METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

PROGRAMMING AND ALLOCATIONS COMMITTEE

WEDNESDAY, MAY 10th, 2023, 9:45 AM

ALFREDO PEDROZA: ALL RIGHT IT IS STILL MORNING I'M ALFREDO CHAIR OF THE MTC COMMISSION I HAVE BEEN DEPUTIZED AND IN ABSENCE OF OUR CHAIR CHAVEZ AND VICE CHAIR MILEY, I WILL CHAIR THE PROGRAMMING AND ALLOCATIONS COMMITTEE. ROLL CALL.

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA: HERE. WE'RE GOING TO DEPUTIZE COMMISSIONER JOSEFOWITZ AND DEPUTIZE COMMISSAR SPERING, AS WELL.

CLERK OF THE BOARD: THANK YOU. VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: HERE.

CLERK OF THE BOARD: SPERING? CHAVEZ IS ABSENT. MILEY IS ABSENT. ABE-KOGA?

MARGARET ABE-KOGA: HERE.

CLERK OF THE BOARD: EL-TAWANSY IS ABSENT. FLEMMING IS ABSENT. GLOVER?

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FEDERAL D. GLOVER: HERE.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: HERE.

CLERK OF THE BOARD: RONEN IS ABSENT. THAO IS ABSENT. WE HAVE A QUORUM.

ALFREDO PEDROZA: THANK YOU, KIMBERLY. PROCEEDING TO ITEM TWO, THIS IS OUR CONSENT CALENDAR. QUITE A FEW ITEMS INCLUDING 2A THROUGH 2H. COMMISSIONERS ANY QUESTIONS?

NICK JOSEFOWITZ: YEP.

ALFREDO PEDROZA: VICE CHAIR JOSEFOWITZ.

NICK JOSEFOWITZ: WE RECENTLY PASSED A TRANSIT ORIENTED COMMUNITIES POLICY AND ONE OF THE THINGS THAT WE MENTIONED IN THAT POLICY IS THAT BEFORE, YOU KNOW, PROJECTS GET A REGIONAL ENDORSEMENT, CERTAIN TYPES OF PROJECTS, THEY WOULD NEED TO, AT THE MOMENT, SORT OF, INDICATE THAT THEY ARE GOING TO BE COMING INTO COMPLIANCE WITH ALL THE COMMUNITIES THAT THEY SERVE AND NEED TO INDICATE THAT THEY'RE PLANNING ON COMING INTO

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COMPLIANCE WITH THE TOC POLICY BY 2026. AND I WAS WONDERING IF WE HAD APPLIED THIS TO KIND OF OUR POLICY, TO THE TIP?

ALFREDO PEDROZA: IS THERE A SPECIFIC ITEM YOU'RE REFERENCING.

NICK JOSEFOWITZ: 2D. THE TIP ITEM. 2H.

ALFREDO PEDROZA: OKAY. SO, IS THIS A QUESTION? OR DO YOU WANT TO PULL IT?

NICK JOSEFOWITZ: I WOULD LIKE A QUESTION.

ALIX BOCKELMAN: THROUGH THE CHAIR.

ALFREDO PEDROZA: GO AHEAD.

ALIX BOCKELMAN: THANK YOU FOR THAT QUESTION. THE TOC POLICY, AS I RECALL, PROVIDING UNTIL 2026 FOR JURISDICTIONS TO COME INTO COMPLIANCE. AND SO IT WOULD MOSTLY APPLY TO, KIND OF, OUR NEXT ROUND OF OBAG FUNDING. THERE IS CERTAIN LANGUAGE AROUND TRANSIT EXTENSION PROJECTS AND THOSE PROJECTS NEEDING TO SHOW THAT THEY ARE WORKING TOWARDS COMPLIANCE BEFORE THE COMMISSION WOULD TAKE, I THINK IT'S AN ACTION TO PROVIDE FUNDING TO THAT PROJECT. FOR THE MOST PART, THE TIP IS NOT WHERE WE ADD FUNDING. THAT'S USUALLY THROUGH A PROGRAMMING OR ALLOCATION

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ACTION. AND THE TIP IS RATHER MAKING SURE THAT THOSE PROGRAMMING OR ALLOCATION ACTIONS, WHERE THEY INVOLVE FEDERAL FUNDS, THAT WE HAVE INCLUDED THOSE PROJECTS IN THE TIP. SO, I THINK I NEED TO GET BACK TO YOU ON WHETHER THE TIP IS REALLY THE RIGHT PLACE TO ADMINISTER THIS. I WOULD SAY, GENERALLY, IT'S NOT. BUT I WOULD PROBABLY WANT TO SPEND MORE TIME AND MAKING SURE I'M NOT MISSING SOMETHING ON THAT.

NICK JOSEFOWITZ: OKAY. MY UNDERSTANDING -- MY HOPE AND MY, SORT OF, UNDERSTANDING TO A CERTAIN EXTENT WOULD BE THAT WE WOULD BE USING A LOT OF THE TOOLS, AS MANY OF THE TOOLS AT OUR DISPOSAL TO MAKE SURE THAT COMMUNITIES WERE COMING INTO COMPLIANCE. AND, SO, I -- I -- YOU KNOW, I APPRECIATE YOU LOOKING INTO THIS MORE, AND FROM MY PERSPECTIVE, I DO NOT -- ACKNOWLEDGING THAT COMMUNITIES HAVE UNTIL 2026 TO COME INTO COMPLIANCE BUT PROVIDING FOR WHAT HAPPENS BETWEEN NOW AND THEN WHICH IS THAT COMMUNITIES HAVE TO COMMIT ACKNOWLEDGE INTO COMPLIANCE BY 2026 FOR THEM TO RECEIVE -- I THINK IT WAS REGIONAL ENDORSEMENTS FOR NEW REGIONAL ENDORSEMENTS FOR THEIR PROJECTS. THANK YOU FOR COMING BACK TO ME.

ALFREDO PEDROZA: COMMISSIONER PAPAN?

GINA PAPAN: COMMUNITIES ARE WORKING VERY HARD.

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NICK JOSEFOWITZ: I KNOW.

GINA PAPAN: JUST WANT TO GIVE YOU THAT ASSURANCE THAT A LOT OF LAWS ARE COMING DOWN AND A LOT OF DIFFERENT THINGS. WE ARE TRYING.

NICK JOSEFOWITZ: TERRIFIC NEWS.

ALFREDO PEDROZA: SO QUESTIONS ASKED, QUESTIONS ANSWERED. I'LL LOOK FOR A MOTION.

NICK JOSEFOWITZ: MOTION.

GINA PAPAN: SECOND.

ALFREDO PEDROZA: KIMBERLY DO WE HAVE ANY PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: I SEE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED AND RECEIVED NOTHING IN WRITING.

ALFREDO PEDROZA: FIRST BY JOSEFOWITZ SECOND PAPAN. ROLL CALL VOTE.

CLERK OF THE BOARD: PEDROZA?

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ALFREDO PEDROZA: YES.

CLERK OF THE BOARD: JOSEFOWITZ?

NICK JOSEFOWITZ: YES.

CLERK OF THE BOARD: CHAVEZ IS ABSENT. PAPAN?

GINA PAPAN: AYE.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK OF THE BOARD: RONEN IS ABSENT. THAO IS ABSENT. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT I AM NOT CALLING ON COMMISSIONER SPERING AT THIS TIME AS LONG AS GLOVER IS STILL PRESENT. AS SOON AS GLOVER LEAVES, SPERING WILL KICK IN.

ALFREDO PEDROZA: WE'RE READY TO GO. THANK YOU, KIMBERLY. MOVING TO NEXT ITEM MTC RESOLUTION 4580 REGIONAL MEASURE POLICY PROCEDURES AND REVISIONS. TURNING OVER TO STAFF TO PROVIDE A PRESENTATION. THIS IS AN ACTION ITEM.

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SPEAKER: MOUTHFUL OF REQUESTS FOR YOU. I'M GOING TO MAKE THIS QUICK. WHERE IS MY CLICKER? GOT IT. WE'RE NOT FULLY BACK TO NORMAL. HI. GOOD MORNING COMMISSIONERS. I'M RALEIGH McCOY FUNDING POLICY PROGRAM STAFF JOINED BY COLLEAGUE CRAIG B FOR THE RM3 CAPITAL PROGRAM RM3 IMPLEMENTATION UPDATES TO POLICIES AND PROCEDURES APPROVAL OF THE FISCAL YEAR 2023 PROGRAM OF PROJECTS AND ALLOCATIONS FOR OPERATING PROGRAM. NEXT SLIDE. YOU ALL ARE WELL AWARE OF WHAT REGIONAL MEASURE THREE IS SO I WILL SKIP THAT SLIDE. NEXT SLIDE, PLEASE. SO FIRST A FEW UPDATES ON THE OPERATING PROGRAM. NEXT SLIDE, PLEASE? SO, THE STATUTE IDENTIFIES THAT A MECHANICS MUM OF 16% OF RM3 REVENUES EACH YEAR GO TOWARD OPERATING COMPONENTS 34 PERIODS VARIETY OF OPERATORS THROUGHOUT THE REGION FOR EXPRESS BUS OPERATION SUPPORT 8% TRANSBAY JOINT POWERS AUTHORITY FOR TRANSIT TERMINAL OPERATION SUPPORT 58 TO EXPANDED FERRY SERVICE OPERATION SUPPORT AND CAN BE SUPPORT FOR EXISTING SERVICE FREQUENCY BOOSTS OR OPERATIONS. NEXT SLIDE. FIRST ACTION THAT WE ARE RECOMMENDING TODAY IS REFERRAL OF MIRRORS RESOLUTION 4404, WHICH IS THE POLICIES AND PROCEDURES FOR RM3. WE'LL BE INTRODUCING NEW GUIDANCE FOR THE RM3 OPERATING PROGRAM WHICH MIRRORS THE GUIDANCE FOR RM2 WITH ADDITIONAL -- A LIMITED NUMBER OF ADDITIONAL CHANGES TO REFERENCE THE UNIQUE COMPONENTS OF RM3. AND STAFF WILL BE RETURNING IN COMING MONTHS TO AMEND THE RESOLUTION ONCE AGAIN WITH ADDITIONAL GUIDANCE FOR WETA FOLLOWING ADDITIONAL CONSULTATION WITH

