METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION BAY AREA TOLL AUTHORITY

WEDNESDAY, SEPTEMBER 23, 2020, 9:35 AM

[MEETING WILL BEGIN SHORTLY] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST 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

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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.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU. I WOULD ASK KIMBERLY TO PLEASE CALL THE ROLL.

CLERK OF THE BOARD: SURE. HAGGERTY?

SCOTT HAGGERTY, CHAIR: YES. HERE.

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA, VICE CHAIR: HERE.

CLERK OF THE BOARD: AHN?

SPEAKER: HERE.

CLERK OF THE BOARD: BRUINS?

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JEANNIE BRUINS: HERE.

CLERK OF THE BOARD: COMMISSIONER GIOCAPINI?

SPEAKER: HERE.

CLERK OF THE BOARD: COMMISSIONER JOSEFOWITZ?

COM. NICK JOSEFOWITZ: HERE.

CLERK OF THE BOARD: LICCARDO?

SAM LICCARDO: HERE.

CLERK OF THE BOARD: MACKENZIE?

JAKE MACKENZIE: I AM PRESENT.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: HERE.

CLERK OF THE BOARD: RABBIT? RONEN?

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DIR. HILLARY RONEN: HERE.

CLERK OF THE BOARD: SCHAFF? COMMISSIONER SCHAFF? ABSENT. SLOCUM?

WARREN SLOCUM: HERE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: PRESENT.

CLERK OF THE BOARD: STRACNER? COMMISSIONER STRACNER IS ABSENT. TAVARES? IS ABSENT. AND WORTH?

AMY R. WORTH: HERE.

CLERK OF THE BOARD: THANK YOU. QUORUM IS PRESENT.

SCOTT HAGGERTY, CHAIR: THANK YOU. ON THE AGENDA TODAY, UNDER THE CHAIR'S REPORTS ITEM 2A AND 2B BATA RESOLUTION 138 IN APPRECIATION OF THE FORMER CALTRANS DISTRICT DIRECTOR AND FORMER DISTRICT OR DEPUTY DIRECTOR DAN MCELHANEY AND BATA RESOLUTION 139, A APPRECIATION FOR DR. BYRON MARONEY WHO JUST RETIRED AS CALTRANS CHIEF ENGINEER FOR THE TOLL BRIDGE SEISMIC SAFETY RETROFIT PROGRAM. AS CHAIR I WOULD LIKE BOTH ITEMS TO

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BE CONTINUED TO OUR NEXT MEETING ON OCTOBER 28TH SO MR. MCELHANEY AND MR. MARONEY CAN JOIN US IN ZOOM TO RECEIVE THE VIRTUAL APPRECIATION OF THEIR CAREER ACCOMPLISHMENTS TO IMPROVE MOBILITY AND THE SAFETY OF THE PEOPLE OF THE STATE OF CALIFORNIA. EVERYBODY OKAY WITH THAT? GOOD. THANK YOU.

JAKE MACKENZIE: AYE.

SCOTT HAGGERTY, CHAIR: I'M GOING TO ITEM THREE, CONSENT CALENDAR. I'M LOOKING FOR A MOTION.

JAKE MACKENZIE: SO MOVED, MR. CHAIR.

JEANNIE BRUINS: SECOND. BRUINS.

SCOTT HAGGERTY, CHAIR: SECOND BY BRUINS. I WOULD ASK THE PUBLIC IF YOU HAVE ANY QUESTIONS OR COMMENTS TO RAISE YOUR HAND OR DIAL STAR NINE. YOU HAVE TWO MINUTES. I SEE NOBODY. WE'LL MOVE TO 4A BATA OVERSIGHT COMMITTEE REPORT. CHAIR WORTH?

CLERK OF THE BOARD: WE NEED TO DO A ROLL CALL FOR THE CONSENT CALENDAR.

SCOTT HAGGERTY, CHAIR: I APOLOGIZE. I GOT CARRIED AWAY.

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CLERK OF THE BOARD: NO PROBLEM. [ROLL CALL VOTE]

CLERK OF THE BOARD: THANK YOU. MOTION PASSES UNANIMOUSLY.

SCOTT HAGGERTY, CHAIR: THANK YOU. MOVE TO BATA OVERSIGHT COMMITTEE CHAIR WORTH.

AMY R. WORTH: THANK YOU MR. CHAIR. THE BATA OVERSIGHT COMMITTEE MET ON SEPTEMBER 9TH, 2020 AND REFERS THE FOLLOWING TO THE AUTHORITY FOR APPROVAL. BATA RESOLUTION NUMBERS 52 REVISED AND 137, SUPPORT CONVERSION TO ALL ELECTRONIC TOLLING AT STATE OWNED BRIDGES AND ALLOW SUSPENSION OF PENALTIES FOR VIOLATION NOTICES ISSUED DURING THE PERIOD WHILE CASH PAYMENT IS NOT AVAILABLE ON THE STATE OWNED BRIDGES THAT STARTED IN MARCH OF 2020. I MOVE APPROVAL OF MTC RESOLUTION NUMBERS 52 REVISED, AND 137. AND I THINK THAT'S -- SORRY. IT SHOULD BE, I MOVE APPROVAL OF BATA RESOLUTIONS NUMBER 52 REVISED AND NUMBER 137.

SCOTT HAGGERTY, CHAIR: OKAY. I HAVE A MOTION.

CAROL DUTRA-VERNACI: I'LL GO AHEAD AND SECOND IT. DUTRA-VERNACI.

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SCOTT HAGGERTY, CHAIR: MOTION AND SECOND. ANYBODY FROM THE PUBLIC WISHING TO SPEAK. I SEE WE HAVE ONE. FOR THOSE WHO HAVE NOT RAISED YOUR HAND USE YOUR RAISED HAND FEATURE OR DIAL STAR NINE. YOU HAVE TWO MINUTES TO SPEAK.

CLERK OF THE BOARD: FIRST SPEAKER IS BECKELS. PLEASE UNMUTE YOURSELF.

SPEAKER: I APOLOGIZE. ARE WE ON THE HEALTHY TRANSIT PLAN ITEM.

CLERK OF THE BOARD: NO WE'RE ON THE BAY AREA TOLL AUTHORITY AGENDA.

SPEAKER: MY BAD. I WISH TO SPEAK ON THAT. I DECLINE TO SPEAK ON THIS. THANK YOU.

CLERK OF THE BOARD: NEXT ALETA DUPREE.

SPEAKER: CHAIR HAGGERTY AND MEMBERS. THANK YOU. ALETA DUPREE FOR THE RECORD, AND I DID SEND A LETTER YESTERDAY, AND THANK YOU FOR INCLUDING MY COMMENTS FROM THE OVERSIGHT COMMITTEE MEETING THAT OCCURRED TWO WEEKS AGO. THESE TWO POLICIES HERE ARE ANOTHER STEP IN BEING ABLE TO BRING ABOUT A SAFER, MORE EFFICIENT AND MORE CUSTOMER FRIENDLY BAY AREA BRIDGE NETWORK. AND IT IS THE POLICY CHANGES THAT SET THE STAGE FOR THE WORK

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THAT IS TO BEGIN AND BUILD ON WHAT WE HAVE BEEN ALREADY DOING. THIS WILL HELP US TO AVOID THE MISTAKES THAT HAVE BEEN MADE ON OTHER AGENCIES AND WE HAVE DONE A VERY GOOD JOB AT AVOIDING THE MISTAKES THAT OTHER AGENCIES HAVE MADE. SO THIS WILL HELP US TO GO FORWARD IN A MORE EQUITABLE AND USER FRIENDLY WAY. I ASK FOR YOUR YES VOTE ON THESE TWO ITEMS. THANK YOU.

SCOTT HAGGERTY, CHAIR: OKAY. WITH THAT, I WILL NOTE THAT THERE ARE NO MORE PUBLIC SPEAKERS. COULD WE HAVE A ROLL CALL PLEASE?

CLERK OF THE BOARD: YES. HAGGERTY?

SCOTT HAGGERTY, CHAIR: YES.

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA, VICE CHAIR: YES.

CLERK OF THE BOARD: AHN?

SPEAKER: YES.

CLERK OF THE BOARD: BRUINS?

JEANNIE BRUINS: AYE.

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CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: JOSEFOWITZ?

COM. NICK JOSEFOWITZ: AYE.

CLERK OF THE BOARD: LICCARDO? MACKENZIE?

JAKE MACKENZIE: AYE.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: AYE.

CLERK OF THE BOARD: RONEN?

DIR. HILLARY RONEN: AYE.

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CLERK OF THE BOARD: SCHAFF IS ABSENT. SLOCUM?

WARREN SLOCUM: AYE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH: AYE.

CLERK OF THE BOARD: NOTION PASSES.

SCOTT HAGGERTY, CHAIR: ITEM FIVE BATA RECOVERY AD HOC WORKING GROUP. REPORT BY CHAIR WORTH.

AMY R. WORTH: THANK YOU MR. CHAIR. BATA AD HOC WORKING GROUP HELD OUR FIRST MEETING. MEETING DISCUSSED IMPACTS BRIDGE IMPACTS AS A RESULT OF THE COVID-19 PANDEMIC. WE REVIEWED CURRENT CONDITION OF THE BATA PROGRAM AND IMPACTS OF COVID-19 ON OPERATIONS AND CAPITAL PROGRAMS. FUTURE MEETINGS WILL BE UTILIZED TO REVIEW THESE PROGRAMS IN DEPTH OUR NEXT MEETING IS SCHEDULED FOR MONDAY SEPTEMBER 28TH, 2020 AND THE WORKING

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GROUP WILL EXPLORE IN DEPTH THE TRAFFIC OPERATIONAL AND CHALLENGES AT AND TO THE BRIDGES.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU FOR THAT REPORT. DO WE HAVE ANY PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: NO WRITTEN PUBLIC COMMENT. EXCUSE ME -- I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT AND NO MEMBERS OF THE PUBLIC HAVE THEIR HANDS RAISED.

SCOTT HAGGERTY, CHAIR: THANK YOU. SPERING?

JAMES P. SPERING: MR. CHAIRMAN, MAYBE A QUESTION FOR ANDY. IS THERE GOING TO BE ANY IMPACT WITH THIS COMMUTE FROM HOME, THIS TELECOMMUTING? DO YOU SEE ANY IMPACT ON THE BRIDGE TOLLS? I MEAN, THEY'RE REALLY TALKING ABOUT A FAIRLY LARGE NUMBER OF THE WORKFORCE DOING THAT.

ANDREW FREMIER: SPERING, WE DON'T HAVE ANYTHING DIRECT ON IT BUT MY ASSUMPTION IS YES WE'RE GOING TO SEE SIGNIFICANT CHANGES TO TRAVEL PATTERNS. WHAT WE NOTICED IS A LOT OF THE AREAS COMING INTO THE CITY, SILICON VALLEY THOSE BRIDGES HAVEN'T RECOVERED IN THE NORTHERN AREAS WE SEE CHANGES AND WILL TRY TO MONITOR AS BEST WE CAN. WE DON'T HAVE INDICATION ON WHAT IT IS, OBVIOUSLY YET THOUGH.

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JAMES P. SPERING: I WAS CONCERNED ABOUT THE FINANCIAL IMPACT ON THE FUNDING OF THE PROJECT, SERVICE, DO YOU SEE ANY NUMBERS THERE?

ANDREW FREMIER: WE'RE IN DECENT SHAPE. OBVIOUSLY IT LOOKS LIKE RECESSION-TYPE NUMBERS, WHICH ARE NOT POSITIVE, IN TERMS OF OPPORTUNITIES WE HAVE BEEN ABLE TO TAKE ADVANTAGE OF IN THE PAST, BUT IF CONGESTION COMES BACK WE OBVIOUSLY ARE COLLECTING REVENUE. SO YOU KNOW, RIGHT NOW, THERE IS NO PARTICULAR CONCERN. IT SEEMS TO BE A GOOD ENOUGH PATTERN FOR US.

JAMES P. SPERING: THANK YOU MR. CHAIRMAN.

THERESE MCMILLAN: COMMISSIONER SPERING, BRIAN MAYHEW IS ALSO PRESENT IN CASE HE WOULD LIKE TO ADD ANY OBSERVATIONS ON THIS TOPIC?

BRIAN MAYHEW: JUST TO SAY THAT YOUR LOOKING AT -- RIGHT NOW WE'RE LOOKING AT 80 TO 85 PERCENT MODEL IF ANYTHING. AT SOME POINT IN TIME CURRENT EXPENSES, CURRENT REHAB, ANYTHING ELSE. IT DRIVES TOWARD TOLL INCREASE AROUND 27, BEYOND THAT IT ACCELERATED TOLLING INCREASE TO MAINTAIN OPERATIONS IMPROVE THE TRAFFIC AND OF COURSE IT DELAYS IT. BUT EITHER WAY MUCH BELOW THE 80 PERCENT THRESHOLD WHICH IS WHERE WE'RE SITTING AT

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NOW IT CREATES A RELATIVELY NEAR TERM PROJECT WITHIN THE NEXT FIVE TO -- I WOULD SAY 4 TO 7 YEARS.

JAMES P. SPERING: OKAY. THANK YOU.

SCOTT HAGGERTY, CHAIR: ALL RIGHT. ANYBODY ELSE? I SEE NOBODY ELSE WISHING TO SPEAK. SO, WITH THAT, THAT WAS AN INFORMATIONAL ITEM. KIMBERLY REAL QUICK, I JUST SCANNED MY E-MAILS, AND I'M NOT FINDING THE CLOSED SESSION. DID EVERYBODY ELSE GET THAT?

AMY R. WORTH: YES.

CLERK OF THE BOARD: I WILL FORWARD THAT TO YOU NOW.

JAKE MACKENZIE: YES.

SCOTT HAGGERTY, CHAIR: I APOLOGIZE. I CAN'T FIND IT. RIGHT NOW WE'RE GOING TO GO TO CLOSED SESSION CONFERENCE WITH OUR LEGAL COUNSEL TO MEET OVER EXISTING LITIGATION. THE AUTHORITY WILL MEET IN CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9(A) AND PARAGRAPH (1) OF SUBDIVISION (D) OF GOVERNMENT CODE SECTION 54956.9 TO CONFER WITH COUNSEL REGARDING HOWARD JARVIS TAXPAYERS ASSOCIATION, ET AL., CASE A157598. COMMISSIONERS PLEASE USE THE ZOOM DETAILS PROVIDED BY

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KIMBERLY. FOR THIS CLOSED SESSION. AT THE END OF CLOSED SESSION PLEASE RETURN TO THIS ZOOM. WITH THAT, WE WILL LEAVE THIS ZOOM TO THE CLOSED SESSION. [CLOSED SESSION]

SCOTT HAGGERTY, CHAIR: I ALWAYS TRY TO BE THE FIRST ONE BACK AND I NEVER GET THERE. WE ARE BACK FROM CLOSED SESSION. I WOULD ASK COUNSEL TO GO OVER THE CLOSED SESSION.

ADRIENNE WEIL, COUNSEL: THANK YOU CHAIR HAGGERTY. BATA BOARD MET IN CLOSED SESSION UNDER THE ITEM INDICATED IN THE AGENDA, IS THERE WAS NO REPORTABLE ACTION.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU. MOVING TO ITEM SEVEN. PUBLIC COMMENT I WILL ASK THE CLERK TO LIST ITEMS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED TO THIS ITEM AT INFO BAYAREAMETRO.GOV BY 5 O'CLOCK, INTO THE RECORD, I WILL ASK IF THERE IS PUBLIC COMMENT ON ITEMS NOT RELATED TO THE AGENDA IF YOU TO PLEASE RAISE YOUR HAND OR DIAL STAR NINE AND I WILL CALL UPON YOU TO SPEAK KIMBERLY ANY PUBLIC COMMENT?

CLERK OF THE BOARD: THERE WAS ONE WRITTEN PUBLIC COMMENT SUBMITTED BY ALETA DUPREE. THAT WILL BE POSTED ONLINE. THERE ARE NO OTHER PUBLIC COMMENT.

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SCOTT HAGGERTY, CHAIR: THANK YOU. OUR NEXT MEETING IS SCHEDULED FOR OCTOBER 28TH, 2020 AT 375 BEALE STREET OR REMOTELY AND BY WEBCAST AS SCHEDULED. ANY CHANGES WILL BE DULY NOTED TO THE PUBLIC. THANK YOU VERY MUCH. [ADJOURNED] METROPOLITAN TRANSPORTATION COMMISSION [MEETING WILL BEGIN SHORTLY] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR. PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20, WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING WILL BE WEBCAST ON THE MTC WEB SITE. I WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND RESTATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA ZOOM AND WEBCAST WITH THEIR CAMERAS ENABLED ARE REMINDED THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM, WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE AND I WILL CALL UPON YOU AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST 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

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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.

SCOTT HAGGERTY, CHAIR: THANK YOU. KIMBERLY COULD WE PLEASE MOVE TO THE ROLL CALL?

CLERK OF THE BOARD: YES. HAGGERTY.

SCOTT HAGGERTY, CHAIR: HERE.

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA: HERE.

CLERK OF THE BOARD: AHN?

SPEAKER: HERE.

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CLERK OF THE BOARD: BRUINS?

JEANNIE BRUINS: PRESENT.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: CORTESE?

DAVID CORTESE: HERE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK OF THE BOARD: GIOCAPINI?

DORENE M. GIACOPINI: PRESENT.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: HERE.

CLERK OF THE BOARD: JOSEFOWITZ?

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COM. NICK JOSEFOWITZ: HERE.

CLERK OF THE BOARD: LICCARDO? COMMISSIONER LICCARDO? IS ABSENT. MACKENZIE?

JAKE MACKENZIE: PRESENT.

CLERK OF THE BOARD: PAPAN IS ABSENT.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: HERE.

CLERK OF THE BOARD: RONEN?

GINA PAPAN: I'M HERE. SORRY. TRYING TO UNMUTE.

CLERK OF THE BOARD: THANK YOU. RONEN IS PRESENT. SCHAFF?

LIBBY SCHAFF: HERE.

CLERK OF THE BOARD: SLOCUM? COMMISSIONER SLOCUM IS ABSENT. SPERING?

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JAMES P. SPERING: PRESENT.

CLERK OF THE BOARD: STRACNER? COMMISSIONER STRACNER SUPERINTENDENT. HE'S HAVING MICROPHONE DIFFICULTIES. TAVARES IS ABSENT.

AMY R. WORTH: WORTH HERE.

CLERK OF THE BOARD: QUORUM IS PRESENT.

SCOTT HAGGERTY, CHAIR: ITEM CHAIR'S REPORT AUTHORIZED AS CHAIR FOR SELECTION OF APPOINTMENT TO GENERAL COUNSEL WE HAVE REACHED TERMS ON EMPLOYMENT AND MOVED CONTRACT TO THE COMMISSION FOR APPROVAL I MAKE A MOTION TO APPROVE THE CONTRACT WITH KATHLEEN CAIN FOR MTC GENERAL COUNSEL.

AMY R. WORTH: MOVE APPROVAL.

SPEAKER: SECOND.

SCOTT HAGGERTY, CHAIR: WAS THE SECOND SPERING?

JAMES P. SPERING: YES.

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SCOTT HAGGERTY, CHAIR: MOTION BY COMMISSIONER WORTH SECOND BY SPERING ANYBODY FROM THE PUBLIC WISHING TO SPEAK ON THIS ITEM.

CLERK OF THE BOARD: I HAVE RECEIVED NO RAISED HANDS AND NO PUBLIC COMMENTER IF ITEM.

SCOTT HAGGERTY, CHAIR: THANK YOU. ANY COMMISSIONER COMMENTS? I SEE NOBODY. STILL NOBODY. SO WITH THAT I'M GOING TO CALL FOR A ROLL CALL VOTE.

CLERK OF THE BOARD: HAGGERTY?

SCOTT HAGGERTY, CHAIR: YES.

CLERK OF THE BOARD: PEDROZA? COMMISSIONER PEDROZA? ABSENT.

CLERK OF THE BOARD: AHN?

SPEAKER: AYE.

CLERK OF THE BOARD: BRUINS?

JEANNIE BRUINS: AYE.

CLERK OF THE BOARD: CONNOLY.

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DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: CORTESE?

DAVID CORTESE: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK OF THE BOARD: JOSEFOWITZ?

COM. NICK JOSEFOWITZ: AYE.

CLERK OF THE BOARD: LICCARDO? COMMISSIONER LICCARDO IS ABSENT. MACKENZIE?

JAKE MACKENZIE: AYE.

CLERK OF THE BOARD: PAPAN?

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GINA PAPAN: AYE.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN?

DIR. HILLARY RONEN: AYE.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: SLOCUM?

WARREN SLOCUM: AYE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

CLERK OF THE BOARD: WORTH?

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AMY R. WORTH: AYE.

CLERK OF THE BOARD: THE MOTION PASSES UNANIMOUSLY.

SCOTT HAGGERTY, CHAIR: EXCITING TIMES. ITEM THREE POLICY ADVISORY COUNCIL REPORT RANDI KINMAN. ARE YOU ON? THERE YOU ARE.

RANDI KINMAN: I'M GOING TO RUN THROUGH COMMENTS ON THE BLUE RIBBON TASK FORCE AS WELL, BECAUSE I HAVE TO BUG OUT A LITTLE EARLY TODAY. RELATED TO THE BLUE RIBBON TASK FORCE COMMENTS THAT WE HAVE COLLECTED ALONG THE LAST MONTH IS WE STILL WANT TO SEE AN OUTWARD FACING PORTAL ON MTC WARDING ON WHAT AGENCIES ARE DOING AND WHAT THEIR SPECIFIC PROTOCOLS ARE OR HOW THEY'RE PERFORMING THEIR SPECIFIC GOALS. WHILE THE DASHBOARD IS IN BETA PHASE RIGHT NOW CAN WE PLEASE PROVIDE A ONE STOP SHOP TO LINKS TO OTHER AGENCIES BECAUSE MANY OF US USE MULTIPLE AGENCIES IN OUR TRAVELS WE ALSO HAVE CONTINUED CONCERN FOR AGENCIES NOT HAVING EMERGENCY MASK SUPPLIES ON BOARD IF YOU GO AND YOUR MASK IS BROKEN OR DAMAGED THEY GENERALLY HAVE REPLACEMENT FOR YOU AND THAT WOULD BE BENEFICIAL FOR BOTH DRIVERS AND RIDERS. WE ALSO HAVE VERY STRONG FEELINGS ABOUT THE CONSOLIDATION OF AGENCIES GOING FORWARD, IN THE BLUE RIBBON TASK FORCE PROCESS. WE ALSO SUPPORTED THAT, WE ADOPT TO KEEP IN MIND PARATRANSIT AS PART

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OF THAT EQUATION, AND WE MIGHT WANT TO LOOK AT THE CONSOLIDATION OF PARATRANSIT DELIVERY SYSTEMS WITHIN SMALLER REGIONS. BUT ANYTHING MTC CAN DO TO CONSOLIDATE SOME OF THESE AGENCIES WOULD BE SOMETHING WE WOULD CARRY PICKET SIGNS FOR. POLICY ADVISORY COUNCIL FARE COORDINATION AND INTEGRATION SUBCOMMITTEE INTEGRATION SUBCOMMITTEE WILL HOLD ITS SECOND MEETING THIS WEEK. EQUITY AND ACCESS SUBCOMMITTEE MET THIS WEEK AND REVIEWED TITLE SIX REPORT AND ASKED STAFF TO RETURN NEXT MONTH TO ADDRESS THINGS WE DIDN'T GET TO THIS MONTH. WE WANT TO MAKE SURE THAT MTC AND CLIPPER KEEP IN MIND THE DIFFICULTY THAT LOW INCOME HOMELESS AND UNBANKED RIDERS HAVE IN RELOADING ANY CLIPPER CARD WITHOUT THE ABILITY TO DO IT WITH CASH. THERE ARE MANY CASH ONLY RIDERS WHO CANNOT REACH KIOSKS AND OUR CURRENT REACH OUT SYSTEM IS PRETTY SLIM. COUNCIL MET THIS MONTH REVIEWING AND DISCUSSING PLANNED BAY AREA 2050. WE HAVE ALSO SKETCHED OUT OUR WORK PLAN FOR THE NEXT YEAR PER THE RESOLUTION THAT ALLOWS US TO OPERATE. RESOLUTION ALSO SAYS WE'RE SUPPOSED TO HOLD A YEARLY MEETING WITH THE COMMISSION, WHICH WOULD BE THE ENTIRE COMMISSION AND THE ENTIRE COUNCIL AND I DON'T SEE OBVIOUSLY ANY WAY OF DOING THAT IN THE NEAR FUTURE. SO MY SUGGESTION IS THAT WE EITHER SUBMIT IT IN WRITING OR THAT I HAVE A MEETING WITH VICE CHAIR PEDROZA WHO WILL INHERIT THE YEAR LONG PLAN. AND THAT'S MY REPORT.

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SCOTT HAGGERTY, CHAIR: THANK YOU. YOU CAN GO AHEAD AND MEET WITH VICE CHAIR PEDROZA. SO, ANYBODY HAVE ANY COMMENTS ON THE REPORT? I SEE NONE. THANK YOU RANDI. I'LL GO AHEAD AND MOVE FORWARD THEN. MOVE TO ITEM 4A.

CLERK OF THE BOARD: MR. CHAIR, THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED, AND I DIDN'T RECEIVE ANY WRITTEN PUBLIC COMMENT FOR THIS.

SCOTT HAGGERTY, CHAIR: SORRY. YEAH. I MISSED THAT. I APOLOGIZE. GO AHEAD.

CLERK OF THE BOARD: NO PROBLEM. THAT PERSON IS RICH HEDGES. MR. HEDGES?

RICHARD HEDGES: YES. THANK YOU FOR LETTING ME SPEAK. I WANT TO ADD THAT I HAD REACHED OUT, BASED ON SOME OF THE REPORTS, TO THE HEAD OF AT LEAST ONE OF THE AT UNITS AND HE'S TELLING ME BASED ON DRIVER SENTIMENT THAT THEY REALLY PERFECT TO HAVE REAR-DOOR BOARDING. AND THEY HAVE GENERALLY FRIGHTENED ABOUT TELLING PEOPLE THEY HAVE TO HAVE MASKS CONCERN OF BEING ASSAULTED AND OF COURSE REAR BOARDING LEAVES A PROBLEM WITH PEOPLE WITH DISABILITIES OR WHEELCHAIRS BECAUSE THE FRONT OF MOST BUSES ARE LOWERS TO ALLOW THEM EASIER ACCESS. THERE IS GENERAL CONCERN ABOUT PEOPLE NOT WEARING MASKS. ABOUT THE

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THREE-FOOT DISTANCING, AND ABOUT FRONT BOARDING AND ABOUT ASSAULTS. SO, THOSE ARE THEIR MAJOR CONCERNS, AND THEY DID NOT THINK, AT LEAST TO THIS ONE AGENCY THAT THE BLUE RIBBON TASK FORCE HAD ADDRESSED THOSE. SO THANK YOU.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU. ALL RIGHT. I SEE NO OTHER ATTENDEES WITH THEIR HANDS UP. I'LL GO AHEAD AND MOVE TO 4A THE EXECUTIVE DIRECTOR'S REPORT.

THERESE MCMILLAN: THANK YOU VERY MUCH. GOOD MORNING COMMISSIONERS. THERESE MCMILLAN EXECUTIVE DIRECTOR. WE HAD POSTED MY EXECUTIVE DIRECTOR'S REPORT. I KNOW WE HAVE A LOT AHEAD OF US. SO I JUST WANT TO POINT TO THREE THINGS. AND THE THIRD WILL BE AS RANDI KINMAN HAD REFERENCED, THE REPORT-OUT ON THE BAY AREA TRANSIT OPERATORS HEALTHY TRANSIT PLAN AND DASHBOARD. IN ADDITION THAT, THOUGH, I WOULD LIKE TO NOTE THE RETIREMENT OF LAURA THOMPSON. LAURA STARTED WITH ABAG IN SEPTEMBER OF 1999, AND WITH MTC AS ASSISTANT DIRECTOR IN THE PLANNING SECTION ON JULY 1ST, 2017 AS PART OF THE STAFF CONSOLIDATION. LAURA OVERSAW THE -- OVERSEES UNTIL SHE LEAVES US TO GO TO SCOTLAND, THE BAY TRAIL, WHICH IS A SIGNATURE HIGH PROFILE INVESTMENT. AND IN FACT, AN AMAZING RESOURCE FOR THIS REGION. AND THE ABAG EXECUTIVE BOARD, BECAUSE HER TENURE HAD BEEN SO LONG, DIRECT WORKING WITH THAT AGENCY, GAVE HER A LOVELY RESOLUTION LAST MONTH AT THE EXECUTIVE BOARDS. WE WANT

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TO WISH HER WELL. AND, YOU KNOW, SHE IS SETUP HER TEAM TO CONTINUE TO PROVIDE THE BAY TRAILS DEVELOPMENT AND WE LOOK FORWARD TO THAT AS PART OF HER LEGACY. I WOULD ALSO LIKE TO POINT OUT THAT THE FEDERAL HIGHWAY ADMINISTRATION CERTIFICATION REPORT HAD BEEN CONDUCTED THIS YEAR BY FHWA AND FTA, AND WE RECEIVED THE FINAL REPORT, AS PINT OF -- THIS IS AN IMPORTANT CERTIFICATION FOR MTC'S PLANNING PROCESS THAT'S DONE EVERY FOUR YEARS. WE RECEIVED A NUMBER COMMENDATIONS FOR OUR PROCESSES, HOWEVER THERE WAS ONE CORRECTED ACTION TO IMPROVE ADMINISTRATION OF OUR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM AND MITIGATION AIR QUALITY IMPROVEMENT PROGRAM THIS IS CLONE COLLECTIVELY IN OUR ADMINISTRATION AS OUR ONE BAY AREA GRANT OR OBAG. CONCERN HAD TO DO WITH OUR PRACTICE ON USING A FORMULA FOR THE DISTRIBUTION OF STP FUNDS AS PART OF THE OBAG'S PERSPECTIVE AND WFA WAS THAT FEDERAL ALLOCATION IN PLANNING LAW WOULD NOT ALLOW THAT. SHORT OF IT MOVING FORWARD, WE WILL NEED TO KIM HOW THESE PROGRAM FUNDS ARE ADDRESSED AND ENSURING WE'RE COMPLYING WITH THE CORRECTIVE ACTION AND OBVIOUSLY ANY REQUIREMENTS GOING FORWARD, AND WE WILL REPORT TO THE COMMISSION ON THAT AT THE APPROPRIATE TIME. WITH THAT, WHAT I WOULD LIKE TO DO IS TURN TO THE PRESENTATION THAT IS HERE, ASK THE TEAM TO BRING THAT IT UP UNDER MY EXECUTIVE DIRECTOR'S REPORT. OKAY.

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THERESE MCMILLAN: THERESE, I AM SO SORRY. FOLLOWING THE COMMISSION'S DIRECTION, AND INFORMED -- EXCUSE ME -- DID OUR -- DID THE PRESENTATION -- HOLD ON. I'M SORRY. I NEED TO JUST GET THE PRESENTATION BACK UP ON MY COMPUTER. JUST A SECOND. OKAY. NOW WE'RE SETUP. AND I AM NOT MUTED SO HERE WE GO. FOLLOWING THE RECOMMENDATIONS BY THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, THE COMMISSION HAD DIRECTED MTC STAFF TO PROVIDE A MONTHLY REPORT OF DATA THAT WOULD BE TRACKED ON THAT DASHBOARD. DASHBOARD DEVELOPED AND MAINTAINED BY THE BAY AREA'S PUBLIC TRANSIT AGENCIES. PUBLIC HEALTH METRICS ARE DRAWN FROM THE LARGER WRITING BAY AREA TRANSIT HEALTH PLAN THAT WAS PRESENTED TO THE OPERATOR IN AUGUST. THIS WILL BE THE FIRST REPORT THAT WE'LL BE MAKING AND IT WILL BE A BIT LONGER BECAUSE IT WILL CONTAIN A DESCRIPTION OF THE DASHBOARD DEVELOPMENT AND STRUCTURE. FROM THE ONSET OF THE PANDEMIC, THE BAY AREA TRANSIT AGENCIES HAD UNITED AROUND A COMMON GOAL TO IMPLEMENT MEASURES FOR A SAFE RIDE FOR THE PUBLIC AS OUR REGION RESPONDS TO THE CONTINUING COVID-19 PANDEMIC. TIMELINE THAT'S ILLUSTRATED HERE OUTLINED KRON LOGICALLY THE TRANSIT AGENCY' OWNERSHIP AND COLLABORATION BEGINNING LATE JUNE AND AUGUST TO DEVELOP PUBLISHING RIDING TOGETHER THE BAY AREA HEALTHY TRANSIT PLAN. AS A REMINDER, THAT WAS, AGAIN, RELEASED IN AUGUST, AND INCLUDES COMMITMENTS AND BEST PRACTICES TO ALIGN WITH INDUSTRY, STATE, AND FEDERAL GUIDELINES FOR FREQUENT CLEANING, PERSONAL PROTECTIVE EQUIPMENT, FACE

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COVERINGS, SOCIAL DISTANCING, VENTILATION, AND TOUCHLESS FARES AROUND OTHER PUBLIC HEALTH METRICS. AT THE AUGUST BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEETING, THE AGENCIES DID COMMIT TO REGULAR REPORTING ABOUT THIS PLAN VIA A PUBLICLY ACCESSIBLE DASHBOARD. TRANSIT AGENCIES HAVE ESTABLISHED AS OF TODAY, A MICRO-SITE, THEY HAVE BEEN COLLECTING DATA AND ARE PASSING RESOLUTIONS IMPLEMENTING THE HEALTHY TRANSIT PLAN, WHICH INCLUDES PARTICIPATION IN THIS DASHBOARD. AND THE TIMELINE ALSO SHOWS THAT THERE IS A GOING FORWARD INTENT TO MONITOR REPORT AND MODIFY THE PLAN AS CONDITIONS MAY CHANGE DURING THE PANDEMIC. LET'S GO TO THE NEXT SLIDE. THIS FOCUSES QUICKLY ON DASHBOARD FEATURES. DASHBOARD IS DESIGNED TO BE A SIMPLE EASY TO USE AND UNDERSTANDABLE PLATFORM. IT FEATURES INTUITIVE NAVIGATION AND WILL BE USABLE ON ANY DEVICE. AGENCIES WILL BE GIVEN A STAR RATING OF 1 TO 5 FOR EACH OF THE METRICS THAT ARE TRACKED ACROSS THEM ALL AND THAT WILL BE ILLUSTRATED IN AN UPCOMING SLIDE. DASHBOARD WILL PROVIDE DEFINITIONS OF EACH OF THE METRICS, A BRIEF DESCRIPTION OF THE AGENCY'S METHODOLOGIES OF UTILIZING DATA AND VISUAL OBSERVATIONS TO OBTAIN IT AND THE RATINGS EACH AGENCY RECEIVES FOR THE REPORTING PERIOD. VERY IMPORTANTLY, AS INDICATED IN THE FOURTH BULLET, EACH AGENCY'S DATA RESULTS DISPLAY WILL ALSO INCLUDE A LINK TO THE RESPECTIVE AGENCY'S COVID-19 PAGE. THAT INCLUDES INDIVIDUAL WORK AND EFFORTS THAT THE AGENCY IS DOING TO KEEP PASSENGERS AND THEIR EMPLOYEES SAFE. SUPPLEMENTING THE SHARED METRICS

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BEING TRACKED ACROSS THE AGENCIES. MTC STAFF WILL ALSO PUT THESE LINKS ON OUR WEB SITE. LET'S GO TO THE NEXT SLIDE. THIS SLIDE, AGAIN, BRIEFLY INTRODUCE WHERE WE ARE A BETA WEB PAGE THROUGH THE 17th FOR THE PARTICIPATING AGENCIES 21 OF THE 25 THAT ARE PARTICIPATING. ALL AGENCIES ARE CURRENTLY WORKING TO OPERATIONALIZE DATA COLLECTION AND WILL REPORT THE DATA EACH MONTH BASED ON A 30 DAY PERIOD. FOR EXAMPLE, SEPTEMBER 10TH THROUGH OCTOBER 9TH. BETA DASHBOARD WILL BE LIVE. HOWEVER, TO THE PUBLIC ON SEPTEMBER 28TH, AN ACCEPTABLE, FROM HEALTHYTRANSITPLAN, ALL ONE WORD.COM. NEXT SLIDE. REPORTS METRICS THAT WILL BE INCLUDED IN THE DASHBOARD INCLUDE FOUR ESSENTIAL AND USEFUL MEASURES TO MONITOR HOW THE AGENCIES ARE DOING AND INCLUDES TWO FOR PASSENGER FACING METRICS AND TWO FOR EMPLOYEE FACING METRICS. PROPERLY WORN FACE COVERINGS ARE MONITORED FOR BOTH CUSTOMERS AND EMPLOYEES. VEHICLE CAPACITY TO ALLOW FOR A SIX FOOT SOCIAL DISTANCING IS MONITORS AND MASHED -- MEASURED AS ONE OF THE METRICS AND CONTACT TRACING IS EMPLOYED FOR RELATED MEASURES. THERE HAS BEEN MASS DISTRIBUTION AS WAS MENTIONED BY RANDI KINMAN AND OTHERS, WHICH WERE NOT TRACKED AS METRICS ON THE DASHBOARD BUT THE TRANSIT AGENCIES PROVIDED THIS UPDATED INFORMATION. PERSONAL PROTECTIVE EQUIPMENT, PPE, IS PROVIDED FOR ALL WORKPLACE SETTINGS, MAINTAINED BY THE TRANSIT OPERATORS. SOME JOB CATEGORIES MAY REQUIRE DIFFERENT PPE THAN OTHER JOB CATEGORIES AND THE AGENCIES ARE RESPONDING TO THAT WITH JOB HAZARD

