METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

REGIONAL ADVISORY WORKING GROUP

OCTOBER 6, 2020

DAVE VAUTIN: I DO SEE ATTENDEES CALLING IN SO I WILL TALL THE MEETING TO ORDER. THIS IS OUR OCTOBER 6TH REGIONAL ADVISORY WORKING GROUP MEETING. I'M GOING TO ASK THE BROADCASTING TEAM PLEASE ROLL THE ANNOUNCEMENTS.

DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE EXECUTIVE ORDER AND 29-20 THAT SUSPENDS REQUIREMENTS OF THE BROWN ACT. IT IS WEBCAST ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS, STAFF AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM 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 RAISE HAND FEATURE OR DIAL STAR 9 AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THEY STATE THEIR NAME AND ORGANIZATIONS BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV WILL BE POSTED TO

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THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT NOT READ OUT LOUD IF AUTHORS OF THE CORRESPONDENCE WOULD LIKE TO SPEAK, RAISE THEIR HAND AND THEY CHAIR WILL CALL ON THEM AT THE APPROPRIATE TIME. A ROLL CALL WILL BE TAKEN FOR ALL ACTION ITEMS. THE CHAT FEATURE IS ACTIVE. HOWEVER, BE AWARE THAT ANYTHING TYPED IN THE CHAT WILL BE SUBJECT TO PUBLIC DISCLOSURE. IT IS NOT ACTIVE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, MAKE SURE YOUR APPLICATION IS UP-TO-DATE.

DAVE VAUTIN: I'D LIKE TO EMPHASIZE MEMBERS SHOULD USE THE CHAT BOX FOR COMMENTS AS WELL AS THE QUESTION AND ANSWER FIELD AS APPROPRIATE FOR QUESTIONS YOU HAVE FOR STAFF AND WE WILL ADDRESS THOSE AT THE END OF EACH ITEM TODAY. SO, BEFORE WE JUMP INTO AGENDA ITEM NUMBER 2, AS THE PROJECT MANAGER FOR --

I DON'T MEAN TO INTERRUPT. A TECHNICAL THING. WOULD YOU LIKE TO -- THE ATTENDEES TO BE ABLE TO CHAT IN THE CHAT BOX?

Q&A, PLEASE.

JUST THE QUESTION. SORRY FOR THE INTERRUPTION.

DAVE VAUTIN: THANK YOU FOR CLARIFYING. APPRECIATE IT. SO BEFORE WE JUMP INTO AGENDA ITEM 2 WHICH IS OUR PRIMARY ITEM

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TODAY FOCUSED ON THE ENVIRONMENTAL IMPACT REPORT, I WANTED TO GIVE A QUICK STATUS UPDATE ON ALL THINGS PLAN BAY AREA 2050 FOR YOUR REFERENCE. AS YOU'LL NOTE THE AGENDA'S FOR THIS MONTH'S REGIONAL ADVISORY WORKING GROUP IS SHORTER THAN USUAL. WE ARE BEGINNING THE PIVOT FROM THE BLUEPRINT PHASE WHICH IS WHERE WE HAVE BEEN IN THIS PHASE SINCE THE COMPLETION OF HORIZON IN 2019. BEGINNING TO PIVOT TO THE LAST AND FINAL PHASE OF PLAN BAY AREA 2050. BY JANUARY OF 2021, WE WILL BE FOCUSED ENTIRELY ON THE THREE PRIMARY DELIVERABLES OF THE LAST PHASE, THAT WOULD BE THE ENVIRONMENTAL IMPACT REPORT OR EIR, WHICH YOU WILL HEAR ABOUT TODAY, THE DRAFT PLAN DOCUMENT, THE PUBLICATION OF THAT AND THE SUPPLEMENTAL REPORTS THAT GO WITH IT AND VERY IMPORTANTLY, AND PERHAPS THE MOST PUBLIC FACING ELEMENT OF THIS LAST PHASE WILL BE THE IMPLEMENTATION PLAN THAT FOCUSING ON THOSE NEAR-TERM ACTIONS TO SUPPORT THE 35 STRATEGIES IN THE BLUEPRINT. THIS MONTH, WE WANTED TO GIVE AN OVERVIEW OF THE EIR PROCESS THAT WILL BE HAPPENING OVER THE NEXT YEAR, REMIND YOU ABOUT THE OPPORTUNITIES TO PARTICIPATE IN THE SCOPING PROCESS AS THE NOTICE OF PREPARATION HAS BEEN RELEASED. YOU WILL HEAR MORE ABOUT THAN FROM ADAM NOELTING WHO LEADS THE EIR. THEN WE WILL TALK ABOUT THE IMPLEMENTATION PLAN AND WE EXPECT IN LIEU OF A TRADITIONAL RAWG MEETING TO HAVE ONE OR MORE WORKSHOPS ON THAT IN NOVEMBER AND DECEMBER AND CHIRAG RABARI WILL BE IN A LEAD ROLE ON THE IMPLEMENTATION PLAN. JUST A LITTLE CONTEXT ABOUT LAST MONTH, SINCE THERE WAS

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A LOT OF ACTION ON THE BLUEPRINT LAST MONTH. WE WANTED TO ACKNOWLEDGE WE CROSSED SOME MAJOR MILESTONES WITH THE EXECUTIVE BOARD AND THE COMMISSION APPROVING 35 STRATEGIES, A SET OF GEOGRAPHIES AND REGIONAL GROWTH FORECAST. WE ARE NOW IN THE PROCESS OF MODELING AND ANALYZING THE EFFECT OF ALL OF THOSE INPUTS AND WE DO ANTICIPATE RELEASING THE FINAL BLUEPRINT BY YEAR'S END. TWO MAIN REVISIONS WERE MADE IN SEPTEMBER FROM THE INITIAL STAFF RECOMMENDATION THAT MANY OF YOU SAW AT THE RAWG MEETING. ONE WAS THAT SOME LOCAL TRANSIT FUNDING IN THE SOUTH BAY WAS REALLOCATED TOWARDS CAL TRAIN AND HIGH-SPEED RAIL PROJECTS BASED ON AN AMEND BY COMMISSIONER -- AND ALTERNATIVES TO THE TELECOMMUTING STRATEGY, EN-7 FOR TELECOMMUTING THAT WOULD HAVE EQUIVALENT GREENHOUSE GAS REDUCTIONS. WHILE WE ARE RUNNING THE MODELS TO ANALYZE THE EFFICACY OF 35 STRATEGIES AS APPROVED ACROSS OUR PERFORMANCE MEASURES, OUR VISION, OUR GUIDING PRINCIPLES FOR THE PLAN, WE WILL BE LOOPING BACK TO THE JOINT PLANNING COMMITTEE AS SOON AS THIS FRIDAY TO START THAT CONVERSATION ABOUT MODIFICATIONS OR ALTERNATIVES TO THE TELECOMMUTING STRATEGY. I THINK WE RECOGNIZE THAT STRATEGY WAS VERY POPULAR WITH THE PUBLIC AT LARGE. THE VAST MAJORITY OF COMMENTS, PROBABLY THREE-QUARTERS OF ALL COMMENTS WERE IN SUPPORT OF THE TELECOMMUTING REQUIREMENT OVER THE OUTREACH PERIOD. WE RECOGNIZE THE COMMISSION MEETING, THE BUSINESS COMMUNITY AND SOME SAN FRANCISCO RESIDENTS RAISED CONCERNS, AS WELL. THAT STRATEGY

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ACCOUNTED FOR A MEANINGFUL CHUNK OF THE GREENHOUSE GAS MISSIONS GAP CLOSURE. SO THERE WILL BE NO EASY SOLUTIONS TO MODIFY -- OR IF THAT STRATEGY IS MODIFIED OR REMOVED, ESPECIALLY GIVEN ALL TRANSPORTATION MONEY HAS BEEN ALLOCATED TOWARDS INVESTMENTS AND THOSE ALTERNATIVE APPROACHES MAYBE JUST AS POLITICALLY CHALLENGING, AS THE TELECOMMUTING STRATEGY. SO, AGAIN, MORE TO COME ON THE FINAL BLUEPRINT AS WE CONTINUE AND LOOK FORWARD TO THAT RELEASE AT YEAR'S END. WE WILL REPORT BACK. IN THE COMING MONTHS WITH MORE INFORMATION. TO THIS GROUP. WE WOULD BE HAPPY TO TAKE QUESTIONS OR COMMENTS UNDER AGENDA ITEM 3, ITEMS NOT ON THE AGENDA. NOW I WILL TURN IT OVER TO ADAM AS WE LOOK TOWARDS THE FINAL PHASE TO PRESENT AGENDA ITEM 2, PLAN BAY AREA 2050 NOTICE OF PREPARATION AND ALTERNATIVES DEVELOPMENT.