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PARTNERS. NEXT SLIDE. IMPORTANT FOR YOU TO CONSIDER IS THESE OPERATIONS FUNDS FOR REGIONAL EXPRESS BUS AND TRANSIT TERMINAL OPERATIONS ARE USE IT OR LOSE IT THEY DO NOT ROLL OUT FROM FISCAL YEAR TO FISCAL YEAR HIGHLIGHTING ONE COMPONENT INCLUDED IN THE POLICIES AND PROCEDURES ARE INTERIM SET OF GUIDELINES TO DETERMINE FUNDING LEVELS FOR EXPRESS BUS. NEXT SLIDE. THIS SLIDE SUMMARIZES FISCAL YEAR '23 OPERATING PROGRAM INVESTMENTS AND THESE ARE DETAILED IN RESOLUTION 4579 WHICH IS THE PROGRAM IN 4580 WHICH IS ALLOCATIONS BOTH WHICH WE'RE ROAMING REFERRAL OF. IN SOME FISCAL YEAR '23 OPERATING PROGRAM CONSISTING OF 11.5 MILLION FOR REGIONAL EXPRESS BUS 2.7 MILLION FOR TRANSBAY TERMINAL OPERATIONS FOR THIS FISCAL YEAR AS WELL AS JUST UNDER 4.8 MILLION A ONE TIME PAYMENT FOR PRIOR YEARS OPERATIONS SUPPORT OF TRANSBAY TERMINAL. NEXT SLIDE, POLLUTION. PLEASE. MOVING ON TO THE CAPITAL PROGRAM. NEXT SLIDE, PLEASE. SO, FIRST, JUST AS BACKGROUND, THE RM3 EXPENDITURE PLAN INCLUDES 4.45 BILLION ACROSS A NUMBER OF DIFFERENT NAMED PROJECTS THROUGHOUT THE REGION. NEXT SLIDE PLEASE. ALONG WITH THE RECOMMENDED CHANGES TO RESOLUTION 4404 POLICIES AND PROCEDURES STAFF ARE RECOMMENDING A LIMITED NUMBER OF REVISIONS RELATED TO THE CAPITAL PROGRAM FOCUSED ON UPDATING REFERENCES TO COMPLEMENTARY POLICIES THAT HAVE BEEN INTRODUCED SINCE THE RESOLUTION WAS ADOPTED IN 2019 AS WELL AS UPDATING ALLOCATION POLICIES TO MANAGE RM3 CASH FLOW. NEXT SLIDE PLEASE. SO THOSE POLICIES AND PROCEDURES INCLUDE A NUMBER OF GUARDRAILS TO HELP

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INFORM ALLOCATIONS AND HELP MTC MANAGE CASH NO SO THAT WE CAN RESPONSIBLY AND SUCCESSFULLY DELIVER ON THOSE CAPITAL PROJECTS. AND THERE ARE A NUMBER OF GUARDRAILS AS LISTED ON THIS SLIDE HERE. NEXT SLIDE, PLEASE. IN TERMS OF TIMELINE, STAFF ARE RECOMMENDING BEGINNING THE PROCESS OF CONSIDERING ALLOCATION REQUESTS THAT JUNE PAC AND COMMISSION FOR THE FIRST MONTH STAFF RECOMMEND FOCUS BE ON PROJECTS WITH EXISTING LETTERS OF NO PREJUDICE THAT HAVE ALREADY BEGUN EXPENDING FUNDS WITH FLEXIBILITY TO CONSIDER ADDITIONAL PROJECTS WITH IMMEDIATE EXPENDITURE NEEDS. IN JULY CONSIDERATION OF ALLOCATION REQUESTS WOULD CONTINUE BASED ON THE GUARDRAILS DISCUSSED ON THE PREVIOUS SLIDE AND OTHER ARRANGEMENTS AS LISTED IN POLICIES AND PROCEDURES WITH CONSIDERATION OF ALLOCATIONS ONGOING IN FUTURE MONTHS AS REQUESTED BY SPONSORS AND CONSISTENT WITH THE POLICIES AND PROCEDURES. AND WHILE THE POLICIES AND PROCEDURES GENERALLY REQUIRE THAT INFORMATION BE SUBMITTED 60 DAYS PRIOR TO THE REQUESTED ALLOCATION DATE, STAFF WILL BE FLEXIBLE ON THIS THROUGH THE JUNE AND JULY. NEXT SLIDE. FINAL NOTE HERE ON THE CAPITAL PROGRAM, A LIMITED NUMBER OF PROJECTS THAT RECEIVED LETTERS OF NO PREJUDICE TO BEGIN WORK BEFORE RM3 FUNDS WERE AVAILABLE ALSO RECEIVE ADVANCES OF OBAG 3 FUNDS IN PLACE OF RM3 FUNDS IN PLACE OF RM3 FUNDS. MTC WILL WORK WITH THESE PROJECTS SPONSORS TO CONVERT THOSE LONPS INTO ALLOCATIONS AND INVOICE AGAINST EXTENDED FUNDS. SO THE OBAG 3 PROGRAM CAN THEN BE MADE WHOLE THROUGH

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REPAYMENT OF RM3 FUNDS. THE RECOMMEND IS REFERRAL OF RESOLUTIONS 4404 REVISED 4579 AND 4580 TO THE COMMISSION FOR APPROVAL. WE'RE AVAILABLE FOR QUESTIONS.

ALFREDO PEDROZA: THANK YOU FOR YOUR PRESENTATION. WE ALL KNOW SO MUCH ABOUT RM3 BECAUSE WE HAVE BEEN WAITING SO LONG. COMMISSIONER QUESTIONS OR COMMENTS? JOSEFOWITZ?

NICK JOSEFOWITZ: THANK YOU. BEEN WAITING SO LONG TO SPEND SOME MONEY. CAN YOU EXPLAIN THE OPERATING PROGRAM ALLOCATIONS FOR BUSES LIKE WITH AN INTERSECTION TO FISCAL CLIFF WORK THAT WE'RE DOING.

SPEAKER: THANK YOU FOR YOUR QUESTION. AS THOSE FUNDS ARE USE IT OR LOUIS IT STAFF WORKED QUICKLY TO DEVELOP INTERIM CRITERIA THAT WILL APPLY FOR FISCAL YEAR EXPRESS BUS FUNDING DISTRIBUTION WE CONSIDERED TWO FACTORS RM2 OPERATING PROGRAM REVENUE LOSSES DUE TO LOWER THAN ANTICIPATED TOLL REVENUES OVER THE PAST FEW YEARS AND TWO RIDERSHIP AS IDENTIFIED IN THE CRITERIA IN THE STATUTE HELPING MAKE THOSE OPERATORS WHOLE IN TERMS OF WHAT THEY LOST FROM RM2, OUR WAY OF HELPING ASSIST OPERATORS FOR THIS FISCAL YEAR.

NICK JOSEFOWITZ: ARE WE GOING TO INTERSECT WITH THE FISCAL CLIFF NEEDS GOING FORWARD WE SHOULD USE ALL THE FUND AT OUR

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DISPOSAL TO PROVIDE US WITH OPTIONS FOR HOW WE COULD USE FUNDS TO HELP OPERATORS ADDRESS THEIR FISCAL CLIFFS.

THERESA ROMMELL: YES, THOSE ARE CONSIDERATIONS. WE'RE WORKING NOW TO START DEVELOPING THE PROGRAM FOR FISCAL YEAR '24. THE FISCAL CLIFF IS DEFINITELY A CONSIDERATION. WE HAVE RESTRICTIONS WITHIN THE STATUTE ITSELF WE HAVE TO SPEND IT ON EXPRESS BUS OPERATORS, AND THERE HAS TO BE CONSIDERATION OF RIDERSHIP. SO, ALL FACTORS ARE THINGS WE'RE LOOKING AT BUT IT'S DEFINITELY TOP OF MIND FOR US IN TERMS OF THE FISCAL CLIFF.

NICK JOSEFOWITZ: ARE WE GIVING REGIONAL EXPRESS BUS OPERATION -- WHAT ARE WE DOING WITH THE MONEY WE HAVE COLLECTED OVER THE PAST YEARS THAT WOULD HAVE GONE TO REGIONAL EXPRESS BUS OPERATIONS BUT OBVIOUSLY IT WAS IN ESCROW? BECAUSE MY UNDERSTANDING IS THAT THIS IS ONE YEAR OF REVENUE, NOT, WHAT IS IT? THREE YEARS OF REVENUE -- OF OPERATING REVENUES?

THERESA ROMMELL: THAT'S RIGHT AS RALEIGH NOTED FOR EXPRESS BUS FUNDS THOSE FUNDS DO NOT ROLLOVER. SO, ANYTHING COLLECTED IN ESCROW TOWARD THE EXPRESS BUS PROGRAM WILL NOT GO TO THE EXPRESS BUS PROGRAM. THAT'S WHY --

NICK JOSEFOWITZ: [INDISCERNIBLE].

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THERESA ROMMELL: I THINK BY GENERAL ACCOUNTING CONSTRAINTS -- MAYBE DEREK CAN KIND OF RESPOND TO THAT -- BUT OPERATING FUNDS ARE OPERATING FUND AND UNLESS THERE IS SOME EXPRESS ALLOWANCE FOR THOSE FUNDS TO ROLLOVER, LIKE THERE IS FOR WETA, FOR EXAMPLE, THEN THEY EXPIRE AT THE END OF THE FISCAL YEAR WHICH IS WHY WE HAVE BEEN RUSHING TO GET THE FISCAL YEAR '23 PROGRAM UNDER WAY SO WE CAN THEN LET OPERATORS USE THOSE FUNDS OTHERWISE THEY WOULD BE LOST GO BACK INTO THE RM3 POT AND BE USED IN OTHER WAYS FOR THE RM3 PROGRAM.

