





Adobe Acrobat Reader

Finding Words

You can use the Find command to find a complete word or part of a word in the current PDF document. Acrobat Reader looks for the word by reading every word on every page in the file, including text in form fields.

To find a word using the Find command:

1. Click the Find button (**Binoculars**), or choose Edit > Find.
2. Enter the text to find in the text box.
3. Select search options if necessary:
Match Whole Word Only finds only occurrences of the complete word you enter in the box. For example, if you search for the word *stick*, the words *tick* and *sticky* will not be highlighted.

Match Case finds only words that contain exactly the same capitalization you enter in the box.

Find Backwards starts the search from the current page and goes backwards through the document.

4. Click Find. Acrobat Reader finds the next occurrence of the word.

To find the next occurrence of the word, Do one of the following:

Choose Edit > Find Again
Reopen the find dialog box, and click Find Again.
(The word must already be in the Find text box.)

Copying and pasting text and graphics to another application

You can select text or a graphic in a PDF document, copy it to the Clipboard, and paste it into another application such as a word processor. You can also paste text into a PDF document note or into a bookmark. Once the selected text or graphic is on the Clipboard, you can switch to another application and paste it into another document.

Note: *If a font copied from a PDF document is not available on the system displaying the copied text, the font cannot be preserved. A default font is substituted.*



To select and copy it to the clipboard:

1. Select the text tool **T**, and do one of the following:

To select a line of text, select the first letter of the sentence or phrase and drag to the last letter.

To select multiple columns of text (horizontally), hold down Ctrl+Alt (Windows) or Option (Mac OS) as you drag across the width of the document.

To select a column of text (vertically), Hold down Ctrl+Alt (Windows) or Option+Command (Mac OS) as you drag the length of the document.

To select all the text on the page, choose Edit > Select All. In single page mode, all the text on the current page is selected. In Continuous or Continuous – facing mode, most of the text in the document is selected. When you release the mouse button, the selected text is highlighted. To deselect the text and start over, click anywhere outside the selected text. The Select All command will not select all the text in the document. A workaround for this (Windows) is to use the Edit > Copy command. Choose Edit > Copy to copy the selected text to the clipboard.

2. To view the text, choose Window > Show Clipboard

In Windows 95, the Clipboard Viewer is not installed by default and you cannot use the Show Clipboard command until it is installed. To install the Clipboard Viewer, Choose Start > Settings > Control Panel > Add/Remove Programs, and then click the Windows Setup tab. Double-click Accessories, check Clipboard Viewer, and click OK.



July 7, 2020

Meeting Transcript

1 **METROPOLITAN TRANSPORTATION COMMISSION**

2 **REGIONAL ADVISORY WORKING GROUP**

3 **TUESDAY, JULY 7, 2020, 9:35 AM**

4

5 **MATT MALONEY:** GOOD MORNING EVERYBODY. WELCOME TO THE REGIONAL
6 ADVISORY WORKING GROUP. IT IS JULY 7TH, 2020. BEFORE WE GET
7 INTO THE MEAT OF OUR AGENDA TODAY, I HAVE A FEW NOTES TO
8 ANNOUNCE. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A
9 ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S
10 EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS
11 OF THE BROWN ACT. RAWG IS NOT A BROWN ACT MEETING. THIS
12 MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON
13 COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME
14 AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE
15 GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND
16 WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR
17 ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS
18 OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD
19 USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL
20 UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES
21 WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE
22 NUMBERS. AND IT IS REQUESTED THAT PUBLIC SPEAKERS RESTATE
23 THEIR NAMES AND ORGANIZATIONS, BUT PROVIDING SUCH INFORMATION
24 IS VOLUNTARY. MEMBERS OF THE PUBLIC WISHING TO ADDRESS THIS
25 BODY WERE ASKED TO SUBMIT COMMENTS IN WRITING AT



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1 INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED WILL BE
2 POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT
3 WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN
4 CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO ON THE
5 REFERENCED AGENDA ITEM OR ANY TOPIC THEY CHOOSE. WITH NO
6 FURTHER ADO, LET'S GET INTO THE AGENDA TODAY. WE HAVE A LOT TO
7 COVER. A MAJOR MILESTONE TODAY WITH THE RELEASE OF THE DRAFT
8 BLUEPRINT OF PLANNED BAY AREA 2050. I WILL TURN IT OVER TO
9 DAVE VAUTIN WHO WILL RUN THROUGH THAT PRESENTATION FOR YOU.
10 >DAVE VAUTIN: GOOD MORNING EVERYBODY. DAVE VAUTIN, PLANNED BAY
11 AREA 2050 PROJECT MANAGER. THANK YOU FOR JOINING US FOR THIS
12 MORNING'S REGIONAL ADVISORY WORKING GROUP. AS MATT JUST SAID,
13 WE DO HAVE A REALLY PACKED AGENDA THIS MORNING WITH A LOT TO
14 TALK ABOUT. WE'RE EXCITED TO SHARE WITH THE ANALYSIS OF THE
15 DRAFT BLUEPRINT, WHICH WAS APPROVED PER STUDY BY THE MTC AND
16 ABAG BOARDS IN FEBRUARY. SO WE'RE GOING TO START OFF WITH THAT
17 TODAY. DRAFT BLUEPRINT ANALYSIS, WHICH WE RELEASED EARLIER
18 THIS WEEK IS REALLY A CULMINATION OF THE DRAFT BLUEPRINT PHASE
19 WHICH IS A ROUGH DRAFT FOR PLANNED BAY AREA 2050, AND AN
20 OPPORTUNITY FOR INPUT AND REFINEMENT AT THIS CRITICAL POINT. A
21 REFLECT OF A JOINT WORK OF A VARIETY OF TEAMS ACROSS MTC AND
22 ABAG AND I WANT TO ACKNOWLEDGE ALL THAT WORK THAT HAS BEEN
23 DONE UNDER THESE VERY DIFFICULT CIRCUMSTANCES IN THE PAST FEW
24 MONTHS. YOU WILL ALSO HEAR TODAY A PIVOT OF TWO PRESENTATIONS,
25 ONE ON THE DISCRETIONARY COMMITMENT ON SOME OF OUR MAJOR



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1 TRANSPORTATION PROJECTS AND ANOTHER ON ADDITIONAL PRIORITY
2 DEVELOPMENT AREAS WHICH WE WILL BE WEAVING INTO THE FINAL
3 BLUEPRINT. A LOT TO TALK ABOUT AND A LOT TO COVER WITH THE
4 FINAL BLUEPRINT REVISIONS THIS SUMMER. WE'LL NOTE THAT THE
5 FINAL BLUEPRINT PHASE WILL BE BEGINNING AND WE'LL BE TAKING
6 KEY ACTIONS ON THAT TO OUR BOARD IN SEPTEMBER, THAT'S THE
7 CURRENT TARGET. I'M GOING TO ASK THE BROADCAST TEAM TO LOAD UP
8 THE SLIDE DECK AT THIS POINT. WE'LL GO TO THE NEXT SLIDE HERE.
9 SO, SPEAKING OF THE TIME FRAME, THIS GRAPHIC WHICH WE HAVE
10 SHOWN A NUMBER OF TIMES, HIGHLIGHTS A CRITICAL JUNCTURE. NEXT
11 SLIDE. IT'S REFLECTS A CRITICAL JUNCTURE WITH THE COMPLETION
12 OF THE DRAFT BLUEPRINT. AFTER TWO YEARS OF WORK ON THE
13 PREDECESSOR HORIZON INITIATIVE FOLLOWED BY ROBUST STAKEHOLDER
14 ENGAGEMENT THIS FALL AND WINTER TO REFINE AND CRAFT OUR
15 STRATEGIES FOR THE DRAFT BLUEPRINT WE HAVE COMPLETED MODELING
16 AND ANALYSIS WORK FOR THE DRAFT BLUEPRINT. THIS IS A MAJOR
17 MILESTONE FOR PLANNED BAY AREA 2050 THE PRESENTATION WILL BE A
18 LITTLE LONGER THAN NORMAL BUT I'LL BREAK IT INTO FOUR PARTS
19 FOR YOU. FIRST, PROCESS TO DATE AND THE STRATEGIES ANALYZED
20 WHICH MANY OF YOU MAY BE WELL AWARE OF BUT I WANT TO MAKE SURE
21 WE'RE ALL ON THE SAME PAGE. SECOND I'LL GO OVER THE FORECASTED
22 OUTCOMES ASSOCIATED WITH THE STRATEGIES RECOGNIZING THAT THE
23 FUTURE IS VERY UNCERTAIN RIGHT NOW. THIRD WE'LL TALK ABOUT
24 WHETHER OR NOT THE DRAFT BLUEPRINT AND ENVISIONS PLANNED BAY
25 AREA 2050 AND THE ENGAGEMENT SO WE CAN FOCUS AND COLLABORATE



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Meeting Transcript

1 IN THE MONTHS AHEAD AND FOURTH OPPORTUNITIES TO GET ENGAGED IN
2 THE PLANNING BLUEPRINT PROCESS. LET'S DIVE IN. NEXT SLIDE
3 PLEASE. NEXT SLIDE. THANK YOU. SO, FIRST OF ALL, WE HAVE TO
4 ACKNOWLEDGE THAT A LOT OF THESE STRATEGIES HAVE BEEN THROUGH A
5 ROBUST PROCESS TO DATE, THE ANALYSIS IN FEBRUARY WAS BASED ON
6 STRESS TEST HORIZON INITIATIVES IN 2018 AND 2019. WE TESTED
7 HOW THESE STRATEGIES PERFORMED UNDER A WIDE VARIETY OF
8 CONDITIONS UNDER THREE DIVERGENT FUTURES AND STRATEGIES THAT
9 ARE TRULY RESILIENT TO THE UNCERTAINTIES AHEAD AS WELL AS
10 STRATEGIES THAT ADVANCE KEY EQUITY GOALS. NEXT SLIDE. OF
11 COURSE WHEN WE CREATE PLANNED BAY AREA 2050, WE MUST ADHERE TO
12 FEDERAL AND STATE GUIDELINES. AND THIS MEANS THAT WHILE WE'RE
13 ABLE TO EXPLORE DIVERGENT PROCESSES, RECOGNIZING THAT THE
14 FUTURE IS VERY UNCERTAIN. IMPORTANTLY WE DON'T DO THIS ON OUR
15 OWN. IN FACT THE CALIFORNIA AIR RESOURCES BOARD IS A KEY
16 PARTNER AND REGULATOR OF MANY OF THE ASSUMPTIONS. WE WORK WITH
17 THEM TO VET DIFFERENT ASSUMPTIONS INCLUDING THE FOUR SHOWN ON
18 SCREEN HERE. I THINK IT'S REALLY IMPORTANT HERE TO UNDERSCORE
19 THAT THE BACKGROUND CONDITIONS OUTSIDE OUR CONTROL OFTEN MAKE
20 IT HARDER NOT EASIER TO ACHIEVE THE REGIONAL VISION. AS WE
21 LOOK TO THE FUTURE WE ANTICIPATE A POPULATION CONTINUES TO BE
22 WEALTHIER, WITH LOWER COST OF DRIVING LEADING TO HIGHER
23 GREENHOUSE GAS EMISSIONS MORE AUTO USE FURTHER AWAY FROM
24 REGIONAL GOALS ADOPTED IN 2019. AND TELECOMMUTING WE WORKED
25 WITH THE AIR RESOURCES BOARD TO ENSURE THAT WE ARE USING A



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1 MORE OPTIMISTIC CURVE FOR TELECOMMUTING ADOPTION WHICH WILL
2 LEAD TO ONE OUT OF THREE OFFICE WORKERS DOING SO ON A REGULAR
3 BASIS ON ANY DAY IN THE FUTURE. NEXT SLIDE. OF COURSE WE WANT
4 TO BENCH THOSE CURVES AND MOVE CLOSER TO THE REGIONAL VISION
5 DESPITE HEADWINDS THE REGION MAY EXPERIENCE IN THE DAYS AHEAD.
6 AND THAT'S WHERE THE DRAFT BLUEPRINT COMES IN 25 STRATEGIES IN
7 THE LONG RANGE PLAN TRANSPORTATION, HOUSING, ECONOMY, AND
8 ENVIRONMENT. WE USE THIS PUZZLE PIECE GRAPHIC PRECISELY
9 BECAUSE WE SEE THIS AS AN INTEGRATED PROPOSAL RECOGNIZING PAST
10 PLANS FOCUSED ON TRANSPORTATION ISN'T ENOUGH TO GET US TO THE
11 FUTURE THAT WE ALL WANT TO SEE, A FUTURE THAT'S MORE
12 AFFORDABLE, CONNECTED, DIVERSE, HEALTHY AND VIBRANT. IN FACT
13 TRANSPORTATION PROJECTS ARE JUST A SMALL BUT IMPORTANT PIECE
14 OF THE PUZZLE THAT WE HAVE BUNDLED TOGETHER INTO SOME KEY
15 TRANSPORTATION STRATEGIES. BUT UNLESS WE DO WITH THEM WITH
16 OTHER TRANSPORTATION STRATEGIES, HOUSING, STRATEGIES, ECONOMIC
17 AND ENVIRONMENTAL STRATEGIES IT WILL BE IMPOSSIBLE TO GET TO
18 OUR GOALS AND THOSE STRATEGIES ARE MORE EFFECTIVE AT ADVANCING
19 THE REGIONAL GOALS, LIKE ROADWAY PRICING, TRANSIT HUBS AND
20 HIGH RESOURCE AREAS AND KEY PROTECTIONS OF SEGMENTS OF SHORE
21 LINES THOSE ARE ALL EQUALLY IMPORTANT WITH MAKING PROGRESS ON
22 THINGS LIKE GREENHOUSE GAS EMISSIONS REDUCTIONS. NEXT SLIDE.
23 MANY OF YOU ARE AWARE OF WHAT A STRATEGY IS BUT I WANT TO
24 UNDERSCORE WHAT IT MEANS IN THE PLANNED BAY AREA 2050 PROCESS.
25 WHEN WE TALK STRATEGIES, WHAT WE MEAN IS IT'S A PUBLIC POLICY



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Meeting Transcript

1 OR SET OF INVESTMENTS THAT CAN BE IMPLEMENTED IN THE REGION
2 OVER THE NEXT 30 YEARS. NOT NEAR TERM PROPOSALS OR LEGISLATIVE
3 IDEAS, THEY'RE THINGS THAT CAN BE IMPLEMENTED AT THE REGIONAL
4 LOCAL AND STATE LEVEL. AND THE IMPLEMENTATION ACTIONS THROUGH
5 MTC AND ABAG WILL BE IDENTIFIED THROUGH THE IMPLEMENTATION
6 PLAN PROCESS LOOKING OVER THE NEXT 4 TO 5 YEARS AND THAT
7 PROCESS WILL BEGIN AFTER THE PRESENTATION OF THE FINAL
8 BLUEPRINT RESULT. OF COURSE WE CAN'T INCLUDE EVERY STRATEGY IN
9 THE BLUEPRINT. IT MUST BE FISCALLY CONSTRAINED. WHAT YOU SEE
10 TODAY IS A REFLECTION OF THE FISCAL CONSTRAINT, WE DON'T
11 ALWAYS GET TO THE GOALS THAT ARE SET BUT MAKE MEANINGFUL
12 PROGRESS. NEXT SLIDE. A LOT OF THE FEEDBACK THAT ALL OF YOU
13 PROVIDED US, THE WORKSHOPS AND STAKEHOLDERS IN THE FALL AS
14 WELL AS SPEAKING WITH TENS OF THOUSANDS OF BAY AREA RESIDENTS
15 NOT ONLY IN THE FALL OF 2019 BUT IN PRIOR OUTREACH CYCLES FOR
16 HORIZON, WE HAVE GOTTEN SOME GREAT FEEDBACK THAT ALLOWED US TO
17 RESIGN THE STRATEGIES THAT GO INTO THE ON BLUEPRINT. WHAT WE
18 RECEIVED IN THE FALL 2020 OUTREACH ARE CLOSER TO THE REGIONAL
19 VISION. NEXT SLIDE. WE HAVE INCLUDED IN ATTACHMENT B, THE FULL
20 LIST OF ALL 25 STRATEGIES THAT ARE BEING ANALYZED THROUGH THE
21 DRAFT BLUEPRINT PROCESS CLUSTERED UNDER THE NINE THEMES AT THE
22 LEFT. STRATEGIES TO OPTIMIZE GOODS AND TRANSPORTATION
23 INFRASTRUCTURE CREATE SAFE AND HEALTHY STREETS AND TRANSIT
24 SYSTEMS, HOUSING AND INCLUDING COMMUNITIES AND TO PROTECT AND
25 PRESERVE MORE AFFORDABLE HOUSING. ENVIRONMENT STRATEGIES



