METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

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

FRIDAY, FEBRUARY 12, 2021, 9:40 AM

JIM SPERING, MTC PLANNING CHAIR: GOOD MORNING. I WOULD LIKE TO CALL THE MTC PLANNING COMMITTEE AND THE ABAG ADMINISTRATIVE COMMITTEE TO ORDER. ROLL THE ANNOUNCEMENT. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. 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

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5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO 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.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: JIM, YOU'RE MUTED.

DAVID E. HUDSON: DON'T TELL HIM JESSE.

JIM SPERING, MTC PLANNING CHAIR: THANKS. I WOULD LIKE TO DO ROLL CALL FOR MTC AND ESTABLISH A QUORUM THEN TURN IT OVER TO JESSE ARREQUIN CHAIR OF ABAG. ROLL CALL PLEASE.

CLERK, MARTHA SILVER: COMMISSIONER AHN?

EDDIE AHN: HERE.

CLERK, MARTHA SILVER: CANEPA?

DIR. DAVID CANEPA: HERE.

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CLERK, MARTHA SILVER: CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK, MARTHA SILVER: COMMISSIONER CONNOLLY?

DAMON CONNOLLY: HERE.

CLERK, MARTHA SILVER: COMMISSIONER GIACOPINI.

DORENE M. GIACOPINI: HERE.

CLERK, MARTHA SILVER: WE HAVE A QUORUM.

JIM SPERING, MTC PLANNING CHAIR: AT THIS TIME I'LL TURN IT OVER TO JESSE. IT'S IN YOUR HANDS.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU. BEFORE I ASK FOR ROLL CALL I WANT TO ACKNOWLEDGE NEW MEMBERS OF THE ABAG ADMINISTRATIVE COMMITTEE THAT WERE RECENTLY APPOINTED AND WHO ARE JOINING US TODAY A FAMILIAR FACE DAVE HUDSON JOINING US ON THE ADMINISTRATIVE COMMITTEE MAYOR OF SAN RAHMON, ADDITIONALLY, MARY LORI WILSON, MAYOR OF SUISAN CITY, AND PAT ECKLUND MAYOR OF NOVATO, AND NEYSA FLIGOR, MAYOR OF LOS ALTOS,

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AND I WANT TO WELCOME THE MEMBERS AND ASK FOR A ROLL CALL FROM MR. CASTRO.

CLERK, FRED CASTRO: THIS IS ROLL CALL FOR THE ABAG ADMINISTRATIVE COMMITTEE. MAYOR ARREGUIN?

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: PRESENT.

CLERK, FRED CASTRO: CHAVEZ.

CINDY CHAVEZ: PRESENT.

CLERK, FRED CASTRO: EKLUND?

PAT ECKLUND: PRESENT.

CLERK, FRED CASTRO: FLIGOR?

NEYSA FLIGOR: HERE.

CLERK, FRED CASTRO: MAYOR HUDSON?

DAVID HUDSON: HERE.

CLERK, FRED CASTRO: SUPERVISOR MITCHOFF.

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KAREN MITCHOFF: HERE. COUNCILMEMBER PERALEZ?

RAUL PERALEZ: HERE.

CLERK, FRED CASTRO: SUPERVISOR RABBIT?

DAVID RABBIT: HERE.

CLERK, FRED CASTRO: SUPERVISORY RAMOS?

BELIA RAMOS: HERE.

CLERK, FRED CASTRO: MAYOR

CLERK, FRED CASTRO: ROMERO?

CARLOS ROMERO: PRESENT.

CLERK, FRED CASTRO: MAYOR WILSON?

LORI WILSON: HERE. QUORUM IS PRESENT.

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JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU VERY MUCH. MR. CASTRO PLEASE READ THE ABAG COMPENSATION ANNOUNCEMENT.

CLERK, FRED CASTRO: ACCORDING TO STATE LAW, I AM MAKING THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG COMMITTEE 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 ADMINISTRATIVE CHAIR: YOU THANK YOU VERY MUCH. ITEM THREE ABAG ADMINISTRATIVE CONSENT CALENDAR; IS THERE ANY MEMBER WHO WANTS TO PULL AN ITEM OR IS THERE A MOTION TO APPROVE THE CONSENT CALENDAR.

DAVID E. HUDSON: MOTION BY HUDSON.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: HUDSON.

SPEAKER: SECOND BY ROMERO.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: ANY DISCUSSIONS? NONE. ASK FOR PUBLIC COMMENT ON ITEM THREE CONSENT CALENDAR? MR. CASTRO ANY PUBLIC COMMENTS?

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CLERK OF THE BOARD: NONE RECEIVED.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: ROLL CALL PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE]

CLERK OF THE BOARD: MOTION PASS UNANIMOUSLY.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU. THAT COMPLETES ITEM THREE, I'LL TURN IT BACK OVER TO CHAIR SPERING.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU MAYOR. ITEM FOUR MTC PLANNING COMMITTEE MINUTES. MINUTES FROM OUR LAST MEETING. PUBLIC COMMENTS OR ANYONE WANT TO SPEAK ON THIS ITEM?

CLERK OF THE BOARD: THERE ARE NO PUBLIC COMMENTS RECEIVED ON THIS ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

JIM SPERING, MTC PLANNING CHAIR: I'LL ASK FAIR MOTION TO MOVE.

DAMON CONNOLLY: I'LL MOVE.

JAKE MACKENZIE: SECOND.

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JIM SPERING, MTC PLANNING CHAIR: MOTION AND SECOND. WITH THAT WE'LL TAKE ROLL CALL PLEASE.

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

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. LET'S MOVE TO ITEM FIVE, THESE ARE TWO INFORMATION ITEMS FIRST PLANNED BAY AREA 2050 IMPLEMENTATION PLAN UPDATE. AND CHIRAG RABARI, ARE YOU GOING TO KICK THAT OFF? OR WHO IS STARTING IT?

CHIRAG RABARI: YES. THANK YOU CHAIR SPERING AND GOOD MORNING EVERYONE. IF THE TECHNICAL STAFF COULD PULL UP THE SLIDES, PLEASE. SO JUST TO KICK US OFF WHILE THOSE SLIDES ARE GETTING PULLED UP. TODAY WE'RE GOING TO BE PROVIDING AN UPDATE ON THE PLANNED BAY AREA 2050 IMPLEMENTATION PLAN, AND AS A -- THANK YOU. IF WE COULD GO TO THE NEXT SLIDE, PLEASE. AS A REMINDER THE IMPLEMENTATION PLAN WILL FOCUS ON SHORT-TERM TANGIBLE ACTIONS THAT MTC AND ITS AFFILIATE COLLABORATION PROGRAMS CAN IMPLEMENTATION OVER THE NEXT FIVE YEARS, FOCUSING ON IMPLEMENTATION OF INTERNAL AND EXTERNAL ENGAGEMENT. THESE ARE GOING TO BE THE KEY INPUTS TO THE DRAFT PLAN WHICH IS GOING TO RELEASED LATER IN THE SPRING. SO WE'RE EXCITED TO GET THE OPPORTUNITY TO INCORPORATE FEEDBACK FROM MEMBERS OF THIS BODY AT MULTIPLE STAGES PRIOR TO THE DRAFT BEING RELEASED. ONE

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1 IMPORTANT CLARIFICATION I WOULD OFFER IS THAT THE DRAFT PLAN
2 IS GOING TO BE PRIMARILY FOCUSED ON ACTIONS THAT MTC AND ABAG
3 AND AFFILIATED PROGRAMS ARE PROPOSING TO COMMIT TO. BUT THE
4 PARTNERSHIP PHASE, WHICH WILL FOLLOW THE RELEASE OF THE DRAFT
5 PLAN, WILL RUN FROM LATER IN THE SPRING, AND INTO THE SUMMER,
6 AND AT THIS POINT WE'LL BE RECONVENING WITH STAKEHOLDERS AND
7 PARTNERS TO FLESH OUT THE PARTNERSHIPS THAT ARE GOING TO BE
8 NECESSARY TO MOVE THE STRATEGIES FORWARD AND THAT MAY INVOLVE
9 DISCUSSIONS OF MUTUAL COMMITMENTS ARTICULATING SPECIFIC
10 SUPPORTIVE ACTION THAT IS OUR PARTNERS CAN TAKE TO MOVE THE
11 STRATEGIES ALONG AS WELL AS DISCUSSING KEY STRATEGIC AND
12 POLICY CONSIDERATIONS. SO THIS MIGHT BE AREAS THAT ARE COMPLEX
13 OR CONTROVERSIAL OR THAT REQUIRE ADDITIONAL CONVERSATIONS TO
14 ARRIVE AT CLARITY ON. AND THE FINAL PLAN WILL BE RELEASED
15 LATER IN THE FALL. NEXT SLIDE. THE OTHER EXTERNAL ENGAGEMENT
16 PROCESS KICKED OFF IN NOVEMBER WITH TWO STAKEHOLDER SESSIONS
17 AND WE HAD 100 REPRESENTATIVES FROM DIFFERENT ORGANIZATIONS
18 REPRESENTING A BROAD SWATH OF GOVERNMENTS THERE WERE MANY
19 PARTNERS REPRESENTED AT THOSE MEETINGS AND THAT'S REPRESENTED
20 HERE TODAY. WE HAD SMALL GROUP FOLLOW UP TEN FOCUS GROUPS AND
21 WE DID A PUBLIC SURVEY WHICH GENERATED OVER 200 RESPONSES AND
22 THE FOCUS THERE WAS REALLY ON GETTING THE PUBLIC'S INPUT ON
23 WHICH STRATEGIES WERE KEY TO THEM IN TERMS OF ACCELERATING
24 TOWARDS IMPLEMENTATION. NEXT SLIDE. THREE KEY THINGS THAT
25 WE'RE GOING TO BE REVIEWING TODAY FIRST IS AN ASSESSMENT THAT

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1 LOOKS AT THE PLAN'S 35 STRATEGIES TO SEE WHERE THEY STAND WITH
2 RESPECT TO FOUR KEY FACTORS. WE'LL ALSO BE IDENTIFYING DRAFT
3 RECOMMENDATIONS REGARDING THE ROLE THAT MTC ABAG SHOULD PLAY
4 IN IMPLEMENTATION FOR EACH OF THE 35 STRATEGIES AND FINALLY
5 WE'LL BE IDENTIFYING A FEW SELECT IMPLEMENTATION ACTIONS AND
6 PRIORITIES BUT MORE TO COME NEXT MONTH. FOR THE STRATEGY
7 ASSESSMENT WE HAD ONE KEY GOAL TO BETTER UNDERSTAND WHERE MTC
8 AND ABAG CURRENTLY STAND ALONG FOUR KEY FACTORS WE IDENTIFY AS
9 DETERMINATIVE OF STRATEGY SUCCESS. AUTHORITY, FINANCIAL
10 RESOURCES, TECHNICAL CAPACITY, AND PUBLIC AND POLITICAL
11 SUPPORT. AND THE QUESTION WAS REALLY, WHERE ARE WE TODAY ALONG
12 THESE FACTORS. AND FOR EACH FACTOR, A STRATEGY WAS GIVEN A
13 RATING OF EITHER LIMITED, PARTIAL, OR EXISTING. NEXT SLIDE. SO
14 WHEREAS THE ASSESSMENT WAS MORE ABOUT CURRENT CONDITIONS OF
15 WHAT YOU MIGHT CALL RELATIVE STRENGTHS AND WEAKNESSES THE ROLE
16 RECOMMENDATION WAS MORE FORWARD LOOKING WHAT SHOULD MTC ABAG
17 IMPLEMENTATION ROLE BE IN THE NEXT FIVE YEARS AND BEYOND.
18 THREE OPTIONS, LEAD, PARTNER AND SUPPORT. YOU KNOW, IT'S
19 IMPORTANT TO CLARIFY THAT THE PURPOSE OF THE ASSESSMENT WAS TO
20 HELP IDENTIFY AND GUIDE NEEDED ACTIONS, BUT IT'S NOT
21 EXCLUSIVELY DETERMINATIVE IN IDENTIFYING AN MTC ABAG ROLE. FOR
22 EXAMPLE, THE LEAD ROLE THERE MAY BE AREAS WHERE WE HAVE
23 RELATIVE STRENGTHS AND WEAKNESSES BUT THE IMPLEMENTATION
24 PRIORITY WILL BE TO FIGURE OUT HOW TO BEST ADDRESS THOSE
25 WEAKNESSES. AND I WILL ALSO ADD ON THAT LEAD ROLE THAT IT'S

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1 IMPORTANT, REALLY IMPORTANT TO KNOW THAT LEAD DOES NOT MEAN
2 LEADING ALONE. IT DOES NOT MEAN, YOU KNOW, BEING QUOTE "IN
3 CHARGE" IT'S ABOUT TAKING A LEADING ROLE IN A COALITION OR
4 BEING A CATALYST FOR NEEDED ACTIONS OR POTENTIALLY ACHIEVE
5 ADVOCATE. NEXT SLIDE PLEASE. SO THIS IS THE DRAFT ASSESSMENT
6 FOR THE TRANSPORTATION STRATEGIES, AND I KNOW THERE IS A LOT
7 OF INFORMATION HERE, SO WE'LL JUST TRY TO, YOU KNOW, DO OUR
8 BEST TO FOCUS IN ON SOME KEY ITEMS. I THINK THE MOST IMPORTANT
9 THING IS THE ONGOING BLUE RIBBON TRANSIT RECOVERY TASK FORCE,
10 WHICH OBVIOUSLY LOOMS OVER A LOT OF THIS, SO, AGAIN, THESE ARE
11 ALL DRAFT DESIGNATIONS, WHICH MAY CHANGE AND EVOLVE AS THE
12 PROCESS MOVES FORWARD. I THINK THE ONGOING CONVERSATIONS AND
13 ULTIMATE RECOMMENDATIONS OF THAT TASK FORCE WILL ALLOW US TO
14 EITHER ADJUST ROLES AND FURTHER CLEARLY CALIBRATE
15 IMPLEMENTATION ACTIONS MOVING FORWARD DEPENDING UPON WHAT THEY
16 ULTIMATELY RECOMMEND. I WILL HIGHLIGHT THAT THE LEAD ROLE HAS
17 BEEN PROPOSED FOR THE SYSTEM OPTIMIZATION STRATEGIES IN THE
18 PLAN, SO THAT INCLUDES FARES, SEAMLESS MOBILITY, AS WELL AS
19 TOLLING. PART OF THE LOGIC IN THAT RECOMMENDATION IS THAT
20 THERE IS ALREADY AN MTC RESOLUTION WHICH LAYS OUT TRANSIT
21 COORDINATION REQUIREMENTS, INCLUDING CONNECTIVITY AND FARES.
22 ALTHOUGH OBVIOUSLY COORDINATION IS CHALLENGING ACROSS THE TWO
23 DOZEN INDEPENDENT OPERATORS BUT BUILDING OFF THAT EXISTING
24 AUTHORITY COULD BE A LOGICAL PLACE TO START. IN ADDITION THERE
25 ARE ALREADY REGIONAL INITIATIVES MOVING FORWARD THAT ARE

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1 HELPING TO MAKE PROGRESS IN THIS SPACE INCLUDING THE FARE
2 INTEGRATION TASK FORCE, CLIPPER START, NEXGEN CLIPPER REGIONAL
3 MAPPING AND WAYFINDING, REGIONAL TRANSIT PRIORITY, AND THESE
4 PROVIDE FURTHER FOUNDATION TO BUILD OFF OF. AGAIN, THE -- YOU
5 KNOW, WHATEVER THE ULTIMATE DECISION IS REGARDING A NETWORK
6 MANAGER ROLE THROUGH THE BLUE RIBBON TRANSIT RECOVERY TASK
7 FORCE, THAT WILL FURTHER GUIDE THE ROLE RECOMMENDATION HERE AS
8 WELL AS THE FARE INTEGRATION TASK FORCE. WITH RESPECT TO
9 TOLLING, THERE ARE CLEARLY SOME LIMITATIONS THERE,
10 PARTICULARLY ON THE AUTHORITY AND PUBLIC/POLITICAL SUPPORT
11 SIDE. SO, YOU KNOW THE WORK MOVING FORWARD, I THINK,
12 ESPECIALLY IN THE NEXT 1 TO 5 YEARS WOULD REALLY BE FOCUSED ON
13 FIGURING OUT A CONSENSUS PATH FORWARD TO GENERATE MORE SUPPORT
14 FOR THE IDEA. IN PUBLIC SERVICE THIS WAS THE LEAST POPULAR OF
15 THE STRATEGIES SHOWN ON THIS SCREEN, BUT I WILL NOTE THAT THAT
16 LITTLE TREE FLAG WHICH MARKS THIS AS A KEY GHG REDUCTION
17 STRATEGY SO IT'S AN ESSENTIAL COMPONENT OF GETTING TO THAT
18 AGGRESSIVE GHG REDUCTION TARGET. AS A QUICK EXAMPLE OF A
19 PARTNER STRATEGY, FOR THE T1, THE RESTORE OPERATE AND MAINTAIN
20 THE SYSTEM, FIX IT FIRST HAS BEEN OUR LONG-STANDING COMMITMENT
21 IN THIS SPACE AND WE HAVE GOOD PARTNERSHIPS WITH CTAS, DOT
22 REGIONAL TRANSIT OPERATORS TO PURSUE IMPLEMENTATION. THE
23 STRATEGY T1 AS WELL AS STRATEGY T TWO FOR SUPPORTING COMMUNITY
24 LED TRANSPORTATION ENHANCEMENTS IN COMMUNITY SERVICE THOSE
25 WERE TWO TOP PRIORITIES IN THE PUBLIC SURVEY. NEXT SLIDE

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1 PLEASE. FOR STRATEGIES THAT FALL UNDER HEALTHY STREETS AND
2 NEXT GENERATION TRANSIT, T EIGHT AND T NINE BUILDING COMPLETE
3 STREETS AND REGIONAL VISION 0, WE HAVE LIMIT AUTHORITY FOR
4 SPECIFIC INVESTMENTS SUCH AS LOCAL BIKE AND ROAD PROJECTS
5 STREET DESIGN ROAD SPEEDS AND LIMITED CAPACITY FOR ENGINEERING
6 AND ENFORCEMENT BUT WE HAVE AN IMPORTANT ROLE IN FUNDING
7 PLANNING AND COORDINATING CAPACITIES AND SPECIFIC
8 RESPONSIBILITIES WITH RESPECT TO SAFETY INITIATIVES SUCH AS
9 REGIONAL ACTION TRANSPORTATION PLAN AS WELL AS REGIONAL VISION
10 ZERO POLICY WILL BE IMPORTANT VENUES PUSHING THIS WORK
11 FORWARD. FOR STRATEGIES T10 AND T11 LOCAL TRANSIT FREQUENCY AS
12 WELL AS REGIONAL RAIL NETWORK EXPANSION FUNDING AND
13 COORDINATING CAPACITIES ARE ESSENTIAL BUT OPERATORS ARE
14 RESPONSIBLE FOR TRANSPORTATION. FINANCIAL REVENUES ARE A
15 CHALLENGE ESPECIALLY AS THESE INVESTMENTS RELY ON NEW REVENUES
16 THAT HAVE NOT YET BEEN SECURED. I WOULD -- THOSE TWO
17 STRATEGIES, THE LOCAL TRANSIT FREQUENCY, AND THE REGIONAL RAIL
18 EXPANSION, THOSE WERE THE TWO MOST POPULAR STRATEGIES OF THE
19 ONES SHOWN ON THE SCREEN IN OUR PUBLIC SURVEY. NEXT SLIDE,
20 PLEASE. SO WE'RE NOW MOVING ON TO HOUSING, AND A FEW THINGS I
21 WOULD DRAW ATTENTION TO ON THIS SLIDE, FIRST THE STANDINGS UP
22 OF THE BAY AREA HOUSING FINANCE AUTHORITY OR BAHFA WAS A GAME
23 CHANGER ON THE AUTHORITY FRONT ESTABLISHING AUTHORIZATION TO
24 ACT IN A NUMBER OF AREAS WHERE THE AGENCIES WOULD HAVE BEEN
25 PREVIOUSLY MORE LIMITED. SO THERE IS MORE GREEN HERE THAN

