAISE CAUSEWAY, BASICALLY SOMEWHAT, VERY CLOSE TO THE CURRENT ALIGNMENT, SOUTH TO NORTH TO BE DETERMINED. MORE WORK IS GOING TO BE REQUIRED COMING UP, BUT YEAH THE RECOMMENDATION IS A RAISED CAUSEWAY WITH A CONNECTION TO -- WITH A NUMBER OF CONNECTIONS THAT NEED TO MAINTAINED ON THE EXISTING ACCESS ALONG THE CURRENT HIGHWAY.

SAM LICCARDO: YOU CAN TELL US HOW MUCH IS THE ROAD BEING RAISED?

KEVIN CHEN: I DON'T HAVE THE NUMBER IN FRONT OF ME. BUT I THINK FOR THIS KIND OF LONG-TERM PROJECT WE NEED TO DESIGN AND ACCOMMODATE FOR, LIKE, 100 YEAR, BEYOND THE OPENING YEARS, LOOKING TO DESIGN TO ACCOMMODATE YEAR 2130 CONDITIONS SO IT'S GOING TO QUITE A BIT HIGHER.

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SAM LICCARDO: SEVERAL FEET?

SPEAKER: MORE THAN THAT.

SAM LICCARDO: OKAY. THAT'S HELPFUL. ROUGHLY $434 MILLION BUDGET I ASSUME MOST OF THAT IS GOING INTO SIMPLY ELEVATING THE ROAD? IS THAT FAIR TO ASSUME? OR IS THIS JUST FOR ROADWAY WIDENING?

SPEAKER: THE 430 IS FOR THE NEAR-TERM PROJECT, NOT THE LONG-TERM SEA LEVEL RISE ADAPTATION PROJECT. THE LONG-TERM PROJECT IS GOING TO COST IN THE ORDER OF BILLIONS OF DOLLARS TO REPLACE, BASICALLY ELEVATE AND REPLACE THE EXISTING HIGHWAY.

SAM LICCARDO: I SEE. OKAY. I GUESS -- LOOK, I KNOW I'M THE LEAST KNOWLEDGEABLE PERSON OF THIS CONVERSATION ABOUT THIS PROJECT BUT I GUESS I'M TRYING TO UNDERSTAND WHY WE WOULD WANT TO SPEND HUNDREDS OF MILLIONS OF DOLLARS WIDENING A ROAD THAT WE KNOW IS GOING TO BE SUFFERING FROM FLOODING WHY WOULDN'T WE PRIORITIZE RAISING OF THE ROAD AS WE'RE WIDENING? COULD YOU JUST HELP ME UNDERSTAND A LITTLE BETTER ABOUT THE THOUGHT PROCESS OF -- I UNDERSTAND RAISING THE ROAD IS MORE EXPENSIVE BUT IT JUST SEEMS AS THOUGH WE'RE GOING TO BE SPENDING A LOT OF MONEY ON A ROAD THAT PEOPLE WON'T BE ABLE TO DRIVE ON.

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ALFREDO PEDROZA, CHAIR: KEVIN -- KEVIN NOT TO TAKE AWAY FROM YOU, I WANT YOU TO ANSWER. BUT I ALSO SEE ANDY FREMIER, DEPUTY EXECUTIVE DIRECTOR THAT WOULD LIKE TO SPEAK. THERE ARE MULTIPLE PHASES AND PART OF WHAT WE'RE TRYING TO DO IS DELIVERING NOW WHILE WORKING ON THE LONG-TERM SOLUTION. ISN'T THAT RIGHT? ANDY CAN YOU ADDRESS THAT? I THINK IT'S A GREAT QUESTION.

ANDREW FREMIER: HAPPY TO. ANDREW FREMIER, DEPUTY EXECUTIVE DIRECTOR. COMMISSIONER LICCARDO WE'RE TRYING TO DO OUR BEST TO KEEP THE ROADWAY OPEN FOR THE LONG PERIOD PLAN THAT WE'RE PLANNING TO US IT BUT THE PROJECT IS ABOUT 21 MILES AND IT'S VERY DIFFICULT TO INVEST IN THE ALIGNMENT THAT WOULD GET IT TO THE ULTIMATE HEIGHT OF A CAUSEWAY IN THE NEAR-TERM FOR THIS PARTICULAR SEGMENT. THERE IS ANOTHER SEGMENT ON THE MARIN SIDE, HOWEVER, WHILE CALTRANS IS PROGRAMMING A PROJECT THAT WOULD RAISE THE ROAD BED OVER THE NOVATO CREEK THAT WAS THE AREA OF FLOODING FOR THE LAST FEW YEARS, SIGNIFICANTLY AND TO THAT ULTIMATE ELEVATION. WHERE IT'S PRACTICAL, BETWEEN US AND THE WORK THAT THE DEPARTMENT IS DOING, WE ARE RAISING THE GRADE OF THE ROADWAY. FOR SEGMENT B WE'RE RAISING THE LOWER PARTS OF THE ROADWAY THE ROAD DOES SUBSIDE OVER TIME JUST AS A NATURAL SO WE ARE GOING TO A FEW LOW POINTS TO RAISE IT, FOR THE INVESTMENT IN THE CAUSEWAY THAT'S NOT PRACTICAL ESPECIALLY