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1 DESIGNED TO REDUCE RISK FROM HAZARDS AND REDUCE IMPACT ON THE
2 ENVIRONMENT. ON THE ECONOMIC FRONT WE'RE WORKING TO IMPROVE
3 ECONOMIC MOBILITY AND SHIFT OF THE LOCATION OF JOBS. IN SOME
4 CASES, OUR STRATEGIES APPROVE SUFFICIENT TO ACTUALLY GET TO
5 THESE GOALS AND OTHERS FALL SHORT AND TODAY WE'LL SHOW
6 MULTIPLE STRATEGIES. NEXT SLIDE. OF COURSE A LOT HAS CHANGED
7 SINCE FEBRUARY 2020 WHEN THE STRATEGIES WERE APPROVED FOR
8 ANALYSIS. YOU MIGHT NATURALLY ASK HOW DO THESE CURRENT
9 CHALLENGES RELATED TO COVID-19 IN A MAJOR GLOBAL RECESSION
10 AFFECT SOME OF THE DECISION MAKING OF PLANNED BAY AREA 2050.
11 OF COURSE WE GAVE A PRESENTATION ON SOME DATES WE MADE TO OUR
12 REGIONAL GROWTH FORECAST TO NEAR TERM IMPACTS ON THIS FRONT. A
13 FEW THINGS TO NOTE, THE PLAN IS A 30 YEAR DOCUMENT AND A LOT
14 OF THESE IMPACTS WILL FIND THEMSELVES IN THE NEXT 5 TO 10
15 YEARS AND THAT'S WHERE THE IMPLEMENTATION PLAN CAN SERVE A KEY
16 ROLE. SECOND, WHILE WE DIDN'T STUDY A PANDEMIC, A LOT OF THE
17 FORCES COMING WITH IT HIGH LEVEL TELECOMMUTING OR PERHAPS
18 REDUCED INTEREST IN SHARING SORRY VEHICLES FOR TRANSPORTATION
19 OR OTHER PURPOSES, WE HAVE STUDIED THESE THINGS AND STRETCHED
20 STRATEGIES THROUGH THEM ALREADY SO WE KNOW THESE STRATEGIES
21 WILL HELP MOVE THE REGION FORWARD REGARDLESS OF WHAT HAPPENS
22 ON A VARIETY OF THOSE DIFFERENT PATHS. SOME OF THE STRATEGIES
23 BEING STUDIED IN THE DRAFT BLUEPRINT SEEM MORE TIMELY TODAY
24 THINGS LIKE ADVANCING QUICK FILL BICYCLE IMPROVEMENTS AND
25 PEDESTRIAN IMPROVEMENTS INTEGRATION OF PROTECTIONS FOR



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1 DISPLACEMENT, CHILD CARE NEEDED SO CLEARLY IN THIS TIME AND
2 PREDICTING THAT MUCH NEEDED OPEN SPACE THAT WE ALL NEED TO GET
3 OUT OF OUR HOMES AND GET SOME TIME IN NATURE, AND THE
4 ENVIRONMENT. SO THESE ARE JUST A FEW OF THE 25 STRATEGIES BUT
5 THESE ONES IN PARTICULAR SEEM VERY TIMELY TODAY. ALL THAT
6 BEING SAID THIS SUMMER IS A GREAT OPPORTUNITY TO NOT JUST LOOK
7 AT WHETHER THE DRAFT BLUEPRINT STRATEGIES PERFORM WELL BUT TO
8 LOOK AT WITH A FRESH PERSPECTIVE, FRESH SET OF EYES TO MAKE
9 SURE WE'RE NOT MISSING ANYTHING IN THE COVID ERA. NEXT SLIDE.
10 ANOTHER ASPECT OF WHAT WE HAVE STUDIED IN THE DRAFT BLUEPRINT
11 ARE GROWTH GEOGRAPHIES. WE'RE TRYING TO ENCOURAGE GROWTH,
12 PROTECTING AREAS OUTSIDE OF URBAN GROWTH AREAS, AND IN
13 UNMITIGATED HIGH HAZARD AREAS AND THE GROWTH SHOWN ON THE MAP
14 HERE IN THE RED, BLUE, ORANGE, AND LIGHT BLUE. WE HAVE A WIDE
15 VARIETY OF GROWTH GEOGRAPHIES OF PLANNED BAY AREA 2050,
16 LOOKING AT CHANGES BEYOND PRIORITY DEVELOPMENT AREAS THAT ARE
17 RICH AND HIGH RESOURCE IN ORDER TO ADVANCE CLIMATE EQUITY
18 GOALS. IT SHOWS PRIORITY DEVELOPMENT AREAS NOMINATED BY LOCAL
19 JURISDICTION AS WELL AS ADDITIONAL TRANSIT-RICH AND HIGH
20 RESOURCE AREAS THAT HELP TO ENCOURAGE MORE GROWTH IN COMMUNITY
21 THAT HAVE NOT NOMINATED A SIGNIFICANCE NUMBER OF PRIORITY
22 DEVELOPMENT AREAS. NEXT SLIDE. SO, ONE OTHER ASPECT BEFORE WE
23 GET INTO SOME OF THE KEY OUTCOMES OF THE DRAFT BLUEPRINT IS TO
24 REMEMBER THAT REVENUES ARE A CRITICAL PART OF THE PICTURE
25 HERE. PLANNED BAY AREA 2050 IS MORE A STRATEGY PLAN THAN



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1 PREVIOUS ITERATIONS OF PLANNED BAY AREA FOCUSED ON THE 25 BIG
2 STRATEGIES TO MOVE THE REGION FORWARD BUT OF COURSE IT STILL
3 NEEDS TO BE FISCALLY CONSTRAINT AND FOR TRANSPORTATION THAT'S
4 A STATUTORY REQUIREMENT. THIS GRAPHIC SHOWS A BREAK DOWN OF
5 TOTAL COST FOR EACH ELEMENT OF THE PLAN. THIS INCLUDES
6 FUNCTIONS THAT REGIONAL NEW REVENUES THAT ARE ESSENTIAL TO
7 MAKE PROGRESS TOWARDS OUTCOMES IN SAFE PRESENTATIONS. YOU WILL
8 NOTE THERE ARE ROUGHLY 200 IN NEW REVENUES ACROSS THE ELEMENT
9 AND THIS HELPS MOVE TOWARDS THOSE GOALS IN A MEANINGFUL WAY.
10 SHOWN IN THE PIE CHART IN THE LIGHTER COLORS. CAVEAT NOTES
11 HERE FIRST OF ALL IN TRANSPORTATION YOU WILL SEE A LARGE PIE
12 CHART ON THE LEFT SIDE THAT REFLECTS OVER \$500 BILLION FOR
13 TRANSPORTATION. ULTIMATELY IN THE DRAFT BLUEPRINT WE DO NOT
14 SPEND ALL THE MONIES HERE THERE IS A RESERVE FOR THE FINAL
15 BLUEPRINT GIVEN THE NUMBER OF TRANSPORTATION PROJECTS THAT ARE
16 BORDER LINE TO BE INTEGRATED INTO FINAL BLUEPRINT STRATEGIES
17 TO PROVIDE NEW COMMITMENT TO REFINE YOU WILL FIND THAT IN THE
18 NEXT PRESENTATION. IMPORTANT CAVEAT, THERE ARE NEW REVENUES
19 FOR NEW HOUSING THERE IS STILL IMMENSE GAP IN FUNDING FOR
20 AFFORDABLE HOUSING IN THE BAY AREA. NEARLY \$400 BILLION NEEDS
21 TO BE SET ASIDE FOR REVENUE ADDRESS. HOW TO CONTINUE THE GAP
22 WILL BE IMPORTING IN THE FINAL BLUEPRINT. THE FINAL BLUEPRINT
23 REPRESENTS OPPORTUNITY FOR HOW WE'RE SLICING THE PIE SO TO
24 SPEAK FOR EACH OF THE DIFFERENT AREAS. IT'S IMPORTANT TO
25 REMEMBER THAT THAT ALONE IS NOT ENOUGH. LOW COST AND NO COST



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1 STRATEGIES THAT AUGMENT OUR FINANCIAL INVESTMENTS FOR
2 TRANSPORTATION OR FOR HOUSING THEY CAN MOVE THE NEEDLE MUCH
3 MORE SO THAN THE DIRECT INVESTMENTS. NEXT SLIDE PLEASE. YOU
4 MAY BE WONDERING HOW WE ANALYZE THE DRAFT BLUEPRINT. SO OF
5 COURSE THE STRATEGIES AND THESE ARE SOME OF THE KEY INPUTS OF
6 THE PROCESS THAT WERE APPROVED FOR THE ANALYSIS IN FEBRUARY OF
7 2020. WE LAYER THOSE ON TOP OF BASELINE DATA INCLUDING DATA
8 THAT CAME FROM OUR BASIS INITIATIVE WHERE WE GOT UPDATED
9 INFORMATION FROM COUNTIES AND CITIES TO INCORPORATE IN OUR
10 LAND USE MODELS. WE THEN WENT THROUGH AN ANALYSIS PROCESS
11 USING ALL THREE OF OUR MODELS WITH THE REMI MODEL FOR ECONOMIC
12 ISSUES, URBAN SIM 2.0 MODEL FOR LAND USE AND MODEL 2.15 FOR
13 THE FOR ALL INTENT AND PURPOSE SIDE. WHEN YOU ANALYZE ALL
14 THESE THINGS TOGETHER YOU IDENTIFY OUTCOMES THINGS REFLECTED
15 BY PERFORMANCE METRICS FOR GROWTH PATTERNS AND SUCH THAT'S
16 WHAT WE'RE RELEASING THIS MONTH, THE NEW PIECE OF THE TOOL.
17 BRIEF NOTE HERE DRAFT BLUEPRINT IS THE RESULT OF 25 STRATEGIES
18 THOSE OF YOU IN THE KNOW ON PLANNED BAY AREA 2050 YOU MAY KNOW
19 WE WERE GOING TO EXPLORE THREE VERSIONS OF THE DRAFT BLUEPRINT
20 IN THE POST COVID ERA, THE SWEAR HAD CHANGED, AND SO THE
21 ANALYSIS TODAY REFLECTS CLOSELY TODAY THE DRAFT BLUEPRINT PLUS
22 WITH A MAJOR NEW MEASURE AND THE FULL SUITE OF STRATEGIES.
23 NEXT SLIDE. NOW MOVING TO PART TWO OF THE PRESENTATION
24 FOCUSING ON THE POTENTIAL OUTCOMES OF THE DRAFT BLUEPRINT. AND
25 I WANT TO UNDERScore THAT THE IMPORTANCE OF POTENTIAL, THIS IS



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1 REALLY WHY WE DID THE HORIZON INITIATIVE, WE RECOGNIZE THOSE
2 POTENTIAL OUTCOMES HANG ON THE POTENTIAL PHASES. WE DID OUR
3 BEST TO FORECAST WHAT THE REGION MIGHT LOOK LIKE WITH THE
4 BASELINE ASSUMPTIONS AS WELL AS STRATEGIES ANALYSIS. WE'RE
5 GOING TO START OFF WITH HIGHLIGHTS ALTHOUGH THERE ARE
6 CHALLENGES WE'RE GOING TO TALK ABOUT, AND STRATEGIES TO BE
7 FOCUSED ON WITH WORKSHOPS AND PUBLIC ENGAGEMENT THERE IS A LOT
8 OF GOOD NEWS OF THE DRAFT BLUEPRINT AREAS WHERE WE HAVEN'T
9 BEEN ABLE TO MAKE MUCH PROGRESS IN PRIOR ITERATIONS OF PLANNED
10 BAY AREA. FIRST OF ALL I WANT TO TALK ABOUT AFFORDABILITY.
11 BECAUSE WE ALL KNOW THAT'S WHAT OF THE BIGGEST CHALLENGES AND
12 PART OF OUR KEY GUIDING PRINCIPLES TO MAKE THE BAY AREA MORE
13 AFFORDABLE. AND HAPPY TO SHARE THAT THANKS TO THE ROBUST
14 HOUSING AT ALL INCOME LEVELS, THE STRATEGIES, THAT WE HAVE
15 FINALLY BEEN ABLE TO MAKE HEADWAY ON MAKING THE BAY AREA MORE
16 AFFORDABLE FOR ALL RESIDENTS. IN 2015 THE COST OF HOUSING
17 ACCOUNTED FOR 57 PERCENT OF A TYPICAL BUDGET IN THE BAY AREA
18 AND ALTHOUGH IT'S STILL HIGH WE HAVE BEEN ABLE TO REDUCE THAT
19 BY ROUGHLY NINE PERCENT THANKS TO THE STRATEGIES IN THE DRAFT
20 BLUEPRINT AND PAST ITERATIONS OF PLANNED BAY AREA HAVE
21 INCREASE IN THAT, SO THAT'S A MAJOR IMPROVEMENT COMPARED TO
22 PREVIOUS PLANS. NEW REVENUES IN PLANNED BAY AREA 2050 ALSO
23 ENABLE US TO INCREASE THE AMOUNT OF DEED RESTRICTED IN THE
24 PLAN ROUGHLY 400,000 MORE UNITS OF DEED RESTRICTED HOUSING BY
25 2050 AND THIS IS MAKING SURE THE LOW INCOME RESIDENTS WHO ARE



Meeting Transcript

1 EXTREMELY BURDENED BY HOUSING COST THAT WE BRING DOWN THAT
2 BURDEN AND WE SEE THAT IN AFFORDABILITY METRICS AS WELL. OTHER
3 PIECES OF GOOD NEWS WE'RE SEEING MORE GROWTH NEAR TRANSIT WITH
4 43 PERCENT OF ALL HOMES IN THE BAY AREA ARE WITHIN A HALF MILE
5 WALK OF HIGH FREQUENCY TRANSIT IN THE SORT OF WALKABLE
6 COMMUNITIES AND MORE FREQUENT TRANSIT THAT'S UP FROM 32
7 PERCENT IN 2015. NEXT SLIDE. PIVOTING TO THE ENVIRONMENTAL
8 ASPECTS OF THE PLAN STRATEGIES TO REDUCE VEHICLE SPEEDS AND
9 BUILD PROTECTED PEDESTRIAN AND BICYCLE INFRASTRUCTURE HELP US
10 AVOID 1500 FATALITIES OVER THE LIFESPAN OF THE PLAN THAT'S A
11 VERY SIGNIFICANT NUMBER OF LIVES AND RETROFITTING HOMES AND
12 BUILD SEA WALLS LEVIES AND OTHER SORTS OF SEA LEVEL RISE
13 INFRASTRUCTURE PROTECT 100 PERCENT OF HIGH RISK HOMES AND 98
14 PERCENT OF HOMES AT RISK FROM SEA LEVEL RISE MEANINGFUL GAINS
15 ON THE PLAN AS WELL. IN THE TAX INCREASES REQUIRED TO PAY FOR
16 MANY ASSIST BOLD NEW STRATEGIES, ECONOMIC MODEL IS SHOWING THE
17 REGION'S ECONOMY REMAINS POISED FOR SIGNIFICANT GROWTH OVER
18 THE COMING YEARS THOSE PAST INCREASES WILL PAY FOR IMPORTANT
19 INVESTMENTS FOR TRANSPORTATION, HOUSING, AND THE LIKE TO HELP
20 ENABLE MORE ECONOMIC GROWTH IN THE FUTURE. NEXT SLIDE. A FEW
21 OTHER AREAS. NEXT WE'RE GOING TO TALK A LITTLE BIT ABOUT THE
22 REGIONAL GROWTH FORECAST FOR THE OTHER YEARS TO REFLECT 2019
23 AND THE REFLECTION OVER THE NEXT TEN YEAR TIME PERIOD. THE
24 DRAFT BLUEPRINT INCORPORATES 1.5 MILLION NEW HOUSING UNITS
25 OVER THE 35 YEAR TIME HORIZON. THIS ADDITIONAL HOUSING IS



