METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE

FRIDAY, NOVEMBER 6, 2020, 9:40 AM

JAMES P. SPERING, MTC CHAIR: GOOD MORNING EVERYONE. I WOULD LIKE TO CALL THE MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE TO ORDER. AND IF STAFF COULD RUN THE N-29-20 NOTICE FROM THE GOVERNOR. DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR, PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, 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 THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING VIA ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL STAR NINE, 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 THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

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 SO, AND SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM ON THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE TO ATTENDEES. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

JAMES P. SPERING, CHAIR: OKAY. THANK YOU. MARTHA, IF YOU COULD TAKE THE MTC ROLL, PLEASE?

CLERK OF THE BOARD: WILL DO. AHN?

EDDIE AHN: HERE.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: CORTESE?

DAVID CORTESE: HERE.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

CLERK OF THE BOARD: THANK YOU. GIOCAPINI, NON-VOTING. SHE IS TRYING TO JOIN. LICCARDO?

SAM LICCARDO: PRESENT.

CLERK OF THE BOARD: MACKENZIE?

JAKE MACKENZIE: PRESENT.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT, MTC V. CHAIR: HERE.

CLERK OF THE BOARD: SLOCUM? SLOCUM? SPERING?

JAMES P. SPERING, CHAIR: PRESENT.

CLERK OF THE BOARD: STRACNER, NON-VOTING? STRACNER? WE HAVE A QUORUM. MTC HAS A QUORUM.

JAMES P. SPERING, MTC CHAIR: JESS, I'LL TURN IT OVER TO YOUR FOR YOUR ABAG COMPENSATION CONSENT CALENDAR AND ROLL CALL.

JESSE ARREGUIN, ABAG CHAIR: WILL THE ABAG CLERK CALL ROLL TO CONFIRM IF A QUORUM IS PRESENT?

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

CLERK OF THE BOARD: YES, SIR. MAYOR ARREGUIN?

JESSE ARREGUIN, ABAG CHAIR: PRESENT.

CLERK OF THE BOARD: SUPERVISOR CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK OF THE BOARD: SUPERVISOR CORTESE?

DAVID CORTESE: HERE.

CLERK OF THE BOARD: SUPERVISOR HAGGERTY?

SCOTT HAGGERTY: HERE.

CLERK OF THE BOARD: VICE MAYOR MACKENZIE?

JAKE MACKENZIE: PRESENT.

CLERK OF THE BOARD: SUPERVISOR MITCHOFF, I SEE YOU.

KAREN MITCHOFF: I THOUGHT I WAS OFF MUTE. HERE.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

CLERK OF THE BOARD: THANK YOU. COUNCILMEMBER PERALEZ IS ABSENT. MAYOR PIERCE?

JULIE PIERCE: HERE.

CLERK OF THE BOARD: SUPERVISOR RABBIT?

DAVID RABBIT, MTC V. CHAIR: HERE.

CLERK OF THE BOARD: SUPERVISOR RAMOS?

BELIA RAMOS, ABAG V. CHAIR: HERE.

CLERK OF THE BOARD: VICE MAYOR ROMERO?

SPEAKER: PRESENT.

CLERK OF THE BOARD: THANK YOU. A QUORUM IS PRESENT FOR ABAG ADMINISTRATIVE COMMITTEE.

JESSE ARREGUIN, ABAG CHAIR: PLEASE READ THE ABAG COMPENSATION ANNOUNCEMENT.

CLERK OF THE BOARD: YES, SIR. ACCORDING TO STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

BOARD IN ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN AMOUNT OF $100 AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU.

JESSE ARREGUIN, ABAG CHAIR: THANK YOU. ITEM THREE ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR, DO I HAVE A MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR?

JULIE PIERCE: PIERCE MOVES.

KAREN MITCHOFF: SECOND.

JESSE ARREGUIN, ABAG CHAIR: PIERCE MOVES; SECOND, MITCHOFF?

KAREN MITCHOFF: YES.

JESSE ARREGUIN, ABAG CHAIR: COMMENTS FROM COMMITTEE MEMBERS? SEEING NO RAISED HANDS. PUBLIC COMMENT, RAISE YOUR HAND OR PRESS STAR NINE IF YOU'RE PHONING IN. MR. CASTRO, WRITTEN COMMENTS SUBMITTED ON THIS ITEM?

CLERK OF THE BOARD: NO WRITTEN COMMENTS SUBMITTED.

JESSE ARREGUIN, ABAG CHAIR: THANK YOU. PLEASE CALL THE ROLL.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

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

JESSE ARREGUIN, ABAG CHAIR: THANK YOU VERY MUCH. I'LL TURN IT BACK OVER TO CHAIR SPERING.

JAMES P. SPERING, MTC CHAIR: THANK YOU JESS. ITEM FOUR IS THE MTC CONSENT CALENDAR PLANNING COMMITTEE CONSENT CALENDAR. IS THERE A MOTION?

JAKE MACKENZIE: SO MOVED, MR. CHAIR. MACKENZIE.

DAMON CONNOLLY: SECOND.

JAMES P. SPERING, MTC CHAIR: CONNOLY SECOND. IS THERE ANY SPEAKERS OR HANDS RAISED ON THIS?

CLERK OF THE BOARD: NO COMMISSIONERS WITH THEIR HANDS RAISED AND NO PUBLIC COMMENT WAS RECEIVED ON THIS ITEM. ALSO COMMISSIONER GIOCAPINI JOINED US.

JAMES P. SPERING, MTC CHAIR: IF YOU COULD TAKE THE ROLL?

CLERK OF THE BOARD: [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

JAMES P. SPERING, MTC CHAIR: INFORMATION ITEMS, PLANNING DEVELOPMENT, PLANNING GRANTS AND TECHNICAL ASSISTANCE. MARK, AND BRAD, ARE YOU GOING TO KICK THIS OFF?

MARK SHORETT: YES. THANK YOU COMMISSIONER SPERING, AND THANKS EVERYBODY. LATER THIS YEAR STAFF PLANS SOLICITING LETTERS OF INTEREST FROM LOCAL JURISDICTIONS FOR PRIORITY DEVELOPMENT AREA AND PLANNING AND TECHNICAL ASSISTANCE GRANTS WHICH WILL BE THE 8TH ROUND OF THIS GRANT PROGRAM. I'LL PROVIDE A FLAVOR FOR THE HISTORY OF THE PROGRAM AND WHAT WE HAVE LEARNED TO DATE AND BEGIN TO SKETCH OUT WHAT LIES AHEAD FOR YOUR FEEDBACK. BEFORE I GET STARTED, TO REFRESH YOUR MEMORY -- AND THIS PROBABLY ISN'T NECESSARY FOR EVERYBODY HERE ON THIS PARTICULAR ZOOM -- BUT PRIORITY DEVELOPMENT AREAS ARE TRANSIT SERVED PLACES NOMINATED BY LOCAL GOVERNMENTS FOR FUTURE HOUSING AND JOB GROWTH. PDAS WERE THE FOCAL POINT FOR THE GROWTH PATTERN IN THE FIRST TWO PLANNED BAY AREAS AND CONTINUE TO BE A PART OF THE PLANNED BAY AREA 2050 BLUEPRINT. THE PDA PROGRAM IS ONE OF THE BAY AREA'S PRIMARY TOOLS FOR LINKING REGIONAL AND LOCAL PLANNING AND FOR SYNCHRONIZING THE PLACES WE PLAN FOR HOUSING AND JOB GROWTH WITH THE PLACES WE MAKE MAJOR REGIONAL TRANSPORTATION INVESTMENTS. THE PROGRAM EMERGED IN THE MID-2000'S WELL BEFORE THE FIRST PLANNED BAY AREA AND PRIOR TO ADOPTION OF SENATE BILL 375 WITH A REGIONAL