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WITH US NOT KNOWING WHERE THE FUTURE SMART ALIGNMENT MIGHT BE AND WE'RE PLANNING IN THE NEXT PHASE WORKING ON RAISING THE ROADWAY WHERE WE CAN DO SO BUT IN ADDRESSING THE EQUITY CONCERNS GIVING PEOPLE THAT ARE IN THE WORKFORCE IN THE EAST BAY AND NORTH BAY OVER TO THE WEST BAY WE THINK THIS IS THE RIGHT IMPROVEMENTS AND AS COMMISSIONER RABBIT MENTIONED MOST OF THE INVESTMENT IN THE $400 MILLION PROJECT IS NOT THROW AWAY SO MORE THAN HALF OF IT IS ASSOCIATED WITH INVESTING IN TRANSIT, PUBLIC ACCESS IMPROVEMENTS FOR BIKES AND PEDESTRIAN TO ACCESS TO THE BAY LAND AREA. AND, ALSO, TO PROVIDE REPAIR WORK AND THE SUBSIDENCE IMPROVEMENTS. WE THINK IT'S A GOOD INVESTMENT IT DOESN'T REPRESENT ALL THE MONEY THAT'S REQUIRED TO GET TOWARDS THE ULTIMATE ALIGNMENT BUT IT IS THE NEXT STEP.

SAM LICCARDO: THANKS ANDY. APPRECIATE THIS IS A VERY HARD AND DAUNTING CHALLENGE HERE. I UNDERSTAND HOW I'M COMING AT THIS AS A NOVICE. I HOPE THERE WILL BE WAYS TO INTEGRATE THE LARGER PROJECT WITH WHAT WE'RE TRYING TO DO HERE TO BE ABLE TO MAKE GOOD USE OF THE PUBLIC MONEY. THANK YOU.

ALFREDO PEDROZA, CHAIR: COMMISSIONER SPERING?

JAMES P. SPERING: THANK YOU MR. CHAIR. I WANTED TO ANSWER PART OF THAT QUESTION MAYOR LICCARDO HAD. THE FLOODING ON THE SOLANO SIDE IS AT THE MARE ISLAND INTERCHANGE, AND THAT

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INTERCHANGE IS GOING TO BE REBUILT THAT WILL ACCOMMODATE THE ULTIMATE PROJECT SO THAT'S GOING TO ELIMINATE ONE CHOKE POINT WHEN IT COMES TO FLOODING. THE OTHER ISSUE IS, IT'S AN EQUITY ISSUE. SOLANO COUNTY AND NEIGHBORING COUNTIES HAVE A LOT OF MIDDLE CLASS, LOW-INCOME PEOPLE ARE USING THAT CORRIDOR. IF THERE IS ANY INCIDENT AT ALL, IT'S A 3 TO 5 HOUR DELAY. AND, YOU KNOW, IF WE DON'T DO THE INTERIM PROJECT, WE, ACTUALLY, WRITE OFF A WHOLE GENERATION OF HAVING QUALITY TIME AND ALL OF THE VERY QUALITY OF LIFE ISSUES. IT'S A VERY SEARS PROBLEM. AND THE PUBLIC HEARINGS THAT WE HAVE HAD, YOU KNOW, THE PEOPLE THAT ARE IMPACTED, AS WE HAVE OUR CONVERSATIONS WITH THEM, MOST OF THEM SAID, I'LL PAY A TOLL IF I CAN GET HOME IN ORDER TO BE AT MY KID'S LITTLE LEAGUE GAME, SOCCER GAME. IT'S REALLY A VERY COMPELLING ARGUMENT FROM PEOPLE WHO ARE PUTTING UP WITH THAT. AND I APPRECIATE, KEVIN, THANK YOU, I APPRECIATE STAFF PUTTING IN THIS EQUITY TISSUE. TO ME, THAT REALLY IS THE NUMBER ONE ISSUE THAT WE HAVE HERE. AND THIS INTERIM PROJECT CERTAINLY WILL SERVE THIS REGION FOR ANOTHER 25 YEARS. AND, SO, I THINK IT'S EXTREMELY IMPORTANT THAT WE STAY ON THE COURSE THAT WE'RE ON. THANK YOU, MR. CHAIRMAN.

SAM LICCARDO: THANKS JIM.

ALFREDO PEDROZA, CHAIR: COMMISSIONER CHAVEZ AND I ALSO SEE, I'LL TURN IT BACK TO KEVIN.

