METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION POLICY ADVISORY COUNCIL

WEDNESDAY, SEPTEMBER 9, 2020, 1:30 PM

CYNTHIA L. MURRAY, VICE CHAIR: GOOD AFTERNOON EVERYONE. THIS IS THE POLICY ADVISORY COUNCIL MEETING OF SEPTEMBER 9TH, 2020. I AM CYNTHIA MURRAY, THE VICE CHAIR OF THE PAC AND I AM STEPPING UP FOR RANDI KINMAN WHO HAD A DEATH IN THE FAMILY AND WILL BE JOINING US LATER IN THE MEETING. I WILL NOW CALL THE MEETING TO ORDER. OKAY. BROADCAST TEAM IS ALREADY ROLLING. SO THE FIRST ITEM IS --

CLERK OF THE BOARD: THE BROADCAST TEAM ROLL THE ANNOUNCEMENT.

RANDI KINMAN, CHAIR: REQUEST THE BROADCAST TEAM TO ROLL THE ANNOUNCEMENT. SORRY. I THOUGHT THEY ALREADY DID THAT. 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

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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 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.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU. ORDER OF THE ITEMS BEING PRESENTED TODAY HAS CHANGED. CHAIR'S REPORT AND THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE COUNCIL INPUT ITEMS WILL BE AFTER THE PRESENTATION OF THE PLANNED BAY AREA 2050 FINAL

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BLUEPRINT AND FINAL ENGAGEMENT. CLERK CALL THE ROLL AND CONFIRM QUORUM.

CLERK OF THE BOARD: MICHAEL BALDINI?

MICHAEL BALDINI: HERE.

CLERK OF THE BOARD: THANK YOU. RICHARD BARNETT?

SPEAKER: HERE.

CLERK OF THE BOARD: CARLOS CASTELLANOS WILL BE JOINING US LATER. RICK COATES?

RICK COATES: HERE.

CLERK OF THE BOARD: ABIGAIL COCHRAN.

ABIGAIL COCHRAN: HERE.

CLERK OF THE BOARD: ANNE OLIVIA ELDRED. >ANNE OLIVIA ELDRED: HERE.

CLERK OF THE BOARD: BOB GLOVER IS ABSENT. CYNTHIA G IS EXCUSED. RICH HEDGES?

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RICHARD HEDGES: HERE.

CLERK OF THE BOARD: MICHELLE HERNANDEZ?

MICHELLE HERNANDEZ: HERE.

CLERK OF THE BOARD: WENDI KALLINS?

WENDI KALLINS: HERE.

CLERK OF THE BOARD: RANDI KINMAN IS ABSENT UNTIL SHE ARRIVES. ADINA IS ABSENT. MICHAEL LOPEZ? MICHAEL LOPEZ?

MICHAEL LOPEZ: HERE.

CLERK OF THE BOARD: THANK YOU. MARC MADDEN? MAD.

MARC MADDEN: HERE.

CLERK OF THE BOARD: ADRIENNE MENDOZA?

SPEAKER: HERE. DAISY OZIM IS ABSENT. BEN SCHWENG?

BENJAMIN SCHWENG: HERE.

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CLERK OF THE BOARD: THANK YOU. TERRI SCOTT? TERRI SCOTT IS ABSENT. WALTER WILSON?

WALTER WILSON: PRESENT.

CLERK OF THE BOARD: WE HAVE A QUORUM.

CYNTHIA L. MURRAY, VICE CHAIR: NEXT IS APPROVAL OF THE JULY 8TH, 2020 MINUTES. MAY I HAVE MOTION FOR APPROVAL OF THE MINUTES.

SPEAKER: MOTION.

SPEAKER: SECOND.

CYNTHIA L. MURRAY, VICE CHAIR: DID YOU GET THAT?

CLERK OF THE BOARD: RICH MOTIONED AND -- SECONDED. ARE THERE ANY ABSTENTIONS? IF SO SAY YOUR NAME. OKAY I'M GOING TO GO TO ROLL CALL VOTE. [ROLL CALL VOTE] IT PASSES UNANIMOUSLY.

CYNTHIA L. MURRAY, VICE CHAIR: AND I SEE BOB GLOVER HAS JOINED US, IF YOU WANT TO NOTE THAT FOR ATTENDANCE. NEXT ITEM IS ITEM FOUR PUBLIC COMMENT. I WILL ASK THE CLERK TO READ THE NAMES OR

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ORGANIZATIONS OF ANY GENERAL WRITTEN PUBLIC COMMENT RECEIVED AT INFO BAYAREAMETRO.GOV INTO THE RECORD. AND I WOULD ASK IF THERE ARE ANY PARTICIPANTS PARTICIPATING TO USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU TO SPEAK. DO I HAVE ANY COMMENTS?

CLERK OF THE BOARD: NO PUBLIC COMMENTS SUBMITTED HOWEVER KEN BUKOWSKI HAS RAISED HIS HAND. GO AHEAD. YOU HAVE TWO MINUTES.

SPEAKER: I WANT TO SAY, I HAVE SOME DIFFICULTY WITH THE PUBLIC OUTREACH FOR THE PLANNED BAY AREA 2050. IT'S JUST VERY DIFFICULT WHEN YOU CAN'T HEAR WHAT ALL OF THE PEOPLE ARE SAYING, THE ONE-ON-ONE PUBLIC FORUMS DON'T ALLOW ANYBODY TO HEAR WHAT OPPOSITION MAY BE SPOKEN. SO I JUST WANTED TO MAKE THAT COMMENT. THANK YOU.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU. IS THERE NO OTHER ADDITIONAL?

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

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU MOVING TO ITEM FIVE SUBCOMMITTEE REPORTS VEDA FLOREZ WILL PROVIDE THE REPORT FOR THE ADVISORY COUNCIL EQUITY AND ACCESS SUBCOMMITTEE. FARE

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COORDINATION AND INTEGRATION SUBCOMMITTEE. IS THERE SOMEONE TAKING ADINA'S PLACE ON THAT? IF NOT LET'S GO TO VEDA?

CLERK OF THE BOARD: WENDI IS HERE FOR THAT.

CYNTHIA L. MURRAY, VICE CHAIR: VEDA FIRST.

VEDA FLOREZ: HI THIS IS VEDA FLOREZ AND I HAVE NO REPORT. LAST WE MET WAS BEFORE THE JULY MEETING SO WE'RE ALL CAUGHT UP AND UP TO DATE. OUR NEXT MEETING WILL BE IN OCTOBER.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU VERY MUCH. WENDI, ARE YOU MAKING THE REPORT FOR THE FARE COORDINATION AND INTEGRATION SUBCOMMITTEE.

CLERK OF THE BOARD: EQUITY AND ACCESS SUBCOMMITTEE WILL ACTUALLY BE MEETING ON SEPTEMBER 21ST OF THIS MONTH.

VEDA FLOREZ: THANK YOU MARTHA.

CYNTHIA L. MURRAY, VICE CHAIR: WENDI?

WENDI KALLINS: I DID NOT PREPARED TO PRESENT THE REPORT. I'M TRYING TO REMEMBER WHAT WE D WE HAD A PRESENTATION ON THE

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PROCESS THAT WILL BE -- FROM THE CONSULTANTS -- AND I SAID I'M TRYING TO DO THIS FROM MEMORY, SO FORGIVE ME.

CYNTHIA L. MURRAY, VICE CHAIR: SHOULD WE WAIT ASK CARRY THIS OVER TO THE NEXT MEETING WHEN ADINA IS HERE AND YOU'RE NOT CAUGHT UNPREPARED?

WENDI KALLINS: THAT MIGHT BE GOOD. AS I SAID, YOU KNOW, WE HAD A MEETING, AND WE DID GET CAUGHT UP TO DATE ON THE PROCESS THAT'S GOING ON, AND -- [INDISCERNIBLE]

CYNTHIA L. MURRAY, VICE CHAIR: YOU'RE BREAKING UP ON US WENDI, WE COULDN'T -- WE LOST YOU THERE.

WENDI KALLINS:

SORRY I NEED TO GET CLOSER TO MY COMPUTER. CAN YOU HEAR ME NOW?

>>CYNTHIA L. MURRAY, VICE CHAIR: THAT'S BETTER.

WENDI KALLINS: WE HAD THE PRESENTATION FROM THE CONSULTANT. PROCESS IS THEY'RE GOING TO BE RESEARCHING VARIOUS DIFFERENT FARE INTEGRATION TOOLS FROM AROUND THE WORLD AND THEY WILL BE REPORTING BACK TO US, BUT THERE WAS MORE TO IT. AND I WOULD

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HAVE TO GO BACK AND LOOK AT THE NOTES TO REMEMBER WHAT IT WAS THAT WE WERE GIVEN. SORRY.

CYNTHIA L. MURRAY, VICE CHAIR: THAT'S ALL RIGHT. WE'LL MAKE SURE THAT THIS IS ON THE AGENDA FOR OUR NEXT MEETING, RIGHT MARTHA?

CLERK OF THE BOARD: THAT IS CORRECT, AND THEY WILL BE MEETING THE 25th OF THIS MONTH.

CYNTHIA L. MURRAY, VICE CHAIR: AGENDA ITEM SIX PLANNED BAY AREA 2050 FINAL BLUEPRINT SUMMER 2020 ENGAGEMENT AND PROPOSED REVISIONS. WELCOME LESLIE LARA ENRIQUEZ, AND DAVE VAUTIN WILL DO THE PRESENTATION. >DAVE VAUTIN: GOOD AFTERNOON, THIS IS DAVE VAUTIN WITH THE MTC ABAG PLANNING TEAM, AND I'LL, AS YOU MENTIONED, I'LL BE COPRESENTING THIS ITEM WITH MY COLLEAGUE LESLIE LARA-ENRIQUEZ OF THE PUBLIC INFORMATION TEAM TODAY WE WILL PRESENT THE RESULTS FOR THE ENGAGEMENT OF PLANNED BAY AREA 2050 AND DESCRIBE HOW THAT INFORMED THE STAFF RECOMMENDATION FOR ON STRATEGIES AND GEOGRAPHIES FOR THE FINAL BLUEPRINT. AS NOTED AT THE CONCLUSION OF THE ITEM, WE WILL BE SEEKING OUR -- THE BOARD'S ACTION, THE COMMISSION AND THE ABAG BOARD ACTION ON THE STRATEGIES AND GROWTH GEOGRAPHIES AS WELL AS THE FINAL BLUEPRINT AND REGIONAL GROWTH FORECAST LATER IN THE MONTH. IF WE COULD PULL UP THE SLIDES PLEASE. THANK YOU.

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NEXT SLIDE. SO THIS MILESTONE RELATED TO THE FINAL BLUEPRINT IS REALLY TWO AND A HALF YEARS IN THE MAKING. AND I WANT TO GIVE CREDIT TO THE TEAM OF OVER 20 DIFFERENT PLANNERS OUTREACH PROFESSIONALS, MODELERS AND OTHERS HERE ON STAFF WHO HELPED GET US TO THIS JUNCTURE, THE PRESENTATION WILL BE A LITTLE LONGER THAN NORMAL BUT GIVEN THE FACT THAT THE FINAL BLUEPRINT IS A $1.4 TRILLION PLAN FOR THE REGION'S FUTURE SPANNING FOUR TOPIC AREAS WE HAVE A LOT TO COVER. AS SHOWN IN THE GRAPHIC WE SPENT 18 MONTHS WORKING TO PINPOINT STRATEGIES THROUGHOUT HORIZON INITIATIVE WHICH EXPLORED UNCERTAIN FUTURES FOR THE REGION AND WE FOCUSSED IN ON 25 STRATEGIES ACROSS ALL FOUR ELEMENTS TO CRAFT THE DRAFT BLUEPRINT BLUEPRINT SHOWN IN THIS LARGE RECTANGLE BOX ON THE SLIDE. NEXT SLIDE. AFTER THE APPROVAL OF THE GEOGRAPHIES AND STRATEGIES FOR ANALYSIS IN FEBRUARY, WE SPENT THE SPRING ANALYZING POTENTIAL OUTCOMES IN ADDITION UPDATING THE REGIONAL GROWTH FORECAST TO ACCOUNT FOR COVID-19 AND OTHER 2020 RECESSION IMPACTS. LEADING UP TO SEPTEMBER WHERE WE ARE TODAY, WE HAD AN OPPORTUNITY TO SHARE THE FORECASTED OUTCOMES WITH THE PUBLIC SEEKING INPUT ON WAYS TO ADD, REMOVE, OR MODIFY STRATEGIES TO ADVANCE THE FINAL BLUEPRINT FURTHER TOWARDS THE REGION'S VISION OF A MORE AFFORDABLE, CONNECTED, DIVERSE HEALTHY AND VIBRANT REGION FOR ALL. WE'RE READY TO DIVE INTO THE ANALYSIS DRIVEN BY THE VOICES WE HEARD IN VOICES ACROSS SAN FRANCISCO BAY AREA WITH NEW AND IMPROVED STRATEGIES. THIS IS NOT THE FINAL ACTION ON

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PLANNED BAY AREA 2050. NEXT SLIDE. THAT WILL OCCUR ONE YEAR FROM NOW WHEN THE FINAL PLAN EIR AND IMPLEMENTATION PLAN ARE PUBLISHED BUT SEPTEMBER 2020 IS A CRITICAL MILESTONE THAT WILL INFORM THE FINAL BLUEPRINT OUTCOMES THAT WE'LL BRING FORWARD BY THE END OF THE YEAR AND WE'LL ASK THE BOARDS TO CONSIDER TO ADVANCE INTO THE EIR AS THE PREFERRED ALTERNATIVE FOR PLANNED BAY AREA 2050. NEXT SLIDE. AS ALL OF YOU ARE WELL AWARE, THE BLUEPRINT INCLUDES FOUR ELEMENTS THAT WORK TOWARDS THE PLAN'S VISION OF A MORE AFFORDABLE CONNECTED DIVERT REGION FOR ALL. IN YOUR PACKET YOU WILL HAVE INFORMATION BENEFIT STRATEGIES AND GROWTH GEOGRAPHY WE'LL BE TALKING ABOUT REVISIONS MADE WORK TO IDENTIFY THE FIVE CHALLENGES BROUGHT TO THE JULY PRESENTATION THAT WE BROUGHT TO THE COUNCIL WHICH HIGHLIGHTED INSUFFICIENT AFFORDABLE HOUSING, CONTINUED CONGESTION AND TRANSIT CROWDING, DISPLACEMENT RISK, CLIMATE EMISSIONS AND JOBS/HOUSING IMBALANCES THAT WERE NOT FULLY ADDRESSED IN THE DRAFT BLUEPRINT AND THE FINAL BLUEPRINT CARRIES FORWARD THE AREAS OF SUCCESS FROM THE FINAL -- FROM THE DRAFT BLUEPRINT INTO THE FINAL RANGING FROM SEA LEVEL RISE PROTECTIONS THAT PROTECT 98 PERCENT OF HOMES OVER THE NEXT 30 YEARS TO REDUCED TRANSIT COST FOR MEANS-BASED FARES AND MEANS BASED TOLLS THAT PROVIDE SIGNIFICANT DISCOUNTS FOR LOW INCOME TRAVELERS. IT'S IMPORTANT TO UNDERSCORE THE STRATEGIES IN THE BLUEPRINT ARE NOT LEGISLATIVE ADVOCACY AND THEY'RE NOT NEAR TERM POLICY PRESCRIPTIONS EITHER. THEY'RE IDEAS. THEY'RE IDEAS FOR CITIES,

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FOR COUNTIES, FOR THE REGION, AND FOR THE STATE TO CONSIDER, AND TO COLLABORATIVELY ADVANCE OVER A 30 YEAR TIME HORIZON. THOSE NEAR TERM ACTIONS WILL BE FURTHER DEFINED THROUGHOUT IMPLEMENTATION PLAN EFFORT THAT IS UPCOMING THIS FALL AND THIS WINTER. WITH THAT, I'LL TURN IT OVER TO LESLIE WHO IS GOING TO HIGHLIGHT HOW WE CONDUCTED THE ENGAGEMENT THIS SUMMER WITH THE PUBLIC, STAKEHOLDERS, LOCAL JURISDICTION AND OTHERS. LESLIE.

SPEAKER: THANK YOU DAVE, IF YOU COULD GET THE NEXT SLIDE PLEASE. GOOD AFTERNOON EVERYONE. HAPPY TO BE HERE. SO STAFF CONDUCTED THE SECOND ROUND OF PUBLIC ENGAGEMENT FOR THE PLANNED BAY AREA 2050 PLAN UPDATE PROCESS, STARTING IN LATE SPRING APPROXIMATE THROUGH AUGUST 10TH AND WE KICKED OFF AROUND THE SAME TIME WHEN WE BEGAN TO SHELTER-IN-PLACE AND THE PANDEMIC BEGAN WHICH MEANT WE HAD TO QUICKLY PIVOT AND TRANSITION ALL OF OUR IN-PERSON ENGAGEMENT EFFORTS TO THE VIRTUAL WORLD. THIS VIRTUAL FIRST APPROACH TRULY ALLOWED US TO THE OPPORTUNITY TO INNOVATE AND TRY NEW TECHNOLOGIES, WHILE AT THE SAME TIME AIM TOCK REACH A BROADER AUDIENCE WITHIN A FEW WEEKS WE PLANNED AND IMPLEMENTED A COMPREHENSIVE ENGAGEMENT SUITE OF APPROACHES THAT ALLOWED THE PUBLIC REGARDLESS OF ACCESS TO INTERNET THE OPPORTUNITY TO PARTICIPATE IN THIS SECOND ROUND OF OUTREACH. PURPOSE OF OUR ENGAGEMENT ACTIVITIES WAS TO SOLICIT INPUT FROM THE PUBLIC, OUR PARTNERS AND STAKEHOLDERS ON THE FIVE REMAINING CHALLENGES FOR THE REGION

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THAT PLANNING STAFF IDENTIFIED IN THEIR ANALYSIS OF THE DRAFT BLUEPRINT STRATEGIES NAMELY WE WANTED TO ENGAGE THE PUBLIC SUPPORT FOR ADDING OR REMOVING STRATEGIES OR MODIFYING EXISTING STRATEGIES. NEXT SLIDE. WE RELEASED THE DRAFT BLUEPRINT IN EARLY JULY AND TOOK COMMENTS THROUGH AUGUST 10TH. WE HELD 25 ONLINE AND PHONE EVENTS WITH 18 OF EVENTS HAPPENING IN A SPAN HELD IN JULY AND AUGUST. WE HELD TOWN HALLS THREE CONDUCTED IN OTHER THAN ENGLISH, ONE IN MANDARIN CANTONESE AND SPANISH. WE HELD THREE STAKEHOLDER WORKSHOPS FOR JURISDICTION PARTNERS AND OTHER STAKEHOLDERS WE HAD A DIGITAL TRIBAL SUPPLEMENT AND ALSO IN LATE SPRING WE HELD SEVEN FOCUS GROUPS WITH OUR COMMUNITY-BASED ORGANIZATION PARTNERS. IN ADDITION TO THE ONLINE EVENTS WE OFFERED SEVERAL OTHER OPPORTUNITIES FOR THE PUBLIC TO PARTICIPATE, INCLUDING A TELEPHONE LISTENING LINE, AN ONLINE COMMENT FORM, OFFICE HOURS FOR OUR LOCAL JURISDICTION PARTNERS AND WE HOSTED AN ONLINE SURVEY AND ALSO CONDUCTED TODAY STATISTICALLY VALID POLL. DURING OUR EVENT WE INTRODUCED PLANNED BAY AREA AND PRESENTED OUTCOMES OF THE DRAFT BLUEPRINT WITH AN ANIMATED VIDEO AND SECOND PART OF THE MEETINGS WE CONDUCTED AN INTERACTIVE POLL TO ENGAGEMENT PARTICIPANTS FOR NEW OR MODIFIED STRATEGIES AND WE ALSO ASKED PARTICIPANTS TO PRIORITIZE THE CHALLENGES TO IDENTIFY WHICH NEEDED TO BE ADDRESSED MOST URGENTLY IN THE FINAL BLUEPRINT. ALSO THE POLL THAT WE CONDUCTED DURING OUR EVENTS MIRRORED WHAT WE DID WITH OUR ONLINE SURVEY. NEXT SLIDE. SO WE PROMOTED

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ALL OUR ENGAGEMENT EFFORT IN VARIOUS WAYS INCLUDING OUR WEB SITES, OUR SOCIAL MEDIA CHANNELS AND PRESS RELEASE THAT MADE THE FRONT PAGE OF THE SAN FRANCISCO CHRONICLE. WE DID A PAID DIGITAL PROMOTION CAMPAIGN AND SENT E-MAIL BLASTS AND DIRECT E-MAILS TO OUR PARTNERS TO GET THE WORD OUT ON THE DIGITAL WORKSHOPS AS WELL AS PROMOTE OUR ONLINE SURVEY WE PROMOTED OUR ONLINE TOWN HALLS, DIRECT MAIL TO COMMUNITIES OF CONCERN THROUGH NEXT DOOR AND ALSO POLICY ADVISORY COUNCIL OLIVIA ASSISTED US WITH REACHING THE UNHOUSED COMMUNITY. RESULTING IN 19,000 PAGE VIEWS ON OUR WEB SITES AND OVER 83,000 ONLINE ENGAGEMENTS INCLUDING EVERYTHING FROM REGISTRATION IN OUR WORKSHOPS, LIKES, COMMENTS, SHARES, AND CLICKS ON OUR SOCIAL MEDIA CHANNELS AND OUR E-MAIL COMMUNICATIONS. NEXT SLIDE. IN TOTAL WE HAD OVER 7600 PEOPLE PARTICIPATE IN OUR ENGAGEMENT ACTIVITIES, AND WE RECEIVED OVER 3400 COMMENTS. I DO WANT TO NOTE THAT PARTICIPATION DURING THIS ROUND OF OUTREACH WAS MUCH MORE ROBUST THAN IN THE PAST, THE MAJORITY OF PARTICIPANTS STAYED FOR THE ENTIRE EVENT WHEREAS IN PERSON THEY MAY ATTEND FOR 20 MINUTES, SUBMIT THEIR COMMENTS THEN LEAVE. MOST FOLKS STUCK AROUND FOR THE FULL TWO HOURS. NEXT SLIDE PLEASE. OKAY. WE'RE GOING TO SHIFT GEARS NOW, AND I'M GOING TO SHARE THE RESULTS OF WHAT WE HEARD, AND THEN DAVE WILL PRESENT HOW THE FEEDBACK INFORMED THE PROPOSED REVISIONS TO BE INCLUDED IN THE DRAFT BLUEPRINT. AS I MENTIONED EARLIER, WE ASKED PARTICIPANTS DURING OUR MEETINGS TO PRIORITIZE THE CHALLENGES REMAINING TO