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ANALYSIS TO DETERMINE SPECIFIC HAZARDS OR EXPOSURE POSSIBILITIES, AND BASE THEIR PPE ALLOCATION TO THEIR EMPLOYEES ON THAT ASSESSMENT. CURRENTLY, MASKS ARE PROVIDED TO RIDERS BY MANY TRANSIT AGENCIES, INCLUDING -- THIS IS AN INCLUSIVE LIST. AC TRANSIT, SFMTA, ACE, PETALUMA TRANSIT, BART. TRI DELTA. THIS INFORMATION CAN BE FOUND ON THEIR RESPECTIVE WEB SITES. FOR THOSE AGENCIES NOT CONSISTENTLY PROVIDING MASKS AT THIS TIME, THEY ARE MONITORING COMPLIANCE WITH PUBLIC HEALTH ORDERS TO WEAR MASKS AND WILL RECONSIDER SUPPLYING MASKS IF COMPLIANCE BECOMES AN ISSUE ON THEIR SYSTEM. LET'S GO TO THE NEXT SLIDE. OKAY. THIS IS A HIGHLIGHT OF WHAT THE REPORTING WILL LOOK LIKE. THE DASHBOARD FEATURES A STAR RATING FOR EACH OF THE FOUR METRICS THAT WERE DESCRIBED. IT WAS DONE IN THIS FASHION TO BE EASILY UNDERSTOOD BY THE PUBLIC. THE AGENCIES ARE GIVEN 1 TO 5 STARS BASED ON THE PERCENTAGE THEY INDIVIDUALLY REPORT FOR EACH OF THE METRICS. AND, AGAIN, IT RANGES FROM ONE STAR WHICH IS LESS THAN 60 PERCENT COMPLIANCE, TO FIVE STARS, WHICH IS GREATER THAN 95 PERCENT COMPLIANCE. NEXT SLIDE. DATA DASHBOARD IS SETUP AS ONE MEANS OF ACCOUNTABILITY AND REPORTING. I THINK IT'S IMPORTANT TO RECOGNIZE THAT THE TRANSIT AGENCY BOARDS ARE HOLDING THEIR GM'S ACCOUNTABLE TO COVID RELATED RESPONSES AS THEY DO FOR ALL SAFETY ISSUES. AGENCY DASHBOARD IS CURRENTLY IN BETA AS THE AGENCIES ARE WORKING TO OPERATIONALIZE THEIR DATA COLLECTION. AND THE DASHBOARD WILL INCLUDE THE AGENCY'S COMMITMENT AS WELL

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AS TIPS FOR PASSENGERS, THAT'S ILLUSTRATED ON THIS SLIDE. AND THE CUSTOMER TIPS, IN PARTICULAR, ARE IMPORTANT SINCE THE SUCCESS OF THE PLAN IS BOUND WITH PASSENGER PARTICIPATION INCLUDING PROPERLY WEARING THE MASK AND KEEPING A SAFE SIX FOOT DISTANCE FROM OTHERS NOT IN THEIR HOUSEHOLD. WE WANT TO NOTE THAT SIX FEET IS THE WORKING DIRECTIVE FOR BAY AREA AGENCIES, AND IS THE METRIC CURRENTLY EVALUATED UNTIL ANY FURTHER DIRECTION IS PROVIDED BY PUBLIC HEALTH OFFICIALS. LET'S GO TO THE NEXT SLIDE. SO, THIS PROVIDES YOU A STATIC SNAPSHOT PREVIEW OF THE DATA COLLECTED THROUGH SEPTEMBER 17TH, WHICH IS CURRENTLY BEING TESTED ON THE BATA WEB SITE AND BEING SETUP FOR ALL OF THE AGENCIES. SITE WILL BE LIVE AND INTERACTIVE ON SEPTEMBER 28TH. DATA WILL CONTINUE TO BE COLLECTED THROUGHOUT MONTH OF SEPTEMBER TO PROVIDE A COMPLETE REPORTING PERIOD IN OCTOBER. A SUBSEQUENT REPORTING PERIOD WILL BE BASED ON, AGAIN, A 30 DAY PERIOD. AGENCIES HAVE PUT IN SIGNIFICANT EFFORTS TO THE DASHBOARD'S DESIGN AND THE COLLECTION OF THE DATA WHAT YOU CAN SEE HERE AS AN EXAMPLE IS BOTH LARGE AND SMALL AGENCIES ARE COMMITTING RESOURCES TO DO SO. THEY HAVE WORKED TO MEASURE ACROSS MODES, THEIR VARIOUS FLEET SIZES AND ACQUIRING STATISTICALLY DIFFERENT SAMPLES ON ACCOUNTS AND CUSTOMER EXPERIENCE. THIS FEATURES A SNAPSHOT OF LARGE AGENCY SUCH AS ALAMEDA -- OR AC TRANSIT, SAMTRANS, BART, MUNI, AND SMALLER AGENCIES, SUCH AS ACE AND TRI DELTA. AGAIN, THE AGENCY RATINGS, THIS IS A SNAPSHOT FOR INFORMATION THROUGH

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SEPTEMBER 17TH. AGAIN, IS BASED ON THE 1 TO 5 STAR RATING. AND WE'RE LOOKING FORWARD TO THE AGENCY'S CONTINUED MONITORING OF THEIR PLAN AND UPDATES AND MODIFICATIONS AS, AGAIN, THE PANDEMIC EVOLVES. NEXT SLIDE. ONE OF THE IMPORTANT REQUESTS BY CHAIR HAGGERTY AND THE COMMISSION WAS THE ADOPTION OF RESOLUTIONS BY THE TRANSIT AGENCIES TO COMMIT TO IMPLEMENTING THE PLAN THAT THEY HAD DEVELOPED, THE WRITING TOGETHER THE BAY AREA HEALTHY TRANSIT PLAN. THIS SLIDE ILLUSTRATES THE STATUS OF THOSE RESOLUTIONS. 25 AGENCIES, AGAIN, WE'RE WORKING TO PASS THEM. 16 AGENCIES HAVE ALREADY ADOPTED THEM. NINE AGENCIES ARE SCHEDULED FOR ADOPTION, EITHER LATER THIS MONTH OR IN OCTOBER. NEXT SLIDE. THAT CONCLUDES MY PRESENTATION. I WOULD NOTE THAT IF THERE IS QUESTIONS, TECHNICAL QUESTIONS REGARDING THE DASHBOARD, HANNAH LINDALOKT OF BART IS HERE TO ANSWER THOSE QUESTIONS AS THE TRANSIT AGENCIES ARE THE ONES DEVELOPING MAINTAINING AND POPULATING THE DASHBOARD. THAT MR. CHAIR CONCLUSION MY PRESENTATION.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU THERESE. I THINK ONE OF THE THINGS I WOULD LIKE TO SEE POSTED ON THE INDIVIDUAL PAGES SAY COPY OF THE RESOLUTION THAT THEY HAVE APPROVED IN THE VOTE. TO MAKE SURE WE'RE UNANIMOUS. IF YOU COULD WORK ON THAT THAT WOULD BE GREAT. I DON'T SEE HANDS FROM COMMISSIONERS. WE'LL GO TO THE ATTENDEES. KIMBERLY CALL ON THEM.

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CLERK OF THE BOARD: I WOULD BE HAPPY TO. HOW MUCH TIME WOULD YOU ALLOW?

SCOTT HAGGERTY, CHAIR: TWO MINUTES.

CLERK OF THE BOARD: FIRST SPEAKER IS KEVIN. I.

SPEAKER: HELLO MY NAME IS KEVIN MCDONNELL. AS WEEN THE PANDEMIC IS STILL GOING ON AND TRANSIT AGENCIES STILL REMAIN IN DEEP FINANCIAL CRISIS THAT REQUIRES AN EMERGENCY THAT MTC HAS SO FAR LACKED. AT THE RECOVERY TASK FOREHEAD DIRECTORS SAID THEY WOULD ANALYZE THE BUDGET TO DISCOVER DEBT SPIRALS. MTC IS A STAFF WITH A LARGE BUDGET AND LOTS OF STAFF AND IT'S TIME TO PUT THAT STAFF BOO USE AND YOU FAILED SO FAR TO SHIFT MUCH FUNDING TO PREVENT MASSIVE LAY OFFS AND SERVICE CUTS. WHILE THE DASHBOARD LOOKS FINE IT STILL PLACES THE BURDEN ON INDIVIDUAL TRANSIT AGENCIES TO MAKE A VALID HEALTH PLAN THAT SOMETIMES DOES REQUIRE A PUSH FROM ABOVE TO ACTUALLY GET THINGS GOING OTHER WISE WE BECOME A PATCHWORK THAT NO ONE WANTS. THIS IS A CRISIS AND WE DEMAND SAFE AND HEALTHY TRANSPORTATION FOR WHAT WE NEED FOR TRANSIT RIDERS TODAY.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS NATHANIEL ARNOLD.

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SPEAKER: YES. HELLO. MY NAME IS NATHANIEL ARNOLD. AND I AM A MEMBER OF AC TRANSIT. I AM IN CHARGE OF THEIR SAFETY AND HEALTH FOR THE UNION AND OF THE REASON I'M HERE IS ME AND MY WORKERS ARE ON THE FRONT LINES OF THIS CRISS. LAST WEEK A BLUE RIBBON TRANSIT RECOVERY TASK FORCE, DIRECTOR MCMILLAN STATED MTC WOULD ALLOW ANALYSIS FOR MTC'S BUDGET TO DETERMINE WHICH MONEYS WOULD BE SHIFTED TO ADDRESS THE URGENCY OF SERVICE CUTS AND MAJOR DROPS IN RIDERSHIP. TRANSIT AGENCIES ARE FACING SEVERE SERVICE CUTS AND JOB LOSSES IN THE COMING MONTHS. YOUR BUDGET CANNOT REFLECT BUSINESS AS USUAL. WE ARE IN THE MIDDLE OF A CATASTROPHE FOR ALL OF OUR TRANSIT SYSTEM AND FOR THOSE OF US WHO DEPEND ON IT YOU CONTROL BILLIONS OF DOLLARS AND NUMEROUS FUNDING SOURCES. THIS IS A TIME TO PRIORITIZE AND KEEP MONEY ON THE GROUND TO PROVIDE SERVICE. MTC IS A REGIONAL AGENCY WITH A MISSION AND ABILITY TO ADDRESS THIS CRISIS. YOU HAVE AN OPERATING BUDGET OF OVER $70 MILLION A YEAR. YOU TOOK ONE PERCENT OF THE CARES ACT FUNDING TO SUPPORT YOUR TRANSIT RECOVERY. YOU FAILED TO PRESENT ANY OPTIONS TO SHIFT FUNDING THAT YOU CONTROL TO AVOID MASSIVE LAYOFFS ASK SERVICE CUTS IN FACT THIS MONTH THE ONLY AGENDA ITEM RELATED TO EMERGENCY TRANSIT FUNDING PURPOSES IS TO SPEND THAT $500,000 OF THE CARES ACT MONEY YOU TOOK TO SUPPORT TRANSIT RECOVERY EFFORTS. REEVALUATION OF THE FUNDS OF THE MTC ALLOCATES MUST BE A TOP PRIORITY. YOU MUST LEAVE HEALTH AND SAFETY UP TO THE OPERATORS WHO PROVIDE BAY AREA MINIMUM TO THE TRANSIT PLAN. WE ARE

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WAITING FOR THE DASHBOARD TO BE MADE PUBLICLY AVAILABLE ON THE WEB SITE AND TO ENSURE IT INCLUDES BASIC INFORMATION SUCH AS WHETHER AGENCIES WHO ARE PASSING OUT THE MASKS --

SCOTT HAGGERTY, CHAIR: [INDISCERNIBLE]

CLERK OF THE BOARD: THE NEXT SPEAKER --

SPEAKER: THE LIMITED RESPONSE OF THE FACE OF THE PUBLIC HEALTH RISK ON PUBLIC TRANSIT --

SCOTT HAGGERTY, CHAIR: CAN YOU WRAP IT UP PLEASE?

SPEAKER: YES. THIS IS A CRISIS WE DEMAND ACTION TO PUBLIC TRANSPORTATION TO PROVIDE FUNDING FOR IMMEDIATE NEEDS.

SCOTT HAGGERTY, CHAIR: THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS DAVE CAMPBELL. UNMUTE YOURSELF.

SPEAKER: THIS IS DAVE CAMPBELL ADVOCACY DIRECTOR FOR BIKE EAST BAY ALSO VOICES FOR PUBLIC TRANSIT. I WANT TO FIRST THANK AC TRANSIT FOR PROVIDING FREE MASKS AND SANITIZER. THIS'S GREAT. I'M PLEASED THEY'RE LISTENING TO CALLS FROM THE PUBLIC TO DO

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SO. STILL PUSHING OTHER EAST BAY OPERATORS TO DO THE SAME. SO THE TWO POINTS I WANT TO MAKE IS, ONE, WE HAVE TO GET ALL OF OUR OPERATORS TO DO THAT AND WE HAVE TO ADDRESS THE UPCOMING TRANSIT SHORT FALL. PROPOSITION 15 IS VERY IMPORTANT FOR THAT. SO YES ON PROP 15 TO HELP FILL THE FUNDING GAP GOING FORWARD. BUT HERE TO ASK MTC TO STEP UP, QUICKLY, TO SHOW MORE LEADERSHIP. ESTABLISH MORE LEADERSHIP TO MOVE FUNDING FROM FREEWAY PROJECTS, HOWEVER THAT CAN HAPPEN, TO STABILIZE TRANSIT FUNDING OVER THE NEXT COMING YEARS, AND ON THE PPE, POINT, I HAD A GOOD CONVERSATION WITH COMMISSIONER WORTH AFTER LAST MONTH'S MEETING AND SHE PROMISED SHE WAS GOING TO HOP ON HER EAST BAY BUSSES AND SEE WHAT THE PPE USAGE WAS ON LIKE THEM AND SHARE THAT EXPERIENCE WITH YOU HERE TODAY. SO THANK YOU COMMISSIONER WORTH FOR DOING THAT. AND ALSO, THANK YOU FOR ASKING THE OTHER COMMISSIONERS HERE TODAY TO DO THE SAME, AND TO CONTINUE TO DO THE SAME AS WE HAVE THESE DISCUSSIONS ABOUT PPE, PUBLIC HEALTH, AND NEEDED TRANSIT FUNDING. WE NEED OUR COMMISSIONERS ON THESE BUSES REGULARLY. WE NEED YOU STANDING AT BUS STOPS, MISSING BUSES BECAUSE THEY'RE NOT COMING AND EXPERIENCE EVERYTHING EVERYONE OUT THERE IS EXPERIENCING. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JAVANKA BECKELS.

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SPEAKER: GOOD MORNING YOU ALL, COMMISSIONERS, MY NAME IS JAVANKA, I AM WITH VOICES OF PUBLIC TRANSPORTATION COALITION. AC TRANSIT WORKERS ARE WORRIED ABOUT CUTS TO BUS LINES WAGES AND JOBS AND DEMANDING SERIOUS SAFETY MEASURES TO PROTECT THE WORKERS AND THE RIDERS. MTC, YOUR AN AGENCY IS AN AGENCY WITH A MISSION AND ABILITY TO ADDRESS THIS CRISIS. YOU HAVE THE MONEY AND THE STAFF TO HELP FUND AND COORDINATE A REAL RESPONSE. WE KNOW THAT YOU HAVE ACCEPTED $13 MILLION IN THE CARES ACT FUNDING. THAT SHOULD BE SPENDING -- THAT YOU SHOULD BE SPENDING TO MAKE OUR PUBLIC TRANSPORTATION COVID SAFER AND TO STAVE OFF MASSIVE SERVICE CUTS AND LAYOFFS. BUT AFTER SIX MONTHS IT'S IMPORTANT MTC HAS ACCOMPLISHED NOTHING. YOUR HEALTHY TRANSIT PLAN IGNORED ATUS DEMANDS TO ENSURE RIDER AND WORKER SAFETY. YOU EMPLOYED MINIMAL SAFETY STANDARDS. MONTHS LATER THEY'RE STEPPING UP TO MEET DEMANDS NO THANKS TO MTC. BECAUSE YOU HAVE DONE NOTHING TO SHIFT FUNDING TO AVOID MASSIVE LAYOFFS AND SERVICE CUTS. THIS MONTH THE COMMISSION IS RECOMMENDING SPENDING A MILLION DOLLARS OF CARES ACT FUNDS TO SUPPORT TRANSIT RECOVERY WITHOUT SAYING WHAT THAT MEANS OR WHERE THIS MONEY IS ACTUALLY GOING. THIS IS ABSOLUTELY ABSURD. AC TRANSIT IS NOW CONSIDERING SERVICE CUTS OF UP TO 30 PERCENT AND CUTTING AWAY JOBS OF OUR MAJORITY BLACK WORKFORCE. MTC HAS MILLIONS OF DOLLARS IN CARES ACT FUNDING AND BILLIONS FROM OTHER SOURCES THAT MIGHT BE USED TO SUPPORT TRANSIT RECOVERY. BUT UNFORTUNATELY, MTC HASN'T EVEN TOLD US HOW MUCH OF THAT

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MIGHT BE USED TO HELP OUR TRANSIT AGENCIES. MTC HAS A RESPONSIBILITY TO SAVE OUR PUBLIC TRANSIT SYSTEM, WORKING PEOPLE DEMAND ACTION.

SCOTT HAGGERTY, CHAIR: THANK YOU.

CLERK OF THE BOARD: THE NEXT SPEAKER IS FROM OAKLAND TENANT UNION.

SCOTT HAGGERTY, CHAIR: JUST WANT TO REMIND EVERYONE. TWO MINUTES TO SPEAK.

CLERK OF THE BOARD: OAKLAND TENANT UNION. PLEASE UNMUTE YOURSELF. OKAY. MOVING TO NEXT SPEAKER. GREEN FOR ALL.

SPEAKER: HELLO COMMISSIONERS MY NAME IS NICHOLE WONG A CAMPAIGN MANAGER AT BETWEEN FOR ALL AND RESIDENT AND ACTIVE PARTICIPANT IN THE VOICES FOR PUBLIC TRANSPORTATION COALITION. PUBLIC TRANSIT HAS BEEN UNDERWATER FOR SIX MONTHS. DELAYING SAFETY MEASURES THAT CAN PROTECT LIVES NOW TRANSIT FACING DRASTIC CUTS YOU CANNOT AFFORD TO PASS BY OBJECTIVE THAT MAINTAINS STATUS QUO. MTC IS THE AGENCY'S BEST VIEW TO OFFER LEADERSHIP DURING THIS CRISIS ABOUT AN OPERATING BUDGET OF OVER $170 MILLION EACH YEAR TAKE ACTION. TRANSIT RIDERS ARE DEPENDENT ON YOU. SHIFT FUNDING FROM CARES ACT FUNDING TO

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AVOID MASSIVE LAY OFFS AND SERVICE CUTS. IT'S IMPERATIVE MTC DETERMINES ALLOCATIONS. YOU HAVE LEFT HEALTH AND SAFETY AT THE TRANSIT SYSTEMS THIS HAS LIST THE BURDEN ON RIDERS AND WORKERS THEMSELVES. DASHBOARD YOU PRESENTED TODAY REFLECTS THIS LACKING IN SPECIFICITY AND ARE RIDER EMPLOYEE FOCUSED. FOR INSTANCE THE DASHBOARD FAILS TO MONITOR WHETHER TRANSIT AGENCIES ARE PROVIDING HAND SANITIZERS AND MASKS TO RIDERS MEASURES TO KEEP RIDERS AND WORKERS SAFE. PLEASE ENSURE THE NEEDS OF OUR RIDERS AND OPERATORS. THANK YOU.

CLERK OF THE BOARD: NEXT IS MARK RICHARD ANTONIO. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD MORNING COMMISSIONERS MY NAME IS RICHARD MARK ANTONIO WITH PUBLIC ADVOCATES AND VOICES FOR PUBLIC TRANSPORTATION COALITION. OVER THE DECADES YOU HAVE DIRECTED UNTOLD BILLIONS OF DOLLARS TO BUILD, MAINTAIN AND OPERATOR TRANSIT SYSTEM. PANDEMIC AND ECONOMIC DOWNTURN NOW POSE AN EXISTENTIAL CRISIS TO THAT TRANSIT SYSTEM. BUT SIX MONTHS IN, THERE IS NO SIGN THAT MTC IS TREATING THIS AS A CRISIS. LAST MONTH, THE EXECUTIVE DIRECTOR SAID MTC WOULD BE EXPECTING EACH TRANSIT AGENCY TO TRANSLATE THE HEALTHY TRANSIT PLAN INTO A SPECIFIC AGENCY PLAN. WHERE IS THE AGENDA ITEM ABOUT THOSE PLANS? I WROTE TO SIX OF THE LARGEST TRANSIT AGENCIES, AND MOST HAD NOT CREATED AN IMPLEMENTATION PLAN AND DIDN'T

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DISCLOSE ANY PLANS TO DO SO. AND WHERE IS THE AGENDA ITEM ABOUT HOW MTC WILL SHIFT FUNDING TO EMERGENCY TRANSIT OPERATING SUPPORT? IT'S AS IF MTC IS STILL EXPECTING ANOTHER FEDERAL STIMULUS BEFORE THE CURRENT ONE RUNS OUT AND MEANWHILE AGENCIES ARE PREPARING FOR MASSIVE LAY OFFS AND SERVICE CUTS. YOU ARE THE STEWARDS OF OUR TRANSIT SYSTEM, THAT SYSTEM IS IN CRISIS. AND YOU MUST NOT ALLOW IT TO BE DESTROYED WITHOUT DOING EVERYTHING IN YOUR POWER TO PRESERVE T THANK YOU.

SCOTT HAGGERTY, CHAIR: KIMBERLY, CAN YOU DO ME A FAVOR AND TRY THE OAKLAND -- I NOTICED THEY CAME BACK ON AGAIN.

CLERK OF THE BOARD: OAKLAND TENANT UNION PLEASE UNMUTE YOURSELF. SOMEONE FROM THE OAKLAND TENANT UNION, YOU HAVE YOUR HAND RAISED. IF YOU WOULD LIKE TO SPEAK PLEASE UNMUTE YOURSELF.

SCOTT HAGGERTY, CHAIR: THERE YOU GO.

SPEAKER: HI. OCCUR HEAR ME?

CLERK OF THE BOARD: YES.

SPEAKER: HI. SORRY FOR THE MY NAME IS EMILY WHEELER MEMBER OF VOICES FOR PUBLIC TRANSIT COALITION PUBLIC TRANSIT HAS BEEN

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AFFECTED FOR SIX MONTHS WE'RE ASKING YOU TO RESPOND TO THE EMERGENCY. I AM A TRANSIT RIDER ON THE FRONTLINE OF THIS CRISIS. AND I RIDE TRANSIT REGULARLY. LAST WEEK AT THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE DIRECTOR MCMILLAN STATED THAT MTC STAFF WOULD ANALYZE MTC'S BUDGET TO DETERMINE WHICH MONEY SHOULD BE SHIFTED TO ADDRESS EMERGENCY OF THIS CRISIS TO ADDRESS MAJOR DROPS IN RIDERSHIP. YOUR BUDGET CANNOT REFLECT BUSINESS AS USUAL. WE'RE IN THE MIDDLE OF A CATASTROPHE FOR THOSE THAT DEPEND ON IT. YOU CONTROL BILLIONS OF DOLLARS FROM NUMEROUS FUNDING SOURCES THIS IS THE TIME TO PRIORITIZE MONEY TO KEEP SERVICE ON THE GROUND. MTC HAS THE ABILITY TO ADDRESS THIS CRISIS. YOU HAVE AN OPERATING BUDGET OF OVER $70 MILLION A YEAR AND STAFF, AND YOU TOOK FUNDS FROM CARES ACT, BUT YOU FAILED TO PRESENT OPTIONS TO PREVENT MASSIVE LAYOFFS. TRANSIT FUNDING PROPOSES TO SPEND $500,000 OF CARES ACT MONEY YOU TOOK. REEVALUATION OF THE FUNDS MTC ALLOCATES MUST BE A TOP PRIORITY. OPERATORS CONTRIBUTE TO THE BAY AREA MINIMUM OF THE TRANSIT PLAN WHICH AS YOU MENTIONED EARLIER WAS SUPPOSED TO BE GUIDELINES NOT OF THE TOP OF WHAT PEOPLE WERE AIMING FOR. THIS IS A CRISIS. WE DEMAND ACTION SAY PUBLIC TRANSIT BY FUNDING IMMEDIATE OPERATING NEEDS OF OUR TRANSIT AGENCIES. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS HALEY CURRIER. PLEASE UNMUTE YOURSELF.

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SPEAKER: GOOD MORNING COMMISSIONERS THIS IS HALEY CURRIER POLICY ADVOCACY MANAGER AT TRANSFORM MEMBERS OF PUBLIC TRANSPORTATION AND MEMBER OF BLUE RIBBON TRANSIT RECOVERY TASK FORCE. I WOULD LIKE TO HIGHLIGHT DURING THE HEALTH AND PUBLIC CRISIS -- PUBLIC SAFETY AND SERVICE AND JOB CUTS. [INDISCERNIBLE] THIS IS ACTUALLY AN IMPORTANT STEP TO ENSURING EVERY AGENCY HAS WHAT THEY NEED TO KEEP RIDERS AND OPERATORS SAFE. THIS IS THE GOAL OF THE PROJECT. METRICS ARE UNDERDEVELOPED. SHOULD BE AGENCY IS HANDING OUT MASKS YES OR NO. AGENCY IS HANDING OUT HAND SANITIZER YES OR NO. DIRECTOR WORTH HAS THAT INFORMATION. WHY ISN'T IT HANDED OUT AS REQUESTED. MTC SHOULD WORK WITH OPERATORS AND RIDERS NOT JUST MEASURE COMPLIANCE. THIS ISN'T ABOUT SHAMING OR PUNISHING AGENCIES. PRESENTS OPPORTUNITY FOR EACH AGENCY IDENTIFYING BEST PRACTICE AND FILLING THE GAP. SECOND OUR TRANSIT AGENCIES ARE FACING SERVICE AND JOB CUTS THAT WILL LEAD TO FURTHER DROPS IN RIDERSHIP AND STRANDED. TRANSIT RECOVERY TASK FORCE STATED MTC STAFF WOULD ANALYZE FUNDS CONTROLLED BY MTC TO DETERMINE WHICH FUNDS COULD BE SHIFTED TO FILL THE URGENT NEED. THIS IS A CRISIS. THIS IS A TIME FOR LEADERSHIP AND CREATIVITY THIS IS NOT THE TIME TO ACCEPT THE WAY THING HAVE BEEN. WHEN YOU SEE HUNDREDS OF JOBS BEING CUT DOZENS OF BUS LINES BEING CUT RIDERS WAITING FOR BUSES THAT NEVER COME TO GET TO THE STORE OR HELPFUL WHAT ARE WE GOING TO DO. DON'T

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TELL THE TRANSIT RIDERS WHAT YOU CAN'T DO. TELL US WHAT YOU CAN DO TO ENSURE OUR TRANSIT SYSTEM MAKES IT THROUGH THE CRISIS.

CLERK OF THE BOARD: THANK YOU NEXT SPEAKER IS ROBERT ALAN. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD MORNING COMMISSIONERS BOB ALAN URBAN HABITAT AND VOICES FOR PUBLIC TRANSPORTATION COALITION. I THINK THE COMMENTING THIS MORNING IS SOMETHING YOU'RE ALL AWARE OF WE'RE IN A CRISIS IN TERMS OF THE SYSTEM YOU ALL HAVE BEEN A PART OF BUILDING OVER YOUR TIME WITH THE STAFF AND COMMISSIONERS. I THINK WHAT WE'RE ALL SAYING TODAY IS WE CLEARLY NEED TO SEE A RESPONSE ON HEALTH AND SAFETY THERE HAS BEEN PROGRESS IN TERMS OF WHAT WAS PRESENTED TODAY I'LL QUICKLY ECHO ULTIMATELY NOT HAVING THE METRIC THEY THINK MOST LAY PEOPLE AND RIDERS WOULD FOCUS ON WHICH THE AVAILABILITY OF MASKS AND HAND SANITIZER SEEMS INCREDIBLY PROBLEMATIC AND UNDERMINES FROM A TYPICAL RIDERS PERSPECTIVE THE INFORMATION YOU HAVE AND SHOULD BE INCLUDED IN THE DASHBOARD. BUT THE AREA IN WHICH THE HEALTH AND SAFETY, WHERE IT'S IRREFUTABLE THAT MTC HAS NOT JUST THE POLITICAL RESPONSIBILITY TO ADDRESS BUT A STATUTORY ONE, I THINK IS CLEARLY ON THE FISCAL CRISIS WE'RE FACING. OPERATORS AT THE LOCAL LEVEL ARE PRESENTING INCLUDING VTA, SFMTA, OTHER AGENCIES, A REALLY ROBUST SET OF DIFFICULT TRADEOFFS THAT WE

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HAVE TO MAKE TO KEEP THE SYSTEM GOING. AND THAT'S WHAT YOU'RE HEARING TODAY WE NEED TO HEAR WHAT YOU CAN DO AS A REGIONAL TRANSIT PLANNING AGENCY. THERE IS TRADEOFFS TO THOSE DECISIONS. WE'RE IN SEPTEMBER AND WE STILL HAVEN'T HAD A CONVERSATION ABOUT WHAT THE METROPOLITAN PLANNING ORGANIZATION COULD DO. THAT'S YOUR RESPONSIBILITY, IT'S YOUR RESPONSIBILITY TO VOTE ON WHAT THOSE OPTIONS ARE AND IT'S OUR RESPONSIBILITY AT THE PUBLIC AND ADVOCATES OF THE COMMUNITY TO HAVE A ROBUST DISCUSSION. WE DON'T HAVE THAT INFORMATION. IT NEEDS TO HAPPEN AS SOON AS POSSIBLE. IT'S SOMETHING THAT HAS COME UP TO THE TASK FORCE. IT'S UNCONSCIONABLE TO TALK ABOUT IMPORTANT CONVERSATION IN STAGE THREE WHEN WE HAVEN'T DONE ANYTHING AROUND STAGE TWO IMMEDIATE RECOVERY MUCH PLEASE LISTEN TO WHAT FOLKS HAVE SAID TODAY AND TAKE ACTION ON THAT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS KEN BUKOWSKI. PLEASE UNMUTE YOURSELF.

SPEAKER: HI CAN YOU HEAR ME?

CLERK OF THE BOARD: YES.

SPEAKER: YEAH. WELL, I JUST WANT TO GET BACK TO THE IDEA OF EQUITY. WE REALLY NEED TO START THINKING ABOUT HOW WE CAN MAKE PUBLIC TRANSIT FREE. WE HAVE ALL THESE PEOPLE LOSING THEIR

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JOBS AND THAT MAKES IT MORE DIFFICULT. THEY CAN'T GET AROUND THEY CANNOT BE PRODUCTIVE. HOMELESS PEOPLE CANNOT BE PRODUCTIVE UNLESS THEY GET TO WHERE THEY NEED TO GO. IF WE COULD FOCUS ON MAKING PUBLIC TRANSIT FREE, LET'S TAKE A LOOK AT THE COST OF COLLECTING A FARE. AND CLIPPER IS OVER $400 MILLION. SO NOW WHEN I WANT TO USE BART, I HAVE TO USE AN EXTRA $3 TO GET A CLIPPER CARD. I DON'T THINK THAT'S FAIR. WE ARE GOING TO LET TRANSIT SUFFER AND WONDER WHY SO MANY PEOPLE WANT TO DRIVE. LET'S LOOK AT HOW TO MAKE TRANSIT FREE AND RECOVERY MONEY FROM PROPERTY OWNERS WHO BENEFIT FROM THE PUBLIC TRANSPORTATION INVESTMENT. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS NICK FRENCH. PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO MY NAME IS NICK FRENCH I AM A LONG TIME BART AND AC TRANSIT RIDER. I WANT TO ECHO COMMENTS MADE ALREADY BY THE VOICE FOR PUBLIC TRANSPORTATION COALITION. I THINK MTC HAS FAILED TO SHOW THE LEADERSHIP OF THE CRISIS FACING OUR TRANSIT SYSTEM I WAS STRUCK SEEING THE DASHBOARD THAT MTC IS TAKING A PASSIVE ROLE REPORTING WHAT AGENCIES ARE DOING, BUT NOT EVEN REPORTING SOME OF THE MOST IMPORTANT THINGS, LIKE, YOU KNOW, THE ISSUES AROUND MASKS AND HAND SANITIZER THAT HAVE BEEN RAISED, AND MORE FUNDAMENTALLY THAT IT STRUCK ME THAT MTC IS NOT USING ITS CONSIDERABLE RESOURCES AND AUTHORITY TO ACTUALLY

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DIRECT OUR BAY AREA TRANSIT AGENCIES TO MAKE SURE THAT TRANSIT IS SAFE FOR RIDERS DURING THE PANDEMIC. SO AGAIN JUST WANT TO ECHO COMMENTS OTHERS HAVE MADE. THIS IS A CRISIS THAT THE MTC HAS NOT HANDLED.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JOHN COURTNEY. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD MORNING EVERYONE. MY NAME IS JOHN COURTNEY, ATU LOCAL 265 VOICES FOR PUBLIC TRANSIT. I DO AGREE WITH WHAT NICK JUST SAID ABOUT LEADERSHIP. IT COMES DOWN TO LEADERSHIP. AND YOU HAVE BEEN FOLLOWING AND NOT LEADING AT ALL. IN FACT, ONE OF THE COMMISSIONERS MADE A COMMENT, IN THE PAST MONTH ABOUT STAYING IN YOUR LANE. AND IF THERE WAS EVER A TIME FOR MTC TO SHOW LEADERSHIP IT'S NOW. I HAVE A FEW EXAMPLES AT VTA. VTA HAS NOT BEEN A BAD ACTOR. DON'T GET ME WRONG. THEY HAVE DONE MOST PROGRESSIVE THINGS IN TERMS OF KEEPER RIDERS AND OPERATORS SAFE HOWEVER THERE'S A SHORT FALL. I HAVE AN OPERATOR CURRENTLY WHO JUST CAME OUT A COMA SHE ONLY WENT TO WORK, FROM HOME TO WORK AND ENDED UP IF A COMA SHE WAS DENIED WORKER'S COMPENSATION. YOU CAN IMAGINE HOW DISGUSTING THAT IS. AND TIME AND TIME AGAIN WE'RE NOT FOLLOWING THROUGH ON ALL YOU'RE DOING HERE PUTTING OUT THIS DASHBOARD AND YOU'RE JUST WALKING AWAY FROM T THERE IS NO ACCOUNTABILITY, THERE IS NO GOING TO POLICE THE AGENCIES, THERE IS NO FOLLOW UP, NO

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LEADERSHIP. AND THIS'S WHAT IS REALLY FRUSTRATING FOR US. LIKE I SAID IF THERE EVER WAS A TIME FOR MTC TO SHINE AND ACTUALLY DO YOUR JOB, THE TIME IS NOW. WE NEED TO SAVE LIVES AND KEEP TRANSPORTATION GOING. SERVICE CUTS ARE NEVER -- COME BACK -- [INDISCERNIBLE] SERVICE CUTS -- PLEASE MOVE SOME FUNDING AROUND.

SCOTT HAGGERTY, CHAIR: MUTE PLEASE.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS RICH HEDGES. PLEASE UNMUTE YOURSELF. MR. HEDGES?

RICHARD HEDGES: THANK YOU. YEAH. I REALLY MISS RIDING TRANSIT DURING THIS PANDEMIC. I ACTUALLY LOVE GETTING ON IT, TALKING TO PEOPLE, FINDING OUT THEIR VIEWS ON THING WITHIN THE BAY AREA AND NATIONALLY. BUT, I WOULD SAY THIS IS A VERY DIFFICULT TIME. I UNDERSTAND THE LACK OF POWER THAT MTC HAS TO DRIVE THE TRANSIT AGENCIES INTO ANY PARTICULAR PROGRAM. IF WE CUT TO THAT, I THINK THE FIVE STAR PROGRAM IS A GOOD START, IN GIVING PEOPLE INFORMATION BUT I WILL TELL YOU THAT THE PEOPLE THAT ARE MOST IN TOUCH WITH THIS, AND THAT ARE IN TRANSIT VEHICLES EVERY DAY, ARE THE DRIVERS. MTC SHOULD LISTEN TO THEM VERY CAREFULLY. THEY UNDERSTAND THE PROBLEMS. AND I WOULD SAY THE SAFETY OF THE PASSENGERS ARE DIRECTLY RELATED TO THE DRIVERS. ISSUES THEY BRING UP ARE REAR BOARDING, EVERYBODY WEARING A

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MASK, THEY'RE VERY CONCERNED ABOUT NOT FINDING OUT WHO AMONG THEM HAS CONTACTED COVID. SOME OF THE AGENCIES TELL ME THAT THEY'RE ONLY TOLD WHEN IT HAPPENS, NOT -- I UNDERSTAND THE GOVERNOR HAS MADE THAT ABILITY OPEN TO THE AGENCIES TO LET THE DRIVERS REPRESENTATIVES KNOW WHO HAS BEEN INFECTED SO THE DRIVERS CAN KNOW WHETHER THEY HAVE BEEN IN PROXIMITY OF THE WORKERS. I THINK THAT WILL MAKE DRIVERS FEEL A LOT SAFER. SAFETY OF THE DRIVERS IS DIRECTLY RELATED TO SAFETY OF THE PASSENGERS LISTEN TO THE DRIVERS AND SINCE IT'S SELF REPORTING CONTACT THE DRIVERS OR SETUP A VEHICLE WHERE THEY CAN TELL YOU THEIR FEELINGS ABOUT WHEN'S BEING REPORTED. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS BONNIE LOCKHART. PLEASE UNMUTE YOURSELF.