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CINDY CHAVEZ: THANK YOU FOR THE BACK AND FORTH, THIS HAS BEEN HELPFUL. I THINK AT SOME POINT IT WOULD BE REALLY VALUABLE FOR US TO BETTER UNDERSTAND, JUST AS A COMMISSION, THE IMPACTS OF SEA LEVEL RISE TO PROJECTS THAT ARE GOING TO BE ALL AROUND THE BAY. BECAUSE I THINK THE POINT THAT MAYOR LICCARDO RAISED IS ONE OF THE BIGGER QUESTIONS, WHICH IS WHAT ARE WE GOING TO DO TO PROTECT THESE MAJOR THOROUGHFARES. I HAVE BEEN ON ONE, AND I APPRECIATE THE POINT. I LOOK AT THE 101 AND ROADWAYS THAT ARE SO CLOSE TO THE WATER'S EDGE AND FRANKLY ONE OF THE THINGS I WORRY ABOUT IS I THINK WE'RE GOING TO SEE SEA LEVEL RISE FASTER THAN WE CURRENTLY ANTICIPATE. SO I'M CONCERNED ABOUT HOW WE MANAGE THAT. AND I THINK TO THE POINT THAT JIM RAISED, IT MAY REQUIRE SOME INTERIM AND THEN SOME LONG-TERM ON FIXES, JUST BECAUSE OF THE COMPLICATIONS THAT ARE GOING TO ARISE. SO, IF AT SOME POINT -- AND I SAY THIS TO OUR CURRENT CHAIR, IT WOULD BE INTERESTING TO HAVE, AT LEAST ONE OF OUR COMMITTEES BETTER UNDERSTAND THE ENVIRONMENTAL IMPACTS OF SEA LEVEL RISE TO ALL OF OUR ROADWAYS AND THEN BETTER UNDERSTANDING WHAT KINDS OF LAIRED STRATEGIES WE'RE GOING TO NEED TO EMPLOY. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER CHAVEZ. I THINK THAT'S AN APPROPRIATE POINT. AND YOU KNOW, WHEN -- I THINK IT WAS 2017 WHEN THERE WAS A SHUT DOWN THE DIVERSION EFFECT AND

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WHAT IT DID TO THE WORKFORCE AND HAVING TO FIND DIFFERENT ROUTES IT WAS PRETTY SERE SEVERE. I THINK IT'S IMPORTANT TO BE ADDRESSING IT BROADLY. JIM?

JAMES P. SPERING: THANK YOU FOR THE COMMENTS. WHEN WE STARTED THIS STUDY OF THE FOUR COUNTIES WE ENGAGED THE ENVIRONMENTAL COMMUNITY FROM THE BEGINNING ASKING FOR CONCERNS, AND WHAT WE COULD DO TO HELP ENVIRONMENTAL IMPROVEMENTS WE ENGAGED THEM AND TRIED TO ACCOMMODATE ALL OF THE ISSUES THEY RAISED, AND I THOUGHT WE DID A PRETTY GOOD JOB. CINDY I WANT TO MAKE SURE YOU KNOW THEY WERE ENGAGED FROM THE FIRST ISSUE, WE WANT TO KNOW WHAT THE ENVIRONMENTAL ISSUES ARE AND WHAT WAS NEEDED TO MITIGATE.

CINDY CHAVEZ: I THINK THAT MAKES SENSE. WHAT I WAS SAYING IS I HAVE BEEN REVIEWING SOME OF THE LITERATURE AROUND SEA LEVEL RISE AND WE'RE EVEN LOOKING AT DEVELOPMENTS IN SANTA CLARA COUNTY AND IN MY MIND I WONDER IF IT MAKES SENSE TO DEVELOP SEEING WHAT'S COMING DOWN THE PIKE, YOU'RE RIGHT BOTH WITH THE ENVIRONMENTAL MOVEMENT IN TERMS OF MARSH PROTECTION AND SEAWATER RISING EVEN FASTER. I DON'T THINK WE HAVE HAD ENOUGH ROBUST DISCUSSION AND A BROADER PLAN TO ADDRESS THAT. I AM GLAD YOU ADDRESSED THE NUMBER OF COUNTIES INVOLVED IN THIS I CAN'T TELL YOU HOW MUCH I APPRECIATE THE AMOUNT OF LEADERSHIP

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IT TAKES EVERYBODY WORKING TOGETHER SO WELL DONE TO GET US THIS FAR. THANK YOU.

ALFREDO PEDROZA, CHAIR: I'LL GO TO COMMISSIONER DUTRA-VERNACI AND THEN RABBIT.