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

COLLABORATIVE APPROACH WITH THE REGIONAL FOOTPRINT IN 2002 FOLLOWED BY THE FOCUS PROGRAM, FOLLOWING THE FIRST STAGE ROUND OF PLANTING GRANTS AND PLANNED BAY AREA 2013 AND 2017 SET ASIDE FOR PDA PLANNING GRANTS AND TECHNICAL ASSISTANCE. SINCE ITS INCEPTION THE PDA PROGRAM HAS FUNDED MORE THAN 60 PLANS FOR CITIES THROUGHOUT THE BAY AREA AND TOGETHER THESE LOCALLY ADOPTED PLANS HAVE ADDED CAPACITY FOR MORE THAN 100,000 HOMES AND 75 MILLION SQUARE FEET OF COMMERCIAL FLOOR SPACE THIS INCLUDES PLANS FOR PDAS AROUND BART STATIONS, INCLUDING THOSE EXPANSE IN STATIONS FUNDED THROUGH 3434, AND SMART STATIONS THROUGHOUT SONOMA AND MARIN COUNTY AS WELL AS MULTIPLE PLANS IN EIGHT OF THE REGION'S NINE COUNTIES. BACK ONE. GRANT FUNDED PLANS RANGE FROM RE-ENVISIONS CORRIDORS BY SAN PABLO PLAN AND PLANNING ENTIRE NEIGHBORHOODS AROUND RAIL STATIONS SUCH AS FARFIELD VACAVILLE TRAIN STATION PLAN, FOR SITES TO A DIVERSE SET OF LAND USES THROUGH FREMONT'S WARM SPRINGS COMMUNITY PLAN AND I'LL STOP FOR A MOMENT ON THE LAST WARM SPRINGS COMMUNITY PLAN IT'S RELEVANT IN THAT IT TOOK PLACE AT A MOMENT OF GREAT UNCERTAINTY. GRANT FUNDING ENABLED THE CITY OF FREMONT TO PLAN DURING THE GREAT RECESSION FOR AN AREA THAT INCLUDED A FUTURE BART STATION AND AT THE SITE OF THE RECENTLY CLOSED [INDISCERNIBLE] AUTO PLAN. ADOPTED 2014 THE COMMUNITY DRIVEN PLAN POSITIONED THE AREA FOR IMPLEMENTATION WITH THE RETURN OF THE REAL ESTATE MARKET AND THE OPENING OF WARM SPRINGS BART STATION WITH PART OF THE AREA REUSED AS THE TESLA FACTORY MOST

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

OF THE SITE WAS PLANNED AS A MIXED USE MIXED INCOME COMMUNITY. MORE THAN HALF OF THE 5,000 PLANNED UNITS, STARTING WITH 500 AFFORDABLE HOUSING, AN ELEMENTARY SCHOOL AND COMMUNITY PARK WERE EITHER BUILT OR UNDER CONSTRUCTION. THROUGH THE SEVEN GRANT CYCLES THE PDA GRANT PROGRAM HAS EVOLVED TO MEET THE CHANGING NEEDS OF THE JURISDICTIONS. IN ADVANCE OF THE FIRST PLANNED BAY AREA, SMALLER DOLLAR TECHNICAL ASSISTANCE GRANTS WERE ADDED TO RESPOND TO SHARED IMPLEMENTATION OBSTACLES IDENTIFIED BY CITIES WITH PDAS THROUGHOUT THE REGION. AND TO ALLOW CITIES TO ADAPT TO CHANGES IN THE REAL ESTATE MARKET, STATE LEGISLATION, OR COMMUNITY PRIORITIES, AND YOU CAN SEE ON THE SCREEN, KIND OF THE ARRAY OF THINGS THAT HAVE BEEN PROVIDED THROUGH THIS PROGRAM, AND TO SUPPORT CITIES IN ADDRESSING THIS SPREAD OF CHALLENGES WE PROVIDED TECHNICALLY DIVERSE STAFF AND CONSULTING TEAM TO CARRY THESE PROJECTS OUT ON CALL. FEW EXAMPLES OF TECHNICAL ASSISTANCE PROJECTS. STARTING IN THE LOWER RIGHT HAND CORNER IN SAN JOSE THE CITY'S CONSOLIDATING COMMERCIAL INDUSTRIAL AND RESIDENTIAL DESIGN GUIDELINES CREATED IN AN ERA OF SINGLE SEPARATED LAND USE IN THE 1990S TO SET CLEAR EXPECTATIONS OF SITE DESIGN ARCHITECTURE IN THE PROCESS THE CITIES ARE ALIGNING DEVELOPMENT PROCESS WITH RECENT LEGISLATION SUCH AS HOUSING ACCOUNTABILITY ACT THAT REDUCES DISCRETIONARY REVIEW WHILE ENSURING THAT THIS IS ALIGNED WITH LOCAL PRIORITIES. ANOTHER EXAMPLE OF CHANGING TO ADAPTING TO CHANGING CONDITIONS IS A

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

MULTI-CITY TECHNICAL ASSISTANCE GRANT THAT ENABLED FREMONT, HAYWARD, AND CONCORD TO WORK TOGETHER AS PART OF A COHORT TO UPDATE ITS TRANSPORTATION IMPACT ANALYSIS APPROACH TO REVIEW THE AMOUNT OF AUTO TRAVEL CREATED BY NEW PROJECTS OR VMT, AND EVERYONE HEREOF COURSE IS FAMILIAR WITH THAT TERM THROUGH PLANNED BAY AREA AND THIS IS PART OF THE BODY OF LEGISLATION THAT ALLOWS COMPLIANCE AS THEY MOVE AWAY FROM LEVEL OF SERVICE APPROACH AS TO TRAFFIC CIRCULATION AND FINALLY TO EMERYVILLE SUPPORTING APPROACH TO LIMITED ON-STREET PARKING SPACE. LOOKING BACK OVER THE FIRST SEVEN CYCLING SOME OF THE SUCCESSES SIMPLY TO SCALE THE IMPACT, TO GO TO CONFERENCES IT'S THE NATIONAL MODEL, WE EXPOSED THE NUMBER OF NEW UNITS AND FLOOR SPACE FACILITATED BY THE PROJECT AND INTEGRATION OF REGIONAL TRANSPORTATION INVESTMENT WITH LOCAL PLANNING AND THE ABILITY TO EVOLVE TO MEET CHANGING LOCAL NEEDS AND ALSO ENABLING CRITICAL PLANS TO MOVE FORWARD THROUGH FINANCIAL DOWN TURNS SET OFFING THE STAGE FOR THE NEXT DEVELOPMENT CYCLE. AND I APOLOGIZE, THAT IS NOT MINE. THERE IS ANOTHER PERSON IN MY HOUSEHOLD HERE. SO, SOME OF THE CHALLENGES, THE AFFORDABILITY OF NEW HOMES, UNEVEN BUILD-OUT OF ANTICIPATED OFFICE AND RETAIL, THERE ARE MANY CASE IN WHICH WE HAVE SEEN A DESIRE FOR A RANGE OF USES AND IT'S CHALLENGING TO GET THOSE WHEREAS RESIDENTIAL HAS TENDED TO GO FASTER OR AT LEAST HAPPENED WHEN THE MARKET PICKS UP, AND WE HAVE SEEN IN THE OVERVIEW DEMANDS TO REDUCE RACIAL INEQUITY IN THE MOST RECENT ROUND OF PLANNING

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

GRANTS. WE HAVE A CLEAR SET OF CHALLENGES ON OUR PLATE. AND I DO WANT TO MOVE BACK TO, AND THIS IS BOTH A SUCCESS AND A CHALLENGE, THE PIECE ABOUT ENABLING PLANS TO MOVE FORWARD THROUGH FINANCIAL DOWN TURNS BECAUSE THIS IS ONE OF THOSE TIMES, I THINK, WHEN CITIES ARE -- [INDISCERNIBLE] THAT FINANCIALLY -- THIS IS A TIME WE WANT TO HELP FACILITATE THAT. PLANNING GRANTS AND TECHNICAL ASSISTANCE WILL TAKE PLACE DURING THE UPDATED REGIONAL GROWTH FRAMEWORK AND THE 2050 BLUEPRINT. AND A BIG PART OF THIS IS THE UPDATED PDA CRITERIA AND DEFINITION THAT THIS COMMITTEE ADOPTED IN 2019. AND TO REFRESH YOUR MEMORY THIS INVOLVED ESTABLISHING TWO PDA CATEGORIES TO RECOGNIZE THE DIVERSITY OF THE REGION'S COMMUNITIES AND CHANGES IN MOBILITY OPTIONS. AS WELL AS UPDATING THE DEFINITION OF PDAS TO INTEGRATE RACIAL EQUITY ACCESS TO OPPORTUNITY AND JOBS. SO LOOKING AHEAD, THE 2021 CALL FOR PDA PLANNING GRANTS AND TECHNICAL ASSISTANCE. BASED ON ALL OF OUR CONVERSATIONS WITH LOCAL STAFF, HERE ARE SOME OF THE THINGS THAT WE'RE ANTICIPATING PEOPLE MIGHT BE LOOKING FOR, AND WE'RE INTERESTED, AT THE CONCLUSION OF THIS PRESENTATION, HEARING ALL OF YOUR THOUGHTS AS WELL. FIRST WE HAVE THE HOST OF PDAS WITH ADOPTED PLANS. IN THOSE CITIES OFTENTIMES WE SEE A NEED FOR PLAN AND ZONING CODE AMENDMENTS. THEIR SITUATIONS LIKE WE SAW EARLIER THE SAN PABLO AVENUE SPECIFIC PLAN THEY HAVE COMPLETELY PERMITTED THE DEVELOPMENT IN THEIR FIRST EIR SO THEY NEED A NEW ONE. THERE ARE