THANK YOU, DAVE. GOOD MORNING, EVERYONE. SO, I GUESS, IF YOU COULD PULL UP THE PRESENTATION THAT WOULD BE GREAT. THIS MORNING WE ARE GOING TO PROVIDE AN UPDATE ON THE ENVIRONMENTAL IMPACT REPORT AS DAVE NOTED, WHERE WE ARE IN THE PROCESS, SOME FUTURE MILESTONES AND PROVIDE BACKGROUND OF HOW THE PLAN IS CONTEMPLATED AS WE GO FORWARD. IF WE CAN MOVE TO THE NEXT SLIDE. THANK YOU. SO THE PRIMARY WE ARE GOING TO DO IT THROUGH THE CALIFORNIA QUALITY ACT AND CEQA GUIDELINES. GIVEN THE TREMENDOUS UNDERTAKING OF THE DOCUMENT IT WILL BE PROVIDED WITH ASSISTANCE FROM OUTSIDE FIRMS SPECIALIZING IN CEQA

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DOCUMENTS. THE PRIMARY FUNCTIONS ARE TO ANALYZE AND DISCLOSE THE ENVIRONMENTAL EFFECTS OF THE PROPOSED PLAN TO INFORM DECISION MAKER AND THE PUBLIC OF ENVIRONMENTAL IMPACTS OF THE PROPOSED PLAN AND RECOMMEND MEASURES TO MITIGATE ANY SIGNIFICANT ADVERSE IMPACTS. WE WILL DISCUSS THIS A BIT MORE IN THE PRESENTATION, BUT WE WILL ALSO LOOK AT ANALYZING REASONABLE RANGE OF ALTERNATIVES TO THE PROPOSED PLAN AS WE MOVE THROUGH THE PROCESS. IF WE CAN MOVE TO THE NEXT SLIDE. SO AS DAVE NOTED, THE FINAL BLUEPRINT WENT THROUGH THE PROCESS THIS SUMMER, GOT THE PUBLIC FEEDBACK AND WENT THROUGH THE COMMISSION AND THE DECISION-MAKING PROCESS. WE NOW HAVE A PROJECT TO LOOK AT AND ANALYZE OR CONSIDERING IN TERMS OF CEQA. BUT TO GIVE CONTEXT WHAT WE ARE CONSIDERING IN THE PROCESS, THE EIR FOR THE PLAN BAY AREA 2050 IS A DOCUMENT THAT WILL LOOK AT ASSESSING AND DISCLOSING THE POTENTIAL ENVIRONMENTAL IMPACTS, IMPLEMENTING THE PLANS PROPOSED REGIONAL PATTERN OF HOUSEHOLD AND EMPLOYMENT GROWTH, AS WELL AS THE PROGRAM OF TRANSPORTATION INVESTMENTS, BOTH THE LAND -- EXCUSE ME, BOTH THE TRANSIT AND RAIL IMPROVEMENTS AND OTHER TYPES OF ROADWAY IMPROVEMENTS THAT ARE PROPOSED IN THE PLAN, AS WELL AS THE SUITE OF RESILIENCE INVESTMENTS INCLUDED IN THIS PLAY BAY AREA. SINCE IT IS A PROGRAM EIR WE WON'T IDENTIFY IT AS IMPACTS OF INDIVIDUAL LAND USE OR TRANSPORTATION PROJECTS IN DETAIL. INSTEAD, THOSE ANALYSES WILL CONSIDER THE PLAN AND IS CONSIDERED AS A WHOLE. IT WILL

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BE ALL OF THOSE PROJECTS AND TRANSPORTATION PROJECTS OR LAND USE PROJECTS COMBINED INTO ONE IMPACT. SO, AS I NOTED, WE WON'T HAVE INDIVIDUAL CONCLUSIONS ON INDIVIDUAL PROJECTS. THOSE WOULD COME AT A FUTURE STEP FOR THAT PROJECT. SO, THAT'S A GOOD REMINDER TO NOTE THE EIR, THIS EIR WILL NOT ABSOLVE PROJECT SPONSORS FROM PREPARING PROJECT-SPECIFIC EIRS UNLESS THEY ARE EXEMPT FROM CEQA AND THEN THOSE SPECIFIC EIRS WILL DISCLOSE THE IMPACTS AND IDENTIFY MITIGATION EFFORTS FOR THE SPECIFIC PROJECT AT THAT TIME. WHAT THIS EIR WILL DO IS LOOK AT THE DIRECT AND INDIRECT IMPACTS OF IMPLEMENTING THE PLAN. DOES THE PLAN RESULT IN SIGNIFICANT IMPACTS TO THE ENVIRONMENT AND IF SO WHAT ARE THE WAYS TO MITIGATE THOSE AND ARE THEY EFFECTIVE AT REDUCING THE SEVERITY OF THE IMPACTS? TO RECAP, ONE LAST TIME TO MAKE SURE IT IS CLEAR WE WON'T BE DISCLOSING THE IMPACTS OF ANY PROJECT. WE WILL CONTEMPLATE THE IMPACT BUT ALONG WITH ALL OF THE OTHER INVESTMENTS TOWARD PROJECTS. IF YOU GO TO THE NEXT SLIDE. THANK YOU. SO, THIS LIST OF THE ENVIRONMENTAL ISSUE AREAS JUST REPRESENTS ALL OF THE ISSUE AREAS ADDRESSED IN THE EIR. IT'S ALSO REFLECTIVE OF CEQA THE ENVIRONMENTAL CHECKLIST FORM WHICH IDENTIFIES 21 ENVIRONMENTAL FACTORS THAT COULD BE POSSIBLY IMPACT BY THE PROJECT. FOR EACH FACTOR APPENDIX G INCLUDES SPECIFIC QUESTIONS OR IMPACTS TO DETERMINE WHETHER YOUR PROJECT'S POTENTIAL EFFECT, SAY FOR EXAMPLE AGRICULTURE, FORESTRY SERVICES, AN IMPACT IS RESULT IN THE LOSS OF FOREST LAND OR NON-FOREST LAND USES. THOSE IMPACTS

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WOULD BE ADDRESSED IN THE EIR. THERE'S A NUMBER OF THOSE FOR EACH OF THESE DIFFERENT ENVIRONMENTAL AREAS. THESE DIFFERENT QUESTIONS OF ENVIRONMENTAL FACTORS ARE IN BROAD TERMS WHAT THE EIR DOCUMENTS AND DISCLOSES THE FINDING OF THE QUESTIONS, DOES THE PROJECT HAVE AN EFFECT ON THESE IMPACTS AND THAT'S WHAT THE DOCUMENT ESSENTIALLY IS DISCLOSING FOR YOU. I WILL TURN TO CHIRAG, WHO WILL PROVIDE AN UPDATE ON THE NOP PROCESS.

CHIRAG RABARI: THANK YOU, ADAM. MY NAME IS CHIRAG RABARI. I'M THE PROJECT MANAGER FOR THE IMPLEMENTATION PLAN AND GOING TO BE LOOKING FORWARD TO WORKING WITH ALL OF YOU OVER THE COMING MONTHS ON THAT INITIATIVE. SO, LAST MONDAY, SEPTEMBER 28TH, MTC RELEASED THE NOTICE OF PREPARATION OR THE NOP FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT. THE NOP INFORMS THE PUBLIC OF THE LEAD AGENCY'S INTENT TO PREPARE AN EIR AND SEEKS COMMENTS ABOUT ITS SCOPE AND CONTENT. THIS KICKED OFF A 30-DAY COMMENT PERIOD WHICH WILL CLOSE OCTOBER 28TH. THE NOP WAS FILED WITH THE STATE OFFICE OF PLANNING RESEARCH AS WELL AS THE REGION'S NINE COUNTIES AND IN ACCORDANCE WITH CEQA GUIDELINES DISTRIBUTED TO RELEVANT REGIONAL, STATE AND FEDERAL AGENCIES. IT WENT OUT TO LOCAL JURISDICTION UNLESS THE REGION AS WELL AS JURISDICTIONS DIRECTLY ADJACENT TO THE REGION AS WELL AS THOUSANDS OF KEY INDIVIDUALS WHO INDICATED AN INTEREST IN THE EIR PROCESS. AS FAR AS COMMENTS DURING THIS PROCESS, WE'RE PARTICULARLY -- WE WOULD PARTICULARLY LIKE FEEDBACK ON

