METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

REGIONAL ADVISORY WORKING GROUP

TUESDAY, SEPTEMBER 8, 2020, 9:30 AM

DAVE VAUTIN: GOOD MORNING EVERYONE. THIS IS DAVE VAUTIN WITH MTC ABAG. JUST WAITING TO GET STARTED HERE. WE SHOULD KICK THINGS OFF AT 9:35 GO GRAB A CUP OF COFFEE AND JOIN US IN A COUPLE OF MINUTES. >DAVE VAUTIN: GOOD MORNING EVERYBODY THANKS FOR JOINING US FOR TODAY'S MEETING. I'M DAVE VAUTIN WITH THE METROPOLITAN TRANSPORTATION COMMISSION ASSOCIATION OF BAY AREA GOVERNMENTS AND I AM HAPPY TO WELCOME YOU TO THE SEPTEMBER 8TH REGIONAL ADVISORY WORKING GROUP MEETING. I'M GOING TO CALL THE MEETING TO ORDER AND REQUEST THAT THE BROADCASTING TEAM ROLL THE ANNOUNCEMENT. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST

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FOUR DIGITS OF THEIR PHONE NUMBERS. AND IT IS REQUESTED THAT PUBLIC SPEAKERS RESTATE THEIR NAMES AND ORGANIZATIONS, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. MEMBERS OF THE PUBLIC WISHING TO ADDRESS THIS BODY WERE ASKED TO SUBMIT COMMENTS IN WRITING AT INFO@BAYAREAMETRO.GOV. WRITTEN COMMENTS RECEIVED WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO ON THE REFERENCED AGENDA ITEM OR ANY TOPIC THEY CHOOSE. SPEAKERS SHOULD RAISE THEIR HAND, AND I WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. THE CHAT FEATURE IS ACTIVE, HOWEVER, PLEASE BE AWARE THAT ANYTHING TYPED INTO THE CHAT WILL BE SUBJECT TO PUBLIC DISCLOSURE. THE CHAT FEATURE IS NOT AVAILABLE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

DAVE VAUTIN: SO JUST A FEW ADDITIONAL ANNOUNCEMENTS ON THAT TOPIC. SO JUST, WE WANT TO UNDERSCORE THE RAWG IS NOT A BROWN ACT MEETING. YOU ARE WELCOME TO PUT YOUR COMMENTS INTO THE CHAT BOX THAT'S ACTUALLY OUR PREFERENCE AND WE CAN ADDRESS THOSE AT THE END OF TODAY'S MEETING. PLEASE FEEL FREE TO TYPE THOSE IN AND MY COLLEAGUE URSULA VOGLER WILL ADDRESS THAT. OUR FIRST AND ONLY ITEM ON THE AGENDA IS PLANNED BAY AREA 2050, THE FINAL BLUEPRINT. YOU WILL GET A CHANCE TO HEAR ABOUT THE

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SUMMER 2020 ENGAGEMENT EFFORTS AS WELL AS PROPOSED VISIONS FOR GEOGRAPHIES VISIONS AND MORE. MY COLLEAGUE LESLIE LARA-ENRIQUEZ WILL BE CO-PRESENTING TODAY'S ITEM. AND I WOULD LIKE TO CONFIRM WITH THE CLERK, WHETHER WE HAVE RECEIVED PUBLIC COMMENTS FOR THIS ITEM.

CLERK OF THE BOARD: THAT'S CORRECT. NO PUBLIC COMMENT WAS RECEIVED.

DAVE VAUTIN: THANK YOU MARTHA. I'M GOING TO ASK STAFF TO PULL UP THE SLIDES FOR TODAY'S ITEM. ALL RIGHT. SO LET'S GET STARTED. SO, AGAIN, GOOD MORNING EVERYONE. LESLIE AND I WILL BE CO-PRESENTING TODAY'S ITEM THAT WILL SHOWCASE THE INTERACTION BETWEEN THE FEEDBACK RECEIVED DURING THE PUBLIC ENGAGEMENT PROCESS AND HOW IT INFORMED STAFF RECOMMENDATIONS THAT WE'RE BRINGING FORWARD TO THE COMMITTEES AND BOARDS OF MTC AND ABAG THIS MONTH. WE ARE SEEKING APPROVAL FROM MTC AND ABAG FOR THE STRATEGIES, GROWTH GEOGRAPHIES, AND THE REGIONAL GROWTH FORECAST AT THIS TIME. NEXT SLIDE. SO, I SEE A NUMBER OF YOU HAVE BEEN WITH US THROUGH THE MANY MONTHS AND YEARS OF THE PROCESS TO DATE. NEXT SLIDE. HERE WE ARE IN SEPTEMBER OF 2020. THE WORK THAT WE'RE SHARING TODAY ON THE FINAL BLUEPRINT REFLECTS THE EFFORTS OF MORE THAN 20 DIFFERENT PLANNERS, OUTREACH PROFESSIONALS, MODELERS, AND OTHERS HERE AT MTC AND ABAG WHO HAVE HELPED GET US TO THIS POINT. WE RECOGNIZE

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TODAY'S PRESENTATION WILL BE A LITTLE LONGER THAN NORMAL. THAT'S WHY IT'S THE ONLY ITEM ON THE AGENDA BUT GIVEN THAT THIS IS A $1.4 TRILLION PLAN FOR THE BAY AREA'S FUTURE SPANNING FOUR DISTINCT TOPIC AREAS WE HAVE A LOT OF GROUND TO COVER. THE PRESENTATION WILL FOCUS ON REVISIONS THAT WE'RE MAKING TO WHAT WAS SHARED IN FEBRUARY OF 2020. AFTER SPENDING 18 MONTHS WORKING TO PINPOINT RESILIENT AND EQUITABLE STRATEGIES THROUGH THE HORIZON INITIATIVE, WHICH EXPLORED UNCERTAIN FUTURES FOR THE BAY AREA, WE FOCUSED IN ON CRAFTING THAT DRAFT BLUEPRINT THROUGH THE LATTER HALF OF 2019 AND INTO EARLY 2020. THE DRAFT BLUEPRINT INCLUDED 25 STRATEGIES ACROSS FOUR ELEMENTS OF PLANNED BAY AREA 2050, AND WE RECEIVED APPROVAL BY BOTH BOARDS IN FEBRUARY ALLOWING US TO SPEND THE SPRING ANALYZING POTENTIAL OUTCOMES, AS WELL AS MAKING UPDATES TO THE REGIONAL GROWTH FORECAST AND OTHER KEY ASSUMPTIONS TO ACCOUNT FOR COVID AND THE IMPACTS OF THE RECESSION WE ARE ALL IN TODAY. THE RED STAR ON THE SLIDE INDICATES THE SUMMER OUTREACH WHERE WE HAD AN OPPORTUNITY TO SHARE THE FORECASTED OUTCOMES, AND SEEK INPUT ON THE WAYS THAT WE COULD ADD, REMOVE, OR MODIFY STRATEGIES IN ADVANCE OF THE FINAL BLUEPRINT TO MOVE FURTHER TOWARDS THE PLAN'S VISION OF A MORE AFFORDABLE, CONNECTED, DIVERSE REGION FOR ALL. WE MOVE INTO THE ANALYSIS BASE OF THE FINAL BLUEPRINT DRIVEN BY THE VOICES OF THE BAY AREA'S DIVERSE COMMUNITIES WITH NEW AND IMPROVED STRATEGIES. NEXT SLIDE. THIS IS NOT THE FINAL ACTION ON

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PLANNED BAY AREA 2050. THE GOLD STARS ON THE SCREEN INDICATE THAT IT IS ONE OF THE MOST CRITICAL. BUT THERE WILL BE FURTHER ACTIONS IN THE YEAR AHEAD. ONE YEAR FROM NOW WE ANTICIPATE FINALIZING THE EIR AND IMPLEMENTATION PLAN. BUT THIS MILESTONE IS CRITICAL BECAUSE IT INFORMS THE FINAL BLUEPRINT OUTCOMES WE'LL BRING FORWARD AT THE END OF THE YEAR THAT WILL ASK FOR THE CONSIDERATION BY THE BOARDS TO ADVANCE AS THE PREFERRED ALTERNATIVE IN THE ENVIRONMENTAL IMPACT REPORT OR EIR. NEXT SLIDE. AS MANY OF YOU ARE AWARE, THE STRATEGIES THAT WE ARE BRINGING FORWARD THIS MONTH CUT ACROSS ALL FOUR ELEMENTS OF THE BLUEPRINT, TRANSPORTATION, HOUSING, ECONOMY, AND ENVIRONMENT. STRATEGY REVISIONS ARE INCLUDED IN ATTACHMENT "I" IN TODAY'S PACKET ALONG WITH GROWTH STRATEGIES IN H AND FINAL GROWTH FORECAST IN ATTACHMENT G. THESE INPUTS TO THE FINAL BLUEPRINT WILL HELP ADDRESS THE BIG FIVE CHALLENGES THAT WE IDENTIFIED IN OUR JULY PRESENTATION. INSUFFICIENT AFFORDABLE HOUSING, CONGESTION AND TRANSIT CROWDING IT DISPLACEMENT RISK CLIMATE AND JOBS/HOUSING IMBALANCES WHICH WERE NOT ADDRESSED IN THE DRAFT BLUEPRINT AND WILL CARRY FORWARD THINGS ADDRESSED SEA LEVEL RISE PROTECTIONS TRANSIT COST FOR MEANS BASED POLICIES AND MORE. IT'S IMPORTANT TO UNDERSCORE THE STRATEGIES IN PLANNED BAY AREA 2050 ARE NOT LEGISLATIVE ADVOCACY OR NEAR TERM POLICY PRESCRIPTIONS THEY'RE IDEAS FOR CITIES AND COUNTIES THE REGION AND THE STATE TO COLLABORATIVELY ADVANCE OVER THE 30 YEAR TIME HORIZON. AND OF COURSE, THE

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IMPLEMENTATION PLAN, WHICH WILL KICK OFF IN THE NEXT FEW MONTHS WILL FOCUS IN ON THOSE NEAR TERM ACTIONS AND OPPORTUNITIES FOR PARTNERSHIPS. ACTION ANTICIPATED THIS MONTH WILL ALLOW US TO FURTHER STUDY THE POLICY IDEAS TO DEMONSTRATE HOW WE CAN MOVE THE REGION FURTHER, AND WITH THAT I'LL TURN IT OVER TO LESLIE WHO WILL HIGHLIGHT HOW WE CONDUCTED ENGAGEMENT WITH STAKEHOLDERS PUBLIC LEGISLATURE AND MORE. LESLIE.