Meeting Transcript

1 EXTREMELY HELPFUL IN TERMS OF ENSURING THAT ALL RESIDENTS ARE
2 ABLE TO HAVE A ROOF OVER THEIR HEADS AND NOT BE DISPLACED OUT
3 OF THE BAY AREA. NEXT SLIDE. WHERE EXACTLY IS THAT HOUSING
4 GOING AS A RESULT OF THE STRATEGIES THAT ARE INTEGRATED IN THE
5 DRAFT BLUEPRINT? SO NOTABLY THE DRAFT BLUEPRINT INCLUDES
6 ADDITIONAL DEVELOPMENT CAPACITY IN AREAS NEAR HIGH FREQUENCY
7 TRANSIT AND HIGH RESOURCE COMMUNITIES WITH WELL RESOURCED
8 SCHOOLS, PARKS, ACCESS TO JOBS, AND THE LIKE. WE HAVE COMPARED
9 PLANNED BAY AREA 2050 HOUSING GROWTH PATTERN WITH THAT OF
10 PLANNED BAY AREA 2040. AND YOU CAN SEE ON THE RIGHT HAND SIDE,
11 THAT THE, YOU KNOW, WE'RE SHOWING A BUBBLE THAT REFLECTS THE
12 TOTAL NUMBER OF HOUSING UNITS -- SORRY -- TOTAL NUMBER OF NEW
13 HOUSEHOLDS IN EACH OF THE NINE COUNTIES. THIS CYCLE IS THE
14 ADDITIONAL GROWTH IN SILICON VALLEY GIVEN THE DEVELOPMENT
15 POTENTIAL ON THOSE LOCATIONS AS WELL AS THE STRATEGIES APPLIED
16 THERE. WE'RE SEEING A SIGNIFICANT SHARE, 41 PERCENT OF ALL NEW
17 HOUSEHOLDS LOCATING IN THOSE AREAS VERY CLOSE TO JOBS IN THE
18 SOUTH BAY. YOU WILL ALSO SEE A FEW KEY STATISTICS DOWN ON THE
19 BOTTOM LEFT WE'RE SEEING SLIGHTLY LESS GROWTH IN PRIORITY
20 DEVELOPMENT AREAS. THAT'S TO BE EXPECTED GIVEN THE GREATER
21 FOCUS ON TRANSIT-RICH AND HIGH RESOURCE AREAS WE'RE SEEING
22 MORE GROWTH IN THE TRANSIT-RICH AREAS AND MORE GROWTH IN THE
23 HIGH RESOURCE AREAS SO SOME MEANINGFUL STEPS THERE. NOTABLE
24 MORE GROWTH IN THE BAYSIDE CITIES, CITIES WHICH TOUCH SAN
25 FRANCISCO BAY LESS GROWTH IN THE THREE -- OUTSIDE THE SOUTH



Meeting Transcript

1 BAY YOU WILL GENERALLY SEE THE NORTH BAY PATTERNS SIMILAR TO
2 THE PAST PLANS WITH SLIGHTLY MORE GROWTH IN SONOMA AND MARIN
3 COUNTIES. NEXT SLIDE PLEASE. PIVOTING NEW TO JOBS WE'RE SEEING
4 A SIMILAR TREND HERE. OUR STRATEGIES THAT WERE DESIGNED TO
5 ADDRESS THE JOBS HOUSING BALANCE GENERALLY PROVED INEFFECTIVE
6 AT SHIFTING JOBS FROM THE SOUTH BAY TO THE EAST BAY. JOBS ARE
7 SHIFTING CLOSER TO JOBS IN THE SILICON VALLEY AREAS WE'RE
8 MAKING HEADWAY STRETCHES THE JOBS HOUSING BALANCE BY MOVING
9 CLOSER TO JOBS THAN MOVING CLOSER TO HOUSING. LET'S TALK ABOUT
10 TRANSPORTATION FOR A MINUTE. AS YOU CAN SEE HERE ON THE LEFT,
11 WE HAVE A GRAPHIC THAT SHOWS THE COMMUTE MODE CHOICES. IN
12 2015, AND ALSO FORECASTED MODE CHOICE IN 2050 UNDER BLUEPRINT
13 CONDITIONS. NOTABLY WE SEE AN ALMOST 20 POINT REDUCTION IN
14 AUTO MODE SHARE AS A RESULT OF A COMBINATION OF FORCES. SO,
15 FIRST WE SEE INCREASED GROWTH IN THE TRANSIT AND BICYCLE AND
16 PEDESTRIAN MODES THANKS TO SOME OF THE KEY BUS, BIKE, AND BART
17 INVESTMENTS INCLUDED IN THE DRAFT BLUEPRINT BUT WE ALSO SEE
18 SIGNIFICANT INCREASE IN TELECOMMUTING AS WELL ACCOUNTING FOR
19 14 PERCENT. -- NEXT SLIDE. WITH REGARDS TO SEA LEVEL RISE LOTS
20 OF GOOD NEWS HERE. WE HAVE INCLUDED SOME SIGNIFICANT
21 INVESTMENTS IN LEVIES, MARSH RESTORATIONS AND THE LIKE AS PART
22 OF PLACE HOLD STRATEGIES FOR SEA LEVEL RISE IN THE DRAFT
23 BLUEPRINT THIS INCLUDES PROTECTIONS OF 89,000 HOMES AND
24 166,000 JOBS IT ALSO INCLUDES 100,000 ACRES OF MARSH
25 RESTORATION PROJECTS AND PROTECTS HOW LONG AND RAIL CORRIDORS



Meeting Transcript

1 FOR ANTICIPATED SEA LEVEL RISE IN THE YEAR 2050. NEXT SLIDE
2 PLEASE. A LOT GOING ON IN THIS GRAPHIC BUT I WANT TO PAUSE
3 HERE BECAUSE GREENHOUSE GAS EMISSIONS REDUCTION IS A STATUTORY
4 REQUIREMENT OF PLANNED BAY AREA 2050. LET'S WALK THROUGH THIS
5 GRAPHIC BRIEFLY. SO 50 OF ALL, THAT TOP ROW REFLECTS PLANNED
6 BAY AREA 2040 WHICH WAS ADOPTED IN 2017 IT BARELY MET THE
7 TARGET AT THE TIME. WHICH WAS A 15 PERCENT PER CAPITA
8 REDUCTION FOR CARS AND LIGHT DUTY TRUCKS BETWEEN 2005 AND
9 2035. IN 2018, OUR INCREASE OF THE TARGET TO 19 PERCENT PER
10 CAPITA REDUCTION. GOING INTO PLANNED BAY AREA 2050 PROCESS WE
11 DID ANALYSIS REQUIRED BY CARB TO UNDERSTAND HOW THESE EXTERNAL
12 FORCES I TALKED ABOUT THINGS LIKE THE WEALTH OF THE REGION,
13 THE LEVEL OF TELECOMMUTING AND THE LIKE. COST OF DRIVING,
14 WOULD EFFECT GREENHOUSE GAS EMISSIONS TRENDS AND UPDATED WITH
15 2040 UPDATED ASSUMPTIONS WHICH INCLUDED HERE IS LOW COST TO
16 DRIVE. THIS SIGNIFICANTLY CHANGED THE PICTURE FOR PLANNED BAY
17 AREA 2040 AND REFLECTED A ONE POINT REDUCTION BY 2035 THOSE
18 EXTERNAL FORCES ARE BEYOND OUR CONTROL HAVE AN IMPACT ON THE
19 REGIONAL TREND. IF WE USE HIGHER COST TO DRIVE WE CAN SEE FOUR
20 PERCENT REDUCTION BUT STILL A 15 POINT GAP. THAT BRINGS US
21 DOWN TO WHAT DOES THE DRAFT BLUEPRINT DO FOR GREENHOUSE GAS
22 EMISSIONS REDUCTIONS ESTIMATES ARE IT ACHIEVES EIGHT POINTS OF
23 REDUCTION RATHER THAN SIMPLY ADOPTING PLANNED BAY AREA 2040
24 BETWEEN 9 AND 12 PERCENT REDUCTION WE CONTINUE TO WORK WITH
25 CARB ON THE OPERATING PROCESS ASSUMPTION WE LIKE TO USE THE



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1 MODERATE COST TO DRIVE WHICH REFLECT A COST THAT IS LOWER THAN
2 PLANNED BAY AREA 2040 REFLECTING THAT FUEL PRICES HAVE NOT
3 GONE UP AS QUICKLY BUT INCLUDED TECHNICAL ASSUMPTION IN THERE.
4 EVEN SO THERE WOULD BE A SEVEN POINT GAP REMAINING TO THE 19
5 PERCENTAGE POINT TARGET AND THIS WILL BE A CRITICAL ISSUE THAT
6 WILL HAVE TO BE RESOLVED AS PART OF THE FINAL BLUEPRINT IF THE
7 REGION CONTINUES TO RECEIVE SUGGESTIONS FOR CORRIDORS FUNDING.
8 DRAFT BLUEPRINT INCLUDED NO FUNDING FOR HIGHWAY EXPANSION
9 THERE WERE GOING TO BE INVESTMENTS UNDER CONSIDERATION THAT
10 COULD MAKE THE GAP EVEN BIGGER. NEXT SLIDE. PART THREE OF THE
11 WALK THROUGH OF THE DRAFT BLUEPRINT. HOW DOES THE DRAFT
12 BLUEPRINT ALINE WITH THE GUIDING PRINCIPLES ADOPTED IN 2019
13 AND WHAT DO THE CHALLENGES MEAN? NEXT SLIDE. WE WANT TO SHARE
14 AN OVERARCHING FINDING. FUTURES GROWTH AND ACTIONS OVER THE
15 NEXT 30 YEARS ARE MORE EQUITABLE MORE RESILIENT THAN PAST
16 GENERATIONS THERE HAS BEEN A LOT OF LEGACY INVESTMENTS AND
17 LEGACY ACTIONS IN THE REGION THAT HAVE CREATED HUGE CHALLENGES
18 FOR THE BAY AREA. BUT IF WE WANT TO RIGHT ALL THE WRONGS OF
19 THE 20th CENTURY. A BOLDER DRAFT BLUEPRINT WOULD BE REQUIRED,
20 TAKING BOLDER ACTION TO ADDRESS CRITICAL THINGS LIKE RACIAL
21 INEQUITY IN REDLINING AND WHAT THAT HAS DONE TO CRITICAL
22 SITUATIONS TODAY. NEXT SLIDE. IN THE PACKET YOU WILL SEE
23 ATTACHMENT C WHICH INCLUDES A DETAILED BREAK DOWN OF DIFFERENT
24 METRICS AND OUTCOMES FOCUSED ON MAKING SURE THE OUTCOMES ARE
25 EQUITABLE LOOKING AT EQUITABLE AND LOW INCOME COMMUNITIES OF



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Meeting Transcript

1 CONCERN. QUESTION OF WHETHER THE DRAFT MOVES US TOWARDS THE
2 GUYING PRINCIPLES AND VISION. WE DEVELOPED TWO QUESTIONS BASED
3 ON FEEDBACK WE GOT AT STAKEHOLDER WORKSHOPS IN 2019 AND 2020.
4 I WILL BRIEFLY GO THROUGH THE HIGH LEVEL FINDINGS FOR EACH
5 SESSION, BUT I ENCOURAGE TO YOU GO THROUGH ATTACHMENT C AND
6 VIEW THE METRICS IN THERE. NEXT SLIDE. LET'S START WITH
7 AFFORDABILITY. DOES THE DRAFT BLUEPRINT MOVE US TO A MORE
8 AFFORDABLE BAY AREA? THE SHORT ANSWER IS YES WITH SOME KEY
9 CAVEATS. WE EXPECT TO SEE EVEN GREATER REDUCTION FOR LOWER
10 INCOME HOUSING. AS I NOTE THE BEFORE THIS IS THE FIRST PLANNED
11 BAY AREA THAT MADE HEADWAY ON THAT METRIC AND THE FACT THAT
12 WE'RE SEEING GREATER GAINS FOR LOWER INCOME HOUSEHOLDS IS
13 PRIORITY FOR US IN CREATING AN EQUITY FIRST PLAN. ON THE
14 TRANSPORTATION SIDE WE'RE SEEING MEANS-BASED TOLL ARE
15 EFFECTIVE IN MITIGATING IMPACTS AND MEANS-BASED FARES IMPACT.
16 EFFICACY OF MEANS-BASED STRATEGIES. SECOND QUESTION FOR
17 AFFORDABILITY WILL THE BAY AREA PRESERVE AFFORDABLE HOUSING?
18 YES. WITH THE FINANCIAL SHORT FALL THERE IT WOULD REMAIN A
19 REGIONAL EXISTING NEED. THE DRAFT BLUEPRINT HAS ENOUGH MONEY
20 TO PERMANENTLY PROTECT THE AT RISK DEED RESTRICTED UNITS AND
21 PRODUCE THE SAME AMOUNT OF NEW UNITS FOR ALL HOUSING GROWTH
22 GOING FORWARD BUT IN ORDER TO ENSURE ALL THE EXISTING LOW
23 INCOME HOUSEHOLDS IN THE REGION HAVE DEED RESTRICTED UNITS
24 THAT WOULD REQUIRE MORE FUNDING FOR PLANNED BAY AREA 2050. IF
25 YOU THINK ABOUT THE FINAL BLUEPRINT HOW DO WE FURTHER INCREASE



Meeting Transcript

1 PRODUCTION OF LOW INCOME AFFORDABILITY ESPECIALLY IN HIGH
2 RESOURCE AREAS WHERE THEY WOULD HAVE ACCESS TO SOME OF THE
3 BEST RESOURCE SCHOOLS AND GREATEST ACCESS TO JOBS. NEXT SLIDE.
4 WHAT ABOUT MAKING THE BAY AREA MORE CONNECTED. FIRST OF ALL WE
5 LOOKED AT WHETHER BAY AREA RESIDENTS WILL BE ABLE TO ACCESS
6 TRANSIT THE SHORT ANSWER IS NO FOR -- AND -- THANKS IN PART TO
7 THE BUS AND BART INVESTMENT IN THE DRAFT BLUEPRINT BUT THANKS
8 TO THE LAND USE PATTERNS WHICH HAS MORE GROWTH CLUSTERED TO
9 MAJOR JOB CENTERS IN PLACES LIKE THE SOUTH BAY. WITH REGARDS
10 TO AUTO, WE'RE SEEING RISE IN TRAFFIC CONGESTION GENERALLY
11 ASSOCIATED WITH THE POPULATION GROWTH OF THE REGION AND VERY
12 LIMITED EXPANSION OF THE ROADWAY SYSTEM AND WHEN COMBINED WITH
13 REDUCED SPEED LIMITS IT'S A SECONDARY FACTOR THIS IS PLAYING A
14 ROLE IN REDUCING AUTOMOBILE ROLE ACCESS. SOMETHING THEY CAN
15 RELY ON IN 2050 THE ANSWER IS DEPENDING ON THE CORRIDOR AND
16 THE OPERATOR. MEANS BASED TOLLS ARE HELPING TO REDUCE
17 CONGESTION BUT THE TOLL RATES ARE SOMETIMES INSUFFICIENT TO
18 MITIGATE IMPACTS ON THE GROWING POPULATION AND TRANSBAY RAIL
19 CROSSING ARE ABLE TO ADDRESS BUT NEW CROWDING CHALLENGES AMONG
20 OTHER CORRIDORS EXPRESS BUSSES AND OTHER RAIL SYSTEMS. KEY
21 CHALLENGE HERE NEW STRATEGIES BETTER ADDRESS TRAFFIC
22 CONGESTION AND TRANSIT OVERCROWDING AS WE GO INTO THE DRAFT
23 BLUEPRINT. NEXT SLIDE. WHAT ABOUT THE REGION'S DIVERSITY HOW
24 ARE WE ENSURING THE REGION PRESERVES DIVERSITY AND BECOMES
25 MORE DIVERSE IN THE FUTURE? ARE BAY AREA COMMUNITIES MORE