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WHETHER THERE ARE ALTERNATIVES TO THE PLAN THAT WE SHOULD BE EVALUATING, AS WELL AS WHAT MITIGATION MEASURES WOULD HELP AVOID OR MINIMIZE SIGNIFICANT ENVIRONMENTAL IMPACTS. NEXT SLIDE, PLEASE. AS A RELATED ACTION TO THE RELEASE OF THE NOP, PUBLIC SCOPING MEETINGS ARE HELD AND THE PURPOSE OF THESE ARE TO PROVIDE AN OPPORTUNITY FOR INTERESTED PARTIES TO MAKE SUGGESTIONS REGARDING SCOPE AND CONTENT OF THE EIR ANALYSIS. SCOPING SESSIONS PROVIDE AN OPPORTUNITY TO FURTHER DEFINE ENVIRONMENTAL ISSUES, FEASIBLE ALTERNATIVES AND POTENTIAL MITIGATION MEASURES THAT MAY WARRANT IN DEPTH ANALYSIS IN THE ENVIRONMENTAL REVIEW PROCESS. SCOPING -- IT'S IMPORTANT TO KNOW THAT SCOPING MEETINGS FOCUS ON ENVIRONMENTAL ISSUES RELATED TO THE PROJECT. THEY ARE NOT A FORM FOR DISCUSSING THE MERITS OF THE PROJECT OR ANY OF THE PARTICULAR STRATEGIES. WHAT WE ARE REALLY INTERESTED IN ARE THE ACTUAL ENVIRONMENTAL IMPACTS OF THE PROJECT, WHICH AGAIN ARE TIED TO THE PROJECT'S GROWTH FOOTPRINT. COMMENTS RECEIVED DURING THIS PUBLIC SCOPING PROCESS ARE CONSIDERED IN THE PREPARATION OF THE DRAFT EIR ANALYSIS. NOW, OBVIOUSLY, GIVEN THE CURRENT CONDITIONS WITH THE CORONAVIRUS PANDEMIC, IN LIEU OF IN-PERSON MEETINGS A VIRTUAL PUBLIC SCOPING MEETING WILL BE ON THURSDAY OCTOBER 15TH VIRTUALLY. IF YOU ARE INTERESTED IN ATTENDING OR PARTICIPATING IN THE MEETING, ATTACHMENT B IN YOUR PACKET HAS A LINK FOR REGISTRATION OR ALTERNATIVELY YOU CAN VISIT PLANBAYAREA.ORG AND CLICK ON ENVIRONMENTAL IMPACT UNDER THE

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2050 PLAN TAB AND FOLLOW THE LINKS THERE. IN ADDITION TO THE VIRTUAL PUBLIC SCOPING MEETING, WE WILL BE RELEASING A PRE-RECORDED WEBINAR ON THE EIR SCOPE NEXT WEEK. THIS RECORDING WILL BE AVAILABLE ON THE EIR PAGE ON THE PLAN BAY AREA WEBSITE AND ONE MINOR CORRECTION TO THE SLIDE HERE. THE WEBINAR WILL ACTUALLY BE RELEASED NEXT MONDAY, OCTOBER 12TH, NOT OCTOBER 15TH. ATTACHMENT B IN YOUR PACKET PROVIDES MORE INFORMATION ON HOW TO SUBMIT COMMENTS. SUFFICE IT TO SAY THERE ARE VARIOUS MEANS TO DO SO. INTERESTED MEMBERS OF THE PUBLIC AND PUBLIC AGENCIES CAN SUBMIT WRITTEN OR ORAL COMMENTS AT THE MEETING. ALTERNATIVELY A COMMENT FORM IS AVAILABLE ON THE PLAN BAY AREA WEBSITE. YOU CAN ALSO SEND AN E-MAIL TO EIR COMMENTS AT BAYAREAMETRO.GOV OR VIA SNAIL MAIL OR FAX. THE GUIDELINE FOR RECEIVING COMMENTS IS OCTOBER 28TH AND I ENCOURAGE YOU TO REFERENCE ATTACHMENT B FOR MORE INFORMATION, WHICH ALSO HAS DETAILS ON HOW TO ACCESS LANGUAGE ASSISTANCE AS WELL AS ANY OTHER NECESSARY ACCOMMODATIONS. TO EMPHASIZE AGAIN, YOU KNOW, FOR THE MEETING, THE RAWG MEETING TODAY. THE SCOPING MEETING IS REALLY THE PLACE TO SUBMIT COMMENTS ON THE PROJECT. I THINK TODAY WE ARE HAPPY TO ANSWER ANY CLARIFYING QUESTIONS, BUT IF YOU HAVE COMMENTS ON THE SCOPE AND CONTENT OF THE EIR, WE STRONGLY ENCOURAGE YOU TO PARTICIPATE IN THE SCOPING MEETING OR WATCH THE PRE-RECORDED WEBINAR AND SUBMIT A WRITTEN COMMENT. WITH THAT, I WILL PASS IT BACK TO ADAM. ADAM NOELTING: THANK YOU. IF WE CAN GO TO THE NEXT SLIDE, I WANT TO

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SPENT SOME TIME ON A TOPIC I THINK WILL BE OF INTEREST AND GIVEN THE Q&A TYPE COMMENTS THAT ARE COMING THROUGH AND THE DISCUSSION WE HAVE HAD AT THE COMMISSION AS WELL AS OTHER VENUES THIS SUMMER, I THINK THERE'S A LOT OF IDEAS OF ALTERNATIVES TO THE STRATEGIES THAT HAVE BEEN INCLUDED IN THE PLAN. SO THIS NEXT TWO SLIDES I WANT TO SPEND TIME ON HOW WE ARE GOING TO, FIRST GENERATE IDEAS FOR ALTERNATIVES, AS WELL AS EVALUATE THEM FOR INCLUSION INTO THE PLANNER, OR INTO THE ENVIRONMENTAL DOCUMENT. SO, AS A RECAP, CEQA REQUIRES WE LOOK AT A REASONABLE RANGE OF ALTERNATIVES TO THE PLAN FOR CONTEXT. IN PAST EIRS A REASONABLE RANGE IS THREE ALTERNATIVES. AND THAT'S IN ADDITION TO A NO PROJECT ALTERNATIVE. A NO PROJECT ALTERNATIVE IS REFLECTIVE IF THERE WAS NO ACTION TAKEN FROM THE PLAN, WHAT'S A REASONABLE EXPECTATION OF WHAT THE FUTURE MAY LOOK LIKE. SO THAT'S WHAT REPRESENTS A NO PROJECT. IT IS NOT ABOUT A CURRENT CONDITION BUT A FUTURE CONDITION IN THIS CASE. GENERALLY, WE LOOKED AT A REASONABLE RANGE TO BE THREE ALTERNATIVES, IN ADDITION TO A NO PROJECT. SO ULTIMATELY, FIVE WE HAVE LOOKED AT ONE BEING THE PROPOSED PLAN. THAT'S SOME CONTENT THERE. THE CHAPTER IN THE EIR DOCUMENT OR THE SECTION IN THE EIR DOCUMENT LOOKS AT THE ADVANTAGES AND DISADVANTAGES OF EACH OF THE ALTERNATIVES COMPARED TO THE PROPOSED PLAN. IT WOULD COMPARE HOW THINGS MAY HAVE A DIFFERENT ENVIRONMENTAL IMPACT ON DIFFERENT ENVIRONMENTAL FACTORS AND ISSUES PREVIOUSLY IDENTIFIED. I WANT TO NOTE, THE ALTERNATIVES ARE

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ANTICIPATED TO HAVE THE SAME FACTORS AS THE PLAN AND THAT BEING THINGS SUCH AS THE SAME AMOUNT OF FORECASTED REGIONAL GROWTH, WHETHER IT IS HOUSEHOLD EMPLOYMENT GROWTH, AS WELL AS LOOKING AT THE SIMILAR AMOUNTS OF EXPECTED TRANSPORTATION REVENUES THAT WOULD GO INTO TRANSPORTATION INVESTMENTS. SO, WE'RE NOT GOING TO BE CHANGING THOSE TYPES OF FACTORS SINCE THOSE ARE GENERALLY EXPECTED. WHAT IT WOULD CHANGE IS LOOKING AT THE VARIOUS STRATEGIES THAT MAY REDIRECT OR CHANGE THE LOCATIONS OF WHERE HOUSEHOLD GROWTH MAY OCCUR AND/OR EMPLOYMENT GROWTH MAY OCCUR, THE TYPES OF GROWTH THAT COULD OCCUR. A LOT OF THE PLAN IS LOOKING AT INFILL DEVELOPMENT IN MANY CASES AND MULTI-FAMILY TYPE STRUCTURES WHEN IT COMES TO HOUSEHOLDS. THERE MAYBE A STRATEGY OR PROPOSAL THAT LOOKS AT MORE SINGLE-FAMILY UNITS IN A DIFFERENT LOCATION AS AN EXAMPLE, AS A PROPOSAL. IN TERMS OF TRANSPORTATION, IT WOULD BE SIMILAR. COULD BE LOOKING AT DIFFERENT SUITES AND PROGRAMS OF TRANSPORTATION INVESTMENTS, MAYBE MORE ON TRANSIT AND LESS ON ROADWAYS OR VICE-VERSA. NOT JUST THE TYPES BUT LOCATIONS BECAUSE THOSE LOCATIONS CAN RESULT IN DIFFERENT ENVIRONMENTAL IMPACTS. THOSE ARE THE THINGS WE WOULD BE CONTEMPLATING IN THE ALTERNATIVES AS WE DEVELOP DIFFERENT ALTERNATIVES. AGAIN, WE DO ANTICIPATE A LOT OF THEE ALTERNATIVES WOULD HAVE SIMILAR IMPACTS BECAUSE IT'S A PROGRAMMATIC EIR. IT IS THE SAME AMOUNT OF GROWTH. WE ARE ANTICIPATING TO ACCOMMODATE AND THE SAME DOLLAR AMOUNT WE ANTICIPATE TO GET FROM FEDERAL, STATE AND