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IDENTIFY WHICH NEEDED TO BE ADDRESSED MOST URGENTLY IN THE FINAL BLUEPRINT. NOW, THE RESULT US THAT SEE HERE ON THE SLIDE ARE ONLY FROM THE ONLINE SURVEY, THE DIGITAL WORKSHOPS AND THE TELEPHONE TOWN HALLS THIS DOES NOT INCLUDE THE STATISTICALLY VALID POLL. AND AS YOU CAN SEE HERE, THE CHANGE THAT CAME IN AT NUMBER ONE WAS HOUSING UNAFFORDABILITY FOLLOWED BY GREENHOUSE GAS EMISSIONS CHALLENGE AND CONGESTION AND CROWDING, JOBS/HOUSING IMBALANCE AND THE NUMBER FIVE PRIORITY WAS DISPLACEMENT. ALL OF THE RESULTS FROM OUR SURVEY AND THE COMMENTS THAT WE HEARD FROM OUR ENGAGEMENT EFFORTS ARE POSTED AT OUR WEB SITE AT PLANNEDBAYAREA.ORG UNDER THE "YOUR COMMENTS" TAB. STAFF REACHED OUT TO COMMENTS AND THEMES TO CHALLENGES AND ALL OF THOSE ARE SUMMARIZED IN ATTACHMENT B OF YOUR PACKET. NOW FOR THE REMAINDER OF THE PRESENTATION, WE'LL PRESENT THE CHALLENGES IN THE ORDER THAT THEY ARE RANKED HERE. SO NEXT SLIDE PLEASE. FIRST, AND DEFINITELY THE CHALLENGE THAT INDISPUTABLY ROSE TO THE TOP WAS HOUSING UNAFFORDABILITY. WHILE THE DRAFT BLUEPRINT STRATEGIES MADE SOME PROGRESS ON THIS FRONT STAFF FOUND THAT HUNDREDS OF THOUSANDS OF RESIDENTS WOULD STILL LACK AFFORDABLE HOUSING IN 2050 SO WE ASKED STAFF HOW WE COULD MAKE PROGRESS ON THIS EVENT AND PROPOSED FOLKS WITH MU OR MODIFIED STRATEGIES THEY COULD VOTE ON AND ALSO GAVE OPPORTUNITY TO PUT IN THEIR OWN SUGGESTED STRATEGIES. TO THIS QUESTION WE HAD 4300 RESPONDENTS AND AS YOU CAN SEE HERE TOP TWO VOTE-GETTERS ARE INVESTING IN STRENGTHENING IN

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AFFORDABLE HOUSING UNITS FOLLOWED BY CAPACITY FOR NEW HOUSING IN COMMUNITIES WITH WELL-RESOURCED SCHOOLS AND GOOD ACCESS TO JOBS. NEXT SLIDE PLEASE. OUR STAFF AND INCOME PARTICULAR PLANNING STAFF TRULY VALUES THE PUBLIC'S INPUT SO WE WANTED TO HIGHLIGHT SOME OF THE COMMENTS THAT HELPED SHAPE STAFF REVISIONS FROM THE HUNDREDS WE RECEIVED. FOR THIS SPECIFIC CHALLENGE WE RECEIVED OVER 560 COMMENTS AND A LOT WHEN WE HEARD ON THIS CHALLENGE WAS RELATED TO ADDRESSING WEALTH DISPARITIES SUCH AS PAYING PEOPLE A LIVABLE WAGE SO THEY CAN AFFORD TO STAY IN THEIR HOMES AND IMPLEMENTING A UNIVERSAL BASIC INCOME SO FOLKS CAN AFFORD TO STAY IN THEIR COMMUNITIES. NEXT SLIDE PLEASE. >DAVE VAUTIN: IN RESPONSE TO THE STRONG PUBLIC FEEDBACK THAT HOUSING IS THE REGION'S NUMBER ONE CHALLENGE, BY FAR, WE HAVE PROPOSED AN EXPANSIVE SET OF STRATEGY REVISIONS. AT THE CENTER OF THIS, IT'S UNDERSCORING THAT HOUSING IS A HUMAN RIGHT THAT WE NEED TO TREAT IT LIKE CRITICAL INFRASTRUCTURE LIKE ROADS AND BRIDGES. WHILE THE DRAFT BLUEPRINT DID INCREASE AFFORDABLE HOUSING IN THE REGION BY A FACTOR OF FIVE THAT DIDN'T COME CLOSE TO MEETING THE REGION'S CURRENT AND FUTURE NEEDS. IN THE FINAL BLUEPRINT WE PROPOSED TO EXPAND THE REVENUE ASSUMPTIONS TO A GREATER DEGREE GENERATING 110 MILLION MORE FOR PRODUCTION AND 120 BILLION FOR PRESERVATION THIS REFLECTS THE GOAL OF ADVANCING FAIR HOUSING THROUGH PRODUCTION IN HIGH RESOURCE PLACES BUT ALSO PRESERVING EXISTING UNSUBSIDIZED NATURALLY AFFORDABLE UNITS SO

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COMMUNITIES AREN'T DISPLACED. WITH THESE ROBUST FUNDING LEVELS WE BELIEVE IT WOULD BE POSSIBLE TO HAVE A PLAN THAT SHOWS HOW WE CAN HOUSE ALL LOW INCOME RESIDENTS BY 2050 INCLUDING OUR UNHOUSED POPULATION. THAT'S NOT ALL. OTHER REVISIONS INCLUDE WORKING TO TACKLE THE INCOME SIDE OF THE AFFORDABILITY EQUATION BRINGING BACK THE UNIVERSAL BASIC INCOME STRATEGY FROM HORIZON AS A TENT POLE OF THE EXPANDED ECONOMY ELEMENT TO THE PLAN WITH LOWER HOUSING COST AND INCREASED INCOMES, WE BELIEVE WE CAN MAKE HEADWAY ON HOUSING AFFORDABILITY FOR OUR LOWER INCOME POPULATIONS. LASTLY WE UNDERSTAND THAT NON-TRADITIONAL TACTICS WILL BE REQUIRED, AND BEYOND STRATEGIES IN THE DRAFT BLUEPRINT WE HAVE INCORPORATED NEW STRATEGIES TO ACCELERATED REDEVELOPMENT IN PUBLIC AND COMMUNITY OWNED LANDS. WE NEED TO WEAVE IN MORE GREEN SPACE PARK TRAILS AND RECREATION AREAS AS PART OF THE STRATEGIES AND THIS IS FEATURED IN A NEW PARKS AND RECREATION STRATEGY IN THE ENVIRONMENT ELEMENT. NEXT SLIDE.

SPEAKER: THE NEXT CHALLENGE THAT ROSE TO THE TOP WAS GREENHOUSE GAS EMISSIONS, THE DRAFT BLUEPRINT ONLY GETS US HALFWAY TO OUR STATUTORY CLIMATE TARGET. SO WE ASKED HOW TO MAKE FURTHER PROGRESS IN REDUCING EMISSIONS. FOR THIS QUESTION, WE HAD OVER 4200 RESPONDENTS, AND THE TOP TWO VOTER GETTERS WERE REQUIRING EMPLOYERS TO IMPLEMENT MANDATORY WORK FROM HOME POLICIES AS WELL AS EXPANDING ELECTRIC VEHICLE AND

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CHARGING INFRASTRUCTURE SUBSIDIES ESPECIALLY FOR LOW INCOME HOUSEHOLDS. NEXT SLIDE. FOR THIS CHALLENGE WE RECEIVED OVER 750 COMMENTS, DEFINITELY THE MOST OUT OF ALL OF THE CHALLENGES, AND THESE ARE SOME OF THE COMMENTS WE WANTED TO HIGHLIGHT, FOR EXAMPLE, INCREASED DENSITY TO MAKE MASS TRANSIT MORE EFFECTIVE AND EFFICIENT WHICH LOWERS THE VEHICLE MILES THAT CAUSE GREENHOUSE GASSES. NEXT SLIDE. >DAVE VAUTIN: WITH THE CLIMATE TARGET AT THE CORE OF PLANNED BAY AREA 2050 MAKING FURTHER HEADWAY ON THIS CHALLENGE AREA IS ESPECIALLY CRITICAL. FAILING TO ACHIEVE THE GREENHOUSE GAS TARGET WILL RESULT IN THE BAY AREA LOSING AT LEAST $100 MILLION ANNUALLY IN STATE FUNDING STARTING IN 2022. AND EVEN THE DRAFT BLUEPRINT WITH NO HIGHWAYS, ROBUST FOCUSED LAND USE PATTERN AND MANY MORE STRATEGIES COULDN'T GET THERE. WE SEE THIS AS AN INCREDIBLY DIFFICULTY TARGET THAT REQUIRES EVERYTHING INCLUDING THE KITCHEN SINK APPROACH FORTUNATELY OUR FEEDBACK BACK HAS HELPED PUSH BACK BOLD IDEAS HERE STARTING WITH ELECTRIFICATION BY A FACTOR OF EIGHT WITH SPECIFICITY ON LOW INCOME DISCOUNTS TO ENSURE ALL HOUSEHOLDS BENEFIT FROM THE STRATEGY. THIS WAS DONE BY CARVING OUT A STRATEGY EXPRESSLY FOR THE PURPOSE. WE HAVE GONE BOLD ON TELECOMMUTING SEEN BROAD AGREEMENT FROM THE PUBLIC. NEW REQUIREMENT, IN THE PLAN, AS A STRATEGY TO ENSURE THAT MAJOR OFFICE BASED EMPLOYERS THOSE WITH AT LEAST 25 EMPLOYEES ACHIEVE A 60 PERCENT TELECOMMUTE SHARE ON A TYPICAL WEEKDAY WOULD HELP MOVE US TOWARDS A GREENER FUTURE. WE KNOW

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THE STRATEGY WOULD NOT ON ITS OWN HELP US ACHIEVE EQUITABLE OUTCOMES, BECAUSE THERE ARE GAPS IN INTERNET ACCESS ACROSS THE REGION SO WE HAVE AUGMENTED IT WITH A SECOND STRATEGY FOR HIGH SPEED INTERNET SUBSIDIES AND INFRASTRUCTURE TARGETED TO UNDERSERVED COMMUNITIES TO ADDRESS THOSE DISPARITIES. THIRD, WE HAVE EXPANDED THE PRICING STRATEGY WHICH IN THE DRAFT BLUEPRINT WAS ONE OF THE MOST EFFECTIVE WAYS TO MOVE TOWARDS THE GREENHOUSE GAS REDUCTION TARGET BY INCENTIVIZING OFF PEAK AND CARPOOL TRIPS AS WELL AS MODES OTHER THAN THE AUTOMOBILE. WITH LIMITED ROADWAY CAPACITY IT'S ESSENTIAL THAT WE MATCH SUPPLY AND DEMAND. WITH NEW HIGHWAY EXPANSION STRATEGIES NOW IN PLAY TO TACKLE SOME OF THE CONGESTED CORRIDORS IN THE FINAL BLUEPRINT EXPANDING THE ROAD PRICING STRATEGY TO SOME ADDITIONAL HIGHWAY CORRIDORS THAT FEATURE RAIL ALTERNATIVES IS ESSENTIAL TO OFFSET THOSE GREENHOUSE GAS IMPACTS. FOURTH, WE HAVE CONTINUED TO REFINE OF THE HOUSING AND ECONOMY STRATEGIES ON THE LAND USE FRONT BUT TRY TO EEK FURTHER REDUCTIONS WITH GROWTH IN HIGH RICH PLACES. WE HAVE IMPLEMENTED NON-CLIMATE TRANSPORTATION STRATEGIES FOCUSED ON DECARBONIZING RESIDENTIAL COMMERCIAL AND PUBLIC STRUCTURES OVER THE PLANNING PERIOD WHICH ACCOUNTS FOR THE SECOND LARGEST SOURCE OF GREENHOUSE GAS EMISSIONS. SB 375 DOESN'T ALLOW US TO TAKE CREDIT FOR THESE BUT IT DOESN'T MEAN IT ISN'T A GOOD IDEA TO ADVANCE THESE STRATEGIES FOR THE REGION'S FUTURE. NEXT SLIDE. THERE IS A LOT ON THIS GRAPHIC, AND WE HAVE NOT YET COMPLETED ANALYSIS ON THE

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FINAL BLUEPRINT. BUT WE WANTED TO SHOW YOU OUR OVERALL GAME PLAN TO MEET OR EXCEED THE 19 PERCENT PER CAPITA TARGET FOR THE YEAR 2035. AS SHOWN ON THE TOP OF THE SCREEN, SIMPLY READOPTING PLANNED BAY AREA 2040 WOULD FALL WOEFULLY SHORT OF THE 19 PERCENT TARGET WITH UPDATED EX-ORIGIN NEWS ASSUMPTIONS BASICALLY EXTERNAL FORCES BEYOND OUR CONTROL THAT PLAN WHICH DID MEET THE 15 PERCENT TARGET IN THE PREVIOUS CYCLE WOULD ONLY ACHIEVE THAT ONE POINT OF REDUCTION. THAT'S WHERE THE DRAFT BLUEPRINT CAME IN MOVING US EIGHT POINTS CLOSER TO THE TARGET DRIVEN PRIMARILY BY PRICING AND SPEED LIMIT STRATEGIES AS WELL AS THE 23 ARE ORDER STRATEGIES THAT HELP MOVE US IN THE RIGHT DIRECTION AS WELL. TO GET TO THE 19 PERCENT TARGET WE STARTED ADDITIONAL DIALOGUE WITH THE CALIFORNIA AIR RESOURCES BOARD TO BETTER UNDERSTAND THE COST OF DRIVING ACROSS MAJOR METRO AREAS IN CALIFORNIA TO ENSURE A LEVEL PLAYING FIELD THIS LEAVES A SEVEN POINT GAP. STRATEGIES SHOWN TODAY WILL WORK TO MEET OR EXCEED THAT WITH TELEWORK AND ELECTRIFICATION STRATEGIES BEING PERHAPS MOST SIGNIFICANT AND OTHER STRATEGIES PLAYING A KEY ROLE AS WELL. IT'S ESSENTIAL WE OVERSHOOT THE TARGET BECAUSE WE HAVE A SET EVER HIGHLY EXPANSION STRATEGIES THAT MOVE US ROUGHLY TWO POINTS IN THE WRONG DIRECTION SO WE NEED TO OFFSET THEM BY GOING BEYOND THE 19 PERCENT PER CAPITA GOAL. NEXT SLIDE.

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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 OTHER DESERT NOT. WE ASKED THE PUBLIC HOW NOW OR COMMANDED STRATEGIES WOULD HELP ADDRESS CONGESTION AND TRANSIT OAR CROWDING IN THE FUTURE. THIS QUESTION HAD OVER 4400 RESPONSES AND AS YOU CAN SEE HERE THE TOP TWO VOTE-GETTERS WERE REDESIGNING TRANSIT TO OFFER A SEAMLESS EXPERIENCE AS WELL AS EXTENDING REGIONAL RAIL SERVICES TO THE COMMUNITIES AND FREQUENCY OF THAT SERVICE. IT'S IMPORTANT TO NOTE HERE THAT THERE IS EQUALLY LITTLE SUPPORT FOR WIDENING HIGHWAYS AND EXPANDING INTERCHANGES AS THERE IS FOR IMPLEMENTING ALL LANE TOLLING ON OUR FREEWAYS. NEXT SLIDE. WE RECEIVED OVER 450 COMMENTS FOR THIS CHALLENGE, WHICH RANGE FROM, YOU KNOW, WE NEED TO IMPLEMENT THE SEAMLESS BAY AREA STRATEGY, TO PROVIDING HIGH FREQUENCY CLEAN TRANSIT IN ALL DENSE AREAS SO PEOPLE DON'T SEE A NEED TO DRIVE. NEXT SLIDE. >DAVE VAUTIN: AGAIN, AS WE SHARED IN JULY MANY OF THE TRANSPORTATION STRATEGIES WERE INFORMED BY COMMISSION ACTION ON REGIONAL DISCRETIONARY FUNDING ASSUMPTIONS. WE HAVE WORKED TO WEAVE IN THOSE PROJECTS INTO A SET OF NEW STRATEGIES FOR THE FIRST TIME IN THE FINAL BLUEPRINT. IT'S IMPORTANT TO UNDERSCORE ON TRANSPORTATION, THE ROLES FOR FISCAL CONSTRAINT ARE STRICTEST DUE TO FEDERAL AND STATE REGULATIONS WE HAVE BROUGHT FORWARD A BOLD SET OF ASSESSMENTS FOR THE REGION'S FUTURE HIGHLIGHTS INCLUDE

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DOUBLING DOWN WITH MORE FUNDING FOR TRANSIT OPERATIONS FREQUENCY BOOST IN ALL PDAS OTHER KEY SYSTEMS WITH OVERCROWDING CHALLENGES AND MORE, AS WELL AS MORE FUNDING FOR KEY EXPANSION PROJECTS INCLUDING NEW RAIL LINES TO PLACES LIKE THE TRI-VALLEY DOWNTOWN SAN JOSE, NORTH SAN JOSE, CUPERTINO DOWNTOWN SAN FRANCISCO ACROSS BAY BRIDGE AND DUMBARTON CORRIDORS WE HAVE EXPANDED THE POPULAR SEAMLESS STRATEGY FOR TRIP PLANNING AND FARE PAYMENT IN THE DRAFT BLUEPRINT TO INCLUDE SCHEDULED COORDINATION WITH 10 TO 15 TIMES TRANSFER HUBS ACROSS THE BAY AREA. WE HAVE ADDED MORE FUNDING FOR BICYCLING AND WALKING THANKS TO COUNTY TRANSPORTATION AGENCIES THAT WILL ALLOW US TO HAVE A NETWORK OF MORE THAN 10,000 MILES OF PROTECTED LANES BIKE PATHS AND TRAILS AND LASTLY STRATEGIC AND LIMITED INVESTMENT IN HIGHWAYS HAVE BEEN INCORPORATING TO PROVIDE EXPRESS WAYS AND IMPROVE BOTTLENECKS ACROSS THE REGION WITH OFFSETS COMING FROM THE PREVIOUSLY DISCUSSED STRATEGIES. NEXT SLIDE. THE FULL LIST OF FISCALLY CONSTRAINED TRANSPORTATION PROJECTS AND THE STRATEGIES THEY NEST WITHIN IS INCLUDED IN ATTACHMENT J AND THIS SLIDE HIGHLIGHTS SOME OF THE BIG $2 BILLION PLUS INVESTMENT IN EACH OF THE REGION, EACH OF THE SUBREGIONS ACROSS THE BAY AREA. YOU WILL NOTE NINE COUNTIES BENEFIT FROM THE EXPRESS LANE BUS NETWORK THAT HAS BEEN INTEGRATED INTO THE BLUEPRINT. NEXT SLIDE.

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SPEAKER: NEXT CHANGE THAT ROSE TO THE TOP IS THE JOBS/HOUSING IMBALANCE ADDRESSED BY STRATEGIES INCLUDED IN THE DRAFT BLUEPRINT BUT THERE IS DEFINITELY NEED FOR ADDITIONAL PROGRESS ON THIS FRONT. SO WE ASKED FOLKS HOW MORE AMBITIOUS ECONOMIC STRATEGIES COULD SHIFT JOBS CLOSER TO EXISTING HOUSING-RICH COMMUNITIES, AND FOR THIS CHALLENGE WE HAD OVER 4200 RESPONDENTS AND THE TOP TWO STRATEGIES WERE PROVIDING TAX SUBSIDIES FOR EMPLOYERS TO RELOCATE MIDDLE WAGE JOBS CLOSER TO AFFORDABLE HOUSING AS WELL AS EXPANDING BUSINESS INCUBATOR PROGRAMS TO INCLUDE SMALL BUSINESSES. AGAIN, JUST A REMINDER THAT THIS IS ONLY -- THIS ONLY INCLUDES THE ONLINE SURVEY, THE DIGITAL WORKSHOPS AND THE TELEPHONE TOWN HALLS IT DOESN'T INCLUDE THE STATISTICALLY VALID POLL. FOR THIS QUESTION WE RECEIVED MANY COMMENTS, FOR EXAMPLE, MORE EQUITABLE PAY ACCESS TO BETTER PAYING JOBS AND JOB TRAINING FOR BETTER PAYING JOBS. NEXT SLIDE. >DAVE VAUTIN: WE AS STAFF RECOGNIZE HOW HARD THIS CHALLENGE WILL BE TO OVERCOME IN THE FINAL BLUEPRINT IN FACT IN THE POST COVID ERA WHERE TELECOMMUTING MIGHT BE MORE COMMON THAN EVER BEFORE THIS COULD LEAD TO SMALLER FOOTPRINT AND LESS NEED FOR OFFICE COMPLEXES THUS BUILDING JOBS IN THE -- AND CONTINUE WITH JOBS/HOUSING IMBALANCE DESPITE THAT WE'RE GIVING IT ANOTHER TRY IN THE FINAL BLUEPRINT RECOGNITION THE STRATEGIES IN THE DRAFT BLUEPRINT WERE TOO MUCH TO MAKE HEADWAY IN THIS REGARD FIRST RECOGNIZING BROADER SUPPORT FOR A CARROT-BASED APPROACH INSTEAD OF STICK BASED APPROACH WE HAVE

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ELIMINATED IMPACT STRATEGIES, INCREASED TAX ASSUMPTIONS AND USED THOSE FOR INCENTIVES TO ENCOURAGE GROWTH IN TRANSIT-RICH AREAS FOR EXAMPLE, BART. WE HAVE INCLUDED THE JOB TRAINING CENTERS, AND THIRD WHILE PLANNED BAY AREA 2050 INCLUDES HUNDREDS OF BILLIONS OF DOLLARS FOR TRANSPORTATION IMPROVEMENTS IT HAD NOT YET INTEGRATED TRANSPORTATION FUNDING FOR NON-PRIORITY AREAS FOR NON-TRANSPORTATION NEEDS WHICH ARE SIZABLE AND SOME PPAS ARE ESSENTIAL FOR THE PPA TO SEE JOB GROWTH WITHOUT INTERVENTION. NEXT SLIDE.

SPEAKER: THE CHALLENGE THAT ROSE TO NUMBER FIVE WAS DISPLACEMENT AND DESPITE THE EXPANDED RENTER PROTECTIONS AND EXPANDED AFFORDABLE HOUSING THE DRAFT ADDRESSED THE RISK FOR DISPLACEMENT CONTINUES TO GROW OVER TIME. SO WE ASKED HOW CAN NEW OR EXPANDED STRATEGIES HELP FURTHER ENSURE THAT LOW INCOME RESIDENTS AND COMMUNITIES ARE COLOR ARE NOT ULTIMATELY DISPLACED TO AREAS WITH LIMITED ACCESS TO OPPORTUNITY. 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. FOR THIS CHALLENGE WE RECEIVED NEARLY 500 COMMENTS AND UNDER THIS CHALLENGE WE ALSO HEARD A LOT OF COMMENTS ABOUT ADDRESSING WEALTH DISPARITIES. NEXT SLIDE PLEASE. >DAVE VAUTIN: WE HAVE WORKED TO PLACE

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EQUITY AT THE CORE OF ALL STRATEGIES IN THE BLUEPRINT BUT WE REALIZED WE WEREN'T GOING FAR ENOUGH TO ADDRESS THE DECADES OF RACIAL AND ECONOMIC EXCLUSION AND WE WORKED TO ADDRESS THIS IN THE FINAL BLUEPRINT. IT ADDRESSES PROGRAMS IN PATHWAYS FOR MORTGAGE SECURITY THROUGH RENTAL AND SMALL BUSINESS. SECOND WE ARE UNDERSCORING THE ESSENTIAL NATURE OF THE PRESERVATION STRATEGY DISCUSSED PREVIOUSLY, WHICH WOULD ENABLE MANY MORE LOW INCOME HOUSEHOLDS TO REMAIN IN PLACE ANDS HOPEFULLY BRING DOWN THIS ELEVATED METRIC, THIRD WE HAVE INCLUDED A NEW STRATEGY TO INVEST IN COMMUNITIES BY FUNDING THEM DIRECTLY AND ENABLING THEM TO PRIORITIZE TRANSPORTATION IMPROVEMENTS THAT THEY NEED THE MOST. AND LASTLY, WE HAVE ADDED FUNDING TO THE RENTER PROTECTION STRATEGY PAIRING WITH LEGAL AID AND OTHER SUPPORTIVE SERVICES FOR TENANTS. NEXT SLIDE.