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

SITUATIONS LIKE THAT AND SITUATION WHERE IS THERE IS OVERESTIMATION OF DEVELOPMENT THAT THE PLAN WOULD ATTRACT THERE IS A NEED TO MAKE ADJUSTMENTS THERE. TECHNICAL SITUATIONS TEND TO OVERCOME OBSTACLE. THEN WE HAVE THE PDAS ADOPTED THIS YEAR AND PDAS ALREADY IN PLACE THAT DON'T HAVE PLANS AS PART OF THE UPDATED CRITERIA WE NEED TO HAVE THOSE PLANS ADOPTED BY 2025 IN THOSE CASES WE NEED TO SUPPORT NEW SPECIFIC PLANS AND PROGRAMMATIC EIRS IN SUPPORT OF THOSE. AND THEN REGION WIDE, WE WANT TO HELP PROVIDE SORT OF A MORE ON-CALL, ON-DEMAND TECHNICAL ASSISTANCE APPROACH THAT ALLOWS PEOPLE TO ADDRESS SOME OF THE UNANTICIPATED ISSUES THAT ARISE DURING PLANNING PROCESSES. ALSO, WE KNOW PEOPLE NEED TO CONTINUE TO ADAPT TO TRANSPORTATION AND HOUSING POLICY SOME OF THIS IS RELATED TO STATE LEGISLATION SOME RELATED TO THINGS THAT ARISE ORGANICALLY FROM THE GROUND ALSO PROCESS ENHANCEMENTS IN TERMS OF BEING ABLE TO HAVE THE CAPACITY TO EFFICIENTLY REVIEW DEVELOPMENT PROPOSALS, ADDRESSING RACIAL EQUITY, AND THINKING REGIONALLY OF WHAT SOME OF THE TIPPING POINTS ARE THAT WE COULD HELP INVEST IN HELPING CITIES TO EXECUTE TO OVERCOME SOME OF THOSE KEY CHALLENGES. LET ME GO FORWARD. SO, THE PDA PROGRAMS NEXT ROUND OF PLANNING GRANTS AND TECHNICAL ASSISTANCE WILL ALSO YOU ROLL OUT AT THE SAME TIME AS THE REGIONAL EARLY ACTION PROGRAM. THAT IS GOING TO BE DISCUSSED THIS MONTH BY THE ABAG HOUSING COMMITTEE AND ABAG EXECUTIVE BOARD. YOU'RE SEEING IT HERE ON THE SCREEN NEXT TO

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

THE PDA PROGRAM, BECAUSE WHAT WE LIKE TO DO IN THIS ROUND IS TO COMBINE THESE TWO, SO THAT WE MAKE THE MOST OF THE AVAILABLE RESOURCES, SHARED EXPERTISE OF JOINT STAFF, AS WELL AS MAKE THINGS EASIER FOR CITIES AND LOCAL STAFF WHO ARE INCREASINGLY STRAPPED. WHILE REAP IS SQUARELY FOCUSED ON HOUSING AND THE PDA PROGRAM SITS AT THE INTERSECTION OF HOUSING AND TRANSPORTATION MANY OF THE PROGRAMS FUND THE SAME ACTIVITIES SUCH AS ZONING AMENDMENTS AND PDAS IN OTHER AREAS NEAR TRANSIT AND SAME WOULD APPLY TYPICALLY WITH GRANTS FROM LOCAL PROGRAMS. AND GIVEN THE URGENT NEED FOR REGIONAL SUPPORT STAFF PROPOSED TO STREAMLINE THE APPLICATION PROCESS FOR REAP AND PDA PLANNING THROUGH A SINGLE INTEGRATE THE CALL FOR LETTERS OF INTEREST USING A CHECK BOX APPROACH LOCAL APPLICANTS WOULD IDENTIFY AND DESCRIBE TYPES OF SUPPORT NEEDED YOU CAN SEE EXAMPLES OF HOW THAT WOULD WORK ON THE RIGHT AND REGIONAL STAFF WOULD MATCH FUNDS WITH AVAILABLE RESOURCES FROM BOTH PROGRAMS AND RETURN TO THE PLANNING COMMITTEE FOR AUTHORIZATION TO PROCEED WITH THE RECOMMENDED PROJECTS. HERE ARE SOME OF THE NEXT STEPS. WE HAVE RELEASED WE'RE PLANNING ON THE NEAR TERM RELEASING REQUEST FOR QUALIFICATIONS FOR CONSULTANT BENCH THAT WOULD SERVE NEEDS ACROSS THESE CITIES IN VARIOUS AREAS OF PLANNING AND DOING A CALL FOR LOCAL PLANNING AND HOUSING ASSISTANCE, THAT WOULD BE A LETTER OF INTEREST TARGETED IN LATE DECEMBER AND WE'LL ALSO COME BACK TO REQUEST APPROVAL OF THE BENCH AS FAR AS REQUESTING APPROVAL FOR THE

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

PLANNING GRANTS AND TA AWARDS WE ANTICIPATE THAT HAPPENING IN MARCH. AND WITH THAT WE'LL OPEN UP FOR DISCUSSION.

JAMES P. SPERING, MTC CHAIR: OKAY. THERE ARE ANY QUESTIONS? I DON'T SEE ANY HANDS RAISED. MARTHA, DO WE HAVE ANY PUBLIC COMMENT?

CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED, AND NO PUBLIC COMMENT WAS SUBMITTED ON THIS ITEM.

JAMES P. SPERING, MTC CHAIR: OKAY. SO, SEEING NO HANDS, I'M GOING TO GO AHEAD AND -- WE CAN MOVE ON TO THE NEXT ITEM.

MARK SHORETT: THANK YOU.

JAMES P. SPERING, MTC CHAIR: OKAY. THIS NEXT ITEM, 5B, BRING UP THAT ITEM, PLAN IMPLEMENTATION. BEFORE WE MOVE ON TO THIS ITEM, I WANT TO GIVE AN OVERVIEW ON WHAT WE HAVE BEEN DOING, AND REPORT BACK TO THIS COMMITTEE, AND JUST GIVE A KIND OF A BRIEF OVERVIEW ON WHAT WORK HAS BEEN DONE FOLLOWING THE MOTION LAST MONTH THAT DIRECTED STAFF TO LOOK AT THE TELECOMMUTE STRATEGY, WE HEARD FROM KEY BUSINESS ORGANIZATIONS AND THREE CITY MAYORS AND SEVERAL OTHER INTERESTED PARTIES INCLUDING THE REGIONAL TRANSIT AGENCIES THEIR CONCERN IS THE EFFECT THIS