NICK JOSEFOWITZ: WHEN YOU SAY THEY EXPIRE, IS THAT BECAUSE WE SAY THEY EXPIRE OR IS THERE LIKE A REQUIREMENT THAT THEY MUST EXPIRE. BECAUSE WE HAVE A FISCAL CLIFF, WE HAVE A BUNCH OF MONEY WE'RE COLLECTING WHICH SHOULD GO TO OPERATIONS BUT WE'RE GETTING SUED BY, YOU KNOW, A BUN OF PEOPLE WHO DIDN'T, YOU KNOW, AND THEN AS A RESULT OF THAT LAWSUIT, WE ARE SOMEHOW NOT GIVING THE OPERATING TO THE BUS OPERATORS, WHICH WE HAD ALL AGREED SHOULD HAVE GONE TO THEM? I MEAN, THAT FEELS LIKE A -- I DON'T KNOW, TO ME THAT FEELS LIKE A PROBLEM. AND I WOULD LOVE A MORE, SORT OF, DETAILED ANSWER FOR WHY THAT IS IMPOSSIBLE AND WHETHER IT'S JUST OUR STANDARD PRACTICE OR WHETHER WE COULD, ACTUALLY, IN THIS SITUATION, SORT OF, HAVE AN OPTION OF HAVING A DIFFERENT OUTCOME?

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DEREK HANSEL: THROUGH THE CHAIR, WE'LL CERTAINLY GET BACK TO YOU ON THAT. BUT, YOU KNOW, IT IS GOING TO BE THIS INTERSECTIONALITY OF WHAT CAN BE DONE UNDER THE STATUTE AND THE BALLOT MEASURE ITSELF, AS WELL AS KIND OF TIMING WHEN THAT FUNDING CAME IN. IT IS NOT NECESSARILY A, IT MUST BE THIS WAY ANSWER. WE'LL GET BACK TO YOU ON THAT. IT'S DIFFERENT THAN THE WAY RM2 WORKS SO THAT'S PART OF THE COMPLICATION HERE.

NICK JOSEFOWITZ: THANK YOU VERY MUCH.

ALFREDO PEDROZA: COMMISSIONER SPERING.

JAMES P. SPERING: I WANT TO THANK STAFF FOR SUPPORTING THE LONPS. BY ADVANCING THOSE PROJECTS, WE HAVE SAVED MILLIONS OF DOLLARS TO GET THOSE PROJECTS UNDER CONSTRUCTION. AND I WANT TO THANK STAFF FOR SUSPECTING THOSE AND I KNOW EXPRESSED A PRESENTLY IN SOLANO CAN'T IF THAT WAS TO BID TODAY IT WOULD BE MILLIONS OF DOLLARS MORE. SO, THANKS STAFF FOR THAT. AND THE OTHER, OUR EXPRESS SERVICE, WE'RE GETTING AT 1.8 MILLION THAT IS JUST GREAT AND IT'S COMING AT A TIME, IT'S VERY TIMELY, BECAUSE WE ARE NOW STARTING TO SEE RIDERSHIP GOING UP. SO THAT MONEY IS GOING TO BE WELL SPENT. I AM VERY SUPPORTIVE OF THE PROCESS YOU USED IN THAT ALLOCATION. THANK YOU.

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ALFREDO PEDROZA: THANK YOU COMMISSIONER SPERING. DON'T SEE ANY COMMISSIONERS. PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM. I WOULD LIKE TO NOTE THAT WITH COMMITTEE MEMBER RONEN'S RETURN -- THANK YOU FOR YOUR SERVICE, COMMISSIONER SPERING. [LAUGHTER] AND I'LL TURN IT OVER TO YOU.

ALFREDO PEDROZA: MR. SPERING, YOU STILL HAVE TO STAY. VICE CHAIR JOSEFOWITZ HAS ANOTHER QUESTION.

NICK JOSEFOWITZ: ARE WE PLANNING -- WE HAVE THE AUTHORITY TO DO INFLATION BASED BRIDGE TOLL INCREASES UNDER RM3 AND I KNOW WE HAVEN'T WORKED OUR WAY THROUGH NECESSARILY ALL OF THE $3 -- WE HAVEN'T WORKED OUR WAY THROUGH THE $THREE -- ARE WE PLANNING ON DOING INFLATION BASED.

ANDREW FREMIER: THAT'S ACKNOWLEDGE BACK TO THE BOARD IT'S A BIG TOPIC THE WHOLE QUESTION OF REVENUE WE NEED TO TALK ABOUT REHAB MONEY YOU'LL BE HEARING FROM US ON THAT SUBJECT BUT THE THREE THERE APPROVAL CPI ADJUSTMENT CAN'T TAKE PLACE UNTIL AFTER THAT HAS BEEN DONE BUT YOU HAVE THE AUTHORITY TO TALK ABOUT IT AND TELL US TO DO IT OR NOT.

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NICK JOSEFOWITZ: THANK YOU.

ALFREDO PEDROZA: SEEING NO FURTHER QUESTIONS I'LL LOOK FOR A RECOMMENDATION FOR RESOLUTION 4405, 4579 AND 4580.

GINA PAPAN: MOVE.

SPEAKER: SECOND.

ALFREDO PEDROZA: ROLL CALL VOTE.

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA: AYE.

CLERK OF THE BOARD: JOSEFOWITZ?

NICK JOSEFOWITZ: AYE.

CLERK OF THE BOARD: CHAVEZ IS ABSENT. MILEY IS ABSENT COMMISSIONER FLEMING IS ABSENT. GLOVER IS ABSENT. PAPAN?

GINA PAPAN: YES.

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CLERK OF THE BOARD: THAO IS ABSENT. I THINK I GOT EVERYONE. I APOLOGIZE. MOTION PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

ALFREDO PEDROZA: WE'RE NOT MAKING IT EASY ON YOU. ITEM 3B CALIFORNIA CAPITAL STAFF WILL PROVIDE A REPORT.

ALIX BOCKELMAN: IN CONSIDERATION OF TIME THIS IS NOT FOR COMMITTEE APPROVAL IT'S AN INFORMATION ITEM WE WANT TO SEND COMMENTS ON THE 2023 STATE RAIL PLAN AND WE THOUGHT IF YOU AS COMMISSIONERS HAVE ANY INPUT WE WOULD LET YOU KNOW AND YOU COULD INCORPORATE THOSE COMMENTS. THE MAIN POINT BETWEEN THE STATE RAIL PLAN AND BIG DIFFERENCE BETWEEN THE STATE RAIL PLAN AND OUR PLANNED BAY AREA 2050 IS THE STATE RAIL PLAN IS NOT REQUIRED FINANCIALLY CONSTRAINED. WHILE, LARGELY, THE STATE RAIL PLAN CONSISTENCIES BETWEEN THE TWO. WE WANT TO MAKE THE POINT THAT WITH THE FISCAL CLIFF AND WITH OTHER CHALLENGES ASSOCIATED WITH DELIVERING THESE PROJECTS IT WOULD BE IMPORTANT FOR THE STATE RAIL PLAN TO ACKNOWLEDGE REGIONAL PLANS AND THE IMPORTANCE THAT REGIONAL PLANS AND POLICIES WILL PLAY IN, SORT OF, MAKING THESE PROJECTS A REALITY. SO THAT'S REALLY KIND OF THE HEART OF OUR COMMENT. IF THIS IS ANY INPUT FROM YOU ALL WE WOULD LOVE TO HEAR IT. THANK YOU.

ALFREDO PEDROZA: COMMISSIONER PAPAN.

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GINA PAPAN: DOES THIS DEAL WITH GRADE SEPARATIONS AS PART OF THE RAIL SYSTEM?

SPEAKER: YES. I THINK, I DON'T REMEMBER OFF THE TOP OF MY HEAD THAT THERE IS ACTUALLY A LIST OF, SORT OF, CAPITAL IMPROVEMENT GOALS THAT'S INCLUDED IN THE STATE RAIL PLAN BUT I DON'T REMEMBER SPECIFICALLY IF IT CALLS OUT GRADE SEPARATIONS.

GINA PAPAN: POINT OF REFERENCE SINCE WE'RE LOOKING FOR COMMENTS IN ORDER FOR RAIL WORK APPROPRIATELY IT'S IMPORTANT REGIONAL ASPECT THOSE ARE DEALT WITH. THEY'RE SUPER EXPENSIVE. THANK YOU.

ALFREDO PEDROZA: ANY FURTHER COMMENT ON 3B?

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

ALFREDO PEDROZA: I SEE SOMEONE APPROACHING THE PODIUM. OKAY. NO WORRIES. ALL RIGHT. SEE THAT'S WHY WE GOT TO COME BACK IN-PERSON SO WE CAN GET TO KNOW EACH OTHER AGAIN. BACK TO THE COMMISSION. ANY FURTHER DISCUSSION? ALIX, YOU DID SAY THIS WAS INFORMATION. BUT I DO SEE THIS AS COMMITTEE APPROVAL.

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ALIX BOCKELMAN: THAT WAS INCORRECT IT'S INFORMATION WE ARE SEEKING INPUT BEFORE MAKING ANY INPUT.

ALFREDO PEDROZA: THANK YOU. MOVING ON. ITEM 4A INFORMATION ONLY MAJOR PROJECT POLICY ADVANCEMENT UPDATE. KENNETH TAKE IT AWAY.