CAROL DUTRA-VERNACI: THANK YOU. I WANT TO SAY I CERTAINLY SUPPORT WHAT WE'RE DOING HERE. IT IS SO IMPORTANT FOR THE FOLKS THAT ARE SPENDING THAT 100 MINUTES IN TRAFFIC. AND I AGREE, IT REALLY IS AN EQUITY ISSUE. BECAUSE WE KNOW WE DON'T HAVE ENOUGH MONEY TO GO AROUND THE NINE BAY AREA COUNTIES FOR ALL THE PROJECTS THAT WE WANT TO COMPLETE, BUT, I THINK IT'S IMPORTANT THAT WE RECOGNIZE THE NORTH BAY IS A VERY IMPORTANT PART OF OUR REGION. AND THAT BEING SAID, TO COMMISSIONER CHAVEZ'S POINT ABOUT BETTER UNDERSTANDING SEA LEVEL RISE, I THINK MAKES COMPLETE SENSE, AS WELL. I HAVE BEEN PAYING ATTENTION TO WHAT HAS BEEN GOING ON IN THAT ARENA, BUT WE HAVEN'T HAD A DEEP CONVERSATION ABOUT WHAT ARE WE GOING TO DO ABOUT IT. BECAUSE IT'S COMING IN AND THIS PROJECT IS A PERFECT EXAMPLE OF HOW LONG A PROJECT TAKES TO PUT THE MONEY TOGETHER AND THEN GET IT BUILT. AND IN TIME TO, IN THIS PRESENTATION, I THINK WE'RE SHOWING 2050, WHERE WITH THE RISE THAT WE'RE TALKING ABOUT BUILDING, THE WATERS ARE ALREADY GOING TO BE THAT HIGH BY THE TIME WE'RE COMPLETE WITH THIS PROJECT. SO, IN

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ANY CASE, I JUST WANTED TO RAISE MY VOICE IN SUPPORT. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER. COMMISSIONER RABBIT?

DAVID RABBIT: WELL, I KNOW THAT -- THANK YOU FOR THE SECOND BITE HERE. I HAVE JUST BEEN SO INVOLVED IN THIS PROJECT, JUST WANTED TO MAKE A FEW POINTS. APPRECIATE THE CONVERSATION. WE ALL RECOGNIZE THE IMPORTANCE OF THE ROADS AND CORRIDORS, GIVEN THE FACT THAT WHILE THE RICHMOND SAN RAFAEL BRIDGE HAS BEEN UPGRADED FOR THIS SEISMIC STANDARDS MAYBE TO SURVIVE AN EARTHQUAKE MAY BE NOT USEFUL. THE ROAD IS ROBUST AND OLD, AND NEEDS TO CONTINUE UPGRADING. THIS CORRIDOR IS BELIEVE INE IMPORTANT NOT JUST FOR THE NORTH BAY BUT FOR NORTHERN CALIFORNIA AS THE CONNECTION DOWN INTO THE BAY AREA THAT GOES WITHOUT SAYING. JIM MENTIONED THE PAVEMENT IS SUBSIDING. I THINK UP TO TWO OR MORE INCHES PER YEAR, BAY LEVEL RISE IS INCREASING. KING TIDES HIGHER THAN EVER. THINK WE ALL KNOW THAT. A 21 MILE ULTIMATE PROJECT IS BASICALLY A HURT KNEE 21 MILE CAUSEWAY. LISTING HOW HIGH YOU HAVE TO GO, MAGNITUDE OF 15, 16 FEET. THAT'S HUGE. THAT MAKES PHASING THAT MUCH MORE DIFFICULT, TO BE HONEST. AND ON TOP OF ALL OF THIS YOU HAVE THE ISSUES JIM TALKED ABOUT, THE CONGESTION ON SEGMENT B WHERE PEOPLE ARE JUST LOSING SO MUCH OF THEIR HOURS OF THE DAY

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SITTING IN TRAFFIC. AND YOU KNOW, HEY, WE WOULD LOVE NOT TO DO THE INTERIM PROJECT IF WE HAD ALL THE MONEY TO DO THE ULTIMATE PROJECT FROM DAY ONE. THE TRUTH IS, WHO -- THOSE PROJECTS DON'T WORK THAT WAY, AND WE THINK WE'RE DOING THE RIGHT THING BY TAKING THIS APPROACH GOING FORWARD. AND I WOULD SAY THE LAST THING ON THE ENVIRONMENTAL MITIGATION. NOT ONLY IS THERE GREAT ENVIRONMENTAL MITIGATION ON THE INTERIM PROJECT, IT'S INCLUDING THE ITOLIC LENGTHENING OF THE ITOLIC CREEK, THAT MAKES SENSE BECAUSE THERE IS A COUPLE HUNDRED ACRES OF WETLAND UPSTREAM THAT COULD THEN GET ADEQUATE ENOUGH WATER TO RESTORE THE WETLAND. THE COMPONENT OF EAST STRIP OF MARSH REALLY MITIGATION MEASURE FAILED QUITE HONESTLY IT NEEDS TO BE REWORKED BUT ULTIMATELY THE PROJECT SELF MITIGATING BECAUSE OF THE CAUSEWAY ITSELF AND ENVIRONMENT ALLOWING WATER TO RUSH BACK INSTEAD OF BEING IN THE LEVY, THE ULTIMATE PROJECT YOU CABINET STOP AT THE INTERIM PROJECT BECAUSE THE BAY LEVEL RISE IS GOING TO CONTINUE AND I THINK WE HAD THAT PRESSURE TO KEEP IT GOING AT THE SAME TIME THERE IS ONE DEPOSIT OF FIVE BILLED TO DO THE ENTIRE PROJECT RIGHT NOW AND AS WE CONTINUE TO DO WITH THESE TYPES OF PROJECT IN PHASES, THE INTERIM PROJECT RELIEVING SOME CONGESTION, ALLEVIATING SOME THINGS, IMPROVING SOME OF THE ENVIRONMENT, AND ULTIMATELY WORKING ON THE COLLECTING OF DOLLARS NEEDED TO RAISE THE ENTIRE ROADWAY UP AND OUT OF WATER AND MAKING IT WORK AS A CORRIDOR THAT IT ONCE