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

POLICY WOULD HAVE ON THEIR RIDERSHIP POST COVID-19. I AM SURE MOST OF YOU HAVE BEEN CONTACTED ABOUT THIS ISSUE, THERE HAS BEEN A LOT OF DISCUSSION IN THE REGION ABOUT THE TELECOMMUTING STRATEGY, AND I WANT TO THANK MAYOR LICCARDO AND MAYOR SCHAFF, BOTH HAVE BEEN WORKING WITH US TRYING TO COME UP WITH A POLICY THAT'S GOING TO WORK AND STILL MEET OUR GREENHOUSE GAS REQUIREMENTS. BASED ON THE FEEDBACK WE RECEIVED, STAFF HAS BEEN WORKING TO ENHANCE THE STRATEGY PROVIDING GREATER FLEXIBILITY FOR THE EMPLOYER. THAT WAS ONE OF THE ISSUES THAT WE HAVE BEEN DEALING WITH AND WHILE STILL ACHIEVING THE SAME GREENHOUSE GAS REDUCTION AS THE ORIGINAL VERSION OF THE PLAN MAINTAINING GREENHOUSE GAS REDUCTION WAS A REQUEST OF THIS COMMITTEE, AND WE SAID, YOU KNOW, WHATEVER CHANGES ARE MADE, THAT WE ARE NOT GOING TO REDUCE OR NOT HIT OUR TARGET OF THAT 19 PERCENT. THE APPROACH WE'RE TAKING DOESN'T SOLELY RELY ON THE TELECOMMUTING AND THE ALTERNATIVE WILL PROVIDE MORE OF A CAFETERIA STYLE APPROACH WHERE EACH EMPLOYEE CAN CHOOSE FROM A TRIP REDUCTION OPTIONS THAT WORK FOR THEIR PARTICULAR OPTIONS WE HOPE TO BRING TOGETHER THE STRATEGY EN SEVEN AT THE COMMISSION MEETING, A LOT OF WORK IS BEING DONE ON THIS AND I DON'T KNOW IF MAYOR LICCARDO WANTED TO COMMENT. HE HAS BEEN WORKING IN HELPING US DEVELOP THIS NEW STRATEGY THAT'S A QUICK OVERVIEW ON THE TELECOMMUTING STRATEGY. AND I WANT TO LET EVERYONE KNOW WE'RE WORKING ON THIS WE TOOK COMMENTS SERIOUSLY AND WE UNDERSTAND THE IMPACT IT WAS HAVING ON THE BAY AREA,

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

AND THE CONCERNS THAT BUSINESS HAD AND MANY OF THE ELECTED OFFICIALS. SAM UNLESS YOU HAVE ANY COMMENT I WAS GOING TO TURN IT OVER TO CHIRAG RABARI TO PRESENT ON THE IMPLEMENTATION PLAN.

SAM LICCARDO: COMMISSIONER SPERING, I WANT TO SAY THANK YOU TO YOU AS WELL AS COMMISSIONER HAGGERTY AND MTC STAFF WHO HAVE BEEN WORKING SO HARD. REALLY WE ALL APPRECIATE HOW DIFFICULT THIS IS BUT I APPRECIATE WE'RE TAKING A SECOND LOOK AND REALLY TRYING TO LOOK AT ALL THE OPTIONS AND DO THE ADDITIONAL WORK IT TAKES TO FIND A GOOD SOLUTION. SO THANK YOU.

JAMES P. SPERING, MTC CHAIR: THANK YOU SAM. AND I WANT TO THANK CHAIR HAGGERTY, HE HAS DIRECTED TO MAKE SURE THAT WE REALLY TAKE A HARD LOOK AT THIS ISSUE. ALL RIGHT. WITH THAT WE'LL GO ON, CHIRAG, ARE YOU READY TO GO INTO THE PRESENTATION?

CHIRAG RABARI: YES. THANK YOU. LOAD THE SLIDES PLEASE. GOOD MORNING EVERYONE. MY NAME IS CHIRAG RABARI, A PRINCIPAL WITH THE REGIONAL PLANNING PROGRAM, AND I AM PROJECT MANAGER FOR THE PLANNED BAY 2050 IMPLEMENTATION PLAN. WE'RE EXCITED TO KICK OFF THIS ELEMENT OF PLANNED BAY AREA 2050. NEXT SLIDE PLEASE. SOME OF YOU MAY RECALL THE ACTION PLAN THAT MTC AND ABAG DEVELOPED FOR THE PREVIOUS LONG RANGE PLAN PLANNED BAY

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

AREA 2040, WHICH SAW MOVING IN THE WRONG DIRECTION AND CASA WAS A NOTABLE INITIATIVE THAT GREW OUT OF THE ACTION PLAN. WITH THE IMPLEMENTATION PLAN, WE'RE HOPING TO BUILD ON THE SUCCESSES OF THE ACTION PLAN BY DEVELOPING AN EVEN MORE COMPREHENSIVE EFFORT. THIS TIME ONE THAT IS LIKE PLANNED BAY AREA 2050 ITSELF, MORE STRATEGY FOCUSSED IN NATURE. HERE WE'RE GOING TO LOOK AT ARTICULATING THE SPECIFIC SHORT-TERM ACTIONS THAT WE AND OUR PARTNERS CAN TAKE TO FULFILL THE GOALS AND VISION OF THE PLAN AND ADVANCE ITS 30 PLUS ADOPTED STRATEGIES OVER THE NEXT 1 TO 5 YEARS. WE ENVISION PARTNERSHIP AND COLLABORATION AS A MAJOR COMPONENT OF THIS EFFORT. VERY FEW OF THE STRATEGIES PROPOSED IN THE PLAN CAN BE IMPLEMENTED BY MTC AND ABAG ALONE. OUR INTENTION IS TO ENGAGE LOCAL GOVERNMENTS, AGENCIES THE PUBLIC, CIVIC AGENCIES NON-PROFIT AND BROAD ARRAY OF STAKEHOLDERS AS WE NAVIGATE THROUGH CHALLENGES. ALTHOUGH THIS CAN CHANGE AND EVOLVE AS THE PROCESS MOVES FORWARD WE HAVE IDENTIFIED FOUR GOALS FOR THE IMPLEMENTATION OF THE PLAN FIRST MAXIMIZE THE VIABILITY OF THE PLAN'S STRATEGIES WITH FOCUS ON EQUITY EFFECTIVENESS AND EFFICIENCY. WE WANT TO REINFORCE THE RECOMMENDATIONS OF EXISTING INTERNAL, EXTERNAL, OR HYBRID INITIATIVES THAT COMPLIMENT THE STRATEGY AND VISION THIS MEANS IMPLEMENTATIONS RECOMMENDATIONS EFFORT ANDS OF BLUE RIBBON TRANSIT RECOVERY TASK FORCE. WE WANT TO BE RESPONSIVE TO ISSUES RAISED BY PARTNERS STAKEHOLDERS AND THE PUBLIC. AND FINALLY WE WANT TO MAKE SURE WE ADDRESSING ALL OF OUR

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

TECHNICAL OBLIGATIONS AND REQUIRES AS DEFINED BY THE REGIONAL TRANSPORTATION PLAN COMMUNITY STRATEGY BY THE TRANSPORTATION COMMISSION. NEXT SLIDE. IT'S IMPORTANT TO OFFER A QUICK CLARIFICATION BETWEEN THE STRATEGY AND IMPLEMENTATION ACTION AS WE HAVE PRESENTED BEFORE WE DEFINE STRATEGIES AS EITHER PUBLIC POLICY OR SET OF INVESTMENTS THAT CAN BE IMPLEMENTED OVER THE 30 YEAR HORIZON OF PLANNED BAY AREA 2050. STRATEGIES ARE NOT THERE FOR NEAR TERM ACTIONS OR LEGISLATIVE PROPOSALS. BY CONTRAST IMPLEMENTATION ACTIVITIES ARE THE SPECIFIC ACTIONS REQUIRED TO MOVE THOSE PUBLIC POLICIES INVESTMENTS FORWARD. WE SEE THESE AS THE WHO, WHAT, WHERE, WHEN AND HOW OF MAKING THE STRATEGIES A REALITY WITH A FOCUS ON THE NEXT 1 TO 5 YEARS. NEXT SLIDE. AS THE IMPLEMENTATION PROCESS MOVES FORWARD WE HAVE DEFINED SPECIFIC IMPLEMENTATION OBJECTIVES FOR EACH PLAN STRATEGY. WE WILL BE WORKING THROUGH THE IDENTIFICATION AND RECOMMENDATION PROCESS COLLECTIVELY WITH PARTNERS AND STAKEHOLDERS FIRST UNDERSTANDING THE PRIMARY ELEMENTS THAT A GIVEN STRATEGY REQUIRES TO SUCCEED WHETHER THAT'S LEGAL AUTHORITY AS DEFINED THROUGH LEGISLATION, REQUISITE CONTROL AND STABILITY INSTITUTION WRAP AROUND OF STAFFING KNOWLEDGE AND PROCEDURE AS WELL AS PUBLIC AND POLITICAL SUPPORT. GIVEN THOSE STRATEGIES SUCCESS REQUIREMENTS WE WANT TO IDENTIFY AN APPROPRIATE MTC ABAG ROLE FOR IMPLEMENTATION WHETHER TO LEAD, PARTNER, OR SUPPORT, AND IMPORTANTLY IDENTIFY WHO THE APPROPRIATE PARTNERS ARE AS WELL AS THEIR EXPECTED ROLES AND