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1 THERE WOULD HAVE BEEN JUST A FEW YEARS AGO. OBVIOUSLY THE
2 MAJOR QUESTION IS, HOW AND WHETHER THIS AUTHORITY MAY BE USED.
3 IN ADDITION, FINANCIAL RESOURCES ARE A MAJOR CHALLENGE. THESE
4 SOME OF THE MOST EXPENSIVE, THE PRESERVING AND PRODUCING
5 AFFORDABLE HOUSING STRATEGIES ARE SOME OF THE MOST EXPENSIVE
6 STRATEGIES IN THE PLAN AND SOME MAJOR REVENUE MEASURE AT THE
7 REGIONAL LEVEL OR STATE, FEDERAL WINDFALL WOULD BE ESSENTIAL
8 TO MAKING PROGRESS HERE. WE DO THINK THAT BAHFA HAS A MAJOR
9 OPPORTUNITY TO PROVIDE REGIONAL LEADERSHIP IN PUSHING FORWARD
10 AND MAKING THE THREE P FRAMEWORK OF PROTECTION, PRESERVATION,
11 AND PRODUCTION, MAKING THAT FRAMEWORK A REALITY AS IT HAS
12 GUIDED THE WORK OF THESE AGENCIES FOR SOMETIME. OTHER KEY
13 POINTS I WOULD DRAW IS, AGAIN, LEADING EFFORTS IN THIS SPACE
14 DOES NOT MEAN BEING THE ONE AND ONLY EXCLUSIVE LEADER. THE
15 OTHER IDEA WOULD BE LEADING REGIONAL EFFORTS THAT SUPPORT
16 LOCAL GOVERNMENTS, AND WITH RESPECT TO THE IDENTIFIED STRATEGY
17 -- THE IDENTIFIED LEAD STRATEGIES, THE FRAMING IS WHAT NEEDS
18 TO HAPPEN IN THE NEXT 1 TO 5 YEARS WHICH IS THAT WE NEED TO
19 DEVELOP NEW SOURCES OF FUNDING TO SUPPORT THESE STRATEGIES.
20 AND THAT'S THE KEY STARTING POINT FROM WHICH FUTURE
21 IMPLEMENTATION EFFORTS WILL BRANCH, AND IN THAT SENSE, BAHFA
22 MAY BE BEST SITUATED TO AGAIN SERVE AS THAT CHAMPION ADVOCATE
23 AND CATALYST. I WILL NOTE THAT IN PUBLIC SERVICE, AS WELL, THE
24 TWO MOST POPULAR STRATEGIES OF THOSE ON THE SCREEN WERE THE
25 TRANSFORMING AGING MALLS AS WELL AS THE ACCELERATED REUSE OF

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1 PUBLIC AND COMMUNITY LAND. NEXT SLIDE PLEASE. THERE IS
2 EVIDENCE HERE OF THE FACT THAT THE ECONOMY ELEMENT OF THE PLAN
3 IS A NEW AREA OF THE PLAN THAT'S BEEN DEVELOPED IT'S NOT
4 GENERALLY BEEN WHERE THE WORK OF THE AGENCIES HAVE BEEN
5 HISTORICALLY FOCUSED. SO WE'RE, FOR THE MOST PART,
6 RECOMMENDING THAT THE AGENCY SUPPORT THE WORK OF OTHER
7 ENTITIES AND ORGANIZATIONS THAT HAVE AUTHORITY, RESOURCES, AND
8 CAPACITY IN THESE SPACES. FOR EXAMPLE, WITH EC1, THE UNIVERSAL
9 BASIC INCOME STRATEGY, THAT COALITION THAT WOULD BE LOOKING TO
10 DESIGN AND TEST SOME PILOT PERHAPS THE AGENCIES COULD LEND
11 THEIR SUPPORT TO. FOR EC3, THE INVESTING IN HIGH SPEED
12 INTERNET AND BROADBAND, WE WOULD OBVIOUSLY EXPECT LEADERSHIP
13 TO COME FROM REGIONAL AND STATEWIDE PARTNERS AND STATE HOLDERS
14 ON THAT, BUT THIS IS ONE STRATEGY WHERE WE ARE RECOMMENDING A
15 PARTNER ROLE. AND THE REASON FOR THAT IS, IN LINE WITH THE
16 PROJECTIONS OF THE PLAN, WHERE WE HAVE A FUTURE WITH HIGHER
17 TELEWORK. YOU KNOW, WE REALLY SEE ACCESS TO BROADBAND AS A
18 MODE OF TRANSPORTATION, AND ENSURING THAT THE REGION, AS A
19 WHOLE, THAT THERE IS EQUITABLE ACCESS TO BROADBAND, IS REALLY
20 IMPORTANT, YOU KNOW, TO MEET OUR OVERALL VISION FOR THE PLAN.
21 I THINK THIS IS ONE OF THOSE AREAS WHERE WE'RE GOING TO TRY TO
22 LEARN MORE AND GETTING A BETTER SENSE FROM PARTNERS AND
23 STAKEHOLDERS AS TO HOW WE MIGHT CONSTRUCTIVELY ENGAGE IN THIS
24 SPACE, BECAUSE IT IS NEW FOR US, BUT I THINK, YOU KNOW, THAT
25 DESIGNATION IS A COMMITMENT TO TRY TO LEARN AND DO MORE. THAT

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1 WAS ONE OF THE POPULAR STRATEGIES IN THIS SECTION AS WELL AS
2 EXPANDING JOB TRAINING AND INCUBATOR PROGRAMS. I WOULD NOTE
3 THAT ANOTHER EXCEPTION TO THE SUPPORT VERSUS PARTNER
4 DESIGNATION IS EC SIX WHICH IS THE RETAIN AND INVEST IN KEY
5 INDUSTRIAL LANDS. THE PRIORITY PRODUCTION AREA GEOGRAPHY WAS A
6 NEW DESIGNATION IN THIS VERSION OF THE PLAN, AND THE IDEA
7 WOULD BE TO LAUNCH SOME SORT OF PPA PILOT, WHICH COULD BE A
8 MEANS TO BUILD FUTURE CAPACITY. NEXT SLIDE PLEASE. BROADLY
9 SPEAKING, WE SEE SOME SIMILAR THEMES ACROSS THE ENVIRONMENT
10 STRATEGIES OF THE PLAN, WHICH IS THAT THEY'RE VERY POPULAR,
11 BUT THE FINANCES ARE LESS SECURE, AND THERE IS A MIXED BAG ON
12 THE AUTHORITY AND CAPACITY FRONT. I THINK MOST NOTABLY HERE WE
13 ARE RECOMMENDING A LEAD ROLE FOR IMPLEMENTATION FOR MTC ABAG
14 AND AFFILIATED PROGRAMS OF EN ONE THE ADAPT TO SEA LEVEL RISE
15 STRATEGY BUT AGAIN I WANT TO EMPHASIZE IT DOES NOT MEAN
16 LEADING ALONE, PARTNERSHIP AND COLLABORATION, ESPECIALLY WITH
17 BCDC AND LOCAL JURISDICTIONS, AND OTHER INTERESTED PARTIES ARE
18 GOING TO BE ABSOLUTELY ESSENTIAL TO MOVING FORWARD AND MAKING
19 PROGRESS HERE. I THINK, YOU KNOW, THERE HAS BEEN A VERY STRONG
20 INTEREST FROM OUR STAKEHOLDER IN SEEING THE AGENCIES TAKE A
21 MORE ACTIVE COORDINATION AND FUNDING ROLE HERE. YOU KNOW,
22 PERHAPS REPLICATING SOME OF THE FUNCTIONS THAT MTC PERFORMS
23 REGIONALLY IN THE TRANSPORTATION SPACE BUT FOCUSED ON SEA
24 LEVEL RISE ADAPTATION INSTEAD. THE LACK OF FUNDING IS REALLY A
25 BIG CHALLENGE HERE. IT'S A $19 BILLION STRATEGY SO SOME SORT

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1 OF REVENUE GENERATION WOULD BE REALLY IMPORTANT TO MAKING
2 PROGRESS HERE. AND I THINK THE OTHER THING I WOULD ADD IS THAT
3 THERE HAVE BEEN A LOT OF REALLY IMPORTANT REGIONAL INITIATIVES
4 IN THIS SPACE. THERE IS A LOT OF ONGOING WORK IN THIS SPACE,
5 AT THE LOCAL LEVEL, AND BEYOND. BUT A CHALLENGE THAT HAS BEEN
6 REPEATEDLY IDENTIFIED IS SORT OF A LACK OF CLARITY ON THE
7 ROLES AND RESPONSIBILITIES AND AUTHORITY. SO WE THINK THE MOST
8 IMPORTANT THING THAT CAN HAPPEN DURING FUTURE PHASES OF THE
9 IMPLEMENTATION PLAN IS TO REALLY HONE IN ON THOSE REGIONAL
10 GOVERNANCE CONVERSATIONS, AND TRY TO ESTABLISH SOME MORE CLEAR
11 ROLES AND RESPONSIBILITIES FOR PLANNING, FUNDING, AND
12 IMPLEMENTATION. I'LL ALSO NOTE THAT THE MOST POPULAR
13 STRATEGIES IN THIS SECTION OF THE PLAN WERE THE PROTECTING AND
14 MANAGING HIGH VALUE CONSERVATION LANDS, AS WELL AS THE
15 MODERNIZATION EXPANSION OF PARKS AND TRAILS. WE ARE
16 RECOMMENDING A PARTNER ROLE FOR THOSE AS WELL. NEXT SLIDE
17 PLEASE. FINALLY, THE CLIMATE STRATEGIES OF THE PLAN. GIVEN THE
18 IMPORTANCE THAT THESE STRATEGIES HAVE IN MEETING OUR
19 GREENHOUSE GAS EMISSIONS REDUCTIONS TARGETS AND THEIR
20 ALIGNMENT WITH EXISTING PROGRAMS SUCH AS THE BAY AREA COMMUTER
21 BENEFITS PROGRAM, AND THE CLIMATE INITIATIVES PROGRAM, WE ARE
22 PROPOSING THAT MTC TAKE A MORE ACTIVE LEADERSHIP ORIENTATION
23 IN THIS SPACE IS PARTNERSHIP WITH THE AIR DISTRICT WILL BE
24 ESSENTIAL AMONG OTHERS. AND AMONG THE SEVEN TRIP REDUCTION
25 PROGRAM, THE BAY AREA COMMUTER BENEFITS PROGRAM DOES NOT HAVE

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1 AUTHORITY TO SET SUSTAINABLE COMMUTE TARGETS FOR MAJOR
2 EMPLOYERS, SO NEW LEGISLATION WOULD BE REQUIRED TO GIVE THE
3 AIR DISTRICT AND MTC TO THE AUTHORITY DO SO. AND OF THE THREE
4 STRATEGIES ON THIS SCREEN, THIS WAS THE MOST POPULAR. THAT
5 EXISTING PROGRAM HAS SOME FUNDING AS WELL AS LIMITED STAFF
6 RESOURCES FROM BOTH THE AIR DISTRICT AND MTC BUT WOULD REQUIRE
7 FURTHER EXPANSION TO FUND REGULATORY OVERSIGHT AND ENFORCEMENT
8 AND PUBLIC SUPPORT IS STRONG IT'S NOT YET CLEAR HOW WILLING
9 ALL MAJOR EMPLOYERS WILL BE TO ADOPT, TRACK, AND REPORT ON HOW
10 WELL THEY'RE MEETING THE SUSTAINABLE COMMUTE TARGETS. ANOTHER
11 IMPLEMENTATION AREA COULD POTENTIALLY BETTER ESTABLISHING
12 RELATIONSHIPS CONVENING INTERESTED PARTIES AND TRYING TO GET A
13 BETTER SENSE OF HOW THESE CAN MOVE FORWARD. FOR EN9, THE TDM,
14 THE TRANSPORTATION DEMAND MANAGEMENT INITIATIVES, AGAIN, THE A
15 FOR MENTIONS PROGRAMS PROVIDE A STRATEGY TO EXPAND
16 TRANSPORTATION SERVICES AND ALTERNATIVES. ALTHOUGH THERE IS A
17 KEY COMPONENT OF REGIONAL PARKING FEE PROGRAM WHICH PRESENT
18 UNIQUE CHALLENGES RELATED TO OVERALL PUBLIC AND POLITICAL
19 SUPPORT. ON THAT LEAD DESIGNATION WHAT WE'RE TALKING ABOUT
20 HERE IS FUNDING, ENHANCING REGIONAL COORDINATION, AND
21 POTENTIALLY RESTRUCTURING SOME OF THE EXISTING INITIATIVES
22 THAT WE HAVE IN THIS SPACE TO MEET THE MUCH LARGER SCALE THAT
23 WE'RE ANTICIPATING FOR THAT MOVING FORWARD. SO, NEXT SLIDE
24 PLEASE. SO WE HAVE BEEN PUTTING IN POTENTIAL IMPLEMENTATION
25 ACTION INTO THREE BROAD BUCKETS OF ADVOCACY, LEGISLATION, NEW

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1 EXISTING RESTRUCTURING INITIATIVES PLANNING RESEARCH AND WE'LL
2 BE COMING BACK WITH MORE NEXT MONTH BUT THESE ARE KEY ACTIONS
3 OF WHAT YOU WILL BE SEEING ON AN INDIVIDUALIZED BASED FOR THE
4 STRATEGIES. AGAIN, THESE ARE SOME EARLY HIGH LEVEL IDEAS THAT
5 HAVE RISEN TO THE TOP. CLEARLY THE NEED FOR FUNDING, $1.4
6 TRILLION PLAN, IS ALMOST AT THE TOP OF THE LIST OF ADVANCING
7 FUTURE REGIONAL FUNDING MEASURES AS WELL AS FEDERAL, STATE
8 ADVOCACY FOR HOUSING AND TRANSPORTATION RESILIENCE NEEDS AS
9 PREVIOUSLY MENTIONED SORT OF TRYING TO GET TO THE CLARITY
10 ABOUT MTC ABAG'S ROLE TO SEA LEVEL RISE FOLLOWING
11 APPROPRIATIONS ON GOVERNANCE IN TERMS OF THE TRANSPORTATION
12 STRATEGIES AS WE MENTIONED YOU KNOW LINING WITH AND
13 IMPLEMENTING THE RECOMMENDATIONS OF THE KEY EXISTING
14 INITIATIVES WITH THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE
15 AND FARE INTEGRATION AND PLANNING RESEARCH SIDE ON THE PRICING
16 STUDY LEADING THE REGIONAL STUDY TO EVALUATE OPPORTUNITIES AND
17 CHALLENGES BUT ALSO DOING DEEP ENGAGEMENT WITH THE PUBLIC AND
18 POLICY MAKERS TO TRY TO GENERATE MORE SUPPORT. NEXT SLIDE
19 PLEASE. SO, AGAIN, WE ANTICIPATE RETURNING TO COMMITTEES AND
20 THE WORKING GROUPS NEXT MONTH, AFTER INCORPORATING THE
21 FEEDBACK WE GET HERE TODAY, AND WE'LL PRESENT ON DRAFT
22 IMPLEMENTATION RECOMMENDATIONS FOR EACH STRATEGY AS WELL AS
23 KEY POLICY AND STRATEGY CONSIDERATIONS WHICH SHOULD CARRY
24 FORWARD TO THE PARTNERSHIP PHASE OF THE PROCESS. WE WILL ALSO
25 BE, YOU KNOW, DRAWING OUT ACTIONS THAT MAY NOT FIT UNDER ANY

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INDIVIDUAL STRATEGY, BUT ARE CROSS-CUTTING ACROSS DIFFERENT AREAS, MAYBE PERHAPS THROUGH AN EQUITY OR RESILIENCE LENS AS WELL AS IDENTIFYING FUTURE ADVOCACY PRIORITIES WE'LL ALSO BE DOING CONTINUOUS RESOURCE PRIORITIZATION ASSESSMENT TO ENSURE WE ADVERTISE RESOURCES TO COMMIT ON WHAT WE'RE TRYING TO DO AND IN THE SPRING THE DRAFT BLUEPRINT WILL BE RELEASED TO BE FOLLOWED BY THE PARTNERSHIP PHASE. NEXT SLIDE. THANK YOU FOR STICKERING WITH US THROUGH THAT PRESENTATION. I KNOW IT'S A LOT OF MATERIAL, BUT WE ARE VERY INTERESTED IN HEARING FEEDBACK FROM THE COMMITTEE MEMBERS ON SOME OF THE QUESTIONS ON THE SCREEN, WHICH, YOU KNOW, INCLUDE MAYBE IDENTIFYING WHICH STRATEGIES ARE YOUR HIGHEST PRIORITIES TO ACCELERATE FOR IMPLEMENTATION, AS WELL AS ANY QUESTIONS YOU MAY HAVE ON THE ASSESSMENT OR THE ROLE RECOMMENDATIONS. YOU KNOW, IF THERE ARE AREAS ON THE ROLE WHERE YOU THINK THE AGENCY MAY TAKE A MORE ACTIVE ROLE, OR IT MAY BE WORTH RECONSIDERING THE ROLE TO STEP BACK IF APPROPRIATE. AND WITH THAT, HAPPY TO ANSWER ANY CLARIFYING QUESTIONS OR TAKE COMMENTS. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: CHIRAG, VERY GOOD PRESENTATION. YOU KNOW, I REALLY APPRECIATE THE SPREADSHEET; THE IMPLEMENTATION ROLE. ON THE ROLE, ITSELF, ARE THOSE DETERMINATIONS GOING TO BE CHANGED? BECAUSE, YOU KNOW, I WAS PUZZLED ON THE T1, THE FIX IT POLICY THAT'S BEEN THE CORNER STONE OF REGIONAL PLANS AND WHERE WE PARTNER WE ALLOCATE TO

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REINFORCE THAT I'M SURPRISED THAT'S NOT A LEAD ROLE FOR MTC ABAG. ARE THOSE ROLES GOING TO BE DISCUSSED AS THIS DEVELOPS?