LESLIE LARA-ENRIQUEZ: THANK YOU DAVE. MOVE TO THE NEXT SLIDE PLEASE. GOOD MORNING EVERYONE. I WANT TO LET YOU KNOW THAT THE ENGAGEMENT PHASE THAT WE JUST WRAPPED UP IS SUMMARIZED IN YOUR PACKET AS ATTACHMENT "B" AND I'LL GO OVER ALL OF OUR ACTIVITIES THAT WE DID THIS SUMMER. SO, STARTING IN LATE SPRING, THROUGH AUGUST STAFF CONDUCTED THE SECOND ROUND OF PUBLIC ENGAGEMENT FOR THE PLANNED BAY AREA 2050 PLAN UPDATE PROCESS. OUR ENGAGEMENT ACTIVITIES KICKED OFF RIGHT AROUND THE SAME TIME WHEN WE ALL BEGAN TO SHELTER-IN-PLACE AND THE PANDEMIC BEGAN. SO THIS MEANT STAFF HAD TO QUICKLY PIVOT ALL OF OUR ENGAGEMENT EFFORTS TO THE VIRTUAL WORLD. THIS APPROACH TRULY ALLOWED US THE OPPORTUNITY TO INNOVATE AND TRY NEW TECHNOLOGIES WHILE AT THE SAME TIME AIMING TO REACH A BROADER AUDIENCE. SO WITHIN JUST A FEW WEEKS WE PLANNED AND IMPLEMENTED A COMPREHENSIVE SUITE OF ENGAGEMENT APPROACHES THAT WOULD ALLOW THE PUBLIC REGARDLESS OF ACCESS TO INTERNET, THE OPPORTUNITY TO PARTICIPATE IN THE SECOND ROUND OF

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OUTREACH. PURPOSE OF OUR ENGAGEMENT ACTIVITIES WAS TO SOLICIT FROM THE PUBLIC AND STAKEHOLDERS ON THE PLAN REMAINING CHALLENGES THAT STAFF IDENTIFIED SIGNIFICANT ANALYSIS OF THE DRAFT BLUEPRINT STRATEGIES. NAMELY, WE WANTED TO GAUGE THE PUBLIC SUPPORT FOR ADDING OR REMOVING STRATEGIES OR MODIFYING EXISTING STRATEGIES. NEXT SLIDE PLEASE. WE RELEASED THE DRAFT BLUEPRINT IN EARLY JULY AND WE TOOK COMMENTS THROUGH AUGUST 10TH. DURING THIS TIME STAFF HELD 25 ONLINE AND PHONE EVENTS WITH 18 OF THOSE EVENTS HAPPENING IN THE SPAN OF LESS THAN THREE WEEKS FROM LATE JULY TO EARLY AUGUST. WE HELD NINE COUNTY FOCUSED WORKSHOPS FIVE TOWN HALLS THREE CONDUCTED IN LANGUAGES OTHER THAN ENGLISH WE HAD ONE IN MANDARIN ONE IN CANTONESE AND ONE IN SPANISH. WE ALSO HELD THREE STAKEHOLDER WORKSHOPS SPECIFICALLY FOR OUR LOCAL JURISDICTION PARTNERS AND OTHER STAKEHOLDERS. WE HAD A DIGITAL TRIBAL SUMMIT AND ALSO IN LATE SPRING WE HELD SEVEN FOCUS GROUPS WITH OUR COMMUNITY-BASED ORGANIZATION PARTNERS. IN ADDITION ALL OUR ONLINE EVENTS, WE OFFERED SEVERAL OTHER OPPORTUNITIES FOR THE PUBLIC TO PARTICIPATE, INCLUDING A TELEPHONE LISTENING LINE, AND ONLINE COMMENT FORM OFFICE HOURS FOR LOCAL JURISDICTION PARTNERS, AND WE HOSTED AN ONLINE SURVEY AND CONDUCTED A STATISTICALLY VALID POLL. WE INTRODUCED PLANNED BAY AREA AND INTRODUCED OUTCOMES OF THE DRAFT BLUEPRINT WITH AN ANIMATED VIDEO, AND DURING THE SECOND PART OF THE MEETINGS WE CONDUCTED AN INTERACTIVE POLL SO PARTICIPANTS COULD INTRODUCE IDEAS OR

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MODIFIED STRATEGIES THAT COULD BE INCLUDED IN THE DRAFT BLUEPRINT AND ASKED PARTICIPANTS TO IDENTIFY CHALLENGES WHICH NEEDED TO BE ADDRESSED MOST IMPORTANTLY IN THE DRAFT BLUEPRINT AND WHAT WE CONDUCTED DURING THE EVENT MIRRORED OUR ONLINE SURVEY. WE PROMOTED ALL OF OUR ENGAGEMENT EFFORT IN VARIOUS WAYS INCLUDING OUR WEB SITES AND SOCIAL MEDIA CHANNELS, WE DID A PAID DIGITAL PROMOTIONAL CAMPAIGN AND SENT E-MAIL BLASTS AND DIRECT E-MAILS TO OUR PARTNERS TO GET THE WORD OUT ON OUR DIGITAL WORKSHOPS WE SENT OUT A PRESS RELEASE THAT WAS PICKED UP BY THE SAN FRANCISCO CHRONICLE AND MADE THE FRONT PAGE. THAT WAS EXCITING. OUR DIGITAL PROMOTION CAMPAIGN ALSO PROMOTED THE ONLINE SURVEYS TO VARIOUS AUDIENCES THROUGHOUT THE NINE BAY AREA COUNTIES. AND WE PROMOTED OUR TELEPHONE TOWN HALLS VIA DIRECT MAIL TO COMMUNITIES OF CONCERN AND ALSO THROUGH NEXT DOOR. OUR PROMOTION EFFORTS RESULTED IN 19,000 PAGE VIEWS ON OUR WEB SITES INCLUDING DOWNLOADING MATERIALS AND OVER 83,000 ENGAGEMENTS INCLUDING EVERYTHING FROM REGISTRATION IN OUR WORKSHOPS, LIKES, COMMENTS, SHARES, AND CLICKS ON OUR SOCIAL MEDIA CHANNELS AS WELL AS OUR E-MAIL COMMUNICATIONS. I WANT TO NOTE OUR ADDS FROM OUR DIGITAL PROMOTION CAMPAIGN HAD OVER 3 MILLION IMPRESSIONS THAT MEANS THEY WERE SEEN OVER 3 MILLION TIMES BY SOMEONE SOMEWHERE ON SOCIAL MEDIA THROUGHOUT THE BAY AREA. AND YOU MAY HAVE SEEN SOME OF OUR ADS WHEN YOU SCROLLED THROUGH FACEBOOK OR SOCIAL MEDIA THIS SUMMER. NEXT SLIDE. IN TOTAL WE HAD OVER 7600

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PEOPLE PARTICIPATE IN OUR ENGAGEMENT ACTIVITIES THIS INCLUDES EVERYONE WHO PARTICIPATED IN OUR VIRTUAL MEETINGS, EITHER LIVE OR VIEWING THEIR RECORDINGS AFTER THE FACT. AS WELL AS PARTICIPATION IN OUR ONLINE SURVEY AND THE STATISTICALLY VALID POLL. I WANT NO NOTE THAT PARTICIPATION DURING THIS ROUND OF OUTREACH WAS MORE ROBUST THAN IN THE PAST THE MAJORITY OF PARTICIPANTS STAYED THE ENTIRE TIME WHEREAS PREVIOUSLY THEY MAY HAVE ATTENDED FOR 20 MINUTES SUBMITTED THEIR COMMENT THEN LEAVE. MOST FOLKS STUCK AROUND FOR TWO HOURS. WE HAD A MORE ENGAGED AUDIENCE. IN ALL WE RECEIVED 3400 COMMENTS VIA THE DIGITAL WORKSHOPS ONLINE SURVEY AS WELL AS THE CORRESPONDENCE THAT WE RECEIVED. NEXT SLIDE. NOW WE'RE GOING TO SWITCH GEARS AND SHARE THE RESULTS OF WHAT WE HEARD THEN PRESENTED THE PROPOSER VISIONS TO BE INCLUDED IN THE FINAL BLUEPRINT THE PURPOSE OF OUR ENGAGEMENT WAS TO GET FEEDBACK ON THE FIVE REMAINING CHALLENGES FOR THE REGION THAT OUR PLANNING STAFF IDENTIFIED IN THEIR ANALYSIS OF THE DRAFT BLUEPRINT STRATEGIES. WE ASKED PARTICIPANTS TO PRIORITIZE THE CHALLENGES REMAINING IN ORDER TO IDENTIFY WHICH NEEDED TO BE ADDRESSED MOST URGENTLY IN THE FINAL BLUEPRINT. WE ASKED, WHAT ARE THE TOP TWO MOST IMPORTANT CHALLENGES FROM THE DRAFT BLUEPRINT TO TACKLE IN THE FINAL BLUEPRINT. NOW, THE RESULTS THAT YOU SEE HERE ON THE SLIDE ARE FROM THE ONLINE SURVEY, THE DIGITAL WORKSHOPS AND THE TELEPHONE TOWN HALLS. THIS DOES NOT INCLUDE THE STATISTICALLY VALID POLL. AND YOU SEE THE CHALLENGE THAT

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CAME IN AT NUMBER ONE WAS INSUFFICIENT AFFORDABLE HOUSING. THAT WAS OF THE NUMBER ONE PRIORITY TO ADDRESS FOLLOWED BY GREENHOUSE GAS EMISSIONS, CONGESTION, AND TRANSIT OVERCROWDING, THEN THE JOBS/HOUSING IMBALANCE CHALLENGE AND THE CHALLENGE THAT CAME IN AS THE NUMBER FIVE PRIORITY WAS THE DISPLACEMENT RISK. ALL OF THE RESULTS FROM THE OUR SURVEY AND COMMENTS WE HEARD FROM OUR ENGAGEMENT ARE ON PLANNEDBAYAREA.ORG UNDER THE COMMENTS TAB. THE AND SUMMARIZED IN ATTACHMENT B OF YOUR PACKET. NOW FOR THE REMAINDER OF THE PRESENTATION, I'LL PRESENT WHAT WE HEARD ABOUT EACH CHALLENGE, AND DAVE WILL TALK ABOUT HOW THE FEEDBACK SHAPED STAFF'S PROPOSED REVISIONS TO INCLUDE IN THE FINAL BLUEPRINT. AND WE'LL PRESENT THE CHALLENGES IN THE ORDER THAT THEY ARE RANKED HERE. NEXT SLIDE. GREAT. SO FIRST, AND DEFINITELY THE CHALLENGE THAT INDISPUTABLY ROSE TO THE TOP WAS HOUSING AFFORDABILITY. WHILE THE DRAFT BLUEPRINT STRATEGIES MADE PROGRESS ON THIS FRONT STAFF FOUND HUNDREDS OF THOUSANDS RESIDENTS WOULD STILL LACK AFFORDABLE HOUSING IN 2050 SO WE ASKED HOW WE CAN MAKE ADDITIONAL PROGRESS ON THIS FRONT AND PRESENTED FOLKS WITH FOUR NEW OR MODIFIED STRATEGIES THAT THEY COULD VOTE ON, AS WELL AS GAVE THEM THE OPPORTUNITY TO INPUT THEIR OWN SUGGESTED STRATEGIES. FOR THIS PARTICULAR QUESTION, WE HAD OVER 4300 RESPONDING, AND AS YOU CAN SEE, THE TOP TWO VOTE-GETTERS WERE INVESTING AND CONSTRUCTING MORE AFFORDABLE HOUSING UNITS AS WELL AS EXPANDING CAPACITY FOR NEW HOUSING IN

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WELL-RESOURCED COMMUNITIES. NEXT SLIDE PLEASE. SO OUR STAFF AND PARTICULARLY OUR PLANNING STAFF TRULY VALUES THE PUBLIC'S INPUT AND WE WANTED TO HIGHLIGHT SOME OF THE COMMENTS FROM THE HUNDREDS THAT WE RECEIVED. OUR PLANNING STAFF READ ALL OF THE COMMENTS AND THE CORRESPONDENCE THAT CAME IN, AND TOOK ALL OF THAT FEEDBACK TO SHAPE THE STRATEGIES THAT ARE NOW PROPOSED FOR THE FINAL BLUEPRINT ANALYSIS. FOR THIS SPECIFIC CHALLENGE, WE RECEIVED OVER 560 COMMENTS AND OUTREACH STAFF ANALYZED ALL OF THE COMMENTS TO IDENTIFY TRENDS AND THE THEMES THAT ROSE TO THE TOP. AND THE THEMES RANGED, FOR THIS CHALLENGE, ARRANGED FROM BUILDING MORE HOUSING, JUST BUILDING MORE IN GENERAL, ALSO BUILDING MORE AFFORDABLE, MORE MIDDLE INCOME, BUILDING MORE NEAR TRANSIT, NEAR JOBS, OTHER THINGS THAT ROSE TO THE TOP WERE PROVIDING HOME OWNERSHIP ASSISTANCE HOLDING JURISDICTION ACCOUNTABLE TO RHNA INCREASING DENSITY BUILDING UP ADDRESSING ZONING RESTRICTIONS, SUPPORTING EXPANSION OF COMMUNITY LAND TRUSTS, AS WELL AS SUPPORT FOR PASSING THE REGIONAL HOUSING BOND. NEXT SLIDE. >DAVE VAUTIN: IN RESPONSE TO THE STRONG PUBLIC FEEDBACK NOT JUST FROM THE WORKSHOPS BUT FROM POLLING WHICH DEMONSTRATED BY FART REGION'S NUMBER ONE CHALLENGE IS RELATED TO HOUSING AND IN PARTICULAR AFFORDABLE HOUSING, WE'RE PROPOSING AN EXPANSIVE SET OF STRATEGY REVISIONS UNDER THE AFFORDABLE GUIDING PRINCIPLE. AT THE CENTER OF THE REVISIONS IS THE CONCEPT THAT HOUSING IS A HUMAN RIGHT, AND THAT WE NEED TO TREAT IT LIKE CRITICAL

