

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



February 9th,2021

1 **REGIONAL ADVISORY WORKING GROUP**
2 **WEDNESDAY, FEBRUARY 9TH,2021, 9:35AM**

3
4
5 **SPEAKER:** GOOD MORNING, EVERYBODY.

6
7 ALL RIGHT, GOOD MORNING, EVERYBODY. I'M DAVE VAUTIN. I WILL
8 CALL THIS MEETING TO ORDER. THIS IS THE REGIONAL ADVISORY
9 WORKING GROUP OF FEBRUARY 9th,2021. I WILL REQUEST THE
10 BROADCASTING TEAM PLEASE ROLE THE ANNOUNCEMENT.

11
12 **SPEAKER:** THANK YOU. I WANT TO BEFORE WE GET STARTED -- I
13 WANT THE TEAM TO RECOGNIZE THE REGIONAL ADVISORY WORKING GROUP
14 IS NOT A BROWN ACT MEETING. HOWEVER MEMBERS OF THE PUBLIC
15 SHOULD USE THE QUESTION-AND- ANSWER FIELD TO ASK QUESTIONS OF
16 OUR PANELIST TODAY. WITH THAT I WILL MOVE ON TO AGENDA ITEM 1.
17 WELCOME AND INTRODUCTION. OF COURSE I WANT TO WELCOME YOU ALL
18 TO OUR FIRST REGIONAL ADVISORY WORKING GROUP MEETING. WE HAD A
19 SERIES OF WEBINARS IN DECEMBER AND JANUARY IN LIEU OF THE
20 TRADITION RAWG MEETING. WE HAVE A STRAIGHT FORWARD AGENDA THIS
21 MORNING. JUST ONE MAJOR ITEM FOCUSED ON THE PLAN BAY AREA 2050
22 IMPLEMENTATION PLAN. BEFORE WE GET TO THAT ITEM A COUPLE OF
23 QUICK UPDATES. PLAN BAY AREA 2050 FINAL BLUEPRINT WAS APPROVED
24 AS THE PREFERRED IEIR ALTERNATIVE UNANIMOUSLY BY MTV AND ABAG
25 LAST MONTH. THAT CLOSED OUT THE 15 MONTH BLUEPRINT PHASE OF



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1 THE PLANNED AREA 2050 PROCESS. THIS MEANS WE'RE IN THE HOME
2 STRETCH FOR PLAN BAY AREA 2050 WORKING TOWARD THAT FALL 2021
3 ADOPTION. THE FINAL PHASE OF FOR THIS YEAR CONSIST OF THREE
4 EFFORTS THE PLANNED DOCUMENT AND TECHNICAL SUPPLEMENTAL
5 REPORTS. THE ENVIRONMENTAL IMPACT REPORT, WHICH YOU HEARD
6 ABOUT IN THE FALL DURING THE SCOPING PROCESS. AND LAST BUT
7 CERTAINLY NOT LEAST THE IMPLEMENTATION PLAN WHICH CONNECTS 30
8 YEAR STRATEGY ADOPTED IN THE FALL BY THE BOARDS WITH NEAR-TERM
9 ACTIONS BY MTC AND ABAG AND ITS PARTNERS FOR THE NEXT FIVE
10 YEARS. WHILE STAFF ARE WORKING HARD TO COMPLETE ENVIRONMENTAL
11 ANALYSIS AND DESIGN THE VARIOUS DOCUMENTS THAT WILL BE
12 RELEASED THIS SPRING, WE WILL BE CONTINUING TO ENGAGE WITH ALL
13 OF YOU ON THE MOST PUBLIC FACING ASPECT OF THIS FINAL PHASE,
14 THE IMPLEMENTATION PLAN THIS WINTER. AND WE'RE WORKING TOWARD
15 THE SPRING 2021 RELIEF DRAFT ITERATION THE PLANNED DOCUMENT,
16 THE EIR AND IMPLEMENTATION PLAN FOLLOWED BY CONTINUED PUBLIC
17 ENGAGEMENT LEADING UP TOWARD ADOPTION. NOW THAT WE'VE SET THE
18 CONTEXT FOR TODAY'S ITEM I'M HAPPY TO MOVE ON TO AGENDA ITEM 2
19 AND TURN IT OVER TO MY COLLEAGUE CHIRAG RABARI LEADING THE
20 IMPLEMENTATION PLAN EFFORT AS WELL AS URSULA VOGLER WHO WILL
21 BE ASSISTING WITH THE QUESTIONS AND ANSWERS TODAY. CHIRAG?