SPEAKER: THANKS. WE HAVE A POWERPOINT. TODAY WE HAVE OUR COLLEAGUES FROM VALLEY LINK, KEVIN SHERIDAN THE GENERAL MANAGER IS HERE. SO LET ME QUICKLY GO THROUGH A VERY QUICK UPDATE. A COUPLE OF SLIDES WE HAVE HERE AND THEN I'LL HAND OVER TO THEM. NEXT SLIDE PLEASE. WE HAVE BEEN DOING A SERIES OF MEGA PROJECT UPDATES OVER THE LAST COUPLE OF COMMITTEE MEETINGS WE HAD SILICON VALLEY AND THE TJPA PORTAL PROJECT LAST MONTH, THIS MONTH WE'LL HAVE VALLEY LINK AND WE'LL HAVE BART CORE CAPACITY AT SOME POINT COMING UP IN THE SUMMER ALSO FOR THE GENERAL MAP WE WILL BE BRINGING INFORMATION THIS SUMMER THEN POTENTIALLY ADOPTING AN UPDATE TO IT IN THE FALL. NEXT SLIDE PLEASE. ENDORSEMENT TABLE, SOMETHING WE'LL BE UPDATING WITH AWARDS IN ANY COST INFORMATION. NEXT SLIDE, PLEASE. THIS SLIDE AND THE NEXT ONE IS JUST TO PAUSE FOR A SECOND AND UNDERSTAND THAT THE ENDORSEMENT TABLE IS WORKING BOTH AT THE STATE LEVEL AND AT THE FEDERAL LEVEL. SO, THE KIND OF SEQUENCING AND PRIORITIZING THAT WE'RE DOING THROUGH THE MAP, I THINK WE ARE GETTING BUY-IN FROM OUR STATE AND FEDERAL

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PARTNERS, AND AS YOU SEE THE TIRCP AWARDS, WE HAD A GREAT SPRING ON THOSE, WITH THE PROJECTS, AND IT CLOSELY FOLLOWED THE MAP ENDORSEMENT FRAMEWORK THAT YOU ALL ADOPTED. NEXT SLIDE, PLEASE. IN A SIMILAR STATEMENT FROM THE FEDERAL SIDE, THIS IS VERY CONSISTENT WITH THE MTC ADOPTED BILL STRATEGY IN PLANNED BAY AREA. AND I THINK WE ARE IN GOOD COMMUNICATION WITH OUR FEDERAL PARTNERS TO KIND OF KEEP THE MOMENTUM GOING WITH THE AWARDS FOR MAJOR MAP PROJECTS. NEXT SLIDE, PLEASE. WE'LL BE UPDATING THE ENDORSEMENT TABLE WITH COST INFORMATION AS WELL AS ALL AWARDS THAT YOU SAW IN THE LAST TWO SCREENS. SOME OF OUR PROJECTS IS THE STATE BUDGET IN THIS COLUMN WE CALL TIRCP AUGMENT TWO, THAT'S THE STATE FUNDING THAT GOES TO CAPITAL PROJECTS. AND WE HAD TARGETED AROUND $800 MILLION COMING TO THE REGION, AND WE ARE HOPING FOR THAT, BUT THAT AMOUNT COULD BE SUBJECT TO THE STATE BUDGET NEGOTIATIONS. FLASHING SO WE'LL HAVE MORE INFORMATION ON THAT AS ITS RELEASED IN, PROBABLY LATE JUNE AND EARLY JULY. WE'RE WORKING ON A STAGE GATE EVALUATION PROCESS. AND IF YOU WILL NOTE ON OUR ENDORSEMENT TABLE THAT IS SOMEWHERE NORTH OF $35 BILLION WORTH OF PROJECTS THAT WE'RE TRYING TO MOVE FORWARD SO I THINK THIS PROCESS IS VERY IMPORTANT. WE'RE BRINGING ON A CONSULTANT TO HELP US FINALIZE THAT AND IT WILL BE COMING TO YOU IN JULY AS AN INFORMATION ITEM AND THEN LATER FOR ADOPTION. NEXT SLIDE, PLEASE. THIS IS JUST SOME OF THE PRINCIPLES FOR THAT AROUND CONSIDERATION FOCUSED ON THE CUSTOMER, AS WELL AS

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WORKING WITH OUR PARTNERSHIP WITH THE FEDERAL AND STATE FUNDING AGENCIES AND TRYING TO GATHER THE EXPERTISE THROUGHOUT THE REGION TO DELIVER PROJECTS ON TIME, ON BUDGET, AND SUCCESSFULLY. NEXT SLIDE, PLEASE. THIS IS AN ILLUSTRATION OF WHAT THAT STAGE GATE PROCESS WOULD LOOK LIKE, EVERYTHING STARTS WITH PLANNED BAY AREA AND THEN YOU MOVE THROUGH THE GATES AS YOU APPROACH REVENUE SERVICE. NEXT SLIDE. WE HAVE THE PROGRAMMATIC CATEGORIES INCLUDED IN THE MAP TO MAKE SURE WE ELEVATE PROJECTS IN OTHER CATEGORIES SUCH AS GRADE SEPARATIONS, EXPRESS LANES, SMALLER TRANSIT IMPROVEMENTS THAT LEAD TO TRAVEL TIME SAVINGS FOR CUSTOMERS. SO THAT'S PART OF WHAT WILL COME TO YOU LATER THIS SUMMER. SO, THOSE ARE THE SLIDES THAT I HAVE, CHAIR. IF YOU HAVE ANY QUESTIONS, YOU CAN TAKE THEM NOW OR I CAN INTRODUCE KEVIN SHERIDAN AND LET'S KEEP GOING. OKAY, FROM VALLEY LINK. KEVIN, THANK YOU FOR COMING.

SPEAKER: GOOD AFTERNOON CHAIR AND COMMISSIONERS KEVIN SHERIDAN EXECUTIVE DIRECTORS FOR VALLEY LINK THANK YOU FOR OPPORTUNITY TO COME AND PRESENT TODAY ON THE VALLEY LINK PROJECT TODAY JUST TO ECHO WHAT KEVIN SAID THIS PROCESS THAT YOU HAVE TAKEN ON THE MAP AND OTHER PROCESSES IS VERY MUCH HELPING TO SUPPORT PROJECTS VALLEY LINK IS INCLUDED WITH THAT AWARDED IN THE INTERCITY CAPITAL RAIL PROGRAM FUNDS GREATLY HELP OUR PROJECT. I WANT TO SAY OUT OF GATE, THANK YOU FOR THAT.

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CLERK OF THE BOARD: STAFF PRESENTATION.

SPEAKER: I'LL GIVE AN UPDATE ON THE VALLEY LINK RAIL PROJECT. I GOT TO SEE THAT THIS MORNING, I RACED TO CATCH THE BART TO MAKE THIS MEETING AT 945 I WAS WORRIED WITH THE TRAFFIC BACK UP, AT I-5 AND 205 THIS MORNING, I THOUGHT, I'M NOT GOING TO MAKE IT. IT WAS JUST AN ACCIDENT. NEXT SLIDE. VALLEY LINK IS A 42 MILE ALIGNMENT, SAN JOAQUIN COUNTY, STARTING AT LATHROP ENDING AT THE DUBLIN PLEASANTON BART INTERFACE, BROKEN INTO TWO PHASES 22 AND 20 MILES VARIANT THAT'S WHY YOU SEE THE DIFFERENCE IN 22 AND 20. INCLUDES NEW TRACK IN SEVEN STATIONS AND AS PART OF THE MEGA REGION CONNECTIVITY BETWEEN BART, ACE AND HIGH SPEED RAIL WITH RAIL CONNECTING AT THE LATHROP TRANSFER STATION. PART OF THE FUNDS THAT ARE AVAILABLE FOR THE CONSTRUCTION, FIRST PHASE OF THE PROJECT 22 MILES STARTS IN DUBLIN PLEASANTON STATION AT ISABEL SOUTH FRONT STREET AT I 205 MOUNTAIN HOUSE COMMUNITY WITH LOWER FACILITY DEPARTMENT MAINTENANCE AND HEAVY OPERATIONS MAINTENANCE FACILITY AT TRACY IT WOULD CONNECT TO EXISTING PASSENGER RAIL SYSTEMS. THERE IS A RED AREA THERE, THAT'S WHERE IT INTERFACES WITH THE RAILROAD OAKLAND SUBDIVISION WHICH IS CURRENTLY RUN ON XI. NEXT SLIDE, PLEASE. NEXT SLIDE. THANKS. AS PART OF OUR CAPITAL COST AND FUNDING OVERVIEW TOTAL PROJECT COST NOW ESTIMATED AT $1.86 BILLION. 1/3 OF FUNDS IDENTIFIED FOR THE PROJECT ARE THROUGH LOCAL SOURCES INCLUDES MEASURE BB BRIDGE TOLLS LOCAL AGENCY