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Meeting Transcript

1 INCLUSIVE AS A RESULT OF THE DRAFT BLUEPRINT. WE SEEING
2 CHANGES IN THE HIGH RESOURCE AREAS BUT WE SEE BREAK DOWNS BY
3 GENTRIFICATION AND DISPLACEMENT IMPACT IN ATTACHMENT C. WE'RE
4 SEEING HIGH RESOURCE AREAS NOT NOMINATED IN THE --
5 HISTORICALLY, AT THE SAME TIME MANY OF THE TRANSIT-RICH AREAS
6 APPEAR AT RISK OF GENTRIFICATION AS WE'RE LOOKING AT
7 INCREASINGLY WEALTHY DEMOGRAPHIC PROFILE AND MUCH GROWTH
8 OCCURRING NEAR TRANSIT. SECOND WILL BAY AREA RESIDENTS BE ABLE
9 TO STAY IN PLACE CHALLENGING NEWS HERE NOT OVER THE LONG-TERM
10 WITHOUT FURTHER MITIGATION ROBUST RENTER PROTECTION STRATEGIES
11 IN THE DRAFT BLUEPRINT THOSE GAINS ARE REALLY ONLY A SHORT-
12 TERM RELIEF AND IF WE'RE TRYING TO ADDRESS LONG-TERM
13 DISPLACEMENT ADDITIONAL STRATEGIES OR ACTIONS WOULD BE
14 REQUIRED AND THIS CUES UP THE KEY CHALLENGE HERE WHICH IS
15 ENSURING WE CAN REDUCE RISK OF DISPLACEMENT SO MORE BAY AREA
16 RESIDENTS CAN STAY IN PLACE IN THE FINAL BLUEPRINT NEXT SLIDE.
17 WHAT ABOUT THE ENVIRONMENT AND THE HEALTH OF BAY AREA
18 RESIDENTS? THE DRAFT BLUEPRINT MOVING IN THE RIGHT DIRECTION
19 THERE? FIRST BAY AREA RESIDENTS HEALTHIER AND SAFER? YES WITH
20 KEY CAVEAT THAT MORE WOULD BE NEEDED FOR ROADWAY SAFETY IF WE
21 WANT TO IMPROVE OUR REGION. PROTECTING HOPELESS FROM SEA LEVEL
22 RISE AND RESILIENCE INVESTMENTS BUT ON THE ROADWAY SAFETY
23 FRONT WHILE WE'RE SEEING MEANINGFUL GAINS WE WOULD NEED MORE
24 STRATEGIES TO ACHIEVE THE ASPIRATIONAL GOALS OF VISION ZERO.
25 WHAT ABOUT THE ENVIRONMENT HOW ARE WE AFFECTING THE



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Meeting Transcript

1 ENVIRONMENT AS A RESULT OF THE DRAFT BLUEPRINT YOU SAW THE
2 GREENHOUSE GAS EMISSIONS SLIDE WE ARE SEEING MEANINGFUL GAINS
3 IN TERMS OF EIGHT PERCENTAGE POINTS OF IMPROVEMENT IN TERMS OF
4 PLANNED BAY AREA 2040 BUT MORE REDUCTIONS WILL BE NEEDED TO
5 ACHIEVE OR SURPASS THE STATE-MANDATED TARGET. KEY CHALLENGE
6 HERE IS HOW DO WE CLOSE THE GHG GAP IN A SUSTAINABLE AND
7 EQUITABLE MANNER? NEXT SLIDE LASTLY LET'S TALK ABOUT THE
8 ECONOMY AND I WANT TO ACKNOWLEDGE THAT THE ECONOMY HAS CHANGED
9 QUITE A BIT SINCE THE DRAFT BLUEPRINT STRATEGIES WERE
10 DEVELOPED. FIRST OF ALL JOBS HOUSING BALANCE. ARE WE SEEING
11 IMPROVEMENTS THERE AS A RESULT OF THE DRAFT BLUEPRINT IT
12 DEPENDS ON THE COUNTY AND THE PART OF THE REGION WE ARE SEEING
13 CLUSTERING OF HIGH INCOME JOBS IN SILICON VALLEY EVEN THOUGH
14 WORKERS MIGHT NOT GO TO THE JOB SITE EVERY DAY THEY MAY BE
15 TELEWORKING. HOUSING RICH COMMUNITIES IN EACH BAY AND NORTH
16 BAY STILL SEE MORE LIMITED JOB GROWTH SO IT'S REALLY
17 ACHIEVEMENT OF SOME OF THE JOBS HOUSING BALANCE ISSUES BY
18 MOVING HOUSING TO THE JOB AS OPPOSED TO THE OPPOSITE. THE BAY
19 AREA THRIVE IN THE FUTURE AGAIN THE ANSWER IS YES ESPECIALLY
20 SINCE SELECT STRATEGIES ARE EXPECTING TO SEE ROBUST GROWTH.
21 STRATEGIES AND INVESTMENTS INCLUDED IN THE DRAFT BLUEPRINT ARE
22 NOT FORECASTED TO DRAG DOWN THE REGION'S ECONOMY IN FACT THEY
23 HELP SUPPORT IT IN THE YEARS AHEAD AND THE ADDITIONAL TAX
24 MEASURES APPLIED TO HIGHER NUMBER RESIDENTS AND BUSINESSES
25 ENABLE THOSE TO GAINS OF THE REGIONAL ECONOMY ARE EQUITABLY



Meeting Transcript

1 SHARED BY LOW INCOME RESIDENTS, FOR EXAMPLE, CHILD CARE
2 STRATEGIES ARE REINVESTMENT IN LOW INCOME FAMILIES. KEY
3 CHALLENGE FOR THE VIBRANCE PART OF THE PLAN HOW CAN MORE
4 AMBITIOUS STRATEGIES BE EMPLOYED TO BRING HOMES CLOSER TO THE
5 WORKFORCE? NEXT SLIDE. I KNOW WE HAVE COVERED A TON OF
6 INFORMATION TODAY. BUT I WANT TO JUST SHOW THIS SLIDE BRIEFLY,
7 AND QUEUE UP WHAT WE ANTICIPATE WILL BE A LIVELY DISCUSSION AT
8 WORKSHOPS LATER THIS MONTH. I TALKED ABOUT A LOT OF THE
9 CHALLENGES, AND WE CAN'T FOLLOW THEM ALL BUT WE HAVE DONE OUR
10 BEST TO IDENTIFY THE FIVE BIGGEST CHALLENGES THAT HAVE NOT
11 BEEN FULLY ADDRESSED AND THOSE ARE THE FIVE ISSUES I SHARED
12 AND INCLUDE THE IN THE PREVIOUS SLIDE. WE WANT TO HEAR IDEAS
13 FROM YOU. SO THIS SLIDE REFLECTS SOME DIFFERENT BRAINSTORMING
14 IDEAS, SAYING, YOU KNOW, FROM INVESTMENT IN HIGH RESOURCE
15 AREAS, OR NEW STRATEGIES RELATED TO RAIL AND BUS, WORKFORCE
16 TRAINING PROGRAMS, TELECOMMUTING MANDATES, OFFICE DEVELOPMENT
17 CAPS AND THE LIKE. ALL OF WHICH COULD BE EMPLOYED IN THE FINAL
18 BLUEPRINT IF WE WANT TO MAKE HEADWAY ON SOME OF THESE KEY
19 CHALLENGES. AT THE WORKSHOPS LATER THIS MONTH, OUR
20 STAKEHOLDERS AS WELL AS THE PUBLIC, WE WILL BE LOOKING FOR
21 YOUR IDEAS ON STRATEGY REVISIONS OR NEW STRATEGIES TO HELP
22 ADDRESS THESE CHALLENGES. NEXT SLIDE. OF COURSE, AS WE
23 IDENTIFY REVISIONS, IT'S ESSENTIAL THAT WE KEEP LISTENING TO
24 LOCAL RESIDENTS, ESPECIALLY THOSE IN COMMUNITIES OF CONCERN.
25 WE HAVE ALREADY STARTED THIS BY DOING COMMUNITY-BASED



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Meeting Transcript

1 ORGANIZATION FOCUS GROUPS ON THE DRAFT BLUEPRINT. THESE ARE
2 REALLY MEANINGFUL IF YOU THINK ABOUT THE SORT OF STRATEGY
3 REVISIONS WE SHOULD MAKE IN THE FINAL BLUEPRINT TO MAKE SURE
4 THAT WE'RE ADDRESSING THE NEEDS OF RESIDENTS AND WHAT THEY'RE
5 ACTUALLY TELLING US FROM OUR AFFORDABLE HOUSING STRATEGIES TO
6 HOW YOU BRING INFRASTRUCTURE IN WAYS THAT DOESN'T CAUSE
7 DISPLACEMENT OR REDESIGNING I TRANSIT SYSTEM FOR THOSE WHO ARE
8 TRANSIT DEPENDENT THOSE ARE VIEWS THAT WE CAN CONTINUE TO WORK
9 TO ADDRESS AS PART OF THE FINAL BLUEPRINT STRATEGY. NEXT
10 SLIDE. FOURTH AND FINAL PART OF THE LENGTHY PRESENTATION ON
11 THE DRAFT BLUEPRINT WHICH IS NEXT STEPS AND THIS IS WHERE YOU
12 COME INTO THE PICTURE. WE WANT YOUR INPUT ON HOW TO ADDRESS
13 SOME OF THESE CHALLENGES. NEXT SLIDE. THERE ARE A LOT OF
14 OPPORTUNITIES FOR YOU TO GET ENGAGED AND TO GIVE US FEEDBACK.
15 WE RECOGNIZE THE FIRST INFORMATIONAL PRESENTATION IS JUST THE
16 TIP OF THE ICEBERG AND THAT FUTURE MEETINGS WILL HAVE
17 OPPORTUNITY TO DIG IN EVEN FURTHER AND LISTEN TO YOUR
18 FEEDBACK. HERE IS SOME WAYS THAT THE PUBLIC AS WELL AS YOU AS
19 STAKEHOLDERS CAN GET ENGAGED WE'RE DOING NINE COUNTY PUBLIC
20 WORKSHOPS AND 5 TELEPHONE TOWN HALLS IN MULTIPLE LANGUAGES
21 WE'LL BE HAVING THREE STAKEHOLDER WORKSHOPS ONE ON THE ON
22 ENVIRONMENT, ONE ON HOUSING AND ECONOMY AND THIRD ON EQUITY
23 THAT WILL BE SIMILAR IN NATURE TO THOSE THAT WE DID AS PART OF
24 THE DRAFT BLUEPRINT DEVELOPMENT PROCESS HERE AT 375 BEALE
25 STREET. WITH THESE WORKSHOPS UNLIKE THOSE FOR THE DRAFT



Meeting Transcript

1 BLUEPRINT WILL BE HELD VIRTUALLY SO WE'LL HAVE BREAK OUT ROOMS
2 FOR SMALLER CONVERSATIONS. OTHER WAYS TO ENGAGE, WE WILL HAVE
3 OFFICE HOURS FOR LOCAL JURISDICTION AND OTHER STAKEHOLDERS
4 WHERE YOU CAN SIGN UP ON [PLANNEDBAYAREA.ORG](https://plannedbayarea.org) WEB SITE FOR
5 FLYERS AND LISTENING LINE WHERE YOU CAN LEAVE VOICE MAIL
6 FEEDBACK ON THE DRAFT BLUEPRINT AND PROVIDE ADDITIONAL
7 COMMENTS THROUGH THE AUGUST 10TH PUBLIC COMMENT PERIOD. LASTLY
8 WE'RE DOING A POLL ON ALL OF THE STRATEGIES IN THE DRAFT
9 BLUEPRINT SO WE CAN USE THAT TO CONTINUE TO REFINE THINGS FOR
10 THE FINAL BLUEPRINT PHASE. LOTS OF WAYS TO GET ENGAGED OVER
11 THE NEXT MONTH WE HOPE YOU WILL JOIN US FOR THE NEXT WORKSHOPS
12 WE HAVE FOR THE PUBLIC AND STAKEHOLDER EVENTS. NEXT SLIDE. AS
13 WE LOOK FOR INPUT, I WANT TO UNDERSCORE WHAT WE'RE LOOKING FOR
14 HERE. IF YOU GO TO THE BLUEPRINT WEB SITE, ON
15 [PLANNEDBAYAREA.ORG](https://plannedbayarea.org), YOU CAN SEE BOTH THE INPUTS, THE
16 STRATEGIES AND THE OUTPUTS, THE OUTCOMES THAT DEAL WITH THOSE
17 STRATEGIES. WE WANT TO HEAR YOUR FEEDBACK ON ALL OF THAT. SO
18 MOST IMPORTANT IS HOW DO WE CHANGE THE STRATEGY TO GET US
19 CLOSER TO SOME OF THE OUTCOMES THAT WE ALL DESIRE AND HOW DO
20 WE ADDRESS SOME OF THE KEY CHALLENGES IN THE PROCESS? SO AS
21 STAKEHOLDERS WE HOPE YOU WILL GIVE US FEEDBACK ON STRATEGIES
22 TO ADD, MODIFY, OR REMOVE TO GET US TO THOSE GOALS. WHILE
23 CONTINUING TO ADVANCE EQUITY AND RESILIENCE AND MOVE TOWARDS
24 THE PLAN VISION. WE HAVE ALREADY STARTED THE PROCESS FOR
25 TRANSPORTATION, WORKING TO REFINE PROJECTS AND PERFORMANCE



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Meeting Transcript

1 CHALLENGES AND BUNDLE THEM INTO ADDITIONAL STRATEGIES FOR THE
2 FINAL BLUEPRINT BUT THERE IS MUCH MORE WORK AHEAD OVER THE
3 NEXT TO TWO MONTHS OF THE ELEMENT OF THE BLUEPRINT. NEXT
4 SLIDE. GREAT. THANK YOU. SO, JUST -- OH, IF YOU COULD GO BACK.
5 THANKS. SO WHAT'S NEXT IN THE PROCESS? AS I MENTIONED, THIS
6 MARKS THE RELEASE AND COMPLETION OF THE DRAFT BLUEPRINT PHASE
7 WE'LL NOW BE SPENDING TIME IN VIRTUAL WORKSHOPS AND ENGAGEMENT
8 OVER THE NEXT MONTH AND A HALF. AUGUST 10TH IS THE CLOSE OF
9 THE BLUEPRINT PERIOD AND WE'LL BRING TO BOARD IN SEPTEMBER THAT
10 WILL BE OPPORTUNITY TO SHARE WHAT WE HAVE HEARD FROM BAY AREA
11 RESIDENTS, FROM STAKEHOLDERS WITH THE ELECTED OFFICIALS. AFTER
12 THAT ACTIONS ON THE FINAL BLUEPRINT STRATEGY AND GEOGRAPHY
13 GROWTH STRATEGIES WE WILL DO ANOTHER ROUND OF MODELING
14 ANALYSIS AND RELEASE THE FINAL BLUEPRINT NO DECEMBER AND AT
15 THAT TIME REQUEST MTC AND ABAG FEEDBACK FOR FINAL PHASES OF
16 THE PLANNED BAY AREA 2050 PROCESS. DOING THE ENVIRONMENTAL
17 WORK AND CREATING THE FINAL PLANNED DOCUMENT. NEXT SLIDE. SO
18 THANK YOU FOR YOUR PATIENCE AS WE WENT THROUGH THIS LENGTHY
19 PRESENTATION ON THE DRAFT BLUEPRINT. I THINK AT THIS POINT
20 WE'RE GOING TO OPEN IT UP TO QUESTIONS OR COMMENTS YOU MIGHT
21 HAVE. I ENCOURAGE YOU TO TAKE A LOOK AT ALL THE DETAILED
22 MATERIAL ON THE STRATEGIES AND THE OUTCOMES FOR THE DRAFT
23 BLUEPRINT, AND INVITE YOU ALL TO JOIN FOR OUR STAKEHOLDER
24 WORKSHOPS WHERE WE WILL GET A CHANCE TO DIVE INTO THE CONTENT
25 IN DETAIL.