22

23 **SPEAKER:** THANK YOU, DAVE. AND GOOD MORNING, EVERYONE. MY NAME
24 IS CHIRAG RABARI. I'M PROJECT MANAGER FOR THE IMPLEMENTATION
25 PLAN. IF THE TECHNICAL STAFF COULD PULL UP THE SLIDE DECK,



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1 PLEASE. THANK YOU VERY MUCH. AND IF WE COULD GO TO THE NEXT
2 SLIDE. SO THIS IS JUST AN OVERVIEW OF THE OVERALL TIME LINE
3 AND PROCESS FOR THE IMPLEMENTATION PLAN. AN IMPORTANT REMINDER
4 THIS WILL FOCUS ON SHORT-TERM TANGIBLE ACTIONS THAT MTC AND
5 ABAG CAN TAKE OVER THE NEXT ONE TO FIVE YEARS WITH PARTNERSHIP
6 AND COLLABORATION BEING A KEY FOCUS. EMPHASIS OF TODAY'S
7 PRESENTATION IS ON REVIEWING SOME OF THE KEY PRELIMINARY
8 OUTPUTS OF PHASES ONE AND TWO OF THE IMPLEMENTATION PLAN WHICH
9 ARE FOCUSED ON INTERNAL AND EXTERNAL ENGAGEMENT. WHAT WE
10 PRESENT TODAY AND AGAIN NEXT MONTH THESE ARE GOING TO BE THE
11 KEY INPUTS TO THE DRAFT IMPLEMENTATION PLAN. WHICH IS GOING TO
12 BE RELEASED LATER IN THE SPRING. WE'RE EXCITED TO GET AND
13 INCORPORATE THE FEEDBACK FROM ALL OF YOU. ONE IMPORTANT
14 CLARIFICATION TO NOTE IS THAT YOU KNOW THIS DRAFT PLAN WILL BE
15 A LITTLE BIT MORE FOCUSED ON ACTIONS THAT MTC AND ABAG ARE
16 PROPOSING TO COMMIT TO OVER THE NEXT 1 TO 5 YEARS. WE DO HAVE
17 PHASE FOUR WHICH IS THE PARTNERSHIP PHASE OF THE
18 IMPLEMENTATION PLAN AND THAT WILL RUN FROM LATER IN SPRING AND
19 INTO THE SUMMER. AT THAT POINT WE'LL BE RECONVENING WITH
20 STAKEHOLDERS TO FLESH OUT THE PARTNERSHIPS THAT ARE GOING TO
21 BE NECESSARY TO MOVE THE STRATEGIES FORWARD. THIS COULD
22 INCLUDE DISCUSSIONS OF MUTUAL COMMITMENTS, ARTICULATING
23 SPECIFIC SUPPORT OF ACTION THAT CAN BE TAKEN BY PARTNERS. AND
24 ALSO IMPORTANTLY FURTHER DISCUSSING AREAS OF COMPLEXITY OR
25 POTENTIALLY CONTROVERSY THAT YOU KNOW MIGHT REQUIRE A LITTLE