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CONTRIBUTIONS STATE TRANSPORTATION FUNDS AND DEVELOPER FEES AND ACTIONS TAKEN OVER THE COURSE BY MTC HAVE HELPED FTA PROJECT DEVELOPMENT PROGRAM UNDER THE CIG CAPITAL INVESTMENTS GRANTS PROGRAM AS PART OF THE ADOPTED REGIONAL PRIORITY FEDERAL GRANTS FEDERAL INFRASTRUCTURE LAW LEVEL TWO PRIORITY ON THE MAP AND ENDORSED FOR PROJECT DEVELOPMENT FUNDING UNDER THE TIRCP. AND THROUGH THE FEDERAL PROCESS DUAL OVERSIGHT PROCESS WITH FTA BEING THE LEAD FOR ENVIRONMENTAL AND THEN WE'RE WORKING WITH CALTRANS AS WE'RE WORKING ON INTERSTATE 5880. AND I'M GOING OVER THIS FAST I CAN PAUSE IF YOU NEED TO. NEXT SLIDE, PLEASE. THIS IS OUR CAPITAL PROJECT COST AND FUNDING PLAN. THIS TABLE IS OUR PROJECTIONS ESTIMATE BASED ON WHAT FUNDS ARE CURRENTLY COMMITTED OR IDENTIFIED AND THEN PLANNED. AS WE WORK THROUGH THE PROJECT DEVELOPMENT PROCESSES WE'LL BE WORKING TO REFINE ALL THOSE ESTIMATES BECAUSE AS WE KNOW COST ESTIMATES AREN'T STATIC AND WE WILL UPDATE AT THE APPROPRIATE MILESTONES, ALL THE WAY UP TO A POINT WHERE OUR FINAL DESIGN, BUT BEFORE THAT, EVEN, WE NEED TO LOCK IN OUR ESTIMATE FOR FTA TO MAKE SURE WE DON'T HAVE UNKNOWN OR UNFORESEEABLE COSTS OVERRUNS OR INCREASING DUE TO UNKNOWNS. NEXT SLIDE. OUR CURRENT SCHEDULE AND THIS SHOWS IN THE MAC SECTION OF TRACKS ARE WHAT'S BEEN COMPLETED AND THEN THAT WAS STARTING WITH THE FEASIBILITY STUDY COMPLETED IN 2019 AND THE ENVIRONMENTAL IMPACT REPORT COMPLETED IN 2021 AND NOW DOING A SUPPLEMENTAL CEQA DOCUMENT AND FTA NEPA DOCUMENT ANTICIPATE

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COMPLETING THAT IN 2024 AT WHICH POINT WOULD BEGIN DESIGN LOOKING TO CONSTRUCTION BY 2025 CONSTRUCTION APPROXIMATELY AND TESTING STARTING IN 2027. NEXT SLIDE. WE ALSO HAVE BEEN INVESTIGATING AS PART OF THE PROJECT LIMITS WE HAVE A 200 ACRE SITE IN THE CITY OF TRACY. ONE OF THINGS WE HAVE BEEN LOOKING AT AND WORKING WITH IS THE PROSPECT OF OWNING AND OPERATING A HYDROGEN FACILITY. AND THIS WOULD BE UNIQUE IN ESSENCE BECAUSE IT WOULD BE ABLE TO PROVIDE HYDROGEN TO TRANSIT OPERATORS AND, ALSO, IT EXISTS IN THE MIDDLE OF A LARGE COMMERCIAL INDUSTRIAL AREA. THE AMAZON, SAFE WAYS PRO LODGE, ONE OF THE LARGEST BUSINESS COMMERCIAL PLACES IN SAN JOAQUIN VALLEY. AND IT BUILDS BY HYDROGEN TO THOSE AS THE TRANSITION TO ZERO EMISSION VEHICLES OCCURS IN BOTH TRANSIT AND RAIL, IT WOULD BE ABLE TO SUPPLY HYDROGEN TO THOSE BUSINESSES AND AS A RESULT, IT POSSIBLY COULD PAY FOR PART OF OUR OPERATION SO WE'RE LOOKING TO THAT AS BEING UNIQUE TO VALLEY LINK. AND OF COURSE WHEN THE HYDROGEN TRAINS COME ONLINE THE STATE IS ALREADY ENTERED INTO CONTRACT WITH STODLER FOR TRAINS FOR SAN JOAQUIN POSSIBLY ACE AND WE LOOK TO ALSO AT SOME POINT TO ADOPT THAT TECHNOLOGY FOR VALLEY LINK AND IN THIS CASE HAVE ON-SITE HYDROGEN AVAILABLE FOR POWER FOR RAIL AND TRAINS. I'LL INTRODUCE OUR DIRECTOR OF RAIL ENGINEERING CONSTRUCTION. BILL O'HARE WHO WAS BART'S CONSTRUCTION MANAGER ON VTA PHASE ONE PROJECT. BILL WILL GO OVER SOME DETAILS AND DESIGN.

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SPEAKER: THANK YOU, KEVIN. AS KEVIN SHOWED YOU THE RIGHT OF WAY OR ALIGNMENT WE'RE LOOKING@PART OF OUR LOCAL ALTERNATIVE UNDER NEPA WE LOOKED AT LOCATIONS UNDER THE DUBLIN AND PLEASANT AN STATION THERE HAVE BEEN A NUMBER EVER COMMENTS ON OUR CEQA ALIGNMENT JUST TO GIVE CONTEXT OF THIS SLIDE, THE TWO STRIPE, THE WHITE GOING ACROSS THE SLIDE IN THE MIDDLE, ARE I-580 NORTH BAY AND EASTBOUND AT THE BASE OF THE RED ARROW IN THE MIDDLE OF THE SLIDE IS THE EXISTING BART STATION SANDWICHED IN AT THE MEDIAN IN THE EASTBOUND AND WESTBOUND LANES. VALLEY LINK'S 15% DESIGN FOR THE CEQA STUDY WAS TO LOCATION THE STATION ON THE NORTH SIDE OF THE BART STATION IN THE MEDIAN WHICH WOULD HAVE NECESSITATED MOVING THE WESTBOUND LANES ABOUT 50 FEET TO THE NORTH. AS I SAID, DUE TO THE COMMENTS RECEIVED AND WHAT WE HAVE DONE FOR FURTHER SCOPING, WE LOOK FOR OPPORTUNITIES TO IMPROVE THE CONNECTION AT THAT LOCATION, AND AFTER LOOKING AT SEVERAL LOCATIONS FOR THE STATION, WE DECIDED TO DEVELOP AN OPPORTUNITY ON THE SOUTH SIDE OF THE STATION BETWEEN BART'S EXISTING PARKING LOT AND THE EASTBOUND 580 LANES WHERE YOU SEE THE GREEN LINES RUNNING THROUGH. THIS IS A PARCEL LOAN BY THE ALAMEDA COUNTY FLOOD CONTROL ZONE SEVEN AND CURRENTLY HAS A FLOOD CANAL AND ACCESS ROAD IT'S RELATIVELY UNDEVELOPED COMPARED TO THE NORTH SIDE MUCH THE ROAD WHERE WE HAVE PRIVATE DEVELOPMENTS PARKING STRUCTURE AND EXISTING TRANSIT VILLAGE BUILD IN THE LATE 2000s. AFTER CONSULTATION WITH THE FLOOD CONTROL ZONE THEY

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SEEMED RECEPTIVE TO THE CONCEPT YOU WILL SEE THE GREEN LINE CROSSING DIAGONALLY AS IT PROCEEDS LEFT THAT'S A FLYOVER AS VALLEY LINK FLIES OVER BART AND EASTBOUND LANES OF 580 AND INTO THIS FLOOD CONTROL ZONE WHEREAS NOTES BELOW CALL OUT NOTES RUN IN AERIAL TRACK WAY AS IT CONTINUES ON STATION, IN THE PILLOW UP ABOVE YOU SEE THE STATION FRONTS ON IRON HORSE TRAIL. WHAT DOES THIS DO? AND WHAT ARE THE BENEFITS? MITIGATES RIGHT OF WAY ACQUISITIONS ON THE NORTH MITIGATES ACCESS ISSUES OF THE ROAD WIDENING BART'S ACCESS PARK STRUCTURE TRANSIT VILLAGE ACCESS CITY OF DUBLIN ACCESS MITIGATES CONSTRUCTABILITY ISSUES IDENTIFIED BUILDING A STATION NEXT TO OPERATING STATION AND TRACKWAY IT MITIGATES CONSTRUCTIBILITY ISSUES IN THE I-580 WHERE WE ONLY HAVE ACCESS TO BUILD THAT STATION FROM THE BUSY I 580 WESTBOUND TRAFFIC DURING THE DAY. NEXT SLIDE PLEASE. SO, WITH THE STATION AT THIS LOCATION, WHAT WOULD THE CONNECTIVITY OF VALLEY LINK TO BART LOOK LIKE? FOR A TRAIN DEPARTING MOUNTAIN HOUSE, STOPPING AT SOUTH FRONT AND ISABEL IN THE LIVERMORE, IT WOULD ARRIVE AT THE DUBLIN PLEASANTON STATION IN SECTION A ABOVE THE ELEVATED PLATFORM PASSENGERS WOULD OFF-BOARD THE TRAIN AT THE PLATFORM PROCEED DOWNSTAIRS VERTICAL CIRCULATION. LOOKING AT THE PLAN VIEW BELOW PASSENGERS WOULD THEN WALK OFF THE EXISTING SIDEWALK ALONG IRON HORSE TRAIL UNDER EASTBOUND I-580 TO THE ENTRANCE OF BART ABOUT 250 FEET LOOKING UP AT SECTION B PASSENGERS WOULD THEN WALK THROUGH THE FARE GATES, AND UP THE VERTICAL

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CIRCULATION TO THE PLATFORM TO BOARD A TRAIN. THIS EXTRA 250 FEET DIFFERENCE BETWEEN THE FORMER SIDE BY SIDE CONCEPT TO THE STATION ADDS ABOUT A MINUTE TO THE WALKING TIME BETWEEN THE STATIONS BASED ON SOME TEST RUNS WE HAVE DONE WE ESTIMATE THE WALKING TIME FOR THE CONNECTION BETWEEN STATIONS AT 3 TO 5 MINUTES, DEPENDING ON WHERE THE TRAINS ARE BOARDED. AS THE PLAN SHOWS HERE, YOU WILL SEE THIS IS A BACKGROUND. WE HAVE OBTAINED FROM BART, THIS SHOWS THE NEW IRON HORSE TRAIL CONCEPT TO CONVERT ONE LANE OF BUS TRAFFIC SOUTHBOUND TO THE EXTENSION OF THE IRON HORSE TRAIL BIKE LANES AND OUR PLAN IS CONSISTENT WITH THAT. AND COMPATIBLE. NEXT SLIDE, PLEASE. FLASHING SO WHAT WOULD THE PASSENGER EXPERIENCE LOOK LIKE? HERE IS A VIEW FROM IN FRONT OF THE EXISTING BART STATION ENTRANCE RIGHT NOW LOOKING SOUTH TOWARDS THE VALLEY LINK ENTRANCE, YOU WILL SEE THE LARGE BLUE ARROW AND THE VALLEY LINK LOGO IT'S A WELL LIT 20 FOOT SIDEWALK IT HAS BIKE RACKS AND STUFF THEY WOULD WORK WITH BART DURING THEIR IRON HORSE TRAIL IMPROVEMENTS TO RELOCATE TO IMPROVE THE ACCESSIBILITY ON THE WALKWAY IRON HORSE TRAIL WILL ADDS LANES CURRENTLY THE SOUTHBOUND BUS LANES WILL BECOME A 2-WAY BIKE LANE. HARD TO TELL HERE NORTHBOUND LANES THAT WILL BE THE TWO-WAY NORTH TWO-WAY TRAFFIC FOR BUSES NORTH AND SOUTH BETWEEN INTERMODALS. NEXT SLIDE. HOW DOES THIS NEW STATION SITE FIT INTO THE OVERALL CONNECTIVITY OF THE INTERMODAL TRANSIT CONNECTIONS AT THIS STATION. THIS IS THE TERMINAL STATION FOR VALLEY LINK TO