CHIRAG RABARI: AS I SAID THIS IS AN EARLY DRAFT OF A DRAFT AND PART OF THE WHOLE PROCESS HERE IS WE WANT TO GET MORE FEEDBACK SO THAT WE CAN REFINE AND CLARIFY THOSE ROLE DESIGNATIONS. I THINK THE THINKING BEHIND THE PARTNER DESIGNATION FOR THAT PARTICULAR STRATEGY IS THAT, YOU KNOW, WHEN IT COMES TO THE IMPLEMENTATION OF, YOU KNOW, THIS MULTI-HUNDRED BILLION DOLLARS STRATEGY, IT IS OUR, YOU KNOW, THE LOCAL DOTS, THE CTAS, OUR TRANSPORTATION PARTNERS WHO ARE GENERALLY, YOU KNOW, ON THE GROUND, IMPLEMENTING THE VARIOUS PROJECTS THAT ARE IN SUPPORT OF THE STRATEGY, ALTHOUGH, YOU KNOW, WE HAVE A VERY, YOU KNOW, CLEAR ROLE IN OUR, YOU KNOW, PLANNING, FUNDING, AND COORDINATING CAPACITIES. BUT I THINK THE THINKING WAS THAT, YOU KNOW, THOSE AGENCIES THAT ARE ON THE GROUND, ARE THE REALLY -- REALLY THE ONES THAT ARE GOING TO BE IMPLEMENTING THAT, YOU KNOW, OPERATIONS AND MAINTENANCE OF THE SYSTEM, ITSELF.

JIM SPERING, MTC PLANNING CHAIR: YEAH, I WOULD JUST THINK THAT, WHOEVER -- TO IMPLEMENT A LOT OF THESE STRATEGIES, YOU'RE GOING TO HAVE TO CONDITION SOME OF THE FUNDING TO REALLY MAKE IT HAPPEN. AND SO I WOULD THINK THAT ANYBODY THAT'S ALLOCATING RESOURCES WOULD BE IN A LEAD POSITION, AND

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SO, YOU KNOW, THAT'S JUST SOMETHING WE CAN CERTAINLY DISCUSS AS THIS GOES ALONG. AND I APPRECIATE THE LINKAGE TO THE BLUE RIBBON COMMITTEE. BECAUSE THAT'S REALLY GOING TO TAKE BOTH LEGISLATION, MTC, YOU KNOW, EXERCISE, AND ITS AUTHORITY IT HAS, AND THEN HOW DO THESE STRATEGIES GET IMPLEMENTED. AND I THINK THEY ALL TIE TOGETHER, AND I APPRECIATE THAT LINKAGE. I THINK THAT'S VERY HELPFUL. WITH THAT, EDDIE AHN, DO YOU WANT TO COMMENT?

EDDIE AHN: YEAH, JUST BRIEFLY. I WANT TO TALK ABOUT A PRIORITY FORWARD MYSELF BECAUSE I SERVE ON BCDC BAY CONVERSATION AND DEVELOPMENT I'LL FOLLOW MORE OFFLINE WITH STAFF ON WORKING TO ADAPT SEA LEVEL RISE THAT APPARENT FOR MTC AND BCDC THE TOUGH PART OF IT TOO IS PEOPLE DON'T WORRY UP UNTIL THE POINT WHERE WE GO OVER OUR TRANSIT INFRASTRUCTURE SO THE MORE PROACTIVE WE CAN BE IN ADDRESSING THAT, THE BETTER.

JIM SPERING, MTC PLANNING CHAIR: GOOD COMMENT. PAT ECKLUND?

PAT ECKLUND: THANK YOU. I JUST REITERATE, GREAT PRESENTATION. VERY WELL THOUGHT OUT. I HAVE A COUPLE OF QUESTIONS AND COMMENTS. WHEN IT SAYS REVAMP THE PRIORITY CONSERVATION AREA PROGRAM USING A DATA-DRIVEN APPROACH WHILE INTEGRATING A BROADER RANGE OF POLICY CONCERNS, WHAT DOES THAT MEAN?

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CHIRAG RABARI: SO I'LL LET MY COLLEAGUE DAVE JUMP IN HERE AS WELL BUT I WILL SAY THERE HAS BEEN A LOT OF INTEREST FROM THE STAKEHOLDERS THAT OPERATE IN THIS SPACE TO SEE THE PCA PROGRAM EXPAND BEYOND ITS CURRENT SCOPE TO ADDRESS, YOU KNOW, PERHAPS, LIKE, RESILIENCE CONCERNS, WHETHER WILDFIRE, DRAUGHT, AND ALSO TO KIND OF PLAY A MORE ACTIVE ROLE IN FACILITATING, REACHING SOME OF THE BROADER PLAN GOALS THAT WE HAVE WITH, WHETHER IT'S GHG, LAND USE, AND SO FORTH. SO I THINK WE HAVEN'T REALLY DETERMINED WHAT THE PRECISE SCOPE OF THAT EFFORT IS GOING TO BE, YET, BUT WE KIND OF WANTED TO PUT A PIN IN IT, THAT DURING THE PARTNERSHIP PHASE OF THE PLAN, WE WANT TO CONVENE AGAIN WITH A LOT OF THE KEY STAKEHOLDERS IN THIS SPACE AND GET IDEAS HOW MIGHT THE PCA PROGRAM BE REVAMPED TO ADDRESS THESE CONCERNS AND FROM THERE MAYBE TURN THAT INTO A MORE FORMAL INITIATIVE, BUT I THINK THE IDEA AT THIS STAGE, IS TO LISTEN, LEARN, AND TRY TO SEE WHAT WE CAN DO WITH WHAT IS CURRENTLY THERE.

PAT ECKLUND: OKAY. IT MIGHT BE HELPFUL TO TALK TO SOME OF THE CITIES WHO IS HAVE SUCCESSFULLY COMPLETED WITH THAT PROGRAM TO GET SOME OF THOSE COUNTY'S INPUT. THE OTHER QUESTION I HAVE IS REALLY NOT AN ABAG ISSUE, IT'S MORE OF AN MTC ISSUE, BUT YOU'RE PROPOSING TO IMPLEMENT A PER MILE TOLLING, AND ON THE POLLING THAT YOU DID, IT CAME OUT THE LOWEST PRIORITY, I THINK EIGHT PERCENT, AND MY QUESTIONS IS, HAS MTC DONE EQUITY

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1 ANALYSIS ON THAT PARTICULAR INITIATIVE? I WOULD IMAGINE THAT
2 THE FOLKS THAT ARE DRIVING ARE FOLKS THAT CANNOT USE TRANSIT
3 FOR THEIR JOBS, AND SO A PER MILE TOLL WOULD -- OR COULD HIT
4 THE DISADVANTAGED AND THE OTHER ETHNIC GROUPS HIGHER, AND SO,
5 HAVE YOU DONE AN EQUITY ANALYSIS? >DAVE VAUTIN: I'LL TAKE THAT
6 QUESTION. DAVE VAUTIN ASSISTANT DIRECTOR OF MAJOR PLANS. YES,
7 WE HAVE AN EQUITY ASSESSMENT AS PART OF THE BLUEPRINT AND ALSO
8 AS WE DEVELOPED THE STRATEGY DURING THE HORIZON PROCESS AND
9 WHAT WE LEARNED FROM THAT IS HOW CRITICAL A MEANS-BASED FARE
10 DISCOUNT IS TO ADDRESS THOSE CONCERNS AND WE WERE ABLE TO
11 DEMONSTRATE IN THE FINAL BLUEPRINT THAT INCLUDING THAT
12 STRATEGY WE WERE ABLE TO MINIMIZE THE IMPACTS TO LOW INCOME
13 HOUSEHOLDS IT WAS SIGNIFICANTLY LOWER COMPARED TO HIGHER
14 INCOME HOUSEHOLDS WITH THAT BEING SAID MORE ANALYSIS IS NEEDED
15 SO FOR THIS PARTICULAR STRATEGY WE'RE NOT PROPOSING
16 IMPLEMENTING IN THE NEXT FIVE YEARS, BUT REALLY DOING A
17 COMPREHENSIVE REGIONAL STUDY THAT DIGS EVEN DEEPER INTO IT,
18 UNDERSTANDING WHAT HURDLES WE NEED TO OVERCOME IN TERMS OF
19 PUBLIC SUPPORT COMPLEMENTARY INVESTMENTS AND THE LIKE. THAT'S
20 WHAT WE TALK ABOUT LEADING THAT STRATEGY WHAT WE MEAN IS
21 ADVANCING THE ANALYSIS NECESSARY TO TAKE IT TO THE NEXT LEVEL.
22
23 **PAT ECKLUND:** GREAT. THANK YOU. IS THAT EQUITY ANALYSIS ON THE
24 WEB SITE? >DAVE VAUTIN: YES. IT'S INCLUDED AS PART OF THE

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BLUEPRINT METRICS WHERE YOU CAN SEE THE BREAK DOWN OF DRIVING COST AND HOW THAT STRATEGY DIFFERS.

PAT ECKLUND: I'M GLAD IT'S LOOKING AT TRYING TO REDUCE THE COST. I FEEL STRONGLY ABOUT THAT. JIM, DID YOU WANT, ALSO, COMMENTS NOW TOO?

JIM SPERING, MTC PLANNING CHAIR: YES. IF YOU CAN.

PAT ECKLUND: GENERALLY, I THOUGHT A LOT OF THE STRATEGIES WERE GOOD, I JUST THINK, OVERALL, WHERE ABAG OR MTC DOES NOT HAVE THE AUTHORITY, I THINK THEY SHOULD BE MORE IN A SUPPORTIVE ROLE, ESPECIALLY TO LOCAL JURISDICTIONS THAT DO HAVE THE AUTHORITY, AND I CAN GIVE YOU A COUPLE OF EXAMPLES. ONE IS REGARDING THE URBAN GROWTH BOUNDARY. YOU HAVE MAINTAINED AN URBAN GROWTH BOUNDARY, AND BASICALLY URBAN GROWTH BOUNDARIES ARE USUALLY DONE BY THE VOTERS, YOU KNOW, I KNOW SOME JURISDICTIONS DO IT THEMSELVES BUT IN THAT ONE IT SHOULD BE LIKE, ABAG AND MTC WILL RESPECT THE URBAN GROWTH BOUNDARIES. SOMETHING LIKE THAT. OF THE AND THEN ALSO, THE STRATEGIES RELATED TO HOUSING DENSITIES, AGAIN, I THINK THAT THAT SHOULD BE REALLY MORE OF A SUPPORTIVE ROLE, BECAUSE THAT IS NOT NECESSARILY THE ROLE OF ABAG AND MTC, AND SAME WITH ACCELERATING THE REUSE OF PUBLIC AND COMMERCIAL LANDS, I THINK THAT'S MORE SUPPORTIVE. BUT ON THE INTEGRATING AFFORDABLE

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HOUSING, I DON'T KNOW WHAT YOUR DEFINITION OF MAJOR HOUSING PROJECTS ARE, BUT, FRANKLY, THIS IS WHERE I THINK MTC CAN HELP CITIES AND COUNTIES, IS THAT WHERE A JURISDICTION HAS A POLICY OF 20% SET-ASIDE FOR AFFORDABLE HOUSING, THAT THEY SHOULD BE GETTING ADDITIONAL POINTS FOR ANY COMPETITION FOR TRANSPORTATION PROJECT OR MONEY. BECAUSE IF YOU HAVE A 20% SET-ASIDE THAT'S REQUIRED, AS PART OF IT YOU'RE GOING TO GET AFFORDABLE HOUSING. THAT IF YOU DON'T, THEN YOU'RE NOT NECESSARILY GOING TO, LIKE, IF -- I HAVE SEEN WHERE COUNCILS HAVE A CHOICE BETWEEN AN IN LIEU FEE OR HAVE TO BUILD AFFORDABLE HOUSING, THEY'RE GOING TO GO FOR THE IN LIEU FEE, WHICH DOESN'T BUILD HOUSING AT ALL. I THINK MTC SHOULD HELP JURISDICTIONS GIVING ADDITIONAL POINTS FOR COMPETITION ON TRANSPORTATION PROJECTS WHERE IT'S 20%. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: JAKE MACKENZIE?

JAKE MACKENZIE: THANK YOU. I HAVE BEEN A LONG TIME BEEN ON THE BOARD OF GREENBELT ALLIANCE SO I DECLARE MY INTEREST THERE ON THE ITEM OF UGBS I WAS LISTENING TO WHAT DIRECTOR EKLUND WAS SAYING. YES. OUR THRUST HAS BEEN OVER THE LAST 25 YEARS TO HAVE CITIZEN APPROVED URBAN GROWTH BOUNDARIES PLACED ON THE BALLOT AND VOTED ON BY THE CITIZENS. SO PLEASED TO SEE THE ACKNOWLEDGEMENT OF THAT. I SHOULD ALSO NOTE THAT GREENBELT ALLIANCE IS REPOSITIONING ITSELF AS AN ORGANIZATION WITH A

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PARTICULAR EMPHASIS ON CLIMATE RESILIENCE IN THESE YEARS TO COME. SO I AM VERY MUCH LOOKING FORWARD IN LATER MONTHS, AS THIS PROCESS GOES ON, TO HAVE BEEN ONE OF THE STAKEHOLDERS ENCOURAGING THESE ACTIVITIES. I CAN'T LEAVE THIS TOPIC WITHOUT MENTIONING THE PAST IMPLEMENTATION PLAN AND THE CASA COMPACT, WHICH THEN PRESIDENT RABBIT, AND MYSELF, AS CHAIR OF MTC CONDUCTED IMPASSIONED HEARINGS UPON. IT ACTUALLY BROUGHT FORTH SOME RESULTS AND WHEN PEOPLE WERE TALKING ABOUT THE BAY AREA HOUSING FINANCE AUTHORITY, FOR EXAMPLE, THAT WAS SOMETHING THAT CAME OUT OF THE CASA COMPACT IMPLEMENTATION PLAN PROCESS, WHICH I WARNED, NOW EXECUTIVE DIRECTOR ABOUT, AS SHE APPROACHED THE TASK AND UPON WHICH SHE'S BEEN ENGAGED FOR THE LAST TWO YEARS. I THINK IT WOULD BE INTERESTING FOR YOU ALL, AS YOU MOVE FORWARD, TO TAKE A LOOK AT THE CASA COMPACT AND THE GRINDING WORK THAT WE DID BACK TWO YEARS AGO, AND SEE, JUST TAKE ANOTHER LOOK AT IT FROM THE POINT OF VIEW OF GETTING THAT LEGISLATIVE AUTHORITY THAT DIRECTOR EKLUND SAID WE WERE LACKING. SO, THESE ARE MY REMARKS, AND THANKS A LOT. GOOD LUCK.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU JAKE. NICK JOSEFOWITZ? NICK?

COM. NICK JOSEFOWITZ: THANK YOU CHAIR. I THINK THIS IS A -- I HOPE THAT THIS IMPLEMENTATION PLAN IS NOT AS OVERWHELMING FOR

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1 STAFF AS IT IS FOR US. BECAUSE I THINK IF WE TRY AND SORT OF
2 LAUNCH INTO THE NEXT FIVE YEARS WITH A REALLY HIGH PRIORITY ON
3 37 DIFFERENT THINGS PLUS EVERYTHING THAT'S NOT IN PLANNED BAY
4 AREA, WE'RE NOT GOING TO GET MUCH DONE. AND SO, TO ME, LIKE,
5 THOSE LITTLE GREEN TREES ARE THE SORT OF, REALLY, ONE OF THE
6 KEY GUIDES FOR WHAT I THINK WE SHOULD BE PRIORITIZING. WHAT
7 ARE THE STRATEGIES THAT ARE GOING HAVE THE BIGGEST IMPACT ON
8 CLIMATE WHICH IS REALLY CENTRAL TO THIS PLAN, AND, I WOULD
9 LIKE TO SEE US ON EACH OF THOSE STRATEGIES, EVEN IF WE ARE NOT
10 IN A LEAD POSITION, HAVE SOMETHING WHICH IS INCREDIBLY, SORT
11 OF, WHICH IS GOING TO REALLY ADVANCE THAT STRATEGY, IN A
12 REALLY MEANINGFUL WAY. AND IT'S DIFFICULT, FOR INSTANCE, FOR
13 ME TO KIND OF JUSTIFY SAYING THAT, LIKE, MOVING COMMERCIAL
14 DENSITIES TO AREAS OF LOWER VMT IS SORT OF SOMETHING WHICH IS
15 GOING TO HAVE THE BIGGEST IMPACT ON CLIMATE, AND JUST SEE,
16 LIKE, WE'RE GOING TO CONTINUE OFFERING A LITTLE BIT OF
17 TECHNICAL ASSISTANCE TO FOLKS AS THE IMPLEMENTATION OF THAT
18 STRATEGY. I KNOW WE CAN'T MAKE IT HAPPEN AT MTC, BUT I WOULD
19 LIKE TO SEE US REALLY KIND OF LEAN INTO EVERY SINGLE ONE OF
20 THOSE GREEN TREE STRATEGIES IN A WAY WHICH WE FEEL, OVER THE
21 NEXT EIGHT YEARS, WE CAN SIGNIFICANTLY MOVE THE NEEDLE FORWARD
22 ON THEM. SO -- AND I THINK, RELATED TO THAT, I WOULD REALLY
23 LIKE TO SEE, AS WE COME OUT OF THIS PROCESS, IF WE WERE TO DO
24 ALL THE IMPLEMENT -- SORT OF THE ANALYSIS THAT LOOKS AT, IF WE
25 WERE TO DO THESE IMPLEMENT -- IF WE WERE TO IMPLEMENT AS WE

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ANTICIPATE IMPLEMENTING THESE 37 STRATEGIES, HOW FAR ARE WE ACTUALLY GOING TO GET TO MEETING OUR GOALS IN THIS PLAN? BECAUSE I THINK -- I WANT TO MAKE SURE THAT WE DON'T SORT OF -- NOW THAT WE HAVE DONE THE FANCY PLAN AND ALL THE ANALYSIS AND MET EQUITY AND CLIMATE GOALS AND ALL THIS STUFF, THEN WE KIND OF START TO IGNORE ALL THAT AND THEN GO INTO THE IMPLEMENTATION PLAN AND ACTUALLY WHAT WE'RE GOING TO IMPLEMENT IS ACTUALLY NONE OF OUR GOALS AND WE'RE GOING TO BE KIND OF BACK IN THE SAME SITUATION, IN SORT OF EIGHT YEARS WHERE WE STARING AT A REGION WHICH IS HEADED IN THE WRONG DIRECTION.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU NICK. CARLOS?

CARLOS CASTELLANOS: THANK YOU CHAIR. I HAVE A FEW COMMENTS STARTING WITH IMPLEMENTING THE PER MILE TOLLING CONGESTED FREEWAYS WITH TRANSIT ALTERNATIVE. I AGREE WITH PAT ECKLUND THE EQUITY STUDY IS IMPORTANT WE ALL NEED TO REVIEW IT. AND THAT'S AN ONGOING -- WHAT'S THE TERM I'M LOOKING FOR? IT'S KIND OF AN ONGOING PROCESS THAT STILL NEEDS TO BE PERFECTED. I HAVE SEEN SOME OF THE EQUITY STUDIES FROM LA, AND I'M NOT QUITE SURE THAT WE'RE CAPTURING EVERYTHING THAT WE NEED TO CAPTURE IN THOSE STUDIES. I KNOW THERE IS A NUMBER OF FIRMS THAT ARE DOING THEM. THAT EQUITY ANALYSIS IS GOING TO BE VERY IMPORTANT WE'RE STRUGGLING WITH THAT IN SAN MATEO COUNTY DOING MANAGED LANES PROJECT ON 101. SO MOST DEFINITELY WE NEED TO

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SPEND SOME FINAL AND MONEY ON THE ANALYSIS, AND I CERTAINLY WILL LOOK A LITTLE MORE DEEPLY INTO T. I DEPARTMENT TO UNDERSTAND, IS T5 PER MILE TOLLING AS OPPOSED TO CONGESTION PRICING? OR ARE YOU LUMPING THEM BOTH TOGETHER? CAN SOMEONE ANSWER THAT -- OR SHOULD -- >DAVE VAUTIN: YEAH I'M HAPPY TO -- I WOULD BE HAPPY TO QUICKLY ANSWER THAT QUESTION. IN PLANNED BAY AREA 2050, WHAT WE HAVE STUDIED AS A STRATEGY IS ALL LANE TOLLING, BUT IT VARIES BASED ON TIME OF DAY, OCCUPANCY INCOME LEVEL. SO IT KIND OF TAKES INTO ACCOUNT THE VARIOUS CHARACTERISTICS OF LEVEL OF CONGESTION AT CERTAIN TIMES OF DAY, NUMBER OF PEOPLE YOU HAVE IN YOUR CAR, AND YOUR INCOME, WITH A SET OF -- WITH KIND OF A VARIABLE RATE. BUT OF COURSE THAT'S A STRATEGY IN THE LONG RANGE PLAN WE WANT EXPLORE OTHER ROADWAY PRICING ALTERNATIVE IN THIS STUDY THAT WE'RE SEEKING STATE FUNDING FOR AND ARE LOOKING TO DO SOME MORE WORK ON IN THE NEXT FEW YEARS.

