METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

PROGRAMMING AND ALLOCATIONS COMMITTEE

WEDNESDAY, APRIL 10TH, 2024, 9:45 AM

CHAIR, CINDY CHAVEZ: GOOD MORNING ALL. I'M GOING TO BEGIN THE PROGRAMMING AND ALLOCATIONS COMMITTEE. (LAUGHTER) WE ARE ON AIR. SO, WELCOME. THIS MEETING IS BEING WEBCAST ON MTC, AND OUR COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING -- WE DON'T HAVE ANYBODY PARTICIPATING BY ZOOM FROM OUR COMMISSION, BUT IF YOU ARE A MEMBER OF THE PUBLIC YOU CAN USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND STAFF WILL CALL UPON YOU AT THE APPROPRIATE TIME. I WOULD LIKE TO DO ROLL CALL TO CONFIRM PRESENCE OF A QUORUM.

CLERK OF THE BOARD: CERTAINLY. CHAIR CHAVEZ?

CHAIR, CINDY CHAVEZ: HERE.

SPEAKER: CHAVEZ PRESENT. MILEY IS ABSENT. COMMISSIONER ABE-KOGA?

MARGARET ABE-KOGA: PRESENT.

CLERK OF THE BOARD: ABE-KOGA PRESENT. NON-VOTING EL-TAWANSY?

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DINA EL-TAWANSY: HERE FLEMING?

VICTORIA FLEMING: PRESENT.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: HERE.

CLERK OF THE BOARD: PAPAN? PRESENT RONEN?

HILLARY RONEN: PRESENT.

CLERK OF THE BOARD: NON-VOTING SCHAFF IS ABSENT THAO IS ABSENT. WE HAVE QUORUM.

CHAIR, CINDY CHAVEZ: THANK YOU VERY MUCH WE'RE GOING TO MOVE ON TO OUR CONSENT CALENDAR. ITEMS 2A THROUGH 2G BUT STAFF WOULD LIKE TO GIVE AN UPDATE ON 2C. SO, OH, GREAT WE HAVE THERESA ROMMEL WHO IS OUR DIRECTOR OF FUNDING POLICY AND PROGRAMS.

THERESA ROMMELL: THANK YOU, CHAIR CHAVEZ. YES, JUST BRIEFLY, STAFF WANTED TO HIGHLIGHT THE FACT THAT WE WILL BE BRINGING AN UPDATE TO ONE OF THE ITEMS, ITEM 2C IN YOUR AGENDA, TO THE COMMISSION LATER THIS MONTH. THE PROGRAMMING THAT IS IN THIS

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ITEM, YOU HAVE ESTIMATED, SHARED FORMULA FUNDING BASED ON PARTIAL APPORTIONMENT RELEASED BY THE FEDERAL TRANSIT ADMINISTRATION EARLIER THIS YEAR. WE JUST RECEIVED THE FINAL APPORTIONMENTS LAST FRIDAY, AND THEY ARE SOMEWHAT DISPROPORTIONATE TO THE PARTIAL APPORTIONMENTS THAT WE HAD INFORMED OUR PROGRAMMING. SO, THAT NECESSITATES SOME ADJUSTMENTS MADE PRIOR TO THE FINAL COMMISSION MEETING LATER THIS MONTH. WE BELIEVE IT'S IMPORTANT TO MAKE THOSE UPDATES BETWEEN YOUR REVIEW HERE AT THE PROGRAMMING AND ALLOCATIONS COMMITTEE AND COMMISSION APPROVAL IN ORDER TO ALLOW PROGRAMMING TO MOVE FORWARD IN THE TIP AMENDMENT THIS MONTH. SO, THIS IS NOT AN OVERLY CONCERNING MATTER, BUT WANTED TO HIGHLIGHT IT'S ON CONSENT, SO YOU KNOW THIS ITEM WILL CHANGE BETWEEN THIS COMMITTEE AND THE ACTUAL COMMISSION MEETING LATER THIS MONTH. THAT'S ALL.

CHAIR, CINDY CHAVEZ: AND THANK YOU FOR THAT. IT'S ALWAYS DISAPPOINTING TO GET LESS MONEY THAN YOU WANT, BUT I APPRECIATE YOU'RE ALERTING US TO THAT. I APOLOGIZE COLLEAGUES DID I TAKE A MOTION ON THAT ITEM? MAY I ASK FOR A MOTION?

FEDERAL D. GLOVER: MOTION.

CHAIR, CINDY CHAVEZ: THANK YOU. AND A SECOND?

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SPEAKER: SECOND.

CHAIR, CINDY CHAVEZ: DO WE HAVE PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: NO PUBLIC COMMENT ONLINE NONE IN THE BOARDROOM AND NO WRITTEN COMMENTS RECEIVED.

CHAIR, CINDY CHAVEZ: CLOSING PUBLIC COMMENT. ANY COMMENTS FROM MY COLLEAGUES. ALL IN FAVOR PLEASE NOTE BY AYE. [AYES]

CHAIR: ANY OPPOSED? ANY ABSTENTIONS? THAT MOTION PASSES UNANIMOUSLY. MOVING TO ITEM 3A, MTC RESOLUTIONS 4607 REVISED AND 4636. THIS IS ALLOCATION OF 500 MILLION IN RM3 CAPITAL FUNDS TO THE SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT, ALSO KNOWN AS BART, AN ALLOCATION AMENDMENTS OF 5.6 MILLION REGIONAL MEASURE THREE CAPITAL FUNDS FOR SR37 SEARS POINT TO MARE ISLAND IMPROVEMENT PROJECT. CRAIG, YOU WILL DAZZLE US WITH THE INFORMATION ON THIS.

CRAIG BOSMAN: GOOD MORNING, COMMISSIONERS. CRAIG BOSMAN, MTC STAFF. THIS ITEM PRESENTS THE RECOMMENDED RM3 CAPITAL ALLOCATIONS FOR THIS MONTH. ONE NEW ALLOCATION RECOMMENDED FOR 500 MILLION FOR BART EXPANSION RAIL CARS AS PART OF THE TRANSIT CORRIDOR CORE CAPACITY PROGRAM UNDER RM3 PROJECT ONE. BART'S FLEET OF THE FUTURE RAIL CAR PROCUREMENT PROGRAM