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BRING PASSENGERS FROM THE SAN JOAQUIN VALLEY AND LIVERMORE TO DUBLIN PLEASANTON FOR CONNECTIONS OF THE TRI-VALLEY TRANSIT HUB IDENTIFIED IN THE TRI-VALLEY HUB NETWORK INTEGRATION STUDY SHOWS THE LOCATION OF THE NEW VALLEY LINK OUT OF MEDIAN STATION. RELATIVE TO THE CENTER OF THE HUB, THE BART STATION, 250 FEET TO THE VALLEY LINK STATION ON THE SOUTH SIDE. IT WOULD BE 540 FOOT WALK OVER TO BART'S PARKING STRUCTURE WHICH IS THAT DARK BROWN BOX IN THE NORTH, TO THE UPPER RIGHT OF THE FREEWAY THERE. TO THE BLUE STRIP WHICH IS BART'S NORTHERN BUS PHASE IT WOULD BE ABOUT 540 FEET, ALSO. AND THEN TO THE SOUTH, TO BART'S SOUTH PARKING LOT INTERMODAL BUS SPACE YOU SEE THE YELLOW STRIP ONE OF THE PROPOSED LOCATIONS FOR THE I 680 EXPRESS BUS WOULD BE 800 FEET FROM THE BART STATION AND 550 FEET FROM THE VALLEY LINK STATION. SO THE STATION LOCATION ALSO FITS VERY WELL INTO THE OVERALL CONNECTIVITY OF THE TRANSIT HUB AT DUBLIN PLEASANTON. NEXT SLIDE. THANK YOU. WE APPRECIATE THE COMMISSIONERS TIME TODAY, AND WE'RE AVAILABLE FOR ANY QUESTIONS.

ALFREDO PEDROZA: THANK YOU, ALL. COMMISSIONER PAPAN?

GINA PAPAN: THANK YOU. THANK YOU. EXCITING. I'M GOING TO THROW A BUNCH OF THINGS OUT HERE. SAFETY AND SECURITY, I'M NOT SURE IF THAT'S PART OF YOUR PLAN HERE. YOU HAVE A LOT OF UP AND DOWNS. AND A LOT OF GO UP, GO DOWN, TO CATCH THE TRAINS AND

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STUFF. ELEVATORS, ESCALATORS, FREQUENTLY BREAKING DOWN. I'M SURE SAN FRANCISCO CAN RELATE. SO, IT'S ALWAYS AN ISSUE. IF THERE IS ANY WAY THAT -- I DON'T KNOW -- YOU CAN ACCOMMODATE IN A DIFFERENT MANNER THAT MAYBE NOT ELECTRICAL THAT WILL LAST LONGER? YOU ALSO HAVE A LOT OF DIFFERENT WALKWAYS HERE. I DON'T KNOW IF THEY'RE PROTECTED WALKWAYS, OR IF ANYBODY THOUGHT ABOUT, OF COURSE, THE EVER CHEAP PEOPLE MOVERS? BUT, ALSO WE'RE ALWAYS TALKING ABOUT SIGNAGE, SO WHATEVER YOU'RE DOING HERE, I HOPE THAT'S INCORPORATED AT THE EARLIEST POSSIBLE STAGE. AND BUS DROP-OFFS, I DO THINK IT'S IMPORTANT THAT THEY ARE NEAR AS POSSIBLE TO THE TRAINS AND NOT 500 SOME STEPS OUT. SO, WHATEVER YOU CAN DO IN THAT REALM. WHAT I DID NOT SEE HERE, AND WHAT CUSTOMER EXPERIENCE -- CUSTOMERS WANT BUSINESSES. I DIDN'T SEE ANYTHING IN YOUR STATION THAT WOULD INCORPORATE ANY, SORT OF, ACCOMMODATIONS FOR PEOPLE WAITING FOR DIFFERENT TRAINS, ANYTHING LIKE THAT. SO, IN THIS PROCESS, I HOPE YOU MAY CONSIDER PARTNERSHIPS WITH BUSINESSES OF SOME KIND, MAYBE TO DEFER YOUR COSTS ALONG THE WAY HERE, AND WITH WHATEVER YOU CAN DO. I'M GOING SAY THIS, DON'T LET BART CONTROL YOUR STATION. [LAUGHTER] I JUST -- I'M GOING TO SAY IT. YOU ARE BETTER OFF -- THE PUBLIC IS BETTER OFF IF IT'S SOMEHOW A BUSINESS RELATED THING FOR YOU. I WISH ALL THE BEST. IT'S EXCITING AND JUST NOTES FOR THE FUTURE.

SPEAKER: THANK YOU. I APPRECIATE IT.

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ALFREDO PEDROZA: ALL RIGHT. VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: THANK YOU. IT'S GREAT TO SEE WHERE THE PROJECT IS AT, GETTING UPDATE ON IT. YOU HAD A SLIDE ON CAPITAL COSTS. WE TALKED A LOT ABOUT CAPITAL COSTS HERE IN THIS COMMISSION. IT'S -- WHEN WAS THE LAST TIME YOU -- AND YOU SAID YOU WERE GOING TO UPDATE THEM. YOU CAN TELL US WHEN WAS THE LAST TIME YOU UPDATED THEM. WHEN IS THERE GOING TO BE NEW CAPITAL COST? WE SEE A LOT OF SIMILAR PROJECTS COME TO THIS COMMISSION, THEY'RE LIKE, OH DID I TELL YOU IT WAS GOING COST 4 BILLION, I MEANT NINE THAT. I AM SURE YOU CAN FIND THE MONEY IN THE COUCH CUSHIONS.

SPEAKER: MY FAVORITE QUESTION. AND IT'S A REALLY GOOD QUESTION. BECAUSE WE UPDATE COST ESTIMATES REGULARLY AND AS WE GO THROUGH THE ENVIRONMENTAL PROCESS, WHAT WE WANT TO DO, IN THE NEXT 12218 MONTHS IS HAVE A COST ESTIMATE THAT IS -- THAT HAS ANALYZED ALL THE RISK AND IS BASED ON, YOU KNOW, NOT AN OVER AMOUNT OF CONTINGENCY. A LOT OF TIMES AS YOU GO INTO PRESENTLY DEVELOPMENT STARTING PLANNING PHASE CONTINGENCY IS HIGH THROUGH ENVIRONMENTAL DESIGN THEORETICALLY GETTING DOWN TO 5 TO 10% CONSTRUCTION. SO NEXT EVOLUTION FOR OUR COST ANALYSIS WILL BE RIGHT DURING THE DRAFT ENVIRONMENTAL DOCUMENT WHICH IS 6 TO 8 MONTHS AND THAT DOESN'T END FOR US BECAUSE

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BEFORE WE ENTER INTO PROJECT ENGINEERING, WHAT THE FEDERAL TRANSIT ADMINISTRATION, WE WANT TO MAKE SURE WE HAVE A COST ESTIMATE THAT'S TRUE OTHERWISE EXACTLY WHAT YOU SAID WILL HAPPEN AND WE DON'T WANT THAT TO HAPPEN. BECAUSE WE WENT HAVE AN OPPORTUNITY WITH FTA TO INCREASE THE AMOUNT OF MONEY THAT WE'RE GETTING OR LEVERAGING.

NICK JOSEFOWITZ: SO, HAVE YOU -- IS THIS COST ESTIMATE THAT YOU PUT UP THERE, IS THAT KIND OF -- JUST, WHEN WAS THAT DONE? DOES IT INCLUDE THE POST COAST COST INCREASES THAT WE'RE SEEING?

SPEAKER: WE DID THAT ABOUT SIX MONTHS AGO RIGHT BEFORE WE GOT INTO -- I TAKE THAT BACK, IT WAS JUNE 2021 AFTER WE FOUND OUT WE WERE GETTING INTO PROJECT DEVELOPMENT WITH FTA.

NICK JOSEFOWITZ: OKAY. AND WHAT IS YOUR PLAN FOR KEEPING COSTS LOW? BECAUSE, YOU KNOW, WE'RE -- EVER PROJECT HAS STRUGGLED WITH THIS, AND YOU KNOW, EVERY PROJECT HAS HAD THE BEST OF INTENTIONS, OBVIOUSLY.