Meeting Transcript

1

2 **SPEAKER:** OKAY. THANK YOU DAVE. SO IF YOU HAVE A QUESTION
3 PLEASE TYPE IT INTO THE WINDOW. WE DO HAVE A FEW QUESTIONS
4 READY. ALSO IF YOU HAVE A LENGTHIER COMMENT PLEASE SEND IT TO
5 INFO AT PLANNEDBAYAREA.ORG AND THE COMMENT PERIOD ENDS AUGUST
6 10TH. SO THE FIRST QUESTION IS A CLARIFICATION QUESTION. WHAT
7 IS A HIGH RESOURCE AREA? DAVE, YOU'RE ON MUTE.

8

9 **DAVE VAUTIN:** THANK YOU. HIGH RESOURCE AREA IDENTIFIED BY THE
10 STATE OF CALIFORNIA AS A PLAY WITH WELL RESOURCED SCHOOLS,
11 PARKS, JOBS, THERE ARE A NUMBER OF THESE COMMUNITIES IN THE
12 BAY AREA THAT HAVE BEEN OFTEN EXCLUSIONARY. PLANNED BAY AREA
13 ENCOURAGING MORE GROWTH IN THOSE PLACES THROUGH CONSTRUCTION
14 OF NEW HOMES AS WELL AS ADDITIONAL DEVELOPMENT.

15

16 **SPEAKER:** NEXT QUESTION WHY IS SOUTH BAY SEEING HIGH GROWTH NO
17 HOUSING?

18

19 **DAVE VAUTIN:** THAT'S A GREAT QUESTION. SOMETHING WE HAVE BEEN
20 FOCUSED ON TRYING TO UNDERSTAND. SHORT ANSWER, ONE IS THE
21 SOUTH BAY HAS A VERY SPECIFIC TYPE OF EXISTING DEVELOPMENT.
22 THERE IS A LOT MORE LAND AVAILABLE THERE THAN IN PLACES LIKE
23 SAN FRANCISCO AND OAKLAND THAT WERE DEVELOPED IN PREVIOUSLY,
24 THE PARCEL SIZES ARE OFTEN LARGER WHICH MAKES THOSE AREAS MORE
25 RIPE FOR REDEVELOPMENT. A LOT OF THE DEVELOPMENT WAS BUILT



Meeting Transcript

1 SIGNIFICANT MID-20th CENTURY ERA, A LOT OF AGING STRIP MALLS
2 AND OFFICE PARKS, AGAIN, THESE ARE AREAS THAT REALLY ARE
3 PRIMED FOR NEW DEVELOPMENT IF THEY'RE ENABLED BY LOCAL,
4 REGIONAL AND STATE ACTION. BUT AS WE ANALYZE THE DRAFT
5 BLUEPRINT WHAT WE FOUND IS OUR STRATEGIES REALLY ENABLE
6 ADDITIONAL GROWTH POTENTIAL IN THOSE LOCATIONS THAT ARE CLOSE
7 TO SOME OF OUR, REALLY OUR LARGEST JOB CENTERS, SILICON
8 VALLEY. OF COURSE WE'RE INTERESTED IN HEARING YOUR FEEDBACK ON
9 WHETHER WE SHOULD ADJUST OUR STRATEGIES TO INCLUDE GROWTH IN
10 OTHER PARTS OF THE REGION. THAT'S WHAT WE'RE SEEING AT THIS
11 POINT IS A LOT OF GROWTH POTENTIAL DOWN IN THE SOUTH BAY AND
12 SOME OF THE KEY BENEFITS FROM IT.

13

14 **SPEAKER:** NEXT QUESTION. DID I READ THE LAST CHART CORRECTLY
15 THAT THE NEW DRAFT BLUEPRINT ANTICIPATES AN EVEN LOWER SHARE
16 OF JOB GROWTH FOR CONTRA COSTA COUNTY? IT IS NOT AIMING TO
17 INCREASE JOBS IN THE MORE SUBURBAN AREAS?

18

19 **DAVE VAUTIN:** SO WE INCLUDED SOME STRATEGIES TO TRY TO
20 ENCOURAGE MORE JOBS IN HOUSING RICH AREAS. ULTIMATELY THOSE
21 STRATEGIES DID NOT PROVE SIGNIFICANT ENOUGH TO ACHIEVE A LOT
22 OF GAIN. ONE NOTABLE EXCEPTION TO THAT, WAS SOME ADDITIONAL
23 GROWTH IN SOUTHERN ALAMEDA COUNTY, LIKE FREMONT, FOR EXAMPLE,
24 WHERE WE SAW A LITTLE BIT OF SKILL OVER JOB GROWTH ENCOURAGED
25 BY THE JOBS HOUSING AND OTHER STRATEGIES ON THE ECONOMIC SIDE.



Meeting Transcript

1 BUT ULTIMATELY JOBS LIKE TO CLUSTER WITH OTHER JOBS SO EVEN AS
2 MORE PEOPLE ARE TELECOMMUTING WE WERE SEEING GAINS IN TERMS OF
3 JOBS IN THOSE EXISTING JOB CENTERS INCLUDING SILICON VALLEY.
4 ULTIMATELY IT WILL BE UP TO HEARING FEEDBACK FROM YOU AND OUR
5 BOARDS WHETHER WE CONSIDER MORE ROBUST STRATEGIES TO TRY TO
6 FORCE THOSE JOBS TO DIFFERENT PARTS OF THE REGION, TO AVOID
7 THAT CLUSTERING EFFECT.

8

9 **SPEAKER:** GREAT. NEXT QUICKLY. GHG PROJECTIONS SHOULD EVALUATE
10 ACCELERATED EV ADOPTION SCENARIOS WHY ASSOCIATE PUBLIC TRANSIT
11 WITH AUTO? ARE YOU PROPOSING ALL ELECTRIC VEHICLES AS A FORM
12 OF PUBLIC TRANSIT?

13

14 **DAVE VAUTIN:** LET ME TRY TO BREAK THAT INTO TWO PARTS. FIRST OF
15 ALL LOOKING AT THE GREENHOUSE GAS EMISSIONS DATA FOR PLAN
16 2050, THE NUMBERS THAT WE'RE SHOWING BASICALLY DO NOT ACCOUNT
17 FOR THE SOURCE OF EFFICIENCY IMPROVEMENTS THAT OCCUR ON THE
18 STATE AND FEDERAL LEVEL WE'RE PRECLUDED FROM COUNTING THOSE
19 UNDER THE CARB REGULATION. WE'RE PREDICTING WHAT THE REGION'S
20 LOCAL AGENCIES MIGHT PROVIDE WE HAVE INCLUDED ADDITIONAL
21 ELECTRIFICATION OF AUTOMOBILE FLEET AS PART OF OUR CLIMATE
22 INITIATIVE STRATEGY IN DEVELOPMENT OF THE PLAN BUT WE ARE OPEN
23 TO SUGGESTION IN TERMS OF WHETHER THERE SHOULD BE EXPANDED
24 REGIONAL SUBSIDIES FOR EVS TO AUGMENT THE FEDERAL AND STATE
25 ACTION. JUST TO IMPORTANT CAVEAT HERE, THE REASON FOR THE



Meeting Transcript

1 STATE REQUIREMENTS NOT ACCOUNTING FOR THOSE THINGS IS THEY
2 DON'T WANT US TO DOUBLE COUNT THE EFFECTS. THEY WANT TO ENSURE
3 WHEN WE'RE TALKING ABOUT REDUCING GHG EMISSIONS BY NINE
4 PERCENT THAT'S INCLUDING STRATEGIES ON THE REGIONAL AND LOCAL
5 LEVEL.

6

7 **SPEAKER:** NEXT QUESTION DOES THIS PLAN ASSUME THAT ALL PUBLIC
8 TRANSPORTATION IS VEHICLES WILL BE REDUCED BY 2040 WHAT
9 PERCENT OF TRUCKS WILL BE 0-EMISSIONS?

10

11 **DAVE VAUTIN:** WE HAVE THE CLEAN FLEET IN PLACE FOR PUBLIC
12 TRANSPORTATION SO YES THE SYSTEM IS NOT EMITTING THE SAME
13 SORTS OF LEVELS AS IT IS TODAY HOWEVER I WOULD NOTE THAT
14 AGAIN, THE STATE TARGET DOES NOT INCLUDE TRUCKS OR BUSES. IT'S
15 JUST ABOUT CARS AND LIGHT DUTY TRUCKS. SO THAT'S REALLY
16 IMPORTANT. URSULA, COULD YOU READ THE SECOND PART OF THE
17 QUESTION?

18

19 **SPEAKER:** SURE. WHAT PERCENTAGE OF TRUCKS WOULD BE 0-EMISSIONS?

20

21 **DAVE VAUTIN:** THAT IS A GOOD QUESTION. WE ARE JUST ASSUMING
22 THAT BECAUSE THAT'S OUTSIDE OF THE JURISDICTION OF THE
23 GREENHOUSE GAS TARGET SET, THAT STATE REGULATION DICTATES THE
24 FUTURE OF FLEET METRICS FOR TRUCKS.

25



Meeting Transcript

1 **SPEAKER:** OKAY. GREAT. NEXT QUESTION. FINDINGS AND CHALLENGES
2 RELATED TO A MORE DIVERSE BAY AREA SEEM TIED TO AFFORDABLE
3 HOUSING LOOKING AT INCOME OF HOUSEHOLD IN DIFFERENT GEOGRAPHY
4 LIKE HIGH RESOURCE AREAS IS THERE FUTURE DATA THAT MTC IS
5 USING TO ACCESS RACIAL DIVERSITY IN THE SAME GEOGRAPHIES IN
6 ADDITION INCOME?

7

8 **DAVE VAUTIN:** THAT IS A GREAT QUESTION. OUR STRATEGIES ARE
9 DESIGNED TO INCREASE RACIAL DIVERSITY IN THESE HIGH RESOURCE
10 AREAS, HOWEVER, ALL MODELS HAVE CONSTRAINTS AND ONE OF THE
11 CONSTRAINTS OF OUR MODELS IS THAT WE DO LOOK AT DIFFERENT
12 TYPES OF HOUSEHOLDS BROKEN DOWN BY INCOME LEVELS BUT MOST
13 OTHER REGIONS IN THE COUNTRY, WE DO NOT FORECAST RACIAL
14 DEMOGRAPHICS ON THE LOCALIZED LEVEL. THAT MAKES IT A LITTLE
15 BIT DIFFICULT FOR US TO UNDERSTAND THE FUTURE RACIAL
16 DEMOGRAPHICS. WHILE WE SEE IMPROVEMENT IN TERMS OF SHARE OF
17 LOWER INCOME HOUSEHOLDS IN THESE PLACES THAT TELLS US THAT AT
18 LEAST FROM AN INCOME PERSPECTIVE WHICH IS OFTEN TIED TO RACIAL
19 DEMOGRAPHICS PERSPECTIVE THAT WE ARE MAKING THESE PLACES MORE
20 DIVERSE. IT'S NOT JUST A, YOU KNOW, A PREDOMINANTLY HIGH
21 INCOME, PERHAPS PREDOMINANTLY WHITE PLACE THAT IT'S BECOME
22 MORE DIVERSE.

23

24 **SPEAKER:** WE HAVE A COUPLE OF COMMENTS, AND I THINK WE MAY BE
25 AT THE END. ONE COMMENT IMPORTANT TO NOTE THAT WHILE IT IS



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Meeting Transcript

1 FREE GOVERNMENT TO REQUIRE MORE DEED RESTRICTED AFFORDABLE
2 HOUSING IT IS ADMINISTRATIVELY EXPENSIVE TO MONITOR ON AN
3 ANNUAL BASIS ONGOING DEVELOPER -- [INDISCERNIBLE] FRONT LOADED
4 -- 20 PLUS YEAR PERIOD. THAT'S ONE COMMENT. AND THEN ANOTHER
5 COMMENT, TRANSIT AGENCIES ARE UNDER CARB REQUIREMENTS TO HAVE
6 0-EMISSIONS FLEETS BY 2040. SO THAT -- IS

7

8 **DAVE VAUTIN:** OKAY.

9

10 **SPEAKER:** ANYONE ELSE?

11

12 **CLERK OF THE BOARD:** THERE IS A MEMBER OF THE PUBLIC WITH THEIR
13 HANDS RAISED.

14

15 **URSULA VOGLER:** OKAY.

16

17 **CLERK OF THE BOARD:** FIRST UP IS CINDY WINTER. GO AHEAD AND
18 UNMUTE YOURSELF CINDY.

19

20 **SPEAKER:** THANK YOU MARTHA. I HAD A COMMENT, BUT I'M GOING TO
21 SEND IT IN WRITING, BECAUSE IT'S FAIRLY DETAILED AND
22 TECHNICAL. SO I'LL SEND IT TO URSULA VOGLER AT THE SITE THAT
23 SHE JUST TOLD US ABOUT ON INFO PLANNEDBAYAREA.ORG. THAT'S MY
24 COMMENT FOR THIS MOMENT. THANK YOU.

25



Meeting Transcript

1 **CLERK OF THE BOARD:** OKAY. NEXT UP WE HAVE RICH HEDGES. RICH,
2 GO AHEAD AND UNMUTE YOURSELF.

3

4 **RICHARD HEDGES:** HI DAVE, CAN YOU HEAR ME?

5

6 **CLERK OF THE BOARD:** WE CAN HEAR YOU. GO AHEAD.

7

8 **RICHARD HEDGES:** DAVE, ONE OF THE QUESTIONS I'VE ALWAYS HAD
9 ABOUT MOVING JOBS TO MORE HOUSING RICH AREAS, FOR INSTANCE,
10 THE MORE SUBURBAN MARKETS IN THE EAST, I ASSUME THAT'S WHAT
11 WE'RE TALKING ABOUT, IS IT SORT OF PLAYING WHACK A MOLE WHEN
12 YOU START MOVING LARGE NUMBER OF JOBS YOU START RAISING THE
13 ISSUE OF RISING RENTS IN THOSE AREAS DON'T WE JUST KEEP MOVING
14 PEOPLE AROUND SEARCHING FOR LOWER AND LOWER RENTS FARTHER AND
15 FARTHER AWAY FROM WHERE WE HAVE CONCENTRATION OF JOBS? SEEMS
16 TO BE THE ANSWER WOULD MORE LIKELY BE TO BUILD AS MUCH HOUSING
17 AS POSSIBLE THROUGHOUT THE BAY AREA INCLUDING IN JOB RICH
18 AREAS. THANK YOU.

19

20 **CLERK OF THE BOARD:** OKAY. AND LASTLY, WE HAVE ALETA DUPREE. GO
21 AHEAD ALETA, UNMUTE YOURSELF.

22

23 **SPEAKER:** THANK YOU. GOOD MORNING COMMITTEE. ALETA DUPREE FOR
24 THE RECORD. AS I DIGEST THIS PRESENTATION, I'M SURE I'LL BE
25 REPLAYING IT. I THINK WE ARE GOING TO BE LOOKING AT SOME NEW



Meeting Transcript

1 NORMALCY THAT REALLY WEREN'T FORECAST BEFORE. AND I THINK
2 PROBABLY THE BIG ELEPHANT IN THE ROOM RIGHT NOW IS THE
3 POTENTIAL FOR TELECOMMUTING. AND I HAVE ALWAYS SUPPORTED
4 TELECOMMUTING, AND ONE WAY THAT WE CAN MAKE A COMMUNITY MORE
5 AFFORDABLE IS IT IF A PERSON DOESN'T HAVE TO SPEND AS MUCH ON
6 TRANSPORTATION. ESPECIALLY IF THEY HAVE TO RIDE MULTIPLE
7 SYSTEMS. AND NOW TELECOMMUTING OF COURSE CAN REALLY CHANGE THE
8 GAME BECAUSE NOW IF A PERSON DOESN'T HAVE TO REPORT TO WORK
9 THEY CAN BASICALLY WORK FROM ANYWHERE IN THE WORLD WHERE THEY
10 CAN HAVE AN INTERNET CONNECTION SO THINK ABOUT MOVING TO
11 NEVADA WHERE THERE IS NO STATE INCOME TAX. SO THESE ARE THINGS
12 THAT WE SHOULD BE MINDFUL OF. I DON'T THINK IT HAS TO BE AT
13 THE EXPENSE OF PUBLIC TRANSPORTATION. BUT CERTAINLY I THINK
14 THERE ARE TOO MANY CARS ON THE ROAD AND CARS SHOULD BE
15 ELECTRIC ANYWAY. SO LET'S SEE WHAT WE CAN DO WITH NEW NORMALS.
16 THANK YOU.