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INCLUDES 306 EXPANSION RAIL CARS PARTIALLY FUNDED BY RM3. OVERALL RAIL CAR PROCUREMENT PROGRAM IS MADE UP OF TWO PHASES. CURRENTLY BART IS IN THE FINAL MONTHS OF RECEIVING RAIL CARS UNDER THE PHASE ONE OF THE PROGRAM CONSISTING OF 775 RAIL CARS. MTC IS CONTRIBUTING TO PHASE ONE THROUGH FINANCING VIA BAIFA AGAINST FUTURE FTA FORMULA FUNDS THROUGH DIRECT PROGRAMMING OF TRANSIT CAPITAL PRIORITY FUNDS AND THROUGH THE BART CAR EXCHANGE ACCOUNTS. AS OF APRIL 1, 720 OF THESE 775 CARS HAVE BEEN DELIVERED, WITH 706 ACCEPTED INTO REVENUE SERVICE. PHASE TWO WILL INCLUDE 306 EXPANSION RAIL CARS TO IMPLEMENT THE CORE CAPACITY PROGRAM 306 EXPANSION RAIL NECESSARY TO FULFILL BATA'S OBLIGATION TO THE FTA UNDER CAPITAL INVESTMENT GRANT FULL FUNDING GRANT AGREEMENT THAT WAS EXECUTED SEPTEMBER 2020. THE CORE CAPACITY PROGRAM IS A BART PROJECT THAT WILL INCREASE BART CAPACITY BY 40% ENABLING LONGER TRAINS INCREASING FREQUENCIES THROUGH TRANSBAY TUBE AND THEREBY RELIEVE CROWDING ON TRAINS REDUCE BAY AREA CONGESTION AND INCREASE TRANSIT RIDERSHIP AND DECREASE GREENHOUSE GAS EMISSIONS AND VEHICLE MILES TRAVELED THE PROCUREMENT OF 360 CAPACITY PROGRAM RAIL CARS ARE NECESSARY TO REALIZE THE OVERALL BENEFITS OF THAT PROGRAM OTHER INVESTMENT INCLUDE REPLACEMENT OF BART'S 50-YEAR-OLD LEGACY FIXED BLOCK TRAIN CONTROL SYSTEM WITH NEW STATE-OF-THE-ART COMMUNICATIONS BASED TRAIL CONTROL SYSTEM AND ADDITIONAL TRACTION POWER SUBSTATIONS TO POWER THE INCREASED SERVICE PHASE TWO CONTRACT HAS BEEN

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DEVELOPED TO MAINTAIN CONTINUOUS PRODUCTION FOLLOWING COMPLETION OF PHASE ONE TO ENABLE UNINTERRUPTED SUPPLIER FACTORY FLOW OF MATERIALS AND PHASE TWO PRIZING LEVERAGES CONTRACT NEGOTIATIONS THAT TOOK PLACE OVER A DECADE AGO. IN ADDITION TO RM3 KEY PARTNERS ON FUNDING PARTNERS INCLUDE FTA THROUGH CAPITAL INVESTMENT PROGRAM THROUGH THE STATES INNER CITY RAIL PROGRAM CRCP AND ALAMEDA SAN FRANCISCO COUNTY FUNDING MEASURE AS WELL AS BART CAR EXCHANGE ACCOUNT FUNDS. MOVING TO THE OTHER SMALL ITEM UNDER RM3 TODAY WE RECOMMEND UPDATE TO A PREVIOUSLY APPROVED ALLOCATION FOR RM3 PROJECT 23.2 SR37 SERIES POINT TO MARE ISLAND IMPROVEMENTS APPROVED ALLOCATION OF $5.6 MILLION IN OCTOBER 2023 TO THE SONOMA COUNTY TRANSPORTATION AUTHORITY FOR BOTH DESIGN AND RIGHT OF WAY PHASES SINCE MTC WAS INCLUDED AS A JOINT SPONSOR FOR SR37 IMPROVEMENTS PROJECT IN JANUARY 2024 AND WILL LEAD THE IMPLEMENTATION OF THIS PORTION OF THE PROJECT TODAY'S ITEM WOULD RESCIND ALLOCATION OF SCTA AND REALLOCATE TO MTC. RM3 CAPITAL ALLOCATIONS TO DATE IS IN YOUR PACKET FURTHER DETAIL ON TODAY'S RECOMMENDED ALLOCATIONS CAN BE FOUND IN ATTACHMENT B AND ALLOCATING RESOLUTIONS AND STAFF RECOMMENDATION IS TO REFER MTC RESOLUTION 4636 AND 4607 REVISED TO THE COMMISSION FOR APPROVAL. THANK YOU, AND OTHER RM3 PROGRAM STAFFERS ARE AVAILABLE TO ANSWER YOUR QUESTIONS. ALSO BART STAFF IS HERE TO ANSWER ANY QUESTIONS.

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CHAIR, CINDY CHAVEZ: GREAT. THANK YOU. I'M GOING FIRST SEE IF THERE ARE ANY COMMENTS FROM THE PUBLIC?

CLERK OF THE BOARD: THERE ISE NO MEMBER OF THE PUBLIC ONLINE, AND NO ONE IN THE BOARDROOM AND NO WRITTEN CORRESPONDENCE RECEIVED FOR THIS ITEM.

CHAIR, CINDY CHAVEZ: THANK YOU I'M GOING TO CLOSE PUBLIC COMMENT AND LOOK TO MY COLLEAGUES FOR COMMENTS OR QUESTIONS OR A MOTION. ALL RIGHT. VICTORIA?

VICTORIA FLEMING: THANK YOU, CHAIR. I HAVE A QUESTION ABOUT MOVING THE AUTHORITY FROM CTA TO MTC. IS THAT SOMETHING THAT STAFF AT SCTA? UNLIKE MOST OF THE COMMISSIONERS, I DO NOT SIT ON MY LOCAL TRANSIT AUTHORITY, SO I WANT TO MAKE SURE, SINCE I'M NOT PART OF THOSE CONVERSATION, THAT THAT'S ALL COPACETIC THERE. I HAVEN'T HEARD ISSUES ON OUR COUNTY END. DUE DILIGENCE.

KENNETH KAO: GOOD MORNING COMMISSIONERS. I'M KENNETH KAO, MTC STAFF. YES, WE HAVE BEEN WORKING WITH SCTA STAFF ON THIS AND THEY CONCUR WITH MOVING FUNDS FROM SCTA TO MTC.

VICTORIA FLEMING: EXCELLENT. THANK YOU.

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CHAIR, CINDY CHAVEZ: GINA? COMMISSIONER GINA (LAUGHTER)

GINA PAPAN: YES THAT'S ME. THANK YOU, AND I JUST CAN'T HELP MYSELF HERE. SO, WE'RE -- ADDITIONAL CARS, AND I GET THE MONEY WAS SET UP TO DO THIS. AT WHAT POINT DO WE EVALUATE IS THAT THE EXPENDITURE? AND WHAT ARE WE LOOKING AT HERE? WE GET ALL THESE GREAT NEW PRETTY CARS HERE AND I'M ALREADY HEARING REPORTS OF TWO DERAILED. SO, WHAT? GO AHEAD.