SPEAKER: YOU KNOW, I HEAR A LOT OF AGENCIES COME UP AND SAY HOW THEY HAVE DONE THESE MONTI CARLO DIAGRAMS AND RISK ASSESSMENTS AND A LOT OF IT WORKS TO SOME EXTENT. BUT WHAT REALLY -- [LAUGHTER] I DELIVERED ALL THE HIGHWAY PROGRAM

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DURING THE RECESSION IN SAN JOAQUIN VALLEY AND A LOT OF IT, SOMETIMES IT FELT LIKE IT WAS LUCK BUT THAT'S NOT THE ANSWER. THE ANSWER IS WE'LL CONTINUALLY LOOK AT AREAS WHERE WE CAN BE MORE EFFICIENT IN OUR DESIGN SUCH AS ENTERING INTO A CMGC PROCESS WITH CALTRANS AS THE OPERATOR TO WIDEN THE HIGHWAY AND INTERSTATE 580 AND EFFICIENCIES AND OPERATORS INVOLVED. ALWAYS HAD CALTRANS DO TRIPLE A ON PROJECTS AND DESIGN BUILD ON SECTIONS OUTSIDE OF STATE RIGHT OF WAY, ALTAMONTE PASS. LOOK FOR INNOVATION TO DRIVE COST DOWN. EVERYBODY AS HAD UTILITY PROBLEMS SO WE'LL MAKE SURE OUR UTILITIES ARE CHECKED AS MUCH AS POSSIBLE. WE TOOK BART THIS MORNING AND THERE IS SOME BIG TRANSMISSION LINES ON BOTH SIDES OF THE FREEWAY, SO WE LOOK AT TO UNDERSTAND THE CHALLENGES WITH UTILITIES EARLIER BECAUSE THOSE ARE THE ONES THAT COME BACK AND BITE YOU LATER ON YOUR COST ESTIMATES.

NICK JOSEFOWITZ: AND WHAT IS THE -- DO YOU HAVE A PLAN TO FUND -- I DIDN'T SEE IN YOUR PLAN, AND I MIGHT HAVE MISSED IT, A PLAN TO FUND THE OPERATING COSTS? BECAUSE WE HAVE -- YOU KNOW, THIS IS SOMETHING THAT IS OBVIOUSLY A SUPER CONCERN FOR EVERYBODY HERE AROUND FISCAL CLIFF AND THINGS LIKE THAT.

SPEAKER: THAT WAS ONE OF THE IDEAS BEHIND HAVING THE HYDROGEN PLANT. BECAUSE THAT WOULD BE UNIQUE TO AN OPERATOR IS THAT MOST OF THE TIME, LET'S JUST TAKE ANYBODY THAT USES DIESEL, OR

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A BUS, BAD WORD DIESEL THESE DAYS -- BUT THEY DON'T MANUFACTURE ON-SITE AND FUEL THE BUSES THEY BUY DIESEL FROM SOMEWHERE, TRUCK IT IN AND FUEL THE BUSES. WITH HYDROGEN FACILITY WE'LL HAVE OPPORTUNITY TO OFFSET SOME OPERATION COSTS WITH THE SALE OF HIDE JOHN UNIQUE TO LOOKING AT VALLEY LINK WE HAVE THE OPPORTUNITY WE HAVE THE LAND AND ACTUALLY THE OWNER BUILDER ON BOARD ALREADY THAT COULD PARTNER WITH US. EXCEPT WE WOULD LIKE TO GET SOME STATE MONEY FOR THAT, SO THAT WE WOULDN'T BE BEHOLDEN TO THE PUBLIC PRIVATE PARTNERSHIP 100%. IN OTHER WORDS, THEY GET MORE OF THAT CUT SO TO SPEAK UNLESS WE HAD MORE MONEY INVESTED.

NICK JOSEFOWITZ: DO YOU HAVE A PLAN TO FUND OPERATIONS. IT WOULD BE WONDERFUL IF THE PUBLIC SECTOR COULD JUST FUND OPERATIONS BY INVESTING IN A BUNCH OF BUSINESSES. HOW MUCH DO YOU EXPECT TO GENERATE FROM FARES, LIKE BUILDING A PROFITABLE GREEN HYDROGEN PLANT BEING FIRST IN THE COUNTRY. WHAT'S THE OPERATING PLAN HERE?

SPEAKER: WHAT YOU DESCRIBED IS WHAT WE'RE DEVELOPING THAT. SO IT WOULD BE A COMBINATION OF FARES. OTHER TYPE OF FUN THROUGH LOCAL AGENCIES AND ALSO THE HYDROGEN PLANT. WE ANTICIPATE BETWEEN 26 AND $29 MILLION A YEAR TO OPERATE.

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NICK JOSEFOWITZ: WHEN DO YOU THINK YOU WILL HAVE THE OPERATING PLAN IN THE OPERATING --

SPEAKER: BY THE END OF THE ENVIRONMENTAL PROCESS WE'LL BE CONTINUING TO DEVELOP IT.

NICK JOSEFOWITZ: WHAT DO YOU THINK IS GOING TO BE THE COST SHARE BETWEEN SAN JOAQUIN AND THE BAY AND OPERATING COSTS? BECAUSE WE HAD A DISCUSSION A FEW YEARS AGO AROUND AN INTER-REGIONAL POLICY HERE AT THE COMMISSION ABOUT KIND OF HOW TO THINK ABOUT, SORT OF, SHARING THE COSTS OF CAPITAL AND OPERATING OF INTER-REGIONAL PROJECTS TO MAKE SURE IT'S FAIRLY ALLOCATED BETWEEN REGIONS.

SPEAKER: WE'RE CONTINUING OUR DISCUSSIONS WITH THE SAN JOAQUIN COUNCIL OF GOVERNMENTS WHEN THEY'RE GOING TO GO FORWARD WITH THE MEASURE, A NEW MEASURE TO HELP PAY FOR SOME OF THOSE COSTS. IN THE SLIDE, WE'RE CONCENTRATING RIGHT NOW IS THE INITIAL OPERATING SEGMENT, WHICH IS FROM MOUNTAIN HOUSE TO DUBLIN, PLEASANTON BART. SO THE REMAINING SEGMENT FROM MOUNTAIN HOUSE TO LATHROP WILL ALL BE IN SAN JOAQUIN COUNTY AND THAT PROJECT ISN'T COMPLETELY FUNDED YET TO BE CONSTRUCTED. WE'RE WORKING ON FUNDING. ALAMEDA COUNTY HAS PUT IN A SIGNIFICANT AMOUNT OF FUNDING TO BUILD THE PART THAT'S IN THE TRI-VALLEY.

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NICK JOSEFOWITZ: HAVE YOU UPDATED YOUR RIDER ESTIMATES POST-COVID OR IS THAT GOING TO BE PART OF ENVIRONMENTAL.

SPEAKER: WE ARE UPDATING OUR RIDERSHIP AND NOTICED INCREASE FROM 13,700 TO 11,000 ALREADY UPDATED RIDERSHIP MODEL AND SWITCHING LOCATION, WHICH IS LARGE COMMUNITY DEVELOPMENT WITH THOUSANDS OF HOMES AND MORE PLANNED NEW HOMES, AND TO HELP US UPDATING OUR OBJECTIVES TO MEET THE POLICY THAT'S ONE OF THE REASONS AROUND A HOME, IN THE PICTURE I FLASHED IN THE BEGIN THAT'S DEVELOPMENT AND COMMUNITY DISTRICT THERE.

NICK JOSEFOWITZ: YOUR RIDERSHIP ESTIMATES HAVE GONE BEFORE COVID TO AFTER COVID HAVE INCREASED.

SPEAKER: CORRECT.

NICK JOSEFOWITZ: THAT'S SURPRISING TO ME BECAUSE EVERY OTHER TRANSIT OPERATOR HAS SEEN SIGNIFICANT DECREASES IN RIDERSHIP.

SPEAKER: THE CORRIDOR IS A LITTLE DIFFERENT THAT YOUR URBAN CORE, AND YOU HAVE A 42 MILE CORRIDOR, I DRIVE IT FROM STOCKTON AND DRIVE OVER TO LIVERMORE AND YOU LOOK AT CALTRANS ANNUAL AVERAGE DAILY TRAFFIC BETWEEN THE PANDEMIC AND TODAY I LOOKED AT IT AND IT'S 205,000 ANNUAL AVERAGE DAILY TRAFFIC

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THAT'S GONE UP AND ALL RIDERSHIP COMING TO BART THAT DOESN'T HAVE TITLE TAKE A TRAIN TO CATCH BART FROM THE VALLEY THIS'S RIDERSHIP BASED ON THE AMOUNT OF TRAFFIC AND DEVELOPMENT THAT'S OCCURRING AROUND THE CORRIDOR BETWEEN STANISLAUS CAN'T AND SAN JOAQUIN COUNTY.

NICK JOSEFOWITZ: THERE HAS BEEN SIGNIFICANT DROP OFF IN THE RIDERS FROM DUBLIN, SURPRISING THAT YOU'RE SAYING THERE WOULD BE MORE RIDERS COMING FROM LIVERMORE EVEN THOUGH THERE IS WAY LESS RIDERS COMING FROM DUBLIN BUT I'M SURE YOU WILL DEAL WITH THAT IN YOUR.

SPEAKER: HOPING BY 2027 THAT RIDERSHIP HAS COME BACK FOR EVERYBODY.

NICK JOSEFOWITZ: FROM YOUR LIPS TO GOD'S EARS. AND I GUESS WE'LL HOPEFULLY -- YOU SAID ALL THE COMMUNITIES LIKE MOUNTAIN HOUSE ARE GOING TO BE COMING INTO COMPLIANCE WITH THE TOC POLICY?

SPEAKER: WE'RE WORKING WITH THOSE COMMUNITIES LIVERMORE IS NOT QUITE -- THEY HAVE A SPECIFIC PLAN ALREADY, WITH THEIR STATIONARY PLANNING AS WE WORK WITH THEM THERE ARE OPPORTUNITIES TO DO OUR BEST TO BRING THEM UP TO COUNTER TLC PLAN. WE ORIGINALLY ADOPTED THE OLD 1 DECEMBER 2019 THE

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PREVIOUS MTC TOC POLICY. JOSEFOWITZ I DON'T HAVE I REMEMBER LIVERMORE ADOPTED IN 2016 THEY HAD THE OLD ONE ADOPT FOR A WHILE. IS MOUNTAIN HOUSE COMING INTO COMPLIANCE WITH THE TOC POLICY.