SPEAKER: AS I MENTIONED EARLIER WE ALSO CONDUCTED A STATISTICALLY VALID POLL AND THE POLL RESULTS WILL BE PRESENTED AT THE JOINT MEETING OF THE MTC PLANNING COMMITTEE AND ABAG ADMINISTRATIVE COMMITTEE ON FRIDAY BUT THIS IS A QUICK PREVIEW OF WHAT WE SAW IN THE POLL COMPARED TO OUR ENGAGEMENT EFFORTS I WANT TO MENTION THE SPECIFICALLY VALID POLL INCLUDED ENGAGEMENT STRATEGY FOR THE DRAFT BLUEPRINT SO THIS WAS NOT APPLES TO APPLES BUT WE WERE ABLE TO GLEAN SIMILARITIES AND DIFFERENCES. HOUSING IS THE TOP CONCERN IN BOTH EFFORTS ARE AND YOU CAN SEE THE OTHER SIMILARITIES HERE

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INCLUDING SUPPORT FOR SEAMLESS TRANSIT, AND COMPLETE STREETS, AND THE DIFFERENCES WERE MINOR BUT THERE WAS GREATER SUPPORT FOR REBUILDING INTERCHANGES -- EXCUSE ME, REBUILDING INTERCHANGES AND EXPANDING JOB TRAINING IN THE STATISTICALLY VALID POLL COMPARED TO OUR ENGAGEMENT EFFORTS. NEXT SLIDE.
>DAVE VAUTIN: SO THANKS LESLIE FOR WALKING US THROUGH THE ENGAGEMENT RESULTS I'LL SHARE A FEW SLIDES THEN WE WILL BE HAPPY TO TAKE QUESTIONS ON THE FINAL BLUEPRINT. JUST TO RECAP WHAT YOU HEARD, WE HAVE BUILT UPON THE FOUNDATION OF THE DRAFT BLUEPRINT 25 STRATEGIES, EXPANDING IT TO A TOTAL OF 35 STRATEGIES THAT ARE FOCUSED ON ADVANCING EQUITABLE OUTCOMES AND A FOCUS ON BEING RESILIENT TO AN UNCERTAIN FUTURE. HIGHLIGHTS IN TERMS OF THE REVISIONS INCLUDE THOSE COMMUNITY LED TRANSPORTATION PROGRAMS UPGRADES TO A TIMES TRANSFER HUBS ACROSS THE REGION TO ADVANCE THAT SEAMLESS VISION. 100 PLUS BILLION IN NEW TRANSIT INVESTMENTS TO BUILD THAT NEXT GENERATION NETWORK WITH NEW VRT, NEW TRANSBAY RAIL CROSSING VALLEY LINK TO CORRECT THE REGION TO THE SAN JOAQUIN VALLEY AND 10,000 MILES OF NEW BICYCLE INFRASTRUCTURE. SIGNIFICANT HOUSING ELEMENT WE TOUCHED ON THE VASTLY EXPANDING AFFORDABLE HOUSING PRODUCTION AND PRESERVATION TARGETED RENTAL ASSISTANCE PROGRAMS COMMUNITY LAND TRUST AND OTHER INNOVATIVE APPROACHES TO PRESERVE AND PRODUCE MORE AFFORDABLE HOUSING AND THE FIRE ELEMENT INCLUDED $500 PER MONTH FOR BASIC INCOME, TAX INCENTIVES TO ENCOURAGE MORE OFFICE DEVELOPMENT IN HOUSING-

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RICH COMMUNITIES AND NEW INFRASTRUCTURE FOR INDUSTRIAL LANDS. AND LAST BUT NOT LEAST ON THE ENVIRONMENTAL SIDE REFINEMENTS TO THE SEA LEVEL RISE PROTECTIONS EXPANSIONS TO BUILDING RETROFITS EXPANDING FOR NEW AND MODERNIZED PARKS AND BOLD INITIATIVES RANGING FROM EL COMMUTING REQUIREMENTS TO ADVANCING EV SUBSIDIES. IT IS THROUGH THESE REVISIONS THAT WE'RE WORKING TO MAKE PLANNED BAY AREA 2050'S FINAL BLUEPRINT FINALLY LIVE UP TO ITS VISION AS ADVANCING A MORE CONNECTED DIVERSE HEALTHY AND VIBRANT COMMUNITY FOR ALL. NEXT SLIDE. I'LL QUICKLY PIVOT AWAY FROM STRATEGIES WHERE CHANGES HAVE BEEN MOST SIGNIFICANT. WE'LL ALSO BE ASKING THE BOARD TO APPROVE THE FINAL BLUEPRINT GROWTH GEOGRAPHIES WHICH IS PRIORITY FOR JOB GROWTH. WE HAVE INTEGRATED PRIORITY DEVELOPMENT AREAS ADOPTED BY THE BOARD IN JULY AS WELL AS DATA ON TRANSIT-RICH AND HIGH RESOURCE AREAS. THIS ACTION WOULD REAFFIRM THE DEFINITION APPROVED IN JANUARY WITH THE LATEST DATA AND PROTECTS AREAS OUTSIDE URBAN GROWTH BOUNDARIES AND HAZARD AREAS. APPROVAL OF THE FINAL REGIONAL GROWTH FORECAST WHICH INCLUDES ADJUSTMENTS IN THE 2020 TO ACCOUNT FOR COVID-19 AND THE 2020 RECESSION WE SHARED THIS IN JULY FOR PUBLIC COMMENT AND RECEIVED NO FEEDBACK. WE ASK THE BOARD TO APPROVE THIS JUNCTURE IN ACCORDANCE WITH THE ASSOCIATION SETTLEMENT. NEXT SLIDE. AT THE END OF THE DAY THIS SET OF GRAPHS SHOWS HOW THE PLANNED BAY AREA 2050 FINANCIAL SIDE OF THE EQUATION STACKS UP. WE HAVE IDENTIFIED THE NEED FOR AUGMENTING

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SIGNIFICANT EXISTING RESOURCES FOR SEVERAL ELEMENTS OF THE PLAN TO ADDRESS GAPS, ESPECIALLY ON THE HOUSING, ECONOMIC, AND ENVIRONMENTAL ASPECTS OF THE PLAN. IN TOTAL, PLANNED BAY AREA 2050 WOULD SUM UP TO ROUGHLY $1.4 TRILLION FOR 30 YEAR PLANNING HORIZON WITH 600 BILLION FOR TRANSPORTATION STRATEGIES OVER 400 BILLION FOR HOUSING AND 300 BILLION FOR ECONOMIC DEVELOPMENT AND THE ENVIRONMENT COMBINED. NEXT SLIDE. PLANNED BAY AREA 2050 HAS MORE MILESTONES AHEAD FINAL BLUEPRINT ANALYSIS SHOULD INPUTS BE APPROVED THIS MONTH WILL STRETCH THROUGH MOST OF THE REST OF THIS YEAR WITH THE EIR SCOPING PROCESS AND ALTERNATIVE DEVELOPMENT THIS FALL AND KICKING OFF IMPLEMENTATION LIKELY COMING BACK TO THIS COMMITTEE IN NOVEMBER WORKING TOWARDS THE DECEMBER ACTION ON THE FINAL BLUEPRINT OUTCOMES, WE ANTICIPATE ADVANCING THAT FORWARD INTO THE EIR AFTER BOARD APPROVAL AND THEN RELEASING THE DRAFT PLAN, EIR AND IMPLEMENTATION MAN IN THE SPRING. NEXT SLIDE. THERE ARE TWO KEY IMPLEMENTATION ACTIONS WE WANTED TO HIGHLIGHT TODAY. ONE WAY THE PLAN CAN BE IMPLEMENTED IN THE REAL-WORLD IS THROUGH THE REGIONAL HOUSING NEED ALLOCATION PROCESS OR RHNA, THE ABAG HOUSING METHODOLOGY COMMITTEE HAS CONSIDERED WHAT ROLE IF ANY THE BLUEPRINT SHOULD PLAY IN RHNA AND IN AUGUST THEY RECOMMENDED 2050 HOUSEHOLDS IN THE BLUEPRINT BE USED AS A STARTING POINT FOR RHNA. UNLIKE THE FOCUS ON COUNTY AND SUBCOUNTY PROJECTIONS RHNA FOCUSES ON THAT CITY AND TOWN LEVEL AND ULTIMATELY THOSE WILL INFORM HOUSING

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ELEMENT UPDATES WHEN AVAILABLE IN DECEMBER THE FINAL BLUEPRINT DATA CAN BE INCORPORATED INTO THE RHNA METHODOLOGY PENDING BOARD DIRECTION. NEXT SLIDE. AS MENTIONED, ANOTHER FOCUS FOR IMPLEMENTATION IS THAT FINAL PART OF THE PLAN, THE IMPLEMENTATION PLAN AND FOR EACH OF THESE 30 YEAR STRATEGIES THE IMPLEMENTATION PLAN WILL IDENTIFY ONE OR MORE ACTIONS THAT MTC AND ABAG CAN ADVANCE IN PARTNERSHIP WITH PUBLIC, PRIVATE, AND NON-PROFIT ORGANIZATIONS THESE RANGE FROM STUDIES TO CONVENING LEGISLATIVE ADVOCACY AND PROGRESS. AND WE LOOK FORWARD TO PROGRESS ON THE FINAL PIECE OF THE PUZZLE FOR PLANNED BAY AREA 2050. NEXT SLIDE. THAT WRAPS UP OUR PRESENTATION. WE APPRECIATE YOU LETTING US WALK YOU THROUGH THIS COMPLEX AND DETAILED ITEM THAT COVERS A WIDE RANGE OF STRATEGIES AND WE LOOK FORWARD TO TAKING ANY QUESTIONS YOU MAY HAVE ON THE STRATEGIES, GROWTH GEOGRAPHIES OR REGIONAL GROWTH FORECAST AT THIS TIME.

CLERK OF THE BOARD: FIRST UP, WE HAVE ADINA LEVIN FOR COMMITTEE MEMBER COMMENT. ADINA, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: ADINA LEVIN. THANK YOU TO STAFF FOR THE PRESENTATION IT'S GREAT TO HEAR THE FEEDBACK FROM THE COMMUNITY AND HOW MUCH SOME COMBINATION OF GOOD THINGS THAT THE STAFF HAS BEEN DOING, AND POLICY ADVISORY COUNCIL AND OTHER COMMUNITY CONNECTIONS HAVE BEEN DOING AND MAYBE THINGS THAT WE HAVE

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LEARNED FROM COVID IN ORDER TO GET THAT FEEDBACK. SO REALLY GLAD TO SEE THAT. A COUPLE OF COMMENTS, LOOKING AT THAT VERY LARGE AMOUNT OF MONEY IS THAT, PARTICULARLY WITH PUBLIC TRANSPORTATION MEGA PROJECTS, THIS IS SOMETHING -- AND STAFF, PLEASE LET ME KNOW IF THERE IS SOMETHING IN HERE THAT I HAVE MISSED WHICH IS QUITE POSSIBLE, THE -- A BAY AREA IN SPECIFIC AND THE UNITED STATES -- GLOBALLY NOT GOOD AT THIS AND WE OVERPAY BY GLOBAL STANDARDS INCLUDING IN OTHER DEVELOPED WORLD ECONOMIES WITH HIGH PAID WORKERS, WE STILL PAY WAY TOO MUCH. AND SO, ONE OF THE THINGS THEY WOULD LIKE TO RECOMMEND, IF THAT IS NOT IN HERE IS THAT WE LOOK VERY CLOSELY AT STRATEGIES THAT WILL BRING COSTS IN LINE OF THE NEEDED AND VALUED INVESTMENTS IN ORDER TO BE ABLE TO AFFORD MORE OF THE THING THAT WE NEED AND WANT TO DO. SO THAT IS ONE COMMENT. ON HOUSING, REALLY GLAD TO SEE THE FEEDBACK INCLUDING THE NEED TO HAVE HOUSING IN HIGH OPPORTUNITY COMMUNITIES, THAT IT IS, YOU KNOW, A HIGH TIME TO DO SO. AND I'LL LEAVE IT AT THAT. AND THEN, LASTLY, IN THE -- IN TERMS OF THE TELECOMMUTING AND THOSE REALLY, YOU KNOW, VERY AGGRESSIVE TARGETS, AND THE REPORT THAT THIS WAS VERY POPULAR IN TERMS OF THE COMMUNITY FEEDBACK, I WOULD BE REALLY CURIOUS TO CUT THE COMMUNITY FEEDBACK BY AGE, GENDER, AND PARENTAL STATUS. SO I DO NOT HAVE SMALL CHILDREN AT HOME, BUT I HAVE, YOU KNOW, FRIENDS AND COLLEAGUES WHO HAVE SMALL CHILDREN AT HOME, AND THE EXPERIENCE OF PEOPLE WITH SMALL CHILDREN AT HOME IS EXTRAORDINARILY

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DIFFERENT FROM PEOPLE WHO DON'T. THERE WAS A REALLY INTERESTING NEWS STORY THAT SHOWED THAT SCIENTISTS, AND ACADEMICS, WHO HAD SMALL CHILDREN AT HOME WERE PUBLISHING LESS AND PEOPLE WHO DID NOT HAVE SMALL CHILDREN AT HOME WERE PUBLISHING MORE, AND I THINK THERE IS -- THERE MAY BE SOME SIGNIFICANT UNINTENDED CONSEQUENCES IN TERMS OF THAT HIGH LEVEL OF TELECOMMUTING. WE THINK THAT MORE TELECOMMUTING IS INEVITABLE AND GOOD BUT GOING TO THAT DRASTICALLY WOULD BE A DISADVANTAGE TO THINGS WE HAVEN'T THOUGHT THROUGH, THE OTHER IDEA IS RELATED TO INCREASING OPPORTUNITIES FOR CAREER DEVELOPMENT AND GOOD PAYING JOBS WHERE ONCE AGAIN IF WE'RE SAYING THAT HALF OF THE PEOPLE ARE GOING TO BE WORKING FROM HOME, IS THERE GOING TO BE ENOUGH OPPORTUNITY FOR THAT EDUCATION AND TRAINING? I THINK MAYBE THAT PENDULUM IS SWINGING TOO FAR IN ONE DIRECTION AND THOSE ARE MY COMMENTS.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS RICK COATES.

RICK COATES: YES. CAN YOU HEAR ME OKAY?

CLERK OF THE BOARD: YES, WE CAN.

RICK COATES: I NOTED THAT YOU MENTIONED SOMETHING ABOUT THAT THIS IS NOT A PLAN FOR LOBBYING. AND THEN A LATER ON YOU SAID YOU WANTED TO EXPAND NEW REVENUES, AND THE LAST TIME I CHECKED

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MOST OF THE REVENUES COME FROM EITHER THE FEDERAL GOVERNMENT OR THE STATE GOVERNMENT. HOW DO WE PROPOSE EXPANDING REVENUES IF WE DON'T LOBBY SOME? >DAVE VAUTIN: JUST TO CLARIFY, I DIDN'T SAY WE WOULDN'T LOBBY FOR POLICIES, WHAT I SAID THAT IS THAT THE POLICY IDEAS IN PLANNED BAY AREA 2050 AREN'T NEAR TERM LEGISLATIVE PROPOSALS. NOW THAT BEING SAID THE IMPLEMENTATION PLAN WILL LOOK AT EACH 30 YEAR STRATEGY AND FIGURE OUT WHAT SHOULD WE DO IN THE NEXT FIVE YEARS TO ADVANCE IT. AND SO THAT MAY BE IN SOME LEGISLATIVE ADVOCACIES TO BE DEVELOPED THAT IS APPROPRIATE FOR EACH OF THOSE STRATEGIES AND IT MAY BE LOOKING AT EACH OF THESE STRATEGIES IN AN INCREMENTAL WAY THAT WE DON'T JUMP TO THE STRATEGIES IN THE NEXT 30 YEARS BUT OVER A PERIOD OF DECADES AND YEARS PURSUE NEW REVENUES AND REGULATORY AUTHORITIES THAT ENABLE ADVANCED STRATEGIES. THAT'S THE THINKING IS ADVOCACY AND TYPE OF WORK WE WOULD DO TO IMPLEMENT THE PLAN.

RICK COATES: THANK YOU FOR THE CLARIFICATION. I WOULD SAY THAT MOST OF THE CHANGES ARE VERY POSITIVE. I AM PLEASED TO SEE MOST OF THEM. I DO STILL HAVE SOME PROBLEM WITH THAT EXPANDING HIGHWAY 37, ESPECIALLY WHEN IT'S NOT COUPLED WITH AN EXPANDED SMART TRAIN ROUTE, WHICH I THINK SHOULD COME FIRST BEFORE ANY WORK ON THE HIGHWAY IS DONE. IT SEEMS TO ME THAT THE ORDER IS WRONG. AND IF WE'RE WORRIED ABOUT FUNDING, WHICH I THINK WE SHOULD BE. I THINK HIGHWAY 37 WOULD BE ONE OF THE MOST

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EXPENSIVE WASTES OF MONEY I COULD THINK OF. THEY'RE TALKING ABOUT $5 BILLION FOR THE ONE PROJECT OVERALL. IT'S POURING A LOT OF MONEY DOWN A GOPHER HOLE THAT'S ATTACHED TO THE BAY. ANYWAY, THAT'S JUST MY OPINION ON THAT. AND I'M WONDERING, YOU MENTIONED ABOUT OFFICE SPACE, THE USE OF OFFICE SPACE GOING DOWN. IS IT POSSIBLE THAT SOME OF THAT COULD BE CONVERTED TO HOUSING? MAYBE MIXED USE. >DAVE VAUTIN: THAT IS A POTENTIAL OUTCOME. I THINK AS WE LOOK AHEAD, YOU KNOW, WE DO FORECAST, YOU KNOW, IN THE DECADES AHEAD, ADDITIONAL JOB GROWTH, I THINK WHAT WE'RE SAYING IS THAT MUCH OF THAT JOB GROWTH COULD BE POTENTIALLY ACCOMMODATED BY ADDITIONAL -- OR BY THE -- SORRY. I DIDN'T MEAN ADDITIONAL, BUT BY EXISTING OFFICE BUILDINGS. IT'S PORTABLE THERE IS STILL SURPLUS ON THAT BUT PROBABLY WHAT'S MOST LIKELY IS SOME OF THOSE BIG COMPANIES THAT HAVE BEEN BUILDING MANY NEW OFFICE BUILDING IN RECENT YEARS ARE ABLE TO SLOW DOWN THEIR EXPANSION IN SEARCH OF NEW BUILDINGS WHILE CONTINUING TO GROW THE NUMBER OF JOBS THAT ARE EITHER WORKING IN THAT BUILDING OR REWORKING REMOTELY FOR THAT BUILDING OR EMPLOYER. THAT'S CERTAINLY SOMETHING TO CONSIDER IN THE YEARS AHEAD WOULD BE WHAT IS A BETTER WAY WE COULD USE THE EXISTING BUILDINGS IN THE REGION.

RICK COATES: THANK YOU.

CLERK OF THE BOARD: NEXT UP, WENDI.

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WENDI KALLINS: THANKS. I ALSO WANT TO COMMENT ABOUT TELECOMMUTING. TO BEGIN WITH, I RECOGNIZE THERE IS ISSUES WITH TELECOMMUTING, AS A MATTER OF FACT WE'RE SEEING THE FALL OUT RIGHT NOW IN THAT PEOPLE ARE MOVING OUT OF SAN FRANCISCO AND THEY'RE BIDDING UP HOMES IN THE SUBURBS UP HERE IN MARIN COUNTY. SO WE KNOW THAT THAT IS HAPPENING, AND YET, THAT BEING SAID, I THINK THAT IT IS AN ABSOLUTELY IMPORTANT TO HAVE THIS PART OF THE MIX. I THINK THAT THE SHARE OF TELECOMMUTING SHOULD DEFINITELY GO UP, AND TO THAT VEIN, 350 BAY AREA IS ACTUALLY SPONSORING A -- ON SEPTEMBER 17TH -- A PANEL DISCUSSION AND I HAVE PUT IT IN THE CHAT AND I'LL ANNOUNCE IT AGAIN AT THE END. BUT I WANT PEOPLE TO KNOW THAT WE DO HAVE SOME SPEAKERS WHO WILL BE SPEAKING TO THE BENEFITS OF THE ENVIRONMENT OF TELECOMMUTING. ALSO I NOTICED THAT, YOU KNOW, WHEN YOU WERE TAKING THE PUBLIC COMMENT, THAT YOU WERE JUST TAKING THE TOP TWO EVEN THOUGH THERE MIGHT BE ONE OR TWO PERCENTAGE POINTS BETWEEN THE TOP TWO AND THE TOP THREE, AND I GUESS YOU HAD TO HAVE A CUTOFF POINT BUT SOME OF THE PLACES IN THE THIRD POSITION, FOR INSTANCE, THERE WAS ONE FOR DISCOURAGING MORE OFFICE PARKS? THAT ONE CAUGHT MY EYE, SO I WANTED TO GET SOME FEEDBACK ON THAT ONE, OF WHY YOU DIDN'T LOOK AT SOME OF THOSE THIRD TIER COMMENTS.

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SPEAKER: JUST TO CLARIFY, I ONLY READ THE TOP TWO FOR THE SAKE OF TIME BECAUSE IT IS A LONG PRESENTATION, BUT OUR PLANNERS DID TAKE ALL OF THE FEEDBACK, THEY READ ALL OF THE COMMENTS AND TOOK ALL OF THE RESULTS AND REVIEWED EVERYTHING.

WENDI KALLINS: I DIDN'T SEE THAT TURNING UP IN WHAT WAS CHANGED TO PLANNED BAY AREA. I DIDN'T SEE THOSE CHANGES THERE, AND THAT'S WHY I BROUGHT IT UP. >DAVE VAUTIN: I THINK FOR SOME OF THE CHALLENGES WE DID INCORPORATE SOME OF THE ONES THAT HAD A SLIGHTLY LOWER --

WENDI KALLINS: ACTUALLY, I DID SEE BIKE AND WALK WAS ONE OF THOSE THAT WAS PUT IN THERE. >DAVE VAUTIN: TO ANSWER YOUR SPECIFIC CAPACITY YOU'RE CORRECT IN THE JOBS/HOUSING BALANCE WE DIDN'T SELECT THE THIRD OPTION IN PLAY. WE HAD A CHANCE TO REASSESS THE ECONOMY ELEMENT, GIVEN THE ECONOMY IS DIFFERENT NOW THAN WHERE IT WAS SIX OR SEVEN MONTHS AGO. AND WE HEARD A LOT OF FEEDBACK FROM LOCAL JURISDICTION AS WELL AS THE PUBLIC SHOWN THERE, THAT WE SHOULD, IN THIS MORE CHALLENGING ECONOMIC ENVIRONMENT, THAT THE CARROT-BASED APPROACH WAS A LOT MORE ATTRACTIVE THAN CAPS ON DEVELOPMENT TO DISCOURAGE BUILDING THAT WAS INCENTIVE BASED WAS MORE PALATABLE AND THAT'S WHY WE MADE THE SHIFT THERE AND DIDN'T INCLUDE THE STRICT CAPS APPROACH.