SPEAKER: YES. HI. MY NAME IS BONNIE LOCKHART AND I AM A VOLUNTEER FOR VOICES WITH PUBLIC TRANSPORTATION. AND I AM HERE BECAUSE I'M PASSIONATE ABOUT PUBLIC TRANSPORTATION IT'S RACIAL ISSUE AND SOCIAL JUSTICE ISSUE AND CLIMATE ISSUE. I WANT TO REITERATE ALL THAT'S BEEN SAID ABOUT HEALTH AND SAFETY. PUBLIC TRANSIT IS IN DEEP CRISIS. TREATING THIS LIKE THE EMERGENCY IT IS WHAT IS YOUR PLAN. PUBLIC TRANSIT IS ABOUT TO GO OFF A CLIFF TALKING ABOUT CUTS TO CRUCIAL SERVICES MAY NEVER RECOVER. YOU CONTROL THE BUDGET. BUCK STOPS HERE. YOU TOOK MILLION DOLLARS IN CARES ACT FUNDS FOR TRANSIT RECOVERY. WE

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HAVE NOT SEEN HOW YOU'RE GOING TO USE THOSE BILLIONS OF DOLLARS TO SAVE PUBLIC TRANSIT. WE NEED A RESPONSE THAT THIS EMERGENCY DEMANDS. WE HAVE GOT TO SEE YOUR ANALYSIS OF HOW YOU'RE GOING TO SHIFT FUNDS TO HALT THIS DEATH SPIRAL OF SERVICE CUTS AND FARE INCREASES AND THEN REDUCED RIDERSHIP. WE NEED TO YOU PRIORITIZE PLANNING ABOVE ALL ELSE THIS SHOULD BE TOP AGENDA HEALTH AND SAFETY IS CRUCIAL TO THAT PLAN AND WE NEED A RECOVERY BUDGET, THAT IS WAY OVERDUE. THIS COVID CRISIS HAS SHOWN US WHAT DENIAL BY LEADERSHIP OF THE DEPTH OF A CRISIS LEADS TO. BEFORE THE NEXT MTC MEETING, WE NEED TO SEE A PLAN OF HOW YOU'RE GOING TO FIND THE FUNDS, HOW YOU'RE GOING TO SHIFT THE FUNDS, AND HOW YOU'RE GOING TO SAVE PUBLIC TRANSIT. WE NEED TO FACE REALITY WITH COURAGE AND VISION. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS SARAH BETWEEN WALD. PLEASE UNMUTE YOURSELF.

SPEAKER: HI MY NAME IS SARAH BETWEEN -- GENE WALD WITH 350 BAY AREA. THAT WAS A NICE PRESENTATION ON THE PROGRESS OF THE SOFTWARE AND YOUR TRACKING PROGRAM, BUT, THIS IS HAPPENING VERY LATE, AND IT STILL ISN'T DOING ENOUGH ON DRIVER AND RIDER SAFETY. SO I'M ALARMED THAT OVER A THIRD OF THE AGENCIES, IF I READ IT CORRECTLY, HAVE NOT ADOPTED THE COVID HEALTH PROGRAM. MTC'S JOB IS TO -- SO I HEARD, UNDER THE AGENCIES, TO LEAD

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THEM TO WORK TOGETHER. AND IT'S NOT HAPPENING. SOFTWARE STILL NEEDS TWEAKING TO PROPERLY SHOW THE SAFETY SITUATION AS PEOPLE HAVE DISCUSSED. COVID CRISIS IS IN ITS SIX MONTH AS I'M SURE YOU KNOW. CLIMATE CRISIS HAS BEEN DECLARED EMERGENCY IN THE BAY AREA. WHY? SIMPLY AS EVERYBODY WOULD SAY, YOU SIMPLY HAVE NOT INVESTED ENOUGH IN DOING THIS. THANK YOU.

CLERK OF THE BOARD: NEXT CALLER IS 6262 LE BRUN. MR. LE BRUN, PLEASE UNMUTE YOURSELF.

SPEAKER: CAN YOU HEAR ME NOW?

CLERK OF THE BOARD: YES.

SPEAKER: ALL RIGHT. THANK YOU. THIS IS ROLAND IN SAN JOSE. SO RIGHT NOW THERE IS A CONFERENCE GOING ON IN LONDON IT'S CALLED BROADCAST WEEK AND MONDAY STARTED OFF WITH ARTICLE 19 AND KEYS TO SUCCESS IN COVID-19. BEFORE I TALK ABOUT RAIL I WANT TO TALK ABOUT BUSES BECAUSE I THINK BUSSES AND RAIL HAS TO BE HANDLED DIFFERENTLY. BUSES ARE BASICALLY AN ESSENTIAL LIFELINE. THERE IS NO TWO DAYS ABOUT IT AND LEAVING PEOPLE ON THE SIDE OF THE ROAD BECAUSE THERE IS NOT ROOM FOR SOCIAL DISTANCING ON THE BUSES. WILL WE HAVE TO ADDRESS THAT. I ASKED THE QUESTION, HOW IS SOCIAL DISTANCING GOING, AND THEY TOLD ME, IF WE HAVE TO OPERATE TRAINS AT 50 PERCENT, WE WILL NOT

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SURVIVE. WE REALLY NEED TO BE IN 80 TO 90 PERCENT. RESULTS, BASICALLY IS CATASTROPHIC. IN LONDON IT WAS 10,000 NEW CASES, WHAT IS THE SOLUTION. LATER PLANNING TO ADDRESS THIS WHEN WE TALK ABOUT PLANNED BAY AREA 2050. ALL THE INFRASTRUCTURE, RAIL INFRASTRUCTURE, A PORTION IS NOT DOING A LOT. WE START STUDYING HOW WE CAN USE IT FOR GOODS MOVEMENT AND GENERATING REVENUE THAT AWAY. I AM INCLUDING BART. BART IS SHIPPING SOME KINDS OF GOODS WITH BART WHICH BY THE WAY IS BEING ELECTRIFIED IS THE WAY THE GOODS ARE MOVING THROUGH THE SYSTEM NOW. THAT'S MY TWO CENTS. THANK YOU.

CLERK OF THE BOARD: RAJ, PLEASE UNMUTE YOURSELF. YOUR HAND IS RAISED. IF YOU WOULD LIKE TO SPEAK, UNMUTE YOURSELF.

SPEAKER: GOOD MORNING EVERYONE. THIS IS -- I HOPE EVERYONE IS SAFE AND DOING WELL. I WANT TO PROVIDE A BIT OF AN UPDATE NOW THAT THE CARES ACT FUNDING HAS BEEN DISTURBED. OUR DISTRICT HAS ADOPTED THE MTC RESOLUTION FOR OUR DISTRICT. IT'S STILL FALLING SHORT IN MEETING ALL THE STATE AND COUNTY GUIDELINES. WHAT'S EVEN MORE TROUBLING IS THAT THEY ARE NOW CONSIDERING SERVICE CUTS INTO THE FUTURE AND THIS'S JUST NOT AT VTA BUT ALL OTHER TRANSIT AGENCIES AS WELL. ONE OF THE SOLE PURPOSES OF THOSE MONEYS WAS TO MAINTAIN SERVICE ON THE STREETS. I'M ASKING THE MTC TO PROVIDE OVERSIGHT AND HOLD THE TRANSIT AGENCY'S ACCOUNTABLE TO PROVIDING A SAFE BUT MORE IMPORTANTLY

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A RELIABLE SERVICE. AGENCIES THEMSELVES ARE SHRUGGING THEIR RESPONSIBILITY. I WOULD ASK TO WITHHOLD FUNDING IF THE AGENCIES THEMSELVES DON'T DO THE RIGHT THING. SO ONCE AGAIN, I'M ASKING THE MTC TO PROVIDE THE MUCH NEEDED OVERSIGHT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS MONICA MALLEN, PLEASE UNMUTE YOURSELF.

SPEAKER: HI MY NAME IS MONICA MALLEN I LIVE IN SANTA CLARA COUNTY AND AM SPEAKING FOR VOICES FOR PUBLIC TRANSPORTATION. I WANT TO TREAT THIS LIKE THE CRISIS IT IS I AM A TRANSIT RIDER MYSELF AND AM WORRIED THERE WON'T BE ENOUGH MONEY, IS I'M WORRIED IT'S ALMOST GOING TO BE IMPOSSIBLE TO GET AROUND AFTER CUTS ARE MADE. MAIN TWO AGENCIES I USE ARE VTA AND CALTRAIN RIGHT NOW VTA IS CONSIDERING CUTTING SERVICE BY 30 PERCENT AND IF THEY DON'T PASS THE MEASURE RR. YOU HAVE THE POWER, PLEASE MAKE SURE TRANSIT IS SAFE AND CUTS ARE PREVENTED. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS EUGENE BRADLEY. PLEASE UNMUTE YOURSELF.

SPEAKER: MY NAME IS EUGENE BRADLEY FOUNDER AND CEO OF SILICON VALLEY TRANSIT USERS. I DO A LOT OF BUSINESS IN SANTA CLARA COUNTY EVEN THOUGH CURRENTLY NOW I LIVE IN MONTEREY COUNTY. IT

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DISTURBS ME TO SEE MTC HAS NOT DONE VERY MUCH REGARDING HEALTH TO KEEP THESE BAY AREA TRANSIT AGENCIES SAFE DURING THE COVID-19 PANDEMIC. IT TROUBLES ME MORE THEY'RE CONSIDERING ASKING EMPLOYERS TO ONLY ALLOW 60 PERCENT OF THEIR EMPLOYEES TO WORK FROM HOME. WHAT HAPPENS TO THE OTHER 40 PERCENT OF EMPLOYEES, SAY, LIKE, A WAITER OR GAS STATION ATTENDANT, OR EVEN SOMEBODY -- OR A DOCTOR WHO CAN'T WORK FROM HOME, THEY HAVE TO GO IN PHYSICALLY. THEIR TRANSIT FUNDING IS GOING TO BE CUT EVEN MORE. IT'S TROUBLING TO HEAR THAT VTA AND OTHER TRANSIT AGENCIES THROUGHOUT THE NATION HAVE PROPOSED CUTTING THEIR TRANSIT SERVICE WHILE MEANWHILE MTC CONTINUES TO DO THE SAME OLD SAME OLD. I SAW A CARTOON YEARS AGO THAT DESCRIBES WHAT MTC HAS TO DO WHICH FRANKLY, DON'T JUST STAND THERE, DO SOMETHING. IT'S PAST THE TIME YOU DO SOMETHING TO MAKE SURE RIDERS AND OPERATORS ARE SAFE AND MAKE SURE THERE IS FUNDING FOR TRANSIT THROUGHOUT THE BAY AREA.

CLERK OF THE BOARD: THANK YOU. LAST SPEAKER IS ISABELLA CHIU PLEASE UNMUTE YOURSELF.

SPEAKER: MY NAME IS ISABELLA CHU FOUNDER OF REDWOOD CITY BOARD AND FREQUENT TRANSIT RIDER I BIKE AND TAKE THE TRAIL ALMOST EVERYWHERE. FUNDAMENTAL PROBLEM WITH TRANSPORTATION IN THE U.S. GENERALLY AND INCLUDING PROGRESSIVE AREAS LIKE THE BAY AREA IS THAT WE HAVE GOT AN ALL YOU CAN EAT BUFFET AND

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UNLIMITED SUBSIDIES FOR DRIVING AND TRANSIT IS FORCED TO FIGHT FOR EVERY SCRAP AND NOT JUST TRANSIT, BEING BUT YOU KNOW, WALKING, BIKING AND TRANSIT ARE LEFT FIGHTING FOR SCRAPS AND THERE ARE SO MANY STRATEGIES AVAILABLE TO US INCLUDING PRICING PARKING AT WHAT ITS WORTH ELIMINATING PARKING MINIMUMS, YOU KNOW, STARTING TO PRICE DRIVING, IT'S SOMETHING LIKE ITS TRUE COST, BUT THERE IS A TREMENDOUS RESISTANCE TO EVEN CONSIDERING ANY OF THESE SORT OF STRATEGIES WHICH WOULD AT LEAST PUT TRANSIT ON A LEVEL PLAYING FIELD WITH TRYING. -- DRIVING. THAT'S THE FIRST THING. I HAVE A FLEXIBLE JOB, I LOVE WORKING FROM HOME, I THINK THE IDEA OF MANDATING THAT 60 PERCENT OF PEOPLE DO THAT IS ABSURD. CERTAINLY WE SHOULD MAKE IT APPEALING, WE SHOULD, YOU KNOW, CERTAINLY MAKE IT EASY TO DO, AND AN OPTION. BUT TO MANDATE IT MAKES NO SENSE. AND THERE ARE MANY OPPORTUNITIES AND OPTIONS AVAILABLE TO US THAT DON'T INVOLVE DRACONIAN MEASURES WHICH PUNISH PEOPLE WHO CHOOSE NOT TO DRIVE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. TWO ADDITIONAL PUBLIC SPEAKERS WITH THEIR HANDS RAISED. AND I HAVE RECEIVED NO WRITTEN PUBLIC COMMENT FOR THIS ITEM MR. CHAIR.

SCOTT HAGGERTY, CHAIR: WITH THAT I WILL CLOSE THE PUBLIC COMMENT AND BRING IT BACK TO THE COMMISSION. I WOULD CERTAINLY ASK IF THERE IS ANY COMMISSIONERS WITH COMMENTS? OKAY. I THINK

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IT'S KIND OF A STRETCH TO MAKE COMMENTS SUCH AS MTC HAS DONE NOTHING. I THINK MTC HAS DONE A LOT. I THINK, IF I'M THE COMMISSIONER, I WAS THE ONE THAT SAID STAY IN YOUR LANE. I WILL STAY IN MY LANE. I AM A FIRM BELIEVER. I KNOW IT'S FINE TO COME TO MTC AND POUND AS OPPOSED TO GOING TO THE DIFFERENT TRANSIT AGENCIES AND SPEAK WITH THEM. THAT'S WHERE THESE COMMENTS NEED TO BE. WE HAVE PUT OUT CARES ACT FUNDING IN RECORD TIME THROUGH THE GOOD WORK OF OUR STAFF, THERESE, ALIX, AND OTHERS. WE HAVE FORMED A BLUE RIBBON TASK FORCE. I REALLY BELIEVE MTC IS SHOWING LEADERSHIP IN THIS REGARD, AND I THINK THAT'S ENOUGH SAID FROM ME. NICK THEN JIM.

COM. NICK JOSEFOWITZ: THANK YOU CHAIR. SO I MAY HAVE MISSED IT. IS THERE -- THE GUIDELINES DON'T REQUIRE TRANSIT AGENCIES TO PROVIDE PPE TO RIDERS WHO NEED IT, EVEN THOUGH I KNOW A LOT OF THE TRANSIT AGENCIES HAVE DONE THAT, AC TRANSIT, VTA, SFMTA AND OTHERS, IS THERE ANYWHERE ON THE DASHBOARD WHERE WE CAN GO TO SEE WHICH TRANSIT AGENCIES ARE PROVIDING PPE, PROVIDE PPE TO ALL THE RIDERS WHO NEED IT?

THERESE MCMILLAN: AS I MENTIONED, THERESE MCMILLAN EXECUTIVE DIRECTOR. -- THERE WILL BE LINKS TO EVERY SINGLE AGENCY'S COVID-19 WEB PAGE. AND FOR THE AGENCIES THAT DO PROVIDE MASKS, THAT INFORMATION WOULD BE ON THOSE LINKS. I DON'T KNOW IF HANNAH IS -- WOULD COUNTER WHAT I JUST SAID, BUT THAT IS THE

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PLACE WHERE THAT INFORMATION WOULD BE AVAILABLE ON A -- FOR EACH AGENCY. AND IF PROVIDED IT WOULD BE POSTED THERE.

CLERK OF THE BOARD: HANNAH'S BEEN UNMUTED SHE CAN RESPOND.

SPEAKER: CURRENTLY THAT'S NOT ON THE DASHBOARD ITSELF BUT THERE WILL BE A LINK TO THE AGENCY AND ITS COVID RESPONSE.

COM. NICK JOSEFOWITZ: THE DASHBOARD IS TRYING TO BE A CENTRAL REPOSITORY OF INFORMATION THAT SEEMS CRITICAL ELEMENT MAKING SURE PEOPLE ARE WEARING MASKS AND HAVE ACCESS TO PPE IS THE MOST EFFECTIVE THING THAT WE CAN DO AS A SOCIETY TO PREVENT THE SPREAD OF COVID. SO I DON'T KNOW IF THERE IS A NEXT ITERATION OF THIS DASHBOARD. BUT I WOULD REALLY ADDRESS TO INCLUDE THAT INFORMATION IN THE DASHBOARD IF IT'S NOT GOING ON THE DASHBOARD GET A REPORT BACK TO THE COMMISSION ON IT. BECAUSE I'M CERTAINLY INTERESTED IN IT AND I THINK WE NEED TO KNOW IF TRANSIT AGENCIES ARE NOT DOING THAT. BECAUSE I DON'T WANT TO ASSUME THAT THEY'RE NOT. BECAUSE THEY MAY ALL BE, BUT I DON'T KNOW THAT. NO ONE HAS TOLD ME THAT. I HAVE BROUGHT THIS UP IN PREVIOUS MEETINGS OF THE BLUE RIBBON TASK FORCE AND THE COMMISSION. IT'S IMPORTANT TO KNOW IF TRANSIT AGENCIES ARE PROVIDING PPE TO RIDERS WHO NEED IT.

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SCOTT HAGGERTY, CHAIR: YEAH. I THINK THAT CERTAINLY -- I DON'T THINK IT'S A BAD THING TO HAVE, ON THE DASHBOARD SAYING IF THEY'RE GIVING OUT MASKS, BUT I THINK IT'S IMPORTANT TO UNDERSTAND THAT MASKS ARE AN ORDER, I HEALTH ORDER, AND WE'RE ALL SUPPOSED TO BE WEARING MASKS. SO IT'S -- YOU KNOW, I MEAN, BY THE TIME YOU GET TO THE TRANSIT AGENCY, WHETHER IT BE BART OR A BUS, YOU'RE SUPPOSED TO HAVE YOUR MASK ON 30 MINUTES BEFORE YOU GOT THERE. BUT I WOULD AGREE THAT, IN A CASE SOMEONE BREAKS OR SOMETHING, THEY SHOULD BE ABLE TO HAVE SPARE THE AIRS -- SPARES IN MY CAR. IF SOMEONE NEEDS ONE THEY CAN GIVE THEM ONE. MAYBE WE SHOULD TAKE A LOOK AT THAT. SPERING, WORTH, PAPAN.

JAMES P. SPERING: I WANT TO ECHO YOUR COMMENTS MR. CHAIR. I THINK IT'S MISGUIDED TO SAY MTC HAS DONE NOTHING. EVERYBODY HAS A TENDENCY TO FORGET THAT THESE ARE THE TRANSIT AGENCIES HAVE DIRECTLY ELECTED BOARDS, THEY'RE APPOINTED BOARDS, MTC HAS ABSOLUTELY NO AUTHORITY OVER THEM. WE CAN CERTAINLY GIVE THEM GUIDANCE AND, YOU KNOW, WE HAVE REQUIRED THEM TO PUT THIS CONSORTIUM TOGETHER, TO WHERE THEY DEVELOPED THIS HEALTH AND SAFETY PLAN. I THINK THEY HAVE DONE AN OUTSTANDING JOB. AND IT AMUSES ME THAT THE VERY PEOPLE COMPLAINING ABOUT THIS ARE THE ONES DOING MORE DAMAGE TO THE TRANSIT OPERATORS THAN ANYBODY ELSE. THEY KEEP PORTRAYING IT AS UNHEALTHY AND NOT SAFE AND IT JUST ISN'T THE CASE. ALL OF MY TRANSIT AGENCIES REQUIRING

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MASKS FOLLOWING IT STARTING TO GET RIDERSHIP BACK AND MOST COUNTIES ARE DOING THAT. AND YOU KNOW, WE HAVE GOT CARES MONEY OUT QUICKLY. WE'RE LOOKING AT THE ORGANIZATION, OPERATIONAL STRUCTURE OF THESE OPERATIONS, AND SO MTC HAS REALLY INVESTED. WE'RE ALSO WITH THE CARES MONEY, YOU KNOW, WE'RE PUTTING TOGETHER A MARKETING CAMPAIGN, AND WE'RE LOOKING AT MANY ISSUES. WE'RE GOING TO BE PUTTING TOGETHER SURVEYS TO WHERE WE'RE SURVEYING EMPLOYEES, THE RIDERS, WE'RE GOING TO BE LOOKING AT A REALTIME CAMPAIGN FOR THE ACTUAL OPERATIONS OF THE TRANSIT AND THE HELP PROVIDE THE WAYFINDING FOR THE OPERATORS. DEVELOPING COMMUNICATIONS FOR BOTH RIDERS AND EMPLOYEES. I MEAN, THERE IS A WHOLE PLETHORA OF THINGS THAT MTC IS PUTTING TOGETHER. AND ONE OF THE REASONS WE CAN'T BE THE CONDUIT BETWEEN THE PEOPLE THAT YOU HEAR COMPLAINING AND THE OPERATORS, IS THAT WE DON'T HAVE THAT AUTHORITY. AND WE'RE DEVELOPING THIS RELATIONSHIP WITH THE TRANSIT OPERATORS, AND I THINK IT'S REALLY DEVELOPING, AND MATURING TO WHERE IT'S BECOMING A VERY FUNCTIONAL AND RESPONSIVE RELATIONSHIP TO MAKE THESE CHALLENGES THAT WE'RE FACING, AND I ALSO WANT TO END, MR. CHAIRMAN, MTC DOES NOT HAVE ENOUGH MONEY TO BAIL OUT ONE OF THESE AGENCIES MUCH LESS ALL OF THEM. WE DON'T HAVE THE RESOURCES. WE'RE THE PLANNING ORGANIZATION. WE'RE NOT A FUNDING OH THE MONEY TRAVELS THROUGH MTC, AND AS THERESE WILL TELL YOU, WE CAN'T BAIL OUT ANYBODY OR MTC WILL NEED A BAIL OUT. SO WE HAVE TO BE VERY CAUTIOUS AND WE HAVE TO WORK

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CLOSELY TOGETHER. I DON'T THINK THERE IS A SINGLE PERSON ON THIS COMMISSION THAT DOESN'T WANT TO SAVE EVERY SINGLE JOB WE CAN, AND WE'RE PUTTING TOGETHER A STRONG ADVOCACY IN SACRAMENTO AND WASHINGTON, D.C. AND IT WOULD BE GOOD IF WE COULD ALL PULL TOGETHER TO ADDRESS THEE ISSUES BUT THERE IS NO EASY SOLUTION TO THIS. AND MTC IS, YOU KNOW, OUR STAFF IS, WHOING NIGHT AND DAY AND DOING AS MUCH AS THEY CAN TO HELP FACILITATE, YOU KNOW, KEEPING THESE TRANSIT OPERATIONS GOING. BUT IT IS A UNIQUE CHALLENGE THAT WE FACE. BUT THE CRITICISM TO SAY MTC IS DOING NOTHING JUST IS NOT VALID, AND I THINK IT'S VERY COUNTERPRODUCTIVE IF THEY KEEP HAMMERING ON THESE OPERATIONS WHEN THEY'RE DOING A PRETTY DOG ON GOOD JOB AND WE'RE NOT GETTING SPIKES FROM TRANSIT OPERATIONS IN THE VIRUS. SO I WOULD JUST HOPE THAT MTC STAYS THE COURSE AND THAT WE CONTINUE TO DO EVERYTHING THAT WE CAN IN THE CAPACITY THAT WHAT WE HAVE. THANK YOU MR. CHAIRMAN.

SCOTT HAGGERTY, CHAIR: THANK YOU MR. SPERING. SPERING. THERESE, I NOTICED YOU'RE IN THE QUEUE DID YOU WANT TO SAY SOMETHING NOW OR DID YOU WANT TO WAIT.

THERESE MCMILLAN: I COULD SAY SOMETHING AFTER THE COMMISSIONERS HAVE.

SCOTT HAGGERTY, CHAIR: YOU CHOOSE TO WAIT. COMMISSIONER WORTH?

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AMY R. WORTH: THANK YOU MR. CHAIR. I WANT TO CONCUR WITH THE PREVIOUS COMMENTS. I THINK THE COOPERATION AND COLLABORATION WITH ALL OF THE AGENCIES AND MTC HAS BEEN HISTORIC. I LOOK BACK AT THE RECORD AND I KNOW MANY OF US SERVED ON TRANSIT BOARDS AND WE CARE DEEPLY ABOUT WORKER OPERATOR SAFETY AND RIDER SAFETY. THIS IS ESSENTIAL IF GETTING OUR SYSTEMS BACK. SECOND PIECE IS THE FEDERAL FUNDING. WE ABSOLUTELY NEED ADDITIONAL STATE OR FEDERAL FUNDING TO SUSTAIN THESE OPERATIONS. FINANCIAL CHALLENGES ARE STAGGERING, AND I KNOW THEY'RE KEEPING OUR AGENCIES AWAKE, AND ESPECIALLY THE FINANCE OFFICERS, LATE AT NIGHT, LOOKING AT NUMBERS AND SEEING HOW WE CAN, YOU KNOW, MAINTAIN SERVICES. I DID ACCEPT DAVE'S CHALLENGE, AND I WOULD LIKE TO REPORT, AS I COMMITTED HIM TODAY, I AM WORKING ON THAT TASK. AND IT'S STILL IN PROGRESS. I'M LOOKING FORWARD TO TOMORROW. IT'S BIKE TO ANYWHERE DAY. RIDING MY BIKE FROM HOME TO THE BUS, GETTING ON THE BUS AND RIDING BACK HOME AGAIN. I DO THINK OUR BOARD CARES DEEPLY, ALL OF OUR COMMISSIONERS ABOUT RESTORING TRANSIT AND SUPPORTING ALL OF THE TRANSIT INITIATIVE THAT CHAIR SPERING OF THE TASK FORCE AND CHAIR HAGGERTY HAVE OUTLINED. ALSO, JUST WANT TO POINT OUT, THAT I THINK THE OTHER THING I WANT TO POINT OUT THAT'S REALLY IMPORTANT THAT THE TRANSIT OPERATORS ARE DOING ARE LOOKING AT THE FINANCIAL AND OPERATIONAL ISSUES, WITH THE LENS THAT WE HAVE TALKED ABOUT IN TERMS OF EQUITY. AND I JUST

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WANTED TO ADD TO OUR COMMENTS FROM OUR CITIZENS ADVISORY COMMITTEE. ONE OF THE AREAS THAT'S PARTICULARLY IMPORTANT IS PARATRANSIT. AND I KNOW THAT JUST RECENTLY SEVERAL AGENCIES HAVE ADOPTED A PROGRAM WHERE IN THE PAST, YOU HAD TRANSFERS FROM ONE COUNTY TO THE NEXT TO TAKE SOMEBODY FROM HOME TO AN APPOINTMENT. WE'RE NOT PROVIDING A SEAMLESS TRANSPORTATION BETWEEN, FROM ONE JURISDICTION TO ANOTHER. SO, I THINK THOSE KINDS OF INNOVATIONS IMPORTANT IN TERMS OF SERVICE AND OPERATIONS AND PROVIDING A SAFE TRAVELING ENVIRONMENT. I AGREE WITH THE COMMENTS THAT HAVE BEEN MADE AND WANT TO ASSURE EVERYONE I THINK WE ALL WANT TO AND ARE CONTINUING TO WORK HARD TO SUPPORT TRANSIT AND TO ENSURE ITS SURVIVAL DURING THIS CRISIS TIME. SO THANK YOU.

SCOTT HAGGERTY, CHAIR: THANK YOU COMMISSIONER WORTH, AND I ASSUME YOU'LL BE ROCKING THE NEW E-BIKE TOMORROW.

AMY R. WORTH: I WILL. I WILL. SO I CAN GET BACK UP THE HILL WHEN I GET HOME.

SCOTT HAGGERTY, CHAIR: I UNDERSTAND THAT. COMMISSIONER PAPAN.

GINA PAPAN: YES. VERY WELL SAID BY PRIOR COMMISSIONERS THERE. I WISH WE HAD MORE ABILITY TO MAKE THESE AGENCIES ACCOUNTABLE BUT AS POINTED OUT, THE AGENCIES AND THE BOARDS ARE THE ONES

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MAKING DECISIONS AT THIS POINT IN TIME. AND AS SPERING POINTED OUT WE HAVE LEGISLATORS ON THE BLUE RIBBON COMMISSION ASK WE ARE TALKING ABOUT LEGISLATION IF THAT NEEDS TO BE THE WAY TO MAKE THEM MORE ACCOUNTABLE BUT WE'RE DOING THE BEST WE CAN DO ASSURE SUSTAINABILITY THERE ISN'T ENOUGH MONEY IN THE RECOVERY SO PLEASE WORK WITH US AND HOPEFULLY WE CAN MAKE SHOULD DIFFERENCE HERE. THANK YOU.

SCOTT HAGGERTY, CHAIR: ALL RIGHT. EXECUTIVE DIRECTOR MCMILLAN?

THERESE MCMILLAN: MAYBE JUST TO WRAP UP. APPRECIATE HEARING ALL THE COMMENTS. I WOULD SAY THAT, AGAIN, AS A REMINDER, THE DASH -- CAN YOU HEAR ME -- I'M SORRY -- GOSH -- I -- OKAY -- I'M UNMUTED -- I THINK I'M UNMUTING MYSELF AT THE SAME TIME KIMBERLY --

SCOTT HAGGERTY, CHAIR: NO YOU'RE WORKING FINE. SOMEBODY CAME OVER YOU.

THERESE MCMILLAN: SO, AGAIN, APPRECIATE THE COMMENTS FROM EVERYONE. A COUPLE OF THINGS I WOULD LIKE TO CLARIFY. FIRST, THAT, AS A REMINDER, THE DASHBOARD IS DEVELOPED BY THE TRANSIT OPERATORS THEY DEVELOP IT CONTROL IT ARE COLLECTING THE DATA ET CETERA I CAN BRING FORWARD TO THEM THE COMMENTS THAT COMMISSIONER JOSEFOWITZ AND OTHERS HAVE MENTIONED ABOUT MASKS

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AND AVAILABILITY OF THAT INFORMATION SOMEHOW IN THE DASHBOARD. SO I WILL COMMUNICATE THAT BACK TO THEM. IN ADDITION, BEING WITH RESPECT TO THE INFORMATION ABOUT OPERATING REVENUE, AT THE LAST BLUE RIBBON TASK FORCE MEETING THAT SEVERAL OF THE SPEAKERS IN FACT ARE A MEMBER OF, IT HAD BEEN ONE OF THE MAJOR THINGS THAT WAS DISCUSSED AT THAT TIME, WAS THE FISCAL CLIFF. AND THE IMPLICATIONS THAT IT HAD FOR SERVICES, AND THE TRANSIT OPERATORS THEMSELVES, SPECIFICALLY POINTED TO THE NEED TO HAVE A SURVIVAL STAGE, IF YOU WILL, A CONTINUING RECOVERY STAGE THAT WILL HAVE TO MOVE ALONGSIDE ANY DISCUSSIONS WE HAVE ABOUT REBUILDING, AS PART OF THE TASK FORCE'S AGENDA. AND AT THAT TIME, THERE WAS A REQUEST FOR MTC STAFF TO BE ABLE TO BRING FORWARD, BACK TO THE TASK FORCE, A CLARIFICATION OF WHAT OPERATING REVENUE EXISTS, AND WHAT FLEXIBILITIES MIGHT THERE BE TO BRING OTHER SOURCES TO BEAR TO SUPPLEMENT THOSE GIVEN THE FACT THAT THERE ARE THESE SIGNIFICANT CHALLENGES FACING NOT ONLY THE OPERATORS HERE, BUT EVERY TRANSIT AGENCY IN THE STATE AND MANY ACROSS THE COUNTRY. SO, WE DID COMMIT TO BRINGING THAT INFORMATION BACK TO THE NEXT BLUE RIBBON TASK FORCE, AND ABSENT OTHER DIRECTION FROM COMMISSIONERS TODAY, THAT WOULD BE WHERE WE WOULD BRING THAT INFORMATION. SO, THANK YOU MR. CHAIR.

SCOTT HAGGERTY, CHAIR: THANK YOU. DOES THIS CONCLUDE YOUR EXECUTIVE DIRECTOR'S REPORT?

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THERESE MCMILLAN: YES IT DOES. THANK YOU.

SCOTT HAGGERTY, CHAIR: I'M GOING TO DO SOMETHING I NEVER DO. SAM, YOU MAY WANT TO CHANGE YOUR NAME. YOU DON'T LOOK LIKE ESTELLA.

SAM LICCARDO: THANK YOU.

SCOTT HAGGERTY, CHAIR: I AM ALLOWING TWO MINUTES TO SPEAK. THEN WE'RE DONE WITH PUBLIC HEARING ON THIS ISSUE. JUDITH, UNMUTE YOURSELF AND SPEAK. YOUR HAND IS DOWN NOW. SO I'M ASSUMING YOU'RE DONE.

SPEAKER: HELLO. I AM JUDITH. I HAVE BEEN ASKED TO JOIN THE MEETING REGARDING CONCERNS OF ONE OF OUR OPERATORS WHO TESTED POSITIVE FOR COVID-19. I WISH TO SHARE WITH YOU, THAT THE CONTRACT IS WITH TRISTAR RISK MANAGEMENT WHO HANDLES ALL WORK COMP MATTERS FOR VALLEY TRANSPORTATION AUTHORITY INCLUDING FULL INVESTIGATIONS TO DETERMINE COMPENSABILITY. ON THE INSTANCE AT HAND THE DATE OF INJURY WAS AUGUST 14TH INCIDENT INVOLVED AN UNRULY PASSENGER THAT RESULTED IN THE ARREST OF THE PASSENGER. WE WERE ABLE TO COMPILE THE COACH DATA, FILES AND VIDEO AND WERE ABLE TO DETERMINE THE OPERATOR AND THE PASSENGER WERE WEARING FACE MASKS WHEN THE ENCOUNTER OCCURRED

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THAT THE OPERATOR WAS PROTECTED BY A COACH SHIELD. THERE WAS NO CLOSE CONTACT BETWEEN THE PASSENGER AND THIS -- AND THE OPERATOR. PASSENGER WAS ARRESTED BY THE SANTA CLARA COUNTY SHERIFF'S DEPARTMENT, AND TWO TESTS WERE PERFORMED ON THE PASSENGER THAT DETERMINED THAT HE WAS FREE FROM COVID-19. BASED ON THE CIRCUMSTANCES INVOLVED, OUR THIRD PARTY CLAIMS ADMINISTRATOR STARS RISK DENIED THE CLAIM AS COMPENENSIBLE. THANK YOU.

SCOTT HAGGERTY, CHAIR: THANK YOU. OKAY WITH THEY WILL NOW LEAVE THE EXECUTIVE DIRECTOR'S REPORT AND THANK HER FOR THAT COMPREHENSIVE REPORT AND NOTE YOU WILL BE TAKING THINGS BACK TO THE TRANSIT AGENCIES AS WAS STATED BY NICK. IT'S A START. IT'S A WORK IN PROGRESS. I'M GOING TO MOVE TO COMMISSIONER COMMENTS AND HOPE THAT MANY OF YOU ARE PRETTY MUCH COMMENTED OUT AT THIS POINT. ALL RIGHT. I THINK WE ARE. OKAY. WE'RE GOING TO GO AHEAD AND MOVE TO ITEM SIX. CONSENT CALENDAR. DO I HAVE A MOTION AND A SECOND TO APPROVE CONSENT? IS

JAKE MACKENZIE: SO MOVED MR. CHAIR.

CAROL DUTRA-VERNACI: SECOND, DUTRA-VERNACI.

SCOTT HAGGERTY, CHAIR: I HAVE A MOTION BY MACKENZIE AND SECOND BY DUTRA-VERNACI. I WILL ASK THE CLERK IF THERE IS ANYBODY WHO

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HAS -- IF SHE'S RECEIVED ANY ITEMS UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM. I'LL ALSO ASK THE PUBLIC TO USE THE RAISE HAND FEATURE OR STAR NINE. YOU'RE GOING TO GET TWO MINUTES TO SPEAK AND THEN WE'LL DO A ROLL CALL. SO WITH THAT, I NOTICED WE HAVE ONE ATTENDEE. DO YOU HAVE ANY WRITTEN --

CLERK OF THE BOARD: I HAVE -- SORRY -- I HAVE NO WRITTEN PUBLIC COMMENT FOR THIS ITEM. AND I DO SEE THE ONE MEMBER OF THE PUBLIC WITH THE RAISED HAND. JOHN COURTNEY. PLEASE UNMUTE YOURSELF.

SPEAKER: YEAH THIS IS JOHN COURTNEY FROM ATU. I WANT TO THANK VTA. I WISH I HAD THAT POWER TO DISAPPEAR EIGHT BOARD MEETING. THANK YOU FOR THAT CLARIFICATION. I WAS NOT ABLE TO GET ANY INFORMATION PRIOR. IT WAS MY IMPRESSION THAT AN ASSAULT TOOK PLACE. WERE SAFETY REGULATIONS VIOLATED. I IMPLORE VTA TO SIT DOWN WITH US SO WE CAN WORK ON SOME OF THESE CASES WHERE THE FRUSTRATION LEVEL AND THE FAMILIES AND RELATIVES ARE CALLING THE UNION AND CALLING THE COMPANY. SIT DOWN WITH US LET'S TALK ABOUT THESE CASES ON AN INDIVIDUAL BASIS WE HAVE A MEETING WITH THE GENERAL MANAGER NEXT WEEK AND WE DID AGENDAIZE THOSE ITEMS. I WANT TO THANK VTA FOR BRINGING RISK MANAGEMENT INTO THIS CONVERSATION. I APPRECIATE THAT.