CARLOS CASTELLANOS: SURE. AND I AM SURE YOU'LL HAVE A LOT OF DATA ON THE OPERATING CONGESTION PRICING PROGRAMS THAT ARE OUT THERE RIGHT NOW. IN TERMS OF WHAT I WOULD CONSIDER UNDER THE TRANSPORTATION PIECE, MAYBE LOWER COST, HIGHER KIND OF PRODUCTIVE STRATEGIES. I MEAN, I THINK T12 AND EQUITY ORGANIZATIONS HAVE BROUGHT THIS UP, THE REGIONAL EXPRESS BUS NETWORK IT'S $9 MILLION MOVING MORE PEOPLE MORE QUICKLY REDUCING SINGLE VEHICLE OCCUPANCY TRIPS IT'S NOT FIXED GUIDE

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WAY YOU'RE NOT SPENDING 7 TO $900 MILLION PER MILE TO MOVE FOLKS TO BUILD NEW RAIL LINES. SO I AM HIGHLY SUPPORTIVE OF TRYING TO MAKE THAT HAPPEN. AND I KNOW WE'RE PARTNERING AS OPPOSED TO LEADING, BUT I THINK THAT IS REALLY IMPORTANT THAT WE INDEED TRY TO EXPAND THAT NETWORK AS QUICKLY AS POSSIBLE. ON THE NEXT ITEM, I WANTED TO -- COULD SOMEONE EXPLAIN THE ACCELERATION? IT LOOKS LIKE WE'RE THE LEAD ON H8 ACCELERATED USE IN PUBLIC AND COMMUNITY LAND MIXED INCOME HOUSING. I KNOW THE AUTHORITY COMES FROM THE STATE ON THIS BUT IF SOMEONE COULD EXPLAIN HOW WE'RE PLAYING A LEAD ROLE IN THAT?

CHIRAG RABARI: YEAH, I'LL JUST OFFER THAT THIS IS ANOTHER ONE OF THOSE AREAS WHERE AUTHORITY DOES EXIST, AND THERE IS THE FOCUS, REALLY IS ON CONVENING AND COORDINATING, ALTHOUGH IT'S NOT, YOU KNOW, CONTROL OVER ANY PUBLIC, YOU KNOW, PUBLIC LAND ITSELF. SO I THINK THE IDEA HERE REALLY WOULD BE TO, AGAIN, TAKE THAT LEAD ROLE IN THIS 1 TO 5 YEAR PERIOD, TO DO SOME OF THE STUDY AND ANALYSIS, AND CONVENING, AND COORDINATING, TO FIGURE OUT WHAT SOME SORT OF A, YOU KNOW, REGIONAL PUBLIC LANDS NETWORK MIGHT LOOK LIKE. SO I THINK THAT'S WHERE, YOU KNOW, WE'RE TRYING TO DISTINGUISH BETWEEN THE 1 TO 5 YEAR IMPLEMENTATION PERIOD VERSUS THE OVERALL -- VERSUS THE OVERALL TIMELINE OF THE PLAN WHERE, I THINK, IN THIS 1 TO 5 YEAR PERIOD, WE CAN PLAY A REALLY KEY ROLE IN IDENTIFYING, ANALYZING, AND ESTABLISHING THIS NETWORK THAT WILL HELP PUBLIC

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AGENCIES AND COMMUNITY LAND TRUST, AND OTHER LAND OWNERS ACCELERATE THE DEVELOPMENT OF MIXED INCOME HOUSING. BUT, YOU KNOW, OBVIOUSLY THE DETAILS OF THAT, SORT OF, BEYOND THAT FIVE YEAR PERIOD WILL BE DETERMINED BY, YOU KNOW, MORE BY THE LOCAL ACTORS AND DEVELOPERS.

CARLOS CASTELLANOS: THANKS AND I'M GLAD YOU MENTIONED COMMUNITY LAND TRUST AS PART OF THIS DISCUSSION. I KNOW WHETHER GETTING TO SCALE CERTAINLY THAT'S AN OPTION. UNDER ECONOMY, INVESTMENT HIGH-SPEED INTERNET IN LOW INCOME UNDERSERVED COMMUNITIES FROM THAT PERSPECTIVE AND THIS NEW ADMINISTRATION PERSPECTIVE I KNOW THAT'S HIGHLY IMPORTANT IN COMMUNITIES OF COLOR AND COMMUNITIES OF CONCERN CERTAINLY IN EAST PALO ALTO, NORTH FAIR OAKS, WE HAVE ISSUES WITH MANY ISSUES WITH FAMILIES NOT BEING ABLE TO GET HIGH-SPEED INTERNET AND HOW TO PAY FOR IT WHICH IS ANOTHER ISSUE BUT CERTAINLY LAYING THE LINES, HAVING A DIG ONCE POLICY WHERE ANY OF OUR PUBLIC WORKS PROJECTS THAT ARE ACTUALLY OPENING UP AND TRENCHING SHOULD BE TRYING TO ALSO -- AT LEAST THE CONDUIT NECESSARY, TO MOVE HIGH-SPEED INTERNET FIBER OPTICS THROUGH THEM. SO I CERTAINLY HOPE THAT WE CAN COORDINATE THAT THROUGHOUT THE NINE COUNTY BAY AREA. LASTLY, THE TDM TRANSPORTATION DEMAND MANAGEMENT IS NOT MENTIONED SPECIFICALLY, HERE. I THINK THAT TRULY IS RELATIVELY LOW COST, HIGHLY PRODUCTIVE FRUIT. I KNOW YOU HAVE EN7 EXPANSION TRIP

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REDUCTION PROGRAMS AT MAJOR EMPLOYERS SOUNDS LIKE THAT SOMEWHAT CAPTURES TDM, THERE WERE A NUMBER OF GROUPS IN THE NINE COUNTY BAY AREA THAT ARE DOING AND IMPLEMENTING AND THINKING TDMS AND CERTAINLY SAN MATEO COUNTY, COUNTY-WIDE, WOULD THIS INCLUDE SOME FORM OF COORDINATION, CONVENING DISCUSSIONS? I THINK THIS IS HIGHLY VALUABLE AND NOT GOING TO COST US A LOT OF MONEY TO REDUCE SINGLE OCCUPANCY VEHICLE TRIPS.

CHIRAG RABARI: YEAH, JUST TO CLARIFY, STRATEGY EN9 IS THE EXPAND TRANSPORTATION DEMAND MANAGEMENT INITIATIVES. AND THAT IS DEFINITELY, IT'S A $1 BILLION STRATEGY AND IT'S REALLY LOOKING AT PROGRAMS LIKE VAN POOLS, BIKESHARE, CARPOOL SHARE, AND PARKING FEES, POTENTIALLY, AND I THINK, YEAH, WHAT WE ARE REALLY -- WHAT WE HAVE HEARD FROM OUR TDM PARTNERS, IS THAT THEY'RE REALLY LOOKING FOR MTC TO TAKE A MORE ACTIVE COORDINATION AND CONVENING ROLE IN THIS SPACE TO EXPAND RELATIONSHIPS, TARGET OUTREACH, DEVELOP METRICS, SHARE DATA. SO THOSE ARE THE KINDS OF THINGS THAT WE WOULD POTENTIALLY BE LOOKING TO DO IN THE IMPLEMENTATION PERIOD, AS WELL AS TRYING TO SCALE UP SOME OF OUR EXISTING EFFORTS WITHIN THAT SPACE. YEAH.

CARLOS CASTELLANOS: THANKS. AND IT HAS A LITTLE GREEN TREE TO BOOT. THANKS.

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JIM SPERING, MTC PLANNING CHAIR: OKAY. BEFORE I GO TO DAVID AND DAMON, I WOULD LIKE TO ASK THERESE MCMILLAN TO RESPOND TO THE EQUITY ISSUE. YOU KNOW, I DON'T WANT TO LEAVE THE IMPRESSION THAT THAT IS NOT A HIGH PRIORITY. THE BLUE RIBBON COMMITTEE ADOPTED EQUITY PRINCIPLES WHICH WE SPENT A LOT OF TIME. LET ME MAKE SURE THAT'S WHAT WENT INTO THE STRATEGIES THAT ARE GOING TO COME FORTH ON TRANSIT. THERESE, CAN YOU TOUCH ON THAT? I DON'T WANT THE IMPRESSION TO BE LEFT THAT THE EQUITY IS NOT SOMETHING THAT'S A HIGH PRIORITY.

THERESE MCMILLAN: SURE THING. AND I THINK IT'S ADDRESSING, COMMISSIONER SPERING, WHAT YOU JUST POINTED OUT, IS A CLEAR EXAMPLE OF THE CHALLENGE OF THIS PLAN. SO I WOULD LIKE TO KIND OF PUT IT IN THAT CONTEXT. I THINK WHAT I'M HEARING FROM ALL OF THE COMMISSIONERS, AND IT'S GRATIFYING TO HEAR, IS, YOU KNOW, IS A RECOGNITION OF HOW CHALLENGING THIS S WE HAVE A 30 YEAR PLAN THAT WAS SET TO ACHIEVE ALMOST IMPOSSIBLE TARGETS BASED ON WHERE WE ARE TODAY. IT'S THAT -- IT'S THAT HIGH OF A HILL TO CLIMB. AND, YOU KNOW, WE HAVE MULTIPLE OBJECTIVES THAT ARE NOT ALWAYS COMPLEMENTARY ESPECIALLY WHEN WE HAVE LIMITED RESOURCES. THAT IS WHAT THIS 30 YEAR PLAN IS ABOUT. IN THE FIRST FIVE YEARS WE'RE ASKING HOW BEST DO YOU GET STARTED GIVEN WHAT WE ARE ASKED TO DO, WHICH IS A LOT. AND IN THAT CASE, THERE WILL BE TRADEOFFS. THERE WILL HAVE TO BE

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1 PRIORITIES, BUT EQUITY HAS BEEN SOMETHING THAT WE HAVE
2 REPEATEDLY SAID, WHETHER IT'S TRANSIT, WHETHER IT'S TOLLING,
3 WHETHER IT'S SEA LEVEL RISE, AND WHAT COMMUNITIES NEED TO GO
4 TO THE FOREFRONT, BECAUSE THEY'RE THE ONES BEING MOST IMPACTED
5 WHETHER GREENHOUSE GAS EMISSIONS APPROACHES HAVE LARGE
6 UNINTENDED CONSEQUENCE ON COMMUNITIES OF COLOR WHO HAVE BEEN
7 LEFT BEHIND ALL OF THAT IS ONE OF THOSE CROSS-CUTTING LENSES
8 THAT WE HAVE TO PUT IN THIS REALLY TOUGH STAGE. AND THE FIRST
9 1 TO 5 YEARS IS REALLY SETTING UP WHAT COMMISSIONER JOSEFOWITZ
10 JUST SAID, WE CAN'T DO EVERYTHING TOMORROW AND ACHIEVE IT AT
11 THE SAME TIME. THAT'S JUST NOT POSSIBLE. BUT IF THIS
12 COMPENDIUM OF 3 TO 5 STRATEGIES, OVER 30 YEARS, IS WHAT IT'S
13 GOING TO TAKE TO REALLY HAVE CATALYTIC CHANGE, WE HAVE TO BE
14 VERY STRATEGIC ABOUT WHAT WE DO WITH THE FIRST FIVE YEARS, AND
15 RESPOND TO CHANGES WE'RE SEEING ON THE GROUND, LIKE THE
16 IMPACTS OF THE PANDEMIC. YOU KNOW, AND I'M GLAD THAT BOARD
17 MEMBER ROMERO BROUGHT UP, YOU KNOW, THIS INCREASING FOCUS ON
18 BROADBAND, BECAUSE LITERALLY IN THE LAST YEAR, THE EQUITY
19 IMPACTS OF THIS FORCED DIGITAL RELIANCE IS BEING ILLUSTRATED
20 IN A WAY WE DIDN'T EVEN FACE, LIKE, 12 MONTHS AGO. AND YET
21 THIS IMPLEMENTATION PLAN IS AN OPPORTUNITY TO INCORPORATE THAT
22 INTO OUR DECISIONS ABOUT WHAT SHOULD WE DO RIGHT NOW, AND WHAT
23 MAYBE HAS TO BE DONE LATER. SO I'M REALLY ENCOURAGED BY YOUR
24 OBSERVATIONS AND YOUR QUESTIONS, BUT I THOUGHT IT WOULD BE
25 HELPFUL TO KIND OF PLACE IT IN THIS CONTEXT OF CHALLENGE THAT

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WE HAVE. NOT THAT WE SHOULD BE FROZEN IN PLACE, BUT THAT WE'LL BE MANEUVERING THROUGH A LOT OF CHALLENGES AHEAD AND THIS IS A PLACE TO START. THANKS, COMMISSIONER SPERING.

CLERK OF THE BOARD: COMMISSIONER?

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, THERESE. AND THANK YOU FOR REMINDING ME TO UNMUTE. THANK YOU FOR PUTTING IT INTO THAT CONTEXT, THERESE. EQUITY IS IN THE FOREFRONT OF ALL OF THE DECISIONS WE'RE MAKING, EVEN ON THE TRANSPORTATION SIDE AND THE TRANSIT SIDE. DAVID?

DIR. DAVID CANEPA: THANK YOU VERY MUCH, CHAIR SPERING. FIRST OF ALL, I JUST WANT TO SORT OF ALIGN A COUPLE OF MY COMMENTS. I THINK, AROUND THE GHG ISSUE, AND VICE CHAIR JOSEFOWITZ HAD REALLY SORT OF ADDRESSED THAT, I THINK HAVING THE ICON AND THE TREE, THAT REALLY MAKES IT REAL AND HELPFUL. SO I'M LOOKING AT THIS DOCUMENT, AND I WANT TO THANK STAFF FOR THE STRATEGY ASSESSMENT. BECAUSE, I GUESS IT'S WHAT WE ALL DO, IT'S ALL ABOUT CHOICES. AND SO, YOU KNOW, WHETHER AUTHORITY, FINANCIAL RESOURCES, WHATEVER IT IS, THIS GOAL SEEMS TO BE -- AND I THINK THERESE ARTICULATED IT VERY WELL -- IT'S ASPIRATIONAL IN MANY FACETS. I THINK ONE OF THE THINGS I'M LOOKING AT KEENLY IS WE'RE TALKING ABOUT LEADS AND I'LL REFER TO EN7 EXPANDS THE COMMUTE TRIP REDUCTION PROGRAM AT MAJOR EMPLOYEES. THERE SEEMS

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TO BE A CONNECTION I KNOW MANY OF US AS COLEADS SIT ON THE AIR DISTRICT BUT TO SEE THOSE SORT OF PARTNERSHIPS AND TO HAVE THAT KIND OF SUPPORT, YOU KNOW, TWO AGENCIES MAY BE ABLE TO KIND OF PUSH THINGS IN A FASTER DIRECTION, OR IN A FOCUSED DIRECTION. SO, I THINK WHEN I LOOK AT THIS DOCUMENT, LIKE MANY OF YOU, I'M LOOKING AT THE EQUITY LENS, WHICH IS CRITICAL, SO THE DIGITAL DIVIDE, WHICH HITS ALL OF US, AND THEN THE SECOND THING I'M THINKING ABOUT IS, WHAT ARE WE DOING AROUND, YOU KNOW, GREENHOUSE GASSES, AND JUST SORT OF ALIGNING OURSELVES WITH THE STATE, AND WITH LOCAL AGENCIES AND HOW DOES THAT SORT OF RISE TO THE TOP? AND SO THOSE ARE SORT OF MY COMMENTS AND THOUGHTS. OVERALL, I DID THINK THAT THE DOCUMENT WAS WELL THOUGHT OUT. I THOUGHT STAFF DID AN INCREDIBLE JOB IN REALLY PUTTING IT TOGETHER TO MAKE IT SIMPLE AND EASY TO UNDERSTAND WITH MANY COMPLEX ISSUES WITHIN THAT. SO, MR. CHAIR, THANK YOU FOR THE OPPORTUNITY.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU DAVID. DAMON CONNOLLY. DAMON?

DAMON CONNOLLY: THANK YOU CHAIR. AND THANK YOU, STAFF, I'LL ASSOCIATE WITH THAT, REALLY SOLID EFFORT ON THIS. I JUST HAVE A FEW COMMENTS STARTING ON THE TRANSPORTATION FRONT. STRATEGIES THAT MTC HAS IDENTIFIED TO LEAD, WE MAY WANT TO CONSIDER SUBREGIONAL IMPLEMENTATION. AND I KNOW THERE HAS BEEN

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A LOT OF DISCUSSION AROUND THIS SEAMLESS MOBILITY IS A TOP EXAMPLE, WHERE WE'RE SEEING A LOT HAPPENING RIGHT NOW AT THE SUBREGIONAL LEVEL AMONGST OUR VARIOUS TRANSIT OPERATORS, SO REALLY CONTINUING TO TIE INTO THAT WORK. ALL LANE TOLLING, SAME. AND I SHARE SOME OF THE CONCERNS WITH THAT INITIATIVE, THAT WE HAVE HEARD EXPRESSED AGAIN HERE THIS MORNING. BUT IT SHOULD BE LOOKED AT ON A CORRIDOR LEVEL APPROACH, AS WELL. ON HOUSING, AND I'M GOING TO CHANNEL DIRECTOR EKLUND A LITTLE BIT ON THIS, PTC IS LISTED AS A LEAD ON AFFORDABLE HOUSING, PRESERVATION, AND BUILDING, HOWEVER, AS WE KNOW, COUNTIES HAVE AFFORDABLE HOUSING FUNDS AND LOCAL STRATEGIES THEY'RE IMPLEMENTING. SO, DOES THIS MEAN THAT THE COUNTY LEADS HERE? AND MTC WOULD BE BETTER AS A PARTNER TO EXTEND THE REACH, FOR EXAMPLE, OF LOCAL HOUSING TRUST FUNDS? OF COURSE, YOU KNOW IT'S GOING TO BE IMPERATIVE THAT MTC AND ABAG HAVE THESE CONVERSATIONS WITH LOCAL HOUSING AUTHORITIES AND REALLY ADOPT THAT SUPPORTIVE VERSUS PRESCRIPTIVE MODEL. AND FINALLY, ON THE ENVIRONMENT, I'LL SECOND COMMISSIONER AHN, REALLY GLAD TO SEE LEADERSHIP ON SEA LEVEL RISE, INCLUDED A KEY ISSUE FOR OUR REGION, WILL LOOK AT TO HAVE MORE DETAIL AROUND ADVANCE RESILIENCE PROJECT IN THE OVERALL PLAN. BUT AGAIN, A REALLY GOOD START. THANK YOU.