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

RESPONSIBILITIES. WE WANT TO IDENTIFY THE APPROPRIATE VEHICLES FOR STRATEGY IMPLEMENTATION, WHETHER IT'S ADVOCACY LEGISLATION, CONVENING TASK FORCE, A NEW PROJECT OR PROGRAM OR PERHAPS PLANNING AND RESEARCH AND THEN WE WANT TO IDENTIFY DETAILED IMPLEMENTATION ACTIONS INCLUDING TIME FRAMES FOR IMPLEMENTATION. NEXT SLIDE PLEASE. OUR INITIAL INTERNAL WORK IS FOCUSED ON CONDUCTING AN ASSESSMENT OF THE REQUIREMENTS FOR STRATEGY SUCCESS ACROSS THE PLAN'S 30 PLUS STRATEGIES AS WELL AS GETTING LAY OF THE LAND ON INITIATIVES WE'LL REVIEW A FEW INITIAL OUTPUTS FROM THIS WORK IN A MOMENT. EXTERNAL ENGAGEMENT PHASE KICKS OFF TODAY INCLUDING TWO LARGE VIRTUAL STAKEHOLDER MEETINGS HELD NOVEMBER 17TH AND NOVEMBER 19TH, THESE WILL BE VIRTUAL BRAINSTORMING MEETINGS FOR US AND OUR PARTNERS AND STAKEHOLDERS TO PULL TOGETHER SOME INITIALLY IDEAS ON OBJECTIVES ARTICULATED STRATEGIES REQUIREMENTS, ROLES AND RESPONSIBILITIES IMPLEMENTATION VEHICLES AND DETAILED ACTIONS. THIS WILL BE FOLLOWED BY OFFICE HOURS AND SMALL GROUP MEETINGS AS IN DECEMBER AS WE IDENTIFY AREAS WHERE ADDITIONAL DEEPER AND MORE FOCUSED CONVERSATIONS AND FOLLOW-UPS ARE REQUIRED. DURING THE EARLY PART OF 2021 WE'LL BE DOING PUBLIC OUTREACH FOCUSED ON LOW INCOME COMMUNITIES AND THOSE WITHOUT INTERNET, NON-ENGLISH SPEAKERS, PERSONS WITH DISABILITIES, YOUTH, AS WELL AS OUTREACH TO EQUITY CBOS WE'LL RETURN TO THE COMMITTEES IN FEBRUARY TO PRESENT ON WHAT WE HAVE LEARNED AND GIVE A PREVIEW OF THE DRAFT IMPLEMENTATION PLAN AS WELL AS GET

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

GUIDANCE ON CONTINUED POTENTIAL ENGAGEMENT FOR SPRING AND SUMMER, THE DRAFT PRESENTATION WILL BE RELEASED IN CONJUNCTION WITH THE DRAFT EIR AND IT'S STILL TO BE DETERMINED BUT WE'RE ANTICIPATING IN THE SPRING AND SUMMER THAT WE'LL MEET FOCUS GROUPS TO FIGURE OUT THE PARTNERSHIPS NECESSARY TO IMPLEMENT STRATEGIES AND THIS MAY FOCUS ON COMPLICATED COMPLEX OR POLITICALLY CHALLENGED ITEMS THAT EMERGE THROUGH THE PUBLIC PROCESS IN THE FALL AND WINTER. AND AT THIS POINT, WE'LL ALSO BE DOING OUR OWN INTERNAL RESOURCE ASSESSMENTS AND PRIORITIZATION TO MAKE SURE FOR EXAMPLE, THAT ANY WORK THAT'S IDENTIFIED FOR THE REGIONAL PLANNING PROGRAM, FOR EXAMPLE, IS CONSISTENT WITH OUR WORK PLAN, AND VICE-VERSA. AND THEN FINALLY THE FINAL IMPLEMENTATION PLAN WILL BE RELEASED IN FALL OF 2021. NEXT SLIDE PLEASE HERE WE WANTED TO PROVIDE A HIGH LEVEL SUMMARY OF THE KIND OF WORK THAT WILL BE PRESENTED IN GREATER DETAIL AT NOVEMBER STAKEHOLDER WORKSHOPS IN A COUPLE OF WEEKS AND TO GIVE INSIGHT HOW WE'RE THINKING ABOUT THE FRAMEWORK FOR EVALUATING THE STRATEGIES. FIRST WE WANT TO CONDUCT AN ASSESSMENT LOOKING AT FOUR FACTORS FOR STRATEGIES SUCCESS DESCRIBED EARLIER AUTHORITY FINANCIAL RESOURCES TECHNICAL CAPACITY AND PUBLIC POLITICAL SUPPORT. THE IDEA HERE WAS TO GET AN INITIAL PICTURE THAT WOULD FIRST HELP GET US ORIENTED WITH RESPECT TO MTC'S ABAG POTENTIAL ROLE IN STRATEGY IMPLEMENTATION AND SECOND TO IDENTIFY CHALLENGES AND OPPORTUNITY THAT COULD INFORM THE DEVELOPMENT OF SPECIFIC

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

IMPLEMENTATION ACTIVITIES IN CONCERT WITH OUR PARTNERS AND STAKEHOLDERS. ON THE QUESTION OF OUR ROLE, GENERALLY SPEAKING, IF WE'RE GOING TO LEAD, WE EITHER WANT TO HAVE OR BE IN A GOOD POSITION TO SECURE ALL THE FOUR FACTORS FOR STRATEGY SUCCESS. IF WE ARE GOING TO PARTNER PERHAPS WE MAY HAVE OR WILL BE ABLE TO SECURE SOME BUT NOT ALL OF THOSE FACTORS. BY CONTRAST IN A SUPPORT ROLE, WE MAY NOT BE IN THE BEST POSITION TO SECURE STRATEGY TO IMPLEMENT STRATEGY BUT WE HAVE AN IMPORTANT ROLE TO PLAY IN GENERATING POLITICAL SUPPORT. AS YOU CAN SEE MANY OF THE STRATEGIES EXIST ON A SPECTRUM, FOR SOME OF THE ECONOMIC STRATEGIES IN THE PLAN, YOU KNOW, HAVING LIMITED AUTHORITY IS CERTAINLY A CHALLENGE, AND WE'RE GOING TO HAVE TO WORK WITH OUR PARTNERS TO FIGURE OUT WHAT THE BEST APPROACH IS TO MOVE THOSE FORWARD WHEREAS WITH SOMETHING LIKE EXPANDING CLEAN VEHICLE INITIATIVES A LOT OF THE TOOLS ARE ALREADY IN PLACE TO IMPLEMENT THAT. SIMILARLY WITH FUNDING, IN SOME CASES, YOU KNOW, THEIR EXISTING FUNDING SOURCES THAT CAN BE DIRECTED TOWARDS MAKING A STRATEGY A REALITY. IN OTHER CASES, THERE IS LESS FUNDING AVAILABLE. NEXT SLIDE PLEASE. AND, AGAIN, SIMILARLY WITH TECHNICAL CAPACITY AND PUBLIC POLITICAL SUPPORT. YOU KNOW, AGAIN, WITH SOME OF THE ECONOMIC STRATEGIES, YOU KNOW, WE MAY NOT BE IN THE BEST POSITION IN TERMS OF OUR CAPACITY, BUT ON THE TRANSPORTATION SIDE MAYBE WE'RE IN A BETTER POSITION. I WANT TO EMPHASIZE OUR ATTENTION HERE IS NOT ONLY TO FOCUS ON AREAS WHERE WE MAY SCORE HIGH PER