SPEAKER: MOUNTAIN HOUSE IS BEST TO COME INTO COMPLIANCE BECAUSE THE AMOUNT OF HOMES BEING BUILT AND THERE ARE ALREADY THERE, THEY ANTICIPATE 4,000 HOMES.

NICK JOSEFOWITZ: YOU PROBABLY HEARD BEFORE THE ISSUES THEY'RE DEALING WITH, THE COMMITMENT HAVE THEY EXPLICITLY COMMITTED?

SPEAKER: I HAVEN'T SEEN A BOARD OR COUNCIL RESOLUTION YET BUT PER THEIR CITY MANAGER OR THEIR COMMUNITY SERVICES DIRECTOR THEY ARE DEFINITELY COMMITTED TOWARDS TRYING TO ACHIEVE THE GOAL SET BY MTC AND SAN JOAQUIN.

NICK JOSEFOWITZ: SUPER HELPFUL. MY NEXT QUESTION IS THE SLIDE WHICH SAID PARALLEL HIGHWAY PRICING SYSTEMS. WHAT IS THAT GOING TO DO.

SPEAKER: DID YOU TALK ABOUT PARALLEL PRICING SYSTEMS? ARE WE TALKING ABOUT TOLL? I WOULD LIKE TO LOOK AT THAT BULLET.

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ANDREW FREMIER: COMMISSIONER THERE IS EXPRESS LANE, RIGHT AND THERE IS A CONVERSATION ABOUT MANAGING LANES ON THE EASTERN SIDE HAPPENING IN SAN JOAQUIN AND THEY HAVE MADE SOME PROGRESS THERE IS A HOLE, THOUGH IN THE MIDDLE, THAT WE ARE AWARE OF AND IT CONFLICTS WITH OUR PLAN TO ONE DEGREE. THERE IS A LOT OF ENERGY AROUND GETTING GROUPS TO START TALKING AGAIN ABOUT THAT WHOLE CORRIDOR FOR LOTS OF DIFFERENT REASONS.

NICK JOSEFOWITZ: GREAT. THANK YOU VERY MUCH FOR COMING ALL THE WAY. REALLY APPRECIATE IT. THANK YOU FOR TAKING TRANSIT. IT'S NICE TO SEE SOMEONE STILL IS. AND I LOOK FORWARD TO WORKING WITH YOU. THANK YOU VERY MUCH. APPRECIATE IT. SORRY. WE WILL MAKE SURE TO CONVEY YOUR GOOD PRESENTATION TO UNFORTUNATELY ALL THE COMMISSIONERS WHO WEREN'T ABLE TO STAY.

ALFREDO PEDROZA: COMMISSIONER SPERING?

JAMES P. SPERING: TWO QUESTIONS. ONE BECAUSE OF THE TOC YOU HAVE ALREADY ANSWERED THAT QUESTION. THE OTHER IS IN OUR TRANSFORMATIONAL ACTION PLAN, THE WAYFINDING AND FARE INTEGRATION ARE YOU INCORPORATING ALL OF THOSE POLICIES AND STRATEGIES IN YOUR PLAN?

SPEAKER: WE ARE.

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JAMES P. SPERING: THANK YOU. ANY PUBLIC COMMENT ON THIS ITEM?

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

ALFREDO PEDROZA: THERE IS SOMEONE COMING UP.

CLERK OF THE BOARD: THANK YOU. NONE BY VIDEO.

ALFREDO PEDROZA: OKAY.

CLERK OF THE BOARD: THANK YOU.

SPEAKER: GOOD AFTERNOON CHAIR PEDROZA.

SPEAKER: THANK YOU. TURN ON THE --

SPEAKER: IS THAT BETTER? GOOD AFTERNOON SIR, IS IT STILL MORNING? MICHAEL BALDINI, NAPA RESIDENT, MEMBER OF THE POLICY ADVISORY COUNCIL. A QUESTION -- TODAY IS THE 154th ANNIVERSARY OF DRIVING OF GOLD SPIKE AT PROMONTORY SUMMIT CONNECTING UNION PACIFIC WITH CENTRAL PACIFIC RAILROAD. WHAT I MISSED ON THIS IS THE CONNECTIVITY PART OF THIS EQUATION. IN PACKING UP, I JUST FOLDED UP MY LAPTOP AND WALKED 250 FEET FOUND MY PLACE IN

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LINE AND GETTING BACK ON ANOTHER TRANSPORTATION SYSTEM THAT MAY OR MAY NOT BE LATE; THAT'S A WHOLE LOT OF MONEY WASTED, IN MY VIEW. THE OTHER PART OF IT, IT WAS -- I WAS CURIOUS ABOUT THE ENGINEERING, AS FAR AS -- AND I WORKED 28 YEARS WITH UNION PACIFIC, AND SOUTHERN PACIFIC IN THE ENGINEERING DEPARTMENT, AS WELL AS OTHERS IN TRACK CONSTRUCTION. I WAS WONDERING ABOUT THE ENGINEERING ON THE BART SYSTEM, THE OVERHEAD, WOULD IT -- COULD YOU ACCOMMODATE A THIRD RAIL ON THAT SYSTEM? I KNOW THAT NOT A QUESTION TO YOU. IT'S ABOUT CONNECTIVITY. WE HAVE HEARD OF BRIDGES TO NOWHERE, BUT A TRAIN TO NOWHERE, SEEMS ON THIS WEST END JUST SEEMS LIKE WHAT COULD WE DO TO CONNECT THOSE TWO SYSTEMS A LITTLE BIT BETTER AND AT THE OTHER END. THANK YOU VERY MUCH.

ALFREDO PEDROZA: THANK YOU MICHAEL. THANKS FOR COMING. ANY OTHER PUBLIC COMMENT?

CLERK OF THE BOARD: I SEE NO ADDITIONAL HANDS RAISED MR. CHAIR.

ALFREDO PEDROZA: THANK YOU VERY MUCH. I WONDER IF YOU -- YOU DO NOT HAVE TO DO IT PUBLICLY, BUT MICHAEL WITH THE QUESTIONS ASKED, IF YOU COULD ADDRESS THAT IF THEY'RE QUICK.

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SPEAKER: REAL QUICK ON THE 250 FEET ON CONNECTIVITY BECAUSE I RUSHED TO GET MY CLIPPER CARD THIS MORNING I WALKED PAST WHERE OUR PLATFORM IS I WALKED SO FAST I DIDN'T NOTICE IT WHEN I GOT TO THE FRONT OF THE BUILDING, I WALKED TWICE. 250 FEET IS FROM THE FRONT OF THE BUILDING TO THE ELEVATOR, INFORMATION BOOTH AND BACK WALL TO THE BIKE RACK, 250 FEET, ON MY STOPWATCH 44.4 SECONDS. YOUR SECURITY GUARD ASKED ME WHERE I WAS GOING AT THE ELEVATORS. 250 FEET. AS FAR AS INTEGRATION UNION PACIFIC PRETTY MUCH THE DEAL FOR VALLEY RAIL FROM MERCED WORKING WITH THE UNION PACIFIC RAILROAD THE VALLEY LINK INTEGRATION PIECE ON OAKLAND SUBDIVISION TO VALLEY LINK ALIGNMENT THAT'S GOING TO ALLOW FOR INTEROPERABLE CONNECTION WITH PASSENGERS SERVICE MORE ROBUST HELPING TAKE PASSENGERS FROM A TO VALLEY LINK. ACE RUNS FOUR TRAINS TO DATE PLAN TO IMPLEMENT MORE TO SAN JOSE BUT BART IS MAKING CONNECTIONS EVERY 15 MINUTES OR SEEMINGLY 20 MINUTES BUT THAT'S THE SCHEDULE AS FAR AS INTEGRATION BETWEEN THE SYSTEMS. THIRD RAIL UNFORTUNATELY UNION PACIFIC THIRD RAIL STOPS AT HACIENDA OR DUBLIN PLEASANTON AND GOING TO STAND GAUGE RAIL.

ALFREDO PEDROZA: THANK YOU VERY MUCH. THIS CONCLUDES THIS ITEM. PROCEEDING TO NEXT ITEM 4B CALIFORNIA TRANSPORTATION COMMISSION UPDATE.

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KENNETH KAO: GOOD AFTERNOON COMMISSIONERS. KENNETH KAO, MTC. HIGHLIGHTING A FEW THINGS. CTC WILL BE MEETING WHERE YOU ARE NEXT WEEK ON WEDNESDAY AND THURSDAY AND LOOK FORWARD -- I'M SURE, OUR EXECUTIVE TEAM HAS BEEN REACHING OUT TO YOU AS WELL, ON THOSE ACTIONS. TWO OTHER ITEMS I WANT TO MENTION, HIGHWAY 37, TOLLING APPLICATION WILL BE CONSIDERED BY CTC NEXT WEEK, AS WELL AS CONSIDERATION OF THE MTC'S ACTIVE TRANSPORTATION PROGRAM. WITH THAT HAPPY TO ANSWER ANY QUESTIONS.

ALFREDO PEDROZA: ANY QUESTIONS COMMISSIONERS. SEEING NONE. PUBLIC COMMENT ON THIS ITEM.

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

ALFREDO PEDROZA: PROCEEDING TO ITEM FIVE, GENERAL PUBLIC COMMENT.

CLERK OF THE BOARD: NO RAISED HANDS FROM MEMBERS OF THE PUBLIC.

ALFREDO PEDROZA: PROCEEDING TO ITEM SIX ADJOURNMENT. NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE TO BE HELD WEDNESDAY JUNE 14TH AT 375 BEALE STREET. MEETING IS

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ADJOURNED. THANK YOU TO COMMISSIONERS AND STAFF. I KNOW IT WAS A LONG DAY BUT A LOT OF DISCUSSION. THANK YOU. MEETING ADJOURNED. [ADJOURNED]

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