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1 BIT MORE TIME AND EFFORT TO FULLY HASH OUT. AS AS DAVE
2 MENTIONED THE FINAL WILL BE RELEASED IN THE FALL. NEXT SLIDE.
3 OUR EXTERNAL ENGAGEMENT PHASE KICKED OFF WITH TWO LARGE
4 STAKEHOLDERS SESSIONS IN NOVEMBER WHICH I BELIEVE YOU KNOW
5 MANY OF THE PEOPLE ON THIS MEETING HAD -- WE WERE GLAD TO HAVE
6 YOUR ATTENDANCE. WE HAD OVER 150 DIFFERENT REPRESENTATIVES
7 FROM OVER 100 DIFFERENT ORGANIZATIONS REPRESENTING A BROAD
8 SWATH OF GOVERNMENT AND NONGOVERNMENTAL PARTNERS. MANY
9 DIFFERENT SECTORS REPRESENTED AND GENERATED A LOT OF FEEDBACK
10 AND IDEAS. THAT'S REFLECTED IN WHAT WE ARE PRESENTING TODAY.
11 WE'VE HELPED DOZENS OF SMALL GROUP DISCUSSIONS. TEN FOCUS
12 GROUPS, AND ALSO A PUBLIC SURVEY WHICH GENERATED OVER 2000
13 RESPONSES WHICH FOCUSED PRIMARILY ON YOU KNOW THE PUBLIC'S
14 PRIORITIES FOR WHICH STRATEGIES TO IMPLEMENT TOWARD
15 IMPLEMENTATION. I'M SORE TO ACCELERATE TOWARD IMPLEMENTATION.
16 NEXT SLIDE.

17

18 THE KEY THINGS THAT WE WILL REVIEW TODAY AN ASSESSMENT THAT
19 LOOKS AT THE PLAN 35 STRATEGIES TO SEE WHERE THEY STAND WITH
20 RESPECT TO KEY FACTORS. WE'RE GOING TO LOOK AT DRAFT
21 RECOMMENDATIONS REGARDING THE ROLL THAT MTCA SHOULD PLAY IN
22 IMPLEMENTATION FOR EACH OF THE 35 STRATEGIES AND FINALLY WE'LL
23 BELIEVE VIEW A FEW SELECT IMPLEMENTATION ACTION AND PRIORITIES
24 AND MORE TO COME NEXT MONTH ON THAT FRONT. NEXT SLIDE. FOR THE
25 STRATEGY ASSESSMENT WE HAD ONE KEY OVERARCHING GOAL FOR EACH



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1 OF THE 35 STRATEGIES WE WANTED TO BETTER UNDERSTAND WHERE MTC
2 AND ABAG CURRENTLY STAND ALONG FOUR KEY FACTOR WE IDENTIFIED
3 AS BEING DETERMINATIVE OF SUCCESS. AUTHORITY, FINANCIAL
4 RESOURCES TECHNICAL CAPACITY AND PUBLIC AND POLITICAL SUPPORT.
5 THE QUESTION IS REALLY WHERE ARE WE TODAY. FOR EACH OF THOSE
6 FACTORS, STRATEGY WAS GIVEN A RATING OF EITHER LIMITED,
7 PARTIAL OR EXISTING. NEXT SLIDE. SO WHEREAS THE ASSESSMENT
8 MORE ABOUT CURRENT CONDITIONS THE ROLE RECOMMENDATION ARE MORE
9 FORWARD LOOKING. WHAT SHOULD THE MTC ABAG IMPLEMENTATION ROLE
10 BE AS WE THINK THROUGH THE NEXT ONE TO FIVE YEARS AND
11 POTENTIALLY BEYOND. IN THE CASE THERE WERE THREE OPTIONS LEAD,
12 PARTNER OR SUPPORT. NOW IT'S IMPORTANT TO CLARIFY THAT THE
13 PURPOSE OF THE ASSESSMENT IS TO HELP IDENTIFY AND GUIDE NEEDED
14 ACTIONS. SO WHILE IT'S A CRITICAL COMPONENT OF IDENTIFYING A
15 POTENTIAL IMPLEMENTATION ROLE IT'S NOT EXCLUSIVELY
16 DETERMINATIVE THE LEAD ROLE FOR EXAMPLE, YOU KNOW MAY INVOLVE
17 ATTEMPTING TO SECURE SIGNIFICANT ELEMENTS OF THE STRATEGY
18 SUCCESS FACTOR WE MAY NOT HAVE TODAY. AND IT COULD -- IT'S
19 ALSO IMPORTANT TO NOTE THAT MAY INVOLVE SERVING AS THE
20 COALITION LEADER OR CHAMPION OR CHIEF ADVOCATE. IT DOESN'T
21 MEAN LEADING ALONE. NEXT SLIDE. SO THIS IS THE DRAFT
22 ASSESSMENT FOR THE TRANSPORTATION STRATEGIES. THAT ARE FOCUSED
23 PRIMARILY ON THE EXISTING SYSTEM. IT'S IMPORTANT TO NOTE THAT
24 THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE LOOMS OVER A LOT
25 OF THIS. SO THESE ARE DRAFT DESIGNATIONS AND I THINK IN