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WENDI KALLINS: THE OTHER ONE WAS RELAXING ZONING TO ALLOW FOR MIXED USE. I KNOW THAT'S SOMETHING THE STATE LEGISLATURE WAS LOOKING AT. AND THINGS DID GO BY A LITTLE FAST SO I'M NOT SURE IF ANY OF THAT WAS PUT N I KNOW THAT THERE IS DEFINITELY PUSH BACK FROM THE "WE LOVE SUBURBS" PEOPLE. I WANTED TO SEE IF THAT WAS A STRATEGY THAT WAS BEING CONSIDERED? >DAVE VAUTIN: YEAH THAT WAS IN THE MIX. WE DIDN'T HAVE TIME TO HIGHLIGHT ALL OF THE SMALLER SCALE REVISIONS THEY'RE IN ATTACHMENT I OF THE PACKET. SO SOME OF THAT'S IN THERE.

WENDI KALLINS: OKAY GREAT THANKS.

CLERK OF THE BOARD: RANDI, I SAW YOU'RE HERE. DID YOU WANT TO TAKE OVER? MAYBE SHE GOT DISCONNECTED. NEXT UP IS RICH. RICH, GO AHEAD. YOU HAVE TO UNMUTE YOURSELF, RICH.

RICHARD HEDGES: I THOUGHT I HAD.

RANDI KINMAN, CHAIR: ACTUALLY, NO. I'LL LET CYNTHIA FINISH OUT THIS ITEM.

CLERK OF THE BOARD: THANK YOU.

RICHARD HEDGES: SHALL I GO?

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CLERK OF THE BOARD: YES.

RICH HEDGES: JUST A COUPLE OF OBSERVATIONS ESPECIALLY ON HOUSING AND THE ENVIRONMENT. AND CLEAN ENERGY. I'M CONCERNED WITH THE CHANGES IN THE ECONOMY. URBAN VILLAGE PLANS THAT ARE AROUND ESPECIALLY SAN JOSE AND THE PENINSULA WERE CONSTRUCTED WITH A MIXED USE TO LIMIT THE AMOUNT OF CAR TRIPS YOU HAVE TO HAVE FOR SERVICES, AND THOSE ARE BEING VERY DIFFICULT TO FULFILL, BECAUSE OF THE CHANGES IN THE ECONOMY. AND I'M CONCERNED, AND I WOULD LIKE TO HAVE STAFF'S COMMENT ON THIS ONE AS WELL AS ONE OTHER THING. I'M CONCERNED THAT, A, WE'RE NOT GOING TO -- HOUSING PRODUCTION BECAUSE IT'S GOING TO MAKE IT LESS AFFORDABLE FOR DEVELOPERS AND, TWO, IF WE DO GET T WON'T GET THE MIXTURE THAT WILL HELP WITH THE AMOUNT OF CAR TRIPS THAT ARE NECESSARY. WHOLE RETAIL SECTION HAS KNOT YET BEEN BUILT ON ABOUT 15 YEARS INTO THE 20 YEAR PLAN OF BAY MEADOWS, AND MY OTHER CONCERN IS OBVIOUSLY WITH THE ENVIRONMENT. IF YOU'RE NOT LIMITING CAR TRIPS, YOU'RE GOING TO AFFECT OUR ABILITY TO COMPLETE THE PLAN FOR REDUCTION IN GREENHOUSE GASSES, AND ALONG WITH THAT, WHEN WE'RE TALKING ABOUT IN THE PLAN, MORE ELECTRIC VEHICLES AND CHARGING STATIONS, MANY OF THE CURRENT DEVELOPMENTS CANNOT PUT IN THE 220 THAT'S NECESSARY FOR THE CHARGING STATIONS, INTO GARAGES. MY DEVELOPMENT IS ONE OF THOSE. IT'S 41 YEARS OLD. YOU CAN PUT THEM IN THE STANDALONE TOWNHOUSES LIKE I LIVE N BUT IN THE

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CONDOS IT'S IMPOSSIBLE. IN FACT IT WOULD BE A FIRE HAZARD RIGHT NOW FOR JUST TWO PEOPLE TO PLUG IN A CAR IN A SIX GARAGE SET. SO, WE NEED TO MAKE SURE, IN THE PLAN, THAT WE HAVE THE MONEY TO HELP SOME OF THESE OLDER DEVELOPMENTS IMPLEMENT CHARGING STATIONS. I KNOW THAT PENINSULA CLEAN ENERGY HAS A PLAN TO DO SO, BUT THEY'RE GOING TO NEED HELP WITH IT FINANCIALLY TOO. SO IF YOU CAN MAKE SENSE OF MY COMMENTS AND RESPOND TO HOW YOU THINK IT'S GOING TO EFFECT WITH THE CHANGES IN THE ECONOMY, AND ESPECIALLY THE PLANS THAT HAVE ALREADY BEEN DRAWN WHETHER WE'LL BE ABLE TO GET HOUSING IN IT BECAUSE DEVELOPERS WON'T BUILD ON THOSE PLANS. IF YOU WOULD COMMENT ON WHAT I JUST SAID, I WOULD APPRECIATE IT. >DAVE VAUTIN: THANKS RICH. A FEW THINGS ON YOUR COMMENTS, FIRST OF ALL, WE ALL RECOGNIZE THAT THE RETAIL SECTOR IS CHANGING A LOT, AND THAT IN A LOT OF -- PLACES WE'RE ZONED FOR RETAIL. WE HAVE VACANT SPACES IN THE CITIES AND STOREFRONT RETAIL AND NEW DEVELOPMENTS ACROSS THE REGION WHICH IS GOING TO BE A CONTINUED CHALLENGE WE HAVE SEEN IN THE DRAFT BLUEPRINT THAT JOB GROWTH ON THE PENINSULA WAS FAIRLY ROBUST COMPARED TO OTHER PARTS OF THE REGION. SO, SO FAR SOME OF OUR ECONOMIC STRATEGIES SEEMS TO BE DOING A GOOD JOB GETTING A MIX OF HOUSING AND JOBS AND IN PLACES LIKE THE PENINSULA BUT THERE IS RECOGNITION FOR CERTAIN JOB TYPES THAT OUR INDUSTRY SECTOR CONTINUES TO CHANGE AROUND COMMENTS REGARDING LIMITING CAR TRIPS WE HAVE A LOT OF STRATEGIES DESIGNED IN THERE THAT ARE

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TO REDUCE CAR TRIPS WITHIN THE REGION WHETHER THAT'S PRICING STRATEGIES OR NEW INVESTMENT IN PUBLIC TRANSIT TO REVISE THOSE ALTERNATIVES HUGE INVESTMENT IN PEDESTRIAN AND BIKING INFRASTRUCTURE, WHETHER SHORT-TERM OR LONG-TERM, REDUCE DEPENDENCE ON AUTOMOBILES ACROSS THE REGION AND ENCOURAGE SHORT TRIPS TO BE DONE BY WALKING OR BICYCLING AND LASTLY WITH REGARDS TO CHARGING INFRASTRUCTURE THAT'S PART OF THE ELECTRIC VEHICLE STRATEGY IT'S NOT JUST ABOUT SUBSIDIZING THE VEHICLES IT'S ABOUT HELPING TO PAY FOR THE CHARGING INFRASTRUCTURE AND BY INCREASING THAT FUNDING LEVEL BY A SIGNIFICANT DEGREE, BY EIGHT TIMES THAT WOULD ENABLE USES TO REALLY DO A LOT MORE, ESPECIALLY IN MULTI-FAMILY STRUCTURES OTHER STRUCTURES THAT COULD BENEFIT FROM CHARGING INFRASTRUCTURE.

RICHARD HEDGES: DAVE I RECOGNIZE THAT. TWO OF THE PROJECTS IN OUR OFFICE ALLOW PEOPLE TO CHARGE IN THE EVENING. I STILL THINK ELIMINATION OF RETAIL IS REALLY GOING TO PUT PEOPLE ON THE ROAD FOR SERVICES ESPECIALLY GROCERIES AND THINGS LIKE THAT. I RECOGNIZE ALL THESE OTHER STRATEGIES WE HAVE TO IMPLEMENT AND THAT'S GOING TO TAKE TIME AS WELL. SO, I APPRECIATE YOUR COMMENTS, AND I AGREE WITH MOST OF THEM, BUT I REALLY THINK IT'S GOING TO SET US BACK NOT BEING ABLE TO GET RETAIL TO SOME OF THE LARGER DEVELOPMENTS. I WILL SAY THIS, THE LATEST DEVELOPMENT 973 UNITS A BLOCK FROM CALTRAIN STATION SAN MATEO DOESN'T HAVE RETAIL BUT IT HAS A DROP OFF PLACE FOR

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PACKAGES SO IT'S RECOGNIZING THESE CHANGES. AND THE OTHER THING I WANTED TO COMMENT ON, HANK DITTMIER'S BOOK WHICH WE TALKED ABOUT AND ACTUALLY BOUGHT A COPY OF IT, I HAVE RECOGNIZED WE'RE GETTING PUSH BACK ON SMALLER HOUSE UNIT IN SAN MATEO AND THERE IS A LOT OF INFILL SPACE IN SAN MATEO FOR SMALL DEVELOPMENTS AND I THINK OTHER PARTS TOO. IN THE LONG-TERM WE'RE GOING TO GET MORE BANG FOR THE BUCK BASED ON STRATEGIES FOR BUILDING. I THINK THE TIME IN SAN MATEO, THE BIGGER DEVELOPMENTS, BECAUSE MUCH LAND, IT'S JUST GONE. THANKS DAVE.

CLERK OF THE BOARD: NEXT UP, MICHAEL BALDINI.

MICHAEL BALDINI: THANK YOU. THERE IS A COUPLE OF ISSUES I HAVE WITH THE PRESENTATION AS FOR AS, YOU MENTIONED NEW TRANSBAY RAIL, THAT'S NOT BART, IT'S THE DUMBARTON BRIDGE OR ANOTHER HEAVY RAIL? AND WITH THAT PRESENTATION, YOU ALSO SHOW A PICTURE OF THE BENICIA MARTINEZ RAIL BRIDGE UNION PACIFIC USED BY THE AMTRAK CORRIDOR AND SO ON AND SO FORTH AND BAND OF 680, BENICIA MARTINEZ BRIDGE AND I THOUGHT THAT WAS DESIGNED FOR HEAVY RAIL, AS FAR AS WHEN IT WAS CONSTRUCTED AND ENGINEERED, THE JUMPING OVER TO THE TERM, AND THIS IS TERMINOLOGY ONLY IS THE PERMANENTLY AFFORDABLE HOUSING IT SOUND LIKE OKAY LET'S JUST LEAVE THEM THERE, OR DUMP THESE PREDOMINANTLY COMMUNITIES OF COLOR AND JUST KEEP THEM WHERE THEY'RE AT, WHETHER IT'S --

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I THINK WE ALL KNOW THE COMMUNITIES AROUND THE BAY WHY NOT GIVE THEM A PATHWAY TO THAT HOME WITH A BACKYARD OR, YOU IT JUST SEEMS THAT, OKAY, LET'S JUST BUILD A WALL AROUND IT AND JUST, IT WILL ALWAYS BE PERMANENTLY AFFORDABLE THAT'S HOW IT COMES ACROSS. BICYCLES, I THINK IT'S DIFFICULT TO SEE A WORKING FAMILY ADOPT BICYCLES AND ALL OF THEIR GOINGS ON, FOR ALL THEIR NEEDS. WHEN SCHOOL IS BACK IN SESSION AND A COUPLE OF SCHOOLS ARE UP HERE, IT'S MOM OR DAD DROPPING OFF THEIR KID AND IT SOUND LIKE WE NEED TO TEACH HOW TO RIDE A BIKE AGAIN. AND THEN THE SOLAR POWER, IS THERE ENOUGH POWER GIVEN THIS ERA OF ROLLING BROWN OUTS TO ENCOURAGE MORE ELECTRIC VEHICLES AND CHARGING STATIONS WHEN ROLLING BROWN OUTS ARE JUST A WAY OF LIFE NOW. THANK YOU. >DAVE VAUTIN: I'LL ADDRESS YOUR QUESTIONS. WE HAVE A NUMBER OF HANDS UP. TO QUICKLY ADDRESS THE RAIL PROJECTS THERE ARE TWO RAPID TRANSIT ON THE DUMBARTON BRIDGE THAT'S ONE LINE AND ACROSS TRANSBAY BAY BRIDGE CORRIDOR EITHER A NEW BART LINE OR COMMUTER RAIL CONNECTION IF THAT CORRIDOR. THAT'S -- SO WE'RE NOT SPECIFYING THE EXACT MODE THERE, BUT THEY WOULD SERVE, YOU KNOW, TWO DIFFERENT MARKETS DEPENDING ON THE MODE. AND THEN JUST TO CLARIFY ON THE HOUSING FRONT, WE HAVE EXPANDED THE REVENUE FOR BOTH NEW AFFORDABLE HOUSING IN HIGH RESOURCE AREAS AND ALSO FOR PRESERVATION, ABOUT THE SAME AMOUNT OF NEW FUNDING FOR ALL OF THOSE THINGS. I THINK WHAT WE HEARD FROM SOME OF THE COMMUNITIES THAT, THAT ARE CURRENTLY LOWER INCOME AND MINORITY COMMUNITIES IS THEY

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HAVE BUILT A COMMUNITY IN SOME OF THESE PLACES THEY HAVE NEIGHBORHOOD CONNECTIONS AND SUPPORTIVE SERVICES SO NOT EVERYONE WANTS TO RELATE. AFFORDABLE DEED RESTRICTED AND PROTECTING AREAS FROM DISPLACEMENT RISK IT'S REALLY ABOUT HAVING CHOICES.

MICHAEL BALDINI: THANK YOU.

CLERK OF THE BOARD: RAHMON, YOU'RE UP NEXT. GO AHEAD.

RAHMON MOMOH: THANK YOU VERY MUCH FOR THE PRESENTATION. I HAVE A FEW QUESTIONS. FIRST ONE IS THE UNDER 500 UNIVERSAL BASIC INCOME, I'M SURE THAT'S NOT FOR HOUSING. WHAT IS THAT FOR? AND HOW DO YOU COME UP WITH THAT AMOUNT? YOU KNOW, THE PROPOSED $500? >DAVE VAUTIN: YEAH, THAT'S A GOOD QUESTION. OBVIOUSLY UNIVERSAL BASIC INCOME IS SOMETHING THAT'S BEEN TALKED ABOUT A LOT IN POLICY CIRCLES THERE ARE SOME PILOT PROGRAMS INCLUDING IN STOCKTON THAT ARE ONGOING ON THAT FRONT AND I BELIEVE THAT'S WHERE WE GOT THE FUNDING LEVEL FOR THE UNIVERSAL BASIC INCOME BY MIMICKING THE STOCKTON PILOT THAT'S CURRENTLY ONGOING WHICH THEY'RE LOOKING TO SEE HOW THAT SORT OF PAYMENT MONTHLY COULD HELP MOVE PEOPLE INTO THE MIDDLE CLASS PROVIDING THEM THAT FINANCIAL STABILITY SO THEY CAN GO TO COMMUNITY COLLEGE AND GET THE TRAINING THEY NEED TO MOVE UP THE INCOME LADDER OVER TIME. SO THAT'S POLICY IS NOT ONE THAT IT WOULD BE

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IMPLEMENTED ON THE REGIONAL LEVEL IT'S MORE OF A STATE LEVEL POLICY BUT IT'S ONE WAY WHERE WE TRYING TO INDUCE EQUALITY IN THE INCOME MAMA THAT WOULD BE SUBSTITUTING INCOME, THE $500? >DAVE VAUTIN: YES.

RAHMON MOMOH: MY OTHER COMMENT ON TELECOMMUTING, THERE WAS AN ARTICLE IN THE SUNDAY TIMES ABOUT TELECOMMUTING FOR THE MINORITY COMMUNITY, AND I WANT TO SHARE THAT WITH YOU. BECAUSE APPARENTLY ALL OF THE OPPORTUNITY WE HAVE TO INTERACT AND GET MENTORED, THIS IS ADVERSELY IMPACTED, BLACKS, YOU KNOW, PEOPLE OF COLOR. AND YOU MIGHT WANT TO LOOK INTO THAT IMPACT IN TERMS OF EQUITY. BECAUSE IT SEEMS LIKE THAT OPPORTUNITY IS DISAPPEARING FOR SOME PEOPLE. AND PEOPLE ARE REVERSING BACK TO THE TRADITIONAL WAY OF, PEOPLE DIDN'T KNOW, AND PEOPLE THEY ARE COMFORTABLE WITH, WHEREAS WHEN YOU WALK IN AT THE OFFICE YOU'RE ABLE TO INTERACT WITH PEOPLE AND PEOPLE CAN SEE YOU, DON'T JUDGE YOU WITHOUT KNOWING YOU, SO THE ARTICLE IS A VERY GOOD ONE. I WOULD STRONGLY RECOMMEND THAT YOU LOOK AT IT, IT WAS IN THE NEW YORK TIMES, AND IT WENT INTO DETAILS ABOUT THE IMPACT OF TELECOMMUTING ON MINORITIES, ESPECIALLY AFRICAN AMERICANS. THANK YOU VERY MUCH. >DAVE VAUTIN: THANK YOU.

CLERK OF THE BOARD: TERRI, GO AHEAD.

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TERRY SCOTT: I HAVE A QUESTION AND A FEW COMMENTS. DO WE HAVE CURRENT ACCESS TO DATA ON TELECOMMUNICATIONS? OR EXCUSE ME, TELECOMMUTING PEOPLE WHO BASICALLY, TO ALLOW A POTENTIAL REDIRECTION OF SOME OF THE ALLOCATED FINANCIAL RESOURCES THAT WE HAVE DISCUSSED TO OTHER FORMS OF TRANSPORTATION AND TO POTENTIALLY OTHER COMMUNITIES? IF WE HAVE PEOPLE, AS IT SEEMS, AND I HAVEN'T SEEN THE LATEST DATA BUT A LOT OF PEOPLE IN SAN FRANCISCO ARE TELECOMMUTING NOW, AND THEREFORE THEY'RE NOT UTILIZING TRANSPORTATION TO AND FROM SAN FRANCISCO TO THE DEGREE THAT THEY DID PREVIOUSLY. AND HOW IS THAT GOING TO CHANGE GOING FORWARD? IS THAT JUST A CURRENT TREND? IS THAT GOING TO BECOME A PERMANENT ASPECT THAT WE SHOULD BE DEALING WITH, AND WE SHOULD BE LOOKING AT IN OUR FUTURE PLANNINGS? WE, TOO, WE IN NAPA, ARE ALSO SEEING A LOT OF TECH AND OTHER EMPLOYEES WHO ARE RELOCATING TO OUR RELATIVELY RURAL COMMUNITY. AND AS SUCH, WE'RE EXPERIENCING BOTH NEWER FORMER URBAN RESIDENTS THAT ARE ARRIVING AND PURCHASING HOMES, AND IN SOME CASES, YOU KNOW, INCREASING, RAISING THE PRICES OF THOSE PROPERTIES. AND AS A RURAL COMMUNITY, WE HAVE A LIMITED NUMBER OF AVAILABLE HOMES IN A 15 YEAR PLAN THAT REQUIRES US TO REMAIN IN AGRICULTURE, WHICH LIMITS THAT HOME. I MEAN, AS I HAVE STATED BEFORE, I THINK WE'RE AN UNUSUAL COMMUNITY WHERE WE HAVE THREE AND A HALF MILLION VISIT TOURISTS A YEAR BUT LESS THAN 30,000 RESIDENT IN THE ENTIRE COUNTY. AT ANY RATE, WE'RE SEEING MORE AND OLDER RETIRED RESIDENTS THAT MAY BE

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RELOCATING TO LESS EXPENSIVE COMMUNITIES, AND TO COMMUNITIES WHERE THERE IS A LESSER TRANSPORTATION REQUIREMENT, AND THAT A NETWORK, WE DON'T -- WE DON'T HAVE REALLY A SUPER HIGHWAY INTO THIS PARTICULAR COUNTY. SO, IT'S KIND OF A TRANSITION OF OLDER AND RETIRED EMPLOYEES LEAVING WHILE SOME OF THESE NEW FORMERLY SAN FRANCISCO EMPLOYEES THAT MANY OF WHOM LIVE OUTSIDE SAN FRANCISCO BECAUSE THE COST OF HOUSING IS SO HIGH THERE, WELL NOW THEY'RE MOVING TO THE SURROUNDING COMMUNITIES AND COUNTIES, AND THERE WILL BE, HOPEFULLY, THAT WILL REMAIN AS TELECOMMUTING OPTIONS, BUT IF IT CHANGES, AND IF IN FACT THEY ARE REQUIRED TO RELOCATE, TO ACTUALLY WORK OUT OF OFFICES ET CETERA, IN SAN FRANCISCO, EITHER THROUGH THEIR CURRENT EMPLOYEES OR FOR NEW COMPANIES THAT ARE COMING IN, THEN ADDITIONAL TRANSPORTATION RESOURCES WILL BE NECESSARY. ARE WE UP TO SPEED IN THE PRESENTATION, FOR EXAMPLE, THAT WE HAVE HEARD PREVIOUSLY, IN CONSIDERING THESE TRANSPORTATION TRANSITIONS THAT ARE TAKING PLACE? >DAVE VAUTIN: THE SHORT ANSWER TO YOUR QUESTION S WE HAVE DONE OUR BEST TO INTEGRATE BASED ON ALL THE DATA WE HAVE AT THIS JUNCTURE, THE FUTURE PROJECTIONS FOR HIGHER TELECOMMUTING THE STRATEGIES INVOLVING TELECOMMUTING TO IMPLEMENT THEM INTO THE BLUEPRINT I WANT TO UNDERSCORE, I THINK WE FEEL IT IN OUR BONES RIGHT NOW HOW UNCERTAIN THE FUTURE IS RIGHT NOW AND THE IDEA OF GATHERING A PERFECT PREDICTION IS VERY FOGGY IN TERMS OF WHAT THE FUTURE MIGHT HOLD. THAT'S WHY WE UPDATE THESE PLANS EVERY FOUR YEARS.

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WE THINK WE HAVE DEVELOPED A REALISTIC VISION FOR POST COVID COMMUTING PATTERNS WHERE THERE WILL BE MORE TELECOMMUTING BUT PEOPLE MAY STILL COME INTO THE OFFICE A FEW DAYS A WEEK IN ORDER TO HAVE THAT INTERACTION WITH THEIR COWORKERS AND THE CREATIVE COLLABORATION. IT WILL BE A NEW NORMAL. WE HAVE TRIED TO PROJECT WHAT THAT MIGHT LOOK LIKE AND ACCOMMODATE IT WITH TRANSPORTATION INVESTMENTS BUT THERE IS ALWAYS AN OPPORTUNITY TO CONTINUE TO REFINE THAT WHEN WE DO OUR UPDATE FOUR YEARS FROM NOW.

SPEAKER: THANK YOU.

CYNTHIA L. MURRAY, VICE CHAIR: MARTHA WHEN YOU CALL ON THE PEOPLE CAN YOU CALL THE NEXT PERSON AFTER THAT SO THEY'RE READY.

CLERK OF THE BOARD: I'M SORRY. NOT EVERYONE CAN SEE THE LIST. NEXT UP IS CARLOS THEN ANNE OLIVIA THEN VEDA. CARLOS GO AHEAD.