THERESA ROMMELL: I CAN TRY AND TAKE THAT, COMMISSIONER. I DO THINK, AS CRAIG REPORTED IN THE STAFF REPORT THAT, WE DO BELIEVE THAT THIS IS A GOOD INVESTMENT FOR SEVERAL REASONS. NUMBER ONE IS THAT THE ADDITIONAL CARS ARE REQUIRED IN ORDER TO MEET THE SERVICE REQUIREMENTS THAT FEDERAL AND STATE FUND ARE, YOU KNOW, ARE REQUIRING, AND AS PART OF THIS PROJECT, SO, THAT'S NUMBER ONE. NUMBER TWO IS THAT, YOU KNOW, THE PRICE FOR THESE CARS WAS NEGOTIATED OVER TEN YEARS AGO AND IF WE WERE TO GO OUT TO BID AGAIN FOR THOSE SAME CARS, WE WOULD LIKELY BE BEING LOOKING OR BART WOULD BE LOOKING AT A VERY SUBSTANTIAL INCREASE IN COST. AND LASTLY WE THINK THE LONG-TERM CAPACITY THAT THESE NEW CARS WILL PROVIDE WILL BE NEEDED WITHIN THE BART SYSTEM, AS WELL. SO, THAT'S FAIR.

GINA PAPAN: GOOD EXPLANATIONS I UNDERSTAND THAT BUT THEN ALSO AT A CERTAIN TIME WE NEED TO LOOK AT IS THIS THE BEST

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INVESTMENT WE HAVE HERE BECAUSE THIS IS CONCERNING TO HEAR ABOUT DERAILMENTS AND YES WE WOULD LOVE THEM TO REACH CORE CAPACITY WE WOULD LOVE ALL THESE CARS FILLED BUT I THINK WE NEED TO BE RESPONSIBLE AND ACCOUNTABLE. SO, JUST KEEP THAT IN MIND AS WE MOVE FORWARD HERE. SO, ALL THOSE THINGS YOU SAID WERE GREAT. BUT WE ALSO -- LET'S KEEP IN MIND, IS THIS WORKING THROUGHOUT, AND AT A CERTAIN POINT IN TIME IF IT'S NOT, THEN WHAT DO WE DO? THANK YOU.

CHAIR, CINDY CHAVEZ: THANK YOU. ANY OTHER COMMENTS FROM MY COLLEAGUES? I JUST HAVE TWO. I DO THINK THE OPPORTUNITY TO BUY THESE CARS IS TREMENDOUS AND RECOGNIZE THAT -- I JUST WANT TO EMPHASIZE THE COST OF THESE CARS TODAY. I REALLY -- I DON'T EVEN WANT TO KNOW WHAT THAT PRICE IS. SO, I'M EXCITED THAT WE'RE MOVING FORWARD. I DO WANT TO ASK THAT IF WE PROCEED, THAT WE TAKE THIS ACTION TODAY -- AND I'LL ASK FOR A MOTION IN JUST A MOMENT, COLLEAGUES; I'M VERY ENTHUSIASTIC ABOUT THIS. AND I WOULD LIKE TO BETTER UNDERSTAND AND GET A REASSESSMENT FROM BART AS A PART OF THIS TO BETTER UNDERSTAND WHAT THEY ANTICIPATE CAPACITY NEEDS TO BE OVER THE NEXT 5, 10 YEARS. AND THE REASON I'M SAYING THIS, I THINK, THERESA, YOU'RE EXACTLY RIGHT THAT WE WANT TO GET TO THE POINT OF THESE CARS BEING CROWDED AGAIN, AND I RECOGNIZE THAT THIS MAY ALLOW FOR A DIFFERENT STRATEGIES, RELATIVE TO THE OVERALL CAPACITY. BECAUSE CAPACITY HAS -- WE KNOW NEEDS HAVE CHANGED AND I'M

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ACTUALLY -- I'M ACTUALLY EXCITED ABOUT THIS. BECAUSE IN A WAY, I THOUGHT WHEN THE CORE CAPACITY PROGRAM WAS COMING FORWARD THAT, WE WERE JUST GOING TO BE AT CORE CAPACITY NOT REALLY BEING ABLE TO IMPROVE IT DRAMATICALLY BECAUSE OF THE OVERCROWDING WE HAD. SO IN A WAY, I THINK THIS LULL MAY, IN RIDERSHIP, MAY ACTUALLY HELP US MANAGE THE GROWTH IN A MORE -- IN A WAY THAT'S MORE CUSTOMER FRIENDLY, FRANKLY. THAT SAID, A REASSESSMENT, AT SOME POINT, BECAUSE IT WOULD HELP US, ALL OF YOU UNDERSTAND WHAT ARE THE INVESTMENTS THAT ARE GOING TO NEED TO BE MADE ALONG THAT SYSTEM RELATIVE TO THE NEW TIME THAT WE'RE IN. DOES THAT MAKE SENSE?

THERESA ROMMELL: YEAH. ABSOLUTELY. AND I WOULD NOTE THAT WE HAVE BEEN WORKING WITH BART ON FINDING A GOOD TIME FOR BART TO COME IN AND PRESENT ON THE CORE CAPACITY PROJECT OVERALL, SO WE'LL CONTINUE THOSE EFFORTS. AND I THINK WHAT YOU JUST NOTED ABOUT, YOU KNOW, CAPACITY NEEDS OVER THE NEXT SEVERAL YEARS, CAN DEFINITELY BE PART OF THAT PRESENTATION.

CHAIR, CINDY CHAVEZ: YEAH. I THINK THAT WOULD BE VERY VALUABLE. AND I WOULD JUST ADD THAT, YOU KNOW, ONE THING THAT I HAVE REQUESTED AS COMMITTEE CHAIR, IS THAT WE HAVE SET ASIDE SOME TIME FOR PEOPLE TO COME SO I THINK IT DOESN'T PUT YOU IN THE POSITION OF HAVING TO INTERPRET OR DEFEND ANOTHER AGENCY

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BECAUSE THEY CAN JUST BUILD THAT KNOWLEDGE WITH THE BOARD ON THEIR OWN. DID YOU WANT TO WEIGH IN? ANDY?

ALFREDO PEDROZA: COMMISSIONER CHAVEZ, IF I MAY, ON THIS ITEM?

CHAIR, CINDY CHAVEZ: YES.