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REGIONAL REVENUE SOURCES FOR INVESTMENT. SO WE ANTICIPATE THE MAGNITUDE OF IMPACTS TO BE SIMILAR BUT THEY COULD RESULT IN DIFFERENT ENVIRONMENTAL IMPACTS GIVEN THE LOCATIONS. SO THAT'S KIND OF A KEY THING THERE. I WANT TO MOVE TO THE NEXT SLIDE BECAUSE WE ARE GOING TO SPEND THE MAJORITY AND REMAINDER OF 2020 IDENTIFYING THE EIR ALTERNATIVES. I THINK CHIRAG NOTED THE SCOPING PROCESS WILL BE AN OPPORTUNITY FOR THE PUBLIC, AGENCY AND OTHERS TO IDENTIFY ALTERNATIVES TO THE PLAN. WE WILL CONTEMPLATE THOSE. MTC WILL IDENTIFY AN INITIAL SET OF ALTERNATIVES AS WELL NOW THE PLAN'S INPUTS HAVE BEEN ADOPTED AND MOVED FORWARD AS THE FINAL BLUEPRINT. WE HAVE A SET OF CRITERION TO LOOK AT POTENTIAL ALTERNATIVES TO THAT SUITE OF POLICIES AND STRATEGIES THAT WERE ADOPTED AS THE FINAL BLUEPRINT. SO, ONCE WE DO IDENTIFY A SERIES OF ALTERNATIVES, THERE'S A SCREENING CRITERIA PROCESS WE WANT TO GO THROUGH. I THINK IT IS IMPORTANT TO NOTE THAT A REASONABLE RANGE OF ALTERNATIVES NEEDS TO BE IDENTIFIED. THERE'S A WAYS FOR US TO LOOK AT THOSE REASONABLE RANGE OF ALTERNATIVES. THE FIRST CRITERIA WE WILL EXPERIENCE IS WILL THE ALTERNATIVE VOID OR LESSEN THE IMPACT OF THE PROJECT? SO, THE IMPORTANT PART THERE IS THAT WE NEED TO CONSIDER HOW ON PAPER, AT LEAST, HOW THE PROPOSED ALTERNATIVE COULD LESSEN IMPACTS. IN THIS CASE, RIGHT, IF THE PLAN HAS BEEN FOCUSED DEVELOPMENT PATTERN. IT HAS A TRYING TO REDUCE GREENHOUSE EMISSIONS, WHICH IS AN IMPACT AREA. I THINK IF WE ARE LOOKING AT ALTERNATIVES THEY

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WILL GO IN A DIFFERENT DIRECTION FROM THAT. WE WOULD HAVE TO CONTEMPLATE WHETHER IT WOULD LESSEN OR INCREASE IMPACTS IN THE ENVIRONMENTAL SENSE. SO, I PUT A SERIES OF CHECKS ON THE SLIDE. A GREEN QUESTION MARK OR A RED. I THINK THE IDEA FOR THESE QUESTIONS WE'D LIKE TO GET IN THE GREEN TO MAKE SURE THEY ARE ADDRESSING AND MEETING THE CRITERIA. IF THEY ARE, NOTING THAT WE DON'T THINK THAT IT WOULD LESSEN IMPACT AND ACTUALLY INCREASE IMPACTS IT IS PROBABLY AN ALTERNATIVE WE WOULDN'T WANT TO EVALUATE. IF WE ARE NOT SURE, I THINK WE PUT IT IN THE MIX OF LET'S CONSIDER IT AS WE GO FORWARD AND THEN MAYBE THERE'S ANOTHER CRITERIA THAT WOULD MAYBE BE INCLUDED OR REASON TO EXCLUDE IT. THE SECOND CRITERIA WE'D LOOK AT IS CAN THE ALTERNATIVE RETAIN MOST OF THE PROJECT OBJECTIVES. ONE OF THE PRIMARY ONES WE FOCUS ON IS MEETING THE SBC 75 GREENHOUSE GAS REDUCTION TARGET AND A NUMBER OF OTHER THINGS THAT WE AS A REGION HAVE BEEN TRYING TO CONTEMPLATE. WE WANT TO MAKE SURE THE PROJECT AND ALTERNATIVE WOULD MEET THOSE OBJECTIVES. IF IT CANNOT WE MAY NOT INCLUDE IT GOING FORWARD BUT IF IT CAN IT IS ANOTHER REASON WHY WE WOULD CONSIDER IT. THE FEASIBILITY QUESTION IS ANOTHER ONE, TOO. IT IS A QUESTION THAT HAS A LOT OF DIFFERENT WAYS TO THINK ABOUT IT. IN THIS CASE WE ARE FOCUSED ON THE FEASIBILITY AND THE CEQA SENSE. CAN IT BE REASONABLY OBTAINED GOING FORWARD? THAT'S SOMETHING TO CONSIDER AS WE GO FORWARD. THOSE ARE GENERALLY SOME OF THE CRITERIA. AS NOTED, WE WILL LOOK AT THE FINAL BLUEPRINT AND

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CONSIDER ALTERNATIVES THAT COULD LESSEN THE IMPACTS AT A STAFF LEVEL. WE WILL CONSIDER THE ALTERNATIVES IDENTIFIED THROUGH THE SCOPING PROCESS AND THEN ULTIMATELY WHEN WE HAVE A COLLECTION OF ALTERNATIVES WE WILL GO THROUGH THE SCREENING PROCESS AND IDENTIFY WHAT WE CONSIDER TO BE A REASONABLE RANGE, A RANGE IS ANOTHER KEY WORD, TOO. WE WANT TO MAKE SURE WE DON'T HAVE ALTERNATIVES THAT ARE SIMILAR, IN THE SENSE THEY MAY NOT REPRESENT A RANGE OF ALTERNATIVES BUT WE WANT TO MAKE SURE WE CONTEMPLATE ALL OF THE IDEAS PROPOSED TO US. SO THAT'S A LITTLE MORE CONTENT ON THE EIR ALTERNATIVES. AS NOTED, WE WILL BE WORKING THROUGH THIS PROCESS THROUGH THE REMAINDER OF 2020. I WILL MOVE TO SLIDE 9 WHICH IS THE LAST SLIDE IN TERMS OF CONTENT TO FUTURE TOUCH ON THE FUTURE MILESTONES. WE ARE KICKING OFF IN THE PROCESS IN FALL OF 2020. WE RELEASED NOP AND WILL WORK ON IDENTIFYING AND SCREENING ALTERNATIVES THROUGH THE WINTER OF 2020. IN SPRING OF 2021 IS WHEN WE WILL PREPARE AND RELEASE A DRAFT AND ENVIRONMENTAL IMPACT REPORT. AT THIS WILL GO THROUGH THE NORMAL PUBLIC REVIEW AND COMMENT PERIOD AND TO REALLY ASSESS THE ADEQUACY OF THE EIR AND THEN WE'D COME BACK IN THE SUMMER OF 2021 WITH A FINAL EIR WHICH WE WOULD ASK THE ABAG AND MTC BEFORE FINALIZING THE DOCUMENT. AND FINALLY ADDRESS THE COMMENTS WE RECEIVED DURING THE PUBLIC REVIEW PERIOD FOR THE DRAFT EIR AND RESPOND TO THOSE COMMENTS AS NECESSARY. SO THAT'S THE BIG PICTURE. THESE ARE HIGH-LEVEL MILESTONES. I WANTED TO GIVE YOU A SENSE OF THE TIMELINE. IT

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IS A LENGTHY, PRESCRIBED PROCESS BUT WE WANTED TO GIVE YOU SOME CONTEXT OF WHERE WE ARE NOW AND WHERE WE ARE HEADED OVER THE NEXT YEAR OR SO. I THINK, WITH THAT, IF YOU GO TO THE NEXT SLIDE, WE CAN PAUSE AND TRY TO ADDRESS ANY CLARIFYING QUESTIONS YOU ALL MAY HAVE.