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INFRASTRUCTURE, LIKE ROADS AND BRIDGES. WHILE THE DRAFT BLUEPRINT INCREASED THE AMOUNT OF AFFORDABLE HOUSING IN THE BAY AREA, BY A FACTOR OF FIVE, THAT DIDN'T COME CLOSE TO MEETING THE REGIONAL NEEDS. SO, IN THE FINAL BLUEPRINT WE'RE PROPOSING SIGNIFICANT EXPANSIONS, TO THE NEW REVENUE ASSUMPTIONS, ACROSS A WIDE VARIETY OF SOURCES FROM FEDERAL AND STATE, REGIONAL AND LOCAL, TO FUND THESE CRITICAL HOUSING STRATEGIES. THESE INCREASES WOULD GENERATE 110 BILLION MORE FOR HOUSING PRODUCTION, AND 120 BILLION MORE FOR HOUSING PRESERVATION. THIS REFLECTS OUR GOAL OF BOTH TO ADVANCING FAIR HOUSING THROUGH PRODUCTION AND EXCLUSIVE HIGH RESOURCE AREAS, COMBINED WITH A PRESERVATION OF EXISTING UNSUBSIDIZED OR SOME MIGHT CALL THEM NATURALLY AFFORDABLE UNITS SO THAT COMMUNITIES AREN'T DISPLACED. WITH THESE FUNDING LEVELS WE BELIEVE WE WILL BE ABLE TO HOUSE ALL LOW INCOME HOUSEHOLDS BY 2050 INCLUDING OUR UNHOUSED POPULATION. THAT'S NOT ALL THOUGH, WE'RE ALSO WORKING TO TACKLE THE INCOME SIDE OF THE AFFORDABILITY EQUATION, BRINGING BACK THE UNIVERSAL BASIC INCOME STRATEGIES STUDIED IN HORIZON AS A TENT POLE OF THE EXPANDED ECONOMY ELEMENT OF PLANNED BAY AREA 2050. WITH LOWER HOUSING COSTS, AND INCREASED INCOMES, WE BELIEVE WE CAN MAKE MUCH MORE HEADWAY ON HOUSING AFFORDABILITY IN THE FINAL BLUEPRINT. LASTLY, WE KNOW THAT NON-TRADITIONAL TACTICS WILL BE REQUIRED TO EXPEDITE ACTION ON THE HOUSING FRONT IN ADDITION STRATEGIES FEATURED IN THE DRAFT BLUEPRINT WE HAVE INCORPORATED A NEW

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STRATEGY RELATED TO ACCELERATING DEVELOPMENT ON PUBLIC AND COMMUNITY OWNED LAND. OF COURSE WHILE DOING ALL OF THIS WE NEED TO MAKE SURE WE'RE WEAVING IN MORE GREEN SPACE PARKS AND TRAILS TO MAKE OUR COMMUNITIES AND NEIGHBORHOODS MORE LIVABLE AND THAT'S FEATURED IN A NEW ENVIRONMENT STRATEGY ADDED TO THE MIX AS WELL. NEXT SLIDE.

LESLIE LARA-ENRIQUEZ: THE NEXT WAS GREENHOUSE GAS EMISSIONS, WE ASKED THE PUBLIC HOW TO MAKE FURTHER PROGRESS IN REDUCING OUR EMISSIONS. THIS PRESENTED WITH NOW NEW MODIFIED STRATEGIES AND THEY ALSO HAD THE OPPORTUNITY PUT IN THEIR OWN SUGGESTED STRATEGIES. AGAIN THE RESULTS PRESENTED HERE ON FROM THE ONLINE SURVEY FROM THE DIGITAL WORKSHOPS AND TOWN HALLS. WE HAD OVER 4200 RESPONDENTS. AND THE TOP TWO VOTE-GETTERS ARE REQUIRING EMPLOYERS TO IMPLEMENT MANDATORY WORK FROM HOME. THERE WAS A LOT OF SUPPORT FOR TELECOMMUTE AND COMMENTS RELATED TO THAT, AND SECOND IS EXPANDING ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ESPECIALLY FOR LOW INCOME HOUSEHOLDS. NEXT SLIDE. FOR THIS CHALLENGE WE RECEIVED OVER 750 COMMENTS. MOST OUT OF ALL OF THE CHALLENGES, AND THE THEMES THAT ROSE TO THE TOP WITHIN THIS CHALLENGE, ARE SEVERAL FOLKS EXPRESSING CONCERN THAT THE REGION WILL NOT MEET ITS GREENHOUSE GAS EMISSION TARGETS SUPPORT FOR THE CLIMATE INITIATIVES PROGRAM IMPLEMENTING A CARBON TAX OR CARBON OFFSETS AS WELL AS

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EXPANDING AND IMPROVING TRANSIT SO THAT PEOPLE DO NOT HAVE TO DRIVE. NEXT SLIDE PLEASE.

DAVE VAUTIN: WITH THE CLIMATE TARGET AT THE CORE OF PLANNED BAY AREA 2050 MAKING FURTHER HEADWAY HERE IS ESPECIALLY CRITICAL. FAILURE TO ACHIEVE THIS TARGET WILL RESULT IN THE BAY AREA LOSING AT LEAST $100 BILLION ANNUALLY STARTING IN 2022. AND EVEN THE DRAFT BLUEPRINT WITH NO INVESTMENT IN ANY NEW HIGHWAYS ROBUST YOU FOCUSED LAND USE AND MORE COULDN'T GET US THERE. IT'S INCREDIBLY DIFFERENT TARGET, WHICH REQUIRES WHAT I'M CALLING A "EVERYTHING INCLUDING THE KITCHEN SINK APPROACH" PUBLIC FEEDBACK HAS HELPED PUSH FORWARD BOLD IDEAS. PROVISIONS START WITH A SIGNIFICANT INCREASE IN PRESERVATION BY A FACTOR OF EIGHT THIS WOULD INCORPORATE ADDITIONAL EMPHASIS WITH STEEPER DISCOUNTS FROM LOW INCOME HOUSEHOLDS TO ENSURE THE STRATEGY DOESN'T JUST BENEFIT THOSE AT THE HIGH END OF THE INCOME SPECTRUM THIS STRATEGY EXPANSION WAS DONE BY CARVING OUT A LARGER CHUNK OF REGIONAL TRANSPORTATION MONEYS EARLIER FOR THE EXPRESS PURPOSE. WE HAVE GONE BOLD ON TELECOMMUTING STRATEGIES AS WELL, GIVEN BROAD STAKEHOLDERS ACROSS THE REGION TO PUSH FURTHER IN THE COVID ERA. AND SUPPORT FROM THE PUBLIC AS WELL. STRATEGY INTEGRATED TO REQUIRE MAJOR OFFICE BASED EMPLOYERS THOSE WITH AT LEAST 25 EMPLOYEES TO ACHIEVE A 60 PERCENT TELECOMMUTE SHARE ON A TYPICAL WEEKDAY BY THE YEAR 2035. WE KNOW THIS STRATEGY ON ITS

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OWN MAY NOT ACHIEVE EQUITABLE OUTCOMES SO WE'RE AUGMENTING IT WITH INVESTMENT IN HIGH SPEED INTERNET SUBSTANCE SPEEDS AND INFRASTRUCTURE TO TARGET THESE DISPARITIES. I WILL GIVE A CAUTION ON TELECOMMUTING THAT LESS THAN A QUARTER OF ALL TRIPS IN THE REGION ARE TRIPS. TELECOMMUTING IS NOT A PAN SEA BUT IT CAN MOVE THE NEEDLE ON GHG. LIMITING THE ROADWAY CAPACITY WAS PROGRESS MADE ON GREENHOUSE GAS EMISSIONS IN THE DRAFT BLUEPRINT BY INCENTIVIZING OFF PEAK AND CARPOOL TRIPS WITH NEW HIGHWAY STRATEGIES IN PLAY TO TACKLE A FEW OF THE MOST CONGESTED CORRIDORS IN THE FINAL BLUEPRINT EXPANDING THIS STRATEGY TO ADDITIONAL HIGHWAY CORRIDORS WITH RAIL ALTERNATIVES IS ESSENTIAL TO OFFSET THOSE GREENHOUSE GAS IMPACTS. FOURTH, WE'RE CONTINUING TO REFINE THE HOUSING AND ECONOMY STRATEGIES TO TRY AND EEK OUT GROWTH IN TRANSIT-RICH HIGH RESOURCE AREAS WHICH WILL ACHIEVE CLIMATE AND EQUITY GOALS. AND LASTLY NOT SHOWN ON THE SLIDE WE HAVE INTEGRATED SOME MORE NON-TRANSPORTATION CLIMATE STRATEGIES INTO THE ENVIRONMENT ELEMENT. OF COURSE, SENATE BILL 375 DOESN'T ALLOW US TO TAKE CREDIT FOR ANY OF THOSE STRATEGIES, ALL THOSE NON-TRANSPORTATION CLIMATE STRATEGIES DON'T COUNT TOWARDS THE TARGET AS IT FOCUSED SOLELY ON EMISSIONS FROM CARS AND LIGHT DUTY TRUCKS BUT THAT DOESN'T MEAN THEY AREN'T GOOD IDEAS NECESSARY TO TACKLE CLIMATE CHANGE WE HAVE STRATEGIES TO ADDRESS RESIDENTIAL AND PUBLIC STRUCTURES OVER THE PLANNING PERIOD AND THOSE STRUCTURES ACCOUNT FOR THE SECOND LARGEST

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GREENHOUSE GAS EMISSIONS SOURCE AFTER TRANSPORTATION. NEXT SLIDE. WHILE WE HAVE NOT YET CONDUCTED ANALYSIS ON THE FINAL BLUEPRINT THIS GRAPHIC REFLECTS OUR OVERALL GAME PLAN WHICH WE THINK WILL JUST BARELY GET US TO THE 19 PERCENT PER CAPITA TARGET. I'LL JUST WALK THROUGH IT BRIEFLY, AS IT SHOWS SOME KEY FINDINGS FROM THE PREVIOUS ROUND OF ANALYSIS THE DRAFT BLUEPRINT AS WELL AS OUR EXPECTATIONS FOR STRATEGIES INCORPORATED IN TODAY'S PRESENTATION. IF WE SIMPLY READOPTED PLANNED BAY AREA 2040 THE PREVIOUS LONG RANGE PLAN FOR THE BAY AREA WITH THE LATEST EXTERNAL FORCES THAT WE ASSUME THROUGH THE PROCESS, THAT PLAN WOULD ONLY ACHIEVE A ONE PERCENT PER CAPITA GREENHOUSE GAS EMISSIONS REDUCTION. IN THE DRAFT BLUEPRINT, WE ARE ABLE TO GET EIGHT POINTS CLOSER TO THE TARGET IN PART DUE TO 2 STRATEGIES ALL LANE TOLLING ON SELECT FREEWAY CORRIDORS, AND A 55 MILE PER HOUR SPEED LIMIT THE OTHER 23 STRATEGIES ALSO PLAYED A ROLE IN GETS US TO THE NINE PERCENT GOAL BUT THOSE WERE THE TWO MOST POWERFUL. IN THE FINAL BLUEPRINT WE'RE WORKING WITH CALIFORNIA AIR RESOURCES BOARD TO BETTER STANDARDIZE THE COST OF DRIVING WITH OTHER REGIONS TO ENSURE WE'RE ALL OPERATING ON A LEVEL PLAYING FIELD WHICH SHOULD GET US CLOSER TO THE TARGET BUT LEAVING US AT SEVEN POINTS AWAY. IN THE FINAL BLUEPRINT AS YOU LOOK AT STRATEGIES WE'RE SHOWCASING TODAY TELECOMMUTING MANDATE AND ELECTRIFICATION PLAY A KEY ROLE IN GETTING US THERE WITH ALL THE OTHER STRATEGIES HOPEFULLY GETTING US A FEW POINTS BEYOND

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THE TARGET. WE RECOGNIZE THE NEW HIGHWAY STRATEGIES NOT INCORPORATED IN THE DRAFT BLUEPRINT WILL MOVE US ROUGHLY TWO POINTS BACKWARDS THAT'S WHY IT'S ESSENTIAL THAT WE OVERSHOOT THE TARGET WITH NEW CLIMATE STRATEGIES SO WE CAN OFFSET AS MANY OF THOSE EMISSIONS AS POSSIBLE. THIS IS A SKETCH LEVEL CONCEPT TO SHOW YOU OUR OVERALL GAME PLAN BUT IT GIVES YOU A GOOD SENSE OF HOW WE'RE TRYING TO STRUCTURE THE CLIMATE SIDE OF PLANNED BAY AREA 2050. NEXT SLIDE.