ALFREDO PEDROZA: SOMEONE RODE THIS MORNING ON BART AND IT WAS FULL. IT'S BEEN HAPPENING MORE AND MORE LATELY. I SUPPORT OPERATORS COMING IN AND TALKING ABOUT WHAT THEY'RE SEEING I'M INTERESTED IN CAPACITY AND RIDERSHIP GROWTH BECAUSE PEOPLE ARE LIVING IF DIFFERENT PLACES WE HAVE SEEN THE DUST SETTLE BUT I DON'T THINK IT'S COMPLETELY SETTLED AFTER THE PANDEMIC AND WHAT MIGHT CHANGE WHERE PEOPLE ARE LIVING TYPES OF HOUSING GETTING BUILT MIGHT CHANGE I THINK WE'RE LIVING IN A FLUID MOMENT BUT LOOKING AT PROJECTIONS MIGHT HELPFUL. MY UNDERSTANDING AS MORE MONEY IS SPENT ON CARS, I WOULD LIKE TO SEE MAINTAINING FOR GOOD CONDITIONS I HAVE SEEN CARS FULL AND IT'S SAFE I WANT TO UNDERSTAND THE COMMITMENT TO MAKE SURE THEY'RE CLEAN BECAUSE IT MATTERS AS WELL. HEARING FROM BART AND THOSE INITIATIVES TO MAINTAIN THE QUALITY OF THE CARS IS ALSO JUST AS IMPORTANT. THANK YOU.

CHAIR, CINDY CHAVEZ: THANK YOU. GINA?

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GINA PAPAN: YES MY QUESTION IS ALONG THOSE SAME LINES. DOES THIS EXPENDITURE INCLUDE THE OPERATING COST? AS THE CHAIR NOTED HERE, WE EXPECT THE OPERATING COST, WHAT OTHER OPERATING COST IS INCLUDED IN THE PRICE? CAN WE EXPECT BART TO COME BACK AND SAY WE DEPOSIT ALL THESE NEW CARS, WE'RE GOING NEED MORE MONEY. WHAT KIND OF PROPOSAL IS THIS? IS THAT NOT INCLUDED OR IS DID?

SPEAKER: COMMISSIONER THE FUNDING PLAN PRESENTED TODAY IS STRICTLY FOR CAPITAL.

CHAIR, CINDY CHAVEZ: YEAH, SO I WOULD FOLLOW UP, GINA AND ALFREDO, JUST TO SAY THAT, LET'S GET THEM SCHEDULED AND LET'S HAVE A CONVERSATION WITH EM THIS. I THINK THOSE ARE ALL REALLY EXCELLENT QUESTIONS. AND LIKE I SAID, I THINK THE MORE WE CAN TALK DIRECTLY TO THEM IT DOESN'T PUT OTHERS IN A DEFENSIVE POSITION BUT REALLY LET'S HAVE A CONVERSATION ABOUT WHERE BART WILL BE IN ITS NEXT STEPS AND AGAIN I'M VERY ENTHUSIASTIC ABOUT THIS. I WOULD LOVE TO GET A MOTION FROM ONE OF MY COLLEAGUES. DON'T MAKE ME PICK. GINA?

GINA PAPAN: I'LL MOVE APPROVAL WITH A NOTE THAT YEAH WE REALLY NEED, TO PART OF PLANNING FOR ANY OPERATOR, REALLY NEEDS TO INCLUDE THE WHOLE PACKAGE. BUT I'LL MOVE APPROVAL.

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SPEAKER: SECOND.

CHAIR, CINDY CHAVEZ: GREAT. WE HAVE A MOTION AND SECOND. ANY MORE RIGOROUS DEBATE? EXCEPT WE'RE GOING TO GET THEM SCHEDULED TO COME BACK IN WITH ASSESSMENT OF OVERALL CAPACITY IS AND MAINTENANCE OF THE VEHICLES. MOTION AND SECOND. NO MORE ROBUST DEBATE. ALL IN FAVOR PLEASE NOTE BY AYE. [AYES] .

CHAIR: ABSTENTIONS? OPPOSED? AND THAT PASSES UNANIMOUSLY. CRAIG, THANK YOU. I'M GOING TO MOVE ON TO ITEM FOUR THIS IS THE REGIONAL APPROACH AND PRIORITIZATION PRINCIPLES FOR BAY AREA SENATE BILL ONE COMPETITIVE PROGRAM NOMINATIONS. KENNETH, THERE YOU GO. WELCOME.

KENNETH KAO: THANK YOU. GOOD MORNING COMMISSIONERS KENNETH KAO WITH MTC STAFF ITEM FOUR IS AN ACTION ITEM FOR THE PROPOSED REGIONAL APPROACH AND PRIORITIZATION PRINCIPLES FOR THE BAY AREA SENATE BILL ONE NOMINATIONS THIS ITEM COVERS THREE COMPETITIVE SB1 PROGRAMS MANAGED BY THE CALIFORNIA TRANSPORTATION COMMISSION WHICH ARE THE SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM, TRADE CORRIDOR ENHANCEMENT PROGRAM, AND THE LOCAL PARTNERSHIP PROGRAM. NEXT SLIDE, PLEASE. THE CTC IS CURRENTLY DEVELOPING THE FOURTH SB1 CYCLE RIGHT NOW WITH APPLICATIONS DUE AT THE END OF THIS CALENDAR YEAR. THE UPCOMING SB1 CYCLE INCLUDES TWO YEARS OF FUNDING

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COVERING FISCAL YEARS '25, '26, AND '26, '27 IN ORDER TO MAXIMIZE REGION'S COMPETITIVENESS STAFF PROPOSES REGIONAL APPROACH PRIORITIZING GRANT APPLICATIONS BASED ON PRINCIPLES THAT ALIGN WITH THE PROGRAM EVALUATION CRITERIA THERE IN THE BUBBLE ON THE LEFT -- I'M SORRY. AND STATE PRIORITIZATION PRINCIPLES INCLUDED IN THE CLIMATE ADAPT -- CLIMATE ACTION PLAN FOR TRANSPORTATION INVESTMENTS OR CAPTI, AS WELL AS THE CALTRANS SYSTEM INVESTMENT STRATEGY OR CSIS WHILE CAPTI IS NOT NEW STAFF RECOMMENDS ELEVATING PROJECTS TO ADVANCING CAPTI GOALS AS A PRIORITY OVER OTHER METRICS TO CYCLE OTHER METRICS INCLUDE DELIVERABILITY FULL FUNDING PLAN PARTNERSHIP AND EQUITY CONSIDERATIONS. NEXT SLIDE, PLEASE. SO, WHAT IS CAPTI? CAPTI DETAILS A STATE'S PRIORITIES FOR DISCRETIONARY TRANSPORTATION FUNDS INCLUDING FOR SB1 PROGRAMS TO ADDRESS CLIMATE CHANGE WHILE SUPPORTING PUBLIC HEALTH, SAFETY, AND EQUITY. STATE IS TAKING AN IMPLEMENTING GOAL FOR CAPTI AND DEVELOPING INVESTMENT FRAMEWORK TO GUIDE TRANSPORTATION INVESTMENTS AND DECISIONS WHERE DO WE WANT TO WEIGH CAPTI LINE PROJECTS HIGHER SINCE ADOPTION IN 2021 STATE INVESTMENTS IN SB1 COMPETITIVE PROGRAMS HAVE MOVED SIGNIFICANTLY TOWARDS ACTIVE TRANSPORTATION AND TRANSIT PROJECTS WHILE SHARE OF FUNDING TOWARDS MANAGED LANES AND OTHER HIGHWAY PROJECTS HAS DECREASED SIGNIFICANTLY. A CHART ON PAGE THREE OF YOUR MEMO HIGHLIGHTS THE SHIFT FROM THE SEC PROGRAM FROM CYCLE ONE TO CYCLE THREE. THESE SLIDES I'M ABOUT TO PRESENT DESCRIBE TEN