URSULA VOGLER: HI, I'M URSULA VOGLER AND I WILL BE RUNNING THE Q&A. SO YOU KNOW, PLEASE ENTER YOUR COMMENTS INTO THE Q&A BOX. WE WILL BE ANSWERING CLARIFYING EIR QUESTIONS NOW. AND THEN ONCE I KNOW WE HAVE A LETTER THAT WE WILL ADDRESS MOMENTARILY, ONCE WE ARE DONE WITH THE QUESTIONS AND THE Q&A BOX AND THEN MOVE TO THE OTHER QUESTIONS. SO I KNOW THERE ARE OTHER QUESTIONS RELATED TO THE BLUEPRINT AND DIFFERENT STRATEGIES. FIRST QUESTION, HOW WILL OTHER DRAFT ENVIRONMENTAL IMPACT REPORTS CURRENTLY UNDER WAY BE INCORPORATED LIKE THE ONE FOR THE VALLEY LINK FOR EXAMPLE?

THAT'S A GREAT QUESTION. THERE ARE, AS I NOTED, THIS DOESN'T ABSOLVE PROJECT SPONSORS FROM DOING THEIR OWN ENVIRONMENTAL IMPACT REPORT SO WE WILL CONSIDER ANY INFORMATION AVAILABLE TO BE USEFUL FOR OUR ANALYSES. I'D NOTE SINCE THEY ARE DIFFERENT TYPES OF SCALE, THE PROGRAMMATIC EIR HAS A METHODOLOGY TO EVALUATE AND CONSIDER THE IMPACTS FOR THE DIFFERENT ENVIRONMENTAL FACTORS AND ISSUE AREAS. THERE MAYBE SOME

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DIFFERENCES BUT WE WILL TRY TO CONSIDER INFORMATION THAT IS AVAILABLE FOR INCLUSION IN THE DOCUMENT.

URSULA VOGLER: GREAT. THANK YOU, ADAM. WE DON'T HAVE ANYMORE WRITTEN Q&A QUESTIONS. I'M SORRY. WHY DON'T WE MOVE, MARTHA, TO THE WRITTEN COMMENTS. IF ANYONE DOES NOT HAVE WEB ACCESS OR ON THE PHONE OR RAISE YOUR HAND IF YOU WANT TO DO A VERBAL QUESTION. MARTHA CAN CALL ON YOU.

ONE PUBLIC COMMENT RECEIVED BY THE 5:00 P.M. DEADLINE AND IT WAS FROM GARY TROUT PH.D. IT HAS BEEN POSTED ONLINE. IT IS AVAILABLE FOR ATTENDEES TO READ, IF THEY WOULD LIKE. THERE'S ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. GO AHEAD, CINDY AND UNMUTE YOURSELF.

HELLO, MARTHA.

HI, CINDY.

I HAVE ONE QUESTION. WHAT'S THE PROCESS FOR REVIEWING AND READJUSTING THE EIR DURING THE NEXT 30 YEARS? THE REASON I'M ASKING IS THAT IN THE LAST FEW DAYS I'VE SEEN TWO MAJOR ARTICLES IN PUBLICATIONS ABOUT CALIFORNIANS MOVING OUT OF STATE BECAUSE OF THE WILDFIRES BASICALLY AND THE HIGH COST OF LIVING. I HAVE SEEN TWO MORE MAJOR ARTICLES ABOUT THE FUTILITY

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OF PLANNING FOR MASS ELECTRIC VEHICLE USAGE BECAUSE OF THE UNBEARABLE STRAIN ON THE ELECTRIC GRID INFRASTRUCTURE. THESE QUESTIONS CAN'T BE RESOLVED RIGHT AWAY, BUT I THINK THEY SHOULD BE CONSIDERED AND KEPT IN THE BACK OF EVERYONE'S MIND, OR MAYBE IN THE FOREFRONT OF EVERYONE'S MIND BECAUSE THE COMMENT WAS MADE THAT SCIENTISTS SAY THAT WHEN THE ENVIRONMENT FLIPS, WHEN GLOBAL WARMING REACHES A CERTAIN POINT, IT WILL FLIP ALL AT ONCE, AND THEN WE NEED TO BE PREPARED. SO I WILL PUT THESE SOURCES IN -- I SUPPOSE A RESPONSE TO THE MEASURE, THE ITEM -- I FORGET WHAT YOU CALL IT -- AND SEND THEM TO YOU. THAT'S THE ATTACHMENT B BECAUSE I THINK THE STAFF SHOULD BE AWARE OF THEM. SO, THAT'S MY COMMENT. THANK YOU.

I CAN MAKE A QUICK RESPONSE TO THAT. JUST NOTING THAT THE GOOD THING IS WITH THE REGIONAL TRANSPORTATION PLANNING AS WELL AS THE ENVIRONMENTAL IMPACT REPORT, WE DO UPDATE THESE EVERY FOUR YEARS. IT'S UPDATED TO THE LATEST ASSUMPTIONS FROM TREMENDOUS REGIONAL TRANSPORTATION PLAN. IF THERE ARE CHANGES IN TRENDS AND THINGS THAT WILL BE HAPPENING THAT WE SEE FROM WILDFIRES OR FROM COVID AND OTHER THINGS THAT CHANGE THE DYNAMIC OF THE REGION, THAT WOULD BE ACCOUNTED FOR BUT MORE IN THE NEXT PLAN AND THE UPDATE WHEN WE HAVE MORE EVIDENCE OF WHAT HAS BEEN OCCURRING AND HOW IT MAY CHANGE OUR FUTURE FORECASTING WHICH COULD CHANGE THE LEVELS OF GROWTH WHERE PATTERNS MAY CHANGE AND SO FORTH. THE GOOD NEWS IS WE UPDATE

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IT EVERY FOUR YEARS AND IT'S SOMETHING WE CAN REALLY ADJUST FOR AND IN THAT TIME PERIOD.

URSULA VOGLER: WE HAVE ONE MORE QUESTION ABOUT THE EIR. IS IT REASONABLE TO HOLD GROWTH CONSTANT AMONG ALL EIR ALTERNATIVES A DIFFERENT DEVELOPMENT PATTERN COULD RESULT IN DIFFERENT GROWTH LEVELS? ADAM NOELTING: YEAH. THAT'S A COMMON QUESTION THAT COMES UP WHEN IT COMES TO THE EIR. WE SEE THE PLANS, ONE OF THE PRIMARY OBJECTIVES IS TRYING TO ACCOMMODATE THE FORECASTED GROWTH OF THE REGION. GOING BACK TO THOSE CRITERIA OF LOOKING AT HOW WE SCREEN THE ALTERNATIVES. IF IT IS NOT ABLE TO -- IF WE DON'T THINK AN EIR ALTERNATIVE WOULD ACCOMMODATE THE FORECASTED AMOUNT OF GROWTH, WE WOULD SEE IT NOT MEETING THE PLAN'S OBJECTIVE SINCE THERE ARE SPECIFIC THINGS THAT GO THROUGH SB 375 AND WHAT THE PLAN IS INTENDED TO DO. SO IT IS TRYING TO PLAN TO HOUSE THE REGION AND BASED ON THE FORECASTED GROWTH. THAT'S ONE OF THE AREAS WHY WE HOLD THAT CONSTANT. IT IS FEASIBLE TO THINK THAT YOU COULD HAVE DIFFERENCES IN GROWTH BASED ON DIFFERENT POLICIES AND CHANGES, BUT WE ARE LOOKING AT IT MORE OF AS A STATIC GROWTH BASED OFF ON HOW TO ACCOMMODATE THAT GROWTH. I KNOW THERE ARE SOME EFFORTS OUT THIS TO MAKE THE REGION MORE AFFORDABLE THAT COULD INCREASE MORE GROWTH. BUT DAVE LOOKS LIKE HE MAY WANT TO CHIME IN ON THIS. IT IS SOMETHING WE CONTEMPLATE ON EACH PLAN AND

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OUR EIR AND CIRCLE BACK TO THAT IT IS TRYING TO ACCOMMODATE THE FORECASTED GROWTH OF THE REGION.

DAVE VAUTIN: I WILL ADD ON TO WHAT ADAM MENTIONED. THE EIR HAS A VERY SPECIFIC PURPOSE RELATED TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OR CEQA. EXPLORING DIFFERENT GROWTH TRAJECTORIES IS AN IMPORTANT EXERCISE, WHAT ONE WE COMPLETED IN 2018 AND 2019 BECAUSE IT ISN'T A NATURAL FIT FOR THE CEQA PROCESS LOOKING AT THE TREND LINES. WE HAVE EXPLORED THAT THROUGH HORIZON AND THE STRATEGIES ARE ONES THAT HAVE BEEN VETTED BY THAT STRESS TESTING. I THINK, AGAIN, THE GROWTH STRUCTURE OF THE REGION IS CERTAINLY UNCERTAIN AT THIS POINT IN TIME. WE HAVE EXPLORED AND CONFIRMED THAT MANY OF OUR STRATEGIES IN THIS PLAN ARE READY FOR THAT UNCERTAINTY OF DIFFERENT GROWTH LEVELS. I THINK THE OTHER THING I WILL MENTION, MORE FROM A LEGAL PERSPECTIVE OF THE EIR, THIS QUESTION OF THE AMOUNT OF GROWTH HAS BEEN A CONTROVERSIAL ONE IN PREVIOUS CYCLES. WE HAVE A SETTLEMENT AGREEMENT WITH THE BUILDING INDUSTRY ASSOCIATION ON THE REGIONAL GROWTH FORECAST. WE HAVE PRODUCED A FORECAST THAT ALIGNS WITH THAT SETTLEMENT AGREEMENT. AND SO THAT'S WHY WE RECOMMEND NEWSING THAT FORECAST FOR ALL OF OUR ALTERNATIVES IN THE CEQA PROCESS TO ENSURE WE ARE IN FULL COMPLIANCE THERE.