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1 PARTICULAR THE ONGOING CONVERSATIONS AND ULTIMATE DECISIONS
2 THAT ARE MADE AROUND A POTENTIAL NETWORK MANAGER -- MANAGER
3 ROLE WHICH HAD BEEN THE FOCUS OF A LOT OF ONGOING BLUE RIBBON
4 WORK COULD NECESSITATE ADJUSTMENTS TO SOME OF THESE DRAFT ROLE
5 RECOMMENDATIONS. THAT SAID I WILL HIGHLIGHT WHERE A LEAD ROLE
6 HAS CURRENTLY BEEN PROPOSED AND THAT IS PRIMARILY FOCUSED ON
7 THE SYSTEM OPT MUSTIZATION FOR FARES SEAMLESS AND TOLLING. FOR
8 STRATEGIES, T-3 AND T-4 TEAM AND REFORMING REGIONAL FARE
9 POLICY WE HAVE EXISTING RESOLUTION WHICH LAYS OUT THE TRANSIT
10 COORDINATION REQUIREMENT INCLUDING BOTH CONNECTIVITY AND
11 FARES. COORDINATION IS A CHALLENGING ACROSS 2000 INDEPENDENT
12 OPERATORS. BUT BUILDING OFF OF THE BLUE RIBBON TRANSIT
13 RECOVERY TASK FORCE AND PILOT EFFORTS SUCH AS CLIPPER START WE
14 DO IMAGINE MTC ACTUAL FIT TORE LEADERSHIP ROLE IN PUSHING THE
15 STRATEGIES FORWARD PARTICULARLY IF MTC WERE TO TAKE ON SOME
16 SORT OF A NETWORK MANAGER ROLE PENDING THE ULTIMATE DECISIONS
17 OF THE TASK FORCE. WITH STRATEGY T-5 THE TOLLING STRATEGY,
18 THEY ARE CLEARLY SOME LIMITATIONS HERE. AND YOU KNOW WORK
19 WOULD HAVE TO BE FOCUSED ON THE NECESSARY AUTHORITY AND
20 OBVIOUSLY FIGURING OUT SOME CONSENSUS PATH TOWARD GENERATING
21 MORE SUPPORT FOR THE IDEA. YOU KNOW IT'S WORTH NOTING IN THE
22 PUBLIC SURVEY WE DID THIS WAS THE LEAST POPULAR OF THE
23 STRATEGIES SHOWN ON THE SCREEN. HOWEVER, IF YOU NOTE THERE'S A
24 GHG FLAG THIS IS ONE OF THE MOST CRITICAL STRATEGIES IN TERMS
25 OF MEETING OUR AGGRESSIVE 19% PER CAPITA REDUCTION TARGET. AS