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SCOTT HAGGERTY, CHAIR: WE'RE ON CONSENT NOW. WE HAVE KIND OF MOVED O THANK YOU JOHN. OKAY. SO WITH THAT I HAD A MOTION. I BELIEVE IT WAS MACKENZIE DUTRA-VERNACI. FINE SCOTTISH DUO. WITH THAT I'LL CALL FOR A ROLL CAUGHT VOTE, PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE] MOTION PASSES.

SCOTT HAGGERTY, CHAIR: WE'LL MOVE TO 7A AND B PROGRAMMING AND ALLOCATIONS COMMISSIONER JOSEFOWITZ.

COM. NICK JOSEFOWITZ: JUST PULLING UP MY SCRIPT BECAUSE I NEVER KNOW WHAT TO SAY UNLESS SOMEONE TELLS ME EXACTLY WHAT TO SAY. PROGRAMMING AND ALLOCATIONS COMMITTEE MET REMOTELY SEPTEMBER 9TH 2020, AND REFERS THE FOLLOWING ITEMS TO THE COMMISSION FOR APPROVAL. MTC RESOLUTION 4402 REVISED UPDATES FUND ESTIMATE TO INCORPORATE FY 19/20 REVENUE FOR THE STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAMS AND REVISED FY 20/21 REVENUE ESTIMATES. I MOVE APPROVAL OF MTC RESOLUTION 4402 REVISED. I CAN ALSO MOVE THE SECOND ONE AT THE SAME TIME IF YOU WANT TO CHAIR HAGGERTY.

SCOTT HAGGERTY, CHAIR: NICK, WE CAN TRY THAT. BUT WE ALWAYS GET IN TROUBLE WHEN WE DO IT. GO AHEAD.

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COM. NICK JOSEFOWITZ: MTC RESOLUTIONS 4429 REVISED 4430 REVISED, 4431 REVISED, AND 4432 REVISED TO ALLOCATE $139 MILLION IN FY 2021 TDA, STA, RM2 AND AB 1107 FUNDS TO FIVE TRANSIT OPERATORS IN THE SOLANO TRANSPORTATION AUTHORITY TO SUPPORT TRANSIT OPERATIONS AND CAPITAL PROJECTS IN THE REGION IN ADDITION A RECISSION ACTION OF $5.6 MILLION IN STA FUNDS FROM MTC'S CLIPPER PROGRAM TO ALLOW FOR THE REDIRECTION OF THESE FUNDS TO THE CLIPPER START MEANS BASED FARE PILOT. I MOVE APPROVAL OF MTC RESOLUTION, 4429 REVISED, 4430 REVISED, 4431 REVISED, AND 4432 REVISED.

CAROL DUTRA-VERNACI: I'LL SECOND THOSE.

SCOTT HAGGERTY, CHAIR: I DON'T SEE ANYBODY WISHING TO SPEAK. ANYTHING SUBMITTED IN WRITING KIMBERLY?

CLERK OF THE BOARD: I HAVE NO WRITTEN PUBLIC COMMENT.

SCOTT HAGGERTY, CHAIR: ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE] THANK YOU. MOTION PASSES.

SCOTT HAGGERTY, CHAIR: THANK YOU VERY MUCH. MOVE TO ITEM 8A JOINT MTC PLANNING COMMITTEE MEETING WITH THE ABAG ADMINISTRATIVE COMMITTEE. COMMISSIONER SPERING.

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JAMES P. SPERING: THANK YOU MR. CHAIRMAN, THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE MET ON SEPTEMBER 11TH AND THE MTC PLANNING COMMITTEE REFERRED ONE ITEM TO THE COMMISSION FOR APPROVAL. THIS IS AN AGENDA ITEM 8A, MTC RESOLUTION 4437, PLANNED BAY AREA 2050 FINAL BLUEPRINT. REVISIONS DISCUSSED IN THE PLANNED BAY AREA 2050 FINAL BLUEPRINT. SUMMER 2020 ENGAGEMENT AND PROPOSED REVISION. RESOLUTION ADOPTS THE REGIONAL GROWTH FORECAST. STAFF WILL THEN ANALYZE THIS PACKAGE EVER FINAL BLUEPRINT STRATEGIES AND REPORT BACK ON FORECASTED OUTCOMES BY THE END OF 2020. AT WHICH TIME, STAFF WILL SEEK APPROVAL OF THE FINAL BLUEPRINT AS PREFERRED ALTERNATIVE IN THE CONTEXT OF THE PLANNED BAY AREA 2050 ENVIRONMENTAL IMPACT REPORT. THE COMMITTEE'S UNANIMOUS RECOMMENDATION APPROVAL OF THE ITEM TO THE ABAG EXECUTIVE BOARD AND COMMISSION WITH AN AMENDMENT FROM COMMISSIONER LICCARDO REQUESTING PRIORITIZATION OF FUNDING FOR CALTRAIN GRADE SEPARATIONS FOR PROJECTS THAT SERVE THE DUAL PURPOSE OF CONNECTING HIGH SPEED RAIL TO THE BAY AREA IN IMPROVING THE CALTRAIN SYSTEM. THIS AMENDMENT WAS REFERRED TO IN THE COMMISSION FOR APPROVAL. I BELIEVE YOU ALL RECEIVED A COPY OF THE BACKGROUND MATERIAL, 8A, IT WAS A PRETTY GOOD DESCRIPTION AND I BELIEVE MATT MALONEY IS GOING TO GIVE US A BRIEF PRESENTATION. AND I THINK IT'S A PRETTY GOOD COMPROMISE THAT WAS WORKED OUT WITH COMMISSIONER LICCARDO AND STAFF.

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MATT MALONEY: GOOD MORNING MATT MALONEY JOINED BY DAVE VAUTIN. MTC AND ABAG MET JOINTLY IN REFERRING AN ACTION TO YOU TODAY THIS REFERS A MAJOR MILESTONE IN WORK YOU HAVE BEEN ENGAGED WITH EVERY STEP OF THE WAY. ACTION BEFORE TO YOU TODAY IS TO APPROVE A SET OF STRATEGY FOR THE FORECASTED PLANNED BAY AREA 2050 FINAL BLUEPRINT ONCE APPROVED WE WILL MOVE FORWARD TO ANNOUNCE THE FINAL RESULTS IN DECEMBER AND ANNOUNCE THE PLAN AS WE MOVE INTO THE FINAL PROCESS. WE ALSO MADE SIMILAR DETAILED PRESENTATIONS TO THE MTC POLICY ADVISORY COUNCIL AND THE ABAG REGIONAL PLANNING COMMITTEE. LASTLY, I WILL MENTION THAT THIS ITEM, THE FINAL BLUEPRINT WAS ALSO APPROVED BY YOUR COLLEAGUES OVER AT THE ABAG EXECUTIVE BOARD LAST WEEK. PLANNED BAY AREA 2050 IS A LONG RANGE 30 YEAR PLAN ENSURING THAT THE BAY AREA IS CONNECT, DIVERSE, HEALTHY CONNECT AND VIBRANT FOR ALL. REPORT INCLUDED FEEDBACK FROM THE PUBLIC AND STAKEHOLDERS RECEIVED OVER THE COURSE OF THE SUMMER. COVID-19 PANDEMIC MEANT THAT WE HAD TO RECALIBRATE OUR OUTREACH STRATEGY TO VIRTUAL ENVIRONMENT. WE HELD NINE COUNTY SPECIFIC WORKSHOPS THREE DIGITAL STAKEHOLDER WORKSHOPS FIVE TELEPHONE TOWN HALLS AND SEVEN FOCUS GROUPS IN PARTNERSHIP WITH COMMUNITY-BASED ORGANIZATIONS RAN A STATISTICALLY VALID POLL IN ALL NINE COUNTIES BASED ON STRATEGIES INCLUDED IN THE DRAFT BLUEPRINT. POLL RESULTS WERE SHARED AND DISCUSSED WITH MTC PLANNING COMMITTEE AS PART OF THE ITEM EARLIER THIS MONTH. RESULTING IN

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7600 PARTICIPANT IN ALL ACTIVITIES IN 3600 COMMENTS RECEIVED. OUR BIGGEST CHALLENGES IN THE BLUEPRINT CONCERNS THAT ROSE TO THE TOP AFFORDABILITY ON THE HOUSING FRONT AND CONCERNS ABOUT GREENHOUSE GAS EMISSION IN CLIMATE CHANGE. WE BELIEVE THE FINAL BLUEPRINT STRATEGIES BEFORE YOU TODAY HELPS TACKLE THOSE INVESTMENT IN AFFORDABLE HOUSING PRODUCTION AND PRESERVATION AND JUMP-STARTING DEVELOPMENT ON PUBLICLY OWNED AND COMMUNITY LAND ON HOMES. GAP WE FACE IN THE REGION IS A SERIOUS HILL TO CLIMB. OUR ROLE AS A REGION IS FOR THIS PLAN TO ACHIEVE A FORECASTED 19 PERCENT PER CAPITA GHG REDUCTION BY THE YEAR 2035. THIS MUST BE ACCOMPLISHED THROUGH GHG REDUCTIONS FROM CARS AND LIGHT DUTY TRUCKS THE STRATEGIES MUST BE ONES THAT LOCAL GOVERNMENTS ARE POISED TO DELIVER WE CAN'T TAKE CREDIT FOR MANY OF THE CHANGES MADE ON THE STATEWIDE NATIONAL OR INTERNATIONAL LEVEL WE MUST INCLUDE POLICIES AND INVESTMENT THAT SHOW WHAT THE REGION CAN DO TO MEET THE GOAL. OUR STRATEGY FOR ACHIEVING THE GHG GOAL THIS TIME IS EVERYTHING INCLUDING THE KITCHEN SINK. STRATEGIES ARE INDEED BOLD AND UNFLINCHING TO USE THE COMMISSIONARY TERMINOLOGY. STARTING POINT FOR ACHIEVING THIS IS AN EXTREMELY FOCUSED PATTERN OF HOUSING AND JOBS GROWTH BASED AROUND PROXIMITY TO HIGH QUALITY TRANSIT SERVICE HOWEVER THIS ALONE WILL NOT BE SUFFICIENT TO REACH THE TARGET THEREFORE WE HAVE INCLUDED NEW STRATEGIES SUCH AS ROBUST TELEWORK STRATEGY AND INCREASED EMPHASIS ON THE TRANSPORTATION SYSTEM TO COMPLIMENT THE LAND USE PATTERN AND

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THE PLAN'S MAJOR INVESTMENT IN PUBLIC TRANSIT. THESE STRATEGIES TAKEN AS A WHOLE ARE GAME CHANGING AND AS STAFF OUR VIEW IS THAT THESE STRATEGIES ARE ABSOLUTELY NECESSARY COMPONENTS TO ACHIEVING OUR GHG GOAL. COMMITTEES UNANIMOUSLY RECOMMENDED APPROVAL OF THIS ITEM TO THE ABAG EXECUTIVE BOARD AND COMMISSION WITH AN AMENDMENT FROM COMMISSIONER LICCARDO. AT THIS POINT I WANT TO TOUCH ON THAT AMENDMENT. AT COMMITTEE OUR TRANSPORTATION STRATEGIES INCLUDED A ROBUST SET OF INVESTMENTS SERVING THE SOUTH BAY WHICH IS POISED TO RECEIVE A TREMENDOUS AMOUNT OF GROWTH IN THIS PLAN. THOSE INVESTMENTS INCLUDED A MIX OF COUNTY AND REGIONAL DISCRETIONARY FUNDING FOR CALTRAIN, HIGH SPEED RAIL INVESTMENTS THROUGHOUT THE CORRIDOR AS WELL AS RAMPED UP INVESTMENTS IN THE VTA LIGHT RAIL SYSTEM IN RESPONSE TO COMMISSIONER LICCARDO'S AMENDMENT ACTIVITY STAFF HAS CLARIFIED SPECIFICS OF SOME OF THE FUNDING WHICH IS ASSIGNED IN THE PLAN FIRST WE ARE CLARIFYING THAT 4.1 BILLION IN REGIONAL FUNDING FOR GRADE SEPARATIONS CAN ALSO BE USED FOR OTHER MODERNIZATION EFFORTS THAT BENEFIT CALTRAIN AND THE HIGH SPEED RAIL ON THE EXTENT OF THE CORRIDOR. WE ALSO EXPANDED THE TOTAL AMOUNT OF FUNDING ASSIGNED FOR CALTRAIN AND HIGH SPEED RAIL CAPITAL PROJECTS BY 3 BILLION. THIS WAS DONE BY REDUCING THE SCOPE OF NORTH SAN JOSE VTA LIGHT RAIL TO A COMMENSURATE AMOUNT. THAT WOULD BE ASSIGNED SPECIFICALLY TO THE SEGMENT SOUTH OF TAMIEN STATION AND COULD BE USED FOR A POTENTIAL ARRAY OF INVESTMENTS. 7.1 BILLION IN REGIONAL

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DISCRETIONARY FUNDING INCLUDES HIGH SPEED RAIL DUAL PURPOSE INVESTMENTS FROM SOUTH TO NORTH TO ACHIEVE THE GOALS IDENTIFIED BY COMMISSIONER LICCARDO RELATED TO THIS MOTION. FURTHERMORE THIS 7.1 BILLION IN FUNDING COULD SEPARATE GRADE INTEGRATIONS SOUTH OF DIRIDON IN SAN JOSE. LASTLY WE WANT TO UNDERSCORE THE REGION'S EXISTING COMMITMENT TO A BLENDED SYSTEM ON THE PENINSULA CORRIDOR THIS AGREEMENT MEMORIALIZED IN A NINE PARTY MOU IDENTIFIES INVESTMENTS IN THE TRANSIT IN SAN JOSE GIVEN THIS PROPOSED AMENDMENT WOULD ASSIGN PLANNED BAY AREA 2050 REGIONAL DISCRETIONARY INVESTMENT TO THE CORRIDOR SOUTH OF TAMIEN STATION MTC STAFF WOULD ENCOURAGE NINE PARTIES TO COOPERATE ON POTENTIAL UPDATES TO THE MOU TO INCORPORATE THE EXPANDED GEOGRAPHIC. OUR RECOMMENDATION TODAY IS TO REFER MTC RESOLUTION 4437 TO THE COMMISSION FOR APPROVAL FURTHERMORE WE ALSO RECOMMEND MTC WORK WITH THE OTHER MEMBERS OF THE NINE PARTY MOU UPDATE THE AGREEMENT WITH THE BAY AREA INTEGRATE CALTRAIN CORRIDOR SOUTH OF SAN JOSE AND ANY OTHER ADJUSTMENTS DEEMED NECESSARY.

CLERK OF THE BOARD: THE CHAIR IS MUTED. MR. CHAIR.

ALFREDO PEDROZA: KIMBERLY, I THINK HE STEPPED OUT FOR A SECOND. I WILL JUMP RIGHT IN. AND I'LL ASK CHAIR SPERING DO YOU HAVE ANYTHING ELSE TO REPORT UNDER YOUR CHAIR COMMITTEE REPORT.

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JAMES P. SPERING: I'LL MAKE A MOTION.

ALFREDO PEDROZA: I'LL OPEN IT UP FOR COMMISSIONER COMMENTS. WE HAVE A FEW. I'M GOING TO START WITH COMMISSIONER PAPAN.

GINA PAPAN: THANK YOU MR. CHAIR. JUST FOR CLARIFICATION, ON THAT LAST AMENDMENT PROPOSED BY COMMISSIONER LICCARDO, SO, THE EXISTING FUNDING FOR GRADE SEPARATIONS THROUGHOUT SAN MATEO COUNTY IS -- WHERE IS THAT?

MATT MALONEY: THOSE EXISTING GRADE SEPARATIONS ARE INCLUDED IN THE PROJECT LIST OF THE PLAN. THERE ARE $5.7 BILLION IN THE PLAN FOR GRADE SEPARATIONS AND MODERNIZATION ALONG THE ENTIRETY OF THE CORRIDOR. MOTION BY COMMISSIONER LICCARDO DOES STIPULATE THAT AN ADDITIONAL 3 BILLION ON TOP OF THAT AMOUNT WOULD BE DEDICATED TO INVESTMENTS SOUTH OF TAMIEN.

GINA PAPAN: SO NO DEFERMENT OF FUNDS FOR THE REST OF THE GRADE CROSSINGS?

MATT MALONEY: NO.

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GINA PAPAN: THANK YOU FOR THE CLARIFICATION. MR. CHAIR, BEFORE THIS GETS AHEAD, I HAVE ISSUES RELATED TO THE PLAN SHOULD I ADDRESS THEM NOW?

ALFREDO PEDROZA: I THINK CHAIR HAGGERTY IS BACK. GO AHEAD.

SCOTT HAGGERTY, CHAIR: MY VICE CHAIR IS GOING TO SAY IF THEY'RE RELEVANT TO THIS ITEM GO AHEAD AND GO.

GINA PAPAN: THANK YOU VERY MUCH. I WOULD ASK THAT WE ADD AN AMENDMENT, CAN YOU PLEASE INCLUDE AIRPORT IN THE MAPPING OF THE PLAN? FOR SOME REASON THAT KEEPS GETTING LEFT OUT. I WAS TOLD THAT IMPROVING ACCESS TO AIRPORTS IS PART OF THE PLAN. SO, BUT IT JUST SEEMS RIDICULOUS THAT WE DO NOT INCLUDE MAJOR ASPECTS, AND THOSE ARE THE THREE AIRPORTS ON THE DIAGRAM. THAT'S ONE PRIMARY ISSUE THERE. SECONDARILY THERE WAS A DISCUSSION ABOUT THE CITY OF BRISBANE, AND I, FOR ONE, AM VERY, VERY HESITANT TO GO AHEAD WITH A PLAN THAT SAYS WE'RE GOING TO BE WORKING IT OUT WITH CITIES. WE SHOULD HAVE DONE THAT AT A PRIOR TIME HERE. TO BE SPECIFIC THE LAND THAT BRISBANE HAS DOUBLES THE POPULATION SIZE AND WHAT IS BEING PROPOSED IN THE PLAN FAR EXCEEDS THAT AND INCLUDES LAND WHICH IS NOT DEVELOPABLE. IT IS TOXIC, AND HAZARDOUS. SO, YOU KNOW, I'M FRUSTRATED BY THE FACT THAT THEY'RE BEING ASSESSED A HUGE NUMBER OF HOUSING UNITS WHERE YOU CANNOT BUILD ON THERE AND IN

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ADDITION THAT, THERE IS A REPRESENTATION THAT STAFF SEEMS TO BE ACCEPTING THAT, OH, EVERYBODY'S GOING TO WORK IT OUT WITH HIGH SPEED RAIL. WELL, WE HAVE ALL TRIED THAT AND I DON'T THINK IT'S APPROPRIATE. RIGHT NOW HIGH SPEED RAIL HAS SAID THEY'RE GOING TO TAKE THAT LAND FROM BRISBANE AND ALSO SAID THEY'RE GOING TO TAKE LAND FROM MILLBRAE, SO TO SAY IN THE PLAN WHICH GOES TEN YEARS FORWARD HERE, THAT WE STILL HAVE CERTAIN HOUSING REQUIREMENTS ON LAND WHICH IS BASICALLY TRYING TO BE TAKEN BY HIGH SPEED RAIL, CAN SOMEONE PLEASE ADDRESS THAT FOR ME? >DAVE VAUTIN: COMMISSIONER PAPAN, THIS IS DAVE VAUTIN WITH THE PLANNING TEAM AT MTC. I WANT TO ADDRESS BOTH OF YOUR POINTS. I THINK WE'RE MORE THAN HAPPY TO INDICATE THE AIRPORTS ON FUTURE MAPS THAT WE INCLUDE IN THE PLANNED BAY AREA 2050 DOCUMENT SO WE'LL RECOGNIZE THAT AND WE'LL MAKE THAT CORRECTION GOING FORWARD. WITH REGARDS TO THE CITY OF BRISBANE, ALL CITIES IN THE REGION HAD AN EXTENSIVE PERIOD OF TIME TO REVIEW INPUT DATA TO PLANNED BAY AREA 2050 TO AN INITIATIVE CALLED BASAS THIS OCCURRED OVER A FOUR TO 6 MONTH PERIOD IN 2019 WHERE JURISDICTIONS COULD DIG INTO THE DATA AND GIVE FEEDBACK. WE DIDN'T GET ANY FEEDBACK ON SOME OF THESE PARCELS IN QUESTION FROM BRISBANE DURING THAT JUNCTURE AND BRISBANE DID RAISE THIS OVER THE COURSE OF THE SUMMER AND WE HAVE BEEN WORKING TO CLARIFY THE SPECIFIC PARCEL AND USES. WE'RE CONTINUING TO WORK WITH THEM ON THAT. WE DIDN'T GET THE FEEDBACK DURING THE COMMENT PERIOD DURING THAT PERIOD IN 2019

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WE'RE LOOKING TO FIND A RESOLUTION TO THAT IN THE FINAL BLUEPRINT PHASE NOW.

GINA PAPAN: THE WORD YOU USED WAS FINAL. AND THAT CONCERNS ME. WE'RE BEING ASKED TO APPROVE A FINAL HERE. THIS CONCERNS ME YOU'RE NOT GOING TO BE ABLE TO CHANGE THE FACT THAT THE LAND IS CURRENTLY UNUSABLE FOR HOUSING. IT'S TOXIC. I'M LOOKING FOR AN AMENDMENT THAT ADDRESSES THAT NOW. IS THAT POSSIBLE? >DAVE VAUTIN: COMMISSIONER, I THINK THE ISSUE IS WE HAVE NOT RECEIVED ENOUGH INFORMATION ABOUT THE SPECIFIC PARCELS FROM BRISBANE AND WE'RE CONTINUING TO TALK TO THEM ABOUT THAT. WE'RE MORE THAN HAPPY TO REMOVE PERMANENTLY INDUSTRIAL PARCELS LIKE THE PG&E SUBSTATION AND THE POTENTIAL HIGH SPEED RAIL YARD ON THE LANDS YOU'RE REFERRING TO HOWEVER THERE ARE A NUMBER OF LANDS THAT HAVE BEEN IDENTIFIED IN THE CITY AS THE BAY LANDS SITE FOR FUTURE HOUSING THAT REMAIN CRITICAL PIECES OF THE PUZZLE HERE. SO WE CAN COMMIT TO CONTINUING THAT DIALOGUE WITH THEM AS WE CONDUCT THE ANALYSIS OF THIS FINAL BLUEPRINT, OR WE WOULD WANT TO WORK TOWARDS A RESOLUTION THIS FALL BEFORE WE COME BACK TO YOU IN DECEMBER ON THE FINAL BLUEPRINT OUTCOMES.

GINA PAPAN: OKAY. PLEASE. I NEED THAT RESOLUTION BECAUSE EVIDENTLY THEY WORKED IT OUT WITH THE GOVERNOR'S OFFICE. FINAL NOTE HERE IS THE REQUIREMENT THAT 60 PERCENT OF WORKERS

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TELECOMMUTE. AND, THERE IS NO -- I MEAN -- IT WAS MENTIONED EARLIER, THE IMPACT THAT MIGHT HAVE, WELL, THE BRIDGES, ALSO, THE IMPACT THAT IT HAS ON VARIOUS COMPANIES, AS WELL AS THE FACT THAT WE'RE NOT EVEN SAYING AS AN ALTERNATIVE OR ENCOURAGE THEM TO GET ON PUBLIC TRANSPORTATION. SO, IT'S JUST KIND OF -- IT'S A TOO GENERAL STATEMENT WITHOUT ANY MODIFICATION TO ENCOURAGE PEOPLE TO TAKE PUBLIC TRANSPORTATION, AS AN ALTERNATIVE, OR JUST, I CAN'T SUPPORT THIS IN THE WAY IT'S CURRENTLY WRITTEN. I GUESS, I GET THE POINT, GREENHOUSE GASSES, WE WANT THAT -- WE DON'T WANT THAT. WE WANT TO REDUCE THEM. BUT JUST TO SAY OUTRIGHT WE'RE GOING TO REQUIRE 60 PERCENT TO TELECOMMUTE. THAT'S PROBLEMATIC. SO I HAVE DIFFICULTY SUPPORTING THAT AND AS A LAST NOTE -- SORRY MR. CHAIRMAN -- I CAN'T FIND IT I'LL HAVE TO COME BACK TO IT. I DON'T WANT TO HOLD EVERYBODY UP.

SCOTT HAGGERTY, CHAIR: WELL, WE'LL SEE HOW THAT GOES. GOING TO COMMISSIONER JOSEFOWITZ.

COM. NICK JOSEFOWITZ: I JUST WANTED TO LET EVERYBODY KNOW THAT RATHER THAN GETTING A HAIRCUT, I HAVE PUT ON A HAT. SAME PURPOSE.

SCOTT HAGGERTY, CHAIR: THAT WAS A COUPLE MEETINGS AGO.

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COM. NICK JOSEFOWITZ: SO WE GET A --

SAM LICCARDO: I STILL SUPPORT THE HAIRCUT.

COM. NICK JOSEFOWITZ: I HAVE LOCAL CONTROL OVER MY OWN HAIR. SO, I'M -- YOU KNOW, WE GET TO THE END OF THESE PROCESSES, AND I THINK WE FOCUS ON THE THINGS THAT AREN'T RIGHT WITH THE PLAN BUT I WANT TO START OFF BY COMMENDING STAFF FOR DOING AN INCREDIBLE JOB IN A DIFFICULT MOMENT IN A THORNY SET OF ISSUES TO SET BROADLY ASPIRATIONAL VISIONS OF HOW WE GET TO THE PROBLEMS IN OUR REGION. I THINK IT'S A REALLY POWERFUL DOCUMENT. I ALSO WANT TO THANK COMMISSIONER LICCARDO FOR RAISING THE ISSUES AROUND HIGH SPEED RAIL BECAUSE I THINK THIS REGION REALLY NEEDS A PLAN FOR HOW WE GET HIGH SPEED RAIL INTO OUR REGION. AND IF WE JUST SIT ON OUR HANDS AND WAIT FOR THE TRAIN TO COME, WE'LL BE WAITING A LONG TIME, AND IT'S INCREDIBLY IMPORTANT THAT WE COME TOGETHER AS A REGION TO MAKE -- TO DO WHAT WE CAN TO MAKE SURE IT COMES HERE AND COMES HERE FIRST. SO, HAVING SAID THAT, AND YOU MAY HAVE ALREADY SAID THIS MATT, BUT I HAVE BEEN A BIT CONFUSED BY THESE LAST MINUTE CHANGES, AND I GET INTO THE SORT OF EDITS OF THIS ELEMENT LAST NIGHT, THE $4 BILLION, JUST, RUN MU THROUGH WHERE THAT'S -- HOW -- WHERE THAT'S GOING, AND WHAT ITS PRIORITIZED FOR, AND WHAT DOES PRIORITIZATION MEAN? DOES THAT MEAN WE'RE GOING TO MARCH OUR WAY UP FROM THE SOUTH AND NOT FUND ANY PROJECTS FROM

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THE NORTH UNTIL WE FUND PROJECTS FROM THE SOUTH. HOW DOES THAT WORK?

MATT MALONEY: WE HAVE A SLIDE, I'LL ASK KIMBERLY WARD, IF YOU HAVE THAT SLIDE, TO POP IT UP ON THE SCREEN OR TECH SUPPORT IF THAT'S APPROPRIATE.

CLERK OF THE BOARD: YES.

MATT MALONEY: I'M HOPING EVERYONE CAN SEE THIS SLIDE. I'LL KEEP THIS UP AND DAVE VAUTIN FEEL FREE TO JUMP IN AND AUGMENT ANYTHING I MISSED. WHAT WE'RE SHOWING HERE IS ESSENTIALLY THE CHANGES WE HAVE MADE THIS MONTH BETWEEN THE COMMITTEE ITEM AND THE COMMISSION ITEM. SO YOU WILL NOTICE, IN THE TOP BAR, THERE IS A SET OF INVESTMENTS FOR CALTRAIN HIGH SPEED RAIL SYSTEM WIDE GRADE SEPARATIONS. THERE IS SOME COUNTY BUDGET DOLLARS ASSIGNED TO THAT IN THE PLAN, BOTH FROM SAN MATEO AND SANTA CLARA. AS WELL AS 4.1 MILLION REGIONAL DISCRETIONARY. OVER ON THE RIGHT SIDE IN BETWEEN AND YELLOW, YOU WILL SEE THERE IS A SET OF INVESTMENTS INCLUDED FOR VTA LIGHT RAIL NORTH SAN JOSE MOD AND DOWNTOWN SAN JOSE MODERNIZATION. BOTTOM INDICATES WHAT WE'RE PROPOSING TODAY INCLUDING THE AMENDMENT OF COMMISSIONER LICCARDO. ESSENTIALLY, I THINK IT'S IMPORTANT TO POINT OUT IS THE BLACK PARENTHESIS ON THE BOTTOM OF THE SCREEN THAT SHOWS OF THE 7.1 BILLION IN THE EXPANSION TO 7.1 IS DONE IN PART BY

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A DOWN SCOPING OF THE VTA LIGHT RAIL NORTH SAN JOSE MOD PROJECT. THAT PROJECT IS STILL IN THE PLAN IT JUST DOES NOT ASSUME SOME OF THE INFRASTRUCTURE IN SERVICE THAT WOULD GO INTO IT. THAT 3 BILLION COMES OVER FROM VTA THAT BECOMES 7 BILLION AND WE HAVE A BIGGER AMOUNT OF INVESTMENTS BUT KEY POINT MINIMUM AMOUNT 3 BILLION WOULD BE USED FOR CALTRAIN AND HIGH SPEED RAIL SOUTH OF TAMIEN. DAVE, IF THERE IS ANYTHING I MISSED THERE THAT I SHOULD HAVE POINTED OUT THAT I DIDN'T PLEASE POINT IT OUT.

COM. NICK JOSEFOWITZ: COULD YOU POINT OUT HOW YOU SEEING IT APPLIED.

MATT MALONEY: WHEN YOU SAY PRIORITIZATION IN THE STRATEGIES.

COM. NICK JOSEFOWITZ: I DON'T HAVE IT IN FRONT OF ME. IT SAID PRIORITIZATION --

SAM LICCARDO: ATTACHMENT "I" MAY BE HELPFUL. IT'S PAGE 12 OF ATTACHMENT "I."

MATT MALONEY: I'M PULLING IT UP AND IF DAVE PULLS IT UP QUICKER FEEL FREE TO RUN THROUGH THAT.

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JAMES P. SPERING: SAM DO YOU HAVE AN UNDERSTANDING OF WHAT THAT IS.

SAM LICCARDO: NICK AND I TALK ABOUT THIS. THIS IS VARIOUS STRATEGIES ON ATTACHMENT I, STRATEGY 11 IS THE EXPAND AND MODERNIZE REGIONAL RAIL NETWORK DESCRIBED ON PAGE 12 AND I THINK THIS'S THE LANGUAGE THAT NICK IS REFERRING TO.

MATT MALONEY: ONE OF THE IMPORTANT PIECES HERE IS THIS AS THE STRATEGY SAYS IT FUNDS CAPITAL, MODERNIZATION PROJECTS ALONG THE CORRIDOR PRIORITIZING DUAL PURPOSE INVESTMENTS SOUTH TO NORTH THAT CONNECT HIGH SPEED RAIL TO THE BAY AREA. I THINK THE INCUMBENT IN THIS CONVERSATION IS VERY IMPORTANT TO POINT OUT IS THE FACT THAT WE AS A REGION HAVE AN UNDERSTANDING OF HOW WE INVEST IN THE CORRIDOR THAT NINE PARTIES HAVE AGREED TO. THERE IS NO DOUBT THIS AMENDMENT ALTERS THE CENTER OF GRAVITY OF THIS CONVERSATION. AND THIS IS A LONG RANGE OF PLAN OF 30 YEARS WHAT'S HAPPENING TODAY IS A POLICY MARKER THAT ILLUSTRATES THE IMPORTANCE OF BRINGING HIGH SPEED RAIL INTO THE BAY AREA, AND INVESTMENTS TO THE SOUTH OF TAMIEN. BUT, YOU KNOW, I WOULD SUBMIT THAT WHAT IS REALLY REQUIRED, PRACTICALLY, IS FOR THE PARTIES TO COME TOGETHER TO HASH THIS OUT. PLAN IS OBVIOUSLY -- THIS IS PLANNING, INVESTMENT, POLICY MARKER DOLLARS. THIS IS NOT AN ALLOCATION OF DOLLARS AT THIS

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STAGE. SO THAT TYPE OF COORDINATION IS GOING TO BE VERY IMPORTANT TO FLESH THIS OUT.

COM. NICK JOSEFOWITZ: OKAY. I THINK FROM MY PERSPECTIVE, I WOULD HAVE A PROBLEM IF IT WAS LIKE, YOU KNOW, THIS REGIONAL DISCRETIONARY PART, WE WOULD JUST, LIKE, STARTING WITH THE SOUTH MOST GRADE SEPARATION, AND THEN JUST KIND OF MOVING NORTH ONE BY ONE IF THAT'S WHAT IT MEANT, IF YOU WERE TELLING ME THAT'S NOT WHAT IT MEANT IT'S JUST KIND OF A GENERAL INDICATION OF LIKE A PRIORITY WE NEED TO CONSIDER AMONGST OTHER PRIORITIES, I'M FINE WITH THAT, AND I THINK IT'S -- THAT MAKES SENSE. IS THAT WHAT YOU ARE TELLING ME MATT?

MATT MALONEY: GENERALLY YES AND IT'S IMPORTANT TO DISTINGUISH THAT THERE IS A SET OF INVESTMENT IN THE PROJECT LIST THAT ARE ESSENTIALLY CORRIDOR WIDE. AND THEY ARE, YOU KNOW, THEY SHOULD BE UNDER DISCUSSION BY THE GROUP. WE ARE ESSENTIALLY HIGHLIGHTING, ILLUSTRATING, EARMARKING, IF YOU WILL, A SET OF INVESTMENTS, ALSO IN THE PLAN, THAT IS SOUTH OF TAMIEN STATION. READING THAT AS A MATTER OF POLICY IN THE PLAN.

COM. NICK JOSEFOWITZ: OKAY. I DON'T KNOW, COMMISSIONER LICCARDO IF YOU WANT TO SPEAK TO THIS. I HAVE SOMETHING ELSE I WANT TO TALK ABOUT WITH REGARDS TO --

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SCOTT HAGGERTY, CHAIR: JUST KEEP GOING.

COM. NICK JOSEFOWITZ: OKAY. I HAVE REAL CONCERNS, AND SO DOES -- AND THE CITY OF SAN FRANCISCO DOES GENERALLY ABOUT THE WORK FROM HOME MANDATE. COMMISSIONER RONEN UNFORTUNATELY HAD TO LEAVE, BUT SHE ASKED ME TO READ -- SHE POSTED SOMETHING IN THE CHAT WHICH SHE ASKED ME TO READ OUT. I'LL DO THAT THEN ADD MY OWN COMMENTS SHE SAYS I'M CONCERNED THAT THE DRAFT BLUEPRINT 60 PERCENT OF EMPLOYEES TELECOMMUTING IF THIS BECOMES REALITY IT WILL HAVE A TREMENDOUS IMPACT ON SAN FRANCISCO AN IMPACT I DON'T BELIEVE WE HAVE SUFFICIENTLY DISCUSSED OR EVALUATED TO INCLUDE IN THE BLUEPRINT I ASK THAT YOU STRIKE OUT THIS REQUIREMENT I AM CERTAINLY WILLING TO REVISIT THE IMPACTS ON THE ENVIRONMENT GIVEN THE MAJOR IMPACTS THAT SUCH A POLICY OR REQUIREMENT WOULD HAVE ON OUR CITY I ASK THAT WE HAVE AN EXTENSIVE PROCESS BEFORE DELIBERATING ON A MANDATE IN THIS REGARD. I WANT TO ADD, THAT THE PROBLEMS THEY HAVE WITH THIS MANDATE ARE SORT OF THREE FOLD. I THINK WE HAVE A REAL PROBLEM WITH THE EQUITABLE -- WITH EQUITY AROUND THIS MANDATE. IT'S FINE TO ASK PEOPLE TO WORK FROM HOME IF THEY LIVE IN A LARGER HOME WITHOUT ROOMMATES OR FAMILY MEMBERS OR IF THEY LIVE IN A SMALLER APARTMENT OR LIVE WITH FAMILY MEMBERS OR ROOMMATES I DON'T THINK IT'S FAIR TO ASK THEM TO WORK FROM HOME. I HAVE SOMEONE ON MY TEAM, SHE IS INDUSTRY, LIVES IN AN APARTMENT WITH FIVE OTHER ROOMMATES. WE COULDN'T EXPECT TO SAY IF SHE

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HAS THE OPTION TO WALK TO WORK THAT WE REQUIRE SHE WORK FROM HOME. THERE IS NO CLIMATE CONGESTION BENEFIT IF PEOPLE WHO STAY HOME RATHER THAN TAKE TRANSIT OR VANPOOL TO WORK. AND I THINK THERE ARE OTHER MORE FLEXIBLE OPTIONS LIKE TRIP CAPS, VERY AGGRESSIVE TDM OPTION WHERE IS WE CAN GET EXACTLY THE SAME GREENHOUSE GAS EMISSIONS BENEFIT BUT WITHOUT A LOT OF THE PROBLEMS. WORK FROM HOME MANDATES ALSO PENALIZE THE SORT OF DOWNTOWNS. BECAUSE DOWNTOWN SAN FRANCISCO, ESPECIALLY, AS MANY OTHER DOWNTOWNS, RELY ON -- AND OUR WHOLE CITY BUDGET RELIES ON WORKERS COMING TO DOWNTOWN SAN FRANCISCO, AND IF WE'RE PREVENTING THEM FROM COMING EVEN IF THEY'RE TAKING BART OR AC TRANSIT OR CALTRAIN OR BIKING OR WALKING THAT'S GOING TO HAVE A TREMENDOUS EFFECT. I WOULD LIKE TO -- I DON'T WANT TO MAKE -- I WILL -- I'M NOT MAKING THIS MOTION, BUT IF -- I WOULD REALLY APPRECIATE IF THERE WAS THE OPPORTUNITY TO MAKE AN AMENDMENT TO ADD AN AMENDMENT WHICH WOULD STRIKE THIS WORK FROM HOME MANDATE FROM THIS PLAN. AND REPLACE IT WITH AN EQUIVALENT MANDATE THAT WOULD BE -- THAT WOULD HAVE TRIP CAPS, WHICH GENERATE A SIMILAR AMOUNT OF GREENHOUSE GAS EMISSIONS REDUCTIONS. BUT WHICH DON'T HAVE THE NEGATIVE IMPACT ON DOWNTOWNS, AND PROVIDE MORE FLEXIBILITY TO WORKERS. I KNOW SPERING WANTS TO MAKE THE MOTION AND I DON'T KNOW IF HE WOULD CONSIDER INCORPORATING THAT IF NOT I'LL MAKE MY OWN AMENDMENT.