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URSULA VOGLER: OKAY. I THINK THAT'S IT FOR THE EIR QUESTIONS. IF YOU HAVE ANY OTHERS, PLEASE TYPE THEM NOW. OKAY. LET'S MOVE ON TO ITEM 3. WE HAVE A FEW QUESTIONS IN THE Q&A BOX RELATED TO THE DRAFT BLUEPRINT AND VARIOUS STRATEGIES. I'LL START WITH ONE QUESTION I'M GOING TO MERGE THE QUESTION BECAUSE THERE ARE SEVERAL QUESTIONS ABOUT THE TELECOMMUTING STRATEGY WHAT PERCENTAGE DID THEY ACCOUNT FOR SPECIFICALLY AS PART OF THE 19% REQUIRED AND THEN A SIMILAR QUESTION, CAN'T THE TELECOMMUTING STRATEGY BE CHANGED TO REQUIRE THE SAME AMOUNT OF REDUCTIONS FROM LARGE COMPANIES WITHOUT SPECIFYING HOW THEY DO IT?

DAVE VAUTIN: THANK YOU FOR THOSE QUESTIONS. I SHOULD SAY WE MOVED TO AGENDA ITEM 3, URSULA WILL GO THROUGH THE QUESTIONS AND THEN YOU HAVE THE OPPORTUNITY AS A STAKEHOLDER MEMBER OF THE PUBLIC TO USE THE RAISED HAND FEATURE OR DIAL STAR NINE TO PROVIDE VERBAL COMMENT. WITH REGARD TO THAT QUESTION, AS MANY OF YOU ARE AWARE, THE DRAFT BLUEPRINT HAD NO HIGHWAY IMPROVEMENTS, A FOCUSED LAND USE PATTERN, HIGHWAY PRICING, 55-MILE AN HOUR SPEED LIMIT AND MORE. THAT GOT US TO ROUGHLY 9 PERCENTAGE POINTS OF REDUCTION PER CAPITA FROM CARS AND LIGHT-DUTY TRUCKS BY THE YEAR 2035. SO WELL OFF THE 19 PERCENTAGE POINT TARGET. NOW, OF COURSE, THAT GAP HAS BEEN WIDENED BY THE INCLUSION OF SOME HIGHWAY STRATEGIES. WE EXPECT TWO POINTS OF EXPANSION OF THAT GAP AS A RESULT OF THE HIGHWAY STRATEGIES IN

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THE FINAL BLUEPRINT. TO CLOSE THAT GAP, WE BROUGHT FORWARD AN EXPANDED SET OF STRATEGIES GOING FROM 25 IN THE DRAFT BLUEPRINT TO 35 IN THE FINAL BLUEPRINT. THAT INCLUDES ELECTRIFICATION, MORE MONEY FOR TRANSIT, WALKING, BIKING, ALL OF THESE DIFFERENT STRATEGIES. ONE OF THE STRATEGIES, WHICH WAS TALKED QUITE A BIT ABOUT IS TELECOMMUTING REQUIREMENT FOR LARGER EMPLOYERS. WE ARE DOING ANALYSIS ON THAT. IT CONTINUES TO BE A PROCESS WHERE WE ARE DOING ANALYSIS BUT WE THINK IT IS IN THE RANGE OF TWO OR THREE POINTS. OUT OF THE TEN-POINT GAP WE THINK IT IS TWO OR THREE POINTS FROM THIS TELECOMMUTING REQUIREMENT. TO GIVE YOU A SENSE OF HOW BIG TWO OR THREE POINTS IS, IN THE LAST PLAN BAY AREA, EVERY ONE OF THE TRANSIT PROJECTS IN THE REGION SUMMED TO JUST TWO POINTS. SO YOU CAN GET A SENSE OF HOW CHALLENGING IT IS TO EVEN SCRAPE TOGETHER A COUPLE OF POINTS OF GREENHOUSE GAS EMISSIONS REDUCTION. SO ANY SORT OF EQUIVALENT STRATEGIES TO THE TELECOMMUTING STRATEGY WOULD NEED TO BE IN THAT SAME BALLPARK. WE CONTINUE TO ANALYZE THE STRATEGIES. SO IT WILL EVOLVE OVER THE NEXT FEW MONTHS AS WE LOOK AT ALTERNATIVES AND RUN OUR MODELS. I THINK THE OTHER QUESTION, URSULA, CAN YOU REMIND ME OF THE SECOND HALF OF THE QUESTION.

URSULA VOGLER: YES, I CAN, DAVE. IT IS -- I'M SORRY. I'M GOING TO IT. CAN'T THE TELECOMMUTING STRATEGY BE CHANGED TO REQUIRE THE SAME GHG REDUCTIONS FROM LARGE COMPANIES WITHOUT

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SPECIFYING HOW THEY DO IT. DAVE VAUTIN: THE COMMISSION IS ASKED US TO BRING FORWARD DIFFERENT ALTERNATIVES. THOSE COULD BE REVISIONS TO THE STRATEGY THAT ENABLE TO ACHIEVE THE SAME AMOUNT OF REDUCTION THROUGH A MORE REFINED APPROACH OR A REPLACEMENT STRATEGY OR AN EXPANDED VERSION OF ANOTHER STRATEGY TO ADDRESS IT. WE CANNOT BE AS VAGUE AS THE COMMENTER IS SAYING. WE HAVE STATE REGULATORS THAT REVIEW OUR PLAN. WE CANNOT SAY SIMPLY LARGE COMPANIES WILL TAKE CARE OF IT BY REDUCING EMISSIONS BY HALF. WE HAVE TO FIGURE OUT HOW, WHAT PUBLIC POLICY WOULD LEAD THEM TO DO THAT AND MAKE SURE IT IS APPROVED BY THE CALIFORNIA AIR RESOURCES BOARD. IF WE PUT IN A STRATEGY THAT IS INSUFFICIENTLY SPECIFIC, OR CARVED AS THEY DO NOT AGREE WITH IT WILL NET ZERO EMISSIONS REDUCTION. THAT'S WHY IT IMPORTANT TO BE CLEAR ABOUT WHAT THE POLICY PROPOSED IS. THESE ARE STRATEGIES IN A LONG-RANGE PLAN FOR THE YEARS 2035 AND 2050. SO THEY ARE NOT THINGS FOR 2021, OR 2022. THESE ARE LONG-RANGE IDEAS TO CLOSE THE CRITICAL GAP.

URSULA VOGLER: HOW DOES THE TELECOMMUTE STRATEGY IMPACT THE BENEFIT OF THE OTHER STRATEGIES, PARTICULARLY THOSE INCENTIVIZING SUSTAINABLE TRANSPORTATION?

DAVE VAUTIN: THAT'S A GOOD QUESTION AND WHY THE COMMISSION AUTHORIZED US TO ANALYZE THE 35 STRATEGIES APPROVED IN SEPTEMBER. THAT JUST HAPPENED A COUPLE OF WEEKS AGO. SO WE ARE

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RUNNING THE MODELS CURRENTLY TO TRY TO UNDERSTAND THAT BETTER. I THINK IT IS IMPORTANT TO REMEMBER, WHAT WE ARE TALKING ABOUT HERE IS HAVING FIVE TO TEN PERCENT OF THE BAY AREA WORKFORCE COMPARED TO THE BASELINE SHIFT TO TELECOMMUTING. NO MORE THAN A QUARTER OF THE TOTAL WORKFORCE IN 2050 WOULD BE TELECOMMUTING. 75% OF PEOPLE ARE STILL DRIVING, USING TRANSIT, WALKING, BIKING ON A TYPICAL WEEKDAY. SO THIS STRATEGY IS AN IMPORTANT CHUNK OF CLOSING THAT GAP, BUT IT IS NOT TOTALLY TRANSFORMATIVE IN TERMS OF THE TRIP BEHAVIOR AND THE PATTERNS ACROSS THE BAY AREA. THREE LARGE COMPANIES THREE-QUARTERS OR MORE OF PEOPLE CONTINUE TO USE NON TELECOMMUTE MODES OF TRANSPORTATION. I THINK THAT IS REALLY IMPORTANT CONTEXT. WE ARE MAKING SIGNIFICANT INVESTMENTS IN TRANSIT, BIKE AND PEDESTRIAN MODES, AS WELL. AND THE OTHER THING TO CONSIDER IS THE TELECOMMUTING STRATEGY TACKLES, AS THE MODE TERM IS CLEAR COMMUTING, RIGHT? SO THOSE STRATEGIES FOR TRANSIT, WALKING, BIKING THAT ARE INCENTIVIZING USE OF THOSE MODES, THEY ARE CRITICAL FOR INDIVIDUALS WHO MIGHT BE TELECOMMUTING. WE DON'T NECESSARILY SEE IT AS THERE BEING A STRONG TENSION BETWEEN THE STRATEGIES. WE ARE TRYING TO ENCOURAGE ALL FORMS OF NON-AUTO TRANSPORTATION TO CLOSE THE GREEN GAS EMISSIONS GAP.