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GUIDING PRINCIPLES IN THE INVESTMENT FRAMEWORK FOR CAPTI BUILDING TOWARDS INTEGRATED STATEWIDE TRANSIT NETWORK BICYCLE PEDESTRIAN INFRASTRUCTURE NETWORKS INVEST IN ZERO-EMISSIONS VEHICLE INFRASTRUCTURE, NEXT SLIDE PLEASE. ADVANCE EQUITY AND SOCIAL ENVIRONMENTAL JUSTICE IMPROVE SAVE THE WITH FOCUS ON VISION 0 ADDRESS CLIMATE RISK AND IMPROVE RESILIENCY AGAINST CLIMATE CHANGE. DOES NOT SIGNIFICANT AREALLY INCREASE PASSENGER VEHICLE TRAVEL AND WHERE APPROPRIATE INCLUDE PRICING AND OTHER MULTIMODAL OPTIONS TO MITIGATE VEHICLE MILES TRAVELED. PROMOTE INFILL DEVELOPMENTS AND PROTECT AGAINST DISPLACEMENT, DEVELOP A ZERO-EMISSIONS FREIGHT TRANSPORTATION SYSTEM AND PROTECT NATURAL AND WORKING LANDS. NEXT SLIDE, PLEASE. OVER THE LAST THREE CYCLES THE BAY AREA HAS PERFORMED WELL RELATIVELY IN THE THREE PROGRAMS ATTRIBUTES TO THE REGION'S COMPETITIVE REGIONAL PRIORITIZATION APPROACH I'LL CLOSE WITH PRIVATIZATION PRINCIPLES FOR EACH OF THE COMPETITIVE PROGRAMS NEXT SLIDE. SEC PROGRAM MTC ROLE NOMINATING PRIORITIZING PROJECTS ONLY CALTRANS IS THE AGENCY IN THE BAY AREA TO NOMINATE PROJECTS EXPECTING $5 MILLION AVAILABLE STATEWIDE WITH NO MATCH REQUIRED PROPOSING PRINCIPLES SHOWN ON THIS SLIDE INCLUDING CAPTI ALIGNMENT INCREASING MOBILITY IN KEY CONGESTED CORRIDORS BENEFITS TO EQUITY PRIORITY COMMUNITIES, REDUCING GREENHOUSE GAS EMISSIONS DELIVERABILITY AND LEVERAGING FULL FUNDING AS WELL AS PARTNERSHIP WITH MAINLY CALTRANS JOINT NOMINATION. NEXT SLIDE

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PLEASE. FOR THE TCEP PROGRAM MTC'S ROLE IS TO COMPILE NOMINATIONS. THE STATE EXPECTS ABOUT A BILLION DOLLARS AVAILABLE STATEWIDE WITH MINIMUM OF 30% MATCH REQUIRED. AMOUNT AVAILABLE ASSUMES FEDERAL FORMULA FREIGHT FUNDING, THOUGH EXACT FEDERAL AMOUNT, RIGHT NOW, IS UNKNOWN. STAFF PROPOSES PRIORITIZING THE PROJECT NOMINATIONS USING PRINCIPLES SHOWN ON THIS SLIDE INCLUDES CAPTI [INDISCERNIBLE] ALIGNMENT, ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS, BENEFIT TO EPCS, ADDRESSING COMMUNITY IMPACTS FROM FREIGHT CORRIDORS, DELIVERABILITY, AND FULL FUNDING AS WELL AS PARTNERSHIP. NEXT SLIDE PLEASE. FINALLY, FOR THE LOCAL PARTNERSHIP COMPETITIVE PROGRAM, MTC'S ROLE IS TO PROVIDE REGIONAL SUPPORT AND SUBMIT ITS OWN PROJECTS RELATED TO BRIDGE TOLL FUNDING. STATE HAS 144 MILLION AVAILABLE STATEWIDE AND REQUIRES 1-TO-1 MATCH. MTC PROPOSES TO WRITE A LETTER OF SUPPORT AS REQUESTED FOR PROJECTS THAT SUPPORT REGIONAL GOALS AND ADDRESS FUNDING GAPS. NEXT SLIDE PLEASE. THIS FINAL SLIDE SHOWS THE TIMELINE SUMMARY FOR THE SB1 PROGRAMS. AFTER THE COMMISSION ADOPTS THE PRINCIPLES STAFF WILL SOLICIT CANDIDATE PROJECTS FROM PROJECT SPONSORS IN MAY. STAFF WILL THEN EVALUATE CANDIDATES AGAINST THE PRIORITIZATION PRINCIPLES, AS WELL AS ALIGNMENT WITH OTHER POLICIES, SUCH AS BIPARTISAN -- THE BIL BIPARTISAN INFRASTRUCTURE LOSS STRATEGY AND MAJOR PROJECT ADVANCEMENT POLICY MAP BOTH MTC AND CALTRANS EXPECTS TO RELEASE SELECTED PROJECT DETERMINATIONS FOR SEC PROGRAMS IN JULY BOTH APPLICATIONS FOR THESE PROGRAMS ARE DO

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LATE FOR 2024 AND CTC WILL SELECT SUCCESSFUL PROJECTS MID-2025 NOTE THE STATE IS NOT FINALIZED GUIDELINES FOR THE PROGRAMS AND IF THE GUIDELINES AFFECT THE PROPOSED PRIORITIZATION PERSPECTIVES STAFF WILL RETURN TO THIS COMMITTEE FOR UPDATES. STAFF RECOMMENDS THE COMMITTEE PROVIDE FEEDBACK ON THESE PRINCIPLES AND REFER THE PROPOSED PRINCIPLES LISTED IN ATTACHMENT B TO THE COMMISSION FOR APPROVAL. HAPPY TO ANSWER QUESTIONS

CHAIR, CINDY CHAVEZ: THANK YOU KENNETH. ARE THERE COMMENTS FROM THE PUBLIC?