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SCOTT HAGGERTY, CHAIR: HE'S WAY DOWN THERE. I WOULD LIKE TO HEAR MATT'S RESPONSE TO THAT.

MATT MALONEY: COMMISSIONER JOSEFOWITZ I'LL START OFF. I THINK THE FIRST THING TO UNDER SCORE IS THAT, YOU KNOW, WE SHOULD ALWAYS SAY THIS IS REMEMBER IT. THIS IS A 30 YEAR LONG RANGE PLAN, AND YOU KNOW, THESE STRATEGIES ARE MEANT TO BE PLANNING IDEAS TO HELP THIS REGION GET TO OUR GOALS. DETAILS OF ALL THESE THINGS MATTER VERY GREATLY, AND THESE STRATEGIES ARE NOT INTENDED TO BE PRESCRIPTIVE. SO THERE IS A LOT OF WIGGLE ROOM INVOLVED. THAT BEING SAID, AS WE LOOK AT THIS PLAN, GOING AHEAD TO 2035, THIS TELECOMMUTING STRATEGY IS ONE OF THE BIGGEST, MOST NECESSARY PIECES, WE BELIEVE, TO GET INTO THAT GHG GOAL. WE BROUGHT THIS STRATEGY IN THE SUMMER, THE REQUEST THAT WE RECEIVED FROM THE COMMISSION WAS TO AIM HIGHER AND THAT WE WERE BEING TOO MODEST SO WHAT WE HAVE DONE IS AUGMENT THE PREVIOUS ASSUMPTION WHICH WAS AT A 14 PERCENT REGION WIDE LEVEL UP TO PROVE PERCENT. IT'S IMPORTANT TO UNDERSTAND THAT WHAT WE'RE TALKING ABOUT IN THIS PLAN IS A 25 PERCENT LEVEL OF TELEWORK, NOT 60. IT IS ACCOMPLISHED IN PART BY DOING MORE WITH OFFICERS EMPLOYEES, BUT THE TOTAL AMOUNT IS 25. I'LL ALSO SAY WE RAN, IN THE STATISTICALLY VALID POLL WE RAN A QUESTION ON THE SUBJECT. AND THE QUESTION HAD TO DO WITH WHETHER PEOPLE SUPPORTED EMPLOYERS LIMITING IN-PERSON OFFICE WORK WHEN TELECOMMUTING OR WORKING FROM HOME WAS POSSIBLE. AND THE

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RESULT OF THAT POLL SHOWED 76 PERCENT SUPPORT, REGION WIDE, FOR A STRATEGY LIKE THIS. I'LL ALSO MENTION THIS STRATEGY IS COMPLIMENTED BY ANOTHER STRATEGY, EC3, IF YOU'RE FOLLOWING ALONG THE STRATEGY ATTACHMENT WHICH IS INVESTED IN HIGH SPEED INTERNET IN UNDERSERVED LOW INCOME COMMUNITIES WE'RE CONCERNED ABOUT THE EQUITY IMPACTS. AND THUS IT'S IMPORTANT TO UNDERSTAND THE FACT THAT WE HAVE COMPLIMENTED THE TELEWORK STRATEGY WITH THIS OTHER STRATEGY AND DAVE IF YOU HAVE ANYTHING TO ADD THAT I HAVE MISSED FEEL FREE TO JUMP IN. >DAVE VAUTIN: THE ONE THING I WOULD ADD TO WHAT MATT JUST COVERED IS, THESE ARE, AGAIN, LONG RANGE STRATEGIES THAT CAN BE REFINED FURTHER AS WE MOVE INTO IMPLEMENTATION. IT IS NOT SAYING THAT THIS SORT OF STRATEGY WE PUT INTO PLACE IN 2021 OR 2022, WHAT WE'RE TELLING OUR REGULATORS AT THE CALIFORNIA AIR RESOURCES BOARD IS THAT THIS STRATEGY IS SOMETHING THAT THE REGION WOULD ENVISION BY 2035, AND THAT GIVES US A NUMBER OF YEARS TO NOT ONLY REFINE THE CURRENT STRATEGY OR FIND EQUIVALENT STRATEGIES THAT WOULD GET US TO THAT SAME GOAL. WE HAVE ALSO SPOKEN TO, AGAIN, OUR REGULATORS WHO NEED TO PROVE THIS PLAN AND IN ORDER FOR TRANSPORTATION FUNDING TO KEEP FLOWING TO THE BAY AREA. AND THEY HAVE A GREATER LEVEL OF OPENNESS FOR THIS STRATEGY THAN FOR THE TRIP CAP APPROACH, WHICH IS PART OF THE REASON WHY IT IS SOMETHING THAT WE'RE CONSIDERING IN THE PLAN CONTEXT, AND I WOULD UNDERSCORE WHAT MATT SAID THAT THE PUBLIC SUPPORT FOR IT IS QUITE STRONG. AS I

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MENTIONED, THE THREE QUARTERS BAY AREA RESIDENTS IN THE POLL INCLUDING 70 TO 80 PERCENT OF RESIDENT IN EVERY BAY AREA COUNTY SUPPORTED THE CONCEPT. SO THIS WAS SOMETHING WHERE WE WERE REALLY BEING RESPONSIVE TO THE PUBLIC FEEDBACK.

COM. NICK JOSEFOWITZ: I APPRECIATE THAT. BUT WHY ARE YOU GOING TO REQUIRE SOMETHING WHO WALKS TO WORK, TO STAY HOME. WHAT'S THE CLIMATE BENEFIT? WHAT'S THE CONGESTION BENEFIT? WHAT'S THE ECONOMIC BENEFIT?

SCOTT HAGGERTY, CHAIR: HOLD ON. YOUR BOSS WANTED TO GET IN.

THERESE MCMILLAN: TO ANSWER COMMISSIONER JOSEFOWITZ THAT'S EXACTLY THE KIND OF IMPLEMENTATION NUANCE THAT WOULD COME INTO DISCUSSIONS ON HOW YOU WOULD ACTUALLY MOVE SOMETHING LIKE THIS GOAL FROM CONCEPT TO ACTION. IT WOULD BE A MORE REFINED POLICY THAT SAYS THE FOCUS OF THE TELEWORK WOULD BE FOR THOSE EMPLOYEES THAT ARE DIVING TO THE OFFICE. THOSE ARE THE KINDS OF LAYERED REFINEMENTS THAT WOULD HAPPEN AT THE POINT THAT THIS STRATEGY WOULD BE TAKEN FORWARD FOR ANY KIND OF IMPLEMENTATION AT A REGIONAL, LOCAL LEVEL, IF IT WAS STATE, YOU KNOW, REGULATIONS, THAT NEEDED TO BE DONE, THERE'S A WHOLE HOST OF IMPLEMENTATION LEVERS THAT ARE TO BE DETERMINED. SO WE'RE TAKING NOTE, AND WHAT I THINK STAFF IS HIGHLIGHTING IS THAT IS A DIFFERENT LEVEL, BUT THE BROADER CHALLENGE FOR THE

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REGION, IS WE HAVE TO HAVE A STRATEGY ON TOP OF EVERYTHING ELSE WE HAVE DONE. I WAS JUST CHECKING THE SLIDE FROM BEFORE. THAT WE HAD PRESENTED BACK IN, TO THE PLANNING COMMITTEE, WHEN WE HIGHLIGHTED THE FAMOUS ARROW SLIDE, PRIOR TO THE FINAL BLUEPRINT WHEN WE DID ALL OF THIS PUBLIC OUTREACH, WE HAD ONLY MANAGED TO IDENTIFY NINE PERCENT OUT OF 19. IN THE SUMMER. THAT WAS HOW MUCH GROUND THAT WE NEEDED TO MAKE UP. AND SO THIS, YOU KNOW, TELEWORK BUNDLES, AS WE HAVE SAID, WITH REALLY IMPORTANT PARALLEL STRATEGIES, IS, YOU KNOW, A SIGNIFICANT PART OF WHAT WE ARE GOING TO HAVE TO TAKE TO CARB IN ORDER FOR THEM TO APPROVE THIS PLAN AND THE GHGS. SO JUST TO HIGHLIGHT, THAT'S THE PLACE WHERE WE ARE RIGHT NOW.

COM. NICK JOSEFOWITZ: I MEAN, I UNDERSTAND THAT I'M BEING TOLD THAT LIKE, YOU KNOW, LIKE -- I HAVE TO WAIT, BECAUSE, LIKE -- BUT, ON SPECIFICS OF THIS POLICY, BUT IT DOESN'T FEEL LIKE A SPECIFIC TO SAY, THE 60 PERCENT OF WORKERS -- WHAT I'M PROPOSING IS THAT WE SAY 60 PERCENT OF WORKERS HAVE TO EITHER TELECOMMUTE OR TAKE A SUSTAINABLE -- OR TAKE A SUSTAINABLE MODE TO THE OFFICE. THAT DOES NOT SEEM LIKE A DETAILED IMPLEMENTATION THAT SEEMS LIKE A FUNDAMENTALLY DIFFERENT POLICY WHICH ACHIEVES ALL OF THE GOALS THAT YOUR POLICY ACHIEVES BUT PROVIDES MORE FLEXIBILITY AND ISN'T A THREAT TO CITIES LIKE SAN FRANCISCO, AND WHAT WE HAVE IN OUR -- AND IS IN EFFECT FOR CITIES LIKE SAN FRANCISCO, TO THE SAME DEGREE.

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SCOTT HAGGERTY, CHAIR: NICK, WHY DON'T WE MOVE ON? I THINK THE CASE HAS BEEN MADE. I THINK THERE IS GOING TO BE EITHER MORE PEOPLE IN OR OUT ON THIS IDEA. AND LET'S JUST SEE WHERE IT GOES BUT LET ME LET OTHER PEOPLE SPEAK. IS THAT OKAY?

COM. NICK JOSEFOWITZ: THAT'S GREAT.

SCOTT HAGGERTY, CHAIR: COMMISSIONER CONNOLY, AND LICCARDO, AND AHN.

DAMON CONNOLY: GREAT I'LL JUMP IN AND START WITH THANKS FOR THE AMOUNT OF WORK THAT WENT INTO THE BLUEPRINT TODAY, TO STAFF AND COLLEAGUES AS WELL AS PUBLIC COMMENT WE RECEIVED WAS GREAT. SO SPEAKING FOR MARIN COUNTY. I WANT TO FAVORABLY COMMENT ON THE TRANSPORTATION COMPONENT OF THE BLUEPRINT. ALL OF THE PAGER PROJECTS THAT MARIN PROPOSED HAVE BEEN INCLUDED IN THE PLAN. THOSE INCLUDE A RESILIENT STATE ROUTE 37 IN THERE, I PARTICULARLY WANT TO THANK MY NORTH BAY COLLEAGUES FOR JOINING FORCES TO BRING THAT ACROSS THE FINISH LINE. MARIN SONOMA NARROWS. U.S. 101 TO 580 DIRECT CONNECTOR AND RICHMOND SAN RAFAEL BRIDGE WESTBOUND JOINT USE LANE WHICH IS STILL UNDER CONSIDERATION BUT INCLUDED AS MOVING FORWARD IN THE PLAN. ON THE REGIONAL GROWTH PROJECTIONS AND STRATEGIES, A COUPLE OF ISSUES I WANTED TO RAISE AND PERHAPS GET SOME FOLLOW

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UP FROM STAFF. THE FIRST IS -- AND THIS HAS COME UP THROUGHOUT THE CONVERSATION, HIGH RESOURCE AREAS, WHICH CONTINUE TO BE A LITTLE BIT NEBULOUS. BUT MY MAIN CONCERN IS TO WHAT EXTENT ARE THEY ACTUALLY TETHERED TO HIGH QUALITY TRANSIT? THE GOAL STATED HERE IS TO REDUCE GREENHOUSE GAS EMISSIONS AND PROMOTE EQUITY. TO THE EXTENT THAT WE'RE PROPOSING A LOT OF NEW HOUSING, AND WE ALL RECOGNIZE AFFORDABLE HOUSING IS A REGIONAL GOAL THAT WE ALL NEED TO PURSUE, MARIN COUNTY IS CONTINUING IN THAT DIRECTION, INCLUDING TWO NEW PDAS, PROPOSED THIS YEAR, ONE IN INCORPORATED MARIN, ONE IN UNINCORPORATED. BUT THE FACT IS -- AND I'LL GET TO NUMBERS WE'RE SEEING RECENTLY FROM RHNA THAT A LOT OF HOUSING IS BEING PROPOSED IN HIGH RESOURCE AREAS WITH NO INDICATION THERE IS ANY RELATIONSHIP TO HIGH QUALITY TRANSIT. LAST THING WE WANT TO DO IS HAVE PEOPLE DRIVING IN SINGLE OCCUPANCY VEHICLES, AND THEREBY INCREASING GREENHOUSE GAS EMISSIONS, LET ALONE FORCING WORKING CLASS FOLKS WHO RELY ON TRANSIT TO HAVE TO GO OUT AND BUY A VEHICLE. SO THAT'S ONE ISSUE. WE HAVE BEEN PUSHING FOR A HYBRID APPROACH. IT'S NOT CLEAR TO ME THAT THAT WAS RESPONDED TO IN THIS PLAN. SO THAT'S A CONCERN. PRACTICALLY SPEAKING, WHAT WE'RE SEEING IN MARIN FROM THE DRAFT RHNA NUMBERS IS THAT THE UNINCORPORATED ALLOCATION FOR MARIN HAS GONE UP 22 TIMES FROM THE LAST RHNA CYCLE. IT'S EYE POPPING. SO THE QUESTION I HAVE THAT'S MORE FUNDAMENTAL, EVEN, IS TO WHAT EXTENT DOES ADOPTING THIS BLUEPRINT DRIVE IMPLEMENTATION OF RHNA? BECAUSE YOU CAN WELL

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IMAGINE WE'RE GOING TO HAVE A PROBLEM WITH THAT IF THE ANSWER IS THIS IS A PRINCIPLE OR MAIN DRIVER OF THAT PROCESS. SO I WOULD LIKE STAFF TO -- AND I RECOGNIZE THE RHNA NUMBERS ARE GRAPHED, BUT FRANKLY, THAT'S WHERE THE RUBBER MEETS THE ROAD. THERE ARE PROBABLY A FEW ISSUES. YOU KNOW, IS IT SOMETHING RELATED TO UNINCORPORATED STATUS, FOR EXAMPLE, BUT AGAIN, THAT OVERALL ISSUE, AND IN FACT, I WOULD EVEN, WHETHER A MOTION OR A MORE DIRECT STATEMENT, THAT BY APPROVING THIS, THAT IS NOT DRIVING THOSE OUTCOMES AS PART OF THE RHNA PROCESS.

SCOTT HAGGERTY, CHAIR: COMMISSIONER LICCARDO?

SAM LICCARDO: THANK YOU CHAIR. I WANT TO JOIN IN THE THANKS AND PARTICULARLY TO THANK MATT AND ALIX FOR WORKING WITH US TO CARVE OUT A PATH TO ENSURE THE REGION CAN GET CONNECTED TO HIGH SPEED RAIL IN OUR LIFETIME. COMMISSIONER PUT IT WELL, ABOUT THE PRIORITIES HERE, AND I ALSO WANT TO THANK, CERTAINLY, SEVERAL OF MY COLLEAGUES, COMMISSIONER PEDROZA AND SPERING AND THOSE WHO HAVE JUMPED IN TO HELP, I LOOK FORWARD TO THE MASTER AGREEMENT BETWEEN THE NINE PARTIES. I THINK THAT CONVERSATION IS IMPORTANT AND OVERDUE AND WE ALL AGREE IT NEEDED TO BE REVISED EVEN BEFORE THIS POINT. I WANT TO CLARIFY IF THERE ARE TWO SEPARATE THINGS GOING ON HERE SO FOLKS AREN'T MIXING THE TWO. ONE IS WHAT WE HAVE ESSENTIALLY DONE AS MATT DESCRIBED IS REMOVE $3 BILLION FROM A LOCAL SANTA CLARA

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PROJECT TO GET THIS HIGH SPEED RAIL PROJECT INTO THE BAY AREA. AND SECONDLY, THE $4.1 BILLION REGIONAL FUNDS ALONG THAT CORRIDOR, WHICH WOULD BE FOR THE DUAL USE PROJECTS, ACTUALLY BOTH COULD BE FOR DUAL USE, AND THAT'S WHERE THE PRIORITIZATION FROM SOUTH AND NORTH EXIST, AND I AGREE WITH COMMISSIONER JOSEFOWITZ THAT THIS IS NOT A STRICT AND EXCLUSIVE KIND OF PRIORITIZATION. OBVIOUSLY THERE ARE OTHER FACTORS THAT NEED TO BE CONSIDERED. FUNDAMENTAL PRINCIPLE IS THAT WE HAVE DEPOSIT TO BUILD THE FIRST STORY OF THE BUILDING BEFORE WE START BUILDING THE 13th STORY. AND I THINK WE HAVE SEEN WHAT HAS EMERGED FROM THIS BOOK END STRATEGY OF HIGH SPEED RAIL STATEWIDE AND IT'S BEEN A POISONOUS RESULT THAT WE HAVE CREATED THIS GOLDEN GOOSE MENTALITY THAT HIGH SPEED RAIL AND ITS PURPOSE IS TO CREATE FUNDING THAT LOCAL COMMUNITIES CAN USE TO REALLY CREATE TRANSIT THAT'S SEPARATE FROM HIGH SPEED RAIL THAT MIGHT GET CONNECTED IN A DECADE OR TWO. AND WHAT I THINK WE REALLY NEED TO DO, AS A REGION, IS TO UNDERSTAND HOW BEST WE CAN GET HIGH SPEED RAIL HERE AND STARTING AT GROUND FLOOR GOING UP TO THE 13 TO 15th STORY. WHEREVER WE END UP. I THINK WE ALL UNDERSTAND THAT WE'RE NEED TO GET TO SALESFORCE TOWER, BUT IT'S GET TO GET TO THE FIRST FLOOR FIRST. AND SO THAT IS WHAT'S BEHIND THIS WHOLE PRIORITIZATION. I THINK, I APPRECIATE COMMISSIONER PAPAN'S CONCERNS, IT'S KNOWN FUNDING THAT HAS TRADITIONALLY CREATED GREAT SEPARATIONS SAN MATEO COUNTY OR NORTH SANTA CLARA COUNTY

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IS BEING TOUCHED THROUGH THIS, BUT RATHER WHAT WE WANT TO DO IS ENSURE THAT WE GET FIRST THINGS FIRST WHICH IS GETTING THE TRAIN HERE. AND I HOPE WE CAN COME BACK IN THE NEXT FEW MONTHS AND TALK MORE IN DEPTH ABOUT WHAT THAT STRATEGIES NEEDS TO BE. WE HAVE BEEN WORKING WITH HIGH SPEED RAIL STAFF TO TALK ABOUT WHAT THE STAGING MIGHT LOOK LIKE TO GET THE FUNDING IN PLACE TO GET TO THE BAY AREA AND TO BE PAROCHIAL FOR A MOTION, I THINK IN THIS CASE BEING PAROCHIAL ALIGNS WITH THE REGIONAL OBJECTIVE, IF WE CAN'T GET IT TO DIRIDON STATION THEN NONE OF THIS IS WORTH THE EFFORT, BUT WHATEVER WE'RE SPENDING ANYWHERE ELSE ALONG THE LINE TO BENEFIT HIGH SPEED RAIL BECAUSE IT'S ONLY IN DIRIDON STATION THAT HIGH SPEED RAIL CAN GET TO THE ONE PLACE IN THE BAY AREA WHERE WE WILL HAVE BART, CALTRAIN, ACE, CAPITAL CORRIDOR, AND A HOST OF OTHER LOCAL COMMUTER SYSTEMS LIKE LIGHT RATE AND BUS RAPID TRANSIT. THAT'S THE ONLY PLACE IN THE BAY AREA WHERE YOU CAN ACTUALLY GET ALL THE SYSTEMS. THIS IS AN OPPORTUNITY FOR US TO BRING HIGH SPEED RAIL INTO CONNECTIVITY WITH ALL THE OTHER SYSTEMS WHICH MEANS WE GOT TO GET IT THROUGH PACHECO PASS AND GILROY AND MORGAN HILL THAT'S WHY IT'S IMPORTANT TO ME THAT WE HAVE DOLLARS COMMITTED TO COMMUNITIES TO GILROY AND MORGAN HILL AND THAT'S BASIS FOR PRIORITIZATION. I WANT TO THANK STAFF FOR WHAT THEY HAVE DONE. I THINK WE'RE ALL GOING TO GET THERE AND IT'S IMPORTANT FOR US TO CONVENE AGAIN ON THIS ISSUE. WE NEED TO TALK ABOUT WHAT STRATEGIES MAKE SENSE FOR THE ENTIRE REGION

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AND I APPRECIATE MY FELLOW COMMISSIONERS SUPPORT AND PARTICULARLY COMMISSIONERS WORKING WITH ME.

EDDIE AHN: I APPRECIATE THE CONVERSATION ON FUNDING I HAVE BEEN FOLLOWING IT IT'S IMPORTANT TO HAVE A GENERAL PRIORITIZATION THAT GETS AT HOPEFULLY ET NEEDS OF THE SOUTH BAY AS WELL. I THINK THE THING I WANT TO FOCUS ON IS 60 PERCENT GOAL FOR TELEWORKING IT STRIKES ME AS UNREALISTIC AND A HIGH NUMBER AS WE WERE WORKING OFF THE ORIGINAL ASSUMPTION OF 35 PERCENT AND JUMPING TO THAT GOAL I'M CONCERNED ABOUT. NOW I WOULD SUPPORT ELIMINATING THE LANGUAGE ENTIRELY OR AT LEAST DOING WHAT COMMISSIONER JOSEFOWITZ IS SUGGESTING IS BUILDING FLEXIBILITY WHICH IS THE IDEA OF TELEWORKING AND BUILDING SUSTAINABLE TRIPS, TRIP CAPS.

SCOTT HAGGERTY, CHAIR: COMMISSIONER SCHAFF? SCHAFF HALF HERE I'LL PUT ON MY CAMERA. THANK YOU COMMISSIONERS. I WILL SAVE MY COMMENTS ON TELECOMMUTING FOR LAST. BUT BASICALLY I WANT TO THANK STAFF FOR RESPONDING TO PUBLIC COMMENTS. I DO HOPE THAT OAKLAND CAN BE A PARTNER ON THE IMPLEMENTATION PLAN AND I WOULD LOVE FOR YOU TO INCLUDE MY STAFF AS YOU DEVELOP IT. I KNOW IN OAKLAND, OUR EQUITY -- EQUITABLE CLIMATE ACTION PLAN THAT WE RECENTLY ADOPTED REALLY FOCUSES ON SHORT-TERM IMPLEMENTATION ON OUR FRONTLINE COMMUNITIES IMPROVED AFFORDABILITY AND REBUILDING A SEAMLESS TRANSIT SYSTEM. SO,

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EXCITED ABOUT THE FOCUS ON THAT AND THE IMPLEMENTATION STAGE. I'M EXCEPTIONALLY EXCITED ABOUT THE STRATEGY TO PROVIDE TARGETED MORTGAGE RENTAL AND SMALL BUSINESS ASSISTANCE THAT WAS A FANTASTIC ADDITION. AND HOW THIS CAN BE A CODED RESPONSE MODEL AS WELL IN THE SHORTER TERM. I DO HAVE SOME CONCERN. YOU USED THE TERM BASIC INCOME AS A FOUNDING MEMBER OF MAYORS FOR GUARANTEED INCOME, WE ARE REALLY TRYING TO EDUCATE THE PUBLIC ABOUT THE DIFFERENCE BETWEEN GUARANTEED INCOME AND BASIC INCOME. AND I REALLY ADVISE THAT WE CHANGE THAT LANGUAGE TO GUARANTEED INCOME, WHICH IS TARGETED -- IT IS NOT UNIVERSAL OR FOR EVERYONE. IT IS FOR THOSE WHO NEED IT. AND SO, IF THERE IS FURTHER DISCUSSION, I NEED TO HAVE OFFLINE WITH STAFF, I WOULD LIKE TO -- SORRY. IT SUDDENLY STARTED -- I THINK URSULA. URSULA, IF YOU COULD MUTE YOURSELF? BUT ANYWAY, I WOULD LIKE TO -- I THINK IT'S IMPORTANT THAT GUARANTEED INCOME. AND THEN FINALLY ON THE TELECOMMUTING MANDATE. I HAVE SOME PRETTY STRONG FEELINGS ABOUT THIS. AND WHILE I GENERALLY TRY AND BE VERY COLLEGIAL THAT WE'RE UNDER A CLEAR MORAL IMPERATIVE PARTICULARLY IN THIS MOMENT IN THIS YEAR TO BE UNEQUIVOCAL ABOUT PUTTING PEOPLE BEFORE PROFIT AND THE CLIMATE DEVASTATION THAT HAS CAUSED THAT POLLUTED AIR HAS CAUSED IS SO MUCH MORE IMPORTANT THAN THE VIABILITY OF PROFITS. SO, I BELIEVE THIS IS A VERY IMPORTANT POLICY. IF IT MAKES PEOPLE FEEL MORE COMPANY TO SAY THAT IT IS A 60 PERCENT TELECOMMUTING, OR EQUIVALENT, MANDATE, TO REALLY SIGNAL THAT THE GOAL IS THE "BENEFITS" OF

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THIS POLICY AND THERE IS FLEXIBILITY IN HOW IT'S ACHIEVED SO THAT COMPANIES COULD CERTAINLY GET CREDIT FOR NON-CAR OWNING EMPLOYEES ET CETERA. I THINK CERTAINLY THAT IS WISE AND I THINK WE HAVE HEARD STAFF SAY CLEARLY THAT THESE ARE THE TYPES OF FLEXIBILITIES AND ACCOMMODATIONS THAT WE WOULD SEE IN THE IMPLEMENTATION PLAN. BUT I AM NOT WILLING TO NOT HAVE A TELECOMMUTING MANDATE IN THIS POLICY. OR IN THIS BLUEPRINT. WE HAVE GOT TO CONTINUE IDEALLY LOOK FOR SILVER LININGS AMIDst THIS HORRIFIC TRAGEDY THAT WE'RE SUFFERING RIGHT NOW AND ONE OF THEM IS AN OPPORTUNITY TO DO THING THAT WE -- THAT COULD NOT HAVE BEEN DONE IN THE PAST, AND CERTAINLY, ACCELERATING TELECOMMUTING POLICIES AND REALLY DRIVING WHAT BENEFITS WE CAN DERIVE FROM TELECOMMUTING. NOW IS A TIME, MORE THAN EVER, THAT WE CAN DO THAT IN A WAY THAT WOULD BE LEAST IMPACTFUL AND HARMFUL. I WOULD FEEL COMFORTABLE WITH ADDING THE TERM OF EQUIVALENT IF THAT WOULD WORK WITH VALID CONCERNS. I AM SUPPORTIVE OF THE WORK AND APPRECIATE THE INCREDIBLE THOUGHT STAFF HAS PUT INTO THIS AS WELL AS THE GOOD COMMENTS FROM MY COLLEAGUES. THANK YOU.

SCOTT HAGGERTY, CHAIR: THANK YOU MAYOR. PEDROZA, BRUINS, SPERING, LICCARDO, AGAIN.

ALFREDO PEDROZA: THANK YOU CHAIR. AND I AGREE WITH MAYOR SCHAFF ON THE TELEWORK POLICY. GREAT COMMENTS ON THAT. I WANT

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TO START BY THANKING STAFF. A LOT OF WORK WENT INTO THIS, IN PARTICULAR OUR EXECUTIVE DIRECTOR THERESE MCMILLAN, MAKING SURE WE STAY WITHIN THE FINANCIAL ENVELOPE AND REMAIN STRATEGIC. WE CAN'T KEEP DOING BUSINESS AS USUAL SO WE HAVE TO GET UNCOMFORTABLE WHETHER IT'S POLICIES OR TELEWORK AROUND HIGH RESOURCE AREAS. GOVERNOR ANNOUNCED BY 2035 HE'S GOING TO BE BANNING GAS POWERED VEHICLE. THIS IS GOING TO HAPPEN. IS THIS IS AN OPPORTUNITY TO SHAPE THE FUTURE. THIS IS WHAT I SEE TO SHAPE THE PLAN. ON THE TELEWORK POLICY IT'S BENEFITS WE WANT TO ACHIEVE. WE KNOW THERE IS BENEFIT TO -- LET'S PROVIDE AMENDMENTS TO THAT AND TO THE HOUSING WE NEED TO LOOK AT THE NEED AND IT'S GOING TO HAPPEN SO WE NEED TO MAKE SURE LOCALLY THAT WE TRY TO BE PART OF THE SOLUTION VERSUS PART OF THE PROBLEM. I THINK THIS IS A GREAT PLAN THAT'S HIGH LEVEL. THERE IS A LOT TO BE SAID ABOUT HOW WE IMPLEMENT IT BUT THIS IS FIRST STEPS. I'M IN SUPPORT OF WHAT'S OUTLINED HERE AND THANK YOU TO MAYOR LICCARDO FOR WANTING TO LOOK AT HIGH SPEED RAIL IF A VERY GOOD WAY BUT ALSO UNDERSTANDING WE HAVE A BALANCE THAT WE NEED TO FIND HERE FOR THE REGION. SO JUST SUPPORTIVE OF THIS PLAN. THANK YOU MR. CHAIR.

SCOTT HAGGERTY, CHAIR: THANK YOU COMMISSIONER BRUINS.

JEANNIE BRUINS: THANK YOU TO STAFF. THERE IS A LOT OF HARD WORK THAT GOES INTO THIS AND SO MANY COMPETING PERSPECTIVES

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AND PRIORITIES. I THINK YOU HAVE DONE A NICE JOB AND THE WORDING, I THINK YOU HAVE THREADED THE NEEDLE PRETTY WELL. SAM LICCARDO I WOULD LIKE TO THANK YOU IN TERMS OF THE CHANGES THAT YOU BROUGHT INTO REGARDING HIGH SPEED RAIL ET CETERA I DEFINITELY SUPPORT THAT, AND YOU KNOW, NICK, I TRIED TO FIGURE OUT WHAT THE ANALOGY WAS, AND I'M GLAD SAM WAS OF THE ONE WHO MENTIONED YOU HAVE TO BUILD THE GROUND FLOOR BEFORE YOU BUILD THE 13th STORY. THIS IS IMPORTANT. DIRIDON IS A CRITICAL PLACE TO GET IT AT LEAST THAT FAR AND THEN WE GO FROM THERE, AND YOU CAN'T GET TO DIRIDON IF WE DON'T PUT THIS AS PRIORITY HERE. IN TERMS OF THE LAST ITEM, AS FOR AS THE MANDATE, I ACTUALLY -- I MEAN, I CAN SEE BOTH SIDES OF THIS. BUT I THINK MY PERSONAL PREFERENCE IS IF WE COULD TRY AND FIGURE OUT SOME HYBRID LANGUAGE SO WE DON'T LOSE SIGHT OF IT'S NOT JUST A MANDATE AT HOME IT'S MORE THE HYBRID LANGUAGE THAT NICK TRIED TO GET TO SOMETHING STAFF COULD WORK WITH GIVING US MORE OF HYBRID THING.

SCOTT HAGGERTY, CHAIR: SPERING, DID YOU WANT TO HOLD OFF?

JAMES P. SPERING: WHEN YOU'RE READY FOR A MOTION.

SCOTT HAGGERTY, CHAIR: COMMISSIONER LICCARDO I'M GOING HOLD YOU OFF TOO. SO I CAN GET TO EVERYBODY ELSE FIRST. COMMISSIONER MACKENZIE?

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JAKE MACKENZIE: MY APOLOGIES, YOU CAUGHT ME UNAWARES I WAS EXPECTING TO BE THIRD IN LINE. NEVER MIND. LICCARDO, HIGH SPEED RAIL, IF WE WANT TO BE A 21st CENTURY NATION STAKED, OR WHATEVER WE ARE IN CALIFORNIA, THE HIGH SPEED RAIL PROJECT HAS GOT TO MOVE FORWARD. OTHERWISE, WE'RE A THIRD WORLD NATION AS FAR AS I'M CONCERNED. COMMISSIONER CONNOLY AND HIS REMARKS ABOUT THE NORTH BAY AND THE RESILIENT STATE ROUTE 37 PROJECT, THAT BRINGS TO MIND ONE OF THE SERIOUS PROBLEMS THAT WE'RE GOING TO BE DEALING WITH, AND I'M NOT GOING TO BE DEALING WITH IT INTO THE INDUSTRY, BUT SEA LEVEL RISE. AND JUST TO MAKE SURE THAT AS WE'RE MAKING OUR PROJECTIONS ON HOUSING, THAT WE'RE TAKING INTO EFFECT WHAT WE KNOW IS HAPPENING, AND WHAT WE KNOW IS GOING TO BE HAPPENING. IN THE NORTH BAY, I THINK WE HAVE FOUGHT OUR CORNER VERY WELL, AND I WOULD STILL REMIND PEOPLE THAT IN THE STATE RAIL PLAN THE EXPANSION OF RAIL SERVICE FROM THE SMART CORRIDOR OVER TO THE MAIN LINE AT CORDELIA JUNCTION IS SOMETHING, AGAIN, THAT IS IMPORTANT, I BELIEVE, TO OUR BAY AREA. AND, FINALLY, IT'S MY UNDERSTANDING, AND THE RHNA NUMBERS, THAT THE PROJECTIONS FOR THE COUNTY OF SONOMA -- AND I HOPE THAT COMMISSIONER RABBIT IS STILL ON THE LINE AND WILL JUMP IN, BUT THE NUMBERS THAT I HAVE HEARD KIND OF PARALLEL WHAT COMMISSIONER CONNOLY WAS TALKING ABOUT, AND THAT IS MASSIVE INCREASE IN UNINCORPORATED SONOMA COUNTY. SONOMA COUNTY -- ALL NINE CITIES HAVE URBAN GROWTH BOUNDARIES

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APPROVED BY THE VOTERS. WE HAVE COMMUNITY SEPARATORS APPROVED BY THE VOTERS TO CONSTRAIN GROWTH AROUND THESE URBAN GROWTH BOUNDARIES. CITY CENTERED GROWTH IS THE COUNTY'S GENERAL PLAN, AND I BELIEVE THAT THE CITIES IN SONOMA COUNTY ARE POISED AND WE IN ROHNERT PARK HAVE DEMONSTRATE THAT WE ARE WILLING TO GIVE DEVELOPMENT APPROVAL FOR MORE HOUSING, AND WE CONTINUE TO HAVE THAT ATTITUDE. SO, I'M VERY CONCERNED ABOUT THE COMING TOGETHER OF RHNA NUMBERS AND AS FAR AS I'M CONCERNED, THESE NUMBERS THAT ARE PROPOSED FOR UNINCORPORATED SONOMA COUNTY, THERE IS GOING TO BE A BIG -- THERE IS GOING TO BE A BATTLE. ANYWAY. THANK YOU MR. CHAIR. I HAVE TO LEAVE THIS MEETING AT 2:00 FOR A MEDICAL APPOINTMENT. SO, I KNOW THAT THE JOINT LEGISLATION COMMITTEE WILL EVENTUALLY COME IN FRONT OF THIS BODY, BUT IF IT'S AFTER 2:00, I'M GOING TO HAVE TO ASK YOU TO TAKE OVER THE REINS FOR ME.

SCOTT HAGGERTY, CHAIR: COMMISSIONER RABBIT.