SPEAKER: THE NEXT CHALLENGE THAT ROSE TO THE TOP WAS CONGESTION AND CROWDING. FINDINGS FROM THE DRAFT BLUEPRINT ANALYSIS SHOWED THAT SOME KEY CORRIDORS MADE PROGRESS IN THESE TWO AREAS BUT OTHERS DID NOT. WE ASKED HOW STRATEGIES WOULD BETTER ADDRESS TRAFFIC CONGESTION AND TRANSIT OVERCROWDING IN THE FUTURE. FOR THIS QUESTION WE PRESENTED FOLKS WITH SIX NEW OR MODIFIED STRATEGIES AND THEY ALSO HAD THE OPPORTUNITY TO INPUT THEIR OWN SUGGESTED STRATEGIES. WE RECEIVED OVER 4400 RESPONDENTS FOR THIS QUESTION, AND AS YOU CAN SEE THE TOP TWO VOTE-GETTERS WERE REDESIGNING TRANSIT TO OFFER SEAMLESS EXPERIENCE AS WELL AS EXTENDING REGIONAL RAIL SERVICES TO NEW COMMUNITIES AND INCREASING THE FREQUENCY OF THAT SERVICE. IT'S ALSO IMPORTANT TO NOTE HERE, THAT THERE IS EQUALLY LITTLE SUPPORT FOR WIDENING HIGHWAYS AS THERE IS FOR EXPANDING INTERCHANGING, AS THERE IS FOR IMPLEMENTING ALL LANE TOLLING ON FREEWAYS. NEXT SLIDE. WE RECEIVED OVER 450 COMMENTS FOR

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THIS CHALLENGE, WHICH RANGED FROM EVERYTHING TO PROVIDING HIGH FREQUENCY CLEAN TRANSIT IN ALL DENSE AREAS SO PEOPLE DON'T SEE A NEED TO DRIVE, TO SUPPORT FOR BICYCLING, AS WE HAVE SEEN IN THE PANDEMIC, IT HAS A GREAT POTENTIAL EVEN DURING TIMES OF DISTRESS. AND THE THINGS THAT ROSE TO THE TOP BASED ON OUR ANALYSIS OF ALL OF THE COMMENTS WERE TO COORDINATE, IMPROVE, AND EXPAND TRANSIT SERVICE, PRIORITIZE IMPLEMENTATION OF COMPLETE STREETS, ADDRESS FIRST MILE ACCESS TO REGIONAL TRANSIT SYSTEMS, AND, AGAIN, HIGHLIGHTING THE SUPPORT FOR WIDENING FREEWAYS AND ALL LANE TOLLING. NEXT SLIDE PLEASE.

DAVE VAUTIN: FOR THIS CHALLENGE MANY OF THE TRANSPORTATION STRATEGIES WILL HAVE BEEN INFORMED BY COMMISSION ACTION ON REGIONAL DISCRETIONARY FUNDING ASSUMPTION IN JULY. WE HAVE WORKED TO WEAVE TOGETHER THE PROJECTS THAT WERE APPROVED INTO NEW STRATEGIES FOR THE FIRST TIME IN THE FINAL BLUEPRINT. IT'S IMPORTANT TO UNDERSCORE THAT THE RULES FOR FISCAL CONSTRAINT ARE STRICTEST WITH THE TRANSPORTATION PLAN DUE TO FEDERAL AND STATE REGULATIONS. I WANT TO HIGHLIGHT KEY THINGS INCORPORATED WITHIN HERE. FIRST WE DOUBLED DOWN WITH MORE FUNDING FOR TRANSIT OPERATIONS INCLUDING FREQUENCY BOOST FOR ALL PDAS OTHER KEY OVERCROWDED SYSTEMS AND MORE. AS WELL AS MORE FUNDING FOR NEW EXPANSION PROJECTS TO BUILD A NEXT GENERATION TRANSIT NETWORK WITH NEW RAIL LINES IN PLACES LIKE THE TRI-VALLEY, DOWNTOWN AND NORTH SAN JOSE, CUPERTINO DOWNTOWN SAN

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FRANCISCO AND ACROSS THE BAY BRIDGE AND DUMBARTON BRIDGE CORRIDORS WE HAVE EXPANDED THE POPULAR SEAMLESS STRATEGY FROM TRIP PLANNING AND FARE PAYMENT IN THE DRAFT BLUEPRINT TO INCLUDE SCHEDULE COORDINATION THROUGH 10 TO 15 TIMES TRANSFER HUBS ACROSS THE BAY AREA INCLUDING PLACES LIKE DIRIDON STATION. MORE FUNDING FOR BICYCLING AND WALKING, THANKS TO COMMITMENTS FROM COUNTY TRANSPORTATION AGENCIES PUSH US ABOVE THE 10,000 MILE MARK FOR NEW PROTECTIVE LANES AND PATHS IN THE FINAL BLUEPRINT. AND LASTLY LIMITED STRATEGIC INVESTMENTS FOR HIGHWAYS TO PROVIDE EXPRESS LANES AND TACKLE BOTTLENECKS HAVE BEEN INTEGRATED FROM THE CLIMATE STRATEGIES DISCUSSED PREVIOUSLY. NEXT SLIDE. WHILE THE FULL LIST OF FISCALLY CONSTRAINED TRANSPORTATION PROJECTS AND THE STRATEGIES THEY NEST WITHIN IS INCLUDED IN ATTACHMENT J. WE WANTED TO HIGHLIGHT SOME OF THE BIG INVESTMENTS IN EACH PART OF THE BAY AREA. IN THE SOUTH BAY, KEY PROJECTS INTEGRATED INTO THE STRATEGIES INCLUDE THINGS LIKE BART TO SAN JOSE OR STEVEN'S CREEK RAIL LINE FROM CUPERTINO TO SAN JOSE, AND MODERNIZATION OF LIGHT RAIL FROM DIRIDON TO SAN JOSE WITH MORE FREQUENT AND FASTER TRAVEL TIMES. IN SAN FRANCISCO PENINSULA INCLUDING CALTRAIN DOWNTOWN EXTENSION AND SEPARATIONS ON THAT SYSTEM ASA WELL AND THE MUNI PROJECT MOVING FORWARD ACROSS SAN FRANCISCO AND SANS BAY CORRIDOR PROJECTS WOVEN INTO THE DRAFT BLUEPRINT INCLUDING THE NEW TRANSBAY RAIL CROSSING CORE CAPACITY INVESTMENTS FOR BART AND THE DUMBARTON GROUP RAPID TRANSIT

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LINE. AND EAST BAY LINE, KEY PROJECTS INCLUDE VALLEY LINK CONNECTING TO SAN JOAQUIN VALLEY TO DUBLIN PLEASANTON AND SERVICE INCREASES FOR BOTH LOCAL RAPID SERVICE ON AC TRANSIT. IN NORTH BAY KEY PROJECT THERE IN THE 2 BILLION PLUS CATEGORY WOULD BE THE LONG-TERM INVESTMENTS ON STATE ROUTE 37, ELEVATING IT AND MAKING SURE THAT'S RESILIENT TO SEA LEVEL RISE. NEXT SLIDE.

LESLIE LARA-ENRIQUEZ: SO THE NEXT CHALLENGE THAT ROSE TO THE TOP IS THE JOBS/HOUSING IMBALANCE WHICH WAS SOMEWHAT REDUCED BY THE STRATEGIES INCLUDED IN THE DRAFT BLUEPRINT BUT THERE IS DEFINITELY NEED FOR ADDITIONAL PROGRESS ON THIS FRONT. SO WE ASKED HOW MORE AMBITIOUS ECONOMIC STRATEGIES COULD SHIFT JOBS CLOSER TO EXISTING HOUSING-RICH COMMUNITIES AND WE PRESENTED PARTICIPANTS WITH FOUR NEW MODIFIED STRATEGIES AND AGAIN THEY HAD THE OPPORTUNITY TO INPUT THEIR OWN SUGGESTED STRATEGIES UNDER OTHER. WE HAD OVER 4200 RESPONDENT IN THIS QUESTION, AND THE TOP TWO STRATEGIES WERE TO PROVIDE TAX SUBSIDIES FOR EMPLOYERS TO RELOCATE MIDDLE WAGE JOBS CLOSER TO AFFORDABLE HOUSING AS WELL AS EXPANDING BUSINESS INCUBATOR PROGRAMS THERE WAS A LOT OF SUPPORT FOR INCUBATOR PROGRAMS HERE AND IN THE COMMENTS. AS A REMINDER, THIS IS ONLY THE RESULTS FROM THE ONLINE SURVEY, THE DIGITAL WORKSHOPS AND THE TELEPHONE TOWN HALLS. NEXT SLIDE. FOR THIS QUESTION, WE RECEIVED OVER 550 COMMENTS, WHICH INCLUDED EVERYTHING FROM DON'T DISCOURAGE

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JOBS, ENCOURAGE CONSTRUCTION OF HOUSING TO MORE EQUITABLE PAY. ACCESS TO BETTER PAYING JOBS AND JOB TRAINING FOR BETTER PAYING JOBS. THEMES THAT ROSE TO THE TOP UNDER THIS CHALLENGE WERE DEFINITELY ADDRESSING WEALTH DISPARITIES THERE WERE A LOT OF COMMENTS TO IMPLEMENTING UNIVERSITY BASIC INCOME PAYABLE WAGES DEBT FORGIVENESS TAXING THE RICH ET CETERA ALSO BRINGING JOBS NEAR HOUSING AND PROVIDING INCENTIVES FOR EAST BAY JOB GROWTH AS WELL AS STRONG SUPPORT FOR INCUBATOR PROGRAMS AS I MENTIONED. NEXT SLIDE.