CLERK OF THE BOARD: WE HAVE TWO CALLERS ONLINE. HOW MUCH TIME WOULD YOU LIKE TO PROVIDE?

CHAIR, CINDY CHAVEZ: TWO MINUTES PLEASE.

CLERK OF THE BOARD: AWESOME. VINAY PIMPLE, IF YOU COULD PLEASE UNMUTE YOURSELF. YOUR TIME BEGINS NOW.

VINAY PIMPLE: ACTUALLY, THIS COMMENT WAS ABOUT THE EARLIER TOPIC I HAD PRESSED THE RAISE MY HAND AND IT WASN'T CALLED UPON CAN I MAKE THAT COMMENT?

CLERK: THAT'S FINE.

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VINAY PIMPLE: ABOUT THE NEW CHARGES I DON'T WANT TO SAY THAT ONE THERE ARE SOMEONE WHO RIDES BART FROM THE NEW CARRIAGES A LOT, BECAUSE THE OLD CARRIAGES ARE A BIT OF A -- KIND OF -- PARTICULARLY IF YOU GO FROM WEST OAKLAND TO EMBARCADERO IT GETS INSANELY LOUD. AND THEN WITH THE WHOLE POTENTIAL, YOU KNOW, THE CAPACITY, YOU KNOW, GETTING MORE CARRIAGES, WHEN YOU'RE NOT HITTING CAPACITY, MAY BE A USEFUL THING COULD BE EVALUATE WHAT THE POTENTIAL CAPACITY IS AND WHY IT'S NOT BEING MET, THEN, YOU KNOW, SO WHEN YOU THINK ABOUT CARRIAGES ALIGN THE NUMBER OF CARRIAGE PURCHASE WITH THE POTENTIAL CAPACITY AND HAVE A PROGRAM TO ACHIEVE THAT POTENTIAL CAPACITY WHAT NEEDS TO BE DONE WHAT DOES NOT NEED TO BE DONE INSTEAD OF DOING IT IN A PIECEMEAL WAY WHERE YOU GET POTENTIAL CAPACITIES ALSO ADDRESSED OF AN AD-HOC WAY. I THINK COORDINATING THOSE. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU CALLER. NEXT UP IS MICHAEL BALDINI. PLEASE UNMUTE YOURSELF. AND YOUR TIME BEGINS NOW. MICHAEL BALDINI? OKAY. AND MR. BALDINI HAS NOT UNMUTED HIMSELF. AND, SO.

CHAIR, CINDY CHAVEZ: ALL RIGHT. THANK YOU. I'M GOING TO COME TO MY COLLEAGUES TO SEE IF ARE THERE ANY COMMENTS OR QUESTIONS FROM ANYONE? SEEING NONE. I'M GOING ASK FOR A MOTION.

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HILLARY RONEN: RONEN SECONDS.

CHAIR, CINDY CHAVEZ: AND KENNETH I WANT TO SAY THANK YOU FOR FOLLOWING CTC, AND FRANKLY, THESE ARE REALLY EXCITING MOVES FOR THEM. SO, WE WANT TO BE AS ENTHUSIASTIC AS POSSIBLE. SO THROW IN A YAY. ALL RIGHT. ALL THOSE -- ANY FURTHER DISCUSSION? (LAUGHTER) SEEING NONE. ALL IN FAVOR PLEASE NOTE BY AYE. [AYES]

CHAIR: ANY OPPOSED? ANY ABSTENTIONS? THAT ITEM PASSES UNANIMOUSLY. THANK YOU. LET ME GET TO MY NEXT ITEM 4B, REGIONAL ADVANCED EARLY ACTION PLANNING GRANT UPDATE. WELCOME VALERIE.

VALERIE COLEMAN: VALERIE COLEMAN MTC STAFF GIVING INFORMATION UPDATE 4B MTC'S REGIONAL EARLY ACTION PLANNING GRANT 2021 WHICH WE'LL REFER TO REAP TWO FOR CONVENIENCE AND INCLUDED IN THE GOVERNOR'S BUDGET PROPOSAL. MTC APPLIED FOR 102.8 IN FUND TO THE DEPARTMENT OF HOUSING COMMUNITY DEVELOPMENT AND HCD IN DECEMBER 2022 THIS ONE TIME STATE FUNDING SPECIFICALLY ACCELERATING INFILL DEVELOPMENT REDUCING VEHICLE MILES TRAVELED AND AFFIRMATIVELY FURTHERING FAIR HOUSING WITHIN THE BAY AREA AND THE REAP TWO EXPENDITURE PLAN ADOPTED BY THE COMMISSION IN NOVEMBER 2022 WE PROPOSED FUNDING THREE PROGRAM

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AREAS THAT ALIGNED BOTH WITH STATE AND REGIONAL OBJECTIVES. THE EXPENDITURE PLAN DIRECTS NEARLY 65 MILLION TO AFFORDABLE HOUSING PILOTS, 25 MILLION FOR TRANSIT FARE COORDINATION, AND OUR MAPPING AND WAYFINDING WORK, AND 8 MILLION TO FUND COMMUNITY DRIVEN TRANSPORTATION PROJECTS IN EQUITY PRIORITY COMMUNITIES. ADDITIONAL DETAILS ARE PROVIDED IN THE REAP TWO SUMMARY MEMO THAT YOU SHOULD HAVE. UNFORTUNATELY, AND AS I UNDERSTAND COMMISSIONERS ARE AWARE, THE GOVERNOR'S JANUARY BUDGET PROPOSAL INCLUDED A PROPOSED 50% CUT TO REAP TWO FUNDING STATEWIDE. IF ENACTED THE FINAL BUDGET THIS JUNE, THAT WOULD RESULT IN A 51 MILLION IN REAP TWO FUNDS FOR MTC PROGRAMS ALONE. THE SUMMARY PROVIDES FURTHER DETAILS ON THE IMPACT OF THAT, BUT SOME EXAMPLES INCLUDE A REDUCTION OF ADDITIONAL NEW OR PRESERVED AFFORDABLE HOUSING, OUR ORIGINAL TARGET FOR 800 TO 1600, NEW UNITS AND IT WILL BE PROBABLY 400 TO 800 UNITS WITH A 50% CUT. A LIMITED DURATION OF THE TRANSIT FARE PILOT PROGRAM RESULTING IN A LIMITED PROOF OF CONCEPT AND LOWER ANTICIPATED BOOST TO TRANSIT RIDERSHIP AND WE ANTICIPATE FOREGOING AN ADDITIONAL 8% IN ANTICIPATED GREENHOUSE GAS REDUCTION LEVELS. MTC STAFF ARE WORKING CLOSELY WITH THE CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENT, CALCOG AND OTHER IMPACTED METROPOLITAN PLANNING ORGANIZATIONS TO HIGHLIGHT THE IMPACT OF THIS FUNDING IN REACHING CALIFORNIA'S HOUSING AND CLIMATE CHANGE GOALS. IN ADDITION TO THE SUMMARY MEMO, INCLUDED IN THE PACKET, FURTHER OUTLINING SPECIFICS