MICHAEL LOPEZ: STARTING ON THE TELECOMMUTE, I AM INTERESTED, I HAVE NOT READ THE ARTICLE THAT RAHMON MENTIONED BUT HOPEFULLY THAT'S SOMETHING MTC CAN LOOK AT IN TERMS OF HOW TELECOMMUTING AFFECTS COMMUNITIES OF COLOR, AND IN OUR CASE, ALSO, YOU KNOW, THE COMMUNITIES THAT ARE COMMUNITIES OF CONCERN. AND ALONG THOSE LINES, TELECOMMUTING, I WOULD ALSO ENCOURAGE, I THINK AN

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EARLIER COMMENT EARLIER FROM ADINA ABOUT PARENTS, AND HAVING SMALL CHILDREN AND TELECOMMUTING, I WOULD ENCOURAGE THE COLOCATING -- I DON'T KNOW HOW WE COULD DO THIS IN THE PLAN -- BUT ENCOURAGING THE USE OF CHILD CARE FACILITIES THAT ARE NEAR HOMES SO THAT THEY CAN HAVE THAT OPPORTUNITY, EVEN IF THEY DON'T HAVE TO COMMUTE TO WORK, THAT THEY STILL HAVE THE OPPORTUNITY TO WORK FROM HOME WITHOUT ALSO DOING CHILD CARE AT THE SAME TIME. RIGHT NOW DURING COVID WE ARE IN THAT SITUATION AND A LOT OF PEOPLE ARE STRUGGLING WITH THAT. I'M THINKING POST COVID. AND I WOULD ENCOURAGE, I KNOW MAYBE OUTSIDE THE PLAN, BUT I ALWAYS WANTED TO BRING IN THE CONNECTION WITH SCHOOLS AND EDUCATION. SO THAT'S REALLY HOW -- HOW DO WE IMPROVE NEIGHBORHOOD SCHOOLS SO THAT, AS WAS BEING MENTIONED EARLIER PARENTS DRIVING THEIR KIDS, THAT IS A CAUSE OF CONGESTION IN THE MORNINGS AND IN THE AFTERNOONS, THAT HAVING CHILDREN -- HAVING PARENTS AND COMMUNITIES FEEL COMFORTABLE AND CERTAIN ABOUT THEIR SCHOOL AND THAT IT PERFORM IN A WAY THAT WOULD MEET THERE NEEDS AND ALSO WITH A STATE OF FACTOR THAT IS IN LINE WITH WHAT MTC HAS DONE IN THE PAST, SAFE TO SCHOOLS, REALLY LOOKING AT THE SAFETY ASPECT OF IT SO WE CAN HAVE MORE KIDS GOING BACK ON THEIR BIKES, BACK TO THE FUTURE AGAIN. AND I WOULD ALSO ADD, ON THE ISSUE ABOUT DISPLACEMENT. IN FACT, THIS IS ONE WHERE MAYBE, NOT HAVING READ THAT ARTICLE, THAT THE LEGACY OF REDLINING HAS BEEN THIS KIND OF ISOLATION OF COMMUNITIES. AND SO AT THE SAME TIME, LIKE DAVE

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SAID A LOT OF COMMUNITIES HAVE BUILT A SUPPORT SYSTEM AROUND THEM SO I DO BELIEVE THAT WE NEED TO GIVE THAT OPPORTUNITY TO ALSO IMPROVE THOSE COMMUNITIES THAT ARE LACKING AND PROVIDE -- HAVE A MORE PLANED IN TERMS OF OPPORTUNITIES FOR GROCERY STORES, FOR FOOD DESERTS TO HAVE THOSE FRESH FOODS AND PUSHING FOR THOSE THINGS AS WELL, AND I WOULD SAY IF WE HAVE INFRASTRUCTURE IMPROVEMENTS THAT WE MEASURE, AND LEARN FROM PAST EXPERIENCES FROM INFRASTRUCTURE IMPROVEMENTS ON WHAT HAPPENED WHEN DISPLACEMENT DID HAPPEN, AND WHAT CAN WE DO LOOKING FORWARD SO THAT YES WE'RE PUTTING IN NEW INFRASTRUCTURE IMPROVEMENTS IN UNDERSERVED COMMUNITIES, BUT AS WE HAVE SEEN IN THE PAST IT TENDS TO LEAD TO DISPLACEMENT. AND LASTLY, I WOULD ENCOURAGE, ALSO, MAYBE ALONG THE LINES OF EDUCATION AND OPPORTUNITIES FOR FOLKS WHO RISE, IS JOB TRAINING, AND LOOKING IN THE PLAN, IF WE -- I KNOW IT'S HARD TO PREDICT THE FUTURE, BUT IF WE CAN REALLY PUT AN EMPHASIS ON WHAT KIND OF JOBS WOULD THESE COMMUNITIES THAT ARE UNDERSERVED BE ABLE TO FOCUS ON TRAINING SO THAT WE CAN HAVE A WELL PAID, YOU KNOW, WELL -- AND HAVE FOLK WHO CAN ACTUALLY BE ABLE TO, YOU KNOW, LIVE, AND HOPEFULLY BUY HOMES IN AREAS THAT THEY LIVE IN, AND DON'T HAVE A LOT OF SUPER COMMUTES WHICH IS WHAT'S HAPPENING NOW. BECAUSE THEIR PAYCHECK DOESN'T ALLOW THEM TO BE ABLE TO -- SO THAT ALSO HAS TO DO WITH THE ABILITY THAT TO BUILD MORE OF THAT AFFORDABLE HOUSING INCLUDE THE VMR HOME OWNERSHIP OPPORTUNITIES IN THOSE HIGH EXPENSE AREAS THAT

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WE DO HAVE THAT PERMANENTLY AFFORDABLE HOUSING IN MANY COMMUNITIES AND IT'S NOT JUST IN CERTAIN COMMUNITIES. I'LL LEAVE IT AT THAT. THANK YOU.

CLERK OF THE BOARD: OKAY. ANNE OLIVIA, GO AHEAD AND THEN VEDA THEN BEN. >ANNE OLIVIA ELDRED: THANK YOU VERY MUCH. AND I WOULD LIKE TO THANK STAFF FOR THAT FANTASTIC PRESENTATION. THERE IS CLEARLY BEEN A HUGE AMOUNT OF WORK THAT HAS BEEN PUT INTO IT. I AM A BIG FAN OF QUITE A FEW OF THE CHANGES THAT I HAVE SEEN INTEGRATED INTO THIS MASSIVE PROJECT, INCLUDING SOME REAL STEPS TO ADDRESS DISPLACEMENT WITH THE INTRODUCTION OF THE UNIVERSAL BASIC INCOME AND SOME REALITY POSITIVE INTEGRATION OF PUBLIC PROCESSES IT'S BEEN COOL TO PARTICIPATE IN THIS AND I WANT TO RECOGNIZE HOW HARD THEY HAVE BEEN WORKING IN THE COMMUNITY IN WAYS THAT WE TRADITIONALLY HAVE NOT BEEN ABLE TO CONNECT. I HAVE CONCERNS ABOUT THE NEW STRATEGIES WHEN THEY ARE TAKEN TOGETHER AND WITHIN CONCERN SPECIFICALLY ABOUT RAISING CLASS EQUITY THAT I EXPRESS AT EVERY MEETING. LOOKING SPECIFICALLY AT THE THIRD POINT IN CHALLENGE NUMBER TWO, THE FEE PER MILE TOLLING. STAFF AND I HAVE HAD LONG AND EX-- EXTENSIVE IMPACTS. LAST CONVERSATION I HAD, WE -- I WAS ASSURED REPEATEDLY THAT WE WERE ONLY TALKING ABOUT TOLLING FOR EXPRESS LANES. I SEE NOW THAT THESE ARE TWO SEPARATE STRATEGIES AND SO I WILL REITERATE MY CONCERNS ABOUT THE ALL LANE TOLLING STRATEGIES. WHEN YOU LOOK AT THIS AND

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COMBINE IT WITH THE WORK FROM HOME MANDATE THERE ARE CERTAIN COMMUNITIES THAT ARE LIKELY TO BE IN JOBS THAT ARE NOT ABLE TO WORK FROM HOME. AND TO BE CLEAR, I LOVE THE WORK FROM HOME MANDATE. I BENEFIT FROM IT. I HATE COMMUTING. I AM NOT A PARENT SO I DON'T HAVE TO WORRY ABOUT KIDS BEING AT HOME. I LOVE THE REALLY SMART STRATEGY OF EXPANDING BELIEF INTERNET. MINE IS EXPENSIVE AND IT'S TERRIBLE. SO AGAIN I BENEFIT FROM THIS ALONG WITH A LOT OF OTHER FOLKS WHO ARE ALSO STUDENTS LIKE ME. BUT WHEN YOU LOOK AT THE PEOPLE WHO ARE GOING TO BE ABLE TO WORK FROM HOME AND THE KINDS OF JOBS THEY HAVE AND THEN THE PEOPLE WHO CAN'T WORK FROM HOME AND THE JOBS THEY HAVE, AND THEN YOU LAY THAT OVER WITH AN ALL LANE TOLLING, ESPECIALLY WITH THE DISPLACEMENT, I AM BETTING THAT IF YOU LAID A RACIAL EQUITY IMPACT ANALYSIS ON TOP OF THESE STRATEGIES WITH INDUCTION IF WE LOOK AT THE SLIDE AFTER THAT GHG REDUCTION SLIDE THAT YOU WOULD SEE A DISPROPORTIONATE IMPACT ON RACE AND CLASS GROUPS. AND I WOULD LIKE TO ASK STAFF BECAUSE AGAIN YOU WEREN'T ABLE TO GO DEEPLY INTO THIS, THE PRESENTATION WAS QUICK ABOUT THE STRATEGIES USED TO MITIGATE THIS AND VERY CLEARLY JUST SAYING THAT COMMUNITIES WITH LESS ECONOMIC RESOURCES CAN APPLY TO GET A DISCOUNT IS NOT SAY SATISFACTORILY ANSWER ANYWAY. RIGHT NOW WE SEE THE PRESIDENTIAL ADMINISTRATION MAKING THREATS ABOUT HOUSEHOLD INFORMATION BEING USED TO BE TURNED OVER TO ICE SO WE KNOW THAT COMMUNITIES ARE NOT RECORDING -- FOLKS IN MY COMMUNITY

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ARE NOT UTILIZING SERVICES OR ASKING FOR SERVICES OUT OF FEAR THAT IT WILL IMPACT THEIR IMMIGRATION STATUS OR APPLICATION, WE KNOW THE MAJORITY OF FOLKS THAT QUALIFY FOR THESE PROGRAMS AND WHO MOST NEED THEM DO NOT APPLY FOR THEM JUST SAYING FOLKS THAT WITH NEED CAN APPLY ERASES THE LIVED EXPERIENCE ESPECIALLY TODAY'S LIVED EXPERIENCE OF THEM NOT ACTUALLY BEING ABLE TO DO SO BECAUSE OF THE POLITICAL CLIMATE UP HERE. AND A VARIETY OF OTHER REASONS AROUND SHAME, AROUND ACCESS, AROUND LANGUAGE AND EVEN KNOWING THAT THE PROGRAMS EXIST. I AM HOPING THAT WE ARE INTEGRATING AUTOMATIC QUALIFICATION INTO THE APPLICATIONS LIKE WAS TOLD TO ME ABOUT THE TOLLING ON EXPRESS LANES. THIS IS A BIG CONCERN AND I LOOK FORWARD TO HEARING WHAT STRATEGIES ARE BEING REDUCED TO ADDRESS THESE CONCERNS AND HOPING THE EQUITY AND ACCESS SUBCOMMITTEE DO GET CONSIDERATION ABOUT EQUITY IN PARTICULAR HOW THESE STRATEGIES FALL IN LINE WHEN VIEWED THROUGH AN EQUITY LENS. THANK YOU.
>DAVE VAUTIN: THANKS ANNE OLIVIA I WANT TO ADDRESS MOST OF YOUR COMMENTS ARE FOCUSED ON THE ALL LANE TOLLING I'LL ADDRESS THERE WE FOCUSSED ON THE EQUITY IMPACTS ON THE ALL LANE TOLLING IN THE DRAFT ALL LANE TOLLING ADDRESSES INEQUITIES THAT CAN APPEAR TO HAVE MITIGATIONS ON THE PRICING FRONT WE INCLUDE THE ON THE TRANSIT SIDE AS WELL WITH MEANS-BASED DISCOUNTS FOR TRANSIT AS WELL, AND WHAT WE FOUND FROM THAT ANALYSIS IS THAT THOSE DISCOUNTS ACTUALLY ENSURED THAT THE IMPACTS WERE NOT DISPARATE. THEY MINIMIZED THE COST INCREASES

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FOR LOW AND MINIMUM INCOME HOUSEHOLDS AND THEY WERE MUCH LOWER THAN COST INCREASES EXPERIENCED BY HIGHER INCOME TRAVELERS AND BY INCOME WE SHAW THE SHARE OF INCOME SPENT ON TRANSPORTATION COSTS AND WE SAW SIGNIFICANT REDUCTIONS FOR LOWER INCOME TRAVELERS. WHEN IT COMES TO THE ADMINISTRATIVE SIDE OF IT, WHERE WE LEARNED A LOT FROM THE CLIPPER START PROGRAM THAT'S CURRENTLY BEING PILOTED AS WELL AS A PILOT FOR MEANS-BASED DISCOUNTS ON THE EXPRESS LANE NETWORK, PLANNED BAY AREA 2050 DOESN'T NECESSARILY GET INTO THE EXACT ADMINISTRATION OF ANY OF THE STRATEGIES BUT AS WE MOVE FORWARD WITH IMPLEMENTATION AS WE STUDY TOLLING IN GREATER DETAIL AS PART OF THE IMPLEMENTATION PHASE WE CAN LOOK AT THE SORT OF ADMINISTRATIVE SIDE OF THINGS HOW A PROGRAM WOULD ACTUALLY BE ADMINISTERED IN REAL LIFE. I KNOW WE HAVE TALKED TO SOME DIFFERENT FOLKS ABOUT WAYS TO ENSURE THAT THE VARIOUS SOCIAL PROGRAMS THAT IT'S MORE STREAMLINED SO WHEN YOU QUALIFY FOR ONE PROGRAM MAYBE YOU QUALIFY FOR A NUMBER OF OTHER PROGRAMS AS WELL TO REDUCE THE PAPERWORK REQUIRED FOR A NUMBER OF LOWER INCOME COMMUNITIES. I APPRECIATE YOUR POINTS AND WE HAVE DONE OUR BEST TO OFFSET AND MINIMIZE THOSE IMPACTS AS PART OF OUR GOAL OF ADVANCING EQUITY IN THE PLAN.

CLERK OF THE BOARD: OKAY VEDA THEN BEN, BOB, THEN WALTER WILL WRAP US ALL UP. VEDA. VEDA, YOU'RE MUTED.

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VEDA FLOREZ: THANK YOU FOR MAKING THE ADJUSTMENTS TO THE PROGRAM IT'S EXCITING TO SEE YOU HAVE PIVOTED AND REDIRECTED AND I HOPE WE SEE THAT EVERY FIVE YEAR THAT WE HAVE THE REDIRECT AS WE MOVE TOWARDS PLANNED BAY AREA 2050. I WANT TO TOUCH BASE WITH YOU ABOUT YOUR PAGE VIEWS AND ENGAGEMENTS YOU HAD 19,000 PAGE VIEWS SO I'M WONDERING, I WENT TO THE PAGE ABOUT FIVE TIMES AND I WONDER IF YOU HAVE AGGREGATED COUNTS IN THE NUMBER OF VIEWERS, AND ENGAGEMENT. I WONDER IF THE NUMBERS WOULD BE AFFECTED. AND I WANT TO ADDRESS THE ISSUES YOU TOUCHED BASE AROUND THE GREENHOUSE GAS AREAS TOO. AND YOU SAID YOU WOULD LIKE TO ENCOURAGE TELECOMMUTING AND WE HAD A LOT OF CONVERSATION ABOUT THAT TODAY AND I THINK THAT COULD BE A GREAT TOPIC FOR A FUTURE PAPER, FOR MTC TO CONSIDER. I'M ALSO INTERESTED IN THE JOB TRAINING. AND YOU MENTIONED YOU WOULD PARTNER FOR NEW JOB TRAINING AND THAT I HOPE THAT YOU LOOK TO EXISTING ORGANIZATIONS THAT ARE ALREADY DOING TRAINING AND PARTNER WITH THEM FIRST, RATHER THAN RECREATING THE WHEEL IN A NEW ORGANIZATION. LET'S EXPAND WHAT WE HAVE THERE TO -- BECAUSE THEY HAVE THE CONNECTIONS WITH THE COMMUNITY AS WELL. SO I THINK YOU COULD HIT THE GROUND RUNNING IF YOU CONSIDERED THAT. AND UNDER YOUR JOB TRAINING I WOULD ALSO LIKE YOU TO CONSIDER, MTC TO CONSIDER THE IDEA OF CHILD CARE. WE NEED TO EXPAND OUR CHILD CARE. AND RIGHT NOW, IT'S USUALLY WOMEN OF COLOR EARNING ABOUT $15 AN HOUR, IF THAT. AND WE HAVE REALLY UNDERVALUED OUR CHILD CARE PROVIDERS AS WE FOUND OUT DURING

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COVID-19. BUT MANY OF OUR JR. COLLEGES ARE DROPPING THEIR CHILD CARE PROGRAMS AS WELL SO WE'RE LOSING ALL OF OUR TRAINED CHILD CARE TECHNICIANS SO THAT'S SOMETHING WE REALLY NEED TO THINK ABOUT IF WE WANT TO KEEP OUR COMMUNITY WORKING AND ESPECIALLY IF THEY'RE TELECOMMUTING THEY NEED TO HAVE THAT SEPARATION TIME TO FOCUS ON THEIR JOB. AND I WOULD ALSO LIKE TO TALK TO YOU ABOUT THE AID IN ELECTRIFICATION. SO I THINK IT'S A GREAT IDEA. IT'S VERY EXPENSIVE TO BUY AN ELECTRIFIED CAR AND IT WOULD REALLY HELP WITH COMMUTING, SAVE OUR ROADS AND ENVIRONMENT IT WOULD MAKE A BIG DIFFERENCE HOWEVER IF YOU ARE GIVING ELECTRIFICATION AID TO PURCHASE AN ELECTRIFIED CAR IN A COMMUNITY SUCH AS THE CANAL NEIGHBORHOOD IN SAN RAFAEL, THERE IS SUCH LIMITED PARKING NOW TO EVEN PUT A CHARGING STATION THERE, WOULD ELIMINATE, TAKE AWAY A PARKING SPACE. SO WOE REALLY HAVE TO LOOK AT OUR NEIGHBORHOODS OF CONCERN AND WORK WITH OUR CITY PLANNERS TO FIND OUT WHERE WE CAN TAKE AWAY A PARKING SPACE TO PUT A CHARGING STATION IN. IN NOVATO WHERE I LIVE THEY HAVE DONE A GREAT JOB IN EXPANDING COMMUNITY SHOPPING CENTERS WITH ELECTRIFIED CHARGING STATIONS BUT IN THE CANAL NEIGHBORHOOD THERE IS JUST NO PLACE TO PUT THAT. I WANT TO REVISIT OR MENTION AN INVESTMENT INTO SMALL GRID PRODUCTIONS. THE LARGE GRIDS, IF THEY GO DOWN, IF ONE END OF THE GRID GOES DOWN IT CAN ELIMINATE THE ENTIRE BAY AREA, IF WE HAD SMALLER MICRO GRIDS THAT WOULD HELP TAKE THE PRESSURE OFF THE GENERAL GRID AND I ALSO WANT TO VISIT HIGHWAY 37 AND BACK

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THAT UP. THAT'S A 50 YEAR PLAN. AND WITHOUT REALLY VISIONING A SPACE FOR BIKE AND PEDESTRIANS AND, YOU KNOW, A SEPARATE RAIL SYSTEM, OR SOME SORT OF COMMUTING APPARATUS, I THINK WE'RE IN REAL TROUBLE. I THINK THE NAPA VALLEY TRANSPORTATION AUTHORITY HAS BEEN DOING RESEARCH IN COMMUTING, BUT WE DO NEED THAT SEPARATE SYSTEM WHERE PEOPLE CAN COMMUTE BACK AND FORTH IN YEARS TO COME. AND I'M JUST GOING TO REVIEW MY NOTES ONE MORE TIME. AND I THINK I HAVE GOT EVERYTHING. I'LL FOLLOW-THROUGH AFTERWARDS ON ANYTHING ELSE. THANK YOU VERY MUCH.

CLERK OF THE BOARD: AWESOME. BEN. BEN ARE YOU STILL WITH US?

BENJAMIN SCHWENG: YES, I AM. SORRY. OKAY. SO I HAVE THREE COMMENTS. ONE ABOUT THE ALL TOLLING. I THINK THAT -- I AGREE WITH WHAT EVERYONE ELSE SAID. I THINK THAT THE GREATEST -- THE TOP TEN PERCENT INCOME EARNERS IN THE BAY AREA ARE THE ONES THAT ARE GOING TO BENEFIT THE MOST FROM ALL TOLLING BECAUSE THEY HAVE LARGE DISPOSABLE INCOMES AND THEY CAN GO WHEREVER THEY WANT AT ANY TIME OF DAY WITH LESS TRAFFIC. SO I'M WONDERING IF WE COULD ADD -- I KNOW WE'RE DOING SOME REACH OUTS TO PEOPLE ON THE LOWER INCOME SPECTRUM BUT IF THE TOLLING COULD SOMEHOW BE MORE PROGRESSIVE SO THE TOP TEN PERCENT COULD PAY MORE BECAUSE I THINK THEY ARE GETTING THE BIGGEST BENEFIT. MY SECOND COMMENT WAS ABOUT HOUSING AND ZONING. WHERE I'M AT IN HAYWARD AND CASTRO VALLEY WE WOULD HAVE SIGNIFICANTLY MORE

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HOUSING IN THE PAST TEN YEARS IF IT WASN'T FOR THE LOCAL GOVERNMENT OR JURISDICTION WHO KEEPS TRYING TO ADD SIGNIFICANT AMOUNTS OF RETAIL TO HOUSING PROJECTS, WHICH DEVELOPERS DON'T WANT TO DO BECAUSE THEY'RE CHASING A DWINDLING SALES TAX DOLLAR. AND I THINK THE SALES TAX ISSUE IS REALLY HURTING THE GROWTH IN HOUSING IN A LOT OF THESE COMMUNITIES THAT DON'T HAVE SIGNIFICANT INDUSTRIAL BASES. UNLESS WE SOLVE THAT WE'RE NOT GOING TO GET THE HOUSING WE WANT OR THAT WE'RE EVEN ZONING FOR. AND FINAL A COMMENT ABOUT BIKES. I THINK HISTORICALLY WE HAVE DONE A POOR JOB OF MODELING RECREATIONAL BIKING AND I THINK THERE IS SIGNIFICANT GROWTH NO CYCLING NOW, AND WE TALK ABOUT LOW STRESS ROUTES. I THINK THAT AS WE'RE ADDING THESE BIKE LANES I THINK WE NEED TO THINK ABOUT WAYS WHERE WE NEED ANOTHER CATEGORY WHICH IS CHILD FRIENDLY ROUTES WHICH I THINK IS A LOT DIFFERENT THAN LOW STRESS ADULT ROUTES BUT AS WE'RE SEEING MUCH MORE KIDS GETTING ON BIKES, I THINK WE NEED TO BE MINDFUL IN OUR MODELING AND WHAT WE'RE DESIGNING THAT SOME OF THESE ROUTES NEED TO BE EXTRA FRIENDLY AND WORK FOR YOUR THREE-YEAR-OLD TO NINE-YEAR-OLD RIDER, WHICH IS A DIFFERENT NEED THAN JUST A LOW STRESS BIKE ROUTE. THANK YOU. >DAVE VAUTIN: THANKS FOR YOUR COMMENTS. I'LL JUST SAY THAT A LOT OF THAT REALLY IMPORTANT WORK WILL HAPPEN AS PART OF THE REGIONAL ACTIVE TRANSPORTATION PLAN, THAT ACTUALLY WILL BE KICKING OFF THIS YEAR. WHAT WE HAVE SKETCHED OUT HERE IS KIND OF A 10,000 MILE NETWORK BUT IT WILL BE UP TO THAT PLANNING EFFORT TO

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REALLY THINK ABOUT HOW AND WHERE, AND WHAT TYPES OF IMPROVEMENTS ARE MOST APPROPRIATE ACROSS THE REGION. I JUST WANT TO GIVE A SHOUT OUT TO THAT IMPORTANT PLANNING EFFORT.