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

SE INSTEAD OF, AND IN COLLABORATION WITH YOU AND MANY STAKEHOLDERS WE HOPE THIS WILL HELP CLARIFY WHERE THE NEEDS ARE, WHERE THE OPPORTUNITIES ARE, WHAT THE APPROPRIATE IMPLEMENTATION VEHICLES AND ACTIONS ARE, AND AS WELL AS WHAT THE ROLES AND RESPONSIBILITIES SHOULD BE AS WE MOVE FORWARD. NEXT SLIDE PLEASE. AN ALSO MENTIONED ANOTHER COMPONENT OF THE EARLY WORK HAS BEEN LOOKING AT COMPLIMENTARY INITIATIVES AND PARTNERS SOME EXIST WITHIN OUR RESPECTIVE AGENCIES SOME ARE HYBRID IN NATURE SOME ARE INITIATIVES AND RESPONSIBILITIES OF OUR GOVERNMENT PARTNERS, AND THEN THERE IS A BROAD WORLD IN THE NON-GOVERNMENTAL SECTOR AS WELL. IN MANY CASES, THERE ARE ALREADY EFFORTS UNDERWAY THAT ARE SUPPORTIVE OF THE PLAN STRATEGIES AND WE WANT TO BE ABLE TO LEVERAGE THIS EXISTING EXPERTISE AND THESE EXISTING RESOURCES TO THE MAXIMUM EXTENT POSSIBLE INSOFAR AS WE CAN ALL WORK TOGETHER TO FURTHER THE VISION OF THE PLAN. IN SOME CASES, IT MIGHT MAKE SENSE TO, YOU KNOW, IN-SOURCE WORK TO THE IMPLEMENTATION PLAN WHERE WE CAN USE THE IMPLEMENTATION PLAN AS A VEHICLE TO SHARE PRIORITIES IN OTHER PLACES IT MIGHT MAKE SENSE TO OUTSOURCE EXISTING WORK AND JUST REFERENCE IT IN THE IMPLEMENTATION PLAN, THAT, YOU KNOW, WE WILL IMPLEMENT RECOMMENDATIONS OF THE TRANSIT RECOVERY TASK FORCE THIS LIST IS NOT EXHAUSTIVE AND WILL BE FURTHER REFINED AS WE MOVE FORWARD WITH AN EYE TOWARDS MAPPING IN GREATER DETAIL THESE DIFFERENT COMPLIMENTARY INITIATIVES AND PARTNERS TO SPECIFIC THEMES AND STRATEGIES IN THE PLAN.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

NEXT SLIDE PLEASE AND, AT THIS POINT, I WOULD BE HAPPY TO TAKE A COUPLE OF MOMENTS TO GET SOME FEEDBACK FROM THE COMMITTEE MEMBERS. YOU KNOW, WE WOULD BE PARTICULARLY INTERESTED IN HEARING JUST THOUGHTS ABOUT HIGH PRIORITY IMPLEMENTATION AREAS, TO ADDRESS. YOU KNOW, IF THERE ARE PARTICULAR STAKEHOLDERS AND PARTNERS THAT YOU WOULD LIKE US TO BE THINKING ABOUT AND ENGAGING WITH. YOU KNOW, WHETHER THERE ARE AREAS ARE POTENTIAL CONTROVERSY THAT WE SHOULD BE SPENDING SOME MEANINGFUL TIME THINKING ABOUT AT THIS EARLY PART OF THE PROCESS, AS WELL AS THE OVERALL APPROACH. AND WITH THAT I'M HAPPY TO STEP BACK AND TAKE A LISTEN.

JAMES P. SPERING, MTC CHAIR: OKAY. ARE THERE ANY HANDS? JAKE, DO YOU WANT TO START US OFF?

JAKE MACKENZIE: YEAH. SURE. AS MANY OF YOU KNOW, I WEAR ANOTHER CAP IN THE WORLD OUTSIDE OF ELECTED POLITICS, AND THAT IS, AS A BOARD MEMBER OF GREENBELT ALLIANCE, GREENBELT ALLIANCE AND THE FIRST ACTION PLAN SITUATION WHICH WAS PLANNED BAY AREA 2040, GREENBELT ALLIANCE WAS A VERY ACTIVE SUPPORTER OF THE CONCEPT OF AN ACTION PLAN AND I BELIEVE WAS AN ACTIVE PARTICIPANT. WE AT GREENBELT ALLIANCE, AT THE MOMENT, ARE DOING A FAIRLY MAJOR STRATEGIC EVALUATION, AND UNDER THE LEADERSHIP OF DAN MARKS AS MANY OF YOU KNOW AS ONE OF THE DEANS PLANNING DIRECTORS IN THE BAY AREA, DAN MARKS IS ON OUR

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

BOARD OF DIRECTORS AND IS LEADING A TASK FORCE OF WHICH I AM PART, LOOKING AT POSSIBLE AREAS FOR GREENBELT ALLIANCE TO BE INVOLVED, AND SO, I AM NOT GOING AWAY. AND I WOULD ADVOCATE BEING STRONGLY INCLUDED IN THIS ACTIVITY. AND THE PLAN TO ME WAS ONE OF THE GREAT CHANGES THAT TOOK PLACE IN PLANNED BAY AREA 2040. IT DIDN'T DO ME MUCH GOOD TO BE SUPPORTING THE CASA COMPACT BUT THESE ARE THE SORT OF THINGS THAT CAME OUT OF THAT ACTION PLAN. SO I JUST WANT MR. CHAIR AND STAFF TO KNOW THAT GREENBELT ALLIANCE STANDS READY TO BE AN ACTIVE PARTICIPANT IN THE ACTION PLANNING PROCESS. THANKS A LOT.

JAMES P. SPERING, MTC CHAIR: OKAY. NICK JOSEFOWITZ?

COM. NICK JOSEFOWITZ: THANK YOU CHAIR. I ALSO JUST WANTED TO THANK YOU AND CHAIR HAGGERTY AND STAFF FOR WHAT I THINK HAS BEEN REALLY, REALLY PRODUCTIVE ENGAGEMENT ON STRATEGY EN SEVEN, THE WORK-FROM-HOME, AND I AM PERSONALLY VERY GRATEFUL AS SORT OF THE -- AS THE MAYOR OF SAN FRANCISCO FOR BEING -- FOR YOU BEING SO OPEN AND COLLABORATIVE IN WORKING WITH US TO TRY AND ADDRESS THE CONCERNS THAT WE HAVE. SO THANK YOU VERY MUCH.

JAMES P. SPERING, MTC CHAIR: THANK YOU VERY MUCH NICK. YEAH. YOU HAVE BEEN INVOLVED IN THE DISCUSSIONS TOO. SO I WANT TO THANK YOU FOR EFFORT.

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

COM. NICK JOSEFOWITZ: AND I CAN JUST SAY ONE MORE THING ON THESE STRATEGIES?

JAMES P. SPERING, MTC CHAIR: YEAH.

COM. NICK JOSEFOWITZ: YOU KNOW, I THINK IT WOULD BE REALLY HELPFUL FOR YOU, YOU KNOW, I HAVE SORT OF LIKE A BUNCH OF INSTINCTS AROUND WHAT STRATEGIES WOULD BE WORTH PRIORITIZING. BUT WHAT WE HAVEN'T REALLY SEEN IS WHAT THE IMPACT OF THESE OF THESE STRATEGIES ARE RELATIVE TO EACH OTHER. YOU KNOW, WHAT ARE THE STRATEGIES THAT PROVIDE THE BEST, SORT OF, YOU KNOW, MOST COST EFFECTIVE CONGESTION REDUCTION, OR MOBILITY INCREASES, OR GREENHOUSE GAS EMISSIONS REDUCTIONS OR SORT OF, YOU KNOW, ASSISTANCE TO LOW INCOME COMMUNITIES. AND SO I WOULD FIND IT REALLY, SORT OF HELPFUL TO HAVE A SORT OF, A PRESENT -- TO HAVE INFORMATION ABOUT THAT, BEFORE WE START. YOU KNOW, AS PART OF THE DISCUSSION, ABOUT HOW WE'RE GOING TO PRIORITIZE WHAT WE WANT TO IMPLEMENT.

JAMES P. SPERING, MTC CHAIR: YEAH. THAT'S A GOOD SUGGESTION. ARE THERE ANY OTHER COMMENTS?

JESSE ARREGUIN, ABAG CHAIR: MR. CHAIR?

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

JAMES P. SPERING, MTC CHAIR: YEAH GO AHEAD JESS.