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AROUND THIS PROPOSED CHANGE ATTACHMENTS INCLUDE, ATTACHMENT A IS MTC'S ADVOCACY SHEET WHICH WAS CREATED TO HIGHLIGHT THE POTENTIAL IMPACT OF THIS FUNDING, AS WELL AS WHAT A PROPOSED BUDGET CUT WOULD ENTAIL. MTC STAFF HAS SHARED THIS WITH VARIOUS ELECTED OFFICIALS DURING A RECENT ADVOCACY DAY IN SACRAMENTO. ATTACHMENT B IS AN ADVOCACY LETTER SUBMITTED TO BOTH SENATE AND ASSEMBLY CHAIRS REGARDING THE NEED TO PROTECT REAP TWO FUNDING AS WELL AS OTHER CRITICAL PROGRAMS. NEXT. NEXT STEPS. WHILE PROPOSED CUTS INTRODUCE TREMENDOUS AMOUNT OF UNCERTAINTY FOR MTC PROGRAMS A NUMBER OF PROJECTS WERE ALREADY UNDERWAY AND WILL CONTINUE TO MOVE FORWARD ALTHOUGH WITH ASSUMED LOWER AVAILABLE BUDGET CONSISTENT WITH THE APPROVED EXPENDITURE PLAN. STAFF ARE PROCEEDING CAUTIOUSLY TO APPROVE PROGRAMS AND PROGRAMS CONSISTENT WITH THE PLAN AND WE'RE PHASING PROJECTS TO MINIMIZE PROPOSED CUTS STAFF WILL RETURN TO THE COMMISSION AFTER THE STATE BUDGET IS APPROVED SHOULD ANY CHANGES NEED TO BE NEEDED TO APPROVE REAP 20TURE PLAN IN CLOSING THIS WAS REALLY FOR INFORMATIONAL PURPOSES ALL REAP 2.0 FUNDED PROJECT TEAMS ARE AWARE OF THE UNCERTAINTY YOU IN FUNDING AND ARE MOVING CAUTIOUSLY UNTIL WE HAVE MORE DEFINITIVE INFORMATION THAT CONCLUDES MY PRESENTATION

CHAIR, CINDY CHAVEZ: I'M GOING TO SEE IF THERE ARE COMMENTS FROM THE PUBLIC THEN COME TO COLLEAGUES.

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CLERK OF THE BOARD: THERE IS ONE MEMBER OF THE PUBLIC ONLINE HOW MUCH TIME WOULD YOU LIKE TO PROVIDE?

CHAIR, CINDY CHAVEZ: TWO MINUTES.

CLERK OF THE BOARD: MICHAEL BALDINI YOU CAN PLEASE UNMUTE YOURSELF AND YOUR TIME BEGINS NOW.

MICHAEL BALDINI: GOOD MORNING THANK YOU FOR YOUR PATIENCE I'M BABYSITTING. WITH THAT MY COMMENTS, I HAD MY HAND UP FOR BART 3A SO I HAVE NO OTHER COMMENTS OTHER THAN THAT AS IT RELATES IT'S ALREADY BEEN VOTED ON BUT I WAS CONCERNED ABOUT DELIVERY SCHEDULES AND COST PER CAR AND AS FAR AS PARKING FOR ALL THESE NEW CARS SINCE BART MAINS THE YARD SPACE TO HANDLE ALL THESE CARS IF THEY'RE NOT BEING USED AS PLANNED. THANK YOU VERY MUCH. I DON'T EXPECT AN ANSWER, BUT THOSE ARE MY QUESTIONS. THANK YOU.

CHAIR, CINDY CHAVEZ: THANK YOU. I'M GOING TO TURN TO MY COLLEAGUES TO GET COMMENTS OR QUESTIONS ON THIS ITEM. GINA, DID YOU WANT TO GET US STARTED IN.

GINA PAPAN: HOW -- HOW IS IT LOOKING? WE WERE LOBBYING FOR THIS, AND I KNOW EVERYBODY WANTS THIS KIND OF FUNDING TO HAPPEN HERE. WOULD IT BE HELPFUL IF WE DEVELOPED A

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STANDARDIZED LETTER FROM ALL OF OUR CITIES AND GOT THOSE TO THE COMMITTEE? I MEAN, I GET IT. EVERYBODY -- THIS IS LIKE A PULL BACK FROM MONEY -- WE'RE ALREADY ENJOYING, OR NOT REALLY ENJOYING, BUT WE'RE USING TO THE BENEFIT OF SO MANY GREAT PROJECTS. WHAT DO YOU THINK? HOW CAN WE HELP OURSELVES?

ANDREW FREMIER: COMMISSIONER I THINK THAT WOULD BE A GOOD IDEA. I DON'T THINK IT HURTS TO CONTINUE THE DIALOGUE AND REMIND FOLKS. WE HAVE BEEN CONTINUING AT ALL LEVELS FOUR BIG MPOS CALCOG, SO I THINK IT WOULDN'T HURT.

GINA PAPAN: IF SOMEBODY CAN DEVELOP THE STANDARD LETTER AND SEND IT TO THE COMMISSIONERS HERE WE CAN TRY TO GET IT TO OUR CITIES.

ANDREW FREMIER: SURE.

GINA PAPAN: AND PROBABLY HAVE IT PERSONALIZED WHAT WE HAVE BEEN SPENDING FUNDS ON. I KNOW THAT WAS A QUESTION FROM SOME LEGISLATORS AS WE MOVE FORWARD HERE. SO, THIS IS IMPORTANT. AND IT HAS BEEN PUT TO REALLY GOOD USE, I KNOW THAT. SO, IF YOU COULD HELP US HELP EVERYBODY ELSE, THAT WOULD BE GREAT. THANK YOU.

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CHAIR, CINDY CHAVEZ: THANK YOU. ANY OTHER COMMENTS OR QUESTIONS FROM MY COLLEAGUES?

MARGARET ABE-KOGA: THANK YOU. IN REGARDS TO THE EXPENDITURE PLAN, IS THERE ANY FLEXIBILITY IN MOVING SOME OF THE FUNDS AROUND? OR DO WE JUST HAVE TO DO A STRAIGHT 50% CUT ON ALL THE PROGRAMS?