CLERK OF THE BOARD: LAST BUT NOT LEAST, BOB.

BOB GLOVER: THANK YOU. I APOLOGIES IF MY INTERNET CUTS OUT, BETWEEN MY WIFE AND DAUGHTERS THERE'S NOT A LOT OF INTERNET TO GO AROUND. THE POLL BE CENT OUT I KNOW IT'S GOING OUT TO THE COMMISSIONERS BUT THERE WERE A COUPLE OF THINGS OF NOTE THAT WERE INTERESTING THERE BIGGEST ONE IS 89 PERCENT OF THE PEOPLE POLLED KNEW NOTHING ABOUT PLANNED BAY AREA AND EIGHT PERCENT KNEW LITTLE ABOUT IT BASICALLY STATING THAT 98 PERCENT OF THE PUBLIC OUT THERE KNOWS LITTLE OR NOTHING ABOUT ALL OF THE STUFF WE'RE DISCUSSING HERE WHICH IS AN AREA TO BE CONCERNED ABOUT. SECOND THING, HAS TO DO DAVE WITH ATTACHMENT I, OF THE AFFORDABLE HOUSING, THE INTEGRATED AFFORDABLE HOUSING IE INCLUSIONARY ZONING COMPONENT. I KNOW WE HAVE WRITTEN A LETTER ARTICULATING OUR CONCERNS THAT POSSIBLY OVERSTATES THE BENEFIT AND TAKES SOME OPPORTUNITIES OFF OF SOME OTHER ELEMENTS BUT BASICALLY SAYING THAT 66, THE 330,000 UNITS ARE GOING TO BE PRODUCED BY REQUIRING JURISDICTION WITH PDAS TO HAVE 10 TO 20 PERCENT INCLUSIONARY ZONING, THE CONCERN IS THAT MOST OF THOSE JURISDICTION ALREADY HAVE INCLUSIONARY ZONING AT 10 TO 20 PERCENT IT WOULD BE CURIOUS TO SEE WHAT THAT NUMBER IS AND IF

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THEY ALREADY HAVE THAT, HOW MUCH OF THE 66 OF THE 330 IS ALREADY BEEN PRODUCED. QUESTION I HAVE TOO, IS THAT IT SAYS THAT 20 PERCENT WOULD BE REQUIRED IN STRONG MARKETS ALTHOUGH IT DOESN'T REALLY DEFINE WHAT SAY STRONG MARKET ALTHOUGH IT DOES OUTLINE 29 JURISDICTION THAT I BELIEVE AREN'T IN STRONG MARKETS BUT SAN FRANCISCO BEING ONE OF THOSE THAT THE TURNER CENTER JUST DID A REPORT TALKING ABOUT THEIR 20 PERCENT REQUIREMENT AND THE IMPACT THAT HAD ON A LOWERING OF PRODUCTION. JUST TO ARTICULATE THOSE CONCERNS AND WHAT THE FEASIBILITY IS FOR SOME, A JURISDICTION THAT IS AT TEN OR 15 TO GOING AT 15 OR 20 AND THE IMPACT THAT HAS ON TOTAL NUMBERS PRODUCED AND IMPACT ON OUR MEETING REGIONAL HOUSING NEEDS AND REACHING TO SAN BENITO AND SAN JOAQUIN COUNTY. I APPRECIATE THE OPPORTUNITY. >DAVE VAUTIN: THANKS BOB I'LL TRY TO RESPOND BRIEFLY A COUPLE OF THINGS TO KEEP IN MIND ONE WE'RE TRYING TO UNDERSTAND A SUITE OF STRATEGIES TO TACKLE THESE BIG HOUSING CHALLENGES. THESE STRATEGIES ARE CONCEPTS IN A LONG RANGE PLAN, THEY AREN'T SOMETHING OUT THERE WE'RE TRYING TO IMPLEMENT TOMORROW. THEY'RE THINGS WE SEE AS PIECES OF THE PUZZLE ON THE FIRST POINT WE WORKED TO UPDATE ALL OF THE BASELINE INCLUSIONARY ZONING IN THE REGION. THIS WAS AN AREA THAT THE ORGANIZATION BROUGHT UP DURING THE HORIZON PROCESS AND WE GOT BETTER DATA AND IMPLEMENTED THAT INTO THE BLUEPRINT PLANNING SO YES THAT MEANS THE INCLUSIONARY POLICY HERE WOULD PRODUCE A SMALLER NUMBER OF UNITS BECAUSE THERE IS A HIGHER

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BASELINE IN PLAY ALREADY BUT THE TOTAL NUMBER OF UNITS PRODUCED STILL KIND OF REFLECTS THE ADDITIVE EFFECTS OF EXIST OTHER PLUS FUTURE POLICY ASSUMPTIONS. I THINK, YOU KNOW, MORE BROADLY, WE ARE TRYING TO BRING MONEY TO THE TABLE IN THE PLANNING PROCESS TO HELP PRODUCE THIS AFFORDABLE HOUSING. SO, YOU KNOW, THE INCLUSIONARY ZONING IS NOT DOING IT ALL ON ITS OWN, THE EXPANDED STRATEGIES INCLUDE ASSUMPTIONS ABOUT A WIDE VARIETY REGIONAL AND LOCAL FUNDING SOURCES THAT CAN HELP ENSURE UNITS ARE BROUGHT FORWARD IN COMMUNITIES ACROSS THE REGION. SO I THINK THAT -- THAT'S JUST KIND OF THE OVERALL RESPONSE WE SEE IN INCLUSIONARY. WE'RE SPECIFYING WHICH JURISDICTION SHOULD HAVE A CERTAIN LEVEL JUST ENDORSING THE IDEA THAT STRONGER MARKETS MIGHT BE APPROPRIATE FOR HIGHER LEVELS OF INCLUSIONARY.

CYNTHIA L. MURRAY, VICE CHAIR: THANK YOU VERY MUCH DAVE AND LESLIE. TREMENDOUS AMOUNT OF WORK. AND THERE IS A TERM I HAVE LEARNED THAT THE MILITARY IS USING CALLED VUCA, LIKE SNAFU STANDS FOR SOMETHING IT'S VOLATILITY UNDERSTANDING COMPLEXITY AND AMBIGUITY THAT'S THE TIME WE'RE IN THE WE JUST HAVE TO DO THE BEST WE CAN, AND AGAIN, KEEP LOOKING AT THE WHAT CHANGES AS WE GO FORWARD OR AS WE GET MORE CLARITY ON. I THINK THE BIGGEST THING WE HAVE TO REMEMBER IS WHATEVER EXISTED BEFORE IN THE PANDEMIC IN THIS RECISSION IS NOT THERE ANYMORE AND WE HAVE A WHOLE NEW WORLD NOW THE NEW NORMAL THAT WE HAVE TO

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UNDERSTAND AND TRY TO PLAN FOR. I HAVE A COUPLE OF COMMENTS. I WAS IMPRESSED AT THE RESULTS OF THE ONLINE ENGAGEMENT LESLIE, AND I HOPE WE CAN INCORPORATE THEM IF WE CAN EVER GET BACK TO MEETING IN PERSON THESE ONLINE THINGS SEEM TO BE SUCCESSFUL AND WE SHOULD CONTINUE TO USE THEM AS TOOLS. TERRIFIC WORK BY STAFF TO FIGURE OUT NEW WAYS TO WORK WITH PEOPLE AND GET THEM ENGAGED. I AM A LITTLE CONCERNED ABOUT THE FUNDING SOURCES IT SEEMS TO ME THAT IF I WAS GOING TO PINPOINT ONE THING THAT WE SHOULD BE CONCERNED ABOUT IS THE EFFORT WE'RE GOING TO HAVE TO DO TO MAKE THE FUNDING HAPPEN. I HOPE WE CAN CONTINUE TO LOOK AT WAYS TO HELP WITH THE FUNDING AND I THINK WE'RE GOING TO HAVE TO GET CREATIVE IN FIGURING OUT NEW WAYS THAT REVENUE CAN BE RAISED FOR THAT. ON THE TELECOMMUTING, IT SEEMS TO BE QUITE APPARENT FROM WORKING WITH THE BUSINESS COMMUNITY THAT THEY ARE VERY HAPPY WITH A LOT OF THEIR WORKERS WORKING FROM HOME. THEIR WORKERS ARE HAPPY TO BE WORKING FROM HOME IT'S HELPED INCREASE THE AVAILABILITY FOR DIVERSITY AND INCLUSION BECAUSE THEY CAN HIRE PEOPLE THAT DON'T LIVE NEARBY AND THEREFORE NOT SHUTOUT BECAUSE OF COMMUTES AND COST OF HOUSING SO IT CAN HELP US ACHIEVE OUR GOALS AND I AM EXCITED ABOUT THAT. I'M ALSO SEEING A LOT OF PEOPLE ARE NO LONGER TAKING TRANSIT AND HAVE GONE OUT AND BOUGHT CARS THERE'S A HUGE MARKET RIGHT NOW FOR USED CARS WE MAY SEE A BIG CHANGER FROM TRANSIT USE TO CAR USE AND THAT'S GOING TO HAVE TO FIGURE INTO OUR PREDICTIONS. I AM CONCERNED ABOUT SENIOR HOUSING. WE HAVE SUCH A HUGE AMOUNT OF

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SENIORS NEEDING SENIOR HOUSING AND WE HAVE JUST SEEN THE HORRORS FROM THIS PANDEMIC OF PEOPLE LIVING IN SENIOR HOUSING AND SENIOR ASSISTED LIVING FACILITIES NURSING HOMES I HOPE WE CAN DO BETTER FOR OUR SENIORS AND I THINK IT SHOULD BE PART OF THE PLAN AND I HAVE RAISED THIS ISSUE BEFORE AND I'M NOT SEEING IT BEING PICKED UP. SO I HOPE OTHERS SUPPORT THAT. AND I ALSO WANT TO REALLY STRESS THAT HIGHWAY 37 SHOULD DEFINITELY STILL BE KEPT. AND I KNOW THERE IS CONCERNS ABOUT IT BUT IT'S ALSO A LIFELINE FOR THE NORTH BAY IN CONNECTING US IF THERE WAS A DISASTER SO WE NEED TO HAVE ALTERNATIVE MODES OF ABILITY TO GET AROUND. NOW IT'S TIME TO TAKE PUBLIC COMMENTS IF THERE IS ANYONE OUT THERE WHO HAS SUBMITTED PUBLIC COMMENT OR NEEDS TO SPEAK THEY NEED TO RAISE THEIR HAND USING THE RAISED HAND FEATURE AND PARTICIPANTS YOU CAN USE THE STAR NINE IF YOU'RE ON THE PHONE. MARCY DO WE HAVE ANYONE WISHING TO DO PUBLIC COMMENT?

CLERK OF THE BOARD: YES KEN BUKOWSKI. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: I THINK A LOT OF THE ASPECTS OF THIS PLAN IS UNREALISTIC THE FUTURE IS GOING TO BE DIFFERENT. I HAVE CONCERNS. EVERY TIME YOU MOVE TRANSPORTATION IT HURTS THE ECONOMY AND WE SHOULD MAKE PUBLIC TRANSIT FREE. I AM CONCERNED THE MONEY FROM EXPRESS LANES IS NOT DEDICATED TO MAKE PUBLIC

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TRANSIT FREE AND I'M CONCERNED ABOUT THE LACK OF EQUITY PEOPLE HAVING TO APPLY FOR MEANS-BASED FARE I THINK IS UNREALISTIC. AS ONE OF THE COMMISSIONERS SAID LOW INCOME PEOPLE JUST DON'T APPLY FOR THESE PROGRAMS THEN IT DOESN'T ADDRESS THE UNDOCUMENTED IMMIGRANTS, THE BEST THING WE CAN DO FOR OURSELVES IS FOCUSING ON PUBLIC TRANSIT FREE, THEN REDUCING TRAFFIC CONGESTION. THANK YOU.

CYNTHIA L. MURRAY, VICE CHAIR: MARTHA ANYONE ELSE?

CLERK OF THE BOARD: NO KEN WAS THE ONLY SPEAKER AND NO PUBLIC COMMENT SUBMITTED.

CYNTHIA L. MURRAY, VICE CHAIR: RANDI KINMAN NOW?

RANDI KINMAN, CHAIR: THANK YOU. I DON'T HAVE A RAISED HAND FEATURE ON MINE RIGHT NOW. I WANT TO THANK YOU ALL FOR A LOT OF GOOD COMMENTS, THEY WALKED IN LATE TO, AND I WANT TO SAY THAT I WILL TRADE YOU OFFICE PARKS FOR WORK FROM HOME HUBS. HUBS WHERE THERE IS IT INFRASTRUCTURE, THE ABILITY FOR DAYCARE, THE ABILITY FOR PEOPLE TO ACTUALLY DO THEIR JOBS. WE SAW THIS A COUPLE OF YEARS AGO DURING THE FIRES WHEN WE HAD COMMUNITY COLLEGES CLOSED DOWN, AND HAD TO GO -- THEY DIDN'T EVEN GO ONLINE, THEY JUST WENT OFFLINE COMPLETELY FOR WEEKS WHICH WAS REALLY DISRUPTIVE. SO THE ABILITY TO HAVE THE

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BANDWIDTH THAT A LOT OF US DON'T HAVE WHEN WE HAVE MULTIPLE PEOPLING WORKING FROM HOME AND KIDS OR EVEN THE QUIET ZONE AND I THINK THOSE CAN BE COMBINED IN THE EXISTING PDAS WE HAVE NOW BECAUSE WE HAVE RETAIL SPACE THAT IS GOING EMPTY AND I THINK THAT IS AN OPPORTUNITY FOR US TO KIND OF TWIST THAT SCENARIO AROUND AND IN THE CASE OF EMERGENCIES LIKE WE'RE UNDOUBTEDLY GOING TO SEE SOMETHING THAT'S SETUP TO HANDLE A LOT OF TRAFFIC. I DO WANT US TO KEEP AN EYE ON THE PDAS PRESERVING AFFORDABLE HOUSING BECAUSE I DON'T HAVE A GOOD HANDLE ON WHAT THEY'RE PRODUCING. PDAS I'M FAMILIAR WITH, SIMPLY PLAY IN LIEU FEES SO AFFORDABLE HOUSING IS NOT GOING ADJACENT OR NEAR TRANSIT IT'S NOT GOING ANYWHERE NEAR WHERE SOMEBODY WHO NEEDS TRANSIT IS GOING TO BE ABLE TO GET TO IT EASILY. IN OUR CASE, WE JUST REMOVED TRANSIT FROM SOME AREAS, SO THERE IS THAT TOO. BUT I THINK THAT THAT CAN ALSO PIGGY BAG ON TO SENIOR HOUSING. WE HAVE A COMPLETE LACK OF AFFORDABLE SENIOR HOUSING IN ANY AREA. SO, I JUST WANT -- I WANT US TO SOMEHOW MONITOR THAT AND GET, LIKE, YEARLY REPORTS, THIS MANY UNITS OR PROMISES THIS MANY UNITS ARE SUPPOSED TO BE PIPE LINED, THIS MUCH MONEY WENT INTO IT. WE'RE SPENDING TENS OF MILLION DOLLARS ON THE BIG PROJECTS FOR AFFORDABLE HOUSING I'M NOT SEEING IT COME UP. THAT'S A BIG PROBLEM FOR US. I WANT TO CIRCLE BACK TO THE IDEA OF PRODUCING CERTIFIED CHILD CARE PEOPLE AND THE COMMUNITY COLLEGES WHO HAVE BEEN THE LEADERS IN THIS. WE NEED TO HAVE FINANCING ARRANGED DIFFERENTLY BECAUSE OUR COMMUNITY COLLEGES

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DEPEND ON THIS BEING A STUDENT CENTERED ACTIVITY IN THAT AS PEOPLE ARE EARNING THEIR DEGREES AND THEIR CERTIFICATES, WE HAVE TO HAVE ACTUAL SEATS IN -- WE HAVE TO ACTUALLY HAVE POSITIONS THAT ARE THERE AS STUDENTS, WHICH CUTS DOWN ON THE AMOUNT OF PEOPLE THAT WE CAN USE, AND THE AMOUNT OF -- WE COULDN'T JUST SPEND MONEY ON IT. IT HAS TO BE -- THOSE STUDENTS HAVE TO COME FROM SOMEWHERE. AND RIGHT NOW WE'RE ALL KIND OF SCRAMBLING TO FIGURE OUT HOW WE WOULD PROVIDE THE BASICS ON ABOUT A THIRD OF THE FOOTPRINT THAT WE'RE CURRENTLY USING. SO THERE ARE OPPORTUNITIES THERE. WE HAVE PEOPLE WHO ARE MORE THAN READY, WILLING, AND ABLE TO CONDUCT THE CLASSES NEEDED TO PRODUCE THE CHILD CARE, OR THE SENIOR IN-HOME CARE, OR ANY OF THOSE THINGS, BUT BECAUSE OF OUR CONSTRICTIONS ON HOW MANY PEOPLE WE CAN PUT PER SQUARE FOOT IN A BUILDING WE CAN'T OPEN UP THOSE COMPONENTS OF THE COMMUNITY COLLEGES. IT'S NOT COST EFFECTIVE. SO THOSE ARE MY COMMENTS ON THIS ISSUE. AND I THANK YOU. SO THAT WILL BE LAST CALL FOR COMMENTS. AND I THINK I WILL TAKE OVER FROM HERE.

CYNTHIA L. MURRAY, VICE CHAIR: YES.

RANDI KINMAN, CHAIR: THAT'S JUST HOW I AM. THANK YOU ALL, AND THANK YOU TO STAFF. IF I'M READING MY NOTES CORRECTLY, WE HAVE ONLY SKIPPED THE CHAIR'S REPORT AND I CAN POP BACK UP TO THAT. IS THAT CORRECT MARTHA?

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CLERK OF THE BOARD: THAT IS CORRECT.

RANDI KINMAN, CHAIR: OKAY. GOING INTO MY CHAIR'S REPORT. ONE OF THE INTERESTING THINGS ABOUT ATTENDING A LOT OF MEETINGS IS HEARING THINGS THAT ARE GOING ON THAT WE WOULDN'T NORMALLY HEAR ABOUT. BATA, THE BAY AREA TOLL AUTHORITY HAD A REALLY INTERESTING DISCUSSION LAST MONTH ABOUT HOW THEY ARE HANDLING THE REDUCTION OF THE TOLL BOOTHS AND THE TOLL TAKERS SINCE THEY REMOVED THE PEOPLE FROM THE BOOTHS, BUT THIS'S LEADING US TO A SYSTEM WHERE YOU HAVE TO HAVE CALL CENTERS, AND YOU HAVE TO HAVE PEOPLE MAILING NOTICES AND THINGS LIKE THAT. AND IT WAS DURING THIS DISCUSSION THAT I FOUND OUT -- I'M SURE THAT OTHERS KNEW -- THAT ONE OF OUR CALL CENTERS WAS ACTUALLY LOCATED OUT OF STATE. SO I WAS REALLY PLEASED TO HEAR THE COMMISSION SAY, YOU KNOW, WE GOT PEOPLE THAT DON'T WANT HAVE -- DON'T HAVE JOBS HERE IN OUR OWN AREA LET'S MOVER THEM BACK. THAT MAY BE A CONVERSATION YOU MAY FOLLOW IN THE FUTURE. YOU ARE GOING TO SEE IN YOUR STAFF LIAISON REPORT THE WORK PLAN WE DEVELOPED IN THE PAST AND IT'S LAID OUT IN THE MANNER OF WHAT'S COMING UP IN THE AGENDA OVER THE NEXT FEW MONTHS ALSO THE ISSUE WE HAD BROUGHT UP BEFORE OF THE INTERNSHIP PROGRAM THAT USED TO OCCUR HERE. SO, STAFF IS GOING TO START WORKING ON THAT AND THEY WOULD LIKE ONE OR TWO PEOPLE WHO HAVE AN INTEREST IN THE PROJECT, WHO HAVE EXPERIENCE IN INTERNSHIP

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PROGRAMS PRIMARILY. BECAUSE THAT MAKES THE INPUT A LOT MORE EFFECTIVE AND VALUABLE. AND WHO UNDERSTAND HOW THIS PROGRAM WAS RUN. I KNOW THAT WE HAVE ONE PERSON WHO IS A FORMER INTERN IN OUR PROGRAM, SO I'M KIND OF HOPING SHE VOLUNTEERS. ANYBODY WHO IS INTERESTED IN THAT PLEASE GET AHOLD OF MARTI. THE LAST THING -- WELL NO, THE NEXT TO THE LAST THING. I KNOW THAT THERE IS AN EQUITY PROGRAM FOR MTC BEING DEVELOPED AND I REALLY WANT TO EXPRESS MY HOPE THAT WE SEE THAT AS IT COMES FORWARD BEFORE IT GOES TO THE COMMISSION, BECAUSE IT SOUNDS VERY EXCITING. I ASKED THAT STAFF SEND YOU THE PIECES OF PAPER THAT ARE THE DRAFT METRICS IN DASHBOARD FOR WHAT'S COMING OUT OF THE BLUE RIBBON TASK FORCE AND WHAT'S COMING OUT OF THE BLUE RIBBON TASK FORCE IS A SERIES OF -- IT'S A DASHBOARD THAT SAYS THIS AGENCY IS DOING THIS, THIS AGENCY IS DOING THAT. THERE ARE 23 AGENCIES, SO ALL THE AGENCIES ARE TALKING TOGETHER, AND THEY'RE ALL PARTICIPATING, AND THE ISSUES THEY HAVE UP ARE PROVIDE AND WEAR MASKS, MASKS FOR DRIVERS AND IT GOES ALL THE WAY UP TO PROVIDING HAND SANITIZER. I WOULD POINT OUT THAT THE ONLY AGENCY THAT'S PROVIDING EVERYTHING ON THE CHECKLIST IS ACE WHICH KIND OF CONCERNS ME AND IT'S RAISED ISSUES ACROSS THE BOARD WITH PEOPLE BOTH ON AND OFF THE TASK FORCE IN THAT IT'S GREAT THAT -- AND I KNOW THAT THE BLUE RIBBON TASK FORCE IS COMING UP NEXT ON THE AGENDA IT'S REALLY GREAT THAT THE AGENCIES AND THE PROVIDERS ARE ALL TALKING TO EACH OTHER IN A MANNER THEY HAVEN'T DONE IN THE PAST, THE