JESSE ARREGUIN, ABAG CHAIR: FOLLOWING UP ON NICK'S POINT. HAD YOU TOUCHED UPON IN A FEW SLIDES, KIND OF AN ANALYSIS OF AUTHORITY FUNDING TECHNICAL CAPACITY, POLITICAL SUPPORT, IF STAFF HAS TAKEN A LOOK AT THESE STRATEGIES FROM THAT LENS, ANALYSIS MIGHT BE HELPFUL FOR US TO LOOK AT. AND YOU KNOW SORT OF THIS, HOW DO THESE THINGS RANK IN THOSE VARIOUS AREAS THAT CAN FORM THE DISCUSSION AND WE CAN LOOK TO SEE WHAT ARE THE MOST PRESSING THINGS THAT WE DO NEED TO ADVANCE NOW AND WHAT'S FEASIBLE BECAUSE THAT'S A KEY COMPONENT OF THIS IMPLEMENTATION PLAN. THANK YOU.

JAMES P. SPERING, MTC CHAIR: THAT'S A GOOD POINT. MAYBE STAFF CAN RESPOND. THAT'S THE WHOLE PURPOSE OF THE NEXT PHASE IS WE'RE GOING TO ADDRESS THOSE ISSUES YOU RAISED. AND I DON'T KNOW, THERESE, DO YOU HAVE ANYTHING TO ADD TO THAT?

THERESE MCMILLAN: YEAH. I THINK IT WOULD BE A GOOD IDEA, TO THE DEGREE THAT, YOU KNOW, WE HAVE BEGUN TO MAP OUT THE, YOU KNOW, ON QUADRANTS, RIGHT, LIKE AUTHORITY VERSUS FINANCING, THAT TYPE OF THING. WE CERTAINLY WANT TO BRING BACK OUR INITIAL ASSESSMENTS. I THINK THAT WOULD BE AN INVOLVE STARTING PLACE FOR THE COMMISSION AND EXECUTIVE BOARD MEMBERS TO SEE THAT AS WE TAKE THAT OUT, THEN FURTHER, FOR DISCUSSION WITH

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

OUR PUBLIC AND STAKEHOLDERS AND THE LIKE. AND I ALSO WANT TO COMMENT, I APPRECIATE COMMISSIONER'S JOSEFOWITZ'S OBSERVATIONS, THE DYNAMICS OF PACKAGING, ALSO, SOME OF THESE THINGS TOGETHER, TO MAXIMIZE SYNERGISTIC EFFECTS IS A LENS THAT WE SHOULD LOOK THROUGH AS WELL. BECAUSE THAT MAY ADMISSION INFLUENCE HOW WE WOULD PRIORITIZE. IF THINGS REALLY NEED TO WORK TOGETHER, AND BE IMPLEMENTED IN TANDEM. SO THOSE ARE REALLY HELPFUL COMMENTS AND WE CAN WORK ON BRINGING SOMETHING BACK FOR YOUR CONSIDERATION.

JAMES P. SPERING, MTC CHAIR: GREAT. DAMON, DID YOU WANT TO COMMENT? I SAW YOUR HAND UP THERE A MINUTE AGO?

DAMON CONNOLLY: I THINK IT WAS COVERED. I THINK MY INITIAL QUESTION WAS, YOU KNOW, WITH THE IMPLEMENTATION PLAN, WOULD BE LOOKING AT [INDISCERNIBLE] [AUDIO DIFFICULTIES] AND IF SO, WHICH? SO I THINK NICK AND JESSE AND THERESE HAVE KIND OF LAID THAT OUT A LITTLE BIT.

JAMES P. SPERING, MTC CHAIR: OKAY. THERESE, WHAT TRIGGERS OUR PARTNERS TO MAKE A DECISION? SOME OF THE STRATEGIES IN HERE REQUIRE SOME LEGISLATION, OR OTHER ORGANIZATION, WHAT ACTUALLY TRIGGERS THAT POINT WHEN A DECISION NEEDS TO BE MADE IN THE PLAN?

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

THERESE MCMILLAN: I'LL HAVE STAFF JUMP IN TO COMPLIMENT THAT POINT, BUT, I THINK CHAIR ARREGUIN MADE AN IMPORTANT POINT HERE, IN SOME CASES WE MAY ALREADY HAVE, FOR EXAMPLE, THE AUTHORITY, BUT EVEN IN THOSE CASES WHERE WE DON'T, TO YOUR POINT, CHAIR SPERING, IT MAY BE THEN, A DECISION IN A LEGISLATIVE ADVOCACY PROGRAM, THAT WE'LL BE HEARING ABOUT SOON, WE MIGHT WANT TO FLAG THAT AS A MAJOR FOCUS, IF THAT'S A PRIORITY FOR THE COMMISSION AND/OR ABAG TO PURSUE. SO, YOU KNOW, THIS EVALUATION INCORPORATES TWO THINGS, SORT OF THE CURRENT STATUS AND HOW THAT MAPS OUT, BUT ALSO AN INDICATION OF WHERE WE MIGHT WANT TO INTERVENTIONALLY PURSUE CHANGES TO ADVANCE OUR CAPABILITY IN ANY ONE OF THOSE FOUR AREAS. SO I'M NOT SURE IF THAT ANSWERED YOUR QUESTION BUT THAT, I THINK, IS IMPORTANT CLARIFICATION.

JAMES P. SPERING, MTC CHAIR: YEAH IT DOES. JUST WHAT JESS AND NICK WERE TALKING ABOUT, WHEN YOU BRING THAT MENU OF THINGS FORWARD, THERE ARE GOING TO BE THOSE THINGS THAT WE DON'T HAVE THAT AUTHORITY AND KEY ELEMENT TO ACCOMPLISH IN THAT PARTICULAR GROUP. SO THAT'S WHY I WAS ASKING WHAT WOULD TRIGGER LEGISLATURE OR WHAT OTHER ORGANIZATION WOULD BE INVOLVED. THAT SORT OF ANSWERS THE QUESTION. ARE THERE OTHER QUESTIONS OR COMMENTS? I DON'T SEE ANY OTHER HANDS.

CLERK OF THE BOARD: THERE IS ONE MEMBER OF THE PUBLIC --

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

JAMES P. SPERING, MTC CHAIR: GOOD JOB. I CAN'T COMPLIMENT STAFF ENOUGH. THIS PLAN IS JUST A MAJOR ACCOMPLISHMENT, AND BRINGING THIS TO THE FINISH LINE IS SOMETHING THAT WE SHOULD ALL BE PROUD OF. AND SO, CARLOS, DID YOU WANT TO COMMENT? I SEE YOU HAVE GOT YOUR HAND UP.

CARLOS ROMERO: QUICK COMMENT. UNDER EXTERNAL GOVERNMENT I SEE COUNTY TRANSPORTATION AGENCIES BUT I DON'T SEE CMA CONGESTION MANAGEMENT AUTHORITIES WHICH ARE SOMETIMES DIFFERENT, WAS THAT AN OVERSIGHT. I CERTAINLY CAN THINK OF CCAG IN THE COUNTY OF SAN MATEO THAT IS CLEARLY A GROUP OF 20 ENTITIES OF TRANSPORTATION AND CONGESTION, AND IT JUST SEEMED WE WOULD WANT TO BRING THE CMAS IN?

SPEAKER: YEAH THAT WAS CERTAINLY JUST A SIMPLE OVERSIGHT ON THE TABLE. BUT WE WILL CERTAINLY BE REACHING OUT TO ALL OF OUR CMAS AND WE CAN UPDATE THE LIST TO MAKE SURE THEY ARE APPROPRIATELY REFLECTED.

JAMES P. SPERING, MTC CHAIR: VERY GOOD.

CARLOS ROMERO: FINALLY ON THE EXTERNAL NON-GOVERNMENTAL SIDE PARTICULARLY LOOKING AT EQUITY ADVOCATES ENVIRONMENTAL ORGANIZATIONS AND HOUSING POSITIONS, HOW ARE WE THINKING ABOUT

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

ATTEMPTING TO ENGAGEMENT THEM, AND MANY TIMES, THEIR INTERNAL CAPACITY IS LIMITED BY THEIR ABILITY TO RAISED FUNDS TO DO THEIR CORE WORK. SO, ARE WE AT ALL THINKING THERE WOULD BE SOME WAY FOR US, AS, YOU KNOW, THE PLAN ROLLS ON, TO HAVE THE PROGRAMS FOR MORE ROBUST ENGAGEMENT MOVING FORWARD. THANK YOU.

JAMES P. SPERING, MTC CHAIR: CHIRAG, DID YOU UNDERSTAND TO RESPOND TO THAT?