CHIRAG RABARI: I WANT TO RESPOND REALLY QUICKLY ON THE QUESTION FOR HOUSING STRATEGIES. OF COURSE WITH THE PRESERVING

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AND PRODUCTION I THINK THERE WOULD ABSOLUTELY BE A PARTNERSHIP COMPONENT. AGAIN WE WERE REALLY THINKING ABOUT THE NEXT ONE IT FIVE YEARS AND ALSO REALLY LOOKING AT IT THROUGH THE LENS OF FUNDING NEED BEFORE WE ACTUALLY GET TO PRESERVING EXISTING AFFORDABLE HOUSING, OR PRODUCING THIS AFFORDABLE HOUSING, WE NEED TO FIGURE OUT HOW TO MAKE PROGRESS ON GENERATING ADDITIONAL RESOURCES. SO THAT'S REALLY THE LENS THROUGH WHICH WE'RE THINKING ABOUT THAT LEAD ROLE. BUT, YOU KNOW, ONCE WE DO HAVE THE RESOURCES, I THINK, EXACTLY AS YOU SAID, IT WOULD BE AT THE COUNTY LEVEL. IT WOULD BE, YOU KNOW, WITH NON-PROFIT DEVELOPERS, YOU KNOW, REALLY, THE ON THE GROUND ACTORS THAT WOULD BE TAKING THAT LEAD ROLE BUT JUST THINKING THROUGH GETTING FROM HERE TO THERE OVER THE NEXT ONE IT FIVE YEARS IS WHAT OUR FOCUS WAS.

DAMON CONNOLLY: NO. I GET IT. AND I APPRECIATE THE CLARIFICATION. AS WE WORK THROUGH COST, WE ALL REMEMBER THE GENERAL POINT, YOU KNOW, WHOEVER CONTROLS THE MONEY, SO TO SPEAK, ALSO HAS, GENERALLY, A LARGE SAY OVER HOW IT'S SPENT. SO, JUST, AGAIN, TOTALLY GET THAT, AND I THINK THAT'S APPROPRIATE. BUT, AGAIN, IT'S GOING TO BE IMPORTANT TO PARTNER ON HOW THE MONEY IS SPENT.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU DAMON. PRESIDENT ARREGUIN? JESSE?

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2 **JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR:** THANK YOU CHAIR
3 SPERING. THANK YOU FOR THE GREAT PRESENTATION, AND THE
4 EXCELLENT ANALYSIS. IT IS VERY HELPFUL FOR US TO TAKE 35
5 STRATEGIES AND NARROW IT DOWN TO THE MOST IMPORTANT ACTIONABLE
6 THINGS WE'RE GOING TO DO OVER THE NEXT 1 TO 5 YEARS. WE
7 OBVIOUSLY CAN'T DO ALL 35 STRATEGIES IN THE NEXT FIVE YEARS SO
8 WE HAVE TO FOCUS. FOR ME THE FOCUS SHOULD BE ON COVID RECOVERY
9 AND ADDRESSING IMMEDIATE CHALLENGES. WITH RESPECT TO HOUSING
10 BECAUSE THAT'S AN ISSUE I CARE DEEPLY ABOUT AND ALSO WITHIN
11 THE FOCUS OF ABAG, I REALLY THINK ABAG WILL PLAY A CENTRAL
12 LEADERSHIP ROLE ON HOUSING POLICY AND HOUSING FINANCE OVER THE
13 NEXT FEW YEARS AND PARTNERSHIP WITH MTC AND BAHFA. AND, JUST
14 TO FOLLOW UP ON WHAT STAFF JUST SAID, YOU KNOW, I REALLY SEE
15 OUR ROLE AS REGIONAL AGENCIES TO PROVIDE THE RESOURCES AND THE
16 TECHNICAL ASSISTANCE TO ENABLE NON-PROFITS AND LOCAL
17 GOVERNMENTS TO BE ABLE TO FINANCE PRESERVATION AND ACQUISITION
18 AND CONSTRUCTION OF NEW AFFORDABLE UNITS. AND I WOULD ARGUE
19 RIGHT NOW THE MOST IMMEDIATE FOCUS SHOULD BE ON PRESERVATION.
20 I THINK THE MARKET IS -- I THINK IT'S A PRIME TIME FOR US TO
21 STRIKE. YOU KNOW, MANY OF OUR CITIES HAVE HAD HOMEKEY
22 PROJECTS. WE ARE LOOKING AT WAYS TO BUY HOTELS AND TO BUY REAL
23 ESTATE TO CONVERT TO AFFORDABLE HOUSING AND WE ALSO KNOW THE
24 DISPLACEMENT WE'RE SEEING ACROSS THE REGION, NECESSITATES THE
25 NEED FOR US TO FOCUS ON PRESERVATION. AS WE'RE MOVING TOWARDS

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1 A BALLOT MEASURE IN 2022 OR 2024 LOOKING AT PROTECTING PEOPLE
2 FROM LOSING THEIR HOUSING, DEAL WITH IMMEDIATE ISSUES OF
3 SIGNIFICANT RENT DEBT AND HOUSING INSECURITY BECAUSE OF THE
4 ECONOMIC CRISIS AND THEN HOW DO WE INCREASE THE AMOUNT OF
5 AFFORDABLE HOUSING THAT'S COST EFFECTIVE. BUYING A BUILDING IS
6 MUCH MORE COST EFFECTIVE THAN SPENDING 500 TO A MILLION
7 DOLLARS TO BUILD AN AFFORDABLE UNIT. THAT'S NOT TO SAY NON-
8 PROFIT DEVELOPERS ARE NOT A SOLUTION BUT WE NEED TO MAXIMIZE
9 RESOURCES WE HAVE AND THIS IS A PRIME TIME FOR US TO STRIKE.
10 SO I'M JUST GOING TO TOUCH ON THE FEW STRATEGIES THAT KIND OF
11 ROSE TO THE TOP FOR ME. T1 AND T3, AND T4, SO IT'S NOT JUST
12 HOW DO WE MAINTAIN OUR EXISTING SYSTEM AND SUPPORT TRANSIT
13 OPERATORS DURING THIS PANDEMIC, AND AFTERWARDS, BUT HOW DO WE
14 CHANGE THE WAY THAT OUR TRANSIT SYSTEMS RUN? I KNOW A LOT OF
15 THAT WORK IS HAPPENING AT THE TRANSIT RECOVERY TASK FORCE AND
16 THE SEAMLESS MOBILITY CONVERSATIONS THAT ARE HAPPENING AND THE
17 CHU BILL THAT'S CRITICAL AS WE MAINTAIN THE EXISTING SYSTEM IS
18 HOW DO WE MAKE THE SYSTEM GOING BORROWED -- BETTER MOVING
19 FORWARD. I THINK THAT'S IMPORTANT AND SHOULD BE SUSTAINED. AND
20 HOUSING POLICIES GOING TO H2 AND H4 TO ME SEEM TO BE MOST
21 PRESSING WHICH TO ME IS HOW DO WE FINANCE THE CREATION OF
22 AFFORDABLE HOUSING. AND THAT'S A CONVERSATION THAT STARTED
23 WITH ASSEMBLY BILL 1487. IN THE ENVIRONMENTAL POLICIES
24 STARTING THERE. EN1 ADAPTING TO SEA LEVEL RISE THAT'S AN
25 IMMEDIATE ISSUE WITH CLIMATE ADAPTATION IN MANY CITIES AND

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COUNTIES ABOVE THE BAY AND WE'RE SEEING SIGNIFICANT INUNDATION AND OPPORTUNITIES WITH THE FEDERAL GOVERNMENT IN RESILIENCY PACKAGES STATEWIDE LEVEL AND INVESTMENTS TO FIND SIGNIFICANT PROJECTS IN THE REGION AND THAT'S A REALLY FOR BARC TO COLLABORATE AND FACILITATE DISCUSSIONS WITH BCDC AND THEN EN3 WHICH IS FUND ENERGY UPGRADES TO ACHIEVE CARBON NEUTRALITY THIS IS IMPORTANT AND THE WAY WE'RE GOING TO MAKE AN IMPACT IS REDUCING GREENHOUSE GAS EMISSIONS IS GETTING PEOPLE CLOSER TO WHERE THEY WORK AND REDUCING EMISSIONS THROUGH VEHICLE TRIPS AND TRANSITIONING BUILDING STOCK TO ELECTRIC, REDUCING OUR RELIANCE ON FOSSIL FUELS AND ELECTRIFYING MOBILITY THOSE ARE GOING TO BE KEY STRATEGIES IN OUR CLIMATE WORK AND REDUCING TRANSPORTATION EMISSIONS AND ADVANCING GHG EMISSIONS IDENTIFICATION AND EN7 AND EN8 THESE ARE THE TDM TRIP REDUCTION POLICIES AND AS WORK PATTERNS ARE CHANGING AND COMMUTE TRIPS ARE CHANGING LOOKING AT MANDATES AND LOOKING AT HOW WE CAN WORK WITH THE PRIVATE SECTOR AND AIR BOARD RESOURCES TO PROVIDE INCENTIVES FOR PEOPLE TO GET OUT OF THEIR CARS AND THINK ABOUT THE FIRST AND LAST MILE I THINK THAT'S IMPORTANT TO ADDRESS THE TRANSPORTATION EMISSIONS WHICH IS PRIMARY IN THIS PLAN. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: JESS, THANK YOU FOR THOSE COMMENTS, AND I HOPE YOU AGGRESSIVELY PURSUIT ROLE THAT ABAG CAN PLAY IN THESE HOUSING ISSUES. I APPRECIATE THE COMMENTS.

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AND THE OTHER THING I WANT TO COMMENT ON, I APPRECIATE THE FACT THAT YOU SAY TRANSIT HAS TO CHANGE. AND THAT CHANGE IS GOING TO BE DIFFICULT. WE'RE GOING TO GET A LOT OF PUSH BACK BUT IT REALLY IS NEEDED TO MEET THE NEEDS OF THE RIDERS. SO THANK YOU FOR THOSE COMMENTS, VERY MUCH APPRECIATED BRINGING THOSE FORWARD. KAREN MITCHOFF AND THEN DAVID RABBIT. KAREN?

KAREN MITCHOFF: I'M NOT GOING TO REITERATE WHAT EVERYONE ELSE HAS SAID BECAUSE THEY'RE ALL EXCELLENT COMMENTS AND I SUPPORT THEM. AND I DO WANT TO THANK STAFF. ONE OF THE THINGS THAT GETS ME EXCITED -- AND I GUESS IT'S BECAUSE I'M A MILE AWAY FROM ONE -- CITIZEN STRATEGY OF BUILDING HOUSING ON AGING -- AT AGING MALLS. AND GIVEN, YOU KNOW, AT LEAST OUT HERE -- WELL, I THINK IN THE ENTIRE BAY AREA, THE RETICENCE BY EXISTING RESIDENTS WHO HAVE SOME FORM OF HOME OWNERSHIP TO ADDITIONAL HOUSING, I ACTUALLY SEE THESE MALLS AS THE WAY TO GO. BECAUSE THEY'RE ALREADY -- IF YOU WOULD -- PROTECTED IS NOT THE RIGHT WORD, BUT PEOPLE ARE USED TO GOING TO THEM AND THEY'RE NOT TYPICALLY AT LEAST HERE IN CONCORD SURROUNDED BY OTHER HOUSING WHERE YOU WOULD GET THE PUSH BACK. SO, ANYWAY, AGAIN, EXCELLENT JOB. REALLY EXCITED ABOUT IT, AND I JUST -- I REALLY LIKE THE AGING. TAKING DOWN THESE OLD MALLS. YOU KNOW, I'M A SHOPPER, I LOVE TO GO THERE, BUT THE PARKING LOTS JUST DON'T SUPPORT IT, AND THEY CAN BE USED FOR SOMETHING SO MUCH MORE. THANK YOU.

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2 **JIM SPERING, MTC PLANNING CHAIR:** THANK YOU KAREN. DAVID
3 RABBIT. DAVID?
4
5 **DAVID RABBIT:** THANK YOU VERY MUCH CHAIR. EXCELLENT COMMENTS
6 PRIOR, I HEARD NOTHING I DON'T AGREE WITH. OF COURSE IN EACH
7 STRATEGY THERE ARE SUBTLE TEES AND DETAILS MATTER AND THERE IS
8 NUANCES LOOKING AT THE HOUSING, H FIVE TALKING ABOUT THE
9 INCLUSIONARY, I CAN TELL YOU THAT INCLUSIONARY PERCENTAGES CAN
10 BRING A DIMINISHING RETURN BECAUSE INCLUSIONARY HOUSING RATES
11 VARY BY MARKET UNLESS YOU ARE BRINGING IN OUTSIDE FUNDING
12 SOURCES WE HAVE HAD THIS ISSUE IN PETALUMA WHERE WE'RE TRYING
13 TO BUILD 600 SOME ODD UNITS AND BUILD A TRAIN STATION BECAUSE
14 OF IT IT'S THE INCLUSIONARY PIECE THAT'S KILLING THE PROJECT
15 AND MAKING IT INCLUSIONARY BLOCK BY BLOCK AS OPPOSED TO
16 BUILDING BY BUILDING MIGHT BE A BETTER WAY. BECAUSE WHAT
17 YOU'RE LOSING IS A CERTAIN AMOUNT OF THE TAX CREDITS THAT ARE
18 REQUIRED TO HAVE A STANDALONE BUILDING ON A SEPARATE PARCEL IS
19 THAT'S WHERE IT COMES OUT. I CAN TELL YOU MY FAMILY IN SAN
20 FRANCISCO WE BUILD INCLUSIONARY HOUSING BECAUSE IT GETS
21 SUBSIDIZED BY OTHER UNITS WITHIN THE BUILDING AND THAT LEADS
22 TO RENTS IN SAN FRANCISCO. AND THE COST OF CONSTRUCTION IN
23 SONOMA AND EXPECTED RETURN WHETHER IT'S THROUGH THE RENTAL
24 MARKET OR THROUGH SALES IT IS HARD TO JUSTIFY. SANTA ROSA HAS
25 BEEN TRYING FOR LITERALLY YEARS TO BUILD A BUILDING OUTSIDE OF

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WOOD, ESSENTIALLY, WITH A CONCRETE PODIUM, YOU CAN BUILD THAT. BUILDING STRUCTURED PARKING DOESN'T PENCIL OUT IN THE NORTH BAY. SO THE DENSITIES, WHETHER YOU HAVE A HIGHER PARKING RATIO OR NOT THE DENSITY HAS BECOME THAT MUCH MORE DIFFICULT AND I CAN TELL YOU HERE IS A PIECE OF THE CONSTRUCTION INFLATION A PIECE OF PLYWOOD THAT IN JUNE OF '19 COST 18 BUCKS LAST NOVEMBER COST 28 BUCKS TWO WEEKS AGO COST 50 BUCKS AND THAT'S ACROSS THE BOARD. AND THOSE ARE THE KIND OF THINGS YOU'RE SEEING. AND THAT'S WHAT'S MAKING IT VERY DIFFICULT. WE PUT 10 MILLION OF OUR PGE SETTLEMENT DOLLARS INTO A HOUSING FUND ACT AND HOPE TO MATCH THOSE FUNDS IN THE CITY OF SANTA ROSA THOSE ARE PROJECTS UP AND OVER THE TOP TO GET THEM BUILT THE DETAILS MATTER BEHIND THE STRATEGIES NO ONE'S SAYING INCLUSIONARY IS NOT A GOOD THING BUT IDEAL SCENARIO WOULD BE WIDE MIX OF AFFORDABILITY IN ALL AREAS ESPECIALLY IN URBANIZED AND DENSE AREAS THE OUTER BAY AREA STRUGGLES TO BRING THAT HOME. I APPRECIATE THE OPPORTUNITY. THANKS.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU DAVID. AFTER BELIA, WE'LL GO TO PUBLIC COMMENT.

BELIA RAMOS: THANK YOU. AGAIN, I WON'T SAY ANYTHING CONTRARY TO ANY OF THE COMMENTS THAT WERE MADE, THEY WERE EXCELLENT. BUT I WANT TO ADD ADDITIONAL CONTEXT AND SOME THOUGHTS ESPECIALLY ON HOUSING THREE AND HOUSING FIVE. ON HOUSING FIVE,

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1 IN PARTICULAR, ON THE INCLUSIONARY UNDERSTANDING OUR
2 LIMITATIONS ON LOCAL JURISDICTIONS. I THINK ONE OF THE THINGS
3 IN WHICH THAT TECHNICAL ASSISTANCE CAN REALLY BE HELPFUL TO
4 THE LOCAL JURISDICTIONS IS IN FUNDING AND HOUSING, AND TAX FEE
5 NEXUS STUDIES. THOSE HOUSING IMPACT NEXUS STUDIES CAN
6 SOMETIMES BY COSTLY FOR SMALLER JURISDICTION REALLY CAN SET
7 THAT BASELINE OF WHAT THAT FUNDING STRATEGIES CAN BE AND SOME
8 JURISDICTIONS DON'T HAVE THE ABILITY TO GET TO THAT STEP. ALSO
9 ON HOUSING STRATEGY THREE AND DIVERSIFYING TYPES OF HOUSING,
10 AGAIN, THAT TECHNICAL ASSISTANCE CAN BE VERY HELPFUL. AND I'LL
11 GIVE OUR JURISDICTION HERE, IN AMERICAN CANYON WHERE I LIVE,
12 AS AN EXAMPLE, THERE ARE NO TOWN HOMES IN AMERICAN CANYON.
13 AMERICAN CANYON HAS AN A PLUS RATING FOR MEETING ITS HOUSING
14 ELEMENT EVERY TIME AND TAKES ON ADDITIONAL HOUSING FROM OTHER
15 JURISDICTIONS BUT THERE IS TWO DUPLEXES IN TOWN THAT ARE VERY
16 OLD AND NO TOWN HOMES SO THERE IS NO ENTRY-LEVEL TYPE OF
17 HOUSING. IF WE'RE GOING TO BE LOOKING AT HOW TO IMPLEMENT
18 THESE TYPES OF STRATEGIES THE TYPE OF TECHNICAL SUPPORT THAT
19 WE CAN ESPECIALLY PROVIDE THE SMALLER JURISDICTIONS CAN REALLY
20 HAVE A GREAT IMPACT AND FOR EN STRATEGY ONE, SEA LEVEL RISE, I
21 HAVE SAID THIS BEFORE IT'S INCREDIBLY IMPORTANT FOR THOSE OF
22 US, ESPECIALLY CONNECTED, ONE WAY OR ANOTHER, TO HIGHWAY 37,
23 WE'RE EXPERIENCING A DEGRADATION OF QUALITY OF LIFE BECAUSE OF
24 THE INCREASED COMMUTES THAT ARE RESULTING FROM THESE SEA LEVEL
25 RISE IMPACTS THAT WE'RE HAVING. THAT'S ALL. THANK YOU.

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU. MARTHA DO WE HAVE ANY PUBLIC SPEAKERS?