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PROBLEM WE V HOWEVER, IS THEY'RE TALKING TO THEMSELVES. THEY ARE SAYING THIS IS WHAT WE WILL DO, FOR INSTANCE, SAMTRANS WILL PROVIDE MASKS AND WEAR MASKS, ALL EMPLOYEES ARE REQUIRED TO WEAR MASKS, THEY WILL REPOST THE REQUIREMENTS THEY WILL ENCOURAGE PEOPLE TO CARRY INDIVIDUAL SANITIZER THEY WILL PROVIDE SANITIZER AT STATIONS OR STOPS THERE IS INCONSISTENCY BETWEEN ONE CARRIER AND ANOTHER AS TO WHAT THE BASELINE IS AND THAT CREATES A PROBLEM BECAUSE WE ALL CROSS COMMUTE ON OUR TRANSIT LINES SO I DON'T EVER USE JUST -- THANK YOU. OH THERE IT IS SO I DON'T EVER USE JUST ONE TRANSIT LINE. SO I DON'T KNOW -- I WOULD HAVE TO LOOK LIKE AT MY MATRIX AND RUN THE RISK -- AND THIS IS WHAT THE ADVOCATES AND THIS IS WHAT THE UNION PEOPLE ARE COMPLAINING ABOUT, IS THAT THERE IS NO CONSISTENCY HERE. AND THERE IS NO BASELINE HERE. IN LOOKING AT THIS, I DON'T KNOW WHAT -- AND I TRULY APPRECIATE THE FACT THAT WE ARE NOT MEDICAL PERSONNEL, THAT WE TO NOT HAVE THE EXPERTISE AND EPIDEMIOLOGY, BUT SOMEBODY OUT THERE HAS BOTTOM LINE BASELINES THAT THEY HAVE BEEN USING AND BEING ABLE TO SEE THAT PERHAPS ON THE DASHBOARD WOULD HELP US GET AROUND THE ISSUE THAT -- AND THE CONCERN THAT PEOPLE HAVE RIGHT NOW. BECAUSE THEY WANT -- I THINK IT WAS ADINA THAT SAID TO ME IN A CONVERSATION, SOMEBODY WANTS SOMEBODY TO BE IN CHARGE SOMEBODY WANTS SOMEBODY TO HAVE THE BASELINE OF PROTOCOL HAVING A MAP MATRIX LIKE THIS THAT SHOWS WHAT EACH PROVIDER IS PROVIDING OR DOING IS GREAT, EXCEPT THAT IT DOESN'T TELL ME THAT WHEN

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PROVIDER -- ONE PROVIDER DECREASES WHAT THEY DO, HOW THAT'S GOING TO IMPACT THE PEOPLE WHO INTERACT WITH THE RIDERSHIP OF ANOTHER PROVIDER. SO, THERE IS NO CONSISTENCY IN AGREEING TO A BOTTOM LINE. AND I FIND THAT THE WORDING AND SOME OF THE DOCUMENTS IS A LITTLE SWISHY, TO SAY THE LEAST. BECAUSE IT SAYS THINGS LIKE "RIDERS MUST DO THINGS" AND THEN IT SAYS THE PROVIDERS WILL DO THINGS WHEN THEY CAN. SO I JUST WANT TO ADVISE YOU THAT THAT NEEDS TO BE TIGHTENED UP, AND THAT WILL BE AN ONGOING COORDINATION. BUT WHAT I'M REALLY PLEASED TO SEE IS THIS MATRIX IS GOING TO BE UP, AVAILABLE FOR THE PUBLIC. SO YOU KNOW WHAT PROVIDER IS DOING WHAT, AS FAR AS SOME BASIC PROTOCOLS. IT DOES NOT TELL YOU, HOWEVER, WHAT KIND OF CLEANING MATERIALS THEY'RE USING, HOW OFTEN THEY'RE CLEANING, I -- AS SOMEBODY WHO LIVES NEXT TO A COUNTY HOSPITAL WHERE A LOT OF SICK PEOPLE ARE IN AND OUT IT MAKES ME CONCERNED THAT A BUS CAN GO ALL DAY WITHOUT BEING RECLEANED OR BEING SWITCHED OVER. SO THOSE ARE PEOPLE WHO ARE TRANSFERRING VIA DIRIDON STATION TO ALL THE PROVIDERS IN THE REGION OR GOING ON APART AND GOING SOME PLACE. SO WE ARE MAKING PROGRESS. I AM GLAD TO SEE THAT THEY'RE TALKING TO EACH OTHER, HOWEVER I FEEL THERE IS A LONG WAY TO GO AND THAT WILL BE COMING UP ON OUR NEXT AGENDA ITEM. SO IS THERE ANY QUESTIONS OR COMMENTS ON MY CHAIR'S REPORT? I CAN'T SEE THE BOARD. SO --

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

RANDI KINMAN, CHAIR: GREAT. THANK YOU. WITH THAT WE'LL GO INTO AGENDA ITEM EIGHT BLUE RIBBON TRANSIT RECOVERY TASK FORCE FOR COUNCIL INPUT AND I HAVE THERESA ROMELL.

THERESA ROMELL: THANK YOU. I AM DIRECTOR POLICY. I AM GOING TO BE PROVIDING AN UPDATE ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCEs AND PROVIDE INPUT GOING FORWARD. TASK FORCE HAS MET SEVERAL TIMES OVER THE LAST FEW MONTHS AND IN JULY THEY RECOMMENDED DISTRIBUTION FOR A SECOND PORTION OF CARES ACT FUNDING FOR TRANSIT OPERATIONS AND THAT WAS ONE EFFORT TASK FORCE PRIMARY PURPOSES WAS FOR THE DISTRIBUTION EFFORT CARES ACT FUNDING. THAT FUNDING WAS INTENDED TO SUPPORT OPERATIONS THROUGH THE END OF THE CALENDAR YEAR HOWEVER THE ASSUMPTIONS USED TO FORM THE DISTRIBUTION FORMULA HAD THE ECONOMY RECOVERING TO SOME DEGREE IN SEPTEMBER AND REVENUE STARTING TO COME BACK TO A LEVEL STARTING IN SEPTEMBER WE WERE HOPING THE SHELTER-IN-PLACE WOULD BE AT LEAST BEHIND US AT THIS POINT. WHICH OBVIOUSLY HASN'T HAPPENED YET. SO IT REALLY REMAINS TO BE SEEN HOW FAR THE CARES FUNDING WILL LAST AND WHAT THE LEVEL OF SERVICE ADJUSTMENTS THAT WILL BE NECESSARY IF AN ADDITIONAL FUNDING PACKAGE DOES NOT MATERIALIZE. TASK FORCE WAS ALSO VERY INVOLVED IN PROVIDING INPUT INTO THE RIDING TOGETHER BAY AREA

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HEALTHY TRANSIT PLAN THAT'S THE PLAN THAT RANDI WAS JUST SPEAKING TO. IT'S A TRANSIT OPERATOR LED COLLABORATIVE PLAN THAT WAS PUBLICLY RELEASED ON AUGUST 18th THE PLAN ESTABLISHES OPERATORS HEALTH AND SAFETY COMMITMENTS FOR TRANSIT OPERATORS AND RIDERS AND IT'S SUPPOSED TO BE ADAPTABLE TO CHANGING CIRCUMSTANCES CAUSED BY THE PANDEMIC MTC SUPPORTED A BAY AREA WIDE PUBLIC COMMUNICATIONS EFFORT THAT WAS LAUNCHED ALONGSIDE THE PLAN'S RELEASE STARTING WITH A PRESS EVENT ON AUGUST 19TH. SO MOVING ON FROM THE HEALTH PLAN, AT THE MOST RECENT MEETING IN JULY, THE TASK FORCE BEGAN WHAT'S REFERRED TO AS STAGE THREE OF ITS WORK. AND STAGE THREE WILL ENTAIL A DEVELOPMENT OF A TRANSFORMATIONAL ACTION PLAN FOR PUBLIC TRANSIT. THIS IS THE SECOND PRIMARY FOCUS OF THE TASK FORCE. MEMBERS WEIGHED IN AT THAT MEETING ON THEIR TOP THREE PRIORITY TOPICS THAT THEY WOULD LIKE TO SEE ADDRESSED IN PLAN AND THERE WAS DISCUSSION ON FOCUS OF THE TASK FORCE OVER THE COMING MONTHS NEXT WEEK ON SEPTEMBER 17TH THE TASK FORCE WILL CONTINUE TO MEET ON DISCUSSION STAGE THREE WORK THERE WILL BE A PRESENTATION FROM MTC STAFF AND TRANSIT OPERATORS THAT HIGHLIGHT CHALLENGES FACING TRANSIT INCLUDING IMPORTANTLY THE CONTINUING AND LOOMING FINANCIAL CRISIS RELATED TO THE PANDEMIC AS WELL AS WHAT ACTIONS ARE CURRENTLY UNDERWAY AND POTENTIAL ACTIONS AND INITIATIVES THAT COULD BE EMPLOYED TO IMPROVE THE NETWORK AND ITS PERFORMANCE. THIS PRESENTATION WILL BE FOLLOWED UP WITH A PRESENTATION FROM SEAMLESS BAY AREA AND SPUR, TWO STAKEHOLDER

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GROUPS WITH REPRESENTATION ON THE TASK FORCE AND LASTLY, THERE WILL BE A PROPOSED ROADMAP PRESENTED TO GUIDE FUTURE MEETINGS AND DISCUSSION ITEMS IN ORDER TO INFORM THE TRANSFORMATIONAL ACTION PLAN AND OF COURSE, THE TASK FORCE WILL BE ASKED TO WEIGH IN ON THAT ROADMAP. THE STAFF IS TAKING YOUR FEEDBACK ON THE PRIORITY TOPIC. A LIST OF THESE WAS INCLUDED IN ATTACHMENT A TO THIS ITEM PRIOR TO THE BLUE RIBBON TRANSIT TASK FORCE MEETING SO WITH THAT I'LL TURN IT BACK TO THE GROUP TO BEGIN DISCUSSION.

RANDI KINMAN, CHAIR: I HAVE ADINA LEVIN. WAIT. ADINA BEFORE YOU START --

CLERK OF THE BOARD: RANDI, YOU MUTED YOURSELF.

RANDI KINMAN, CHAIR: IS THERE ANYBODY FROM THE PUBLIC BEFORE WE START WITH COUNCIL.

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

RANDI KINMAN, CHAIR: THANK YOU. ADINA YOU'RE UP.

SPEAKER: I WANTED TO THANK THE CHAIR FOR HER COMMENTS ABOUT HER HEALTH AND SAFETY CONCERNS FOR THE TASK FORCE REGARDING

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THE COLLABORATION, IT'S WELCOME BUT THERE IS I GAP BETWEEN WHAT THE TRANSIT AGENCIES HAVE BEEN ABLE TO ACHIEVE BY WORKING TOGETHER AND REALLY WHAT WAS BEING ASKED FOR BY TRANSIT RIDERS AND WORKERS AND ADVOCATES WHICH WAS TO HAVE A SINGLE POINT OF ACCOUNTABILITY AND AS MUCH CONSISTENCY AS IS POSSIBLE AND THAT MAKES SENSE GIVEN THE PRIVACY OF THE HEALTH CONCERNS. AND THAT WILL ALSO [AUDIO DIFFICULTIES] -- TERM GOALS FOR THE REST OF THE TIME THAT IT WORKS TOGETHER, AND BUT FIRST BEFORE GETTING SOME COMMENTS ABOUT THAT I WANT TO EXPRESS A LITTLE BIT OF A CONCERN. BECAUSE THE EARLIER PART OF THIS MEETING, WHERE WE GOT A PRESENTATION IN ADVANCE FROM STAFF ABOUT WHAT IS COMING FORWARD WITH THE PLANNED BAY AREA BLUEPRINT AND WE WERE ABLE TO SEE A [AUDIO DIFFICULTIES] [INDISCERNIBLE] AND THEN THOSE COMMENTS ARE BEING DELIVERED TO THE BODY. IT'S GOT THE PRESENTATION IN ADVANCE. LET'S SEE. I SEE THAT THAT -- IT STOPPED THE VIDEO IS THAT BECAUSE MY NETWORK IS SO SHAKY THAT YOU CAN'T SEE THE VIDEO IS THAT THE PROBLEM?

CLERK OF THE BOARD: YOU'RE CORRECT.

SPEAKER: YES. SO, AND GIVEN THE FACT THAT FOR THE TASK FORCE, THERE ARE GOING TO BE SOME IMPORTANT PRESENTATIONS BY THE IDEAS BEING PUT FORWARD BY BAY AREA AND SPUR AND WE'RE SUPPOSED TO COMMENT ON WHAT THE TASK FORCE IS TALKING ABOUT BUT WE'RE FOCUSSING ON THE PREVIOUS MEETING. SO I THINK THAT

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IT WOULD BE GREAT IF WE ARE EXPECTED TO BE PROVIDING -- TO GET THE PRESENTATIONS THAT THEY ARE ABOUT TO GET AS OPPOSED TO THE ONES THEY GOT LAST TIME. I WANT TO MAKE THAT A COMMENT. AND IN TERMS OF THE POTENTIAL GOING FORWARD ONE EFFORT THINGS THAT HAD BEEN PROPOSED BY THE MTC COMMISSIONERS WHO CONVENED THE TASK FORCE IN TERMS OF TRANSIT RECOVERY WAS -- INSTITUTIONAL AND A GOVERNANCE ISSUES AND OPPORTUNITIES IN TERMS OF WHAT IS IT THAT'S REALLY GOING TO BE NEEDED TO WORK TOGETHER TO RECOVER PUBLIC TRANSPORTATION IN THE SEVERE IMPACTS OF COVID, AND TO BE ABLE TO REACH SOME OF THE GOALS THAT WERE PRESENTED -- PRESENTATION FOR THE PLANNED BAY AREA. THERE IS A LOT OF REALLY IMPORTANT GOALS IN TERMS OF HAVING A MORE COORDINATED SYSTEM THAT WILL ALLOW FOR THE INCREASE IN TRANSIT RIDERSHIP THAT WE NEED TO BE ABLE TO ACHIEVE OUR CLIMATE AND EQUITY GOALS. AND THE TYPE OF ARRANGEMENT THAT WE SAW WITH THE HEALTH AND SAFETY WHERE TRANSIT AGENCIES WERE WORKING TOGETHER BUT COULDN'T QUITE GET TO ONE SINGLE APPROACH IS GOING TO GET IN THE WAY OF TRANSIT RECOVERY AND IS GOING TO GET IN THE WAY OF BEING ABLE TO ACHIEVE THOSE -- THIS -- POTENTIALLY SOMETHING THAT WHILE THERE IS THE TRANSIT AGENCIES, MTC TRANSIT ADVOCACY GROUPS, LOOKING FORWARD TO MAKE PROGRESS ON AND THAT IS MY COMMENT ALTHOUGH I FEEL A LITTLE BIT STYMIED BECAUSE WE DON'T HAVE THE ABILITY TO COMMENT ON WHAT WOULD BE BEFORE THE TASK FORCE. THANK YOU.

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THERESA ROMELL: I FEEL YOUR FRUSTRATION ABOUT NOT HAVING THE MATERIALS IN ADVANCE OF THIS GROUP PRIOR TO THE TASK FORCE MEETING. I THINK THAT HAS BEEN A CHANGE FOR US BECAUSE THERE ARE A LOT OF DIFFERENT PEOPLE PROVIDING INFORMATION. WE'RE DOING A JOINT POWERPOINT WITH TRANSIT OPERATORS. TRANSIT OPERATORS RIGHT NOW ARE WORRIED ABOUT SURVIVAL. YOU KNOW, THEY ARE WORKING AS HARD AS THEY CAN TO MAKE SURE THAT THEIR SYSTEMS DO NOT GO UNDER SO THIS WORK REALLY IS A COLLABORATIVE EFFORT AND REALLY TO GET THE TYPE OF MATERIAL, THE QUALITY OF MATERIALS THAT WE WANT TO PRESENT TO THE TASK FORCE, IT TAKES A LONG TIME. WE PUTTING AS MUCH EFFORT AND RESOURCES INTO IT AS POSSIBLE. IN FACT THERE ARE TRANSIT OPERATORS, I'M LATE FAIR MEETING AT 3:30 TO HELP FINALIZE THAT PRESENTATION SO WE CAN GET IT POSTED AND OUT TO THE TASK FORCE MEMBERS, IN AS MUCH TIME AS POSSIBLE, FOR THEM TO REVIEW T SO I UNDERSTAND YOUR FRUSTRATION. I WISH WE COULD GET THE MATERIALS OUT A BIT EARLIER BUT EVERY SINGLE ONE OF THESE MEETINGS IS A HUGE LIFT AND WE'RE WORKING HARD TO GET ALL OF THAT INFORMATION TO YOU. THE LUCKY PART IS THAT YOU DO HAVE, AS A COUNCIL GROUP, REPRESENTATION ON THE TASK FORCE. SO, YOU ARE GOING TO BE GETTING A FIRSTHAND OPPORTUNITY TO COMMENT AT THE TASK FORCE MEETINGS AS WELL.

RANDI KINMAN, CHAIR: THERESA, BEFORE I BRING WENDI BACK IN, NUMBER ONE, I AM THE REPRESENTATION, SO IF I'M NOT TALKING TO

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MY COUNCIL ABOUT THESE ISSUES, BEFORE THE MEETING, THEY'RE ENTRUSTING ME WITH A LOT, AND I THINK THAT THEY KNOW THAT I'M GOING TO STAND UP FOR A LOT. BUT, I DON'T THINK THAT THAT'S -- I DON'T THINK IT'S ADEQUATE, SO I -- I JUST NEED TO VENT THAT FRUSTRATION THAT I FEEL I HAVE THE TECHNICAL, MORAL, AND EXPERIENCE BEHIND ME, ALL OF THAT COMBINED TO UNDERSTAND WHAT WE WOULD SAY GOING FORWARD, HOWEVER, I -- THAT'S NOT MY JOB. SO I WANT TO BE REALLY CLEAR ON THAT, THAT THAT'S NOT MY JOB. YES IT'S MY JOB TO SPEAK FOR THEM AND IF I HAVE TO SPEAK FOR THEM WITHOUT TALKING TO THEM I WILL, BUT IT'S IMPORTANT FOR EVERYONE TO GET THE INFORMATION AND IF THE TRANSIT PROVIDERS ARE SO CONCERNED ABOUT SURVIVAL, THAT THE CURRENT DYNAMICS THAT WE HAVE WHERE DISCUSSION TAKES PLACE AT THE TASK FORCE BUT THE TRANSIT PROVIDERS GO OFF IN A DIRECTION AND THEY DO THEIR THING, AND THEN THEY BRING BACK WHAT THEY DO TO US, AND THE ADVOCATES, AND THE DRIVERS, AND THE UNIONS, THEY'RE NOT PART OF THAT CONVERSATION, IT CREATES AN AURA OF DISTRUST. BECAUSE THEY'RE NOT PART OF THE OF ONGOING SHARING OF IDEAS. SO, I UNDERSTAND THAT. BUT THIS IS GOING TO BE -- THIS IS GOING TO NEGATE THE POSITIVE STUFF THAT HAPPENS WHEN YOU HAVE THE TRANSIT PROVIDERS, YOU HAVE THE WORKER BEES, AND YOU HAVE THE RIDERSHIP AND ONLY ONE OF THOSE GROUPS IS ACTUALLY MEETING AND HAVING A CONVERSATION. REST OF US, THE OTHER TWO THIRDS OF THE GROUP THAT ARE SUPPOSED TO BE WORKING TOGETHER ARE NOT PART OF THAT DISCUSSION. SO, JUST SO YOU KNOW, AND YOU CAN

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TAKE THAT BACK WITH YOU TO -- THIS'S WHERE THE FRUSTRATION IS COMING FROM.

THERESA ROMELL: IN MY EXPERIENCE IN SEETHE HOW THE MEETINGS HAVE PROGRESSED IN THE TASK FORCE I BELIEVE THERE IS CONTINUITY BETWEEN ONE MEETING AND THE NEXT WHERE THINGS ARE NOT DECIDED IN ONE MEETING AND THERE IS OPPORTUNITY TO GO BACK TO THE VARIOUS GROUPS AND DISCUSS AND PROVIDE INPUT AND I THINK WE'LL SEE THAT GOING FURTHER AS I MENTIONED THERE WILL BE A PROPOSAL OF KIND OF LIKE A ROADMAP OF DISCUSSION TOPICS FOR THE COMING MEETINGS, AND I THINK THAT THAT ROADMAP ALSO PRESENTS SOME SORT OF UPON CONTINUITY AND IT'S NOT WHERE THINGS ARE DECIDED IN A PARTICULAR MONTH THERE MORE OR LESS TWO MONTHS WHERE PEOPLE ARE TALKING ABOUT CERTAIN TOPICS AND GIVING PEOPLE A CHANCE TO WEIGH IN AND PROVIDE INPUT INTO THAT PROCESS. WE WANT THE BLUE RIBBON TASK FORCE ITSELF TO BE ABLE TO WEIGH INTO THAT ROADMAP AND TAYLOR THE WAY THEY WANT TO SEE IT SHAPE UP. JUST FROM MY EXPERIENCE, THE HEALTH PLAN WASN'T A ONE MEETING ISSUE. IT WAS A MULTIPLE MEETING ISSUE AND THAT'S EVEN CONTINUED ON TO OUR COMMISSION MEETING WHERE IS THERE IS A REPORT ABOUT THE HEALTH PLAN ON A STANDING BASIS. SO I WANT TO ADD THAT AS A BIT A HOPEFUL COMFORT FACTOR THAT THESE AREN'T ONE -- THESE AREN'T ONE DECISION POINTS THAT ARE HAPPENING AT THE TASK FORCE MEETINGS.

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RANDI KINMAN, CHAIR: THANK YOU. WENDI?