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DID. SO, AGAIN, APPRECIATE THE DISCUSSION. IT'S A COMPLICATED AND DAUNTING PROJECT FOR SURE.

ALFREDO PEDROZA, CHAIR: THANK YOU, COMMISSIONER RABBIT. STAFF, KEVIN, ANDY, THERESE? ANY COMMENTS BEFORE I GO TO PUBLIC COMMENT THEN WE'LL WRAP THIS ITEM UP.

ANDREW FREMIER: I CAN DO IT QUICKLY. COMMISSIONER RABBIT HIT ON THE ONE PART THAT I SHOULD HAVE MENTIONED IN MINE AND THAT IS WE ARE DOING SIGNIFICANT IMPROVEMENTS AT THE STRIP MARSH AND TOLLE CREEK THAT DO SUPPORT THE SEA LEVEL RISE PROTECTION OF THE ROADWAY AND SECONDARILY TO COMMISSIONER CHAVEZ WE ARE IN THE PLANNING SIDE OF THE HOUSE WORKING WITH PARTNERS ON SEA LEVEL RISE AND ADAPTING FUNDING INVESTMENT FRAMEWORKS AND THAT HAS BEEN BROUGHT FORWARD TO PLANNING A WHILE BACK WE'RE WORKING IN CONCERT WITH BCDC AND BARC AND REALLY TAKE THAT COMMENT AS SERIOUSLY AS THIS CORRIDOR. COMMISSIONER CHAVEZ IS RIGHT THAT WE HAVE GOT MANY PLACES AT OR BELOW SEA LEVEL IN THE INVESTMENT STRATEGIES THAT NEED TO BE FIXED IN ORDER TO AVOID SEA LEVEL RISE PROBLEMS AND WHAT IT MIGHT DO TO THE WHOLE NETWORK NOT JUST THE 37 CORRIDOR.

ALFREDO PEDROZA, CHAIR: THANK YOU. PUBLIC COMMENT.

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CLERK OF THE BOARD: NOTHING IN WRITING, AND I HAVE FIVE MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. DO YOU WANT TO STICK WITH THE 90 SECOND MRS. CHAIR?

ALFREDO PEDROZA, CHAIR: LET'S GO TO 60 SECONDS. WE'RE CONCERNED ABOUT QUORUM. APPRECIATE THE PUBLIC SPEAKERS STICKING WITH US.

CLERK, KIMBERLY WARD: FIRST SPEAKER IS RICH HEDGES. YOU HAVE 60 SECONDS.

RICHARD HEDGES: THANK YOU. I APPRECIATE THIS PRESENTATION. I HAVE BEEN WONDERING HOW WE'RE GOING TO TAKE SUCH A BIG BITE OUT OF THIS. DOING THE INTERIM WORK MAKES SENSE TO ME. I HAVE BEEN TRYING TO KEEP UP WITH AS MUCH AS I CAN. JUDY ARNOLD AND I WENT TO HIGH SCHOOL TOGETHER AND I HAVE TALKED TO HER ABOUT IT OCCASIONALLY AND THE RAMIFICATIONS FOR HER AND MARIN COUNTY. ANYWAY, I WANT TO THANK YOU ALL. THIS IS GREAT. I SEE THAT WE HAVE A HANDLE ON IT, AND SINCE I LIVE IN A COUNTY THAT'S AFFECTED IT MAKES ME FEEL GOOD ABOUT THE POSSIBILITY OF WORKING IN TERMS OF SEA LEVEL RISE.

CLERK, KIMBERLY WARD: ALETA DUPREE. GO AHEAD AND UNMUTE YOURSELF.

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SPEAKER: THANK YOU CHAIR PEDROZA, ALETA DUPREE SHE AND HER FOR THE RECORD. I CAN'T CALL MYSELF AN EXPERT ON THIS I HAVE NEVER BEEN ON THIS HIGHWAY. I WOULDN'T CALL IT HIGHWAY EXPANSION BUT IT'S ABOUT CORRECTING THINGS THAT ARE LONG OVERDUE. WHY THEY BUILT THE HIGHWAY SO LOW IN THE FIRST PLACE, I DON'T KNOW. BUT THIS IS OUR CHANCE TO FIX IT. BECAUSE I KNOW WHAT IT'S LIKE TO LIVE THROUGH A FLOOD. NEVER BEEN THROUGH A FLOOD IN CALIFORNIA, BUT I HAVE BEEN THROUGH FLOODING IN NEW JERSEY. THERE WAS A PLACE, BOUND BROOK LAST YEAR, WHERE THEY COULDN'T CLOSE THE FLOODS GATES IT WAS A MESS. COMMUTES SHOULDN'T TAKE 100 MINUTES. I THINK THE TOLLING IS REASONABLE ESPECIALLY BECAUSE WE CAN'T DEPEND ON GAS TAXES TO PAY FOR ROADS ANYMORE. AND I THINK BAIFA IS THE RIGHT ORGANIZATION TO OPERATE THE TOLLING SYSTEM. THANK YOU.