DAVE VAUTIN: WE'RE ACUTELY AWARE OF HOW HARD THIS CHALLENGE IS GOING TO BE TO OVERCOME BUT WE HAVE MADE SIGNIFICANT IMPROVEMENTS TO THE ECONOMY ELIMINATE TO TACKLE IT BETTER. IN THE POST COMMUTING ERA WHERE TELECOMMUTING MIGHT HAVE BEEN MORE COMMON BEFORE WE NOTICE IT MAY LEAD TO SMALLER OFFICE FOOTPRINTS AND LESSER NEED TO BUILD NEW OFFICE COMPLEXES. THIS COULD CEMENT THE JOBS/HOUSING IMBALANCE IN THE REGION IN PLACE. AND WHILE WE MADE SIGNIFICANT HEADWAY IN THE DRAFT BLUEPRINT SHIFTING HOUSING TO WHERE JOBS ARE LOCATED, THE JOBS REMAIN CLUSTERED IN CENTERS LIKE SILICON VALLEY AND SAN FRANCISCO. DESPITE CHALLENGES WE'RE GIVING IT ANOTHER TRY IN THE FINAL BLUEPRINT RECOGNIZING STRATEGIES IN THE DRAFT WERE TOO LIMITED TO MAKE MUCH HEADWAY. FIRST, WE'RE RECOGNIZING BROADER SUPPORT FOR A CARROT-BASED APPROACH IN TERMS OF SHIFTING THE LOCATION OF NEW OFFICES. WE HAVE ELIMINATED THE

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IMPACT FEE STRATEGY, INCREASED FUTURE TAXES, AND USED THOSE REVENUES TO PAY FOR TAX INCENTIVES TO ENCOURAGE GROWTH IN HOUSING-RICH TRANSIT STATION AREAS, SUCH AS EAST BAY BART STATIONS. SECOND, WE HAVE EXPANDED THE BUSINESS INCUBATOR PROGRAM TO INCLUDE JOB TRAINING CENTERS TO ADDRESS THE RACIAL AND ECONOMIC INEQUITIES THAT ARE PERVASIVE THE BAY AREA. AND THIRD, WHILE PLANNED BAY AREA 2050 ALREADY INCLUDES HUNDREDS OF BILLIONS OF DOLLARS FOR TRANSPORTATION, IT HAD NOT YET INTEGRATED INFRASTRUCTURE FUNDING TO HELP SUPPORT PRIORITY PRODUCTION AREAS FOR THEIR MANY NON-TRANSPORTATION NEEDS. WHICH ARE SIGNIFICANT IN SOME PRIORITY PRODUCTION AREAS THAT WON'T GROW WITHOUT PUBLIC SECT OR INTERVENTION. SO THAT STRATEGY HAS BEEN MODIFIED AND EXPANDED ACCORDINGLY. NEXT SLIDE.

THE CHALLENGE WITH THE LEAST URGENCY TO ADDRESS IN THE FINAL BLUEPRINT WAS DISPLACEMENT WHICH WAS A BIT SURPRISING US TO BUT ONCE WE REVIEWED THE COMMENTS WE COULD UNDERSTAND WHY. DESPITE THE EXTENDED RENTER PROTECTIONS AND ADDITIONAL AFFORDABLE HOUSING STAFF ANALYSIS OF THE DRAFT BLUEPRINT FOUND THE RISK OF DISPLACEMENT CONTINUES TO GROW OVER TIME. SO WE ASKED HOW CAN NEW OR EXPANDED STRATEGIES HELP FURTHER ENSURE THAT LOW INCOME RESIDENTS AND COMMUNITIES OF COLOR ARE NOT ULTIMATELY DISPLACED TO AREAS WITH LIMITED ACCESS TO OPPORTUNITY. WE PRESENTED FOLKS WITH FOUR NEW OR MODIFIED

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STRATEGIES AND GAVE THEM THE OPPORTUNITY TO PROVIDE THEIR OWN SUGGESTED STRATEGY. FOR THIS QUESTION, WE HAD OVER 4400 RESPONDENTS AND THE TWO STRATEGIES THAT ROSE TO THE TOP WERE, EXPANDING INVESTMENT IN THE PRESERVATION OF PERMANENTLY AFFORDABLE HOUSING AND ENSURING AMPLE AFFORDABLE HOUSING IS BUILT IN COMMUNITIES MOST AT RISK OF DISPLACEMENT. NEXT SLIDE PLEASE. FOR THIS CHALLENGE WE RECEIVED NEARLY FIVE HELPED COMMENTS AND THIS IS WHERE WE HEARD THAT IF WE ADDRESS THE HOUSING AFFORDABLE CHALLENGE WE WOULD ADDRESS THE DISPLACEMENT CHALLENGE. WE HEARD MANY COMMENTS CALLING TO ADDRESS WEALTHY DISPARITIES SPECIFICALLY SAYING IS TO PAY PEOPLE LIVABLE WAGES SO THEY CAN AFFORD TO STAY IN THEIR HOMES AND IMPLEMENTING A UNIVERSAL BASIC INCOME SO FOLKS CAN AFFORD TO STAY IN THEIR COMMUNITIES. WE ALSO HEARD COMMENTS LIKE MAKE IT EASIER FOR CITIES TO SET ASIDE NEW AFFORDABLE HOUSING FOR THOSE BEING DISPLACED, AND THE THEMES THAT ROSE TO THE TOP WERE STRENGTHENING HOUSEHOLD AND RENTER PROTECTIONS. THERE WAS STRONG SUPPORT FOR JOB TRAINING PROGRAMS, AND AS WELL AS ADDRESSING THE WEALTH DISPARITIES AS I MENTIONED EARLIER. NEXT SLIDE.

>>DAVE VAUTIN: WE HAVE WORK HARD TO PLACE EQUITY AT THE CENTER OF ALL OF THE STRATEGIES IN THE BLUEPRINT BUT WE RECOGNIZED WE WEREN'T GOING FAR ENOUGH IN THE STRATEGIES TO ADDRESS THE ELECTRIC AIDS OF RACIAL AND ECONOMIC EXCLUSION. SO IN THE

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FINAL BLUEPRINT WE WORKED TO IMPROVE EVEN FURTHER ON THAT FRONT. IT ALL STARTS WITH NEW PROGRAMS IN THE HOUSING ELEMENT OF THE PLAN, TO GROW PATHWAYS TO ECONOMIC SECURITY THROUGH MORTGAGE, RENTAL AND SMALL BUSINESS ASSISTANCE. SECOND, I'LL UNDERSCORE THE PRESERVATION STRATEGY EXPANSION WHICH I DISCUSSED PREVIOUSLY WHICH WOULD ENABLE MANY MORE LOW INCOME HOUSEHOLDS TO REMAIN IN PLACE AND HOPEFULLY BRING DOWN THE ELEVATED METRIC IN THE FINAL BLUEPRINT. THIRD, OF THE FINAL BLUEPRINT WOULD INCLUDE A STRATEGY TO INVEST IN COMMUNITIES BY FUNDING THEM DIRECTLY AND ENABLING THEM TO PRIORITIZE THE TRANSPORTATION IMPROVEMENTS THAT THEY NEED THE MOST. AND LASTLY, WE HAVE ADDED FUNDING TO THE RENTER PROTECTION STRATEGY TO PAIR STRICTER RENT CONTROL WHICH WAS INCLUDED IN THE DRAFT BLUEPRINT WITH LEGAL AID AND OTHER SUPPORTIVE SERVICES FOR TENANTS. NEXT SLIDE.

SPEAKER: AS I MENTIONED EARLIER WE CONDUCTED A STATISTICALLY VALID POLL. RESULTS OF THE POLL WILL BE PRESENTED AT JOINT MEETING OF MTC PLANNING COMMITTEE AND ABAG ADMINISTRATIVE COMMITTEE ON FRIDAY BUT THIS IS A BRIEF OVERVIEW. I WANT TO MENTION THE STATISTICALLY VALID POLL ENGAGES SUPPORT FOR STRATEGIES INCLUDED IN THE DRAFT BLUEPRINT THIS IS NOT AN APPLES TO APPLES COMPARISON BUT WE WERE ABLE TO GLEAN SIMILARITIES AND DIFFERENCES. WITHOUT A DOUBT AS WE HAVE MENTIONED SEVERAL TIMES HOUSING IS THE TOP CONCERN IN THE

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STATISTICALLY VALID POLL AND WHAT WE HEARD THROUGH OUR PUBLIC ENGAGEMENT EFFORTS AND OTHER SIMILARITIES INCLUDE STRONG SUPPORT FOR SEAMLESS TRANSIT AND COMPLETE STREETS AS WELL AS MORE LIMITED SUPPORT FOR ALL LANE TOLLING AND BOTH. AND ALSO SUPPORT FOR EV INCENTIVES AND BUSINESS INCUBATOR PROGRAMS. AND THE DIFFERENCE WERE MINOR BUT STILL A COUPLE, WAS GREATER SUPPORT FOR IMPLEMENTING THE INTERCHANGES IN THE POLL AS WELL AS SUPPORT FOR JOB TRAINING PROGRAMS IN THE POLL COMPARED TO OUR ENGAGEMENT EFFORTS. NEXT SLIDE.

DAVE VAUTIN: THANKS LESLIE. I'LL WRAP THINGS UP HERE. SO YOU HAVE HEARD A LOT TODAY ABOUT THE FINAL BLUEPRINT, THERE IS MUCH MORE AVAILABLE IN THE PACKET. IT BUILDS UPON THE FOUNDATION OF THE DRAFT BLUEPRINT, AND MANY OF THE GREAT STRATEGIES THAT WERE VERY EFFECTIVE IN THAT ROUND WITH THESE NEW AND EXPANDED STRATEGIES HIGHLIGHTED TODAY THAT HAVE THE SAME HORIZON FOCUS ON RESILIENCE TO UNCERTAINTY AND EQUITY FOR ALL COMMUNITIES. FROM THE 25 STRATEGIES IN THE DRAFT BLUEPRINT, WE HAVE EXPANDED TO THE 35 STRATEGIES FEATURED IN THE FINAL BLUEPRINT. I'LL RUN THROUGH THE HIGHLIGHTS OF TODAY'S PRESENTATION FOR TRANSPORTATION, THE TRANSPORTATION ELEMENT OF THE PLAN, THOSE NEW COMMUNITY LEAD TRANSPORTATION PROGRAMS UPGRADES TO KEY TIMES TRANSFER HUBS TO CREATE THAT SEAMLESS VISION, 100 BILLION PLUS IN NEW INVESTMENTS TO CREATE THE NEXGEN TRANSPORTATION NETWORK WITH NEW BRT AND EXPRESS BUS

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LINES IN EVERY BAY AREA COUNTY, NEW SOUTH BAY RAIL LINES, NEW TRANSBAY RAIL CROSSING, ENABLE NEW CONNECTIONS AND ACCESSIBILITY, VALLEY LINK TO SERVE THE TRI-VALLEY AND BEYOND, THE 10,000 MILES OF BIKE INFRASTRUCTURE AND HIGHWAY IMPROVEMENTS AND SOME KEY REGIONAL BOTTLENECKS. AND THE HOUSING ELEMENT, THAT VAST EXPANSION IN FUNDING FOR AFFORDABLE HOUSING PRESERVATION AND PRODUCTION, THE TARGETED MORTGAGE AND RENTAL ASSISTANCE TO TACKLE RACIAL INEQUITIES THAT EXIST IN OUR REGION, COMMUNITY LAND TRUST AND OTHER INNOVATIVE APPROACHES TO PRESERVE MORE AFFORDABLE HOUSING FASTER. FOR THE ECONOMY ELEMENT, FOR THE $500 A MONTH UNIVERSAL BASIC INCOME, JOB TRAINING PROGRAMS, INTERNET SUBSIDIES TO SUPPORT TELECOMMUTING AND MORE, TAX INCENTIVES TO ENCOURAGE ADDITIONAL OFFICE DEVELOPMENT AND IN HOUSING-RICH COMMUNITIES AND INFRASTRUCTURE EXPANSION, AND ELEMENT TO REFINEMENTS OF SEA LEVEL EXPANSION BUILDING RETROFITS TO GO TO COMMERCIAL AND PUBLIC BUILDINGS EXPANDING FUNDING FOR NEW AND MODERNIZED PARKS AND BOLD NEW CLIMATE INITIATIVES RANGING FROM TELECOMMUTING MANDATE TO EXPANDED EV SUBSIDIES TO PARKING PROGRAMS AND MORE. THIS IS HOW WE ARE WORKING TO MAKE PLANNED BAY AREA FULLY LIVE UP TO THE VISION OF A MORE AFFORDABLE, CONNECTED, DIVERSE, HEALTHY, AND VIBRANT REGION FOR ALL. NEXT SLIDE. PIVOTING AWAY FROM THE STRATEGIES THAT WE FOCUSED ON TODAY, WHICH IS WHERE MOST OF THE MOST SIGNIFICANT CHANGES HAVE BEEN MADE SINCE THE FEBRUARY ACTION ON THE DRAFT