CLERK OF THE BOARD: YES, WE DO. HOW MUCH TIME WOULD YOU LIKE TO GIVE THEM?

JIM SPERING, MTC PLANNING CHAIR: HOW MANY DO YOU HAVE?

CLERK OF THE BOARD: SO FAR FIVE.

JIM SPERING, MTC PLANNING CHAIR: A MINUTE AND A HALF.

CLERK OF THE BOARD: OKAY. AND WE DID RECEIVE PUBLIC COMMENT FROM THE TRANSBAY JOINT POWERS AUTHORITY IT WAS POSTED ONLINE AND DISTRIBUTED TO ALL COMMITTEE MEMBERS. FIRST UP IS ROLAND. GO AHEAD AND UNMUTE YOURSELF. PRESS STAR NINE ROLAND.

SPEAKER: SORRY ABOUT THAT. GOOD MORNING, MR. CHAIR. I'M ESSENTIALLY GOING TO BE TALKING ABOUT THE EN7 ALONG THE SAME LINES AS MAYOR ARREGUIN. I THINK WE HAVE TO SILENT THIS STRATEGY WHICH QUITE FRANKLY LOOKS LIKE A BLUNT INSTRUMENT RIGHT NOW. WHAT WE'RE TRYING TO DO NOW IS BASICALLY IMPROVE THE ENVIRONMENT, THAT'S THE OBJECTIVE. AND WE HAVE TO BE AWARE OF POTENTIALLY UNINTENDED CONSEQUENCES OF THIS STRATEGY

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EVERYBODY'S ALREADY DISCUSSING THE POTENTIAL IMPACT ON PUBLIC TRANSIT AND ALSO THE IMPACT ON HIGHWAY TRUST FUNDS IF REDUCING VMT AND ALSO THE IMPACT MARKET STREET IN SAN FRANCISCO. WE SHOULD CONSIDER EXCEPTIONS FOR TRIPS ON TRANSIT, OVERSEE UNLIMITED TRIPS IF TRANSIT IS USED, ELECTRICAL VEHICLES, AND I ALSO BELIEVE THAT THE REMAINING TRIPS SHOULD BE DISCOURAGED THROUGH MEASURES SUCH AS VARYING VMT CHARGES DEPENDENT EITHER OF TIME OF DAY OR AVERAGE SPEED OF A VEHICLE BECAUSE WHAT WE'RE TRYING TO DO IS ELIMINATE CONGESTION. SO I WANT TO INTRODUCE TO YOU A NEW MEASURING SYSTEM KNOWN AS VTT VEHICLE TIME TRAVEL WHERE BASICALLY YOU GET CHARGED ON THE AMOUNT OF TIME YOU GET STUCK IN TRAFFIC AND YOU HAVE GOT TO BASICALLY ENVISION --

CLERK OF THE BOARD: ROLAND --

SPEAKER: LET ME WRAP UP. I'M DONE. THE TAXI NEAR THE BACK AND EVEN THOUGH THE TAXI IS STUCK IN TRAFFIC.

CLERK OF THE BOARD: NATHAN.

SPEAKER: MTC IS FIRST AND FOREMOST A TRANSPORTATION ORGANIZATION AND I UNDERSTAND IT'S IMPORTANT TO THINK TOWARDS THE FUTURE HOWEVER THE $6 TRILLION PLAN BRINGING BROADBAND AND UNIVERSAL BASIC INCOME IN THE SCOPE OF MTC SUPPORTED PROJECTS

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ISN'T PRIORITIZED GIVEN BASIC TRANSIT IS IN TROUBLE, AND COMMUNITIES RELYING ON TRANSIT, I URGE MTC TO CONSIDER DEPRIORITIZING ITS ROLE IN AREAS IN THE 2050 PLAN AND PUT RESEARCH AND THOUGHT INTO OUR FAILING OPERATIONS. THANKS FOR YOUR TIME.

CLERK OF THE BOARD: NEXT UP IS KEN BUKOWSKI. KEN?

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: LOOKS LIKE HE DROPPED OFF.

JIM SPERING, MTC PLANNING CHAIR: MARTHA GO TO THE NEXT SPEAKER. WE'LL TRY TO COME BACK TO KEN.

SPEAKER: NEXT UP IS UH ZOOM ONE.

SPEAKER: GOOD MORNING COMMISSIONERS. I'M LESLIE GORDON A PROGRAM MANAGER OF EQUITABLE DEVELOPMENT AT URBAN HABITAT AND A COCONVENER OF THE SIX MONTH SOCIAL EQUITY NETWORK I APPRECIATE STAFF'S WORK ON THE IMPLEMENTATION PLAN SO FAR AND MY FOCUS WILL BE ON THE HOUSING SURVEY AND HOUSING STRATEGIES. I AM CONCERNED ABOUT THE PRIORITY STRATEGIES THAT CAME OUT OF THE ONLINE HOUSING SURVEY WHICH PUT AFFORDABLE HOUSING PRODUCTION AT THE TOP OF THE LIST AND TENANT PROTECTIONS AND AFFORDABLE HOUSING PRESERVATION AT THE BOTTOM. THE SIX WINDS

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1 WORK VERY HARD TO ADVANCE THE PROTECTION FIRST APPROACH DURING
2 THE CASA PROCESS AND THAT MUST CARRY FORWARD INTO THE
3 IMPLEMENTATION PLAN AND INTO THE LAUNCH OF THE BAY AREA
4 HOUSING FINANCE AUTHORITY. DURING THE CASA PROCESS WE
5 CONDUCTED DEEP LISTENING SESSIONS WITH FRONTLINE COMMUNITIES
6 AROUND THE REGION AND THE NEED TO STABILIZE PEOPLE IN PLACE
7 IMMEDIATELY CAME THROUGH VERY CLEARLY IN THOSE SESSIONS. SO WE
8 LOOK FORWARD TO SEEING THAT COMMUNITY PERSPECTIVE INCORPORATED
9 INTO THE IMPLEMENTATION PLAN, AND WE ARE EXCITED TO SEE THE
10 DRAFT NEXT MONTH AND WE WOULD LIKE TO SEE THAT THAT DRAFT
11 PRIORITIZES TENANT PROTECTIONS AND AFFORDABLE HOUSING
12 PRESERVATION IN SECURING AND DEPLOYING FUNDING SO THAT WE CAN
13 FIRST STOP DISPLACEMENT AND HOMELESSNESS AND STABILIZE
14 COMMUNITIES WHILE ALSO PLANNING FOR AND SETTING OURSELVES UP
15 FOR AFFORDABLE HOUSING PRODUCTION. WE WOULD ALSO LIKE TO SEE
16 THAT THIS PLAN INCLUDE AN ANTI- RUBRIC THAT WILL HELP DEVELOP
17 EVALUATE AND PRIORITIZE THE ACTION STEPS THAT ARE INCLUDED.
18 AND WE WOULD LIKE TO SEE A PLAN THAT HONE IN ON ACTION STEPS
19 FOR LOCAL AND REGION AND A HALF AGENCIES AND INCLUDES
20 PERFORMANCE METRICS AND PUBLIC [INDISCERNIBLE]
21
22 **JIM SPERING, MTC PLANNING CHAIR:** THANK YOU.
23
24 **CLERK OF THE BOARD:** NEXT UP WE HAVE SHAJUTI HOSSAIN, GO AHEAD
25 AND UNMUTE YOURSELF.

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1

2 **SPEAKER:** HI I'M SHAJUTI HOSSAIN WITH SIX WINDS SOCIAL EQUITY
3 NETWORK I WANT TO ADD TO LESLIE'S COMMENTS AND I APPRECIATE
4 THE CONVERSATION YOU HAVE BEEN HAVING AROUND EQUITY BUT I WANT
5 TO REMIND THAT EXPERTS IN EQUITY HAVE BEEN MOST IMPACTED IN
6 OUR HOUSING CRISIS AND NOW THE PUBLIC HEALTH CRISIS IN TALKING
7 TO THOSE MOST IMPACTED GROUPS WE HAVE COME UP WITH EMERGING
8 PRIORITIES UNDER THE THREE PS THAT WE WANT TO LIFT UP RIGHT
9 NOW AND HOPE TO SEE IN THE DRAFT NEXT MONTH. FIRST UNDER
10 PROTECTIONS WE WANT TO SEE OUR RIGHT TO COUNSEL PROGRAM THAT
11 HOPEFULLY BAHFA COULD SECURE FUNDING FOR AND PROVIDE HELP FOR
12 LOCAL JURISDICTIONS AND FOR PRESERVATION WE SEE HOUSING TAKEN
13 OUT OF THE SPECULATIVE MARKET AND SUPPORTS HOUSING OPEN FOR
14 TENANTS AND COMMUNITY-BASED ORGANIZATIONS WHICH WILL BE KEY
15 ONCE WE'RE OUT OF THE COVID PANDEMIC AND INTO THE HOUSING
16 CRISIS THAT IS EXPECTED AFTER WARDS. WE WANT TO SURE THERE IS
17 A REGIONAL ACQUISITION FUND TO PREVENT THAT HOUSING CRISIS
18 LIKE WE HAD IN 2008 THERE SHOULD BE TWO PARTS ONE POOL FOR
19 LARGER AFFORDABLE RENTALS AND SMALLER FOR COMMUNITY LAND TRUST
20 MODELS AND FOR PRODUCTION WE WANT TO SEE PLANNED BAY AREA AND
21 BAHFA FUND AND PROVIDE TECHNICAL ASSISTANCE FOR USING PUBLIC
22 LAND FOR AFFORDABLE HOUSING AND ALSO TO CREATE A LAND BANK
23 STRATEGY WHERE THAT WOULD ACQUIRE AND FINANCE SITES FOR DEEPLY
24 AFFORDABLE HOUSING. THANK YOU.
25

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU.

CLERK OF THE BOARD: THERE ARE NO OTHER MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. KEN HASN'T JOINED AGAIN.

JIM SPERING, MTC PLANNING CHAIR: MARTHA DID YOU SAY HE DID NOT? YOU TRIED?

CLERK OF THE BOARD: HE DID NOT.

JIM SPERING, MTC PLANNING CHAIR: ALL RIGHT. LET'S GO AHEAD AND MOVE ON TO 5B, BUT I WANT TO REMIND EVERYONE, TO PLEASE REVIEW ALL OF THESE STRATEGIES AND GET BACK TO STAFF WITH YOUR PRIORITIZATION OR WHAT YOU THINK WE NEED TO BE ADVANCING IN, AND ANY ADDITIONAL COMMENTS WILL BE HELPFUL. AND SO PLEASE PASS THAT ON TO STAFF. SO LET'S MOVE ON TO THE CLIMATE INITIATIVE PROGRAM, MOBILITY HUBS PROGRAM UPDATE. KRUTE, ARE YOU GOING TO PRESENT THIS?

KRUTE SINGA: YES. HI. IF YOU COULD PULL UP THE PRESENTATION. SO, GOOD MORNING EVERYONE. I'M KRUTE. I AM A PERSONAL PLANNER IN THE PLANNING SECTION. I CAME LAST MARCH TO PROVIDE AN UPDATE IN THE CLIMATE INIATIVE STRATEGIES IDENTIFIED IN PLANNED BAY AREA 2040 AND BACK TODAY TO PROVIDE AN UPDATE ON MOBILITY HUBS WITH A BRIEF UPDATE ON TARGETED TRANSPORTATION

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ALTERNATIVES. NEXT SLIDE PLEASE. SO THIS UPDATE IS ACTUALLY A PRETTY GOOD ONE TO FOLLOW UP YOUR DISCUSSION ON THE IMPLEMENTATION PLAN FOR PLANNED BAY AREA 2050. AS I'LL BE TALKING ABOUT HOW WE'RE PROPOSING TO IMPLEMENT ONE OF THE CLIMATE STRATEGIES THAT IS IDENTIFIED IN PLANNED BAY AREA 2040 AND WILL ALSO BE PART OF PLANNED BAY AREA 2050. THESE ARE MOBILITY HUBS WHICH ARE NOT ONLY LOCATIONS IN WHICH MANY TRAVEL OPTIONS COME TOGETHER, BUT THEY'RE ALSO OFFERED OPPORTUNITY FOR SEVERAL PBA50 STRATEGIES TO INTERSECT AS WELL. FOR THE PBA2050 TRANSPORTATION STRATEGIES AS WELL AS ENVIRONMENT STRATEGIES THAT HAVE A RELATIONSHIP TO MOBILITY HUBS, LET ME GET TO HOW THIS IS OVER THE NEXT FEW SLIDES. NEXT SLIDE PLEASE. SO AS YOU MAY RECALL, THE MOBILITY HUBS STRATEGY IS AN EVOLUTION OF THE CAR SHARE CLIMATE STRATEGY THAT IS BE DESCRIBED IN PLANNED BAY AREA 2040 WE INTEGRATED CAR SHARE INTO THE BROADER MOBILITY HUBS CONCEPT BECAUSE CAR SHARE WITH SHARED SERVICES INCLUDING TRANSIT AND SCOOT AND BIKESHARE CAN BETTER FACILITATE LAST MILE CONNECTIONS AND MODE SHIFT AND GET TO OVERALL GOALS OF HELPING TO MEET THE STATUTORY GREENHOUSE GAS REDUCTION TARGET FOR THE REGION. WE'RE DEFINING MOBILITY HUBS AS INTERMODAL CONNECTIONS THAT FACILITATE FIRST LAST MILE CONNECTIONS INCLUDING PEDESTRIAN, SCOOTER, BIKES, TRANSIT, TAX I AND RIDE HAIL AND CAR SHARE RIDE-SHARE MODES ALL TOGETHER. THE DEFINITION OF CAR SHARE AND RIDE-SHARE IS A SERVICE BY WHICH INDIVIDUALS RENT-A-CAR BY THE MINUTE OR HOUR GIVING THEM

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1 ACCESS TO A VEHICLE WITHOUT THE COST OF RESPONSIBILITIES OF
2 INDIVIDUAL OWNERSHIP. AND REDUCING CAR OWNERSHIP HAS SHOWN TO
3 LEAD TO RESIDENTS BECOMING MORE MULTI-MODAL, WHICH, THEREFORE,
4 REDUCES THEIR GHG EMISSIONS. NEXT SLIDE PLEASE. SO WHEN
5 THINKING OF MOBILITY HUBS, I THINK THE TRANSBAY TERMINAL MIGHT
6 COME TO MIND FOR MANY OF US BUT HUBS ARE PRESENT IN MANY
7 LOCATIONS IN THE BAY AREA AND HAVE A VARIETY OF FORMS. THIS
8 SLIDE PROVIDES AN OF WHAT A HUB AROUND A SUBURBAN BUS RAPID
9 TRANSIT LINE COULD LOOK LIKE HAVING FEATURES LIKE BUS
10 SHELTERS, FORWARD, PLEASE -- RETAIL SPACE AND SPACE THAT
11 SERVES AS COMMUNITY FUNCTION, CLICK AGAIN PLEASE, AND CLICK
12 AGAIN, INFORMATION AND WAYFINDING WITHIN THE HUB AND TO THE
13 SURROUNDING AREA. IF YOU COULD CLICK -- BIKESHARE, AND THEN
14 CAR SHARE, IF YOU CLICK AGAIN, AND IF YOU CLICK AGAIN, SAFE
15 AND BIKE ACCESS AND THEN FINALLY, IF YOU CLICK AGAIN, TREES OR
16 LANDSCAPING THAT CAN FOSTER A SENSE OF PLACE. SO THE EXACT
17 MAKE UP OF SERVICES AT A HUB DETERMINED BY ITS LOCATION AND
18 LAND USE CONTEXT BUT THE FUNDAMENTAL FEATURES OF THE WAY THAT
19 WE'RE THINKING ABOUT HUBS ARE THAT THEY -- NEXT SLIDE PLEASE -
20 - THEY FACILITATE EASY CONNECTIONS BETWEEN THE SERVICES
21 LOCATED THERE. NEXT SLIDE. THEY PROVIDE A SAFE AND WELCOMING
22 SPACE FOR ALL USERS OF ALL BACKGROUNDS AND ABILITIES -- NEXT
23 SLIDE PLEASE -- ARE USER FRIENDLY AND ORIENTED AROUND A PERSON
24 TRAVELING -- NEXT SLIDE -- AND HAVE GOOD INFORMATION SYSTEMS
25 BOTH STATIC AND DIGITAL VERSIONS. SO NEXT SLIDE PLEASE. SO,

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1 OVER THE PAST NINE MONTHS WE HAVE CONDUCTED SIX WORKSHOPS WITH
2 STAKEHOLDERS FROM SUBURBAN CITIES THE THREE LARGE CITIES OF
3 SAN JOSE OAKLAND AND SAN FRANCISCO LARGE TRANSIT AGENCIES
4 SUBURBAN AND RURAL TRANSIT AGENCIES AND COUNTY TRANSPORTATION
5 AGENCIES SO FROM THE WORKSHOPS WE WANTED TO GET INPUT ON TWO
6 MAIN DELIVERABLES OF THE PROJECT ONE IS THE PRIORITIZE OF HUB
7 LOCATIONS FOR PILOT PROGRAM INVESTMENT AND SECOND ON THE
8 CONTENT OF A HUB IMPLEMENTATION GUIDES THAT WILL BE AVAILABLE
9 FOR ANY PARTNER, LOCAL PARTNER TO USE. NEXT SLIDE PLEASE. ALL
10 RIGHT, SO IN TERMS OF THE LOCATION ANALYSIS, WE -- WITH
11 ASSISTANCE FROM A CONSULTANT TEAM LED BY NELSON NIGARD
12 IDENTIFIED CANDIDATE SITES THAT MET KEY OBJECTIVES AND THESE
13 OBJECTIVES ARE KEY LOCATIONS THAT HAVE FREQUENT AND
14 INTERJURISDICTIONAL TRANSIT SERVICE WHICH WE TERMED CONNECTED
15 MO BILLBOARD OBJECTIVE AND POTENTIAL TO REDUCE GREENHOUSE GAS
16 EMISSIONS FITS UNDER CLIMATE ACTION OBJECTIVE AND HIGH
17 MOBILITY NEED FOR INFREQUENT TRANSIT OR OTHER MOBILITY
18 SERVICES LOCATED IN COMMUNITIES OF CONCERN MEETING THE EQUITY
19 OBJECTIVE IDENTIFYING CLOSE SITES THROUGHOUT THE REGION. NEXT
20 SLIDE PLEASE. TO ORGANIZE THIS LIST WE CATEGORIZE LOCATIONS BY
21 LAND USE TYPE THE PURPOSE OF THIS IS TO CAPTURE THE
22 TRANSPORTATION CHARACTERISTICS AND HUB LOCATIONS. SINCE THE
23 REGION HAS DIVERSE LAND USE WE WANTED THE MOBILITY HUBS TO
24 RESPOND TO THE ENVIRONMENT THEY'RE LOCATED IN SO THIS HUB
25 TYPOLOGY RANGES FROM DOWNTOWN URBAN CENTERS LIKE DOWNTOWN BART