CLERK, KIMBERLY WARD: VEDA FLOREZ?

VEDA FLOREZ: GOOD MORNING. THANK YOU FOR THE PRESENTATION, AND I ENJOYED THE UPDATE. I LIVE IN MARIN COUNTY AND OFTEN USE HIGHWAY 37 TO GO UP TO SACRAMENTO OR VALLEJO. I AM PLEASED WITH THE DIRECTION THAT YOU ARE MOVING IN AND I AM HAPPY THAT YOU HAVE MADE THIS A PRIORITY. I'M WONDERING IF THERE COULD BE FURTHER CONSIDERATION ON THE EQUITY ISSUE. I KNOW WE USED THE BASELINE FOR THE CLIPPER START PROGRAM BUT THERE IS A PORTION OF COMMUNITY THAT'S ABOVE THE PRIORITIES FOR THE -- ABOVE THE

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LIMITATIONS OF THE CLIPPER START PROGRAM THAT NEED TO BE CONSIDERED FOR THE COMMUNITY THAT'S COMMUTING BACK AND FORTH INTO MARIN COUNTY. I'M ALSO CONCERNED ABOUT THE PG&E, THE LARGE WIRES THAT ARE VERY CLOSE TO THE BEST OF MY KNOWLEDGE, AND I AM WONDERING WHAT CONSIDERATIONS ARE BEING MADE WITH PG&E AT THIS TIME. THANK YOU.

CLERK, KIMBERLY WARD: NEXT UP IS MICHAEL BALDINI.

MICHAEL BALDINI: THANK YOU, CHAIR PEDROZA. NAPA COUNTY RESIDENT, FREQUENT USER OF HIGHWAY 37. I WAS WONDERING WITH THE CONVERSATION REGARDING SEA LEVEL RISE AND MUCH OF SMART'S ROADWAY BEING UNDER WATER WITH THE SEA LEVEL RISE, IS THERE -- WHAT IS THE INCLUSION OF THE SMART PROGRAM? IS THAT MORE SHARED RIGHT OF WAY? ELIMINATION OF THE PETALUMA BRIDGE? AND JOINT BRIDGE OVER THE PETALUMA RIVER? WHAT DOES THIS BRING TO THE PROJECT? THANK YOU.

CLERK, KIMBERLY WARD: THANK YOU. NEXT IS JOHNNY PARKER.

SPEAKER: JOHNNY PARKER, POLICY ADVISORY COUNCIL MEMBER. AND ALSO A SOLANO COUNTY RESIDENT. I CAN CONFIRM THAT HIGHWAY 37 SAY CONSTANT DISCUSSION AMONGST US. AND IT'S -- IT BECOMES A DEFAULT TRAVELING FOR US, WHICH WE NEED TO ADD ADDITIONAL COMMUTING TIME. SO, I THANK YOU FOR PUTTING THIS PROJECT

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TOGETHER, AND I LOOK FORWARD TO THE LONG-TERM IMPROVEMENT COMING SOON. THANKS.

CLERK, KIMBERLY WARD: THANK YOU. I SO NO ADDITIONAL HANDS RAISED FROM THE MEMBERS OF THE PUBLIC ONLINE. I KNOW THERE IS ONE MEMBER OF THE PUBLIC IN THE BOARDROOM, BUT I'M NOT SURE IF THEY'RE AT THE PODIUM. SO, JUST IN CASE, WANTED TO BRING THAT TO YOUR ATTENTION.

ALFREDO PEDROZA, CHAIR: YES. IF THERE IS ANYONE IN THE BOARD CHAMBERS THAT WANTS TO PROVIDE PUBLIC COMMENT, PLEASE APPROACH THE PODIUM, AND WE'LL MAKE SURE YOU'RE IDENTIFIED. AT THIS POINT I'LL BRING IT BACK TO THE COMMISSION. WE DID HAVE A QUESTION ABOUT THE SMART ALIGNMENT. I WOULD LIKE TO ASK STAFF TO PROVIDE CLARIFICATION ON ANY COORDINATION WITH SMART.