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BLUEPRINT. WE'RE ALSO ASKING FOR THE BOARDS TO APPROVE THE FINAL BLUEPRINT GROWTH GEOGRAPHIES PLACES ASSUMED FOR FOCUSED HOUSING AND JOB GROWTH IN THE FUTURE. WE HAVE INTEGRATED NEW PRIORITY DEVELOPMENT AREAS ADOPTED BY THE ABAG BOARD IN JULY AS WELL AS 2020 DATA FOR TRANSIT-RICH AND HIGH RESOURCE AREAS AS WELL. AND SO THE MAP ON THE RIGHT, AS WELL AS THE ONE THAT'S BEEN POSTED ON THE PLANNEDBAYAREA.ORG WEB SITE WITH A LITTLE BIT HIGHER RESOLUTION, REAFFIRMS THE DEFINITION OF THE GEOGRAPHIES FROM 2020 MERGING IN THAT LATEST DATA. AND AGAIN IT PRIORITIZES HOUSING GROWTH IN PRIORITY DEVELOPMENT AREAS AS WELL AS SELECT TRANSIT-RICH AND HIGH RESOURCE AREAS IN COMMUNITIES THAT HAVE NOT NOMINATED A SIGNIFICANT NUMBER OF PDAS. AGAIN, THIS PROTECTS AREAS OUTSIDE URBAN GROWTH BOUNDARIES AND IN UNMITIGATED HIGH HAZARD AREAS FROM FUTURE GROWTH FOCUSING OUR GROWTH IN DOWNTOWNS AND MAIN STREETS ACROSS THE BAY AREA. NEXT SLIDE. WE'LL ALSO BE ASKING THE BOARDS TO APPROVE THE FINAL REGIONAL GROWTH FORECAST OUT ALL SUMMER AND INCORPORATE RATES ADJUSTMENTS FOR THE 2019 AND 2020 RECESSION. THERE WERE NO SIGNIFICANT COMMENTS RECEIVED ON THE REGIONAL GROWTH FORECAST IN ACCORDANCE WITH THE BIA SETTLEMENT WE'LL BE ASKING THE BOARD TO MOVE FORWARD WITH THE PLANNED BAY AREA 2050 PROCESS. NEXT SLIDE. AT THE END OF THE DAY THIS IS HOW WE SEE PLANNED BAY AREA FINANCIAL SIDE STACKING UP. INTEGRATING SIGNIFICANT RESOURCES FOR SEVERAL ELEMENTS OF THE PLAN BUT ALSO SIGNIFICANT FINANCIAL GAPS THAT REQUIRE NEW

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REVENUE MEASURES FOR HOUSING, THE ECONOMY, AND THE ENVIRONMENT ELEMENTS OF THE PLAN, IN PARTICULAR. IN TOTAL, THE FINAL BLUEPRINT, OUR PROPOSAL FOR PLANNED BAY AREA 2050, IS A $1.4 TRILLION PLAN OVER A 30 YEAR TIME HORIZON WITH JUST UNDER $600 BILLION FOR TRANSPORTATION MORE THAN $400 BILLION FOR HOUSING, OVER $200 BILLION FOR ECONOMIC DEVELOPMENT AND OVER $100 BILLION FOR ENVIRONMENTAL PROTECTION AND PRESERVATION. NEXT SLIDE. PLANNED BAY AREA 2050 STILL HAS MORE MILESTONES AHEAD THE FINAL BLUEPRINT ANALYSIS WILL STRETCH THROUGHOUT REST OF THE YEAR. EIR SCOPING PROCESS AND ALTERNATIVES WILL BE BACK IN THE FALL AND WE'LL BE BACK TO SHARE MORE ON RAWG ON THAT AND IMPLEMENTATION WILL KICK OFF THIS FALL AND WE LOOK FORWARD TO THOSE CONVERSATIONS. WE'RE MOVING TOWARDS A DECEMBER ACTION ON OUTCOMES AND SPRING 2021 RELEASE OF THE DRAFT PLAN AND FALL 2021 APPROVAL OF THE FINAL PLAN. NEXT SLIDE. BEFORE WE WRAP UP WE WANT TO HIGHLIGHT KEY CONNECTION IN TERMS OF WHAT'S NEXT. ONE WAY THE PLAN CAN BE IMPLEMENT IN THE REAL-WORLD IS THROUGH THE REGIONAL HOUSING NEEDS ALLOCATION PROCESS OR RHNA. HOUSING METHODOLOGY COMMITTEE HAS CONSIDERED WHAT ROLE, IF ANY THE BLUEPRINT SHOULD PLAY IN THE RHNA PROCESS. IN AUGUST THE HMC CAME TO A CONSENSUS THAT THE 2050 HOUSEHOLD PROJECTIONS FROM THE BLUEPRINT COULD BE USED AS A STARTING POINT FOR THE RHNA METHODOLOGY. WHERE THE PLAN FOCUSES ON THE HIGH-LEVEL 30 YEAR TREND AT THE COUNTY AND SUB-COUNTY LEVELS, RHNA DELVES INTO THAT JURISDICTIONAL LEVEL WITH ALLOCATIONS THAT INFORM LOCAL

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HOUSING UPDATES. WHEN AVAILABLE IN DECEMBER THE FINAL BLUEPRINT CAN BE INTEGRATED INTO THE BLUEPRINT METHODOLOGY PENDING BOARD APPROVAL THIS FALL. NEXT SLIDE. ANOTHER FOCUS FOR IMPLEMENTATION CITIZEN FINAL CHAPTER OF THE PLAN, THE IMPLEMENTATION PLAN FOR EACH OF OUR 30 YEAR STRATEGIES EACH OF THESE 35 STRATEGIES WE TALKED ABOUT TODAY THE IMPLEMENTATION PLAN WILL IDENTIFY ONE OR MORE IMPLEMENTATION ACTIONS FOR MTC ABAG TO ADVANCE IN PARTNERSHIP WITH THE PUBLIC, PRIVATE AND NON-PROFIT SECTORS. THESE COULD RANGE FROM STUDIES TO CONVENINGS, TO LEGISLATIVE ADVOCACY OR PILOT PROGRAMS. WE LOOK FORWARD TO DEVELOPING A COLLABORATIVE PROCESS STARTING THIS FALL AND STRETCHING INTO MID-2021 TO DEVELOP THE IMPLEMENTATION PLAN AND WILL BE RETURNING TO THIS WORKING GROUP IN THE MONTHS AHEAD WITH AN UPDATE ON THAT EFFORT WHICH WILL BE KEY TO PLANNED BAY AREA 2050. WE KNOW WE WENT THROUGH A TON OF INFORMATION THIS MORNING. HOPEFULLY IF YOU DIDN'T GET A CHANCE TO TAKE A LOOK AT THE PACKET WHERE THERE IS EVEN MORE INFORMATION THAN WE WERE ABLE TO DEFINITELY INTO, WE APPRECIATE BEING ABLE TO SHARE HOW THE PUBLIC AND STAKEHOLDER FEEDBACK REALLY INFORMED OUR REVISIONS FOR THE FINAL BLUEPRINT, AND WE WILL BE BRINGING FORWARD THIS ITEM FOR APPROVAL TO THE COMMISSION AND THE ABAG BOARD IN THE COMING WEEKS. AT THIS POINT WE'RE HAPPY TO TAKE ANY QUESTIONS THAT YOU MIGHT HAVE.

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URSULA VOGLER: OKAY. THANKS DAVE AND LESLIE. GOOD JOB. FIRST START BY TYPING IN YOUR QUESTIONS INTO THE Q&A. AND I'LL GO THROUGH THEM ONE BY ONE. DO THAT NOW. FIRST QUESTION FOR DAVE FROM DIERDRA. DID YOU SAY THE REGION WOULD LOSE A BILLION DOLLARS A YEAR OR $100 MILLION A YEAR.

DAVE VAUTIN: $100 MILLION A YEAR, AT LEAST. RIGHT NOW, ONE KEY PROGRAM, THE SOLUTIONS FOR CONGESTED CORRIDOR PROGRAM IS CONTINGENT ON HAVING A PLAN THAT MEETS OR EXCEEDS THE TARGET HOWEVER THE STATE CAN CHOOSE TO ADD OTHER PLANS UNDER THE SENATE BILL IN THE FUTURE.

URSULA VOGLER: THANKS DAVE. NEXT QUESTION FROM JANET WHAT IS GHG REDUCTION FOR LAND USE STRATEGIES SPECIFICALLY?

DAVE VAUTIN: SO, WHEN WE ANALYZED THE BLUEPRINT, WE ANALYZED THESE THINGS AS A PACKAGE. WE KNOW SOME OF THE IMPACTS OF DIFFERENT STRATEGIES FROM OUR STRESS TESTING IN THE HORIZON PROCESS. AS WE SHOWED IN THE PREVIOUS GRAPHIC, WE DO THINK THE LAND USE STRATEGIES MOVE US A COUPLE OF POINTS CLOSER TOWARDS THE TARGET, BUT WE'RE SEEING A DIMINISHED IMPACT FROM LAND USE STRATEGIES, HERE IN 2020, THAN WE DID IN PAST CYCLES OF PLANNED BAY AREA. YOU MIGHT ASK, WHY IS THAT? THAT'S A GOOD QUESTION. PART OF THAT IS THE FACT THAT, WHEN WE STARTED DOING PLANNED BAY AREAS IN 2010, THE YEAR 2035 WAS 25 YEARS AWAY. SO

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LAND USE STRATEGIES HAD AN OPPORTUNITY TO SHIFT THE DEVELOPMENT IN THE REGION MORE SIGNIFICANTLY, OVER A LONGER TIME PERIOD, NOW, YEAR 2035 IS JUST 15 YEARS AWAY. SO AS HARD AS WE CAN PUSH ON LAND USE WE ONLY HAVE A SHORTER TIME PERIOD AND THE SECOND HALF OF THE PLAN DOESN'T COUNT TOWARDS THE GHG TARGET SO THAT IN PARTICULAR IS ONE OF THE REASONS YET LAND USE STRATEGIES ARE SOMEWHAT LESS EFFECTIVE TODAY, IN 2020, THAN THEY WERE IN 2010.

URSULA VOGLER: GREAT THANKS DAVE. AND I ALSO WANT TO POINT OUT THAT WE -- FOR THOSE OF YOU WHO CAN'T TYPE IN WE WILL BE USING THE RAISED HAND FUNCTION. MARTHA SHOULD WE DO THAT AT THE END?

CLERK OF THE BOARD: YES. RAISED HANDS WILL BE ADDRESSED AFTER THE QUESTIONS ARE ANSWERED.

URSULA VOGLER: WONDERFUL. MARTHA AND I WILL WORK ON THAT AT THE END OF THIS. NEXT QUESTION HOW MANY RESPONSES RECEIVED IN THE STATISTICALLY VALID POLL? JUST SHY OF 3,000. NEXT QUICKLY DOA DEAD-ON ARRIVAL BACK TO THE 80s. COMMENT. DEIRDRE WORK FROM HOME MANDATE WHAT IS THE PHASE AND TIMELINE?

DAVE VAUTIN: WE'LL BE THINKING MORE ABOUT THE NEXT FIVE YEARS AND HOW WE CAN ADVANCE EACH STRATEGY IN THE IMPLEMENTATION PLAN PHASE. WAY WE SET UP THAT PARTICULAR STRATEGY IS THAT BY

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2035, THESE MAJOR OFFICE BASED EMPLOYERS WOULD NEED TO BE HITTING THESE TELECOMMUTE TARGETS. SO, THAT'S -- IT WOULD BE KIND OF A PHASED IN APPROACH OVER THE NEXT 15 YEARS, IF THAT STRATEGY WAS ADVANCED AS PART OF THE IMPLEMENTATION.

URSULA VOGLER: TERENCE ASK CAN INFRASTRUCTURE BE EXPANDED TO MIXED USE PRIORITY DEVELOPMENT AREAS?