URSULA VOGLER: NEXT QUESTION, HAS THE ANALYSIS OF THE TELECOMMUTING STRATEGY ANALYZED THE IMPACTS ON SUBSTANTIALLY REDUCED TRANSIT RIDERSHIP AND THE LIKELY CUTS IN TRANSIT

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SERVICES WOULD NECESSITATE? IT SEEMS LIKE THIS WOULD UNDERMINE ASPECTS OF AND ABILITY TO ACHIEVE GREENHOUSE GAS EMISSIONS REDUCTIONS.

DAVE VAUTIN: JOSH, THAT'S A QUESTION WE ARE ANALYZING THROUGH OUR MODELING RIGHT NOW. AGAIN, I WANT TO EMPHASIS THREE-QUARTERS OR MORE OF PEOPLE ARE CONTINUING TO USE TRANSIT, WALKING, BIKING, OTHER FORMS OF TRANSPORTATION. THESE MAJOR OFFICE SPACE EMPLOYERS, MANY OF THEM HAVE SIGNIFICANT AUTO MODE SHARE. IN LOCATIONS LIKE THAT THERE IS NOT THIS TENSION BETWEEN TELECOMMUTING AND TRANSIT BUT SHIFTING PEOPLE OUT OF THEIR CARS TO TELECOMMUTE A FEW DAYS OF WEEK. WE WILL EXPLORE THAT FURTHER. WE WANT TO MAKE SURE WE ARE NOT LEADING TO ADVERSE IMPACTS FOR OUR TRANSIT SYSTEMS. AGAIN, WE ARE TALKING ABOUT A STRATEGY THAT EFFECTS, EXPANDS OUR TELECOMMUTING BY FIVE OR TEN POINTS, NOT LEADING TO THE MAJORITY OF THE WORKFORCE TELECOMMUTING WHICH I WOULD AGREE WOULD LEAD TO SIGNIFICANT IMPACTS FOR TRANSIT RIDERSHIP.

URSULA VOGLER: NEXT QUESTION. IS THE 60% MANDATE INTENDED TO APPLY TO ALL EMPLOYEES OR ONLY THOSE THAT DRIVE ALONE?

DAVE VAUTIN: SO, THE 60% TARGET THAT WAS APPROVED FOR ANALYSIS IS INTENDED TO IMPLY TO EMPLOYERS AT LARGE. SAY YOU ARE A COMPANY THAT HAS A COUPLE OF DIFFERENT OFFICES ACROSS

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THE BAY AREA. MAYBE ONE THAT HAS NEARLY ALL OF THE EMPLOYEES DRIVING TO WORK AND ONE THAT HAS A MORE SUBSTANTIAL NON AUTO MODE SHARE. WHAT WE ARE SAYING WITH THIS STRATEGY, WHAT IF COMPANY WIDE THAT COMPANY HAD A TARGET OF A 60% TELECOMMUTE SHARE? IT WOULD BE IMPLEMENTED IN A TARGETED WAY AND IT IS SOMETHING TO EXPLORE IN THE IMPLEMTNATION PLAN, PERHAPS WITH A HIGHER TARGET IN AREAS WHERE THERE AREN'T GOOD TRANSIT ALTERNATIVES AND LOWER TARGET WHERE THERE ARE GOOD ALTERNATIVES TO LEAD TO A REGIONAL AVERAGE FOR THAT EMPLOYER AT 60%. AGAIN, THE IMPLEMENTATION PLAN CAN EXPLORE ALTERNATIVES TO THE STRATEGY, AS WELL. AS WE GO TO IMPLEMENTATION THERE CAN BE FURTHER STUDIES OF THIS STRATEGY ALONG WITH DIFFERENT ALTERNATIVE STRATEGIES LIKE TRIP CAPS WHICH COULD BE ANOTHER WAY TO GET AT THE SAME GOAL OF GETTING THE WORKFORCE TO USE ALTERNATIVE MODES INCLUDING TELECOMMUTING.

URSULA VOGLER: NEXT QUESTION. HOW CAN THE TELECOMMUTE STRATEGY ADDRESS THE UNDERLYING ASSIGNMENT ATTRIBUTION OF THE JOBS FOR -- AS WELL AS JOBS, HOUSING ASSESSMENT?

DAVE VAUTIN: IT IS A LITTLE OFF TOPIC. WE WILL AREN'T HERE TO TALK ABOUT THE RHNA PROCESS. BUT THE FINAL BLUEPRINT ANALYSIS IS SLATED FOR INCORPORATION INTO RHNA LATER THIS YEAR.

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URSULA VOGLER: GREAT, DAVE. THANK. WILL INCREASES IN NON COMMUTE TRIPS THAT RESULT FROM THE TELECOMMUTE POLICY BE MODELED? SOME STUDIES HAVE SHOWN INCREASES IN TELECOMMUTE CAN RESULT IN NON COMMUTE TRIPS USING AUTOS WHILE PEOPLE ARE WORKING FROM HOME?

WE WILL CONSIDER THE EFFECTS FOR ALL TRIPS AS A RESULT OF THE STRATEGY.

URSULA VOGLER: GREAT, DAVE, THANK. WHEN DO YOU EXPECT TO HAVE IT ANALYZED AND WHEN WILL YOU SHARE THE RESULTS.

DAVE VAUTIN: WE STUDY THEM AS A PACKAGE, NOT INDIVIDUALLY. WE WILL STUDY THE PACKAGE OF 35 STRATEGIES INCLUDING THIS ONE STRATEGY OUT OF THE 35. WE'RE STUDYING IT RIGHT NOW. AND WE PLAN TO RELEASE THE ANALYSIS AT YEAR'S END.

URSULA VOGLER: GREAT. THANK YOU. THE NEXT QUESTION, BUSINESS COMMUNITY IS CONCERNED 60% MANDATE WILL PUT THE BAY AREA AT A DISADVANTAGE AND IS COMPETING FOR NEW BUSINESSES WITH OTHER REGIONS IN THE U.S. HOW WILL THE MANDATE ADDRESS THIS ISSUE?

DAVE VAUTIN: AGAIN, I NEED TO TAKE A STEP BACK. TO REFRESH EVERYONE'S MEMORY, WE ARE TALKING ABOUT A LONG-RANGE PLAN AND DEMONSTRATING WHAT WOULD IT TAKE TO GET TO THIS AMBITIOUS

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CLIMATE TARGET? IT IS AN INCREDIBLY AMBITIOUS TARGET. IF YOU LOOK AT OUR ANALYSIS, IF WE PRODUCED A PLAN WITH NO ROAD PROJECTS OF ANY KIND, ROAD PRICING, ALL OF THAT WE WOULDN'T GET TO IT. THIS IS ABOUT SHOWING THE SUITE OF STRATEGIES THAT WOULD BE REQUIRED TO GET TO THAT. I THINK WITH REGARDS TO THIS QUESTION, I THINK WE ACKNOWLEDGE THERE ARE THESE CONCERNS FROM THE BUSINESS COMMUNITY IN TERMS OF ECONOMIC IMPACTS AND WE WANT TO RECOGNIZE THAT AS WE PUT TOGETHER THIS PLAN AND LOOK AHEAD TO IMPLEMENTATION, THAT THERE WILL BE MUCH MORE CONVERSATION. IT WOULD NEED TO GO THROUGH A LONG PROCESS IF THE STRATEGY WAS IMPLEMENTED INCLUDING LEGISLATIVE APPROVAL TO EXPAND THE COMMUTER BENEFIT ORDINANCE, TO GIVE REGIONAL AGENCIES AUTHORITY TO PUT SOMETHING IN PLACE. I THINK THAT'S WHERE A LOT OF OPPORTUNITIES FOR REFINEMENT WOULD BE AVAILABLE TO MAKE SURE THAT WE ARE NOT LEADING TO THOSE ADVERSE IMPACTS.