DAVID RABBIT: KUDOS TO STAFF FOR ALL THE GREAT WORK. COMMISSIONER MACKENZIE MENTIONED MY NAME, I FEEL I WOULD TALK BRIEFLY ABOUT THE SITUATION HERE IN SONOMA AND WHY IT'S IMPORTANT THAT WE CAN'T BE SO IN FAVOR OF HOUSING THAT IT CONTRADICTS OUR GREENHOUSE GAS EMISSIONS GOALS AND SUSTAINABILITY GOALS AND THAT'S WHAT'S HAPPENING. PERCENTAGE OF INCREASE FOR THE UNINCORPORATED COUNTY OF SONOMA IS ABOUT

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550 PERCENT FROM THE LAST CYCLE, AND WE DON'T HAVE A LOT OF AREAS THAT HAVE SERVICES THAT CAN ACCOMMODATE THAT TYPE OF HOUSING. WE DO HAVE, IN THIS COUNTY, AND I THINK WE'RE THE ONLY ONE, AND I CAN SAY THAT ONLY ONE IN THE STATE, I'LL THROW THAT OUT THERE UNTIL I'M PROVEN OTHERWISE, THAT HAS VOTER APPROVED ALL CITIES URBAN GROWTH BOUNDARIES COMMUNITY SEPARATORS THROW ON TOP OF THAT OPEN SPACE ACQUIRED LAND AND MAKING SURE WE'RE PROTECTING THOSE AND WHAT IT'S LEAD TO WHEN YOU COME TO SONOMA YOU CAN ACTUALLY DRIVE FROM ONE CITY YOU ENTER A GREENBELT UNTIL YOU ENTER THE NEXT CITY AND SO ON AND SO FORTH SO IT'S REALLY ABOUT CITY CENTER GROWTH AND WE'RE NOT TRYING TO SHORT CHANGE OUR GROWTH AND WE WELCOME IT AND WANT MORE. WE HAVE SEEN POPULATION DECLINE AND NEED FOR HOUSING. BUT WE NEED TO FIX THAT AS WE GO FORWARD. I UNDERSTAND LAST FRIDAY'S METHODOLOGY COMMITTEE, THE NUMBER HAS DROPPED SLIGHTLY MARIN HAS THE SAME ISSUE OF 2,000 PERCENT INCREASE IN THE UNINCORPORATED AREA. THAT'S REALLY NOT WHERE ALL THAT HOUSING NEEDS TO BE BUILT. AND I WOULD SAY THE SAME THING HERE IN SONOMA COUNTY. AND THE OTHER THING WE'RE STRUGGLING WITH HERE IN SONOMA IS TO COMPLETE OUR SMART RAIL SYSTEM NORTH, AND WE DO -- WE ARE ACTIVELY CONSTRUCTING INTO WITHSTAND -- WINDSOR. THAT'S GREAT. IT'S A BENEFIT AND CHALLENGE WHEN YOU'RE NOT INCLUDED ON PLANS GOING FORWARD ESPECIALLY WHEN GIVEN A VOTER APPROVED MEASURE WHICH JUST MAKES IT POLITICALLY

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A TOUGH HAUL. I APPRECIATE THE OPPORTUNITY. THANK YOU MR. CHAIR.

SCOTT HAGGERTY, CHAIR: OKAY. SO I HAVE NOW OUR EXECUTIVE DIRECTOR. SHE IS OFFICIALLY RAISING HER HAND. I JUST, FOR ME, MAYBE I WAS WAY OFF BASE, YOU KNOW, BUT WHEN I GOT UP THIS MORNING, I KIND OF FIGURED THAT ALL THIS TALK ABOUT HOUSING AND EVERYTHING WAS DONE AT ABAG AND WE WERE GOING TO BE TALKING ABOUT TRANSPORTATION PROJECTS HERE. SO I'M A LITTLE CONFUSED. I MEAN, YOU KNOW YOU NEED TO UNDERSTAND THAT ANYTHING WE DO, IF WE UNRAVEL WHAT WAS DONE BY ABAG OR TRY TO, OR ATTEMPT TO CHANGE, THEN WE GOT TO GO BACK TO ABAG AND WHERE IS THIS GOING TO STOP? WE HAVE ELECTED OFFICIALS THAT SIT ON ABAG TOTALLY VETTED, HOUSING PRODUCTION, AND RHNA NUMBERS, NOW WE'RE SITTING HERE AT MTC, THE TRANSPORTATION AGENCY TALKING ABOUT HOUSING. IT'S A LITTLE FRUSTRATING TO ME. GO AHEAD THERESE.

THERESE MCMILLAN: AND ANTICIPATING THAT I WANTED TO JUMP IN HERE, AND I'LL CALL ON MATT AND DAVE TO HELP ME IF I DON'T GET EVERYTHING COMPLETELY CORRECT. BUT I THINK THE ISSUE THAT COMMISSIONER CONNOLY HAD FIRST RAISED AND THEN WAS SORT OF ECHOED BY COMMISSIONER MACKENZIE AND COMMISSIONER RABBIT IS THE BASIC RELATIONSHIP BETWEEN THE FORECAST THAT WE ARE IN FACT ASKING YOU TO ADOPT, AS PART OF THIS SUITE OF ACTIONS

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RELATIVE TO THE PLAN, BECAUSE AS WE HAVE JUST BEEN TALKING, OUR ASSUMPTIONS ABOUT WHERE WE PUT AND DISTRIBUTE HOUSING, IS A MAJOR PART OF THE PLAN BUT THE QUESTION IS HOW THAT RELATES OR DRIVES RHNA. AND I THINK IT'S IMPORTANT TO HIT ON A COUPLE OF POINTS. A, THE HOUSING NUMBERS THAT WE PUT IN PLANNED BAY AREA ARE 30 YEAR NUMBERS. RHNA IS AN EIGHT YEAR PROCESS. SO THERE IS A VERY BIG DISTINCTION THERE. HOWEVER, STATE LAW DOES REQUIRE THAT THERE IS A CONSISTENCY BETWEEN PLANNED BAY AREA AND RHNA, AND IN TERMS OF THE BROAD SORT OF GUIDE POST OF WHAT THE PLANNED BAY AREA PROVIDES, WHICH, BASED ON ABAG ACTIONS WAS TO ASSUME THE BASIC DISTRIBUTION PATTERN AS PART OF THE FACTORS THAT GO INTO THE BASELINE FOR RHNA, THAT'S BEING BROUGHT INTO PLAY, HOWEVER THERE ARE SPECIFIC SET OF ACTIONS THAT SITS WITH THE RHNA PROCESS THAT ARE INDEPENDENT AND NOT TIED TO PLANNED BAY AREA. AND THAT'S JUST THE WAY THAT, YOU KNOW, THOSE TWO PROCESSES ARE SETUP BY STATE LAW. I THINK AT THAT POINT, I WOULD OFFER THAT PLANNED BAY AREA 2050, AND OUR HOUSING ASSUMPTION HERE DO NOT, IN THEIR ENTIRE -- IN THEIR ENTIRETY, DRIVE WHAT THE RHNA PROCESS REQUIRES. THERE IS A LOT OF DIFFERENT FACTORS OVER AND ABOVE PLANNED BAY AREA THAT NEED TO BE TAKEN INTO ACCOUNT, AND AS CHAIR HAGGERTY SAID, ABAG IS LEADING THAT PROCESS, AND NOT DISCUSSION. BUT I'LL TURN IT OVER TO MY STAFF IN CASE THERE IS ANY OTHER CLARIFICATIONS WE SHOULD MAKE IN TERMS OF THAT RELATIONSHIP. >DAVE VAUTIN: THANKS THERESE. I WANT TO ADD TWO QUICK CLARIFICATIONS

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RECOGNIZING THAT RHNA IS IN THE ABAG DOMAIN, BUT PERHAPS ANSWERING THE QUESTIONS FROM THE COMMISSIONERS TODAY. ONE IS THAT PLANNED BAY AREA 2050, 1 OF THE STRATEGIES YOU ALL ARE CONSIDERING FOR APPROVAL AND YOU HAVE IN FEBRUARY OF THIS YEAR WAS TO FOCUS ALMOST ALL GROWTH IN PLANNED BAY AREA 2050 IN URBAN GROWTH BOUNDARIES SO WHEN IT COMES TO GROWTH IN PLANNED BAY AREA 2050 THAT WHERE GROWTH IS BEING CONCENTRATED WITHIN URBAN GROWTH BOUNDARIES RHNA CONSIDERS FACTORS SUCH AS WHERE EXISTING HOUSEHOLDS LIVE AND THAT'S POWERING PORTIONS AS WELL NOT JUST THE GROWTH IN PLANNED BAY AREA 2050. I WANT TO PROVIDE A BIT OF ARRAY OF HOPE WE HAVE DEVELOPED A POTENTIAL TO CONCERN OF SELECT UNINCORPORATED AREAS IN THE REGION WORKING WITH THEM TO POTENTIALLY SHIFT A SHARE OF THE RHNA IN THE SPHERE OF INFLUENCE AREAS OVER TO THE CITIES TO ADDRESS THIS ISSUE. AND WE HAVE OFFERED IT UP TO SPECIFIC JURISDICTIONS IF THEY CAN PROVIDE DOCUMENTATION OF ALL THE SMART GROWTH, URBAN GROWTH BOUNDARIES ANNEXATION POLICIES TO HCD, WE HAVE MAKE THAT ADJUSTMENT IN OCTOBER BEFORE GOING BACK TO THE ABAG EXECUTIVE BOARD. AND WE ACTUALLY HAVE HAD SPECIFIC DIALOGUE WITH SOLANO, SONOMA AND SANTA CLARA COUNTIES THAT HAVE EXPRESS THE DIRECT INTEREST IN THE ADJUSTMENT. WE HAVEN'T HEARD BACK CONFIRMATION IN THE EIGHT JURISDICTIONS BUT WE ARE WORKING ACTIVELY WITH A NUMBER OF COUNTIES.

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SCOTT HAGGERTY, CHAIR: OKAY. I'M GOING TO GO TO SAM, GINA, AND THEN JIM.

SAM LICCARDO: THANKS FOR INDULGING ME A SECOND TIME. I WANT TO WEIGH IN AND SUPPORT THE MOTION OF AMENDING THE MANDATE OF WORKING FROM HOME. IT'S GOING TO IMPACT THOSE COMMUNITIES DIFFERENTLY IN THOSE COMMUNITIES THAT HAVE A HIGH PERCENTAGE OF WORKERS THAT DO NOT HAVE THE LUXURY OF WORKING FROM HOME, RESTAURANT COOKS, LABORERS, CONSTRUCTION WORKERS, NURSES, I THINK WE'RE SEEING HOW THE WORK FROM HOME MANDATE DISPROPORTIONATE IMPACTS LOW INCOME AND MODERATE INCOME RESIDENTS. THERE IS A REAL SYNERGY AND I'M HEARING FROM MY FELLOW COMMISSIONERS AROUND A COMPROMISE SPERING IS GOING TO COME UP WITH BRILLIANT LANGUAGE TO CAPTURE ALL THE BENEFITS OF WORKING FROM HOME BUT CERTAINLY NOT MANDATING IT AND FINDING OTHER ALTERNATIVES THAT WE ALL KNOW SO MUCH ABOUT WHETHER WALKING OR TRANSIT. I THINK WE'RE GOING TO FIND IMPACTS SOCIALLY AND PSYCHOLOGICALLY, THIS ISOLATION WILL BE WITH US FOR A GENERATION AND WORKING FROM HOME IS CERTAINLY NOT THE IDEAL SOLUTION. SO WE HAVE GOT TO FIND LOGICAL ALTERNATIVES.

SCOTT HAGGERTY, CHAIR: OKAY. COMMISSIONER PAPAN.

GINA PAPAN: THANK YOU. YES. I AM ALSO IN SUPPORT OF THE AMENDMENT AS FAR AS MAKING IT WORK FOR THE COMMON GOOD THERE.

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I NEED TO KNOW, ON THE ACCELERATED USE OF PUBLIC AND COMMUNITY LAND MIXED LAND HOUSING AND ESSENTIAL SERVICES. I GET THAT. I SUPPORT THAT, BUILDING ON COLLEGES AND HIGH SCHOOL CAMPUSES AND STUFF THAT DIRECT IMPACTS LOCAL JURISDICTIONS INFRASTRUCTURE COST BECAUSE I THINK THEY'RE ALL EXEMPTED FROM PAYING OUR LOCAL FEES TO HELP US BE SUSTAINABLE. SO JUST WANT TO BE AWARE. WAS THERE A QUESTION? OKAY. I WOULD LIKE TO KNOW ON THE PERMANENT RESTRICTION ON LOW INCOME, EITHER RENTALS OR HOUSING AND STUFF, IS THAT MOVING FORWARD? OR IS THAT INCLUDE PROPERTY THAT'S ALREADY BEEN DESIGNATED FOR A LIMITED PERIOD OF TIME? >DAVE VAUTIN: TO CLARIFY ON THE RENTER PROTECTION STRATEGY, THE ONLY CHANGE THAT'S BEEN MADE TO THAT STRATEGY TO WHAT YOU ALL HAVE APPROVED IN FEBRUARY ARE ADDITIONS OF SOME LEGAL SERVICES FOR TENANTS INCORPORATING THAT INTO THE MIX. SO IT REMAINS THE SAME AS WHAT WAS PREVIOUSLY APPROVED.

GINA PAPAN: OKAY GREAT. THANK YOU. LAST THING HERE, I BELIEVE, IS THE ALL LANE TOLLING THAT WAS PRESENTED TO OUR JURISDICTION AS BEING STUDIED THEN STAFF RESPONDED THAT IT'S ALREADY BEEN STUDIED, AND IT'S JUST THAT IT SEEMS TO BE THAT'S THE ONLY THING THAT YOU'RE STUDYING HERE. I DON'T THINK IT'S GOING TO WORK FOR OUR JURISDICTION BECAUSE OTHER STUDIES WOULD BE MORE HELPFUL. FOR INSTANCE, FREE TRANSIT IN AND OUT OF SFO. 43,000 EMPLOYEES. PUBLIC TRANSIT, I MEAN, THOSE ARE THE TYPE OF ALTERNATIVES I'M NOT SEEING HERE THAT WOULD ACHIEVE MAJOR

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GOALS IN REDUCING GREENHOUSE GASSES, IT JUST SEEMS LIKE EVERYTHING WAS PUT ALL ON THE ALL LANE TOLLING. AND I KNOW FOR A FACT OUR JURISDICTION IS NOT IN SUPPORT OF THAT. AND WHERE ALSO HOW DOES THAT AFFECT IF YOU'RE DOING ALL LANE TOLLING AND WHAT THE GOVERNOR JUST ANNOUNCED IF WE'RE GOING TOWARD ALL ELECTRIC VEHICLES THEN ARE WE -- I'M NOT SURE THE IMPACT THERE IS WHAT WE WANT TO ACHIEVE. SO AS FAR AS THE PROPOSAL, I REALLY WISHED WE WOULD HAVE SEEN OTHER ALTERNATIVES BESIDES THIS ALL LANE TOLLING, AND I THINK WE WERE REALLY CLEAR ON THAT WHEN WE PRESENTED OUR LETTER. SO I WAS WONDERING WHAT STAFF -- HAS THE STUDY BEEN COMPLETED OR WERE WE MISREPRESENTED? >DAVE VAUTIN: I THINK A COUPLE OF POINTS ON YOUR QUESTION, COMMISSIONER PAPAN, FIRST OF ALL, WE DID STUDY ALL LANE TOLLING IN THE DRAFT BLUEPRINT WE FOUND THAT IT WAS A MAJOR CONTRIBUTOR TO REDUCING GREENHOUSE GAS EMISSIONS AND THAT THE MEANS-BASED TOLL POLICY ADDRESSED MANY OF THE EQUITY CONCERNS THAT DOESN'T MEAN THE STUDY, THAT FURTHER STUDIES AREN'T NEEDED. IN FACT WE WANT TO STUDY IT FURTHER IN THE FINAL BLUEPRINT PHASE HERE WITH FURTHER REFINEMENTS IDENTIFIED IN THE PACKET AND THE IMPLEMENTATION PLAN PHASE, SHOULD THE STRATEGY MOVE FORWARD, A MUCH MORE COMPREHENSIVE OPERATIONAL STUDY WOULD BE NECESSARY AS A FIRST STEP. MORE WORK WOULD BE REQUIRED IN PARTNERSHIP WITH ORGANIZATIONS ACROSS THE REGION.

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GINA PAPAN: AS COMMISSIONER CONNOLY NOTED DEFINITION OF STRONG MARKET AND HIGH RESOURCE AREAS, THOSE ARE REALLY VAGUE AND I WOULD APPRECIATE FURTHER DEFINITION MY CITY HAS BEEN LISTED AS A STRONG MARKET WE HAVE VERY MINIMAL MARKET OR BUSINESS IN OUR CITY. SO CLARIFICATION ON THAT MOVING FORWARD WOULD BE EXCEPTIONALLY HELPFUL. IS THAT POSSIBLE? >DAVE VAUTIN: HAPPY TO ANSWER THAT RIGHT NOW. HIGH RESOURCE IS DEFINED BY THE STATE. IT'S AN OFFICIAL DEFINITION APPROVED BY THE STATE OF CALIFORNIA THEY DEVELOPED MAPS FOR HIGH RESOURCE AREAS WE HAVE INCORPORATED THOSE MAPS YOU CAN FIND THOSE ON THE TREASURER'S WEB SITE FOR THE STATE.

GINA PAPAN: STRONG MARKET? >DAVE VAUTIN: WHERE IT'S STRONG MARKET WHAT WE'RE TALKING ABOUT THERE IN OUR ANALYSIS ARE THE TRANSIT-RICH HIGH RESOURCE AREAS THAT OFTEN HAVE HIGHER HOME VALUES. THEY HAVE HISTORICALLY HAD A STRONGER MARKET FOR DEVELOPMENT.

GINA PAPAN: BUT THAT'S -- STRONGER MARKET FOR DEVELOPMENT IN WHICH WAY? IS COULD YOU CLARIFY FOR ME? BECAUSE WE HAD HIGH TRANSIT AND WE GOT YES HIGH HOME PRICES BUT THERE IS NO OTHER LAND. WHERE IS THAT SUPPOSED TO HAPPEN. >DAVE VAUTIN: WHAT WE'RE SAYING THERE IN STRONG REAL ESTATE MARKET WE'RE SAYING UNDERLYING CHARACTERISTIC GREAT SCHOOLS FOR RESIDENTS, A WIDE ARRAY OF PARKS, A VARIETY OF DIFFERENT SOCIAL SERVICES, THOSE

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ARE THINGS THAT OFTEN LEAD TO HIGHER HOME VALUES AND MAKE THE COMMUNITIES MORE ATTRACTIVE TO LIVE IN.

GINA PAPAN: I UNDERSTAND. THANK YOU. AGAIN, I AM SUPPORTIVE OF THE AMENDMENT.

DAMON CONNOLLY: DAVE, IF I CAN JUMP IN, WHAT ABOUT HIGH RESOURCE AND CONSTRAINED TRANSIT. >DAVE VAUTIN: WITH REGARD TO HIGH RESOURCE AREAS, THE COMPROMISE THAT WAS REACHED IN FEBRUARY ON HIGH RESOURCE AREAS FOR PLANNED BAY AREA 2050 REMAINS IN THE STAFF RECOMMENDATION. SO IT'S NOT ALL HIGH AREAS THAT ARE IN INCORPORATED PLAN 2050 IT'S THOSE THAT MEET THE MINIMUM TRANSIT THRESHOLDS THAT'S COMPROMISING MANY OF THE RESOURCES ARE NEAR JOB CENTERS, AND A COMMUTER COULD USE TRANSIT OR AUTO WHICH WOULD ATTRACTIVE AS WELL AND THEY WOULD HAVE ACCESS TO HIGH PERFORMING SCHOOLS THIS'S DIFFERENT FROM THE RHNA PROCESS WHICH IS ONE OF THE REASONS WE'RE SEEING HIGHER ALLOCATIONS IN RHNA IS THAT IT BUILDS AND ACCELERATES REGARDLESS OF HIGH LEVEL OF TRANSIT RESOURCE.

SCOTT HAGGERTY, CHAIR: REAL QUICK BEFORE I GO TO SPERING. HOW MANY TIMES HAVE WE HEARD THIS ITEM?

JAMES P. SPERING: MULTIPLE TIMES, MR. CHAIR. OVER THE PAST COUPLE OF YEARS.

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SCOTT HAGGERTY, CHAIR: YEAH. I'M SURPRISED. DAVE, AND/OR MAYBE MATT, I'M NOT SURE WHO, THE ADDITIONAL MONEYS THAT ARE BEING ALLOCATED TO, AND FIRST OF ALL I'M VERY SUPPORTIVE OF HIGH SPEED RAIL AND SAM'S AMENDMENT. I WANT TO MAKE SURE THAT BECAUSE IT'S STILL PRETTY FAR OUT, A LOT OF ENVIRONMENTAL WORK -- THIS IS CONSIDERED PROGRAM TWO MONEY, RIGHT.

MATT MALONEY: THAT'S CORRECT. THIS WOULD BE PERIOD TWO OF THE PLAN, THE BACK HALF.

SCOTT HAGGERTY, CHAIR: ALL RIGHT. THEN I'M FINE. SPERING?

JAMES P. SPERING: THANK YOU MR. CHAIRMAN. YOU KNOW, YOU'RE HEARING ALL THE COMMENTS, AND I THINK A LOT OF THEM ARE VALID, BUT WE ARE AT THE 11th HOUR, AND THERE IS A LOT OF MONEY AT RISK HERE. AND I THINK AS MOST OF YOU KNOW, WHEN THIS PLAN IS ADOPTED WE NOW START ON THE NEXT PLAN AND A LOT OF THE STRATEGIES AND SUGGESTIONS THAT ARE BEING MADE RIGHT NOW CERTAINLY WILL BE BROUGHT INTO THE NEXT PLAN. YOU KNOW, BUT FOR US TO, AT THIS POINT, SAY WE WANT TO ELIMINATE THIS MANDATE ON THE TELECOMMUTING IS A HUGE IMPACT ON US APPROVING THIS PLAN IN A TIMELY FASHION. IT'S JUST NOT GOING TO HAPPEN. STAFF -- I DON'T BELIEVE IS GOING TO FIND THE EQUIVALENT BENEFITS BETWEEN NOW AND THE END OF THIS YEAR. DAVID YOU MIGHT

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WANT TO HELP ME ON THIS WE EMBARKED ON THIS SEVERAL YEARS AGO, GREENHOUSE GAS TARGETS STAFF AND COMMISSIONERS SAID THIS IS GOING TO BE VERY DIFFICULT AND VERY UNCOMFORTABLE FOR US TO MOVE FORWARD AND I THINK THE OPTIONS THAT STAFF HAS PUT IN I THINK ARE MANAGEABLE AT THIS POINT. I UNDERSTAND THE IMPLICATION. ISSUES THAT NICK IS RAISING, I THINK NEED TO BE EXPLORED A LOT MORE. BUT I JUST REALLY WOULD CAUTION STAFF ON JUST MAKING AMENDMENTS TO THE PLAN THAT REALLY WE CAN'T JUSTIFY OR WE CAN'T MEET THOSE TARGETS, AND YOU KNOW, I WOULD, YOU KNOW, MAYBE MATT OR DAVE CAN JUST COMMENT REAL BRIEFLY BUT IF WE START AMENDING THIS PLAN AT THIS LATE HOUR, I MEAN, DO YOU HAVE ANY RABBITS IN YOUR HAT THAT'S GOING TO GET US THROUGH THE THRESHOLD, TO THE FINISH LINE? >DAVE VAUTIN: SO AT THIS POINT SPERING, WE'RE FEEL LIKE WE HAVE PULLED OUT EVERY RABBIT IN THE HAT IS MAYBE SEARCHED FOR SOME MORE RABBITS.

JAMES P. SPERING: YEAH. AND THAT'S THE POINT I'M MAKING AND THE OTHER QUESTION I WANT TO ASK, YOU'RE COMING BACK TO US AT THE END OF THE YEAR WITH ADDITIONAL STRATEGIES THIS IS ON GROWTH GEOGRAPHIES OR SOMETHING. WHEN THAT COMES BACK TO US SOME OF THE SUGGESTIONS THAT COMMISSIONER JOSEFOWITZ AND OTHER COMMISSIONERS HAVE MADE, YOU CAN GUYS AT LEAST BE LOOKING AT THOSE TO SEE IF THERE ARE, YOU KNOW, ANY BENEFITS OR ANY EQUIVALENTS THAT WOULD CLOSE THAT GAP TO WHERE MAYBE IT'S NOT

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THE SIX PERCENT THRESHOLD. IS THAT NOT SOMETHING THAT COULD BE AT LEAST LOOKED AT? >DAVE VAUTIN: ABSOLUTELY.

JAMES P. SPERING: THAT'S ALL I NEED. DAVE ALL I WANTED WAS A YES. MY MOTION, AND HOPE -- SAM, FIRST I WANT TO THANK YOU. I FELT WE WOULD HAVE BEEN REMISS IF WE DIDN'T HIGHLIGHT HIGH SPEED RAIL AND I APPRECIATE YOU BRINGING THAT FORWARD AND I'M GLAD THAT WORKED OUT SO I'M HOPING YOU'RE PROBABLY GOING TO BE DISAPPOINTED IN THE MOTION I'M GOING TO MAKE BUT THE MOTION IS GOING TO BE THAT WE ADOPT THIS PLAN THAT'S BEING PRESENTED TO US TODAY AND THAT WE DIRECT STAFF TO LOOK AT POTENTIAL STRATEGIES THAT WILL GIVE US THE EQUIVALENT OF THAT 60 PERCENT MANDATED TELECOMMUTE. SO THAT WOULD BE THE MOTION. SO WHAT IT DOES, IS IT OPENS THE DOOR FOR STAFF, IF HE'S LOOKING AT STRATEGY BETWEEN NOW AND THE END OF THE YEAR. SO THAT WOULD BE THE MOTION, MR. CHAIRMAN, BUT I JUST WANT TO TELL THE COMMISSION THAT, YOU KNOW, THIS IS THE 11th HOUR. WE HAVE BEEN WORKING ON THIS. A LOT OF THESE ISSUES HAVE BEEN ADDRESSED I DON'T KNOW OF ANOTHER WAY WE'RE GOING TO GET TO THE FINISH LINE. I WOULD ENCOURAGE EVERYONE TO MOVE FORWARD WITH WHAT STAFF HAS PRESENTED AND THAT WE START WORKING ON THESE STRATEGIES WHERE WE REALLY NEED TO CHANGE IT IN THE NEXT PLAN THAT WE ADOPT THAT WE REALLY CAN ADOPT LIKE THE ISSUES SAN FRANCISCO IS RAISING. THAT WOULD BE MY MOTION MR. CHAIR.

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JAKE MACKENZIE: I'LL SECOND THE MOTION MR. CHAIR.

SCOTT HAGGERTY, CHAIR: I HAVE A MOTION AND SECOND I'M GOING TO STOP ON THE COMMISSIONER FOR A MINUTE I WANT TO GIVE THE PUBLIC AN IDEA OF THE DIRECTION WE'RE GOING BUT NOW WE HAVE A LOT OF PUBLIC SPEAKERS JAKE IF YOU CAN HOLD IN THERE OR NOT.

JAKE MACKENZIE: I UNDERSTAND MR. CHAIR. I DO HAVE THE MEDICAL APPOINTMENT AT TWO. I JUST DIDN'T THINK WE WERE GOING TO BE GOING THIS LONG.

SCOTT HAGGERTY, CHAIR: NO WE -- WELL, I NEVER THINK WE'RE GOING TO GO THIS LONG. SO, AGAIN, MY --

COM. NICK JOSEFOWITZ: MR. HAGGERTY, I'LL GIVE YOU AN OPPORTUNITY TO MAKE AMENDMENT AFTER PUBLIC COMMENT.

SCOTT HAGGERTY, CHAIR: YES. I'M GOING TO GO TO THE PUBLIC NOW, JAKE, DO YOU WANT TO PULL YOUR SECONDS? BECAUSE YOUR NOT GOING TO BE HERE. VAL, JOHN --

JAKE MACKENZIE: I'LL MAKE MY MOTION MR. CHAIR.

SCOTT HAGGERTY, CHAIR: DO I HAVE A SECOND.

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ALFREDO PEDROZA: SECOND.

SCOTT HAGGERTY, CHAIR: WHO?

ALFREDO PEDROZA: ALFREDO.

SCOTT HAGGERTY, CHAIR: THANK YOU. KIMBERLY CALL THE SPEAKERS.

CLERK OF THE BOARD: MR. CHAIR HOW MANY MINUTES WOULD YOU LIKE?

SCOTT HAGGERTY, CHAIR: MINUTE AND A HALF.

CLERK OF THE BOARD: FIRST SPEAKER IS VAL MINOTTI, PLEASE UNMUTE YOURSELF.

SPEAKER: THIS IS VAN WITH BART. CHIEF PLANNING AND DEVELOPMENT OFFICER. FIRST I WANT TO THANK YOU AND STAFF FOR YOUR WORK. I WANT TO THANK STAFF AND THE COMMISSION ON THE TRANSIT INVESTMENTS STATE OF GOOD REPAIR IT'S IMPORTANT TO MAINTAIN OUR EXISTING SYSTEM. SECOND ONE IS THE NEW TRANSBAY RAIL CROSSING IT'S A BIG MEGA REGIONAL PROJECT THAT WILL INCLUDE BOTH COMMUTER RAIL AND BART TECHNOLOGIES IT'S KEY TO MAKE LINKAGES IN THE REGION. SECOND I WOULD SAY I DO HAVE CONCERNS ABOUT THE MANDATE FOR THE 60 PERCENT TELECOMMUTING. WE -- OUR

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SUPPORT OF GETTING TO THE GREENHOUSE REDUCTIONS EMISSIONS AND APPRECIATE SPERING'S COMPROMISED PROPOSAL. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JOHN BATE.

SPEAKER: HELLO. MY NAME IS JOHN BATE. I'M WITH THE ADVOCACY GROUP ENVIRONMENTALISTS SPEAK FOR THE PEOPLE. I WANT TO SPEAK ABOUT THE 60 PERCENT TELECOMMUTE, EMPLOYEES WORKING FROM HOME THREE OUT OF FIVE DAYS A WEEK WILL OPT TO WORK AT HOME FIVE OUT OF FIVE DAYS A WEEK MAKING EXODUS FROM THE BAY AREA. ACCOMMODATED POPULATION GROWTH IN A SUSTAINABLE MANNER TO OTHER REGIONS THIS DOESN'T REDUCE OVERALL EMISSIONS. OTHER REGIONS HAVE HIGHER PER CAPITA USAGE. THIS IS AN ABJECT FAILURE OF PLANNING. WE ENCOURAGE MTC TO REVIEW THE COMMENTS SUBMITTED BY GROUPS SUCH AS URBAN ENVIRONMENTALISTS WHICH PROPOSE GREENHOUSE GAS EMISSIONS REDUCTION POLICIES PARTICULARLY REMOVAL OF FREEWAY INFRASTRUCTURE WE CAN REMOVE GREENHOUSE GAS IF WE REDUCE CARBON EMISSIONS BY IMPROVES ENVIRONMENTALLY AND BELT OF LIFE RATHER THAN EXCLUDING FROM QUALITY OF THE REGION OR WORK FROM HOME.

CLERK OF THE BOARD: NEXT SPEAKER IS LAST FOUR DIGITS 6262, MR. LEBRUN.

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SPEAKER: THANK YOU. IN A MINUTE AND A HALF, I WANT TO THANK MAYOR LICCARDO FOR THE APPROACH HE'S TAKING BUT I BELIEVE THAT WE'RE GOING TO SEE HIGH SPEED RAIL WHERE IT'S ALREADY MADE IN THE BAY AREA AND EVENTUALLY CONNECT TO THE CENTRAL VALLEY AND THE REST OF THE STATE, NOT THE OTHER WAY AROUND. THING I WANT TO TALK ABOUT IS ADDING ONE RABBIT TO TODAY'S TASK. IS YOU CANNOT POSSIBLY MAKE A SIGNIFICANT REDUCTION IN GHGS IF YOU DO NOT LOOK AT GOODS MOVEMENTS. STARTING WITH STRATEGIC PLANNING OF THE LOCATION OF DISTRIBUTION CENTERS AND I WOULD CALL THEM. HDH HIGH DISTRIBUTION AREAS LOOK WHAT HAPPENED IN SAN JOSE, DISTRIBUTION CENTER WAS NIXED NOW WE'RE GETTING FOUR DISTRIBUTION CENTERS, INCLUDING AMAZON. THIS WAS NOT PLANNED PROPERLY ALL DISTRIBUTION CENTERS ARE EAST OF HIGHWAY 101. PRIOR TO THAT THOSE DISTRIBUTION CENTERS WERE AGAINST THE CALTRAIN TRACKS THAT WE GOT TO ELECTRIFY BETWEEN SAN JOSE AND GILROY AND I WANT YOU TO THINK ABOUT AMAZON WHAT WE'RE GOING TO DO, THEY'RE GOING TO BE DISTRIBUTORS WITH EVERYTHING WITHDRAWN. HOW IS THAT GOING TO WORK. 15 MILES AWAY FROM THE PLACE WHERE THEY'RE GOING TO BE. I WOULD LIKE TO SEE IN SAN JOSE FOR EXAMPLE, IF AMAZON COULD BE LOCATED IN THE CAPITAL EXPRESS WAY AREA. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS KEN BUKOWSKI.

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SPEAKER: HELLO. A COUPLE THINGS ABOUT PLANNED BAY AREA. I'M NOT SURE HOW REALISTIC IT IS. REVENUE IS OPTIMISTIC TO SAY THE LEAST. HOW ARE THEY GOING TO PROVIDE THE HOUSING REQUIRED IS HOW ARE THEY GOING TO EXIST UNDER THE CURRENT CIRCUMSTANCES. THERE IS NOTHING ABOUT FUTURE RIGHTS HERE. MAYBE WE DON'T WANT TO PUSH EVERYBODY INTO BUSES OR ACCELERATE RIDE-SHARE. CARPOOLING DIDN'T WORK BUT WE COULD PROVIDE A FINANCIAL INCENTIVE THROUGH REGISTRATION FEES WHICH WOULD GET PEOPLE ENCOURAGED TO USE RIDE-SHARE WITH THEIR CARS. OTHER THING IS ALL LANE TOLLING. I DON'T KNOW WHO YOU'RE SERVING WHO THINK THIS IS A GOOD IDEA BUT EVERYBODY I SPEAK TO THINKS IT'S A DISASTER. IT HURTS THE ECONOMY. JUST LIKE THE EXPRESS LANE IMPACTS LOW INCOME PEOPLE. DRIVING DOWN HIGH RENTS AND THEY CAN'T AFFORD TO TRAVEL WE NEED IT AS A MAIN OBJECTIVE IN THIS PLAN. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS SABIK TRADAN. PLEASE UNMUTE YOURSELF.

SPEAKER: MY NAME IS SABEEK AND I ENCOURAGE YOU NOT TO IMPLEMENT THIS MANDATE. THIS INDUSTRY CONTINUES TO BE CONCENTRATED HERE DESPITE OUR ASTRONOMICAL COST OF LIVING OF THE PROPOSING THIS MANDATE WILL IMPACT PRODUCTIVITY AND WORK SATISFACTION AND WILL HAVE A NEGATIVE IMPACT ON PEOPLE WITH ROOMMATES WHO CAN'T BE AS EFFECTIVE WHEN WORKING FROM HOME.

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REDUCING CARBON EMISSIONS IS OF IMPORTANCE BUT WORK FROM HOME MANDATE IS THE WRONG APPROACH. BIKING AND WALKING OVER DRIVING IS SO PEOPLE CAN GET TO WORK WITHOUT CARBON INTO THE AIR. INSTEAD OF DOING WHAT WE'RE CURRENTLY DOING CUTTING TRANSIT AND MAKING PARKING FREE. WE NEED TO PUT MORE OFFICE DEVELOPMENT INTO CITY CENTERS RATHER THAN SPRAWLING CITY PARKS THAT FORCE EMPLOYEES TO DRIVE. I URGE YOU ALL NOT TO APPROVE IT AND I URGE YOU ALL TO REALLY EMPHASIZE POSITIVE SOLUTIONS RATHER THAN POINTLESS MANDATES. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ALIX SUITE PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU GOOD AFTERNOON COMMISSIONERS ALIX SWEET TRANSPORTATION SUPERVISOR TO MAYOR LONDON BREED IN SAN FRANCISCO FOR THE MANDATE FOR WORKERS TO WORK FROM HOME, I SINCERELY APPRECIATE MTC SHOWING WHAT IT WOULD TAKE TO MEET THE GREENHOUSE GAS EMISSIONS GOALS WITH THE TELECOMMUTE STRATEGY HOWEVER I WANT TO EMPHASIZE THAT THE STRATEGY AND IMPLEMENTATION CANNOT BE ONE SIZE FITS ALL THE WAY THE STRATEGY IS WORDED IGNORES THE BENEFITS OF THE APPROXIMATELY 70 PERCENT OF PEOPLE WHO WORK BIKE WALK AND TAKE TRANSIT IN SAN FRANCISCO MANDATING 60 PERCENT TELECOMMUTE MAY AFFECT RECOVERY AND WILL HAVE IMPLICATIONS IN SAN FRANCISCO AND ON SERVICES THAT DEPEND ON DOWNTOWN TAX INCOME. WE BELIEVE THE

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STRATEGY NEEDS REVISIONS PREFERABLY NOW OR IN THE IMPLEMENTATION PHASE TO REDUCING COMMUTES RATHER THAN BLANKET TELECOMMUTE. THANK YOU FOR ALL OF YOUR WORK AND TIME.

CLERK OF THE BOARD: NEXT SPEAKER IS BEVEN D.