DAVE VAUTIN: TERENCE, THAT'S A GOOD QUESTION. WE'RE NOT SEEING A LOT OF CHALLENGES IN TERMS OF GENERATING NEW HOUSING, ONCE WE OPEN UP OPPORTUNITIES FOR HOUSING, AND WE HELP FUND THE MUCH NEEDED AFFORDABLE HOUSING, THE REGION HAS A HOUSING CRISIS SO THERE IS I GREATER LEVEL OF EAGERNESS TO BUILD HOUSING. IN THE PRIORITY PRODUCTION AREAS WE SEE A NUMBER OF THEM EVEN IF WE PROTECT THEM, THERE ARE NO NEW JOBS GENERATED ON THEIR OWN THAT TELLS US IF THE REGION SEEKS TO GROW THE INDUSTRIAL JOBS IN THOSE LOCATIONS, WE'LL NEED TO SUBSIDIZE GROWTH BY PROVIDING SOME OF THAT INFRASTRUCTURE WITH PUBLIC FUNDS, AND SO THAT'S WHY WE'RE RECOMMENDING THAT STRATEGY BE FOCUSED ON THE PRIORITY PRODUCTION AREAS. WE RECOGNIZE THERE ARE A LOT OF COSTS TO NEW DEVELOPMENT IN PRIORITY DEVELOPMENT AREAS AS WELL, BUT WE ARE SEEING THE MARKET RESPONSE BEING STRONGER IN THOSE FOR HOUSING THAN IN THE JOB GROWTH IN THE PPAS.

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URSULA VOGLER: GREAT. THANKS DAVE. NEXT QUESTION FROM REBECCA. COULD YOU PLEASE SAY MORE ABOUT WHEN THE UPDATED INFORMATION IS COMING OUT OF PLANNED BAY AREA, THE FINAL BLUEPRINT, AND WHEN WILL IT BE AVAILABLE FOR THE RHNA PROCESS TO USE AS A BASELINE.

DAVE VAUTIN: THE RHNA PROCESS HAS BEEN USING THE DRAFT BLUEPRINT DATA AS PART OF THE DISCUSSION ON METHODOLOGIES. WE DO ANTICIPATE THE FINAL BLUEPRINT WILL HAVE SOME CHANGES TO IT, BUT THE DRAFT BLUEPRINT IS KIND OF INDICATIVE OF SOME OF THE GROWTH PATTERN THAT WE WOULD EXPECT AS WE MOVE FORWARD. FINAL BLUEPRINT DATA WILL BE AVAILABLE IN DECEMBER, WHICH IS JUST IN TIME FOR THE ACTION ON THE PREFERRED EIR ALTERNATIVE AS WELL AS THE ACTION ON THE DRAFT RHNA METHODOLOGY, WHICH THE ABAG BOARD WILL CONSIDER IN THE DECEMBER/JANUARY TIME FRAME.

URSULA VOGLER: GREAT. NEXT QUESTION FROM ZOEY: HOW IS WILDFIRE PREVENTION PRIORITIZED BEYOND RETROFITS? WE CAN'T CONTINUE TO MAKE INVESTMENTS IN HOUSING AND TRANSPORTATION WITHOUT PRIORITIZING WILDFIRE PREVENTION BEYOND RETROFITS.

DAVE VAUTIN: GOOD QUESTION. PLANNED BAY AREA 2050 PRESERVES THE URBAN GROWTH BOUNDARY STRATEGY THAT REALLY FOCUSES GROWTH AWAY FROM THE WILD URBAN GROWTH INTERFACE. PRIORITIZED IN THE FIRE RISK AREAS IS CRITICAL. WE RECOGNIZE THERE IS AUTO OF

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EXISTING STRUCTURES THERE THAT'S WHERE THE BUILDING RETROFIT COMES IN BUT WE HAVE MADE ENHANCEMENTS TO THE CONSERVATION LANDS STRATEGY TO ADDRESS WILDFIRES. I ENCOURAGE YOU TO CHECK THAT OUT THERE IS TEXT AVAILABLE ON THAT IN THE PACKET.

URSULA VOGLER: GREAT. NEXT QUESTION FROM JONATHON: CAN YOU DESCRIBE MORE ABOUT THE NORMALIZATION ABOUT THE COST OF DRIVING ASSUMPTIONS ACROSS MPOS? WILL THIS INCREASE GREENHOUSE GAS PROJECTIONS IN SOME METROPOLITAN PLANNING ORGANIZATIONS?

DAVE VAUTIN: OBVIOUSLY WE DON'T HAVE JURISDICTION OVER THE OTHER MPOS, BUT WHAT WE RECOGNIZE THROUGH OUR CONSULTATION PROCESS WITH THE STATE IS THAT THE DIRECTION WE HAVE GOTTEN OVER THE PAST YEAR, FROM THE STATE, HAVE LED TO OUR ASSUMPTIONS ON THE COST OF STRIVING BEING SIGNIFICANTLY LOWER THAN OTHER METROPOLITAN LIKE SACRAMENTO. NOTHING IN THE BAY AREA, I CAN'T THINK OF A SINGLE THING IN THE BAY AREA THIS'S CHEAPER THAN HERE IN SACRAMENTO MAYBE SOMEONE CAN NAME SOMETHING BUT BASED ON OUR FURTHER DISCUSSION WITH STATE OFFICIALS IT LOOKS LIKE WE HAVE A PATH FORWARD TO MORE CLOSELY ALIGN OUR ASSUMPTIONS WITH THOSE MADE BY SACRAMENTO AND LOS ANGELES, AND NAMELY THE ONES IN SACRAMENTO, WHICH HAVE BEEN APPROVED BY STATE AGENCIES FOR NEWS THEIR PLAN.

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URSULA VOGLER: THANKS DAVE. NEXT QUESTION IS ACTUALLY A COMMENT BUT I'M GOING TO REPHRASE IT AS A QUESTION DAVE FOR YOU. COMMENT IS TRYING TO INCREASE TRANSIT SPEEDS TO MINIMUM OF 75 MILES PER HOUR INSTEAD, AND MAYBE I'M GOING TO REFRAME IT AS, IF THIS IS A GHG COMMENT, MAYBE YOU CAN TALK BRIEFLY ABOUT THE SPEED IS HOW THAT EFFECTS GHG, DAVE.

DAVE VAUTIN: SURE. FIRST OF ALL, JUST TO EXPLAIN THAT STRATEGY OF THE 55 MILE PER HOUR SPEED LIMIT, THAT SPEED OF 50 TO 55 MILES PER HOUR IS A MUCH MORE OPTIMAL SPEED WITH REGARDS TO EMISSIONS THAN WHEN PEOPLE ARE DRIVING AT HIGHER SPEEDS, AND SO IT DOES MOVE US IN THE RIGHT DIRECTIONS WITH EMISSIONS, AND IT SAVES LIVES IN THE PROCESS WE RECOGNIZE THE POLITICAL HURDLES ASSOCIATED WITH IT BUT THAT IS ONE WAY WE COULD WORK TO REDUCE EMISSIONS. YOUR COMMENT ROLAND TO THE SPEED OF TRANSIT WE ARE WORKING ON THE SPEED OF TRANSIT IN THE PLAN WE HAVE TRANSIT BUS INFRASTRUCTURE THE PREMIUM EXPRESS BUS SERVICE REFERRED TO AS REX PREVIOUSLY, THAT WE HAVE ALIGNED FROM VALLEJO TO SFO AIRPORT, THAT WOULD BE VERY FREQUENT AND FAST OPERATING IN DEDICATED LANDS THROUGHOUT, SO WE ARE -- AND WE HAVE A SERIES OF OTHER EXPRESS BUS INVESTMENTS THAT LEVERAGE THE EXPRESS BUS LANE NETWORK AS WELL. THOSE ARE A FEW DIFFERENT THINGS WE'RE DOING TO SPEED UP TRANSIT, AT THE SAME TIME.

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URSULA VOGLER: GREAT DAVE. THANKS. NEXT FROM RAILS TO TRAILS QUESTION. AT A PREVIOUS RAWG MEETING YOU HAD INDICATED YOU MIGHT INCREASE THE ACTIVE TRANSPORTATION INVESTMENT FROM 9 BILLION TO 13 BILLION. IS THAT REFLECTED IN THE CURRENT BLUEPRINT AND IF THERE IS AN INCREASE WHERE DOES IT COME FROM. YOU MENTIONED TODAY INCREASING COUNTY INVESTMENT FOR BIKING AND IS THAT COUNTY SALES TAX. THANKS. THAT'S MULTIFACETED QUESTION.

DAVE VAUTIN: SHORT ANSWER IS, YES, AND YES. SO, IN JULY, WE GAVE A BIT OF A PRE TRANSPORTATION SIDE OF THE BLUEPRINT, THIS WEAVES IN THOSE RECOMMENDATIONS AND OUR COUNTY PARTNERS MATCHED OF THE REGIONAL DISCRETIONARY MONIES TOWARDS WALKING AND BIKE INFRASTRUCTURE REFLECTING SALES TAX MEASURE MONEY THAT IS DEDICATED FOR THAT PURPOSE. AND THAT HELPS US GET TO THIS KIND OF ASPIRATIONAL NETWORK OF 10,000 MILES OF BIKE INFRASTRUCTURE IN THE PLAN.

URSULA VOGLER: GREAT. NEXT QUESTION FROM MATT VALLEY LINK, HOW DOES IT SUPPORT THE SUSTAINABLE COMMUNITY STRATEGY?

DAVE VAUTIN: A COUPLE OF THINGS. FIRST I'M GOING TO ASSUME THAT WHEN YOU SAY SUSTAINABLE COMMUNITY STRATEGY WE CONSIDER THIS REGIONAL PLAN KIND OF RTP, SCS, IT'S ALL ONE PACKAGE, RIGHT? AND SO WHAT I THINK YOU'RE TALKING ABOUT IS HOW DOES IT

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SUPPORT THE GOALS OF PLANNED BAY AREA 2050? AS MANY ARE AWARE, THE GROWTH IN THE BLUEPRINT, WE HAVE TO ACCOMMODATE ALL THE FUTURE GROWTH WITHOUT AN INCREASE IN IN-COMMUTING. BUT THAT DOESN'T MEAN WE CAN'T MAKE THE LIVES OF EXISTING COMMUTERS BETTER. IN THE ALTAMONT CORRIDOR WE KNOW IT'S GRIDLOCK AT EARLY HOURS OF THE MORNING AND PEOPLE ARE SITTING IN THEIR CARS NOT GOING PARTICULARLY FAST, AND PRODUCING A BUNCH OF EMISSIONS IN THE PROCESS SO IF WE CAN FIND WAYS TO GET PEOPLE OUT OF THEIR CARS ON TO A TRAIN, WE CAN HELP TO REDUCE GREENHOUSE GAS EMISSIONS. AND SO, IN THAT SENSE, VALLEY LINK DOES HELP US REDUCE GREENHOUSE GAS EMISSIONS. NOW, I WILL NOTE, AND I THINK IMPLICIT IN YOUR COMMENT IS THE FACT THAT THERE IS A LOT OF SINGLE FAMILY HOUSING DEVELOPMENT HAPPENING OUT IN THE SAN JOAQUIN VALLEY, AND I THINK IT'S ESSENTIAL THAT OUR PARTNERS OUT IN SAN JOAQUIN, MAKE SURE THEY'RE CONTINUING TO GROW SMARTER AND MORE FOCUSED AROUND THOSE RAIL STATIONS SO WE CAN ACTUALLY ACHIEVE GREENHOUSE GAS REDUCTIONS LONG-TERM. SO I THINK THERE IS A FEW DIFFERENT ASPECTS OF THAT BUT WE'RE TRYING TO SUPPORT IN-COMMUTERS WITH THE PROJECT TO GET THEM OUT OF THEIR CARS AND ON TO TRANSIT.

URSULA VOGLER: THANKS DAVE. NEXT QUESTION FROM KRISTEN HOW DOES THE FINAL BLUEPRINT ASSUME THE REVENUES WILL BE EXPANDED FOR AFFORDABLE HOUSING?