URSULA VOGLER: THANK YOU, DAVE. NEXT QUESTION. HOW DOES THE TELECOMMUTE STRATEGY IMPACT THE REVENUES?

DAVE VAUTIN: THAT'S A GOOD QUESTION. AGAIN, THE CHANGE IN TERMS OF NUMBER OF TRIPS IS ON THE MARGINS. WE'RE TALKING ABOUT SOMETHING THAT REDUCES GREENHOUSE GAS EMISSIONS BY TWO OR THREE PERCENTAGE POINTS. THAT BEING SAID, WE ARE CONFIRMING THERE WOULDN'T BE SIGNIFICANT ADVERSE IMPACTS AS A RESULT OF THE STRATEGY AS WE FINALIZE ALL OF THE MATERIAL FOR THE FINAL

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BLUEPRINT. AGAIN, WE THINK, YOU KNOW, THE IMPACTS MIGHT BE GREATEST FOR, YOU KNOW, SAY GAS TAX WHERE, YOU KNOW, THE MTE WOULD BE IMPACTED. BUT AGAIN, WE'RE TALKING ABOUT A FEW PERCENTAGE POINTS OF CHANGE AS WE TRY TO CLOSE THIS REALLY CHALLENGING TARGET. IT ISN'T SOMETHING THAT WOULD LEAD TO SAY A 50% REDUCTION IN REVENUES THAT WOULD HAVE VERY SIGNIFICANT IMPACTS ON OUR LONG-RANGE PLAN.

URSULA VOGLER: THANKS, DAVE. NEXT QUESTION I WILL ANSWER. CAN YOU PROVIDE MORE DETAILS OP THE PUBLIC SUPPORT FOR THE TELECOMMUTING STRATEGY SHARE A LINK TO WHERE IT IS DEMONSTRATED. I WILL TELL YOU WE HAVE LISTED ALL OF OUR INPUT ON THE PLAN BAY AREA WEBSITE. THERE IS A BLUEPRINT PAGE. IF YOU GO THERE THE LINK WILL BE THERE AND EVERY FORM OF PUBLIC ENGAGEMENT, OUR POLL, OUR ONLINE SURVEY, OUR PUBLIC WORKSHOPS. WE HAVE NOT CALLED OUT SPECIFICALLY THIS ONE STRATEGY, BUT ALL OF THE RESULTS FROM THAT ENGAGEMENT IS LISTED THERE. SO I'LL JUST GO OVER BRIEFLY WHAT WE HEARD ABOUT THE TELECOMMUTING STRATEGY. WE HAD A POLL. WE HAD 3,000 COMPLETE THE POLL. WITH OUR TELECOMMUTING STRATEGY THERE WAS 76% THAT WAS POSITIVE. PARTICIPANTS WERE ASKED IF THEY SUPPORTED OR OPPOSE TELEWORK. 76% STRONGLY SUPPORTED OR SOMEWHAT SUPPORTED THE STRATEGY. WE ALSO HAD AN ONLINE SURVEY. WE HAD 4,000 RESPONSES THERE AND IT WAS THE NUMBER ONE RANKING CLIMATE CHANGE OR EMISSIONS REDUCTION STRATEGY, RANKED 35% OF ALL RESPONDENTS PREFERRED

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THAT STRATEGY AND IT WAS NUMBER ONE WHEN ASKED TO MAKE A CHOICE ABOUT THE OTHER CLIMATE STRATEGY OPTIONS. FINALLY, WE HAD OPEN-ENDED COMMENTS FROM ONLINE SURVEY AND WORKSHOPS. OVER 80% OF THOSE WERE POSITIVE. THEY DID DISCUSS INCENTIVES INSTEAD OF MANDATES BUT PEOPLE SAID THEY DID SUPPORT TELECOMMUTING AS A STRATEGY. SO THANK YOU FOR THAT QUESTION. NEXT QUESTION, DAVE. ANY PLANS TO REVISE THE PLANNED 55-MILE AN HOUR SPEED RESTRICTION ON FREEWAYS.

DAVE VAUTIN: NO, NOT AT THIS TIME. THAT STRATEGY WAS APPROVED FOR THE FINAL BLUEPRINT.

URSULA VOGLER: THANK YOU. AND THE LAST Q&A QUESTION, IS YOUR MODEL FACTORING IN THE NEGATIVE EFFECT OF THE FOREST FIRES?

DAVE VAUTIN: SO WE HAVE INCORPORATED IN OUR BASELINE DATA THE SORTS OF IMPACTS FROM PAST FIRES. WE CONTINUE TO FOCUS GROWTH AWAY FROM AREAS THAT ARE HIGH FIRE RISK. IN THE DRAFT AND FINAL BLUEPRINTS, THE GROWTH GEOGRAPHIES TO ACTUALLY EXCLUDE AREAS AS HIGH-FIRE RISK IDENTIFY BY CAL FIRE.

URSULA VOGLER: GREAT. THAT CONCLUDES ALL OF OUR Q&A QUESTIONS. I DON'T SEE ANY HANDS RAISED. SO I WILL TURN IT OVER 20 YOU, DAVE.

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DAVE VAUTIN: THANKS. I WILL MAKE ONE FINAL COMMENT SINCE I SAW A LOT OF COMMENTS HERE WERE ON TELECOMMUTING TODAY. AGAIN, CONTEXT WISE WE ARE TALKING ONE OF THE 35 STRATEGIES. AS STAFF, WE ARE ALWAYS OPEN TO IDEAS FOR ALTERNATIVES. SOME OF THOSE MAY BE EQUALLY IF NOT MORE CHALLENGING TO ADVANCE INTO THE PLAN BUT WE ARE WANTING TO CONTINUE THAT DISCUSSION OVER THE COURSE OF THE FALL HERE. I THINK THAT'S SOMETHING WE ARE OPEN TO AND THAT WE WILL BE CONTINUING TO DISCUSS. OBVIOUSLY IN LIGHT OF THE STRONG PUBLIC SUPPORT FOR THE STRATEGY, WE WANT TO BE COGNIZANT THE PUBLIC IS INTERESTED IN TELECOMMUTING AS AN APPROACH TO DEAL WITH CLIMATE CHALLENGES. OUR POLL SHOWS 70 TO 80% OF BAY AREA RESIDENTS IN EACH INDIVIDUAL COUNTY IN THE BAY AREA SUPPORT THE STRATEGY. SO THERE'S BROAD SUPPORT IN ALL NINE COUNTIES OF THE REGION FOR THE STRATEGY. SO, DEFINITELY SOMETHING THAT IS IMPORTANT TO US AND WE WANT TO KEEP IN MIND.

URSULA VOGLER: BEFORE WE CLOSE THE MEETING, ONE FINAL QUESTION. WHEN WILL STAFF GO BACK TO MTC WITH ALTERNATIVES TO THE TELECOMMUTE STRATEGY?

DAVE VAUTIN: NO LATER THAN DECEMBER WHEN WE WILL BRING IN THE FINAL BLUEPRINT ANALYSIS. AS I MENTIONED AT THE START OF THE MEETING, WE DO ANTICIPATE KICKING OFF THAT DISCUSSION, POTENTIALLY THIS FRIDAY. JUST LAYING OUT SOME CONTEXT ON THE

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TELECOMMUTING STRATEGY AND SOME BENCHMARKS OR CRITERIA FOR ANY SORT OF ALTERNATIVE OR MODIFICATION TO THE STRATEGY TO ENSURE THAT WE GET TO WHAT THE COMMISSION ACTION SAID WHICH WAS ANY OF THESE ALTERNATIVES NEED TO BE AT LEAST AS POSITIVE IN TERMS OF CLIMATE IMPACTS, OR CLIMATE BENEFITS AS THE TELECOMMUTING STRATEGY WAS.

URSULA VOGLER: OKAY. THAT'S IT FOR THE Q&A.

DAVE VAUTIN: THANK YOU FOR ALL OF THOSE QUESTIONS ON AGENDA ITEM 3. SEEING NO HANDS RAISED, I THINK WE WILL MOVE ON TO ITEM 4 WHICH IS ADJOURNMENT AND THE NEXT MEETING. SO, FIRST OF ALL, THANKS, EVERYONE, FOR JOINING TODAY. WE ENCOURAGE YOU IF YOU ARE INTERESTED IN THE EIR TO ATTEND THE SCOPING MEETING LATER THIS MONTH. AND THE NEXT MEETING OF THE REGIONAL ADVISORY WORKING GROUP WILL BE HELD AT A TIME AND DATE TO BE DULY NOTICED. IT WILL BE BY WEBCAST AND REMOTE ADDRESS APPROPRIATE DEPENDING ON THE ORDERS AT THAT TIME AND ANY CHANGES WILL BE DULY NOTICED TO THE PUBLIC. WITH THAT, THANK YOU, EVERYBODY AND HAVE A GREAT DAY.

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