17

18 **CLERK OF THE BOARD:** THANK YOU ALETA. THAT WAS THE LAST
19 ATTENDEE WITH THEIR HAND RAISED.

20

21 **URSULA VOGLER:** LAST COMMENT: I AM THINKING AMAZON TRUCKS ARE
22 IN THE LIGHT TRUCK CATEGORY. COULD REQUIRING THEM TO BECOME
23 ZERO-EMISSION BE A STRATEGY FOR REDUCING GHG EMISSIONS? DAVE,
24 WE CAN'T HEAR YOU.

25



Meeting Transcript

1 **DAVE VAUTIN:** THANK YOU. REQUIRING DELIVERY TRUCKS COULD BE
2 IMPORTANT IN THE CLIMATE STRATEGY HOWEVER AMAZON TRUCKS ARE IN
3 THE MEDIUM DUTY CATEGORY WHICH OUR STRATEGY WOULDN'T COUNT IN
4 CLOSING THE GREENHOUSE GAS. LIGHT DUTY TRUCKS ARE PICK UP
5 TRUCKS, FOR EXAMPLE. ALL RIGHT. I THINK -- I GUESS WE HAVE
6 MADE OUR WAY THROUGH ALL OF THE QUESTIONS THERE. ONE LAST
7 REMARK AND THEN I'M GOING TO TURN IT OVER TO RALLY FOR OUR
8 NEXT ITEM ON TRANSPORTATION IN THE FINAL DRAFT BLUEPRINT. WE
9 HAVE SENT OUT INVITES FOR THE UPCOMING STAKEHOLDER WORKSHOPS
10 IN LATE JULY AND EARLY AUGUST. HOPEFULLY YOU WILL HAVE TIME TO
11 SOAK IN THE ANALYSIS THAT'S BEEN COMPLETED HERE AND JOIN US
12 FOR THAT DISCUSSION. WE ARE E ARE GAR TO GET YOUR FEEDBACK ON
13 WHAT'S WORKING AND NOT WORKING IN THE DRAFT BLUEPRINT IS HOW
14 WE TACKLE THE HEFTY CHALLENGES OVER THE SUMMER. THANK YOU. I
15 WILL NOW TURN IT OVER TO RALEIGH, AND ADAM ON THE
16 TRANSPORTATION ELEMENT.

17

18 **RALEIGH MCCOY:** THANK YOU DAVE. IF WE COULD QUEUE UP THE SLIDE
19 DECK. THANK YOU. GOOD MORNING EVERYONE MY NAME IS RALEIGH
20 McCOY. WITH THE PLANNING SECTION OF MTC AND ABAG I WILL BE
21 PROVIDING A PRESENTATION THAT WE'LL BE TAKING TO JOINT MTC AND
22 ABAG PLANNING COMMITTEES THIS WEEK ON PROVIDING STAFF PROPOSAL
23 FOR THE DRAFT BLUEPRINT. LAST MONTH WE SHOWED A PREVIEW OF
24 FUNDING FOR A HANDFUL OF PROJECTS THIS MONTH WE CONTINUE TO
25 MOVE FORWARD FOR PROPOSAL OF THE FINAL BLUEPRINT WE'LL BE



Meeting Transcript

1 SHOWING UPDATE ON THE PROJECTS THAT WILL BE RECOMMENDED TO
2 RECEIVE REGIONAL FUNDING ADDITIONALLY IN THIS PRESENTATION
3 WE'LL BE HIGHLIGHTING KEY INFORMATION PRIMARILY THE SEQUENCING
4 OF WHEN REGIONAL FUNDS WILL BE RECOMMENDED TO BE ASSIGNED TO
5 THE REGIONAL PROJECTS AS WELL AS INFORMATION ON THE REGIONAL
6 MAGNITUDE ON RECOMMENDED FUNDING FOR THE PROJECTS IN THE NEXT
7 WEEKS WE'LL BE TAKING THIS INFORMATION TO STAFF AT COUNTY
8 TRANSPORTATION AGENCIES AS THEY FINALIZE FISCALLY CONSTRAINED
9 PROJECT LIST WITH PROJECT LISTS IN TURN FEEDING BACK INTO THE
10 PROPOSAL FOR THE TRANSPORTATION ELEMENT OF THE FINAL
11 BLUEPRINT. NEXT SLIDE PLEASE. BRIEFLY RECAP WHERE WE HAVE BEEN
12 OVER THE COURSE OF THE PROCESS. IDENTIFICATION OF WHICH
13 PROJECTS WERE COMPETITIVE WERE IDENTIFIED IN 2019 WHEN AROUND
14 100 MAJOR PROJECTS WERE SUBMITTED FOR ANALYSIS FOR THE
15 ASSESSMENT PROCESS. EVALUATED ON COST EFFECTIVENESS EQUITY AND
16 ALIGNMENT WITH PLANNED BAY AREA 2050 GUIDELINES AND
17 PRINCIPLES. TEN WERE IDENTIFIED AS A RESULT OF THE ANALYSIS.
18 REMAINING 90 PROJECTS ANALYSIS IDENTIFIED AREAS WHERE PROJECTS
19 FELL SHORT AND IDENTIFIED PROJECTS THAT COULD BE INCLUDED IN
20 PROJECT MODIFICATION OR COMPLIMENTARY STRATEGIES SPONSORS WERE
21 ABLE TO LEVERAGE TO INCLUDE PROJECT PERFORMANCE THROUGH THE
22 COMMIT LETTER PROCESS WITH THE COMMITMENT LETTERS BEING
23 RECEIVED IN APRIL OF THIS YEAR. NEXT MAJOR DELIVERABLE WAS THE
24 DRAFT COUNTY PROCESS RECEIVED IN MARCH FOR CTAS IDENTIFIED BY
25 PROJECTS BASED ON REVENUE AVAILABLE. INCLUDED PROJECTS



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Meeting Transcript

1 EVALUATED IN THE PROJECT ASSESSMENT ALONG WITH PROJECTS IN
2 PROBLEMATIC AREAS. INSUFFICIENT OF COST FOR PROGRAM GAPS MAY
3 BE FILLED BY USING REVENUE SOURCE OUTSIDE OF THE COUNTY'S
4 CONTROL REFERRED TO AS REGIONAL DISCRETIONARY REVENUES IN THE
5 PLANNING CONTEXT. BASED ON PERFORMANCE THE COMMITMENT LETTERS
6 WERE APPLICABLE AND THE AMOUNT OF REGIONAL FUNDING AVAILABLE
7 STAFF AT MTC AND ABAG HAVE PREPARED AN INITIALLY
8 RECOMMENDATION FOR FUNDING WE'LL PRESENT TO THE COMMITTEE THIS
9 IS WEEK AND FULL SET OF RECOMMENDATIONS ARE IN ATTACHMENT B OF
10 YOUR PACKET WHERE YOU WILL SEE INFORMATION ARE FOR THE
11 PROJECTS IN TERMS OF THE MAGNITUDE OF REGIONAL FUNDING
12 RECOMMENDED AS WELL AS AGAIN THE SEQUENCING. JUST TO BRIEFLY
13 HIGH LIGHT NEXT STEPS FOR PARTNERS ARE WE HAVE INITIATED THE
14 PROCESS OF MEETING WITH EVERYONE ONE-ON-ONE TO GO OVER THE
15 FISCALLY CONSTRAINED PROJECT LIST AND WE'RE ASKING CTAS RETURN
16 THOSE TO US BY THE END OF JULY AND ADDITIONALLY WE'RE ASKING
17 FOR BOARD ACTION ON COMMITMENT LETTERS BY THE END OF AUGUST.
18 NEXT SLIDE PLEASE. AS I REFERENCED ON THE PREVIOUS SLIDE PER
19 GUIDANCE FROM THE CALIFORNIA AIR RESOURCES BOARD THE FINAL
20 BLUEPRINT OF PLANNED BAY AREA 2050 THE TRANSPORTATION ELEMENT
21 OF THAT IS SPLIT INTO TWO TIME PERIODS 2021 TO 2035 AND 2036
22 TO 2050 EFFORT TO CLOSELY ALIGN PROJECTED INVESTMENTS WITH
23 PROJECTED REVENUES WILL BE AVAILABLE. AS WE SHARED IN JUNE
24 REVENUES IN THE FIRST HALF OF THE PLAN ARE SUBSTANTIALLY
25 LIMITED COMPARED TO REVENUES IN THE SECOND HALF DUE TO A



Meeting Transcript

1 NUMBER OF FACTORS INCLUDING A REDUCTION IN NEAR TERM REVENUES
2 DUE DOWNRIGHT ECONOMIC RECESSION. AS WELL AS NEW RETCH NEWS IN
3 THE LATTER HALF OF THE PLAN. GIVEN THE NATURE OF THE REVENUES
4 IN PERIOD ONE RECOMMENDATIONS PRIORITIZE PROJECTS THAT ADVANCE
5 EQUITY AND WILL HELP CONTRIBUTE TOWARD OUR SB 375 GREENHOUSE
6 GAS EMISSIONS REDUCTION GOALS PERIOD TWO MORE CAPACITY
7 AVAILABLE THERE ARE A NUMBER OF HIGHER COST TRANSIT AND ROAD
8 PROJECTS RECOMMENDED. RECOGNIZING OF COURSE THESE ARE REGIONAL
9 PRIORITIES DUE TO THE FISCAL REALITIES OF THE FUNDS AVAILABLE
10 THESE PROJECTS ARE RECOMMENDED FOR THE SECOND HALF OF THE
11 PLAN. WE HAVE RECEIVED QUESTIONS ON WHAT THE IMPLICATIONS OF A
12 PROJECT BEING IN THE SECOND HALF OF THE PLAN ARE JUST TO
13 PROVIDE MORE CONTEXT THERE PROJECTS THAT ARE INCLUDED IN THE
14 SECOND HALF OF THE PLAN ARE STILL INCLUDED IN PLANNED BAY AREA
15 2050 WHICH MEANS THEY CAN MOVE FORWARD WITH PROJECT
16 DEVELOPMENT AND ENVIRONMENTAL WORK. AND REALLY THE PRIMARY
17 IMPLICATION OF A PROJECT BEING LISTED WITH AN OPEN YEAR IN
18 PERIOD TWO IMPLEMENTATION WILL BE IMPACTED IF THEY WOULD LIKE
19 TO BE IMPLEMENTED IN THE FIRST YEARS OF THE PLAN REQUIRING
20 ADMINISTRATIVE ACTION TO ADDRESS THE OPEN YEAR OF THE PLAN.
21 HOWEVER UNDERSTANDING OF COURSE THAT SITUATIONS MAY --
22 CIRCUMSTANCES MAY CHANGER FOR A PROJECT AND FUNDING MAY BECOME
23 AVAILABLE MTC AND ABAG STAFF WILL PLAN TO DEVELOP A SYSTEMIC
24 PROCESS TO GUIDE PROJECTS THROUGH THAT PROCESS MOVING FROM
25 PERIOD TWO TO PERIOD ONE AND THIS IS SOMETHING THAT WOULD BE



Meeting Transcript

1 DEVELOPED IN THE YEAR 2021. NEXT SLIDE. MOVING INTO THE
2 PROPOSAL NOW, THE RECOMMENDATIONS FOR THE TRANSPORTATION
3 ELEMENT OF PLANNED BAY AREA 2050 FINAL BLUEPRINT TOTAL
4 INVESTMENT OF AROUND \$550 BILLION ACROSS THE PERIOD 140
5 BILLION OF THAT CONSIDERED REGIONAL DISCRETIONARY AND
6 REMAINDER -- TRANSPORTATION SYSTEM CONSUMES OVER TWO THIRDS OF
7 THE INVESTMENT IN THE PLAN REMAINING REVENUES DIRECTED TOWARDS
8 STRATEGIES INCLUDE INVESTMENTS THAT EXPAND OUR ROAD NETWORKS
9 AS WELL AS INVESTMENT IN POLICY BASED STRATEGIES THAT REDUCE
10 TRANSIT FARE COST OR PRICE FREEWAY DRIVING FOR EXAMPLE, IN
11 LOOKING NOW AT THE REGIONAL DISCRETIONARY INVESTMENTS IN THE
12 CHART AT THE BOTTOM RIGHT UNDER HALF OF ALL REGIONAL
13 DISCRETIONARY REVENUES IN THE PLAN ARE RECOMMENDED FOR
14 INVESTMENT WITH TRANSIT PROJECTS IN ALIGNMENT WITH EQUITY
15 GOALS. FUNDING SIMULTANEOUSLY ASSIGNMENTS ARE OPERATIONAL COST
16 USING TO FUND THE SYSTEMS THAT WE MAINTAIN TODAY ROAD
17 INVESTMENTS SHOWN IN YELLOW ACCOUNT FOR 50 PERCENT OF ALL
18 REGIONAL DISCRETIONARY INVESTMENT. NEXT SLIDE. IN THE NEXT TWO
19 SLIDES I'LL HIGHLIGHT SOME EARLY FINDINGS FROM ANALYSIS
20 CONDUCTED IN ACCORDANCE WITH TITLE SIX REGULATIONS. FIRST
21 THING TO HIGHLIGHT HERE AS I SAID ON THE PREVIOUS SLIDE TWO
22 THIRDS OF ALL TRANSPORTATION INVESTMENTS ARE DIRECTED TOWARDS
23 MAINTAINING OUR EXISTING SYSTEM THE CHART TOP LEFT SHOWS
24 INVESTMENTS IN EXISTING TRANSIT SYSTEM BENEFIT MINORITY
25 RESIDENTS OVER WHITE RESIDENTS BASED ON THE DEMOGRAPHIC



Meeting Transcript

1 PROFILE OF TODAY'S TRANSIT USERS. THIS LAYS AN EQUITABLE
2 FOUNDATION FOR THE BLUEPRINT. BOTTOM LEFT SHOWS TRANSPORTATION
3 STRATEGIES ASIDE FROM OPERATING OUR EXISTING SYSTEM BENEFIT
4 MINORITY OR WHITE RESIDENTS AND WE CAN SEE THAT INVESTING IN
5 ROAD PROJECTS USED TOWARD BENEFITTING WHITE USERS WHILE
6 INVESTING IN TRANSIT RESULTS IN AN EVEN SPLIT. NEXT SLIDE.
7 FOCUSING NOW ON TRANSIT STRATEGIES OUTSIDE OF JUST MAINTAINING
8 OUR EXISTING SYSTEM BUT LAYERING ON TOP OF THAT THE APPROACH
9 TO CRAFTING THE FINAL BLUEPRINT WAS TO PRIORITIZE PROJECTS IN
10 THE 15 YEARS OF THE PLAN INCLUDING NUMBER OF INVESTMENT IN
11 BART AND BUS SERVICE. CHART ON THE LEFT USER INCOME AND RACE
12 BROKEN UP BY TIME PERIOD SHOWN BROKEN UP EVEN IN THE FIRST 15
13 YEARS OF THE PLAN. THIS UNDER SCORES THE NEED FOR MORE
14 STRATEGIC ACTION TO ADVANCE EQUITY GOALS INCLUDING ADVANCE
15 STRATEGIES FOR MEANS-BASED OR TRANSIT FARES TO REDUCE COST OF
16 TAKING TRANSIT. NEXT SLIDE. FOR THE SECOND HALF OF THIS
17 PRESENTATION I'LL BE DIVING INTO MORE DETAIL ON THE REVISED
18 REGIONAL DISCRETIONARY FUNDING MEMORIAL MECHANISMS FOR THE
19 TRANSPORTATION ELEMENT. NEXT SLIDE. AND THE NEXT COUPLE OF
20 SLIDES ARE ORGANIZED HIGHLIGHTING EXAMPLE KEY PROJECTS
21 RECOMMENDED FOR REGIONAL FUNDING FOR EACH OF THE FOUR
22 TRANSPORTATION STRATEGIES HIGHLIGHTED ON THE SCREEN AND AGAIN
23 WE'LL BE PROVIDING MORE INFORMATION ON THE RECOMMENDATIONS BY
24 TIME PERIOD. I WANT TO DIRECT YOU ALL TO ATTACHMENT B WITH THE
25 FULL SET OF RECOMMENDATIONS ARE INCLUDED AND HIGHLIGHTED.