SPEAKER: I AM BEVEN D MEMBER OF THE BARC BOARD OF DIRECTORS AND I WANT TO THANK MTC FOR UPLIFTING THE RAIL TRANSBAY CORRIDOR AND I WANT TO POINT OUT THE SURVEY RESEARCH WE HAVE DONE SHOWS THAT IN THE MEGA REGION 80 PERCENT OF THE RESPONDENTS FELT WE SHOULD BE MOVING FORWARD TO FIX OUR TRANSIT SYSTEM AND TO MAKE IT MORE EFFECTIVE AND SPECIFICALLY WHEN PRESENTED WITH NTRC, 80 PERCENT OF THE MEGA REGION AND 84 PERCENT OF THE BAY AREA SAID THAT THIS IS REALLY AN ESSENTIAL PROJECT. I'M HONORED TO BE DAD OF A 14-YEAR-OLD I DON'T THINK HE'S GOING TO THANK ME FOR BARC INVOLVEMENT IT'S GOING TO BE DOWN THE ROAD WHERE GENERATIONS ARE GOING TO ENJOY A SEAMLESS TRANSIT SYSTEM AND THAT WE HAVE TIED OUR RAIL SYSTEMS TOGETHER SO THEY CAN BE MOST EFFECTIVE AS POSSIBLE. I WOULD ALSO LIKE TO SAY I THINK THIS PROJECT AND YOU CITE IT AS ADDRESSING GREENHOUSE GAS EMISSIONS AND I THINK THAT IS ABSOLUTELY ESSENTIAL. AND THAT WE ARE ATTACHING AN EQUITY VISION TO THE NEW RAIL CROSSING AND I THINK THAT'S GOING TO BE SIGNIFICANT I APPRECIATE SO MUCH THE OPPORTUNITY TO TESTIFY AND IF I COULD I WOULD LIKE TO CONGRATULATE CHAIR HAGGERTY FOR 20 YEARS OF

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SERVICE TO THE MTC AND TO THE BAY AREA THROUGH THE MTC. THANK YOU VERY MUCH.

SCOTT HAGGERTY, CHAIR: THANK YOU BEVEN.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS FROM SEAMLESS BAY AREA. PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO. COMMISSIONERS THIS IS ADINA LEVIN. CAN YOU HEAR ME? AND I DO NOT KNOW WHY ZOOM DOES THAT. I WOULD LIKE TO SPEAK IN SUPPORT OF THE PROPOSAL FROM COMMISSIONER JOSEFOWITZ TO SUPPORT A REQUIREMENT FOR NON-DRIVE ALONE, BUT NOT REQUIRING ONE SPECIFIC MODE BEING TELEWORK TO NOT DRIVE ALONE. YOU KNOW, REQUIRING PEOPLE WHO WALK TO WORK TO STAY HOME INSTEAD, MAKES NO SENSE AS MANY PEOPLE HAVE ALREADY MENTIONED WAYS TO ACHIEVE THAT, SEAMLESS BAY AREA DID FORWARD YOU A REPORT WHICH WE HAVE RECENTLY COMPLETED. WE HAD SHARED AN EARLIER DRAFT OF THAT REPORT TO YOU, SHOWING THAT THERE IS A STRONG CORRELATION BETWEEN THE AMOUNT OF TRANSIT SERVICE AND THE LEVEL OF TRANSIT RIDERSHIP. SO WE WOULD ENCOURAGE THE VERSION THAT COMES TO YOU FOR EXPERIMENTAL REVIEW, TO HAVE A VERSION THAT GETS US TO THE LEVEL OF TRANSIT SERVICE THAT THEY HAVE -- WHAT WE HAVE HERE CORRELATED WITH AN INCREASE IN TRANSIT RIDERSHIP INCREASING TRANSIT SERVICE IS NOT THE ONLY THING WE NEED TO INCREASE TRANSIT RIDERSHIP IN THE LONG RANGE

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PLAN WE NEED CHANGES AS AN ESSENTIAL COMPONENT AND WE RECOMMEND THAT APPROVAL STRATEGY IN THE ENVIRONMENTAL REVIEW AS A WAY TO REDUCE GREENHOUSE GAS GAP. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS CLIFF LENTZ, PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD AFTERNOON EVERYONE. I'M CLIFF LENTZ BRISBANE CITY COUNCILMEMBER. I WANT TO SAY MYSELF AND THE CITY OF BRISBANE SUPPORTS REGIONAL PLANNING THAT MAKES SENSE AND CREATES COLLABORATIVE FEEDBACK FROM LOCAL GOVERNMENT. CITY OF BRISBANE PASSED MEASURE JJ IN 2018 SO HOUSING COULD OCCUR IN THE BAY LANDS THIS ACTION BY CITIZENS WILL DOUBLE THE POPULATION OF OUR CITY THIS WAS NOT AN EASY ENDEAVOR BUT WE WORKED WITH OUR COMMUNITY AND STATE REPRESENTATIVES TO COME UP WITH A BALANCE THE PLAN. SUPPORTED BY THE DEVELOPER AND HOUSING ADVOCATES, AND SENATOR SCOTT WIENER SHOWING PEOPLE OF CALIFORNIA HOW TO DO IT RIGHT FOR ADDRESSING THE HOUSING CRISIS. MOVING FORWARD TO INCREASE HOUSING PRODUCTION BY 100 PERCENT FOR WHATEVER REASON PLANNED BAY AREA 2050 PROPOSES THAT BRISBANE INCREASE ITS HOUSING STOCK QUITE POSSIBLY UP TO ABOUT 450 PERCENT. ALSO, THE AREAS WHERE HOUSING IS BEING PROPOSED IS LOCATED ON LAND THAT HOUSING SHOULD NOT BE DEVELOPED ON. SUCH AS FORMER UNREGULATED GARBAGE DUMP NEXT TO A PROCESSING FACILITY ON A CURRENT PG&E SUBSTATION, AREAS THAT

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ARE VULNERABLE TO SEA LEVEL RISE. NOW, I'M NOT SAYING POSTPONE YOUR VOTE TODAY. IN FACT I'M NOURISHING YOU TO MOVE FORWARD IN THE PROCESS, HOWEVER, WHAT I AM ASKING IS THAT WE CONVENE A MEETING WITH THE CITY OF BRISBANE, SAN MATEO COUNTY REPRESENTATIVES, PBA2050 STAFF AND EXECUTIVE DIRECTOR THERESE MCMILLAN. THERE SEEMS TO BE A DISCONNECT WITH OUR CITY THAT NEEDS GET IRONS OUT. THERESE, I'M ASKING YOU IF YOU COULD HAVE YOUR STAFF REACH OUT TO OUR CITY MANAGER CLAY HOLSTEIN TO ADDRESS THEE ISSUES AND MOVE FORWARD TO DEVELOP A REALISTIC MISSION FOR BRISBANE FOR PLANNED BAY AREA 2050 WE WANT TO MAKE SOMETHING HAPPEN BUT WHAT'S BEING ADDRESSED RIGHT NOW IS JUST UNREALISTIC. THANK YOU FOR YOUR TIME.

SCOTT HAGGERTY, CHAIR: DAVE, IT'S MY UNDERSTANDING THAT YOU WORK WITH ALL THE PLANNING DIRECTORS FROM ALL THE CITIES?

DAVE CORTESE: THAT'S CORRECT. WE HAD SEVERAL MEETINGS WITH THE BRISBANE TEAM ALREADY THROUGHOUT PROCESS.

SCOTT HAGGERTY, CHAIR: THANK YOU. I APPRECIATE THAT. NEXT PERSON.

CLERK OF THE BOARD: NEXT SPEAKER IS KEVIN MA, PLEASE UNMUTE YOURSELF.

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SPEAKER: HELLO MTC COMMISSIONERS, KEVIN MA, I SUPPORT THE REQUIREMENT WE ALL RECOGNIZE GHGS ARE ONE COMPONENT OF TRANSIT OF GOING TO WORK BUT TELEWORK IS INCREDIBLY INEQUITABLE IN THE CURRENT SYSTEM BASED ON HOW PEOPLE LIVE IN THEIR HOMES HOW PEOPLE ACTUALLY GET TO WORK AS OF RIGHT NOW AND THE KINDS OF WORK AN EMPLOYEE HAS TO DO TO GET THEIR HOME SETUP FOR EMPLOYER WORK. TECH IS FINE BUT RETAIL IS MUCH HARDER TO DO, THERE IS GOING TO BE INEQUITY, THE CARS TRIPS FOCUS IS THE MAJORITY OF WHERE EMISSIONS COME FROM IN THE PROCESS WE SHOULD SUPPORT MECHANISMS TO GET THEM ON TRANSIT THEN THEY GET TO USE TRANSIT OUTSIDE OF WORK TOO T INSTEAD, WHICH IS SHOWN IN THE OTHER SLIDE FOR THE TOLLING STRUCTURE THAT ACTUALLY CAN FUND THESE THINGS. 60 PERCENT MANDATE IS KIND OF HARD TO MEET WE SHOULD BE FOCUSING ON THING THAT ARE LIKELY TO HAPPEN. IT'S HARD IN THIS CURRENT FINANCIAL SITUATION.

CLERK OF THE BOARD: NEXT SPEAKER IS STEVEN BUS, PLEASE UNMUTE YOURSELF.

SPEAKER: HI. THIS IS STEVEN BUS FROM SAN FRANCISCO. I'M PART OF YIMBY ACTION HERE IN THE CITY. I WOULD LIKE TO EXPRESS MY STRONG DISAPPROVAL OF THE WORK FROM HOME MANDATE. WE ARE ALL SACRIFICING, NOW, TO REDUCE THE SPREAD OF THE VIRUS BUT NO ONE IS WORKING FROM HOME. IT'S PROBABLY FINE IF YOU OWN A BIG HOUSE OUT IN THE SUBURBS AND YOU'RE ENGINEER RETIREMENT BUT

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FOR YOUNG WORKERS LIKE ME WHO LIVE IN CROWDED CONDITIONS WORKING FROM HOME IS TERRIBLE. MYSELF AND FRIENDS OF MINE HAVE ALL FALLEN INTO DEPRESSION. WE DO NOT WANT TO CONTINUE THIS AS A LIFESTYLE. AND BY FORCING WORKERS TO WORK FROM HOME, YOU ARE GUARANTEEING THAT WE JUST LEAVE. AND I DON'T HAVE TO REMIND YOU, BUT OUR OBLIGATIONS REQUIRE GROWTH. AND IF THE REGION STARTS TO SHRINK BECAUSE OF MANDATES YOUR PENSIONS WILL DRY UP. NO ONE WANTS THIS TO HAPPEN. SO GOING FORWARD, PLEASE STRIKE THE WORK FROM HOME MANDATE. THIS IS A TERRIBLE WAY TO LIVE. AND AS SAID IT'S INEQUITABLE FOR PEOPLE WHO LIVE -- [INDISCERNIBLE]

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ADAM PABLAKA.

SPEAKER: HELLO. CAN YOU HEAR ME?

CLERK OF THE BOARD: YES.

SPEAKER: I WANT TO BRIEFLY, CHAIR HAGGERTY HAD MENTIONED THAT HE WAS SURPRISED BY ALL OF THIS TALK ON HOUSING. BUT HOUSING AND TRANSIT ARE INTRINSICALLY RELATED. YOU CAN'T SEPARATE THEM. I THINK IT COMES BACK TO WHAT LIBBY SCHAAF SAID EARLIER SHE WANTED THE 60 PERCENT WORK FROM HOME BUT LIKE MANY FOLKS HERE THAT'S SIMPLY NOT EQUITABLE. YOU LOOK AT WHO IS CALLING IN RIGHT NOW NOBODY IN THE RETAIL SECTOR NOBODY LOW INCOME IS

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ABLE TO CALL IN. ALL OF THOSE OF US CALLING IN WORK FROM HOME WHO HAVE THE JOBS TO COVER THIS. I THINK THE PROBLEM HERE, IT GOES BACK TO THE OLD HENRY FORD QUOTE YOU ASK PEOPLE WHAT THEY WANT THEY WILL SAY THEY WANT A FASTER HORSE. A 60 PERCENT WORK FROM HOME MANDATE IS THE FASTER FORCE. WHAT YOU NEED IS REDUCTION IN GREENHOUSE GAS GOALS. SIMPLY, MANDATING WORK FROM HOME ISN'T GOING TO BENEFIT THE FOLKS WHO HAVE MONEY IT'S GOING TO BENEFIT THE FOLKS WHO CAN BUYER BIGGER HOMES OR EVEN BUY UNITS EVICTING LOW INCOME FOLKS AND MERGE 1, 2 BEDROOMS TO MAKE A BEDROOM FOR ZOOM. I ENCOURAGE COMMISSIONERS TO FOCUS ON GREENHOUSE GAS EMISSION AS A GOAL BUT DO NOT REQUIRE 60 PERCENT WORK FROM HOME THAT'S INEQUITABLE AND WILL HURT THOSE OF US WHO CAN'T AFFORD IT AND ARE ABLE TO AT LEAST WORK FROM HOME.

SCOTT HAGGERTY, CHAIR: THANK YOU. I'M SORRY. BUT WE KEEP ADDING SPEAKERS SO I'M GOING TO HAVE TO MOVE IT IF WHAT'S BEEN ADDED IN THE BEGINNING I WOULD HAVE STARTED WITH A MINUTE PER SPEAKER BECAUSE WE'RE STILL AT 29 SPEAKERS. SO, ONE MINUTE.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS SELINE.

SPEAKER: HI. I'M SALIM, A BAY AREA NATIVE. I WAS REALLY HAPPY TO HEAR THE COMMENTS I HEARD FROM JOSEFOWITZ, AND I HOPE THAT'S THE DIRECTION COUNCIL GOES IN. I THINK THE 60 PERCENT

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WORK FROM HOME MANDATE IS OUTRAGE FOR A LOT OF PEOPLE. IT'S TAKEN AS LITERAL POLICY THAT YOU WOULD IMPLEMENT. MTC DOES NOT HAVE THAT AUTHORITY. EVEN AS A STRATEGY IT'S SOMEWHAT OUTRAGE. YOU KNOW, I THINK A LOT OF PEOPLE WHO WORK FROM HOME DON'T LIKE WORKING FROM HOME. I'M ONE OF THEM, AND ADDITIONALLY IT WOULD HURT THE LOCAL ECONOMY, WHICH IN LARGE PART DEPENDS ON PEOPLE MOVING AROUND OUTSIDE OF THEIR OWN TOWN AND GOING TO PLACES WHERE THEY WORK. AND, ADDITIONALLY, I, YOU KNOW, I THINK THAT THERE REALLY ISN'T AN ENVIRONMENTAL POINT TO JUST TAPPING WORK FROM HOME WHEN YOU COULD HAVE OTHER SUSTAINABLE WAYS OF GETTING TO WORK. I DO SUPPORT THE AMENDMENT.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS STACY RANDECKER.

SPEAKER: HI. SORRY. I WASN'T READY FOR THAT. I'M A 20 YEAR RESIDENT OF SAN FRANCISCO AND AN ADVOCATE FOR ALL THE OUTCOMES THAT YOU'RE SEEKING. I FOCUSED ON MAKING THIS REGION BETTER, AND THE PLANET, VIA TRANSPORTATION. AND I'M SIMPLY IN SHOCK AT THE THINKING AROUND THE 60 PERCENT WORK FROM HOME MANDATE YES WE WANT TO REDUCE GREENHOUSE GASSES BUT WHY AREN'T YOU CONSIDERING TRANSIT, WALKING, BIKING? YOU HAVE EVER RIDDEN TRANSIT. YOU HAVE RIDDEN TRANSIT LATELY? I DID THE OTHER NIGHT CALTRAIN WAS EMPTY FROM FRONT TO BACK AND I DON'T KNOW HOW THEY'RE GOING TO SURVIVE COVID. WORK FROM HOME MANDATE MAY

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WORK FOR HIGH INCOME WORKERS BUT IT'S GOING TO DECIMATE TRANSIT DOWNTOWN COMMUTERS AND LEAD TO DESTROYING THE BAY AREA. BECAUSE IF THAT WORKER CAN WORK FROM HOME, WHY DO THEY NEED TO LIVE HERE? WHY COULDN'T THEY BE IN PEORIA ILLINOIS OR INDIA. WORK FROM HOME WILL HAVE TREMENDOUS UNINTENDED CONSEQUENCES BUT THERE IS A RABBIT IN THE HAT, A WAY TO HAVE BETTER OUTCOMES THAN THIS 60 PERCENT WORK FROM HOME MANDATE WE NEED TO FOCUS ON EVERY INDIVIDUAL NOT JUST COMMUTE TRIPS FOR LARGE EMPLOYERS. YOU CAN DO THIS. YOU CAN PUT DEVICES IN THE CARS. IF YOU SIMPLY REQUIRE IT THROUGH PUBLIC POLICY, YOU COULD APPLY POLICY TO VEHICLE UTILIZATION AND NOT JUST FOR SOME COMPUTERS. YOU COULD THEN SHIFT TO TRACKING HOW THAT VEHICLE WAS USED, WHERE IT IS USED AND WHEN AND PRICE IT ACCORDINGLY. AND IT WOULD BE NOTHING TO YOU. IT IS A LOW COST THING YOU CAN PUT INSIDE THE CARS. AND IT WOULD ELIMINATE THE TOLLING AND CONGESTION PRICING SOLUTIONS. YOU CAN IMPLEMENT IT QUICKLY AND YOU CAN GET EFFECTIVE EFFICIENT EQUITABLE AND EXPERIMENTALLY SOUND TRANSIT. PLEASE CONSIDER --

SCOTT HAGGERTY, CHAIR: OKAY. YOUR TIME IS UP. THANK YOU. KIMBERLY.

CLERK OF THE BOARD: ARE YOU THERE? I CAN'T HEAR YOU MR. CHAIR. YOU'RE FROZEN.

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SCOTT HAGGERTY, CHAIR: [INDISCERNIBLE] THAT ONE -- SO HELP ME OUT IF I DON'T HEAR --

CLERK OF THE BOARD: THANK YOU.

SCOTT HAGGERTY, CHAIR: CAN YOU HEAR ME KIMBERLY?

CLERK OF THE BOARD: I CAN HEAR YOU NOW.

SCOTT HAGGERTY, CHAIR: I NEED TO HEAR THE TIMER GO OFF ON THAT. IF I HAPPEN TO MISS IT PLEASE CATCH IT.

CLERK OF THE BOARD: THANK YOU. I WILL. NEXT SPEAKER IS DAVID PAGE. PLEASE UNMUTE YOURSELF.

SPEAKER: HI THANKS EVERYONE THANKS TO THE STAFF AND COMMISSIONERS FOR ALL YOUR HARD WORK. I'M WITH 350 SOL CON VALLEY TELEWORK TEAM AND WE'RE REALLY OVERJOYED WITH THIS PROPOSAL ABOUT THE 60 PERCENT RULE. THERE IS BEEN A LOT OF TALK ABOUT HOW MUCH THERE IS PROBLEMS WITH TELEWORK. AND I THINK ALL OF US KNOW THE GOOD AND BAD OF IT WE HAVE BEEN THROUGH IT FOR THE LAST SEVERAL MONTHS BUT THERE IS NOT SO MUCH TALK ABOUT THE PROBLEMS WITH WILDFIRES AND HURRICANES AND THE INEVITABLE GRADUAL WORSENING OF CLIMATE THROUGHOUT THE WORLD THE PEOPLE WHO DIE FROM GREENHOUSE GAS PHENOMENAL IS

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GOING TO BE WORSE IN THE THIRD WORLD. TERMS OF EQUITY AND BENEFIT IS OUT OF BALANCE IN TERMS OF WHAT WE SHOULD BE DOING TO GET THE GREENHOUSE GAS EMISSIONS DOWN.

SCOTT HAGGERTY, CHAIR: THANK YOU. YOUR TIME IS UP.

CLERK OF THE BOARD: THANK YOU MR. PAGE. NEXT SPEAKER IS CLIFF BARGER. PLEASE UNMUTE YOURSELF.

SPEAKER: HI THANK YOU. MY NAME IS CLIFF. I LIVE IN SAN FRANCISCO. ESPECIALLY AFTER WHAT WE WENT THROUGH THE LAST FEW WEEKS I COULDN'T AGREE MORE STRONGLY WITH THE GOALS TO LIMIT OUR GREENHOUSE GAS EMISSIONS. I THINK THAT'S SUPER IMPORTANT BUT I WANT TO REALLY EMPHASIZE MY AGREEMENT WITH COMMISSIONER JOSEFOWITZ. 60 PERCENT WORK FROM HOME MANDATE JUST REALLY DOESN'T MAKE ANY SENSE FOR OUR REGION. I DON'T UNDERSTAND WHY WE WOULD BE MANDATING SO MANY PEOPLE WORK FROM HOME WHEN THEY COULD TAKE MORE SUSTAINABLE MODES OF TRANSPORTATION AND HAVE ESSENTIALLY THE SAME IMPACT, ESPECIALLY WHEN WE KNOW THAT THERE ARE SO MANY POTENTIAL REGRESSIVE CONCERNS WITH FORCING PEOPLE TO WORK FROM HOME WHO DO NOT HAVE THE LARGE LIVING ROOMS OR ROOM, HOME OFFICES, IF THEY LIVE WITH MULTIPLE ROOMMATES. PERSONALLY I'M LOOKING FORWARD TO WHEN I CAN GET BACK INTO MY OFFICE ON A MORE REGULAR BASIS AND COLLABORATION WITH MY EMPLOYEES BUILDING MEDICAL DEVICES. I CAN'T -- I'M NOT

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AS EFFECTIVE WORKING FROM HOME. AND I DON'T THINK I'M ALONE HERE. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS FROM THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT. I CAN'T SEE YOUR NAME. PLEASE UNMUTE YOURSELF.

SPEAKER: YES GOOD AFTERNOON MR. CHAIR AND COMMISSIONERS I'M HILKIN PLANNING DIRECTOR AT THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT. I WANT TO EXPRESS THE AIR DISTRICT'S SUPPORT FOR THE STAFF PROPOSAL BEFORE YOU TODAY. TRANSPORTATION IS THE LARGEST SOURCE OF GREENHOUSE GASSES AND AIR POLLUTION IN THE BAY AREA. AND WE SIMPLY WILL NOT MAKE OUR GREENHOUSE GAS GOALS AND AIR POLLUTION GOALS, ESPECIALLY IN OUR MOST IMPACTED COMMUNITIES IF WE DO NOT REDUCE VEHICLE MILES TRAVELED. SO STAFF HAS ASSEMBLED A BOLD AND COMPREHENSIVE SET OF STRATEGIES FOR YOU, AND WE SUPPORT THE PROPOSED BLUEPRINT BEFORE AND YOU WE LOOK FORWARD TO WORKING WITH YOU IN THE YEARS AHEAD WHEN YOU HAVE COMPLETED THIS PROCESS NEXT YEAR, THANKS.

CLERK OF THE BOARD: NEXT SPEAKER IS BOB ALAN.

SPEAKER: THANKS COMMISSIONERS. I WANT TO ECHO THE COMMENTS THAT ADINA LEVIN ENCOURAGED TO YOU HOPEFULLY LOOK AT WHAT WE

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THINK AS A HIGH QUALITY CONSULTANT PROPOSAL ABOUT HOW WE CAN INCREASE TRANSIT RIDERSHIP AS A KEY STRATEGY AND HOPE YOU'LL INCORPORATE THAT. MOST OF US AGREE ON THE NEED TO HAVE A SERIOUS TELECOMMUTE STRATEGY. I THINK PUTTING ONE OUT THERE THAT SEEMS TO HAVE IMPLEMENTATION ISSUES, IS UNREALISTIC AND UNINTENDED EQUITY IMPACTS WARRANTS SERIOUS REEVALUATION OF THE POLICY YOU ADOPT LOOK AT A TELECOMMUTE STRATEGY ONE THAT'S GOING TO REDUCE YOU GREENHOUSE GAS REDUCTION GOALS. STAFF HAS AN IMPOSSIBLE JOB I THINK WE ALL ACKNOWLEDGE THAT I HOPE WE RELY ON STRATEGY THAT WE THINK ACTUALLY HAVE A REALISTIC OPPORTUNITY FOR IMPLEMENTATION AND TAKE A LOOK AT WHAT COMMISSIONER JOSEFOWITZ PUT IN THE MIX IN THE ROUND TRIP CAPPING AND OTHER IDEAS THAT WILL GET US TO THE SAME OUTCOME. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JONATHON C. PLEASE UNMUTE YOURSELF.

SPEAKER: HI. MY NAME IS JONATHON CASS SPEAKING ON BEHALF OF SPUR. WE APPRECIATE ALL OF THESE AMBITIOUS STRATEGIES. LIKE MANY WHO ARE CONCERNED ABOUT THE WORK FROM HOME MANDATE OR AGGRESSIVE TDM MANDATE TRIP CAPS WHERE PEOPLE HAVE THE OPTION TO WALK, BIKE, VANPOOL CARPOOL OR WORK FROM HOME. IN ADDITION WHAT'S BEEN SIDE MANDATE WORK FROM HOME IS GOING TO DAMAGE SOME OF OUR SUSTAINABLE AND WALKABLE COMMUNITIES GREENHOUSE

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GAS IMPACTS OF REMOTE WORK IS NOT STRAIGHT FORWARD. WORK FROM HOME CAN CAUSE MORE AUTO TRIPS FOR PEOPLE WHO WORK ALL DAY. POLICY NEEDS TO BE REVISED TO ADDRESS BENEFITS NOT JUST PEOPLE WORKING FROM HOME. REDUCED AUTO TRIPS. THANK YOU VERY MUCH.

CLERK OF THE BOARD: NEXT UP IS ROB. PLEASE UNMUTE YOURSELF. ROB NIELSEN.

SPEAKER: MY NAME IS ROB NIELSEN FROM PALO ALTO. I WANT TO SPEAK ON THE 60 PERCENT WORK AT HOME MANDATE. I WOULD LIKE TO ECHO THOUGHTS OF COMMISSIONER JOSEFOWITZ AND SUPPORT FOR MORE FLEXIBLE TARGETS BIKING, WALKING, LIMITING SINGLE DRIVING COMMUTES. WORK AT HOME IS GOOD FOR SOMEBODY LIKE ME. I HAVE BEEN DOING IT FOUR AND A HALF YEARS IN PALO ALTO. I HAVE A NICE SIZE COUCH AND PEOPLE AROUND IT'S NOT GOOD FOR PEOPLE WHO -- THEIR NEEDS INTO ACCOUNT. ALSO CONCERNED ABOUT HAVING GREATER DEVELOPMENT OUTSIDE OF THE BAY AREA RESULT IN POLICIES LIKE THIS AND OTHER AREAS OF THE COUNTRY. NETTING MUCH MORE GREENHOUSE GASS REDUCING GHGS IN THE BAY AREA. THAT CONCLUSION MY COMMENTS.

CLERK OF THE BOARD: NEXT SPEAKER IS DARIO.

SPEAKER: HI MY NAME IS DARIO IGLESIAS CALLING FROM SAN FRANCISCO. I'M CALLING TO OPPOSE STRONGLY THE 60 PERCENT

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MANDATE FOR THE FOLLOWING REASONS. FIRST, IT IS UNREALISTIC IN A SENSE THAT IT IS NOT POSSIBLE TO IMPLEMENT. SECOND, IT IS UNREALISTIC IN ET SENSE THAT EVEN IF IT WAS IMPLEMENTED, THE COMPANIES WOULD RATHER MOVE THEIR OFFICES ELSEWHERE THAN SATISFY SUCH MANAGEMENT. IT WAS MEANT TO BE A CHECK OFF IN A PLANNING TARGET INSTEAD LET'S TALK TAKE THE ACTUAL OBJECTIVE SERIOUSLY IN HELPING REDUCE CONGESTION HAVING HIGHER DENSITY SO THAT PUBLIC TRANSIT BECOMES FEASIBLE. IMPLEMENTING BIKING INFRASTRUCTURE TO GET PEOPLE OUT OF THERE ARE CARS WE NEED TO STOP SUBSIDIZING CARS WITH FREE PARKING ET CETERA FEMALE WE NEED TO IMPLEMENT PROJECTIONS PRICING SO THAT WE CAN ACTUALLY DISINCENTIVIZE TRAVELING BY CAR.

CLERK OF THE BOARD: NEXT SPEAKER.

SPEAKER: HI MY NAME IS VADIM AND I AM STRONG HE OPPOSED TO THE 60 PERCENT WORK FROM HOME MANDATE BACK BEFORE COVID WHEN I WORKED IN AN OFFICE I NEVER EMITTED GREENHOUSE GAS DURING MY COMMUTE BECAUSE I BIKED TO WORK. WORKING FROM HOME IN MY APARTMENT FORCED ME TO WORK TO A HOME WHICH REQUIRES MORE ENERGY TO HEAT AND COOL. AND I NOW DRIVEWAY AN OLD BEATER CAR THAT GETS TEN MILES PER GALLON. I THINK WE CAN ALL AGREE THAT BEING FORCED TO WORK FROM HOME VASTLY INCREASED MY GREENHOUSE GAS MISSIONS AND I AM NOT ALONE. PLEASE DON'T FORCE PEOPLE TO INCREASE GREENHOUSE EMISSIONS BY MANDATING WORK FROM HOME.

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CLERK OF THE BOARD: NEXT SPEAKER IS FROM GREENBELT ALLIANCE.

SPEAKER: HELLO MY NAME IS ZOEY DIRECTOR AT GREENBELT ALLIANCE. I WANT TO COMMEND STAFF ON THE WORK. I WOULD LIKE TO EXPRESS MY SUPPORT FOR THIS EFFORT. BUT IF WE DON'T PLAN FOR FLOODING ALL HOMES ROADS AND STRATEGIES WILL BE FLOODED CLIMATE A ADAPTION CANNOT STOP AT THE SHORELINE MANY AREAS SUSCEPTIBLE TO FLOODING IMPACTING COMMUNITIES OF CONCERN. DEVELOPMENT LARGELY PROTECTED FROM FLOODING BASED ON PROJECTS BEING IMPLEMENTED THESE ASSUMPTIONS WILL NOT BE REALITY WITHOUT LEADERSHIP OF THIS COMMISSION WE URGE YOU TO LEADERSHIP THE CONVERSATION ABOUT POTENTIAL MEASURES AS SOON AS POSSIBLE. ADDITIONALLY WE RECOMMEND A REVAMP --

SCOTT HAGGERTY, CHAIR: THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS NILO.

SPEAKER: HELLO MY NAME IS NILO, AND I LIVE IN SUNNYVALE AND WOULD LIKE TO REITERATE WHAT MANY PEOPLE HAVE SAID ABOUT BEING FLEXIBLE WITH THE 60 PERCENT MANDATE AND NOT MAKING IT ABOUT TELECOMMUTING SO MUCH OF WHAT MAKES CITIES GREAT IS PEOPLE GETTING TOGETHER AND I WOULD POINT OUT THE CITIES THAT HAVE THE BEST JOB OF LOW GREENHOUSE EMISSIONS RELY ON PEOPLE

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GETTING TO JOB BY FREQUENT ELECTRIC TRAINS LIKE TOKYO AND HAVING LOTS EVER HOUSING AND JOBS NEAR THOSE TRAIN STATIONS SO THINGS THAT ENCOURAGE THAT INSTEAD OF TRYING TO DO THIS FIRST IN THE WORLD TELECOMMUTE THING PROBABLY ARE MORE REALISTIC AND BETTER FITS, OUR FRIENDS IN THE NORTH BAY HAVE A TRAIN LINE THEY'RE BUILDING THEY SHOULD ELECTRIFY THAT RUN IT MORE AFFECTIONATE HE AND RUN WELL HOUSING NEXT TO THAT WHICH SHOULD SOLVE ALL THE PROBLEMS ABOUT GREENBELTS. APARTMENT BUILDINGS AIR GREAT FORM OF HOUSE. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS COREY SMITH.

SPEAKER: GOOD AFTERNOON EVERYBODY COREY SMITH ON BEHALF OF BAY AREA HOUSING COALITION. I SHARE MANY OF THE CONCERNS MENTIONED EARLIER AND APPRECIATE NICK JOSEFOWITZ'S COMMENTS. ONE PIECE OF THIS THAT I WOULD LIKE TO ADD IS THAT THERE IS SO MUCH ABOUT THE ECONOMY THAT WE DON'T KNOW WHAT IT'S GOING TO LOOK LIKE A YEAR FROM NOW, FIVE YEARS FROM NOW, TEN YEARS FROM NOW, AND ONE INDUSTRY THAT I CAN SPECIFICALLY POINT OUT IS THE MEDICAL INDUSTRY AND THE PERCENTAGE OF PEOPLE THAT ARE DOING IN-PERSON MEDICAL VISITS VERSUS DIGITAL MEDICAL APPOINTMENTS SO THERE IS SO MANY DIFFERENT PIECES HERE THAT ARE MOVING AND SHAKING OUT, SO MAXIMUM FLEXIBILITY IS REALLY APPRECIATED. THANK YOU.

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CLERK OF THE BOARD: NEXT SPEAKER IS JEREMY ROSE.

SPEAKER: HI THERE MY NAME IS JEREMY ROSE I LIVE IN SAN FRANCISCO I WANT TO CALL IN ECHO COMMISSIONER JOSEFOWITZ'S CONCERNS AROUND TELECOMMUTING MANDATE NOT ALL JOBS CAN BE PERFORMED REMOTELY I ACTUALLY HAVE IN FRONT OF ME A REPORT ON THE BAY AREA ECONOMY FROM 2011 BUT AT LEAST 50 PERCENT OF EMPLOYMENT IN THE BAY AREA ACCORDING TO THESE SURVEYS IN INDUSTRIES LIKE RETAIL, LIKE FOOD SERVICES, LIKE MANUFACTURING, THINGS CANNOT BE DONE IN PERSON. SO I DON'T SEE JUST HOW SIMPLY PROCLAIMING THOSE JOBS SHOULD HAPPEN REMOTELY IS GOING TO MAKE THAT OCCUR. SECOND FOR WORKER WHO IS DO HAVE THE OPTION TO WORK REMOTE HE I'M CONCERNED ABOUT THOSE WHO TO NOT LIVE CLOSE ENOUGH TO WALK OR BIKE TO WORK, WILL BE LESS LIKELY TO RECEIVE RAISES AND PROMOTIONS. AND FOCUS ON PUBLIC TRANSIT AS A CLIMATE SOLUTION.

CLERK OF THE BOARD: NEXT SPEAKER IS JARROD NIELSEN. PLEASE UNMUTE YOURSELF.

SPEAKER: HI. MY NAME IS JARROD NIELSEN AND I WORK IN PALO ALTO. I STRONGLY OPPOSE THE TELECOMPUTING MANDATE. IN-PERSON WORK IS INCREDIBLY USEFUL FOR PROBLEM SOLVING COHESION BUILDING COMMUNITIES I AGREE CLIMATE CHANGE IS A PROBLEM AND I WORRY ABOUT IT BUT THIS TELECOMMUTING MANDATE IS INCREDIBLY

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SHORT SITING AND FOR THAT THINKING. MANDATE WILL CRASH THE REMOTE ECONOMY WITH TECH WORKERS LEAVING WHICH WILL DEVASTATE THE LOW INCOME RETAIL PORTION AS WELL. IF THIS MANDATE IS PASSED THERE WILL NOT BE REVENUE TO EFFECT OTHER POTENTIAL CHANGES SUCH AS HIGH QUALITY TRANSIT. THANK YOU.

CLERK OF THE BOARD: NEXT SPEAKER IS ROLAND KATEL.

SPEAKER: HELLO COMMISSIONERS ROLAND CALLING FROM SAN FRANCISCO. I LIKE MANY OTHER CALLERS AGREE CAN COMMISSIONER JOSEFOWITZ'S RECOMMENDATION. I USED TO WALK A MILE TO WORK AND BACK IT MAKES NO SENSE TO MAKE PEOPLE WHO WALK STAY HOME JUST TO IMPROVE GREENHOUSE GAS EMISSIONS. WHAT YOU SHOULD BE DOING INSTEAD IS GETTING MORE PEOPLE TO TAKE TRANSIT. AND NOT THROW UP YOUR HANDS AND SAY YOU CAN'T SOLVE THE BAY AREA'S TRANSPORTATION CHALLENGES. THOSE CHALLENGES ARE YOUR JOB AND YOU CAN'T SAW YOU'RE NOT GOING TO DO IT. WE'RE GOING TO MAKE PEOPLE TODAY HOME. THAT'S NOT ACCEPTABLE.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS THEO. PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO. I AM THEODORE RANDOLPH RESIDENT OF SAN FRANCISCO I AM CALLING TO SUPPORT JOSEFOWITZ'S AMENDMENT. MANDATE IS BAD FOR OFFICES, WE SHOULD PROMOTE INTERNET ACCESS

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FOR OTHER REASONS. OVERSTATED GREENHOUSE GAS FOR COVID [INDISCERNIBLE] PEOPLE ARE NOT DRIVING CHILDREN TO SCHOOLS NOT EATING AT RESTAURANTS ALL OF THAT IS -- [INDISCERNIBLE] THE SOLUTION IS AVAILABLE BUT UNAVOIDABLE MORE DENSITY HIGH QUALITY PUBLIC TRANSIT TURNING NEIGHBORHOODS INTO MIXED USE WALKABLE COMMUNITIES. ALSO I THINK T ONE IS THE MOST EXPENSIVE STRATEGIES IN THE PLAN, [INDISCERNIBLE] INCLUDING ELECTRIC CARS FROM -- TN EIGHT -- INFRASTRUCTURE IS MORE EXPENSIVE MORE HIGH QUALITY TRANSIT AND WALKABLE -- [INDISCERNIBLE] THANK YOU.

CLERK OF THE BOARD: LAST FOUR DIGITS, 6187 PLEASE UNMUTE YOURSELF. 6187 PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO MY NAME IS SARAH O. I HAVE RELIED ON PUBLIC TRANSIT TO GET TO WORK. I OPPOSE OF THE WORK FROM HOME MAP MANDATE AND ACCEPT COMMISSIONER JOSEFOWITZ'S COMP MIGRATION. SOUNDS TO ME LIKE A STEEP DROP IN BUSINESS. I THINK IT'S ATTEMPTING TO BUILD A VOID NEAR WORK CENTERS. DO NOT APPROVE THIS MANDATE PLAN ON BUILDING MORE HOUSING IN HIGH RESOURCE AREAS. THANK YOU FOR YOUR TIME.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ROBERT FRUCKMAN.