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1 STATION TO SUBURBAN PARKS AND RIDE LOTS LIKE THE HILL TOP
2 DRIVE AND PARK IN RICHMOND AND UNIVERSITIES WHICH IS AN
3 EXAMPLE OF A PULSE HUB. IN ADDITION WE INCLUDED AN OPPORTUNITY
4 OR OPPORTUNITY EQUITY TYPOLOGY WHICH ARE HUBS LOCATED IN AN
5 AREA OF HIGH MOBILITY NEED BUT LOOKS HIGH CAPACITY TRANSIT OR
6 OTHER MOBILITY SERVICES. THE HUB HELPS INFORM THE DESIGN AND
7 FEATURES AND TYPE OF MOBILITY THAT BETS FIT WITHIN THE
8 CONTEXT. NEXT SLIDE. WE ASKED LOCAL AGENCIES IN THE WORKSHOPS
9 HOW TO WEIGH THE OBJECTIVES TO PRIORITIZE THE CANDIDATE
10 PUBLICATIONS FOR PILOT PROGRAM INVESTMENT. AND WE ENDED UP
11 RANKING HIGHEST THOSE WITH THE GREATEST NUMBER OF TRANSIT
12 CONNECTIONS AND MOBILITY SERVICES. THOSE WITH SIGNIFICANT
13 WALKING AND BICYCLING CONNECTIVITY, PROXIMITY TO MAJOR TRIP
14 GENERATORS LIKE STADIUMS, UNIVERSITIES AND EMPLOYER CAMPUSES
15 AND LOCATION WITHIN THE COMMUNITY OF CONCERN. SO THIS
16 PRIORITIZES THE TOP 25 SITES IN EACH TYPOLOGY, AND THESE SITES
17 WILL BE ADVANCED TO THE PILOT STAGE IN WHICH WE'RE GOING --
18 YOU'RE GOING TO BE LOOKING TO LEARN FROM PILOT -- LEARN FROM
19 IMPLEMENTATION READY SITES. AND I'LL DESCRIBE THIS MORE IN A
20 MINUTE. NEXT SLIDE PLEASE. SO THE SECOND DELIVERABLE LOCAL
21 AGENCIES GAVE US INPUT ON WAS THE GUIDANCE MATERIALS FOR ANY
22 AGENCY TO USE AS A RESOURCE FOR IMPLEMENTING MOBILITY HUBS WE
23 GOT GUIDANCE NOT ON DESIGN BUT ON IMPLEMENTATION ESPECIALLY ON
24 PARTNERSHIPS GOVERNANCE AND OPERATIONS AND MAINTENANCE SO WE
25 INCORPORATED THIS FEEDBACK AND THE GUIDE WILL BE AVAILABLE

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1 SOON. AND WE HOPE IT WILL HAVE USEFULNESS BOTH INSIDE AS WELL
2 AS OUTSIDE OUR REGION BECAUSE THIS TYPE OF INFORMATION IS NOT
3 READILY AVAILABLE ELSEWHERE. NEXT SLIDE PLEASE. ALL RIGHT, SO
4 THE NEXT PHASE OF THE MOBILITY HUB'S EFFORT IS TO LEARN FROM
5 ADVANCING MOBILITY HUB IMPLEMENTATION THROUGH PILOT PROJECTS.
6 AS YOU MAY IMAGINE, IMPLEMENTING MOBILITY IS QUITE COMPLICATE
7 WITH MANY AGENCIES AND COMPONENTS THAT NEED TO EFFECTIVELY
8 COME TOGETHER TO MAKE FOR A SUCCESSFUL CUSTOMER EXPERIENCE. SO
9 WE'RE HOPING TO LEARN WHAT WORKS BEST AS WELL AS HOW OVERCOME
10 IMPLEMENTATION CHALLENGES AS WELL AS PILOT EXPERIENCE WE'RE
11 LOOKING AT HUBS WITH DIFFERENT STAGES OF IMPLEMENTATION WITH
12 GOAL OF SUPPORTING VARIETY OF HUB'S NEEDS RANGING FROM
13 ASSISTANCE WITH INFRASTRUCTURE COORDINATION AND ESTABLISHING
14 PARTNERSHIP RELATIONSHIPS AND ASSISTANCE WITH OPERATIONS WE'RE
15 ANTICIPATING SUPPORTING IMPROVEMENTS AND LEARNING
16 OPPORTUNITIES TO DEMONSTRATE A CLEAR PATHWAY TOWARD AN
17 ENVIRONMENT -- AND FOLLOWING THE PILOT PHASE WE'LL RETURN TO
18 THE COMMITTEE WITH FINDINGS OF WHAT WE HAVE LEARNED ALONG WITH
19 RECOMMENDATIONS FOR SCALING THE PROGRAM. NEXT SLIDE. NEXT TO
20 RELEASE A CALL FOR INTEREST FOR PILOT SITES WITHIN THE NEXT
21 COUPLE OF MONTHS WE'LL CONTINUE TO KEEP TABS AND COORDINATE ON
22 RELATED EFFORTS INCLUDING CONNECTIONS TO THE BLUE RIBBON
23 TRANSIT RECOVERY TASK FORCE. I RECENTLY GAVE A SIMILAR
24 MOBILITY HUBS PRESENTATION TO THE PLANNING AND OPERATIONS
25 SUBCOMMITTEE OF THE TASK FORCE TRANSIT CAUCUS AND RECEIVED

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GOOD FEEDBACK. AND MOBILITY HAS TIES WITH OTHER PROGRAMS AND WE'RE COORDINATING WITH THE ACTIVE TRANSPORTATION PLAN AND REGIONAL VISION ZERO WORK AND OTHER CLIMATE STRATEGIES AS WELL. NEXT SLIDE PLEASE. AS I MENTIONED I WANT TO PROVIDE A BRIEF UPDATE ON ANOTHER CLIMATE STRATEGY TARGETED TRANSPORTATION ALTERNATIVES OR TTA IT'S A BEHAVIOR CHANGE PROGRAM THAT ENCOURAGES MODE SHIFT FROM DRIVING ALONE TO SHARED OR ACTIVE TRANSPORTATION BY USING TARGETED OUTREACH, PROMPTS AND INCENTIVES. THE INSPIRATION FROM THIS PROGRAM IS FROM PORTLAND AND SEATTLE THAT HAS MORE THAN 15 YEARS OF IMPLEMENTATION EXPERIENCE AND FOUND OUT THEIR PROGRAMS PRODUCED A 5 TO 8% SHIFT FROM DRIVE ALONE. WE HOPE TO INCORPORATE ENGAGEMENT PRACTICES FROM COMPANIES LIKE FITBIT AND THE LANGUAGE DUOLINGO TO USE REMINDERS AND KEEP AUDIENCES ENGAGED WE'RE CURRENTLY IN THE PROCESS OF DEVELOPING A PILOT STRATEGY AND WILL BE RELEASING WITHIN RFP FOR CONSULTING SERVICES TO THE VENDOR FOR RECOMMENDATION TO THE MARCH ADMINISTRATIVE COMMITTEE THE PILOT WILL TARGET AND IDENTIFY AUDIENCE AND UNDERSTAND PREFERENCES AND INCENTIVES TO ENCOURAGE REDUCTION IN DRIVE ALONE TRIPS AND DETERMINING WHAT THE BEHAVIOR CHANGE MEANS IN THIS CURRENT PANDEMIC AND WE'LL OTHER THAN TO THIS COMMITTEE WITH THE TTA PILOT OUTCOMES ALONG WITH RECOMMENDATIONS FOR SCALING THE PROGRAM. NEXT SLIDE PLEASE. SO THIS SLIDE PROVIDES AN OVERVIEW OF MTC'S CLIMATE RELATED INVESTMENTS OVER THE PAST TEN YEARS AND THE PIE CHART

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1 LISTED GREENHOUSE GAS REDUCTION PROGRAMS. SO MANY OF THESE
2 INVESTMENTS RESPONDED TO SB 375 WHICH WAS ENACTED JUST A
3 COUPLE OF YEARS PRIOR TO 2010 AND THESE ARE PROJECTS AND
4 PROGRAMS MEANT TO HELP 375 MANDATED GHG REDUCTION TARGETS
5 ESTABLISHED BY CARB HOWEVER AND AS YOU'RE AWARE UNDER 375MTC
6 IS NOT ABLE TO TAKE CREDIT FOR ALL GHG REDUCING INVESTMENTS SO
7 THE SUBSET OF INVESTMENTS FOR WHICH WE CAN TAKE CREDIT WHICH
8 IS THE CLIMATE INITIATIVES PROGRAM IS THE DARK GREEN SLICE OF
9 THE PIE AND THE BREAK DOWN INVESTMENTS BY STRATEGY DATING BACK
10 TO THE ORIGINAL PLANNED BAY AREA ADOPTED IN 2013. MANY
11 STRATEGIES CONTINUE TO BE EFFECTIVE IN REDUCING GREENHOUSE GAS
12 EMISSIONS AND THEREFORE ARE BEING INCLUDED IN PLANNED BAY AREA
13 2050 AND WE'RE ESTIMATING THAT THESE STRATEGIES, TOGETHER WILL
14 HELP ACHIEVE APPROXIMATELY NINE% OF THE 19% GHG TARGET. THIS
15 IS A SIMILAR CONTRIBUTION THAT THE CLIMATE PROGRAM MADE TO THE
16 TARGET FOR PLANNED BAY AREA 2040. NEXT SLIDE PLEASE. AND I
17 JUST WANTED TO END WITH A RELATED AND EXCITING NOTE ON
18 MOBILITY HUBS. SO WE ARE ALSO DEVELOPING A CALIFORNIA AIR
19 RESOURCES BOARD FUNDED PILOT PROGRAM TO IMPLEMENT MOBILITY
20 HUBS IN THREE AFFORDABLE HOUSING COMMUNITIES, ONE IN RICHMOND,
21 THE SECOND IN OAKLAND, AND THE THIRD IN SAN JOSE. THE HUBS
22 WILL INCLUDE AN ELECTRIC VEHICLE CAR SHARING PROGRAM AND A MIX
23 OF OTHER MOBILITY OPTIONS BASED ON RESIDENT NEEDS SUCH AS
24 TRANSIT PASSES AND BIKESHARING. THE RESIDENTS HAVE SHAPED THE
25 DESIGN OF THE PROJECTS WHICH HAS HELPED TO ENSURE THAT THE

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MOBILITY HUBS ARE EFFECTIVELY TAILORED TO EACH COMMUNITY. AND WE'RE ALSO IMPLEMENTING THIS PILOT IN PARTNERSHIP WITH TRANSFORM WHICH IS THE LOCAL NON-PROFIT THAT PROMOTES WALKABLE COMMUNITIES WITH VIABLE TRANSPORTATION CHOICES TO CONNECT PEOPLE OF ALL INCOMES TO OPPORTUNITY. SO THE EXCITING NEWS IS THAT THE APPROACH OUR PROJECT TEAM HAS TAKEN TO WORK WITH RESIDENTS WAS RECOMMENDED AS A MODEL FOR ADVANCING EQUITABLE AND ELECTRIC TRANSPORTATION IN A DRAFT -- IN A REPORT DRAFTED BY CLEAN ENERGY FOR BIDEN, WHICH IS A GROUP OF CLEAN ECONOMY LEADERS, ADVOCATES, POLICY MAKERS, AND FORMER GOVERNMENT OFFICIALS TO ADDRESS THE CLIMATE CRISIS. THE RECOMMENDATIONS ARE INTENDED TO HELP THE BIDEN HARRIS ADMINISTRATION AND MEMBERS OF CONGRESS IDENTIFY POLICY IDEAS. THIS PILOT EXPERIENCE ALSO HAS LENT REALLY GOOD GUIDANCE FOR THE DEVELOPMENT OF MOBILITY HUBS IN OPPORTUNITY AND EQUITY SITES AND THE APPROACH IS ALSO DESCRIBED IN THE FORTHCOMING IMPLEMENTATION GUIDE FOR MOBILITY HUBS THEY MENTIONED EARLIER. SO NEXT SLIDE PLEASE. SO, WITH THAT I'M -- AT THE END OF MY PRESENTATION, I'M HAPPY TO TAKE QUESTIONS.

JIM SPERING, MTC PLANNING CHAIR: VERY GOOD KRUTE, GOOD REPORT. I SEE NO HANDS RAISED. YEAH, DAVID HUDSON. DAVID?

DAVID E. HUDSON: YEAH, I APOLOGIZE CHAIR SPERING, I'M NOT ON THE BOARD BUT I WANT TO JUMP IN AS SOMEBODY IN ATTENDANCE. I

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DON'T WANT TO BEAT AROUND THE BUSH. I WANT THIS. I WANT THIS IN MY CITY. I HAVE BEEN AFTER IT FOR A DECADE. MY PROBLEM IS, BECAUSE I'M A NEWER CITY, I CAN'T POINT TO YOU, HERE'S 4,000, HERE'S A BRIDGE THAT'S GOING TO BE LIKE THE ONE BEHIND ME, 16 FEET WIDE WITH A BIKE PATH, SO THAT PEOPLE CAN GET THERE BECAUSE I HAVE NOTICED A 200% INCREASE IN BIKE TRAFFIC IN JUST A YEAR. THE REALITY IS THAT WE HAVE APPROVED 200 HOMES WITHIN WALKING DISTANCE THAT WILL START CONSTRUCTION THIS YEAR OR NEXT YEAR, AND THEN THE NEXT WEEK COUNTY CONNECTION AND LAFTA ARE GOING TO GO TO GILLIG ABOUT BUILDING A HYDROGEN BUS AND WE'RE GOING TO TRY TO GET THE GRANT TO RUN BETWEEN WALNUT CREEK, BART AND DUBLIN BART WITH ONE STOP, AND HOPEFULLY IT'S INTERMODAL, THAT I HAVE SHOWN THE PLAN TO STAFF AT ABAG THAT I WHAT THIS, BUT I WANT TO CONVERT THE RESIDENTS IN, LIKE JESSE ARREGUIN WAS TALKING ABOUT FOR VERY LOW INCOME WHICH IS WITHIN WALKING DISTANCE TO THE BUSINESS PARK AND WITHIN HALF MILE AND A HALF OF INTERMODAL. WE ALREADY HAVE BIKE SHARE. I WANT TO DO SOMETHING SIMILAR TO WHAT KATHERINE BAKER DID FOR BART; SCOTT HAGGERTY GOT AHEAD OF ME. OH, HE'S ONLINE; ISN'T HE? THE PLANS ARE ALL THERE. THIS ISN'T A PIPE DREAM. THIS IS SOMETHING THAT CAN COME TOGETHER IF WE'RE INCLUDED IN THIS AND WE HIT EVERY BULLET EXCEPT THE FIRST AND LAST. HERE IS SOMETHING I HAVEN'T HEARD IN YOUR PRESENTATION TO KEEP IN MIND THAT GOT ME CHARGED UP. WHEN I GO ON THESE TRIPS FOR CONFERENCES THAT I'M GONE FOR A WEEK, I PARK AT BART, $7 A NIGHT. I CAN'T SPEND THAT LITTLE

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DRIVING TO SFO WITH THE BRIDGE TOLL AND WHAT IT COST. AND IF WE WERE DOING A SATELLITE PARKING STRUCTURE WHERE YOU WEREN'T CHARGING MORE THAN $7 A NIGHT PLUS CHARGING FOR EACH UNIT BECAUSE CHECKING INTO IT, IT COST LESS THAN $300 TO WIRE EACH SPACE AT A PARKING STRUCTURE FOR ELECTRIC CHARGING. SO I'M NOT REALLY EXCITED ABOUT THIS AT ALL BUT IF YOU DON'T CALL ME UP TO BE PART OF THIS I'M GOING TO BE BANGING ON YOUR DOOR. I DON'T KNOW HOW SOON WE CAN DO IT, BUT WE'RE GOING TO BE MEETING WITH GILLIG IN A WEEK, DON'T FORGET ME, BECAUSE I'M NOT GOING TO FORGET YOU. THANK YOU CHAIR.

JIM SPERING, MTC PLANNING CHAIR: THERESE DID YOU WANT TO COMMENT?

THERESE MCMILLAN: JUST BRIEFLY, I WANT TO UNDERSCORE THE REALLY IMPORTANT MESSAGE ON EQUITY TO SUPPORT WHAT YOU HAD HIGHLIGHTED BEFORE JIM ABOUT HOW WE INVEST IN THIS THROUGHOUT. YOU KNOW, WITH MOBILITY HUBS IF IT WAS A VERY EXPLICIT FOCUS NOT JUST ON THE TRADITIONAL PLACES WHERE IT'S EASY, LIKE DOWNSTAIRS CENTERS CBD SAN FRANCISCO WHERE WE HAVE WONDERFUL EVIDENCE IT WORKS BUT TO SAY WE NEED TO BRING THIS TO COMMUNITIES WITH IT MAY BE HARDER TO PUT IN. AND THE REASON IS THAT WE NEED TO INVEST IF WE'RE GOING TO KEEP GENTRIFICATION AND DISPLACEMENT AND INEQUITIES AT BAY THOSE THINGS AREN'T JUST ABOUT AFFORDABLE HOUSING ALTHOUGH THAT'S ABSOLUTELY

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CRITICAL BUT IT'S ALSO ABOUT BUILDING A COMPLETE COMMUNITY OF AFFORDABLE ACCESS OF THE OPTIONS THAT ALLOW FOR LOW VMT IN THE SAME WAY THAT EXISTS IN, YOU KNOW, IN OUR SUBURBAN AREAS AS WELL AS OTHERS. THAT'S THE TYPE OF COMPREHENSIVE THINKING AND APPROACH AND POSSIBLY RESOURCE REALLOCATIONS THAT WE NEED TO THINK THROUGH IN ORDER TO MAKE THIS HAPPEN IN A WAY THAT'S DEEPLY IMPACTFUL. SO I JUST WANTED TO ADD THAT MR. CHAIR.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU THERESE. JESS? PRESIDENT ARREGUIN.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: WE WANT ONE TOO, IN BERKELEY.

JIM SPERING, MTC PLANNING CHAIR: [LAUGHTER]

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: SECONDLY SPEAKING BACK TO WHAT THERESE SAID, GOING BACK TO THE DISCUSSIONS THAT YOU HAVE BEEN HAVING WITH THE RHNA AND PLANNED BAY AREA, AND THE GROWTH GEOGRAPHIES, YOU KNOW, WE HAD A LOT OF DISCUSSION AROUND REALLY CONCENTRATING UNITS AND GROWTH IN PROXIMITY TO EXISTING TRANSIT BUT WE ALSO TALKED ABOUT EXPANDING THAT EXISTING NETWORK IN AREAS THAT AREN'T TRANSIT HUBS SOMETHING LIKE THIS IS IMPORTANT INCREASING MOBILITY OPTIONS I JUST WANT TO LIFT UP WHAT THERESE SAID ALONG THOSE LINES.

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU. SAM LICCARDO?