Meeting Transcript

1 THESE ARE JUST A FEW EXAMPLE PROJECTS THAT WE'LL BE GOING OVER
2 TODAY. NEXT SLIDE. BEFORE I GET STARTED, AS DAVE HIGHLIGHTED
3 IN THE PREVIOUS PRESENTATION, ANALYSIS OF A MORE LIMITED SET
4 OF TRANSPORTATION INVESTMENT IN THE DRAFT BLUEPRINT SHOWED
5 THAT PER CAPITA GREENHOUSE GAS EMISSIONS REDUCTIONS FELL SHORT
6 OF THE SB 375 MANDATED TARGET BY AT LEAST SEVEN PERCENTAGE
7 POINT GAP. WHILE THE FINAL BLUEPRINT INCLUDES A NUMBER OF
8 INVESTMENTS IN TRANSIT THAT MAY HELP CLOSE THE GAP IT INCLUDES
9 EXPANDED ROADWAY CAPACITY WHICH COULD MOVE THE NEEDLE IN
10 OPPOSITE DIRECTION BY INCENTIVIZING MORE DRIVING.
11 RECOMMENDATIONS SHARED IN THE UPCOMING SLIDES MAY NEED TO BE
12 REVISITED BASED ON GREENHOUSE GAS EMISSIONS PERFORMANCE. STAFF
13 HAS BEGUN THE PROCESS OF NEGOTIATING SPONSORS OF ROAD CAPACITY
14 PROJECTS IN RESPONSE TO GREENHOUSE GAS EMISSIONS MITIGATION
15 MEASURES. NEXT SLIDE. WHILE A NUMBER OF SMALLER INTERCHANGE
16 AND HIGHWAY IMPROVEMENTS ARE FULLY FUNDED THROUGH COUNTY
17 BUDGET FUNDS, SEVERAL LARGER SCALE PROJECTS WITH REGIONAL
18 IMPACTS ARE SCHEDULED TO RECEIVE REGIONAL FUNDING. IN THE
19 FIRST 15 YEARS OF THE PLAN THAT INCLUDES IMPROVEMENTS ON SR37
20 CORRIDOR OPTIMIZATION OF FREEWAY NETWORK AND INVESTMENTS ON
21 SR4 AND SR239 CORRIDORS. LATTER HALF OF THE PLAN REGIONAL
22 FUNDS ARE RECOMMENDED TOWARDS SR37 FINAL PROJECT FOR FINISHING
23 THE 868012 INTERCHANGE IMPROVEMENT PROCESS AND IMPROVEMENTS ON
24 SR262. A NUMBER OF SMALLER INVESTMENTS ARE ALSO INCLUDED FOR
25 RECOMMENDATION IN THE FINAL BLUEPRINT. INCLUDING I880



Meeting Transcript

1 WESTBOUND TRUCK SCALES A IMPROVEMENTS AT -- JUNCTION IN NAPA.
2 REFERENCED ON THE PREVIOUS SLIDE PROJECTS THAT INCREASE
3 ROADWAY CAPACITY SHOWN HERE WITH AN ASTERISK IN THE BOXES ARE
4 RECOMMENDED FOR FINAL INCLUSION WITH ADDITIONAL GREENHOUSE GAS
5 EMISSIONS MITIGATION MEASURES. NEXT SLIDE. THE STRATEGY TO
6 ENHANCE LOCAL FREE CAPACITY INVESTMENT IN PERIOD ONE TO
7 ADVANCE PROGRESS TOWARDS CLIMATE AND EQUITY GOALS INCLUDED IN
8 THE STRATEGY ARE A NUMBER OF IMPROVEMENTS TO BUS SERVICE
9 THROUGHOUT THE REGION INCLUDING NETWORK INVESTMENTS FOR AC
10 TRANSIT, MUNI AND SONOMA COUNTY, ALL SMALLER INVESTMENTS
11 SIGNAL PRIORITY, IMPROVEMENTS TO BUS STOPS AND SMALLER SCALE
12 FREQUENCY BOOST TO LOCAL NETWORKS. NEXT SLIDE. INVESTMENT IN
13 THIS STRATEGY SEEK TO MODERNIZE AND EXTEND THE REGIONAL RAIL
14 NETWORK THE STRATEGY INCLUDES SEVERAL INVESTMENT IN THE BART
15 SYSTEM, CORE CAPACITY TO SILICON VALLEY AND DUMBARTON
16 INCLUDING RAIL INVESTMENT IN THE SECOND HALF OF THE PLAN
17 INCLUDING TRANSBAY RAIL CROSSING OAKLAND AND SAN FRANCISCO AND
18 A NUMBER OF PROJECTS THAT FEED INTO SUPPORTING THE INVESTMENT
19 INCLUDING FREQUENCY INCREASES ON CALTRAIN EXTENSION AND VALLEY
20 LINK PROVIDING A CONNECTION BETWEEN SAN JOAQUIN VALLEY AND THE
21 REST OF THE BAY AREA. ADDITIONALLY SEVERAL LIGHT RAIL PROJECTS
22 IN THE STRATEGY FOR INVESTMENTS AREAS SUCH AS GRADE
23 SEPARATIONS OR GENERAL STATION ENHANCEMENT. NEXT SLIDE.
24 FINALLY CONTINUING TO THE REGION'S FREEWAY NETWORK THE
25 STRATEGY ENVISIONS NEXT GENERATION FREEWAY NETWORK FOR



Meeting Transcript

1 CARPOOLERS. REGIONAL EXPRESS LANES NETWORK WITH INVESTMENTS
2 DIRECTED TO THE FIRST HALF OF THE PLAN. SEVERAL EXPRESS BUS
3 ROUTES WOULD OPERATE LIMITED EXPRESS BUS LANES NETWORK FROM
4 DIRIDON STATION TO TRANSIT CENTER IN SAN FRANCISCO TO VALLEJO
5 TO SF AIRPORT VIA SAN FRANCISCO AND TO OAKLAND AND DUMBARTON
6 BRIDGE. ON THE CORRIDORS I 680 EAST BAY TRANSIT LINE TO
7 SUPPLEMENT INVESTMENTS NOTING HERE THE ASTERISK WITH THE
8 REGIONAL EXPRESS LANES NETWORK WIDENING PROJECTS HERE ARE
9 RECOMMENDED INTENTIONAL ON GREENHOUSE GAS EMISSIONS
10 RECOMMENDATIONS. NEXT SLIDE. RECOMMENDATIONS PRESENTED HERE
11 TODAY WILL HELP INFORM THE DEFINITION OF SEVERAL
12 TRANSPORTATION STRATEGIES IN THE FINAL BLUEPRINT HOWEVER THE
13 STRATEGIES IN QUESTION ARE ONE COMPONENT OF ONE ELEMENT OF THE
14 FINAL BLUEPRINT AND STAFF ARE CURRENTLY AT WORK PREPARING FOR
15 THE NEXT ROUND OF PUBLIC ENGAGEMENT ON THE FINAL BLUEPRINT TO
16 HELP FURTHER INFORM THE DEFINITION FOR STRATEGIES FOR
17 TRANSPORTATION, HOUSING, THE ECONOMY AND THE ENVIRONMENT IN
18 ORDER TO FINALIZE THE PROPOSAL SO WE CAN BEGIN ANALYSIS. TO
19 TOUCH ON OUTREACH IN THE COVID ERA STAFF AT MTC AND ABAG HAVE
20 PUT TOGETHER ENGAGEMENT WITH ONLINE AND OFFLINE STARTING IN
21 MID-JULY STAFF WILL HOST 15 DIGITAL PUBLIC WORKSHOPS
22 COMPLIMENTED BY TOWN HALLS AND OPTIONS FOR ENGAGING WITH
23 INTERNET ACCESS ADDITIONAL TOW ENGAGE THE REGION'S INDIGENOUS
24 COMMUNITY WE'LL BE HOSTING A TRIBAL SUPPLEMENT -- SUMMIT. WE
25 ARE HOSTING TWO EXTENDED WORKSHOPS AS WELL AS EXTENDED WORKING



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Meeting Transcript

1 GROUP WORKSHOP LATER THIS MONTH AND WE HOPE YOU ALL CAN
2 PARTICIPATE. NEXT SLIDE. TO CLOSE OUT THE PRESENTATION, IN MAY
3 MTC AND ABAG STAFF HELD FOCUS GROUPS FROM COMMUNITY-BASED
4 ORGANIZATIONS SERVING GROUPS FROM DISADVANTAGED COMMUNITIES
5 INCLUDING PEOPLE WITH DISABILITY IMMIGRANTS LOW INCOME PEOPLE
6 AND WE WANT TO CLOSE THE PRESENTATION BY HIGHLIGHTING DIRECT
7 QUOTES. COMMON THEMES THERE WAS A BROAD INTEREST IN ORIENTING
8 INVESTMENTS TOWARDS THE TYPES OF TRIPS THAT LOW INCOME PEOPLE
9 TAKE INCLUDING WEEKEND AND OFF PEAK COMMUTES. HIGHLIGHTING THE
10 SHORTCOMINGS OF THE EXISTING SYSTEM INCLUDING BARRIERS TO
11 ACCESSING DISCOUNT PROGRAMS AND TRANSFERS BETWEEN SYSTEMS. ONE
12 QUOTE THAT'S SHOWN ON THE SCREEN SUMS IT UP BEST. THIS PERSON
13 SAID I JUST WANT THE BUS TO BE NEW, CLEAN, AND NOT BREAK DOWN.
14 AS WE CONTINUE TO THINK THROUGH THE PROPOSAL FOR THE FINAL
15 BLUEPRINT OVER THE COMING MONTHS INFO LIKE THIS WILL BE
16 CRITICAL TO PROPOSE AND ADVANCE EQUITY AND MEET THE NEEDS OF
17 THE MARGINALIZED COMMUNITIES. TO WRAP UP, FOR RECOMMENDATIONS
18 TODAY MILESTONES COMING UP ON THE SLIDE ENGAGEMENT IN JULY AND
19 INTEND TO RETURN IN SEPTEMBER TO SHARE THE PROPOSAL. AND WITH
20 THAT MY COLLEAGUES AND I CAN TAKE ANY QUESTIONS.

21

22 **URSULA VOGLER:** OKAY. THANKS RALEIGH. IF YOU HAVE A QUESTION,
23 PLEASE TYPE IT IN THE CHAT OR RAISE YOUR HAND AND MARTHA CALL
24 ON YOU. FIRST QUESTION. OUT OF THE FIRST 90 PROJECTS THAT FELL



Meeting Transcript

1 SHORT, HOW MANY ADVANCED INTO FINAL STRATEGIES AND HOW MANY
2 WERE EXCLUDED?

3

4 **RALEIGH MCCOY:** THAT IS A GOOD QUESTION. I CAN GET BACK TO YOU
5 WITH AN EXACT NUMBER BUT OFF THE TOP OF MY HEAD, I WOULD GUESS
6 AROUND 20 OR SO BUT WE CAN FOLLOW UP WITH AN EXACT NUMBER.

7

8 **URSULA VOGLER:** OKAY. NEXT QUESTION. CAN YOU ELABORATE ON WHAT
9 NEW TRANSBAY RAIL CROSSING PHASE ONE CONSISTS OF AND WHY IT
10 HAS TO WAIT UNTIL 20 35?

11

12 **RALEIGH MCCOY:** I CAN START OFF AND I CAN ENCOURAGE ANY OF MY
13 COLLEAGUES TO JUMP IN WITH ADDITIONAL INFORMATION. KEY
14 HIGHLIGHT IS PHASE ONE REFERENCES THE FACT THAT EARLIER IN THE
15 HORIZON PROCESS SEVERAL MORE EXPANSIVE TRANSBAY RAIL CROSSING
16 DESIGNS WERE EVALUATED INCLUDING CROSSINGS THAT EXTENDED FROM
17 OAKLAND TO SAN FRANCISCO AND SERVED MULTIPLE STOPS WITHIN SAN
18 FRANCISCO FOR THE FINAL BLUEPRINT THE PHASE ONE JUST REFERS TO
19 TRANSBAY RAIL CROSSING THAT LINKS OAKLAND WITH SAN FRANCISCO
20 ACKNOWLEDGING THAT FUTURE EXTENSIONS MAY BE POSSIBLE. AND WHY
21 IT COULDN'T -- WHY IT HAS TO WAIT UNTIL 2035. AFTER 2035
22 REPRESENTS THE OPEN YEAR NOT NECESSARILY THE START OF
23 CONSTRUCTION YEAR AND GIVEN THE FACT THAT THIS PROJECT IS SO
24 LARGE IN SCALE, HAVING IT OPEN BEFORE 2035 IS HIGHLY UNLIKELY
25 GIVEN THE CONSTRUCTION PERIOD.



Meeting Transcript

1

2 **DAVE VAUTIN:** I'LL HIGHLIGHT SOMETHING RALLY MENTIONED, THE
3 FINAL BLUEPRINT PROPOSAL WE'RE SHARING TODAY FOR
4 TRANSPORTATION INCLUDES CATEGORIES FOR FUNDS IN LOWER COST FOR
5 THE CORE CAPACITY STUDY WE SEE THINGS LIKE INVESTMENT IN BUS
6 SERVICE OR IMPROVEMENT OF THE DIRECT LINE WE'RE PROPOSING FOR
7 INCLUSION IN THE FIRST HALF OF THE PLAN FOR VALLEJO AND SAN
8 FRANCISCO THOSE INVESTMENTS CAN HELP ADDRESS THE CAPACITY
9 RATES IN THE SHORT AND MEDIUM TERM, OF THE CROSSING PROJECT
10 PROVES MORE NECESSARY AS WE GET TOWARDS 2050 AND THE DEMAND IN
11 THAT CORRIDOR EXCEEDS THE CAPACITY WITH TRADITIONAL LOWER COST
12 INVESTMENTS SO THAT'S WHY THAT PROJECT WHICH PROVE PRETTY COST
13 EFFECTIVE IN THE PROJECT PERFORMANCE ASSESSMENT IS RECOMMENDED
14 FOR INCLUSION BUT IN THE SECOND HALF OF THE PLAN.

15

16 **URSULA VOGLER:** AS A FOLLOW UP TO THAT WOULD YOU CONSIDER
17 INCLUDING TRANSBAY TO ONE AS YOU RECEIVE A MORE COST EFFECTIVE
18 PROPOSAL?

19

20 **DAVE VAUTIN:** I THINK WHAT I WILL SAY IS THIS IS MUCH BROADER
21 THAN THE CROSSING PROJECT. THERE IS MUCH MORE FISCALLY
22 CONSTRAINED ENVIRONMENT IN THE FIRST HALF OF THE PLAN. IN THE
23 SECOND HALF OF THE PLAN, WE HAVE FUNDING MEASURES LIKE A
24 POTENTIAL TRANSPORTATION MEGA MEASURE THAT CAN HELP FUND A LOT
25 OF THE VERY ASPIRATIONAL RAIL PROJECTS THAT HAVE BEEN PROPOSED



Meeting Transcript

1 IN THE REGION AND THE CROSSING IS JUST ONE. THERE ARE OTHER
2 TYPES THAT ARE CONSIDERED IN THE SECOND HALF OF THE PLAN SO
3 GIVEN THE CONSTRAINED FUNDING IN THE FIRST HALF THE
4 RECOMMENDATION THAT STAFF IS PREPARED HERE REALLY TRIES TO
5 CHANNEL THAT MORE LIMITED INVESTMENT INTO THE MOST COST
6 EFFECTIVE PROJECTS. THOSE TEND TO BE BUS RAPID TRANSIT LINES
7 TARGETED EXPRESS BUS MOVEMENTS FERRY LINES THOSE SORT OF
8 PROJECTS FORM THE TOP PRIORITIES FOR THE FIRST HALF OF THE
9 PLAN.