ANDREW FREMIER: ANDREW FREMIER DEPUTY EXECUTIVE DIRECTOR, WE'RE TRYING TO MAKE SURE WE'RE COORDINATING WITH SMART ALL THE WAY THROUGH. WE HAD CONTINUED CONVERSATIONS WITH THEM BUT WE FEEL INCORPORATING THEM INTO THE COOPERATIVE AGREEMENT WITH ALL THE PARTIES MAKES THE MOST SENSE AND AS COMMISSIONER RABBIT MENTIONED, THE SMART CORRIDOR HAS THE SAME GRADE PROBLEMS THAT THE 37 CORRIDOR HAS FOR THE CARS. AND, SO, THEY NEED TO ELEVATE TO GET OUT OF THE SAME FLOODING PROBLEMS THAT WE ARE FACED WITH. IN THE MARIN SIDE OF THE CORRIDOR, THEY ARE

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PARALLEL TO 37 SO ANY WORK IN RAISING THE HIGHWAY SHOULD ALSO CONSIDER THE CONVERSATION AROUND RAISING RAIL WHICH IS PARALLEL AND TO THE SOUTH. HOWEVER, WHEN YOU GET TO SEARS POINT, THE SMART TRACKS, WHICH ARE CURRENTLY FREIGHT TRACKS THAT OPERATES FREIGHT, GO PERPENDICULAR TO 37 AND ALONG THE 121 CORRIDOR AND MAY ZIGZAG ACROSS HIGHWAY 12 AND MEET AT NAPA JUNCTION. SMART IS CONSIDERING WHETHER OR NOT IT MAKES SENSE TO GO PARALLEL WITH 37 THE WHOLE WAY. AND IF SMART CHANGES THEIR ALIGNMENT, THAT CHANGES THE ROADWAY BECAUSE WE HAVE TO CLEAR SMART IF IT GOES PERPENDICULAR, OR WE DON'T CLEAR SMART IF IT GOES PARALLEL AND CONNECTS IN VALLEJO. THOSE ARE OBVIOUSLY BIG CHALLENGES AND SMART NEEDS TO DO A LOT OF TECHNICAL WORK TO UNDERSTAND WHAT THEY MIGHT DO, SO HAVING THEM AT THE MOU TABLE WE KNOW WHAT THEY'RE WORKING ON AND CAN SHARE INFORMATION BACK AND FORTH. THERE IS A LOT OF INFORMATION RELATIVE TO PERMITTING TECHNICAL INFORMATION PROVIDING BENEFICIAL FOR BOTH PROJECTS.

ALFREDO PEDROZA, CHAIR: THANK YOU TO STAFF FOR PROVIDING THE THOUGHTFUL DISCUSSION. THIS IS AN ACTION ITEM. TO SUMMARIZE TO SUBMIT A TOLL FACILITY APPLICATION TO THE CTC AUTHORIZING TOLLING ON 37 AS PART OF SEARS POINT MOVEMENT AND APPROVED AMENDMENT TO THE MOU TO INTEGRATE SMART DISTRICTS.

JAMES P. SPERING: SPERING WILL MOVE.

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ALFREDO PEDROZA, CHAIR: SECOND?

DAVID RABBIT: SECOND.

ALFREDO PEDROZA, CHAIR: ROLL CALL VOTE.

CLERK, KIMBERLY WARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK, KIMBERLY WARD: JOSEFOWITZ IS ABSENT. ABE-KOGA?

MARGARET ABE-KOGA: AYE.

CLERK, KIMBERLY WARD: CHAVEZ? GLOVER?

FEDERAL D. GLOVER: LICCARDO?

SAM LICCARDO: AYE.

CLERK, KIMBERLY WARD: PAPAN IS ABSENT. RONEN IS ABSENT. SCHAFF IS ABSENT. SPERING?

JAMES P. SPERING: AYE.

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CLERK, KIMBERLY WARD: THANK YOU. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA, CHAIR: PROCEEDING TO ITEM FIVE. PUBLIC COMMENT. I'LL ASK IF WE HAVE RECEIVED PUBLIC COMMENT ASSOCIATED WITH THIS ITEM AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. INTO THE RECORD.

CLERK, KIMBERLY WARD: NOTHING IN WRITING. I SEE ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED.

SPEAKER: ALETA DUPREE FOR THE RECORD. HOW DO WE GET MORE PEOPLE ENGAGED AND INTERESTED IN BAIFA, BY GETTING PEOPLE INVOLVED WITH FASTRAK. FASTRAK IS IDEAL IT'S A BASIC SYSTEM THAT ALLOWS PEOPLE TO SAVE MONEY FOR THE PAYMENT OF EXPRESS LANES. IT'S REALLY NO DIFFERENT THAN SOMEBODY GOING TO A GAS STATION ONCE A WEEK TO FILL UP THE TANK. MORE AND MORE PEOPLE ARE CHARGING UP THEIR VEHICLES WHICH I HOPE WE'LL SEE MORE OF WITH THE CHARGE. ROADS HAVE TO BE FIXED AND AS FUNDING CHANGES, USER FEES ARE AN IMPORTANT NECESSARY PART OF THAT. I HAVE DONE IT MYSELF DRIVING TOLL ROADS IN THE NORTHEAST BEFORE WE HAD ELECTRONIC SYSTEMS LIKE EASY PASS. I THINK WE CAN GET EXCITED. LET'S DO IT.