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DAVE VAUTIN: KRISTEN, THAT'S A GOOD QUESTION. SO, REALLY, WE'RE ASSUMING A COMBINATION OF SOURCES. SO THIS IS NOT SAYING THAT WE WOULD HAVE A 200, $300 BILLION REGIONAL REVENUE MEASURE THAT WOULD BE PROPOSED. WHAT WE'RE SAYING IS THAT THERE WOULD BE A NEED FOR REGIONAL AND COUNTY MEASURES FOR HOUSING, NOT JUST ONE, BUT PROBABLY A NUMBER OVER THE COURSE OF THE PLANNING PERIOD, TO GET TO THIS GOAL. AND WITH THOSE ADDITIONAL FUNDS IT MAY BE POSSIBLE TO GET MORE MATCHING MONEY FROM THE FEDERAL OR STATE GOVERNMENTS YOU CAN SEE THERE MAY BE A STIMULUS MEASURE IN 2021 OR 2022 THAT PRIORITIZES INVESTMENT IN COMMUNITIES INCLUDING HOUSING AND INFRASTRUCTURE. SO THAT'S -- THAT FUNDING WOULD NEED TO COME FROM KIND OF A VARIETY OF DIFFERENT SOURCES. BUT IT DOES -- AS WE NOTED, IT DOES REFLECT A HUGE EXPANSION TO THE AMOUNT OF FINANCIAL RESOURCES, PUTTING HOUSING ON PAR WITH TRANSPORTATION WHERE PEOPLE HAVE STEPPED UP TO THE PLATE, THE VOTERS OF THE BAY AREA HAVE STEPPED UP TO THE PLATE TO FUND THOSE CRITICAL NEEDS AND BASICALLY PUTTING HOUSING ON PAR WITH THAT.

URSULA VOGLER: GREAT. NEXT QUESTION. YOU MENTIONED THERE WERE ADDITIONAL REVENUE IN THE FOUR MAIN CATEGORIES OF THE PLAN WHERE IS THE ADDITIONAL REVENUE COMING FROM?

DAVE VAUTIN: WELL, SO FIRST I WANT TO PUT TRANSPORTATION OFF THE TABLE HERE FOR A SECOND, BECAUSE I THINK WE HAVEN'T

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CHANGED THE REVENUE ASSUMPTIONS MUCH THERE, A LOT OF THE NEW REVENUE FOR TRANSPORTATION COMES FROM THE TOLL LANE STRATEGY, FROM THE PARKING STRATEGY, FROM THE MEGA MEASURE WHICH WOULD POTENTIALLY BE A SALES TAX BUT COULD BE ANOTHER SOURCE AS WELL. FOR THE OTHER PARTS OF THE PLAN, THERE ARE A WIDE VARIETY OF SOURCES THAT FUND THINGS LIKE HOUSING OR ECONOMIC DEVELOPMENT, OR THE ENVIRONMENTAL ELEMENTS OF THE PLAN. AND SO OUR ASSUMPTION IS THERE WOULD BE A COMBINATION OF SALES TAX INCREASES ON THE STATE LEVEL, PROPERTY TAX INCREASES, MAYBE A PARCEL TYPE TAX, TO FUND SOME OF THE ENVIRONMENT ELEMENTS COMPONENT, WHERE THERE ARE PARCELS AT RISK OF DIFFERENT HAZARDS LIKE SEA LEVEL RISE. IT'S KIND OF A MIX OF DIFFERENT SOURCES, THE AMOUNT OF FUNDING NEEDED FOR ALL THESE THINGS REALLY REQUIRES US LOOKING AT A VARIETY OF SOURCES AND MAKING SURE WE'RE CHOOSING THE SOURCES THAT ARE MOST EQUITABLE. SO WE'RE NOT JUST SPENDING MONEY IN AN EQUITABLE WAY BUT THAT FUTURE TRACKS REVENUES ARE GENERATED IN A MORE EQUITABLE WAY.

URSULA VOGLER: GREAT. WE HAVE A CLARIFICATION AND A COMMENT FROM ROLAND. CLARIFICATION FROM COMMENT EARLIER ABOUT TRANSIT ACCOMMODATING SPEED HE SAYS INCREASING OF TRANSIT VERSUS SLOWS TO 55 MILES PER HOUR TRANSIT COULD OPERATE AT A FASTER SPEED THAT WAS HIS COMMENT AND HIS OTHER COMMENT IS COYOTE VALLEY IS EQUIVALENT OF ALTAMONT PASS I WILL PARAPHRASE SANTA CLARA COUNTY DOESN'T HAVE CERTAIN POLITICIANS IN THEIR DISTRICT. SO

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WITH THAT I'M GOING TO TURN IT TO MARTHA WHO IS GOING TO LEAD THE RAISED HAND.

CLERK OF THE BOARD: MEMBERS OF THE PUBLIC, YOU'RE REMINDED TO PRESS STAR NINE OR RAISE YOUR HAND IF YOU WOULD LIKE TO COMMENT THAT WAY. FIRST UP IS CINDY. CINDY GO AHEAD AND UNMUTE YOURSELF. CINDY?

SPEAKER: I UNMUTED. CAN YOU HEAR ME MARTHA?

CLERK OF THE BOARD: YES WE CAN.

SPEAKER: ALL RIGHT. THANK YOU. I LIVE IN MARIN COUNTY. AND THIS IS A FOLLOW UP FROM THE QUESTION ABOUT WILDFIRES. RIGHT NOW, ASH IS COMING IN MY WINDOW AS A MATTER OF FACT FROM THE WOODLAND FIRE. SO I'M VERY CONCERNED ABOUT THESE FIRES. A FEW DAYS AGO THE NEW YORK TIMES CARRIED A MAJOR ARTICLE ABOUT FIRE INSURANCE COMPANIES FLEEING THE STATE AS THE URBAN WOODLAND BECOMES TO RISKY FOR MOST HOMEOWNERS, WHERE ARE THEY GOING TO GO. I THINK CITIES SMALL AND LARGE OFTEN EXPANDED UPWARD MAY HAVE TO BE THEIR REFUGE IN A CONCRETE JUNGLE SO TO SPEAK BUT AT LEAST IT WILL BE WILDFIRE SAFE AND YET THERE IS A SECOND PROBLEM FOR COASTAL CITIES, REFERRING OF COURSE TO SEA LEVEL RISE. THIS THREAT IS NOT SINGULAR, BUT DUAL, AS NEW STUDIES HAVE SHOWN THAT RISING SEAS AFFECT NON-SAY LINE SUBSURFACE

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GROUNDWATER PUSHING IT BACK UNTIL IT CAUSES SOIL INSTABILITY FURTHER INLAND. I'M WONDERING, SINCE PLANNED BAY AREA 2050 WILL BE REVISITED IN SEVERAL YEARS, WHETHER SOME STAFF PEOPLE MIGHT BE ASSIGNED TO STUDY THE DUAL CRISIS OF FIRE AND FLOOD, TRULY THIS IS AN EXTRAORDINARILY CHALLENGING TIME TO PLAN, AND YOU ALL HAVE MY EMPATHY AND RESPECT FOR YOUR EFFORTS. THANK YOU.

DAVE VAUTIN: THANKS CINDY. I THINK THAT'S A GREAT TOPIC TO DISCUSS, AS PART OF THE IMPLEMENTATION PLAN PHASE WHEN WE KICK THAT OFF ABOUT HOW WE -- HOW DO WE ADVANCE OUR FIRE AND EARTHQUAKE AND SEA LEVEL RISE STRATEGIES, THEY'RE ALL WOVEN INTO THE 30 YEAR BLUEPRINT, WHAT DO WE DO TO ACTUALLY ADVANCE THEM IN THE NEAR TERM? WHAT ROLE CAN OUR ORGANIZATION PLAY AND RECOGNIZING SEA LEVEL RISE AT THE COMMISSION OF CONSERVATION AND DEVELOPMENT HAVE A ROLE TO PLAY ON SEA LEVEL RISE AS WELL.

CLERK OF THE BOARD: THERE ARE NO MORE MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

URSULA VOGLER: OKAY. SO THANK YOU MARTHA AND DAVE. SO, ARE THERE IS ONE MORE QUESTION, AND IF YOU HAVE ANY OTHER QUESTIONS, PLEASE TYPE THEM INTO THE Q&A BOX, OR YOU CAN RAISE YOUR HAND BEFORE WE GO. NEXT QUESTION FROM ROLAND WITH REGARDS

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TO SALES TAX ARE EXISTING SALES TAX AT THE COUNTY LEVEL INCLUDED IN THE PLAN?

DAVE VAUTIN: YES. AS THE PIE CHART SLIDE SHOWED WE'RE AUGMENTING EXISTING REVENUES WHERE WE WORK WITH OUR COUNTY PARTNERS TO PRIORITIZE THOSE ALONG WITH POTENTIAL NEW REVENUES THAT COULD COME INTO PLAY.

URSULA VOGLER: OKAY. WE'LL GIVE PEOPLE A MINUTE HERE TO TYPE IN ANY QUESTIONS OR RAISE YOUR HAND. ALL RIGHT. I'LL TURN IT BACK TO YOU DAVE TO CLOSES THIS OUT.

DAVE VAUTIN: THANK YOU LESLIE, URSULA, AND MARTHA. WE'LL MOVE TO AGENDA ITEM THREE WHICH IS PUBLIC COMMENT AND OTHER BUSINESS. SO STAKEHOLDERS AND MEMBERS OF THE PUBLIC PARTICIPATING NOW SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE IF YOU WOULD LIKE TO MAKE A PUBLIC COMMENT ON OTHER BUSINESS. I'M SEEING NO HANDS ARE RAISED. SO WE WILL MOVE ON TO AGENDA ITEM -- OKAY. WE DO HAVE A HAND RAISED, MARTHA A I'LL TURN IT OVER TO YOU.

CLERK OF THE BOARD: SPEAKER WITH THE LAST FOUR DIGITS, 6262, GO AHEAD AND UNMUTE YOURSELF. ROLAND, I THINK IT'S YOU. GO AHEAD AND UNMUTE.

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SPEAKER: OKAY. I HAVE TO HIT STAR SIX. THIS IS ROLAND. SO THIS IS A FOLLOW UP TO THE E-MAIL CHANGE EXCHANGE WE HAD AND WHAT HAPPENED WITH VALLEY LINK, AND THE ISSUE WE HAVE, IS THAT WE'RE PLANNING FOR NINE BAY AREA COUNTIES, WE SAW COUNTIES -- BEACH, SOMEWHERE ON THE BAY, I THINK SAN PABLO BAY AND THIS IS NO LONGER REALISTIC, THE EPICENTER OF THE ECONOMIC ACTIVITY IN THE BAY IS SILICON VALLEY NOT SOMEWHERE IN THE MIDDLE OF THE BAY. MAIN ACTIVITY IS FISHING. AND WE HAVE TO BE REALISTIC AT SOME POINT, AND IT'S GOT TO BE ADDRESSED AT THE LEGISLATIVE LEVEL. WE KNOW WE HAVE GOT, AT LEAST SAN JOAQUIN COUNTY TO THE EAST OF US, AND SAN BENITO, SANTA CRUZ, AND TO THE SOUTH AND THE FEDERAL GOVERNMENT IS AHEAD OF US, BECAUSE JUST GOING TO STATISTICS, THEY HAVE DISCOVERED SOMETHING KNOWN AS THE COMBINED STATISTICAL ERA, AND THE LEGISLATIVE LEVEL, WE NEED TO ALIGN THE GEOGRAPHICAL BOUNDARIES OF OUR PLAN WITH THE COMBINED STATISTICAL ERA AND THAT'S MY TWO CENTS. THANK YOU.

DAVE VAUTIN: THANKS ROLL -- ROLAND, DO WE HAVE ANY OTHER PUBLIC COMMENTS AT THIS TIME?

CLERK OF THE BOARD: NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

DAVE VAUTIN: THANK YOU EVERYBODY FOR JOINING THE REGIONAL ADVISORY WORKING GROUP THIS MORNING. NEXT MEETING OF THE

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METROPOLITAN TRANSPORTATION COMMISSION
Meeting Transcript

September 8, 2020