10

11 **URSULA VOGLER:** NEXT QUESTION REGARDING VALLEY LINK ISN'T THAT
12 A FACILITATION OF INTER-REGIONAL COMMUTING?

13

14 **DAVE VAUTIN:** I'LL TAKE THIS ONE AS WELL. THANKS FOR BRINGING
15 UP THAT POINT. SB 375 SAYS THAT WE NEED TO MAKE SURE THAT WE
16 PLAN FOR ALL THE REGIONAL HOUSING GROWTH SO IF IT DOES NOT
17 GROW IN THE FUTURE. THAT DOESN'T MEAN THERE AREN'T TENS OF
18 HUNDREDS OF THOUSANDS OF FOLKS WHO ARE DOING THOSE COMMUTES
19 TODAY, COMMUTES THAT COULD CURRENTLY HAVE ONE VIABLE OPTION BY
20 CAR SO FOR THAT REASON GIVEN THERE ARE SIGNIFICANT NUMBERS OF
21 FOLKS DRIVING OVER ALTAMONT PASS, AND PERFORMANCE IN PROJECT,
22 WE ARE INCLUDING OPTION TO CONNECT TO BART AND TO ENABLE THEM
23 TO TAKE TRANSIT TO THEIR DESTINATION.

24



Meeting Transcript

1 **URSULA VOGLER:** NEXT QUESTION. CAN YOU PROVIDE ADDITIONAL
2 DETAILS ABOUT WHAT IT MEANS TO BE IN PERIOD TWO FOR MAJOR
3 PROJECTS? CAN THESE PROJECTS SEEK FUNDING IN ADVANCE OF PERIOD
4 TWO DURING PERIOD ONE? WOULD A PERIOD TWO PROJECT'S ABILITY TO
5 SEEK FUNDING BE DEPENDENT ON THE FORTHCOMING MEGA PROJECT
6 FUNDING POLICY?

7

8 **RALEIGH MCCOY:** PERIOD TWO REFERS TO THE OPENING YEAR OF THE
9 PROJECT. PROJECT DEVELOPMENT ACTIVITIES COULD OCCUR PRIOR TO
10 THAT IN PERIOD ONE INCLUDING BEGINNING TO LOOK FOR FUNDING AND
11 MY COLLEAGUES CAN CORRECT ME IF THAT ISN'T. YEAH. WOULD A
12 PERIOD TWO PROJECT ABLE TO SEEK -- NO IT WOULD NOT BE
13 DEPENDENT ON THE MEGA PROJECT.

14

15 **DAVE VAUTIN:** I'LL ADD TO WHAT RALLY JUST SAID WHEN WE TALK
16 ABOUT THE MEGA PROJECT ADVANCEMENT POLICY A LOT OF PROJECTS WE
17 CAN'T AFFORD IN THE FIRST HALF OF THE PLAN WITHOUT DISPLACING
18 KEY LOW COST PERFORMING PROJECTS LIKE BUS RAPID TRANSIT LINES.
19 PROJECTS PROPOSED FOR DEVELOPMENT IN 2021 WOULD ENABLE A
20 PROJECT THAT'S GOING TO AMEND THE PLAN OR MOVE THOSE PROJECTS
21 FORWARD IN THE FIRST HALF OF THE PLAN IF CIRCUMSTANCES CHANGE
22 IF THE PERFORMANCE HAVE BEEN ADDRESSED AND NEW COST EFFECTIVE
23 MEASURES TO INTRODUCE THE HIGH COST OF THE PROJECT ARE
24 INCORPORATED OR IF NEW REVENUES BECOME AVAILABLE EARLIER THAN
25 EXPECTED. IF A MEGA MEASURE PASS IN 20 22 THAT WOULD BE A



July 7, 2020

Meeting Transcript

1 DIFFERENT GAME DEPENDING ON REVENUES AVAILABLE IN THE FIRST
2 HALF OF THE PLAN. THAT POLICY WOULD ALLOW US TO STRATEGICALLY
3 ADVANCE PROJECTS IN BIN ONE WITH JUSTIFICATION OBVIOUSLY IF
4 THAT MERITS THAT ADVANCEMENT.

5

6 **URSULA VOGLER:** THIS IS THE FINAL WRITTEN QUESTION. CAN MTC
7 BEGIN DEVELOPMENT OF THE MEGA PROJECT ADVANCEMENT POLICY
8 BEFORE 2021 SO THAT IT CAN BE FINALIZED EARLY IN 2021 AND USED
9 FOR POLICY DECISION MAKING IN 2050.

10

11 **DAVE VAUTIN:** PLANNED BAY AREA 2050 IS READY FOR ADOPTION IN
12 2021 IF WE BEGIN WORKING ON THAT EFFORT EARLIER IN THE YEAR
13 THAT WOULD BE SOMETHING WE'RE THINKING As WE'RE FINALIZING THE
14 IMPLEMENTATION PLAN AND THE FINAL DOCUMENTS.

15

16 **URSULA VOGLER:** OKAY. I DON'T SEE ANY HANDS RAISED MARTHA.

17

18 **CLERK OF THE BOARD:** NO HANDS ARE RAISED AND PEOPLE ARE
19 REMINDED TO PRESS STAR NINE OR USE THE RAISED HAND FEATURE IF
20 THEY WOULD RATHER TALK THAN TYPE.

21

22 **URSULA VOGLER:** THERE'S A HAND.

23

24 **CLERK OF THE BOARD:** GO AHEAD ALETA AND UNMUTE YOURSELF.

25



Meeting Transcript

1 **SPEAKER:** THANK YOU COMMITTEE. ALETA DUPREE FOR THE RECORD.
2 GOOD PRESENTATION. IT'S VERY IMPORTANT THAT WE LOOK FORWARD. I
3 CERTAINLY THINK THAT WE SHOULD BE MORE TRANSIT ORIENTED AS
4 OPPOSED TO HIGHWAY ORIENTED. I'M NOT A PARTICULARLY BIG FAN OF
5 HIGHWAY AND HIGHWAY AND EXPANSION, HOWEVER THE HIGHWAYS NEED
6 TO BE KEPT IN STATE OF GOOD REPAIR. I DO SUPPORT THE IDEA OF
7 EXPRESS BUS ROUTES, AND TOLLING ON EXPRESS LANES, AND PRICING,
8 THEY BENEFIT ME AS A BUS RIDER BEING ABLE TO GO ACROSS THE BAY
9 BRIDGE USING BYPASS. CERTAINLY I LIKE TO SEE WHAT A NEW RAIL
10 CROSSING UNDER THE BAY WOULD LOOK LIKE ESPECIALLY GIVEN THAT
11 BART HAS A UNIQUE TRACK GAUGE THAT'S GENERALLY USED IN INDIA
12 SO WE WOULD HAVE TO SEE THE COMPATIBILITY OF RUNNING TRAINS ON
13 DIFFERENT TRACK GAGES UNDER THAT TUNNEL IT WOULD BE
14 CHALLENGING. CONNECTIVITY IS IMPORTANT BECAUSE WE HAVE TO
15 CONSIDER NEW YORK HAS MANY, MANY RAIL TUNNELS SOME OVER ONE
16 HUNDRED YEARS AGO. AND GATEWAY, GOING UNDER HUDSON RIVER,
17 LET'S STAY PROACTIVE OF THIS SO WE CAN MEET IT WHEN THE TIME
18 ARISES. THANK YOU.

19

20 **CLERK OF THE BOARD:** THAT'S IT NO ONE ELSE WITH THEIR HAND
21 RAISED.

22

23 **URSULA VOGLER:** OKAY. I THINK WE'RE READY FOR THE NEXT ITEM.

24



Meeting Transcript

1 **MARK SHORETT:** THANKS URSULA. I'M GOING TO TALK ABOUT THE
2 REGIONAL PRIORITY DEVELOPMENT AREAS. AND YOU CAN REFER TO YOUR
3 COMMITTEE PACKET FOR THE MEMO. THIS MONTH WE'LL BE GOING TO
4 THE ABAG EXECUTIVE BOARD FOR THE ADOPTION OF FOUR NEW PRIORITY
5 DEVELOPMENT AREAS, AND AS A LITTLE BIT OF CONTEXT MANY OF YOU
6 WILL RECALL THAT IN FEBRUARY OF THIS YEAR, 34 NEW PDAS WERE
7 ADOPTED AND 48 MODIFIED PDAS WERE ADOPTED ALL INCLUDED IN THE
8 DRAFT PLANNED BAY AREA 2050 BLUEPRINT WHICH YOU HEARD ABOUT
9 EARLIER CONSISTENT WITH THE REVISED REGIONAL GROWTH FRAMEWORK
10 UPDATED PDA MATERIAL ADOPTED BY THE BOARD LAST SPRING
11 FOLLOWING ADOPTION OF THE NEW AND MODIFIED PDAS IN EARLY
12 FEBRUARY OF THIS YEAR, WE DECIDED THAT IT MADE SENSE TO
13 PROVIDE AN OPPORTUNITY AND THIS WAS SOMETHING THE EXECUTIVE
14 BOARD DIRECTOR HAS TO DO AS WELL IS ADDITIONAL SUBMISSIONS FOR
15 NEW PDAS AND MODIFIED PDAS THAT WOULD BE INCLUDED IN THE FINAL
16 PLANNED BAY AREA 2050 BLUEPRINT. SO THIS PERIOD RECENTLY
17 CONCLUDED, AND DURING THIS PERIOD, WE RECEIVED FOUR
18 SUBMISSIONS FOR NEW PRIORITY DEVELOPMENT AREAS, AS WELL AS
19 FIVE MODIFIED PRIORITY DEVELOPMENT AREAS. SO THIS FOLLOWED
20 ENGAGEMENT THROUGHOUT THE REGION ENSURING THAT EVERYONE WAS
21 AWARE OF THE OPPORTUNITY TO DO THIS, SEEING IF ANY CITIES
22 WANTED TO MAKE ADDITIONAL TWEAKS, AND VERY QUICKLY THE FOUR
23 NEW PDAS ALL OF WHICH WERE SUPPORTED BY COUNCIL ADOPTED
24 RESOLUTIONS, INCLUDE TWO IN THE CITY OF SAN RAFAEL, ONE IN
25 FAIRFIELD AND ONE IN THE CITY OF BENICIA TWO AROUND RAIL



Meeting Transcript

1 STATIONS AND WE HOPE IT ADVANCES SOME OF THE KEY OBJECTIVES OF
2 THE OVERALL PLAN FOR THE REGIONAL GROWTH FRAMEWORK. WE
3 RECEIVED FIVE MODIFIED DEVELOPMENT AREAS EXPANDING BOUNDARIES
4 OF EXISTING PRIORITY DEVELOPMENT AREAS AND KEY HIGHLIGHT
5 THERE, ONE OF THOSE SUBMISSIONS FROM THE CITY OF LIVERMORE
6 WHICH WAS OF THE SOUTH FRONT PDA WHICH WOULD SORT OF LEVERAGE
7 THE NEW VALLEY LINK STATION PROPOSED FOR THAT AREA AS WELL AS
8 THE BASK OWE A STATION. ALL THOSE RESPECTS VALUES ALLOWED THE
9 CITY OF LIVERMORE TO BE IN A SUPPOSITION OF WHERE 50 PERCENT
10 OF PDA AVAILABLE AREA BE NOMINATED. THAT'S A KEY PIECE WHAT IT
11 DOES IN THE FINAL BLUEPRINT IS ALLOW THE CITY TO DEFINE ALL OF
12 THE AREAS THAT ARE GOING TO BE STUDIED FOR POTENTIALLY HIGHER
13 LEVELS OF GROWTH. SO, AGAIN, THAT'S SOMETHING THAT'S GOING TO
14 GO TO THE ABAG EXECUTIVE BOARD THIS MONTH -- WELCOME TO ANSWER
15 ANY QUESTIONS.

16

17 **URSULA VOGLER:** OKAY. ANY COMMENTS, PLEASE TYPE THEM IN THE
18 CHAT BOX FOR MARK OR RAISE YOUR HAND AND MARTHA CAN CALL ON
19 YOU. OKAY. I GUESS WE'LL GIVE IT A FEW SECONDS.

20

21 **CLERK OF THE BOARD:** AGAIN, PRESS STAR NINE OR USE THE RAISE
22 HAND FEATURE.

23

24 **URSULA VOGLER:** OKAY. WELL, THANK YOU MARK, I'LL TURN IT OVER
25 TO MATT. OH HERE WE GO. HERE'S A QUESTION. WOULD YOU CONSIDER



Meeting Transcript

1 A \$50 MILLION PROJECT TO CONNECT SMART TO FERRY. I THINK THIS
2 IS FROM THE PREVIOUS PRESENTATION.

3

4 **DAVE VAUTIN:** I CAN TAKE THIS ONE IT'S NOT EXACTLY RELATED TO
5 THE ITEM WE'RE TALKING ABOUT RIGHT NOW BUT WE DID SOLICIT
6 PROJECT IDEA THROUGH THE TRANSFORMATIVE PROJECTS PROCESS AS
7 WELL AS THE PROJECT PROCESS IN 2018 AND 2019 THAT WAS
8 SOMETHING WE DID EARLIER IN THE PLANNING PROCESS FOR HORIZON.
9 IN THIS WE HAVE PROJECTS WE'RE EXPLORING WE'RE NOT INTRODUCING
10 NOW PROJECTS AT THIS LATE STAGE IN THE PROCESS.

11

12 **URSULA VOGLER:** I'LL TURN IT OVER TO DAVE OR MATT TO CLOSE US
13 OUT. THANK YOU.

14

15 **MATT MALONEY:** WE'LL MOVE TO AGENDA ITEM FIVE, PUBLIC COMMENTS
16 OR OTHER BUSINESS. ARE THERE ANY COMMENTS FROM STAKEHOLDERS OF
17 MEMBERS OF THE PUBLIC IF YOU WISH TO MAKE COMMENT ON ANYTHING
18 YOU CAN USE THE RAISED HAND FEATURE OR DIAL STAR NINE. HEARING
19 NONE. WE'LL MOVE TO AGENDA ITEM SIX WHICH IS ADJOURNMENT AND
20 OUR NEXT MEETING. SINCE WE ARE SCHEDULED TO HAVE A NEXT
21 MEETING OF RAWG, IT SAYS HERE IN AUGUST, IS THAT TRUE DAVE?
22 LET ME JUST ASK MY COLLEAGUE IF THAT'S TRUE. AUGUST 11TH.

23

24 **DAVE VAUTIN:** NO. WE'RE NOT HAVING A RAWG MEETING IN AUGUST. I
25 WANT TO THROW OUT THE DATES FOR FOLKS ON THE WORKSHOPS WHICH



July 7, 2020

Meeting Transcript

1 RAWG ATTENDEES ARE INVITED TO JOIN FOR. SO WE'LL BE HAVING THE
2 HOUSING AND ECONOMY WORKSHOP FOR THE FINAL BLUEPRINT ON JULY
3 29TH, AND THEN THE TRANSPORTATION AND ENVIRONMENT WORKSHOP ON
4 AUGUST 4TH.

5

6 **URSULA VOGLER:** DAVE, WHEN IS THE EQUITY WORKING GROUP?

7

8 **DAVE VAUTIN:** THE REGIONAL WORKING GROUP, AND THE EQUITY AND
9 ACCESS MEETING IT'S ALSO THE WEEK OF JULY 11TH.

10

11 **CLERK OF THE BOARD:** IT WILL BE HELD JULY 30TH, THE
12 SUBCOMMITTEE EQUITY AND ACCESS WILL MEET AT 1:05 P.M.

13

14 **URSULA VOGLER:** THANK YOU. OKAY. ARE WE CLOSING THIS OUT THEN?
15 THANK YOU EVERYONE FOR PARTICIPATING. AND WE HOPE TO SEE YOU
16 IN ONE OF OUR WORKSHOPS, AND STAY TUNED FOR THE SUPER RAWG.
17 THERE WILL BE MORE INFORMATION SOON. THANK YOU. HAVE A NICE
18 DAY. [ADJOURNED]

19