SPEAKER: YOU KNOW, THEY HAVEN'T PROVIDED INFORMATION OF THAT. SO, THE WAY WE'RE OPERATING RIGHT NOW IS ASSUMING A 50% ACROSS ALL OF OUR PROGRAMS. BUT I THINK WE'RE, SORT OF, ON HOLD UNTIL JUNE, AND THEN THAT WILL BE, SORT OF, A CONVERSATION WITH THE PROJECT MANAGERS, AND LEADERSHIP, AND STAFF. OKAY, HERE IS WHERE WE'RE FINALLY AT. BECAUSE IT DOES FEEL LIKE, JUST TOO MUCH UNCERTAINTY TO EVEN MAKE THAT DECISION YET.

MARGARET ABE-KOGA: OKAY. GREAT. THANK YOU. JUST LOOKING AT THE CATEGORIES, I FEEL LIKE THERE MIGHT BE SOME THAT CAN BENEFIT FROM, YOU KNOW, MORE FUNDING OR FULL FUNDING, AND OTHERS WHERE IT MIGHT NOT MAKE A LOT OF -- MUCH OF A DENT TO DO IF WE HAVE SUCH LITTLE FUNDING FOR IT. SO, IF THERE IS THAT OPPORTUNITY TO DISCUSS, THAT WOULD BE GREAT. THANK YOU.

CHAIR, CINDY CHAVEZ: I THINK THAT'S A REALLY GOOD POINT WHEN IT COMES BACK IN JUNE AFTER WE HAVE MORE INFORMATION JUST HAVE

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OPTIONS FOR THE BOARD. BECAUSE I THINK THAT IS A GOOD POINT. I WAS ACTUALLY HAVING A THOUGHT, MYSELF, ABOUT, I HAVE NOT ALWAYS BEEN A FAN OF -- OR UNDERSTOOD, EXACTLY THE PUBLIC'S ROLE, FOR EXAMPLE, IN THE REHAB SPACE. BUT YOU HAVE ALL CONVINCED ME, SO NOW I'M THINKING, WAIT, BUT THERE MIGHT BE MORE THAT MAKES SENSE. THANK YOU VERY MUCH FOR THE COMMENTS AND WE'LL LOOK FORWARD TO GETTING OUR VOICES HEARD ON THIS ISSUE. THANK YOU. THEN WE'RE GOING TO GO TO THE CTC AND STATE FUNDING UPDATE. KENNETH IS JOINING US AGAIN. THIS IS AN INFORMATIONAL ITEM, COLLEAGUES.

KENNETH KAO: GOOD MORNING COMMISSIONERS KENNETH KAO, MTC STAFF I WANT TO PROVIDE A BRIEF UPDATE FROM CTC WHICH IN THE LAST MONTH IN SAN JOSE. HIGHLIGHT TWO PROGRAM UPDATES AND ONE PROJECT UPDATE. FIRST CTC ADOPTED THE ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE AND GUIDELINES SO THAT CALL FOR PROJECTS IS OUT ON THE STREET RIGHT NOW. APPLICATIONS WILL BE DUE ON JUNE 17TH. THE CTC ALSO ADOPTED THE 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM OR STIP, THAT INCLUDED ALMOST $200 MILLION, NEW TRANSPORTATION FUNDING FOR THE BAY AREA, SO THAT'S GREAT NEWS THERE AND FINALLY I WANTED TO HIGHLIGHT, ONE PROJECT, ACTUALLY OUTSIDE OF OUR REGION, IN YOLO COUNTY, THE I80 MANAGED LANES PROJECT THERE WAS AN ITEM FOR ADVANCED PROGRAMMING SB1 TRADE CORRIDOR PROGRAM FUNDS THAT ITEM WAS DEFERRED BY CTC AND WILL BE CONSIDERED AT THE MAIN MEETING.

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WITH THAT, THE NEXT MEETING WILL BE IN MAY TO BE HELD IN ORANGE COUNTY. AND I WANT TO HIGHLIGHT THIS MEETING WAS THE FIRST MEETING FOR CHAIR GUARTINO IN HIS HOME SANTA CLARA COUNTY. I WANT TO APPRECIATE VTA AND SAN SAN JOSE AND COUNTY OF SANTA CLARA HOSTING THE CTC. IT WENT REALLY WELL.

CHAIR, CINDY CHAVEZ: THANK YOU. ANY COMMENTS OR QUESTIONS ON THAT? THANK YOU KENNETH FOR FOLLOWING IT. THE CTC SUCH AN IMPORTANT PARTNER FOR US. AND I WILL JUST SAY TO YOUR BOSS HERE, EVERYONE KNOWS YOU AND LIKES YOU OVER THERE. I GOT MORE COMPLIMENTS ON YOU THAN YOU EVEN KNOW THAT DAY, AND ON THE MTC STAFF, TRUTHFULLY IT WAS EVERYBODY. SO, WE'RE GOING TO MOVE TO ITEM SIX, WHICH IS PUBLIC COMMENT. DO WE HAVE ANY FOLKS THAT WOULD LIKE TO MAKE PUBLIC COMMENT?

CLERK OF THE BOARD: PARDON ME, CHAIR, WE NEED TO ASK FOR PUBLIC COMMENT ON THAT ITEM.

CHAIR, CINDY CHAVEZ: NO. I MOVED TO ITEM SIX FOR PUBLIC COMMENT.

CLERK OF THE BOARD: FOR THE CTC UPDATE?

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CHAIR, CINDY CHAVEZ: NO. WE JUST DID THAT. THERE WAS NO PUBLIC COMMENT. WE ALREADY WENT TO OUR COLLEAGUES. WE ALREADY WENT TO ITEM 6, WHICH IS OUR PUBLIC COMMENT ON THE AGENDA.

CLERK OF THE BOARD: OKAY. LET'S SEE. WE SEE NO MEMBER OF THE PUBLIC ONLINE FOR AGENDA ITEM SIX, PUBLIC COMMENT; NO WRITTEN CORRESPONDENCE RECEIVED, AND NO MEMBER OF BOARDROOM THAT WOULD LIKE TO PROVIDE COMMENT.

CHAIR, CINDY CHAVEZ: THANK YOU. WE'RE GOING TO CLOSE THE PUBLIC COMMENT PERIOD, AND WE'RE TO ITEM SEVEN, WHICH IS ADJOURNMENT. ANY DEBATE ON THAT? ALL RIGHT. WE ARE ADJOURNED UNTIL WEDNESDAY MAY 8TH. THANK YOU. [ADJOURNED]

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