CHIRAG RABARI: YES, THAT IS SOMETHING WE CAN CERTAINLY LOOK INTO AND CIRCLE BACK.

JAMES P. SPERING, MTC CHAIR: OKAY.

SPEAKER: TO PROVIDE MORE DETAIL ON, YES.

CARLOS ROMERO: THANK YOU.

JAMES P. SPERING, MTC CHAIR: MARTHA DO WE HAVE ANY PUBLIC SPEAKERS.

CLERK OF THE BOARD: YES THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. ROLAND. YOU HAVE -- HOW MUCH TIME DOES HE HAVE COMMISSIONER SPERING?

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

JAMES P. SPERING, MTC CHAIR: THREE MINUTES.

SPEAKER: THANK YOU MR. CHAIR, I DON'T HAVE THREE MINUTES. BUT SINCE I HAVE THREE MINUTES I WONDER IF THE PUBLIC COULD GET SIDE BY SIDE AND REVIEW, LOOKING AT THE BLACK SCREEN INSTEAD OF THE CLOCK WITHIN IT. AND WITH REGARD TO LOOKING AT ALTERNATIVE STRATEGIES, I THINK WE CAN EXPEDITE A PROCESS. AND I DO SEE THAT CLEAN VEHICLE INCENTIVES, AND EMISSIONS EFFORTS ARE MOVING IN THE RIGHT DIRECTION. BUT AS I MENTIONED EARLIER, PLANNED BAY AREA BASICALLY COMPLETELY IGNORED 17 PERCENT OF ALL GREENHOUSE GAS EMISSIONS WHICH ARE EMITTED BY TRANSPORTATION, GOODS MOVEMENT, AND CONSTRUCTION ACTIVITIES. AND THAT'S WHAT I WANT TO TALK ABOUT IN THE NEXT MINUTE OR SO. NOW, WE HAVE A, REALISTICALLY SPEAKING, WE KNOW RIGHT NOW THAT GOODS MOVEMENT DISTRIBUTIONS ARE APPROXIMATELY 2 TO 5 YEARS AGO, AND THAT'S THE REASON TESLA HAS BEEN DELAYED, WHILE TESLA IS MOVING FORWARD WITH THE BATTERY TECHNOLOGY BUT WE CAN START TAKING IMMEDIATE ACTION RIGHT NOW, IN THE CONSTRUCTION SECTOR, AND IN THE SHORT RANGE HAULING SPHERE. I'LL GIVE YOU AN EXAMPLE, OTHER SCANDINAVIAN COUNTRIES, ANNOUNCED A RANGE OF ELECTRIC TRUCKS, YOU CAN GOOGLE, [INDISCERNIBLE] ELECTRIC TRUCKS, AND THESE TRUCKS WILL MOVE GOODS FOR UP TO 250 MILES. WHAT'S CRITICAL IN THERE IS THEY HAVE GOT MASSIVE ELECTRICAL TRUCKS THAT CAN BE USED FOR CONSTRUCTION, YOU KNOW, DIGGING EARTH, MOVING EARTH AROUND ALL THAT KIND OF STUFF. AND I THINK

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

WE CAN DO SOMETHING ABOUT THIS RIGHT NOW. AND IT'S WHEN WE ISSUE CONSTRUCTION PERMITS, IS THAT WE MANDATE, IN THE CONSTRUCTION PERMIT, THAT WHAT CONSTRUCTION WILL TAKE PLACE WILL HAVE TO USE THESE VEHICLES, AND THAT'S JUST AN EXAMPLE. THAT WE CAN START THINKING ALONG THIS DIRECTION, WE CAN MAKE A TREMENDOUS AMOUNT OF PROGRESS VERY FAST. THANK YOU.

JAMES P. SPERING, MTC CHAIR: THANK YOU ROLAND. MARTHA ANY OTHERS?

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

JAMES P. SPERING, MTC CHAIR: THANK YOU. ANY COMMENTS FROM COMMITTEE MEMBERS ON THIS ITEM? THANK YOU STAFF. GREAT PRESENTATION. MOVE ON TO THE PUBLIC COMMENTS OR OTHER BUSINESS. ANY PUBLIC COMMENTS MARTHA.

CLERK OF THE BOARD: MEMBER PIERCE HAS HER HAND RAISED.

JAMES P. SPERING, MTC CHAIR: OH I'M SORRY JULIE.

JULIE PIERCE: NO PROBLEM. I JUST PUT IT UP AS SOON AS YOU MOVED TO PUBLIC COMMENT. I REALLY WANT TO THANK STAFF. I WAS IN THE MIDDLE OF DOING SOMETHING ELSE A WAS LISTENING TO THE

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

EARLIER ITEM. BUT I WANT TO THANK ABAG MTC STAFF FOR ALL THE WORK YOU HAVE BEEN DOING TO PLAN TO ASSIST LOCAL AGENCIES. OUR STAFF, SOME OF THEM ARE REALLY CONFUSED. THEY DON'T EVEN KNOW WHO TO TALK TO, SO THE MORE YOU CAN GET THAT OUT, THE MORE WE APPRECIATE IT. I JUST ANSWERED A QUESTION THIS MORNING ABOUT WHO WE TALK TO ABOUT REAP APPLICATIONS, SO GOT THAT HANDLED, AND WAS ABLE TO DIRECT THEM WHERE THEY NEED TO GO. WE'RE ALL SHORT STAFFED, WE'RE ALL STRESSED THAT WAS MENTIONED SEVERAL TIMES BY OUR STAFF, AND THE EFFORT TO COORDINATE AND MAKE IT SIMPLER, IS REALLY APPRECIATED. I ALSO WANTED TO RAISE ONE OTHER ISSUE THAT HAS BEEN COMING UP CONSISTENTLY IN MY COUNTY, I SUSPECT IT HAS IN ALL OF YOURS AS WELL. THE BUZZ THAT THIS STUDY FROM THE EMBARCADERO INSTITUTE AND CITING FREDDIE MAC STUDIES AND THAT SORT OF THING, HAS REALLY RAISED SOME CONCERNS AND IT'S CREATING A LOT OF ANGST, AND FRANKLY, I HAVE SEEN THE DOCUMENTS, I HAVE TRIED TO SKIM THEM, BUT THERE ARE HUNDREDS OF PAGES. IT'S VERY TECHNICAL. AND I'M REALLY HOPING THAT STAFF CAN GIVE US A BIT OF A COMPREHENSIVE RESPONSE TO THIS, SO THAT WHEN THESE QUESTIONS COME TO US, WE KNOW WHAT WE'RE TALKING ABOUT, AND CAN ADDRESS THE CONCERNS THAT SOUND VERY VIABLE, BUT I HAVE DONE SOME TALKING WITH STAFF FROM THE -- WELL, FROM CALCOG AND OTHERS THAT PUT MY MIND SOMEWHAT AT REST, BUT I THINK IT WOULD BE REALLY HELPFUL FOR ALL OF US TO GET A RESPONSE BACK TO THESE CHARGES. I MEAN, SOUTHERN CALIFORNIA HAS GOT 50 CITIES ON BOARD THAT ARE CHALLENGING THE

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

NUMBERS THAT WE HAVE ALL GOTTEN FROM HCD. SO I WOULD REALLY APPRECIATE -- NOT NECESSARILY OFF THE TOP OF YOUR HEAD HERE, BUT MAYBE AT OUR RESPECTIVE BOARD MEETINGS, IF WE COULD GET A RESPONSE THAT PUTS THAT STUDY INTO A CONTEXT THAT MAKES SENSE FOR ALL OF US BECAUSE WE'RE ALL BEING CHARGED TO ANSWER THE QUESTION. SO I WOULD LIKE TO ASK THAT SO THAT WE CAN CARRY THAT BACK TO OUR RESPECT OF AGENCIES.

JAMES P. SPERING, MTC CHAIR: OKAY. THANK YOU JULIE. ANY OTHER CLOSING COMMENT? OKAY. SEEING NONE, THEN WE'RE GOING TO ADJOURN THIS MEETING. AND WE'LL SEE THE COMMISSIONERS ON THE 20th, AND THE PLANNING COMMITTEE NEXT MONTH. THANK YOU ALL. [ADJOURNED]

This transcript was prepared from television closed captioning and is not certified for its form or content.
Errors and omissions within this transcript have likely occurred.This document is provided as a convenience only.

NTT
Broadcasting Government