SAM LICCARDO: THANKS JIM. JUST GOING DOWN THE LIST, SORT OF KEY FOCUS AREAS ON PAGE TWO, THE URBAN DISTRICTS EMERGING URBAN DISTRICTS AND SO FORTH I UNDERSTAND YOU HAVE A BULLET THERE FOR EQUITY OPPORTUNITY BUT I JUST WONDER THERE SEEMS TO BE EMPHASIS ON MIX OF USES AND I CERTAINLY UNDERSTAND BETWEEN TRANSIT CONTEXT HAVING EMPLOYMENT USES AND DESTINATIONS IS MORE IMPORTANT THAN OFTEN HAVING RESIDENTIAL USES WHEN YOU'RE TRYING TO DRIVE RIDERSHIP AND SO FORTH I'M CONCERNED IN TERMS OF WHERE THE NEED MIGHT BE IS REALLY MIGHT BE IN AREAS THAT HAVE VERY LITTLE MIX USE BUT AREAS THAT ARE SIMPLY HIGH DENSITY AFFORDABLE HOUSING DEVELOPMENT AREAS WHERE YOU HAVE A LOT OF THAT HIGH DENSITY RESIDENTIAL THAT'S AFFORDABLE THAT MAY BE QUITE FAR FROM EMPLOYMENT USES AND IN FACT THAT'S PART OF THE PROBLEM I KNOW QUITE OFTEN. AND I HATE TO SEE THOSE OPPORTUNITIES GET MISSED BECAUSE THOSE ARE RESIDENTS THAT WOULD BENEFIT ENORMOUSLY FROM CAR SHARING PROGRAMS THAT'S WHERE WE'RE TRYING TO ENCOURAGE FOLKS TO GO. I WANT TO MAKE SURE IN OUR RANKING CRITERIA WE WOULDN'T DOWNGRADE AN AREA THAT HAD SEVERAL HIGH DENSITY AFFORDABLE RESIDENTIAL PROJECTS WITHOUT THE MIX OF USES.

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JIM SPERING, MTC PLANNING CHAIR: THAT'S A VERY GOOD POINT. KRUTE, DID YOU HAVE ANY RESPONSE TO THAT?

KRUTE SINGA: YEAH, I'LL JUST POINT OUT THAT THE SUBURBAN AND RURAL KIND OF GETS TO YOUR POINT WHERE IT COULD BE MORE RESIDENTIAL IN CHARACTER, AS WELL AS THE OPPORTUNITY EQUITY HUBS. THOSE ALSO COULD BE MORE RESIDENTIAL IN CHARACTER, AND AS I BROUGHT UP IN THE LAST SLIDE, WE HAVE THIS OTHER PILOT PROGRAM GOING ON WITH AFFORDABLE HOUSING COMMUNITIES. THOSE ARE MOSTLY RESIDENTIAL, BUT NOT WITH A LOT OF EMPLOYMENT NEARBY, AND WE'RE ALSO TRYING TO UNDERSTAND HOW TO MAKE THOSE MOBILITY OPTIONS VIABLE AND USEABLE FOR THE RESIDENTS THERE.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU KRUTE. ALL RIGHT. THAT WAS AN INFORMATION ITEM.

SAM LICCARDO: I'M SORRY JIM COULD I JUST RESPOND.

JIM SPERING, MTC PLANNING CHAIR: GO AHEAD SAM.

SAM LICCARDO: I APPRECIATE IT. I WANT TO BE VERY CAUTIOUS, WHEN YOU POINT TO SUBURBAN AND RURAL, I REPRESENT A CITY WITH A MILLION PEOPLE I'M TALKING ABOUT VERY HIGH DENSITIES AND YOU'RE NOT GOING TO FIND THAT IN RURAL AREAS I WANT TO BE COGNIZANT OF THE FACT THAT IN OFTEN DENSE AREAS WHERE WE HAVE

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HIGH LEVELS OF AFFORDABLE HOUSING AND HIGH NEED POPULATIONS WE OFTEN HAVE JOB DESERTS AND WE'RE NOT GOING TO HAVE MIX OF USES EVEN THOUGH IT'S A VERY URBAN AREA AND GOING BEYOND SUBURBAN AND RURAL EVEN IN URBAN AREAS WITH HIGH DENSITIES THAT WE CONSIDER THOSE AS CANDIDATES.

DAVID E. HUDSON: WAIT A MINUTE. SAM SNUCK IN TWICE. THESE URBAN AREAS ARE GETTING CAUGHT UP IN THE NEW LEGISLATION FOR EXAMPLE, IF YOU'RE DOING 28% OF AFFORDABLE HOUSING LIKE MY PROJECT WILL BE DOING YOU GET AN EXTRA THREE STORIES SO EVEN THOUGH YOU'RE NOT THERE NOW, YOU'RE AN EMPTY PALATE THAT WILL BE BUILDING THIS AROUND THIS CONCEPT OF A MOBILITY HUB AND THAT'S WHAT I DON'T WANT TO LOSE, BECAUSE IT'S ALWAYS WELL, WE GOT TO GO FOR THE EXISTING -- WE'RE IN AN EPISODIC ZONE, I COULD SIT HERE AND POINT TO GHGS ALL DAY LONG AND MAKE A CLAIM BUT ACTUALLY I'M NOT LETTING SAM AND JESSE SQUEEZE ME OUT BECAUSE THEY'RE NOT CUTTING INTO MY AREA. I SPOKE FIRST.

SAM LICCARDO: [LAUGHTER]

JIM SPERING, MTC PLANNING CHAIR: NEYSA?

NEYSA FLIGOR: A QUICK QUESTION. KRUTE, GREAT PRESENTATION. I AM ALSO EXCITED ABOUT THIS PROGRAM IT'S EVIDENT THE BENEFITS IT WILL BRING TO THE BROADER REGION. IF I UNDERSTAND CORRECTLY

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WE PROVIDE GRANT FUNDING FOR THE AFFORDABLE COMMUNITIES PROGRAM BUT IT WASN'T CLEAR FOR THIS PILOT PROGRAM THAT WILL BE IN THE SPRING AND IT WILL ALSO PROVIDE ANY FORM EVER GRANT MONEY, FOR THIS PILOT PROGRAM WE'LL ALSO BE PROVIDING GRANT FUNDING?

KRUTE SINGA: YES. WE'LL BE PROVIDING FUNDING FOR, I GUESS, WHATEVER RANGE OF IMPLEMENTATION READINESS THESE HUBS WILL BE IN. SO THAT IS CORRECT. AND JUST TO CLARIFY, THE AFFORDABLE HOUSING PILOT PROGRAM IN THE THREE COMMUNITIES THAT WE HAVE HAS BEEN FUNDED BY CARB, THE CALIFORNIA AIR RESOURCES BOARD.

JIM SPERING, MTC PLANNING CHAIR: OKAY. CARLOS AND THEN JAY.

CLERK OF THE BOARD: CARLOS, YOU HAVE TO UNMUTE YOURSELF. MEMBER ROMERO?

CARLOS CASTELLANOS: I WANT TO SECOND MAYOR LICCARDO'S COMMENT ABOUT THE ISSUE OF DENSITY AND LOOKING AT, CERTAINLY LOW INCOME COMMUNITIES LOW INCOME AREAS THAT ACTUALLY HAVE SUPER HIGH DENSITY EAST PALO ALTO HAS A DENSITY OF 11,500 PER SQUARE MILE AND SAN FRANCISCO 14.900 BERKELEY AT 6,000 YET WE DON'T HAVE THE JOBS, BUT WE CERTAINLY DO HAVE BOTH THE POPULATION AND THE PROXIMITY TO KIND OF MAJOR RAIL, WHETHER IT'S BART ACROSS THE WAY OR TWO AND A HALF MILES THREE MILES TO CALTRAIN

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SO CERTAINLY THESE MOBILITY HUBS COULD WORK IN AREAS OF THAT TYPE OF DENSITY 11,500 PER SQUARE MILE MY POINT IS MANY OF THE FOLKS OF LOW INCOME COMMUNITIES ARE UNBANKED OR PARTIALLY UNBANKED AND THAT IS TO SAY, TO USE THESE SYSTEMS YOU REQUIRE A BANK ACCOUNT OR SOME SORT OF ELECTRONIC BILLING OF CARD, OR WHAT HAVE YOU, AND SOMETIMES ACCESS TO THAT IS MORE DIFFICULT FOR LOW-INCOME RESIDENTS. SO WHEN WE ROLL THIS OUT, CLEARLY TRYING TO UNDERSTAND HOW YOU MOVE THAT EQUITY PIECE FORWARD WITH LOW INCOME HIGH DENSITY COMMUNITIES AND COMMUNITIES OF COLOR WOULD BE IMPORTANT. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: JAKE? YOU GOT TO UNMUTE JAKE.

JAKE MACKENZIE: THANK YOU MR. CHAIR. A VERY PAROCHIAL QUESTION TO STAFF, IS SANTA ROSA ONE OF THE PROPOSED HUBS THAT I HAVE READ THE MAP CORRECTLY? SANTA ROSA, SONOMA COUNTY. [LAUGHTER]

KRUTE SINGA: I WILL HAVE TO GO BACK AND DOUBLE CHECK EXACTLY THE LOCATIONS. IN THE 1700 THAT WE IDENTIFIED, OF COURSE SANTA ROSA HAS AND SONOMA COUNTY HAS A NUMBER OF LOCATIONS. I WILL CHECK THE EXACT LOCATION.

JAKE MACKENZIE: YEAH. I GUESS THE QUESTION SHOULD BE MORE PROPERLY ASKED, HAVE YOU BEEN WORKING WITH THE CITY STAFF IN SANTA ROSA AS YOU HAVE BEEN DEVELOPING THIS PROPOSAL? IT WOULD

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SEEM TO ME THAT I SHOULD BE ALERTING SANTA ROSA IN SOME SORT OF WAY, BUT IF YOU HAVE BEEN WORKING WITH STAFF, THEN I WON'T HAVE TO BOTHER.

KRUTE SINGA: YES, ACTUALLY SANTA ROSA CITY BUS AND THEN ALSO SANTA ROSA CITY STAFF, WERE -- PARTICIPATED IN THE WORKSHOPS WE HAD AND OFFER THE COMMENTS ON THE TYPE OF MOBILITY HUBS THEY HAVE IN THEIR LOCATIONS.

JAKE MACKENZIE: YEAH THEY WOULD SEEM TO BE AN EXCELLENT SITE AND I WOULD LEAVE MY COMMENTS AT THAT. THANK YOU VERY MUCH.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU KRUTE. THERE SEEMS TO BE A LOT OF INTEREST.

KRUTE SINGA: THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: WERE THERE ANY PUBLIC COMMENTS?

CLERK OF THE BOARD: THERE WAS NO WRITTEN PUBLIC COMMENT SUBMITTED ON THIS ITEM AND WE HAVE TWO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED. HOW MUCH TIME WOULD YOU LIKE TO GIVE THEM?

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JIM SPERING, MTC PLANNING CHAIR: A MINUTE AND A HALF.

CLERK OF THE BOARD: FIRST NUMBER ENDING IN 5555, GO AHEAD AND UNMUTE YOURSELF. PRESS STAR SIX. YEAH.

SPEAKER: I DIDN'T WANT TO COMMENT ON THIS ITEM. I WANTED TO COMMENT ON THE LAST ITEM. SO.

JIM SPERING, MTC PLANNING CHAIR: GO AHEAD, KEN, YOU HAVE A MINUTE AND A HALF, AND AGAIN, WE'RE SORRY YOU COULDN'T CONNECT.

SPEAKER: I GUESS I HAVE A DIFFERENT IDEA OF EQUITY THAN YOU GUYS DO EQUITY MEANS EQUAL ACCESS TO TRANSPORTATION. WE HAVE TRANSPORTATION PROJECTS THAT MAKE PROPERTY OWNERS A LOT OF MONEY AND THEY'RE NOT GETTING ANYTHING BACK IN RETURN. IF WE DON'T HAVE VALUE RECAPTURE THEN WE'RE GOING TO HAVE ENDLESS PUBLIC TAXES TRYING TO MAINTAIN THE EXISTING SYSTEM THAN ESTABLISHING NEW ONES EQUITY MEANS EQUAL ACCESS OR FREE PUBLIC TRANSIT WOULD REALLY BE A GOOD IDEA IF YOU ANALYZE HOW MUCH IT COST TO HAVE FREE PUBLIC TRANSIT YOU MIGHT FIND THAT IT WOULD SAVE MONEY BECAUSE PEOPLE THAT CAN'T GET ON TRANSIT BECOME CRIMINALS THEY CREATE CRIMES AND DO SO MANY THINGS THAT COST THE PUBLIC MONEY A GOOD ANALYSIS OF THAT COULD BE STUDIED. THANK YOU.

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU, KEN.

CLERK OF THE BOARD: NEXT UP, WE HAVE ROLAND. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: YEAH, THANK YOU MR. CHAIR. A COUPLE OF HOUSEKEEPING ITEMS, I WOULD REALLY LIKE THE PRESENTATION TO BE SEPARATE FROM STAFF MEMOS. I ALSO APPRECIATE IF EVERY SLIDE COULD BE NUMBERED ESPECIALLY SLIDE NUMBER FOUR, I BELIEVE. I REALLY APPRECIATED SOME OF THE COMMENTS AND I BELIEVE THESE HUBS COULD ACTUALLY WORK IN SUBURBAN AREAS I'LL GIVE YOU AN EXAMPLE OF VTA LIGHT RAIL EVERY LIGHT HAIL STATION COULD BE A HUB IF THERE WAS ONE NEAR MY HOUSE I WOULDN'T HAVE TO OWN A CAR. THE THING I WANT TO TALK ABOUT IS MEGA HUBS AND SLIDE NUMBER FOUR STRUCK ME YOU CANNOT DESIGN A MEGA HUB IN THE SAME WAY. IN TRANSBAY AND DIRIDON, YOU HAVE TO SEPARATE THE VEHICLES FROM THE MICRO MOBILITY AND EVERY ELSE, IN TRANSIT, YOU HAVE GOT TO MOVE THE TAXI, RIDES AND EVERYTHING AND THE UNDERGROUND LEVEL BETWEEN TRAIN BOX AND UNDERGROUND LEVEL SAME WITH DIRIDON RESIDENTS HAVE MADE IT CLEAR THEY DON'T WANT ANY VEHICLES INCLUDING SURFACE PARKING ANYWHERE IN THE AREA THAT I WANT ALL OF THESE VEHICLES TO BE IN THE UNDERGROUND PARKING GARAGES AND ON THE OUTSIDE YOU HAVE GOT ENTRANCES AND THAT'S HOW THE TRAFFIC GETS IN AND OUT IF YOU DON'T YOU END UP WITH VISION

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100 INSTEAD OF VISION ZERO, IT'S GOING TO BE ABSOLUTE CAN AROUND. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU.

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

JIM SPERING, MTC PLANNING CHAIR: OKAY. ANYTHING UNDER PUBLIC COMMENTS.

CLERK OF THE BOARD: NOTHING SUBMITTED AROUND GENERAL PUBLIC COMMENT AND ROLAND HAS HIS HAND RAISED FOR GENERAL PUBLIC COMMENT. ROLAND.

SPEAKER: YES, THANK YOU, MR. CHAIR. SO WHAT I WANT TO TALK ABOUT IS THIS GENERAL IDEA WE'RE GOING TO HAVE A MEGA MEASURE, AND YADA, YADA, IT WAS DESCRIBED AT THE PROGRAMMING AND ALLOCATIONS ON WEDNESDAY THAT REALLY STRUCK ME WAS THE TDA TAX REVENUES BY COUNTY. AND YOU SEE SAN FRANCISCO ESSENTIALLY BEING IN FREE FALL BEING DOWN LIKE 37% BUT SANTA CLARA COUNTY IS UP 7.5%, AND INSTEAD OF RAISING TAXES WE SHOULD BE RAISING THE AMOUNT OF TAXES WE'RE RAISING WITH THE EXISTING TAX RATE AND WHAT I WOULD SUGGEST IS THAT THE NINE BAY AREA COUNTIES START STUDYING HOW SANTA CLARA COUNTY COULD BE POSSIBLY DOING

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WHAT IT'S DOING AND STARTING WITH THE SAME THING WITH THE NINE BAY AREA COUNTIES IN SOME CASES WE MAY HAVE TO DISTRIBUTE THE WEALTH. THERE IS NO NEED TO GO AROUND RAISING TAXES IF YOU DO THIS ALL THESE BUSINESSES ARE GOING TO BE MOVING OUT THE TAXES AND DISTRIBUTING TAX BASE. I HOPE I GOT MY POINT ACROSS. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU ROLAND. ANY OTHER PUBLIC COMMENT MARTHA?

CLERK OF THE BOARD: YES. NEXT UP KEN BUKOWSKI, GO AHEAD AND UNMUTE YOURSELF. KEN?

SPEAKER: HI. I JUST WANT TO CONTINUE ON THE POINT I WAS MAKING BEFORE. CAN WE DO A STUDY TO SEE WHAT THE VALUE OF PROPERTY, HOW IT INCREASES WITH THESE TRANSPORTATION INVESTMENTS? I MEAN, I THINK WE REALLY NEED TO TAKE A LOOK AT THAT. BECAUSE AS WE'RE LOOKING FOR SOURCES OF MONEY, THAT'S A SOURCE OF MONEY. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU.

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

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JIM SPERING, MTC PLANNING CHAIR: YOU KNOW, BEFORE WE ADJOURN, WE HAVE SCOTT HAGGERTY, OUR CHAIR OF MTC, THIS WILL BE HIS LAST PLANNING COMMITTEE MEETING. AND SCOTT, I JUST WANTED TO THANK YOU FOR YOUR LEADERSHIP. YOU NAVIGATED US THROUGH THIS PLANNED BAY AREA, AND MANY OF THE OTHER ISSUES. SO THANK YOU, SCOTT, AND I DON'T KNOW IF YOU HAD ANY CLOSING COMMENTS? MANY OF PEOPLE WON'T BE AT OUR NEXT MEETING.

SCOTT HAGGERTY: I WANT TO SAY THANK YOU FOR ACKNOWLEDGING ME JIM IT'S BEEN A PLEASURE WORKING WITH YOU AND ALSO HAVING YOU AS MY MENTOR I LEARNED A LOT AND WHAT I DIDN'T DO RIGHT YOU CAN CREDIT TO JESSE. IT'S BEEN WONDERFUL WORKING WITH ALL OF YOU FANTASTIC LEADERSHIP AT MTC AND FOR YOU COMMISSIONERS, YOU'RE IN FOR A GREAT RIDE. YOU ARE THE BEST MPO IN THE UNITED STATES.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU SCOTT, REALLY APPRECIATE YOUR LEADERSHIP.

JAKE MACKENZIE: MR. CHAIR?

JIM SPERING, MTC PLANNING CHAIR: YES?

JAKE MACKENZIE: MINE TOO, FOR A WHILE.

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JIM SPERING, MTC PLANNING CHAIR: ALL RIGHT.

JAKE MACKENZIE: IT'S BEEN FUN.

JIM SPERING, MTC PLANNING CHAIR: ALL RIGHT. YEAH, JAKE. THIS MAY BE YOUR LAST MEETING, TOO, HUH?

JAKE MACKENZIE: IT'S QUITE LIKELY IT WILL BE. AND IT'S BEEN A LOT OF FUN. AND IT'S ALWAYS GOOD COMPETING WITH ALPHA MALES LIKE YOURSELF AND HAGGERTY. SO, ANYWAY.

SAM LICCARDO: [LAUGHTER] CAN WE VOTE TO KEEP YOU SOMEHOW? [LAUGHTER]

JIM SPERING, MTC PLANNING CHAIR: WELL WITH THAT --

JAKE MACKENZIE: DON'T ENCOURAGE ME, SAM.

SAM LICCARDO: [LAUGHTER]

JIM SPERING, MTC PLANNING CHAIR: WITH THAT WE'RE GOING TO GO ON TO THE LEGISLATIVE COMMITTEE MEETING. THIS MEETING IS ADJOURNED. THANK YOU STAFF, AND PLEASE PROVIDE INPUT ON THE ITEM. WITH THAT THIS MEETING IS ADJOURNED. THANK YOU.

[ADJOURNED]

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