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JAKE MACKENZIE: I'M OUT OF HERE MR. CHAIR. BYE-BYE.

SPEAKER: GOOD AFTERNOON COMMISSIONERS I'M ROBERT FRUCKMAN LIVE IN SAN FRANCISCO CALLING ABOUT THE 60 PERCENT WORK FROM HOME MANDATE I SUPPORT THE AMENDMENT OF COMMISSIONER JOSEFOWITZ. IF THE ANSWER IS WE HAVE TOO MANY CARS ON THE ROAD, THE LANGUAGE ABOUT INCREASING USAGE ABOUT OTHER TRANSPORTATION MODES BUT THE STRATEGIES DO NOT INCLUDE LANGUAGE ABOUT LONG-TERM SOLUTIONS ABOUT REDUCING PARKING. WHITE COLLARS WORKER -- [INDISCERNIBLE] THIS FORCES CAR OWNERSHIP AND POLLUTION ON POOR POPULATIONS AND 60 PERCENT MANDATE WOULD NOT ADDRESS THIS IF WE KNOW THAT CAR TRAVEL IS HARMFUL WE SHOULD REDUCE CAR DEMAND BY EVERYONE NOT JUST OFFICE WORKERS REQUIRING WORKERS TO WORK FROM HOME DOESN'T REDUCE GREENHOUSE GAS IT MAKES THEIR JOBS WORSE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS MONICA MALL ON PLEASE UNMUTE YOURSELF.

SPEAKER: HI MY NAME IS MONICA MALLEN, I LIVE IN SANTA CLARA VOICES FOR PUBLIC TRANSPORTATION. MENTIONED EARLIER THE REPORT THE BAY AREA IS UNDERSERVED WHEN IT COMES TO TRANSIT PRECISIONS SO I WANT TO ENCOURAGE YOU TO LOOK AT INCLUDING MORE FUNDING FOR TRANSIT OPERATIONS IN PLANNED BAY AREA SO THAT WE CAN ACTUALLY HAVE THE TRANSIT SYSTEM THAT IS GOING TO

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WORK FOR PEOPLE. YOU KNOW, I HAVE EXPERIENCED GOOD TRANSIT BEFORE. I HAVE BEEN TO VANCOUVER I HAVE BEEN ON TRAINS THAT RUN EVERY THREE MINUTES AND BUSES THAT RUN EVERY FIVE OR SIX MINUTES IT'S POSSIBLE AND WE CAN DO IT HERE TOO. PLEASE DON'T GIVE UP ON TRANSIT AND THINK ABOUT TRANSIT OPERATIONS AS A SOLUTION BECAUSE IT IS COOL AND IT IS GREAT AND IT'S GOING HELP US SAVE THE PLANET. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS DON C PLEASE UNMUTE YOURSELF.

SPEAKER: HELLO THERE SAN FRANCISCO RESIDENT GREAT WORK ON THE PLAN TOTALLY SUPPORT GHG REDUCTION CAN'T SUPPORT A 60 PERCENT MANDATE TELECOMMUTING MUST BE A STRATEGY BUT THIS IS SO OFF BASE. YOU REFERENCED THE POLL. POLL ASKED A QUESTION INCENTIVES TO ADDRESS COMMERCIAL DEVELOPMENT AT STOPS THAT GOT 20 PERCENT SUPPORT SO I'M CONFUSED ABOUT HOW THAT DRIVES EVERYTHING I'M HERE TO SPEAK FOR THE SMALL BUSINESS OWNERS BEING DECIMATED AROUND DOWNTOWN. COVID IS KILLING PEOPLE. THIS IS LIKE A MASSACRE THESE PEOPLE EMPLOY LOW INCOME AND LOW-WAGE WORKERS AND IF PEOPLE DON'T GET BACK TO WORK THESE BUSINESSES WILL NEVER SURVIVE. I LIVE AT THE FOURTH AND KING STATION IN SAN FRANCISCO, MY NEIGHBORHOOD, I DON'T RECOGNIZE IT ANYMORE. SO THIS IS A STRATEGY, BUT THIS CAN'T END POLLUTION. THANK YOU.

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CLERK OF THE BOARD: NEXT SPEAKER IS CHARLES WHITFIELD PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD AFTERNOON MY NAME IS CHARLES WHITFIELD CALLING TO OPPOSE THE BLANKET 60 PERCENT WORK FROM HOME MANDATE AS WRITTEN. FORCING WORKERS TO USE ALREADY CRAMPED OFFICE SPACE DOES NOT TO HAVING OUR CLIMATE GOALS OR REDUCE CONGESTION. IF WE WANT TO REDUCE GREENHOUSE GAS EMISSIONS VMT AND TRAFFIC VIOLENCE WE MUST FOCUS ON THE SOURCE OF EMISSIONS CARS. WE MUST FOCUS ON DENSER HOUSING NEAR TRANSIT AS PRIMARY TOOLS TO REDUCE OUR CARBON FOOTPRINT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JASON BAKER. PLEASE UNMUTE YOURSELF.

SPEAKER: I GOT MUTED AND UNMUTED. THANK YOU JASON BAKER VICE PRESIDENT OF TRANSPORTATION HOUSING AND COMMUNITY DEVELOPMENT FOR THE SOUTHERN CALIFORNIA LEADERSHIP GROUP WE REPRESENT 350 BUSINESSES IN THE BAY AREA AND I WANT TO TALK ABOUT THE MANDATE SOLUTION TO POLLUTION AND TRAFFIC AND CARS. TELECOMMUTING IS ONE TOOL IN THE TOOLBOX OTHERS INCLUDE BELIEVE IT TRANSIT WALKING BIKING AND MOBILITY. A REMOTE WORKING MANDATE LIKE THIS RISKS ENCOURAGING SPRAWL AND NOT WORK COMMUTE TRIPS AND DOING MORE HARM TO OUR ENVIRONMENTAL

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EFFORTS ASKING COMMUTERS TO SWITCH TO SUSTAINABLE MODES OF GETTING TO WORK. [INDISCERNIBLE] WE ENCOURAGE MTC TO WORK WITH THE BUSINESSES THAT THIS WILL IMPACT. WE WANT TO REDUCE GREENHOUSE. WE KNOW IT'S IMPORTANT. BUT THIS POLICY ISN'T THE WAY TO DO IT. I ALSO WANT TO THANK MTC COMMISSIONERS FOR THINKING AS A REGION ON THE HIGH SPEED RAIL ISSUE AND THE BUILDING BLOCKS FOR OUR HIGH SPEED RAIL.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS SHEHAN.

SPEAKER: HI. MY NAME IS SHAHIN CALLING FROM SAN FRANCISCO, REGARDING THE TELECOMMUTING MANDATE I'M CALLING IN SUPPORT OF COMMISSIONER JOSEFOWITZ'S SUGGESTIONS. THIS IS A WELL INTENTIONED MANDATE THAT THE LANGUAGE IN THE PLAN PUTS THE CART BEFORE THE HORSE I'M NEARLY HALF MY COWORKERS COMMUTING TO OUR PALO ALTO OFFICE VIA BICYCLE AND TALL TRAIN 60 PERCENT TELECOMMUTING POLICY WOULD LEAVE MANY OF US BEHIND AT HOME FOR NO REASON. THIS IS THE ROLLING BLACKOUT OF TRANSPORTATION PLANNING AND IT WOULD BE PAY PLANNING FAILURE NOT A SUCCESS. INSTEAD I WOULD LIKE TO SEE MTC WORK TO REDUCE CAR TRIPS TO REDUCE CONGESTION WHILE ALLOWING TRANSIT AND OTHER MODE SHARES TO GROW. THANK YOU FOR YOUR CONSIDERATION TO MY COMMENT AND THANK YOU FOR YOUR IMPORTANT WORK ON THIS PLAN.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JORDAN GRIMES.

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GOOD AFTERNOON. MY NAME IS JORDAN GRIMES. I'M PRIMARILY HERE TO STRONGLY OPPOSE THE 60 PERCENT WORK FROM HOME MANDATE HAVING PEOPLE SHELTER-IN-PLACE IS NOT THE ANSWER TO THE CRISIS WE NEED TO IMPLEMENT INFRASTRUCTURE, RAPID TRANSIT BUS ONLY LANES INCREASING FREQUENCY AND TRANSIT PRIORITY BUILDING OUT LANES ET CETERA IT'S VERY FRUSTRATING TO HEAR STAFF PROPOSE THIS AS THE ONLY OPTION WHEN WE CURRENTLY SPEND MILLIONS ON ROADS. I SPENT THE LAST SIX MONTHS WORKING FROM HOME MYSELF AND DOING THIS 100 PERCENT OF THE TIME IS NOT VIABLE IT TAKES A SERIOUS TOLL ON MENTAL. ONLY PEOPLE I KNOW WHO THINK THIS IS A GOOD ARE RETIRED BOOMERS WHO HAVE TIME TO SPEND ALL DAY ON BACK TO BACK MEETINGS. PLEASE CONSIDER COMMISSIONER JOSEFOWITZ'S MOTION. THANK YOU.

CLERK OF THE BOARD: PEGGY.

SPEAKER: HI. I STRONGLY OPPOSE MANDATE THAT PRESCRIBES THAT INDIVIDUALS AND COMPANIES HAVE TO STAY HOME, WHETHER IT'S FOR WORK, FOR SCHOOL I MEAN FOR CORONAVIRUS, YES. THIS IS NOT A SOLUTION. SOLUTION IS PUTTING SOMETHING IN PLACE THAT ENABLES ALTERNATIVES TO CARS. RIGHT? SO MORE TRANSPORTATION, LIMITS ON CARBON EMISSIONS, AND MORE ELECTRIC OPTIONS THAT DON'T EMIT -- I STRONGLY OPPOSE THIS. THIS. THIS IS NOT THE RIGHT THING FOR

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SAN FRANCISCO FOR INDUSTRY FOR INDIVIDUALS. I HOPE YOU WILL RECONSIDER. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS JORDAN WAYNE. PLEASE UNMUTE YOURSELF.

SPEAKER: GOOD AFTERNOON COMMISSIONERS MY NAME IS JORDAN WAYNE RESIDENT OF SAN FRANCISCO AND I OPPOSE THE 60 PERCENT TELECOMMUTE REQUIREMENT. I WOULD LIKE TO ECHO COMMENTERS IN PARTICULAR COMMISSIONER JOSEFOWITZ. THIS IS A TOOL FOR REDUCING GHG EMISSIONS SHIFTING ROAD SHARE. [INDISCERNIBLE] I SUPPORT COMMISSIONER JOSEFOWITZ'S ALTERNATIVE PROPOSAL. I THINK WE SHOULD REPLACE THIS MANDATE WITH POLICIES THAT TARGET SHIFTING MODE SHARE TO WALKING OR BIKING AND MODE SHARE INSTEAD. I THINK IT WOULD BE IN LINE WITH THIS BODY TO SUPPORT REGIONAL TRANSPORTATION NOT FORBID TRIPS PEOPLE WANT TO TAKE WHICH WOULD IMPROVE THEIR LIVES. A RECOMMENDATION WOULD BE BETTER FOR EXAMPLE, TAXING EMPLOYERS BASED MODE SHARE AND THE EMPLOYEES THAT DRIVE TO WORK OR THE NUMBER OF PARKING SPOTS THEY OFFER OR BOTH. I WOULD SUPPORT CONGESTION PRICING AS AN ALTERNATIVE. BUT I THINK THE 60 PERCENT IS NEEDLESS.

CLERK OF THE BOARD: THANK YOU. ZACK.

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SPEAKER: HI GOOD AFTERNOON MY NAME IS ZACK AND I LIVE IN SAN FRANCISCO. I OPPOSE THE 60 PERCENT TELECOMMUTING MANDATE THIS IS THE METROPOLITAN TRANSPORTATION COMMISSION, THE STRATEGY IS A FUNDAMENTAL ABDICATION OF YOUR JOB TO PROVIDE SUPPORT FOR TRANSPORTATION. IF IMPLEMENTED, THE STRATEGY WOULD PROPOSE SIGNIFICANT EQUITY CONCERNS TO VIRTUALLY EVERY SMALL BUSINESS AND WIDESPREAD ECONOMIC EFFECTS THAT AVOID WIDESPREAD ECONOMIC EFFECTS IF NOT IMPLEMENTED THE BLUEPRINT WON'T ACHIEVE ITS CLIMATE GOALS IT'S INSULTING THEY PROPOSAL HAS GOTTEN THIS FAR WITH SO LITTLE THOUGHT. IT'S YOUR JOB TO MEET THE NEEDS. THIS STRATEGY IS JUST GIVING UP. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS RODNEY NICKENS. PLEASE UNMUTE YOURSELF.

SPEAKER: THANK YOU MR. CHAIR. GOOD AFTERNOON EVERYONE MY NAME IS RODNEY NICKENS I AM A MEMBER OF THE HOUSING METHODOLOGY COMMITTEE AND POLICY MEMBER. I AM CALLING IN FAVOR OF THE LAND USE HOUSING AND ANTI- STRATEGIES ESPECIALLY EXCITED ABOUT THE PROSPECT OF EXPANDING AFFORDABLE HOUSING PRODUCTION AND PRESERVATION AND BEING LOOKING FORWARDING TO FURTHER CONVERSATION. I AM A MEMBER OF THE GREATER COMMUNITIES COLLABORATIVE AND AM EXCITED ABOUT THE POSSIBILITIES OF DEVELOPMENT ON COMMUNITY LAND AS ALLUDED MANY STRATEGIES WILL FALL SHORT TO ADDRESS OUR AFFORDABILITY CHALLENGES SO WE NEED

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TO CONTINUE TO WORK TO BUILD AN IMPLEMENTATION PLAN THAT WILL ADDRESS RACIAL EQUITY AND ENCOURAGE MORE HOUSING GROWTH IN THE COMMUNITY. I WILL CLOSE PIE SAYING IT. WE LOOK FORWARD TO WORKING WITH STAFF IN THE NEXT PHASES OF THE PLAN. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ANDY CHAU. PLEASE UNMUTE YOURSELF.

SPEAKER: HI. GOOD AFTERNOON. I AM CONCERNED ABOUT THE 60 PERCENT WORK FROM HOME MANDATE. I THINK IT SHOULD BE AMENDED TO ALLOW OTHER FORMS OF COMMUTE REDUCTION WITH THE OUTCOME OF REDUCING SINGLE, A SINGLE OCCUPANCY VEHICLES. I AM CONCERNED, INSTEAD, RIGHT NOW, A LOT JOBS HAVE THE REQUIREMENT OF HAVING RELIABLE TRANSPORTATION, WHICH MEANS THAT YOU ESSENTIALLY HAVE A CAR. BUT RIGHT NOW WITH THE WORK FROM HOME MANDATE, WHAT IT COULD BE IS, INSTEAD, IS MAKE CHANGING TO HAVING A DEDICATED HOME OFFICE WHICH MEANS A LOT OF PEOPLE IS, THEY CANNOT HAVE A -- THEY NEED TO HAVE A DEDICATED SPACE, THAT MEANS THEY MOVE TO -- LARGER HOUSING PRESUMABLY IN THE SUBURBS THAT HAS EQUITY ISSUE AND ULTIMATELY HINDER PEOPLE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. LAST SPEAKER IS KELSEY. PLEASE UNMUTE YOURSELF.

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SPEAKER: GOOD AFTERNOON MY NAME IS KELSEY BANES CALLING APPROXIMATE PENINSULA FOR EVERYONE. AND I DO SUPPORT STRATEGIES TO REDUCE GREENHOUSE GAS EMISSIONS BUT I AGREE WITH THE OTHER SPEAKERS THAT THE WORK FROM HOME MANDATE IS ILL ADVISED. I LIVE IN PALO ALTO IT'S ONE OF THE WORST CITY IN TERMS OF JOBS/HOUSING IMBALANCE AND I THINK A LOT OF SPEAKERS TODAY HAVE MENTIONED THEY WORK IN PALO ALTO. BUT I THINK IT'S IMPORTANT TO ACKNOWLEDGE WHAT THE TOP EMPLOYER IN PALO ALTO ARE. IT'S LUCILLE PACKARD CHILDREN'S HOSPITAL, STANFORD HEALTH CARE, STANFORD UNIVERSITY, VA PALO ALTO HEALTH CARE SYSTEM. TOP EMPLOYERS ARE EDUCATION AND HEALTH CARE AND OUR TEACHERS WHO ARE TEACHING AT STANFORD AND SERVING VETERANS AT THE VA ARE NOT INTERESTED IN CONTINUING TO WORK FROM HOME FOR FOREVER. MANDATE IS A HEAVY-HANDED WAY OF HANDLING THIS ISSUE. AND WOULD PREFER TO SEE MTC FOCUS ON INCREASING TRANSIT OPERATIONS. I'LL LEAVE IT AT THAT. THANK YOU.

CLERK OF THE BOARD: THANK YOU.

SCOTT HAGGERTY, CHAIR: DANIEL WOODS MULLIGAN. YOU ARE THE LAST SPEAKER. AFTER THIS SPEAKER PUBLIC HEARING WILL CLOSE.

SPEAKER: MY NAME IS DANIEL WOODS MILLIGAN I LIVE AND WORK IN SAN FRANCISCO. I UNDERSTAND THE REASONS FOR THIS, AND THAT BUDGETS ARE HARD AND THAT TRANSPORTATION IS CROWDED. I JUST

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LIKE TO ECHO SOME OF THE OTHER COMMENTS. I LIVE WITH FIVE ROOMMATES THAT'S NORMAL FOR A LOT OF US. I WORK IN DOWNTOWN. THIS WOULD MAKE MY LIFE UNLIVABLE. THERE IS NO WAY THEY COULD AFFORD TO LIVE IN SAN FRANCISCO AND WORK IN SAN FRANCISCO WITH FIVE OF US IN ONE HOUSE WORKING FROM HOME. I HOPE THAT THOUGHT CAN BE GIVEN TO WHAT THIS WOULD MEAN FOR THOSE OF US WITH THESE ROOMMATE SITUATIONS WHICH ARE REALLY COMMON IN SAN FRANCISCO. THANK YOU VERY MUCH ALL OF YOU FOR YOUR WORK.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU. THAT'S THE END OF THE PUBLIC HEARING.

CLERK OF THE BOARD: MR. CHAIR, SORRY TO INTERRUPT YOU, THERE WERE OVER 100 WRITTEN PUBLIC COMMENTS. OKAY. JUST WANT TO MAKE SURE.

SCOTT HAGGERTY, CHAIR: DO YOU WANT TO POST THEM?

CLERK OF THE BOARD: THEY ARE POSTED AS A SINGLE DOCUMENT LISTED AS A EIGHT WRITTEN PUBLIC COMMENT, AND IF YOU'RE READY I'LL READ THEM INTO THE RECORD.

SCOTT HAGGERTY, CHAIR: DO YOU HAVE TO READ THEM ALL?

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CLERK OF THE BOARD: I BELIEVE SO. LET'S ASK LEGAL COUNSEL TO CONFIRM THAT.

ADRIENNE WEIL, COUNSEL: THAT'S THE PREFERABLE WAY TO GO.

SCOTT HAGGERTY, CHAIR: IS IT PREFERABLE? OR IS IT THE LEGAL WAY? JUST READ THEM.

CLERK OF THE BOARD: YES, SIR. SCOTT SINI, SCOTT CONNER, MIKE G. ERIN E ANDREW F. BARIC. ZACK L. AUNT S. JASON BAKER SILICON VALLEY LEADERSHIP GROUP. JONATHON Z, ELIZABETH GROSSMAN. ALLISON A. JIM W OF BAY AREA COUNCIL. PARTHIC, STACY BARTLETT, STEPHANIE BEECHAM. MAC B OF SAN FRANCISCO, JASON BAKER. AKSHAE B. BRAD, CLAYTON BRISBANE, MILA, HARE COOK, KAY COOK ADRIAN CULVERT JOSHUA DAVIS. KYLE. KRISTEN CONNOLY EAST BAY LEADERSHIP GROUP. DAVID ELLIS JESSE FARMER KEVIN FERGUSON JOHN G. OF CONSTRUCTION FIELD INCORPORATED, HANCOCK OF FLYNN PROPERTIES INCORPORATED. SAMUAL FRITZ, JOSH G, RYAN G., GALETE, JONATHON GORDON, MICK HARRIS, MIHMY HART, JIM HARTNETT OF SAN MATEO DISTRICT. DARLENE G OF HMTV CORPORATION, ANNE HILL, DARLENE G. OF ATT CORPORATION. BRENDON IRVINE BROOK. CATHY JORDAN. C MICHAEL CAM. IRA KAPLAN. CATTLE, MATT LINK. DANIEL C. BUDRY, ANDREW KRAUSS. JOSEPH. DAVID L. DEBBIE L. KEVIN MCDONNELL JUSTIN. PROSPER N. ED P. CHRISTOPHER PETERSON, KEVIN PETERSON, CHRIS REVEAL OF PLANT CONSTRUCTION COMPANY.

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ZABIK, JUSTIN P. HANSEN Q, ALEXANDER Q. DR. STEVE R. JESSE RICHMOND, SHAHIM, MARK CROSS, ERIC S. WILLIS B JR. ADINA LEVIN SEAMLESS BAY AREA. MATT, KELLY S, CAITLIN, RICHARD OF SWIFT REAL ESTATE PARTNERS, ZACK TAYLOR NATHAN T. KAREN T. MICHAEL COVARRUBIAS OF TMG PARTNERS. ALIX T, PATRICK T. BENJAMIN O, COLLIN OF VAN BARTEN GROUP; CHELSEA, DAVID WHITTAKER, JORDAN WAYNE. WOODROW, WOODS, CLAIR WRIGHT, RICHARD Y, ZAVAKER, MICHAEL Z, OF WEST COAST INDUSTRIES BEN SOTO, ROSEANNE FAUST. AND TESLIN YOW OF ALAMEDA TRANSPORTATION COMMISSION.

SCOTT HAGGERTY, CHAIR: THANK YOU. I CAN GO TO COMMISSIONERS? COMMISSIONER JOSEFOWITZ.

COM. NICK JOSEFOWITZ: THANK YOU COMMISSIONER HAGGERTY. SO I WAS GOING TO MAKE A -- OFFER AN AMENDED MOTION. IF THAT WAS APPROPRIATE AT THIS STAGE.

SCOTT HAGGERTY, CHAIR: YOU CAN TRY IT AND SEE IF THE SECOND IS MAKER WILL ACCEPT IT.

COM. NICK JOSEFOWITZ: OKAY. SO I WILL ALSO PUT THIS IN THE CHAT AND I WILL READ IT OUT. SO, IT'S THE AMENDED MOTION IS A MODIFICATION TO STRATEGY EN SEVEN WHICH THE STRATEGY EVERYBODY HAS BEEN TALKING ABOUT TO RE-- [INDISCERNIBLE] COMMUTING MANDATES FOR OFFICE EMPLOYERS AND MANDATE TELECOMMUTING

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SUSTAINABLE MODES OR EQUIVALENT THAT WOULD GENERATE THE SAME GREENHOUSE EMISSIONS REDUCTIONS AT THE EXISTING STRATEGY BY MODIFYING OTHER ELEMENTS OF THE STRATEGY BECAUSE BY INCORPORATING THE ABILITY FOR PEOPLE BASED ON THE FEEDBACK THAT WE GOT FROM STAFF, YOU CAN'T JUST ADD IN TRANSIT, INTO THIS STRATEGY AND EXPECT THE SAME LEVEL OF GREENHOUSE GAS EMISSIONS REDUCTIONS SO YOU NEED TO MODIFY IT A LITTLE BIT, FOR INSTANCE BY, I DON'T WANT TO DO THE MODIFICATION HERE BECAUSE I DON'T HAVE THE MODEL, BUT GIVING STAFF A LITTLE BIT OF LEEWAY TO MAKE SLIGHT MODIFICATIONS TO THE STRATEGY TO STILL BE ABLE TO MEET OUR GREENHOUSE GAS REDUCTION GOALS.

SCOTT HAGGERTY, CHAIR: ALL RIGHT TO THE MAKER OF THE MOTION AND THE SECONDER WHICH WAS PEDROZA SPERING, OR PEDROZA SPERING EITHER WAY, ARE YOU GOING TO ACCEPT THAT AMENDMENT?

JAMES P. SPERING: MR. CHAIRMAN, I JUST WANT, DAVE, V, YOU JUST HEARD THAT MOTION, WHAT DOES THAT DO TO THIS PLAN AND THE TIME FRAME?

THERESE MCMILLAN: SPERING, LET ME START FIRST AND THEN I'LL HAND IT OVER TO DAVE. I THINK THERE IS A COUPLE OF THINGS THAT, FRANKLY, AS STAFF WE'RE GOING TO HAVE TO BALANCE IN TERMS OF THIS. ONE OF THE, YOU KNOW, ONE OF THE SITUATIONS IS THE FACT THAT THIS IS -- THIS BROADER INTERPRETATION IS

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OVERLAYING OVER A SET OF STRATEGIES THAT WE ARE ALREADY ASSUMING IN THE PLAN. I THINK IT'S IMPORTANT.

JAMES P. SPERING: THERESE, I THINK WE HAVE AN UNDERSTANDING THERE. IF DAVE COULD JUST ANSWER THAT QUESTION BECAUSE I WANT TO SEE IF WE CAN MOVE THIS THING ALONG. DOES THIS IMPACT THE GREENHOUSE GAS NUMBERS THAT ACHIEVE WITH THE MOTION THAT'S BEING MADE? >DAVE VAUTIN: WHAT I WOULD SAY COMMISSIONER JOSEFOWITZ, PHRASING HERE WOULD ENABLE US TO INCREASE THE LEVEL OF THE MANDATE TO ACHIEVE INCREASED -- OR THE SAME I SHOULD SAY, GREENHOUSE GAS REDUCTIONS, WE WOULD NEED TO SPEND TIME CALCULATING THAT AND IT MIGHT LEAD TO A MUCH HIGHER MANDATE MODEL SUCH AS 80 PERCENT OR MORE FOR OFFICE SPACE EMPLOYERS FOR THESE VARIETY OF TRIP TYPES. SO THIS MAY CAUSE THIS NEXT PHASE OF ANALYSIS TO TAKE A BIT LONGER THAN PREVIOUSLY ENVISIONED. MAYBE NOT MUCH LONGER BUT WOULD PROBABLY REQUIRE A BIT MORE WORK.

JAMES P. SPERING: MR. CHAIRMAN I'M CERTAINLY GOING TO OPPOSE THE MOTION, IF IT DOES GET A SECOND. A COUPLE OF THINGS THAT NEED TO BE STATED. ONE IS THAT THIS APPRISES TO SMALL BUSINESSES, TO THE LARGE EMPLOYERS 25 PEOPLE OR MORE SMALL BUSINESSES AREN'T GOING TO BE IMPACTED. IF WE GO TO THE MIDDLE OF NOVEMBER, 6 TO 8 MONTHS ALL OF THESE ISSUES BEING TALKED ABOUT CAN BE ADDRESSED IN THAT IMPLEMENTATION PLAN AND

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COMMISSIONER JOSEFOWITZ IS PROPOSING IMPACTS ALL OF US WE DON'T KNOW WHAT THE IMPACTS ARE GOING TO BE IT ISN'T FAIR TO THROW THAT OUT AT THIS MINUTE AND NOT UNDERSTAND WHAT THE IMPACT IS. LET'S HAVE STAFF GO THROUGHOUT ANALYSIS IN THE IMPLEMENTATION PHASE OF WHAT'S BEING PROPOSED. AND THE OTHER THING I WANT TO POINT OUT, WE HAVE 6 TO 10 PERCENT THAT ARE COMMUTING NOW? THIS PLAN TAKES IT UP TO ABOUT 25 PERCENT. 75 PERCENT OF THE WORKERS ARE STILL GOING TO BE COMMUTING. THEY'RE STILL GOING TO BE PLUGGING UP OUR BRIDGES AND EVERYTHING AND STILL DRIVING INTO SAN FRANCISCO. SO AGAIN I WOULD REALLY ENCOURAGE THE COMMISSION TO ADOPT THIS PLAN, LET US ADDRESS THESE ISSUES THAT ARE BEING RAISED WHEN WE GO THROUGH THE IMPLEMENTATION IT'S GOING GIVE US TIME TO LOOK AT IT, STUDY IT AND REVIEW IMPACTS.

SCOTT HAGGERTY, CHAIR: IT'S NOT A MOTION. WE ASKED WHETHER YOU WANT TO ACCEPT THE FRIENDLY AMENDMENT.

COM. NICK JOSEFOWITZ: I DON'T LIKE TO PUT A WRENCH IN THINGS AT THE LAST MOMENT BUT THIS WAS A STRATEGY WE SAW TWO WEEKS AGO AT THE COMPETE MEETING. I RAISED THE CONCERNS AT THE TIME BUT THERE WAS NO ALTERNATIVE AT THIS COMMISSION MEETING TO GRAPPLE WITH. SO THAT'S WHY I'M GOING TO MAKE A SUBSTITUTE MOTION. FIRST MOTION WOULD SAY INCLUDE MY AMENDMENT.

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SCOTT HAGGERTY, CHAIR: OKAY. SO YOU'RE MOVING THE STAFF RECOMMENDATION PLUS YOUR AMENDMENT?

COM. NICK JOSEFOWITZ: YES.

SCOTT HAGGERTY, CHAIR: IS THERE A SECOND.

EDDIE AHN: I'LL SECOND.

SCOTT HAGGERTY, CHAIR: COMMISSIONER AHN?

EDDIE AHN: YES.

SCOTT HAGGERTY, CHAIR: ALL RIGHT. ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE]

SCOTT HAGGERTY, CHAIR: OKAY. MOTION FAILS. WHAT WAS THE VOTE?

CLERK OF THE BOARD: THE COUNT, FOUR AYES NINE NOS.

SCOTT HAGGERTY, CHAIR: OKAY NOW MOVE BACK TO THE ORIGINAL MOTION. SPERING DO YOU WANT TO RESTATE YOUR ORIGINAL MOTION.

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JAMES P. SPERING: MOTION IS THAT I MOVE THE APPROVAL OF THE REVISED MTC RESOLUTION 4337 PLANNED BAY AREA FINEST BLUEPRINT AS PRESENTED TODAY AND THAT STAFF LOOK AT THE -- I CAN'T REMEMBER THE WORD WE USED SOME OF THE ALTERNATIVES MENTIONED BY JOSEFOWITZ AND OTHERS AND BY THE END OF THE YEAR WHEN THE PLAN COMES BACK TO US FOR THE GROSS -- GROWTH STRATEGY, THEY WOULD HAVE TO BE EQUIVALENT, GREENHOUSE EMISSIONS BENEFITS. SO THAT WAS THE MOTION, MR. CHAIRMAN.

ALFREDO PEDROZA: SECOND CHAIR.

GINA PAPAN: I CAN HEAR THAT AGAIN PLEASE SORRY.

JAMES P. SPERING: I'M MOVING THE PLAN AS PRESENTED THEN WE'RE ASKING STAFF TO LOOK AT ANY OF THESE ALTERNATIVES AND BETWEEN NOW AND NOVEMBER, WHEN THE PLAN COMES BACK TO US, THAT IF THE ALTERNATIVES THAT ARE BEING MENTIONED BY COMMISSIONER JOSEFOWITZ AND OTHERS, IF IT GIVES US THE EQUIVALENT OF THE GREENHOUSE GAS EMISSIONS THAT WE'RE GETTING FROM THE PROPOSED PLAN, THEY WILL BE CONSIDERED AT THAT TIME. WE'RE ADOPTING A PLAN THAT MEETS OUR GREENHOUSE GAS TARGETS.

SCOTT HAGGERTY, CHAIR: OKAY. MOTION PEDROZA SAID HIS SECOND STANDS. ROLL CALL VOTE PLEASE.

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CLERK OF THE BOARD: [ROLL CALL VOTE] OKAY. THAT WILL BE 12 YES. ONE NO. ONE ABSTENTION.

SCOTT HAGGERTY, CHAIR: OKAY. THANK YOU. WE'LL MOVE ON. I THINK IT'S THE CHAIR OF THE LEGISLATIVE COMMITTEE, WHICH JAKE HAS LEFT. JULIE IS THE CHAIR. MAYBE THAT'S THE FIRST THING WE SHOULD TALK ABOUT ABAG IS THE CHAIR FOR THE LEGISLATIVE COMMITTEE, JULIE PIERCE JAKE WAS MADE VICE CHAIR. MTC LEGISLATION COMMITTEE MET SEPTEMBER, REFERRED THREE ITEMS TO THE COMMISSION FOR APPROVAL. ITEM NINE A MEASURE RR CALTRAIN $0.18 SALES TAX DEDICATED SOURCE OF TAX REVENUE FOR A 18 OR 1.205 SALES TAX FOR 30 YEARS FOR OPERATING MAINTENANCE CAPITAL CONSISTENT WITH CALTRANS REVENUE STREAMS NEW TAX ESTIMATE TO BE SUFFICIENT TO MEET OPERATING COST AT THIS TIME THEREBY REDUCING FINANCIAL PRESSURE ON MEMBER AGENCIES MOVE FOR SUPPORT ON POSITION RR.

JEANNIE BRUINS, VICE CHAIR: SECOND.

SCOTT HAGGERTY, CHAIR: SECOND BY BRUINS. ROLL CALL VOTE, PLEASE? WAIT. ANYBODY WISHING TO SPEAK? ANY COMMENTS ANYBODY WISHING TO SPEAK?

CLERK OF THE BOARD: I RECEIVED NO WRITTEN PUBLIC COMMENT AND I HAVE RECEIVED NO RAISED HANDS FROM MEMBERS OF THE PUBLIC.

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SCOTT HAGGERTY, CHAIR: ROLL CALL VOTE.

CLERK OF THE BOARD: [ROLL CALL VOTE]

SCOTT HAGGERTY, CHAIR: STOP. I'M GOING TO DO THE WHOLE REPORT AND IN ONE MOTION IF THAT'S OKAY. EVERYBODY OKAY WITH THAT? MEASURE DD SONOMA COUNTY TRANSPORTATION AUTHORITY -- [INDISCERNIBLE] EXTENSION 2O YEAR EXTENSION WOULD PROVIDE CERTAINTY NEEDED TO KEEP PROJECT PIPELINE MOVING AND MATCHING FUNDS FOR STATE TRANSPORTATION PROGRAMS AND OTHER PROGRAMS. RENEWABLE SUNSET MARCH 30, 2045. I MOVE APPROVAL OF THAT ONE. PROPOSITION 16 STATEWIDE BALLOT INITIATIVE TO REPEAL CALIFORNIA AFFIRMATIVE ACTION PLAN ACROSS CALIFORNIA EVENTUAL TOOL TO HELP CREATE MORE DIVERSE WORKFORCE CONTRACTING POOL AND STUDENT BODY WITHIN THE CONFINES OF THE FEDERAL LAW. I IMPROVE A SUPPORT POSITION OF 16. LET'S SEE HERE. IN ADDITION TO THE ITEMS REFERRED BY ABAG MTC LEGISLATIVE COMMITTEE THERE IS STAFF RECOMMENDATION TO SECOND A SUPPORT POSITION ON SB146 AUTHORED BY SENATOR BEALL ASSURING ROBUST DIGITAL ENGAGEMENT EFFORTS FOR PLANNED BAY AREA 2050 WITHOUT REACH REQUIREMENTS AFTER SHELTER-IN-PLACE IS LISTED CHAIR HAGGERTY AND FORMER MTC LEGISLATIVE COMMITTEE CHAIR AUTHORIZED STAFF TO COMMUNICATE A POSITION OF SUPPORT ON THE BILL IN JULY PURSUANT TO THE MISSION URGENCY PROCEDURES THIS ACTION SO THIS ACTION TODAY IS

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SIMPLY TO RATIFY THE POSITION, THE BILL IS CURRENTLY AWAITING SIGNATURE BY GOVERNOR NEWSOM I MOVE A SUPPORT POSITION OF SENATE BILL 146. SO WITH THAT, YOU HAVE ALL OF THEM TOGETHER. IS THERE A SECOND?

ALFREDO PEDROZA: SECOND, PEDROZA.

SCOTT HAGGERTY, CHAIR: I HAVE A MOTION AND SECOND. IS EVERYBODY OKAY VOTING ON THEM ALL TOGETHER?

SPEAKER: YES.

SCOTT HAGGERTY, CHAIR: ALL RIGHT. LET'S GO.

CLERK OF THE BOARD: [ROLL CALL VOTE] THANK YOU. MOTION PASSES.

SCOTT HAGGERTY, CHAIR: THERE WAS -- YOU HAD NO LETTERS. I FORGOT TO ASK IF YOU HAD ANYTHING RECEIVED.

CLERK OF THE BOARD: THANK YOU. RECEIVED NO WRITTEN PUBLIC COMMENT AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

SCOTT HAGGERTY, CHAIR: I'M ASK THE CLERK TO LIST ITEMS UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM TEN AT INFO BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO THE RECORD ALSO

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ASK IF ANY MEMBERS FROM THE GENERAL PUBLIC WITH QUESTIONS OR ANY COMMENT UNRELATED TO ANYTHING ON THE AGENDA. PLEASE RAISE YOUR HAND OR DIAL STAR NINE. ANY MEMBERS OF THE PUBLIC COMMENT?

CLERK OF THE BOARD: NONE.

SCOTT HAGGERTY, CHAIR: THIS CONCLUDES THIS MEETING. NEXT MEETING OF METROPOLITAN TRANSPORTATION COMMISSION WILL BE HELD REMOTELY BY WEBCAST OR 375 BEALE STREET ANY CHANGES TO THE PUBLIC WILL BE DULY NOTED. [ADJOURNED]

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