WENDI KALLINS: YEAH. THANKS. SO, I THINK THAT ONE OF THE THINGS THAT'S BEEN BROUGHT UP THAT SEEMS TO BE THE CORE -- ONE OF THE CORE ISSUES, IS THAT MTC IS CONVENING THIS TASK FORCE AND, YOU KNOW, HELPING TO FACILITATE THE TASK FORCE BUT REALLY HAS NO POWER TO IMPLEMENT THE DECISIONS THAT ARE MADE BY THE TASK FORCE. AND I THINK THAT IT WAS EVEN REINFORCED BY THE TASK FORCE CHAIR'S RESPONSE TO THE LETTER THAT WAS SENT IN BY THE UNIONS AND OTHER ORGANIZATIONS IS THAT MTC DOES NOT HAVE THE POWER AND THIS GOES TO, YOU KNOW, WHEN WE'RE LOOKING TOWARDS THE FUTURE IF WE REALLY WANT AN INTEGRATED SYSTEM THIS REALLY DOES NEED TO BE AN AGENCY THAT DOES COORDINATING AND WHEN DECISIONS ARE MADE THAT THEY'RE IMPLEMENTED ACROSS THE BOARD. SO I THINK THAT'S ONE OF THE BIG PROBLEMS THAT WE'RE DEALING WITH HERE. I DON'T NECESSARILY AGREE WITH ALL OF THE CRITICISM THAT CAME IN THAT LETTER, FOR INSTANCE, YOU KNOW, THE THREE-FOOT VERSUS THE SIX FOOT. I UNDERSTAND -- YOU KNOW, THE STUDIES ARE LOOKING AT WHAT'S GOING ON IN OTHER COUNTRIES AND IT'S -- HAS BEEN SEEN THAT THREE-FOOT SEEMS TO BE ADEQUATE AND WHEN YOU'RE LOOKING AT TRYING TO CREATE A SYSTEM THAT ACTUALLY FUNCTIONS, NINE PEOPLE ON A HUGE 40 PASSENGER BUS DOESN'T CUT IT. OPERATORS CANNOT OPERATE AND CANNOT CONTINUE TO SURVIVE IF THAT CONTINUES. AND I'M SOMEONE WHO IS, YOU KNOW, BEEN QUITE CAREFUL ABOUT, YOU KNOW, WEARING MY MASK AND

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DOING SOCIAL DISTANCING, AND RAILING AT PEOPLE WHO DON'T. SO, BUT I DO BELIEVE THAT IT'S BEEN SHOWN AGAIN AND AGAIN THAT PUBLIC TRANSIT IS NOT REALLY A SPREADER OF COVID. AND SO WHATEVER CAN BE DONE TO HELP BING BACK PUBLIC TRANSIT SO THAT IT'S ACTUALLY FUNCTIONAL, I WANT TO SUPPORT, PERSONALLY. THERE IS ALSO THE ISSUE WITH CLEANING. AND THAT'S ANOTHER CONTROVERSIAL ISSUE WHERE IT'S AGAIN SHOWN THAT CLEAN SUGGEST ACTUALLY -- THE CONSTANT CLEANING IS NOT NECESSARILY THE WAY THAT THE DISEASES -- THE DISEASE IS NOT NECESSARILY SPREAD ON SURFACES, IT CAN BE, BUT, YOU KNOW, WE'RE DEALING WITH A SITUATION WHERE THERE IS A LOT WE DON'T KNOW, AND WE'RE TRYING TO GET A PUBLIC TRANSIT SYSTEM THAT FUNCTIONS, AND ONE WAY TO SERVE THE RIDER IS NOT TO HAVE BUS AFTER BUS GO BY AND PEOPLE CAN'T GET ON BECAUSE THEY HAVE THEIR NINE PASSENGERS. OR MAKING THEM -- YOU KNOW, HAVING A CONSTANT CLEANING OPERATION ALL DAY LONG. SO, I THINK THAT THERE ARE WAYS IN WHICH, I THINK THE BLUE RIBBON RECOMMENDATIONS ARE FAIR, BUT THE PROBLEM IS, I GET BACK TO MY ORIGINAL POINT, IS IT'S NOT BEING IMPLEMENTED UNIVERSALLY, AND THEREIN LIES THE TROUBLE. AND I ALSO WANT TO AGREE WITH RANDI DO YOU DO HAVE BASICALLY A TASK FORCE THAT'S ESSENTIALLY THE OPERATORS WITHOUT THE RIDERS AND THE OPERATORS -- I MEAN THE EMPLOYEES REALLY BEING PROPERLY REPRESENTED ON THE COMMISSION. SO, I AGREE THAT THAT'S A PROBLEM.

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RANDI KINMAN, CHAIR: THANK YOU. ARE THERE OTHER COMMENTS? COULD WE PUT UP THE PAGE ONE OF THE DISCUSSION PRIORITY TOPICS, PLEASE? THANK YOU. THIS IS ONE OF THE THINGS THAT WE NEED TO PROVIDE INPUT ON. IN THERE IS ANYTHING MISSING FROM HERE OR ANYTHING YOU FEEL STRONGLY SHOULD BE HIGHLIGHTED OR TAKEN OFTEN, I WOULD APPRECIATE PEOPLE RAISING THEIR HAND OR LETTING ME KNOW. AND SINCE I CAN'T SEE THE BOARD AGAIN. NOTHING.

CLERK OF THE BOARD: NO MEMBERS ARE RAISING THEIR HAND. USING THE VIRTUAL FEATURE OR WAVING THEIR HANDS IN FRONT OF THEIR CAMERA.

RANDI KINMAN, CHAIR: THESE ARE THE TOPICS THAT ARE MOVING FORWARD. COULD WE LOOK AT THE SECOND PAGE TO LOOK AT TO CONTEMPLATE. THIS IS ANOTHER ISSUE I HAVE. I CAN SEE THAT TWO PEOPLE HAVE RAISED THEIR HANDS. THERE WE GO. VEDA.

VEDA FLOREZ: HI. I'M INTERESTED IN COMMENTING ON THE LAST SLIDE. YOU HAD EQUITY ISSUES, OR EQUITY POLICIES. EQUITY POLICIES. COULD YOU EXPAND ON WHAT THAT MEANS? IS THAT EQUITY OVERLAY OWE JUST REVIEWING THE POLICIES THAT ARE IN PLACE?

SPEAKER: I THINK ALL OF THE ABOVE AS WE HAVE BEEN DISCUSSING, AND THE FEEDBACK FROM THE LAST TASK FORCE MEETING EQUITY

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REALLY APPLIES TO ALL OF THESE ACTIONS IN ONE WAY OR ANOTHER IT'S NOT JUST IN ITSELF A SEPARATE PRIORITY BUT IS KIND OF AN OVERLAY ON TO ALL OF THE ACTIONS THAT WE WOULD CONTEMPLATE WITH THE TASK FORCE. SO I THINK WITH THE -- WHILE WE'RE INTERESTED IN SPECIFIC EQUITY POLICIES THAT CAN BE BROUGHT TO BAY AREA TO IMPROVE EQUITY, I THINK WE UNDERSTAND THAT EQUITY IS SOMETHING THAT IS INTERLACED THROUGHOUT ALL OF THE PRIORITIES.

VEDA FLOREZ: I THINK THAT'S GREAT THERESA, AS A PRIORITY BUT WHEN YOU HAVE IT LISTED AS EQUITY POLICIES RATHER THAN EQUITY OVERLAY OR DEI POLICY OVERVIEW, EACH OF THESE SHOULD BE VIEWED FROM THE EQUITY LENS AND I THINK WE SHOULD REFLECT THAT. EQUITY POLICIES DOESN'T RELAY THAT.

SPEAKER: I AGREE AND WE DID GET FEEDBACK ON THIS SLIDE IN PARTICULAR THAT IT WAS A BRAINSTORM OF DIFFERENT THINGS KIND OF THROWN UP THERE, AND I THINK WE HAVE WORKED A LITTLE BIT TO KIND OF, YOU KNOW, BETTER ORGANIZE THIS LIST AND HOPEFULLY BE ABLE TO PROVIDE SOMETHING AT NEXT WEEKS'S MEETING THAT IS A LITTLE BIT EASIER TO SPEAK TO.

VEDA FLOREZ: GREAT AND I THINK YOU COULD ADD EQUITY POLICY OVERLAY OR EQUITY POLICY REVIEW TO KEEP IT PRECISE AND STILL MOVE FORWARD THE MESSAGE. THANK YOU.

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RANDI KINMAN, CHAIR: THANK YOU. ADINA.

SPEAKER: YEAH. SO THAT PREVIOUS SLIDE, WITH ALL OF THOSE THINGS, THAT IS REALLY QUITE A LAUNDRY LIST, AND I THINK THERE IS AN OPPORTUNITY WITH THIS UNPRECEDENTED SET OF PEOPLE AROUND THE SAME VIRTUAL ABLE TO WORK TOGETHER ON DEALING WITH, LIKE, ONE, MAYBE THE DEPTH OF THE CHALLENGE WITH COVID AND WHAT THE DIFFERENT SCENARIOS MIGHT BE COMING FROM THE REGION AND THEREFORE WHAT THE RECOVERY STRATEGIES MIGHT BE. AND, LIKE THAT'S A HIGH LEVEL THING THAN LOOKING AT MAPPING. I THINK TAKING THIS WHOLE BIG MULTI-STAKEHOLDER GROUP AND WORKING ON WAYFINDING SEEMS LIKE FAR TOO NARROW A THING AND LOOKING AT THE BROADER QUESTION OF HOW CAN THE SYSTEM BE SERVING RIDERS DURING THIS DIFFICULT TIME INCLUDING EQUITY, SERVING PEOPLE WHO ARE ESSENTIAL WORKERS AND NEED TO BE TRAVELING, INCLUDING MAKING IT AFFORDABLE IN THE DEPTH OF A RECESSION AND THEN DEALING WITH THE GOVERNANCE AND FUNDING ISSUES THIS TOGETHER CAN EITHER HELP OR HINDER THE RESPONSE TO COVID. SO, ONE, LIKE IT'S GREAT THAT THE TRANSIT AGENCIES CAN WORK TOGETHER ON A -- [INDISCERNIBLE] BUT THEN IF WE SAY, WELL, THIS IS A PIECE OF THE SYSTEM THAT, YOU KNOW, IS NEEDED BYE LOW INCOME AND TRANSIT DEPENDENT PEOPLE BUT BECAUSE AGENCY A DOESN'T HAPPEN TO HAVE FUNDING BECAUSE THEY'RE WEAKER THAN AGENCY B, THERE IS NOTHING WE CAN DO ABOUT IT BECAUSE EACH TRANSIT AGENCY IS

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SEPARATE AND THERE IS NO WAY OF PRIORITIZING THE NEEDS OF RIDERS IN OUR FRAGMENTED SYSTEM. SO I THINK THAT'S AN OPPORTUNITY TO TAKE ON THOSE ISSUES TO FACE THE CRISIS TOGETHER AND TO LOOK AT UNPRECEDENTED WAYS -- SHARED OPPORTUNITIES AND SHARED ACCOUNTABILITY TO SOLVE THESE PROBLEMS TOGETHER. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. RICH HEDGES.

RICHARD HEDGES: YES I WANT TO BRING UP MOBILITY TECHNOLOGY AND BRING UP THE CLIPPER CARD. TASK CARD IS NOW AVAILABLE FOR USE ON CERTAIN ANDROIDS AND ON THE APPLE iPhone. I KNOW WE'RE MOVING IN THAT DIRECTION AND I HOPE WE HEAR THAT UP. MY OTHER QUESTION IS IF WE'RE CHARGING FOR CLIPPER CARDS AND RIGHT NOW WE SHOULD STOP IT, THERE SHOULDN'T BE A JUST TO GET THE CARD WE WANT TO USE THAT SO THEY'RE NOT HANDLING THE MONEY AND FORCING THE HANDLING OF MONEY AND SOME TRANSIT AGENCIES AREN'T TAKING MONEY NOW WE NEED TO MAKE IT AS EASY AS POSSIBLE FOR PEOPLE TO GET CLIPPER CARDS. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. MICHAEL LOPEZ.

SPEAKER: YES. I WAS LOOKING AT THE LIST. I LOOKED AT IT THE OTHER NIGHT AND I THREE THAT I PICKED WERE THE EQUITY POLICIES

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AND THE TRANSIT AND FUNDING AND THE PARATRANSIT TO ME SEEMS THAT, IS THAT ADDRESSING THE ELDERLY?

SPEAKER: YES.

MICHAEL LOPEZ: THOSE ARE THE THREE FROM THE LIST THEY CHOSE AS THE PRIORITY.

RANDI KINMAN, CHAIR: I'M WONDERING IF WE ATTENDANT PUT SOME OF THE CONVERSATION INTO EQUITY AND ACCESS SUBCOMMITTEE. LOOKING AT THIS GOING ON FOR THE NEXT TWO YEARS, WE HAVE THE IMMEDIATE HOW DO WE DEAL WITH THINGS BUT I WAS KIND OF CONCERNED WITH THE LACK OF COORDINATION BETWEEN THE EQUITY AND THE PARATRANSIT, AND THE NUMBER OF OTHER UMBRELLAS AS IT CAME UP THROUGH THE CONVERSATIONS. SO COULD WE ACTUALLY PUSH SOME OF THAT THROUGH OUR EXISTING EQUITY AND ACCESS SUBCOMMITTEE, SAY THIS SPRING, AND THERE IS ONLY ONE REPRESENTATIVE, I BELIEVE, IN THE DISABLED COMMUNITY ON THE TASK FORCE. SO THAT WOULD BE AN OPPORTUNITY TO BRING TOGETHER.

SPEAKER: ARE YOU SPEAKING ABOUT SPECIFIC YOU ISSUES TO BE DISCUSSED AT THAT MEETING. I THINK THAT'S DEFINITELY A POSSIBILITY AND I WANT TO MENTION THAT MAYBE WE ARE GETTING THE UPDATE OF THE COORDINATED PLAN AS WELL. SHORTLY, SO THAT MIGHT -- AND I -- WE HOPE THAT THERE ARE SOME OPPORTUNITIES

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FOR LINKAGES BETWEEN THAT WORK AND THE TASK FORCE AS WELL. SO I THINK THOSE ARE BOTH -- OR TWO ISSUES THAT MIGHT BE GOOD CANDIDATES FOR THE EQUITY AND ACCESS SUBCOMMITTEE.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. I SEE VEDA HAS HER HANDS UP AGAIN. VEDA.

VEDA FLOREZ: THANK YOU FOR INDULGING ME SECOND TIME AROUND. JUST FOR EQUITY AND ACCESS SUBCOMMITTEE TO FOCUS ON IS A LITTLE MISGUIDED. IN MY OPINION I WOULD LIKE TO SEE EQUITY ISSUES TAKEN OFF OF THIS AND AROUND AN ASTERISK AND INDICATED TO THE COMMUNITY THAT WE WILL LOOK AT EACH OF THESE WITH AN OVERLAY OF OUR EQUITY GOALS AND THAT BEING SAID, I WOULD ALSO LIKE THE PARATRANSIT BULLET POINT TO BE PARATRANSIT FOR SENIOR MOBILITY AND THOSE WITH DISABILITIES JUST SO PEOPLE UNDERSTAND, SO I THINK LANGUAGE DOES MATTER.

RANDI KINMAN, CHAIR: I'M NOT PROPOSING THAT WE TAKE AWAY THE EQUITY OVERLAY ON ANYTHING. WHAT I'M PROPOSING IS THAT WE DO A DEEPER MORE THOROUGH DIVE INTO THE VERY ITEMS THAT COME UNDER THE EQUITY AND ACCESS SUBCOMMITTEE SO THAT WE HAVE A RICHEN INPUT OF INFORMATION FROM PEOPLE WHO ARE DIRECTLY IMPACTED BY PARATRANSIT OR BY OTHER EQUITY ISSUES IN ACCESSING -- IT'S A WAY TO START THAT CONVERSATION WHILE THE -- WHILE ANOTHER CONVERSATION IS TAKING PLACE. AND IT'S A WAY TO INFORM THE

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LARGER CONVERSATION. SO, WE CAN TALK ABOUT THAT AT OUR AGENDA PLANNING. WITH THAT, I HAVE RICH HEDGES WITH YOUR HAND UP AGAIN. GO AHEAD RICH.

RICHARD HEDGES: I JUST WANT TO RESPOND ON THE PARATRANSIT. I REALLY LOOKED AT WHAT THE RECOMMENDATIONS WERE ON PARA TRANSIT, AND I THOUGHT THEY EXCEEDED, BY SOMEWHAT THE REST OF THE PUBLIC TRANSIT'S SPHERE, AND I THOUGHT IT WAS PRETTY GOOD. I ATTEND THE PCC MEETINGS IF OUR COUNTY FOR THE FARE TRANSIT COORDINATING COMMITTEE AND I THINK THAT PRETTY WELL FITS THEIR BILL TOO. NOW THEY HAVEN'T HAD MEETINGS IN THE LAST COUPLE OF MONTHS, BUT I THINK THEY'RE -- I THINK THEY HAVE HIT A GOOD NOTE ON THE RECOMMENDATIONS FOR PARATRANSIT. SOME MAY DISAGREE WITH ME, BUT I THINK IT'S FINE.

RANDI KINMAN, CHAIR: THANK YOU. ARE THERE ANY OTHER COUNCIL MEMBERS? I SEE ATTENDING HANDS RAISED. MARTHA?

CLERK OF THE BOARD: WE HAVE ONE PUBLIC SPEAKER, KEN BUKOWSKI, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: YEAH, HI. I JUST WANTED TO COMMENT ON THE FUNDING. I THINK FUNDING SOURCES YOU REALLY GOT TO TAKE A LOOK AT IT LOCAL JURISDICTION ARE GOING TO BE STRAPPED FOR MONEY AND ARE GOING TO LOOK TO RAISE TAXES FOR LOCAL SERVICES AND THERE IS

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REQUIREMENTS TO GET A MEANS-BASED FARE THOSE ALMOST HAVE TO BE ELIMINATED EVERYBODY HAS TO HAVE THE ABILITY TO GET TO WHERE THEY NEED TO GO. AND THE MONEY SHOULD BE USED TO MAKE TRANSIT AFFORDABLE AND THAT WAS SUPPOSED TO BE A PROMISE THAT WAS MADE IN THE VERY BEGINNING AND THEY'RE NOT CARRYING THROUGH WITH IT. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. MARTHA DO YOU HAVE ANY MORE RAISED HANDS, OR PEOPLE IF THERE IS ANYBODY ELSE IN THE PUBLIC THAT WOULD LIKE TO SPEAK.

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

RANDI KINMAN, CHAIR: THANK YOU THERESA WE'RE GOING TO LET YOU GET TO YOUR MEETING ONLY A HALF AN HOUR LATE. THANK YOU VERY MUCH. WE'LL BE MOVING NOW INTO ITEM NUMBER NINE, STAFF LIAISON REPORT.

MARTI PASCHAL: I DO NOT HAVE ANYTHING TO ADD TO MY REPORT. BUT I HAVE E-MAILED THE COUNCIL AND STAFF THE NEW YORK TIMES ARTICLE THAT RAHMON SHARED AND AFTER TODAY'S MEETING I WILL SHARE INFORMATION ABOUT THE EVENT WITH COMMENTS REFERENCED LATER.

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RANDI KINMAN, CHAIR: THANK YOU. COUNCILMEMBER REPORTS ITEM TEN MEMBERS OF THE COUNCIL REPORT ON LOCAL OR RELATIVE ISSUES OR EVENTS. I SEE WENDI'S HAND UP. GO AHEAD WENDI.

WENDI KALLINS: I WANT TO GIVE DETAILS ON THE EVENT IT'S GOING TO BE SEPTEMBER 17TH COSPONSORED AT 4:00 P.M. COSPONSORED BY 350 BAY AREA 350 SILICON VALLEY, YOU WILL GET THE EVITE INFORMATION THE SPEAKERS ARE GOING TO BE KATE LISTER, GLOBAL WORKS ANALYTICS, AND CINDY CHAVEZ, VICE CHAIR OF THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT AND CHAIR OF THE BOARD OF SUPERVISORS FOR SANTA CLARA COUNTY, AND KARL GARDINO WHO IS FORMER PRESIDENT AND CEO OF SILICON VALLEY LEADERSHIP GROUP. IT SHOULD BE A ROBUST CONVERSATION WE'RE GOING TO BE FOCUSING ON TELEWORKING AS IT RELATES TO THE ENVIRONMENT. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. RICH HEDGES THEN ADINA.

RICHARD HEDGES: JUST A COMMENT. I TRIED READING THE NEW YORK TIMES ARTICLE THAT LET ME COMMENT THAT WHEN I DO A NEWSPAPER ARTICLE I CUT AND PASTE IT IN THE BODY OF THE E-MAIL BECAUSE IF YOU DON'T SUBSCRIBE TO THE PAPER YOU GET 15 SECONDS TO READ IT THEN YOU GET A SUBSCRIBE. IN THE FUTURE IF EVERYBODY WANTS TO READ THE ARTICLE YOU NEED TO FIND OUT IF THEY SUBSCRIBE OR CUT AND PASTE IT IN THE E-MAIL. THANK YOU.

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RANDI KINMAN, CHAIR: THANK YOU RICH. ADINA?

SPEAKER: OKAY. SO, I WANTED TO SHARE THAT THERE IS A REALLY INTERESTING PRESENTATION COMING UP AT LUNCHTIME AT SPUR TOMORROW, THEY'RE PUTTING ON IN ZOOM, THERE IS A RESEARCH GROUP CALLED TRANSPORTATION CHOICES THAT DID SOME RESEARCH ON BEST PRACTICES FROM METROPOLITAN AREAS AROUND THE WORLD THAT HAVE HIGH RIDERSHIP PUBLIC TRANSPORTATION SYSTEMS AND WHAT IS IT THAT THEY DO AND WHAT MIGHT WE BE ABLE TO LEARN FROM. AND THAT HAS SOME REALLY INTERESTING MATERIAL THAT I THINK PEOPLE HERE WOULD FIND RELEVANT, AND SO I RECOMMEND CHECKING OUT TOMORROW'S LUNCHTIME FORUM AT SPUR, AND I CAN SEND THE LINK TO STAFF.

RANDI KINMAN, CHAIR: THANK YOU. VEDA? GO AHEAD AND UNMUTE VEDA.

VEDA FLOREZ: I GOT THE WHEEL. SORRY ABOUT THAT. [AUDIO DIFFICULTIES]

RANDI KINMAN, CHAIR: OOPS.

VEDA FLOREZ: -- LOCAL MEASURES ALTHOUGH THERE ARE NO REGIONAL MEASURES LOCAL MEASURES THAT AFFECT OUR LIVES AND HERE AT MTC SO PLEASE TAKE A LOOK AND REMEMBER TO VOTE AND MAIL YOUR

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BALLOT OR PUT IT IN ANY DROP BOX THAT YOU MAY SEE IN YOUR COMMUNITY.

RANDI KINMAN, CHAIR: THANK YOU. ANY MORE -- I DON'T SEE ANY MORE RAISED HANDS. WITH THAT, WE WILL GO INTO NEW BUSINESS. IS THERE ANY NEW BUSINESS TO RAISE? MICHAEL BALDINI? MICHAEL?

CLERK OF THE BOARD: HE'S LOGGED IN ON TWO LINES AND I DON'T KNOW IF HE'S REALLY RAISING HIS HAND OR NOT.

RANDI KINMAN, CHAIR: MICHAEL, ARE YOU -- OKAY. WITH THAT, ARE THERE ANY OTHER -- GO AHEAD MARTHA.

CLERK OF THE BOARD: PLEASE FILL OUT THE SURVEYS THAT WAS E-MAILED TO YOU YESTERDAY, THE DEADLINE IS TUESDAY.

RANDI KINMAN, CHAIR: OH YES, PLEASE DO THAT. AND WITH THAT, PLEASE PUSH THE CENSUS. PLEASE MAKE SURE THAT YOU'RE REGISTERED TO VOTE. DON'T BE SURPRISED WHEN IT'S TIME TO VOTE BECAUSE WE KNOW THESE LITTLE SURPRISES HAPPEN. BUT ALSO THE CENSUS IS HOW WE GET OUR MONEY AND WE JUST REALLY, REALLY NEED TO MAKE SURE WE ASK ALL YOUR FRIENDS AND FAMILY IF THEY HAVE ALREADY DONE THAT. WITH THAT, I BELIEVE WE ARE DONE FOR THE DAY. AND I WILL ADJOURN THIS MEETING. NEXT MEETING OF THE POLICY ADVISORY COUNCIL WILL BE HELD WEDNESDAY OCTOBER 14TH,

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METROPOLITAN TRANSPORTATION COMMISSION
Meeting Transcript

September 9, 2020

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