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CLERK, KIMBERLY WARD: SEEING NO ADDITIONAL RAISED HANDS.

ALFREDO PEDROZA, CHAIR: I AGREE. FASTRAK IS A GREAT SOLUTION. THANK YOU FOR THE COMMENTS. NEXT ITEM, ADJOURNMENT, THE NEXT MEETING FOR JANUARY 25TH. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTED TO THE PUBLIC. [ADJOURNED]

ALFREDO PEDROZA, CHAIR: GOOD MORNING EVERYBODY I'M GOING TO CALL TO ORDER THE MEETING OF THE MTC SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS FOR A.M. 2022. MY NAME IS ALFREDO PEDROZA, CHAIR, ALONG WITH VICE CHAIR NICK JOSEFOWITZ. PLEASE PLAY THE BROADCASTING ANNOUNCEMENT. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, 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 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND

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ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE. THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, 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 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. LET'S PROCEED TO ITEM ONE. ROLL CALL.

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CLERK, KIMBERLY WARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: HERE.

CLERK, KIMBERLY WARD: VICE CHAIR JOSEFOWITZ IS ABSENT. COMMISSIONER ABE-KOGA?

MARGARET ABE-KOGA: HERE.

CLERK, KIMBERLY WARD: COMMISSIONER AHN?

EDDIE AHN: HERE.

CLERK, KIMBERLY WARD: CANEPA?

DAVID CANEPA: HERE UPON CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK, KIMBERLY WARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK, KIMBERLY WARD: EL-TAWANSY IS ABSENT. FLEMMING IS ABSENT. GIACOPINI?

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DORENE M. GIACOPINI: HERE.

CLERK, KIMBERLY WARD: GLOVER?

FEDERAL D. GLOVER: HERE.

CLERK, KIMBERLY WARD: COMMISSIONER LICCARDO? IS ABSENT. COMMISSIONER MILEY IS ABSENT. COMMISSIONER PAPAN? RONEN IS ABSENT. COMMISSIONER RABBIT?

DAVID RABBIT: HERE.

CLERK, KIMBERLY WARD: RONEN IS ABSENT. SCHAFF IS ABSENT. COMMISSIONER SPERING? IS HERE.

JAMES P. SPERING: YES. YES.

CLERK, KIMBERLY WARD: THANK YOU. NO PROBLEM. WE HAVE A QUORUM. YOU'RE ON MUTE, MR. CHAIR.

ALFREDO PEDROZA, CHAIR: THANK YOU. LET'S PROCEED TO ITEM TWO, THIS IS OUR CONSENT CALENDAR. COMMISSIONERS, IF THERE IS ANY QUESTIONS ON OUR CONSENT CALENDAR? I DON'T SEE ANY. MEMBERS OF THE PUBLIC?

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

ALFREDO PEDROZA, CHAIR: ALL RIGHT. IF THERE IS NO QUESTIONS, I'LL LOOK FOR A MOTION.

FEDERAL D. GLOVER: GLOVER MOVES.

DAVID RABBIT: RABBIT SECONDS.

ALFREDO PEDROZA, CHAIR: FIRST BY GLOVER SECOND BY RABBIT. ROLL CALL VOTE PLEASE.

CLERK, KIMBERLY WARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK, KIMBERLY WARD: VICE CHAIR JOSEFOWITZ IS ABSENT. COMMISSIONER ABE-KOGA?

MARGARET ABE-KOGA: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER AHN?

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EDDIE AHN: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER CANEPA?

DAVID CANEPA: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: YES.

CLERK, KIMBERLY WARD: COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER FLEMING IS ABSENT. COMMISSIONER GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK, KIMBERLY WARD: COMMISSIONER LICCARDO? IS ABSENT. COMMISSIONER MILEY IS ABSENT. COMMISSIONER PAPAN IS ABSENT. COMMISSIONER RABBIT?

DAVID RABBIT: AYE.

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CLERK, KIMBERLY WARD: COMMISSIONER RONEN IS ABSENT. SCHAFF IS ABSENT. SPERING?

JAMES P. SPERING: AYE.

CLERK, KIMBERLY WARD: THANK YOU. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONERS. PROCEEDING TO ITEM THREE, PUBLIC COMMENT. THIS IS PUBLIC COMMENT. I'LL ASK THE CLERK TO LIST ANY ITEMS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM AT INFO@BAYAREAMETRO.GOV INTO THE RECORD OR IF YOU'RE PHONING IN PLEASE DIAL STAR NINE.

CLERK, KIMBERLY WARD: THANK YOU. THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

ALFREDO PEDROZA, CHAIR: ALL RIGHT COMMISSIONERS WE'RE GOING TO ADJOURN. NEXT MEETING OF THE AUTHORITY TIME AND PLACE WILL BE CALLED BY THE CHAIR. [ADJOURNED]

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