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1 AN EXAMPLE FOR SOME PARTNER STRATEGIES. T-1 RESTORING
2 OPERATING MAINTAINING THE SYSTEM. FIX IT FIRST HAS BEEN OUR
3 LONGSTANDING COMMITMENT IN THIS SPACE. WE HAVE GOOD EFFECTIVE
4 PARTNERSHIPS WITH CTA'S LOCAL DOT'S AND REGIONAL TRANSIT
5 OPERATOR FOR WHICH TO PURSUE IMPLEMENTATION. AND ACTUALLY IN
6 THE PUBLIC SURVEY THE TOP TWO PUBLIC PRIORITIES TO ACCELERATOR
7 IMPLEMENTATION WERE STRATEGIES T-1 AND T-2 WHICH WAS
8 SUPPORTING COMMUNITY TRANSPORTATION ENHANCEMENT AND
9 COMMUNITIES OF CONCERN. NEXT SLIDE, PLEASE. SO FOR THESE
10 STRATEGIES WHICH NEST UNDER THE HEALTHY SAFE STREET AND NEXT
11 GENERATION TRANSIT THEMES OF THE PLAN, FOR STRATEGY T-8 AND T-
12 9 WE HAVE LIMITED AUTHORITY FOR SPECIFIC INVESTMENT SUCH AS
13 LOCAL BIKE AND ROAD PROJECT. STREET DESIGN OR ROAD SPEEDS AND
14 LIMITED CAPACITY FOR ENGINEERING OR ENFORCEMENT. BUT WE DO
15 HAVE IMPORTANT ROLE IN OUR PLANNING FUNDING AND COORDINATING
16 CAPACITIES. AND FOR VISION ZERO WE HAVE SPECIFIC
17 RESPONSIBILITIES WITH RESPECT TO SAFETY. EXISTING INITIATIVES
18 SUCH AS THE REGIONAL ACT OF TRANSPORTATION PLAN WHICH IS UNDER
19 DEVELOPMENT AS WELL AS THE REGION VISION ZERO POLICY AND
20 PROGRAM WILL BE IMPORTANT INITIATIVE TO HELP PUSH THIS WORK
21 FORWARD. FOR STRATEGIES T-10 AND T-11 OUR PLANNING FUNDING AND
22 COORDINATING ARE ESSENTIAL. CTA AND TRANSIT OPERATOR ARE
23 RESPONSIBLE FOR IMPLEMENTATION. FINANCIAL REVENUES ARE A
24 CHALLENGE AS MANY OF THE ASSESSMENT RELY ON NEW REVENUES THAT
25 HAVEN'T BEEN SECURED. T-10 IS ANOTHER EXAMPLE WHERE THERE



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1 COULD BE SOME ADJUSTMENTS PENDING THE RECOMMENDATION WITH BLUE
2 RIBBON TRANSIT RECOVERY TASK FORCE. AND OF THE STRATEGIES
3 SHOWN HERE T-10 ENHANCING LOCAL TRANSIT FREQUENCY THE MOST
4 POPULAR IN OUR PUBLIC SURVEY ALONG WITH STRATEGY T-11 THE
5 EXPANSION AND MODERNIZATION FOR THE RAIL NETWORK. FOR STRATEGY
6 T-12 REGIONAL EXPRESS LANE. PARTNERSHIP WITH TRANSIT OPERATORS
7 WILL BE ESSENTIAL TO THE SUCCESS OF YOU KNOW FINALIZING
8 INTEGRATED REGIONAL NETWORK INCLUDING A TRANSIT COMPONENT.
9 NEXT SLIDE. A FEW THINGS TO DRAW ATTENTION TO ON THIS SLIDE
10 FOR THE HOUSING ELEMENT OF THE PLAN, FIRST THE STANDING UP OF
11 BOFA WAS GAME CHANGER FOR AUTHORITY FRONT. THE BAY AREA
12 HOUSING FINANCIAL AUTHORITY. ESTABLISHING LEGISLATION PROVIDES
13 AUTHORIZATION TO ACT IN A NUMBER OF AREAS WHERE THE AGENCY
14 WOULD HAVE PREVIOUSLY BEEN MORE LIMITED. SO YOU KNOW THERE'S A
15 LOT MORE GREEN HERE THAN THERE WOULD HAVE BEEN A FEW YEARS
16 AGO. THE MAJOR QUESTION, OF COURSE, IS HOW AND WHERE THIS
17 AUTHORITY MAY BE USED. IN ADDITION FINANCIAL RESOURCES REMAIN
18 A MAJOR CHALLENGE AND A MAJOR REVENUE MEASURE, YOU KNOW, ALONG
19 WITH SECURING YOU KNOW ADDITIONAL FUNDING FROM THE STATE, FROM
20 THE FEDERAL GOVERNMENT FROM PRIVATE SOURCES, YOU KNOW, WOULD
21 REALLY BE ESSENTIAL TO MAKING PROGRESS HERE. BUT WE DO SEE
22 THAT YOU KNOW BOFA HAS A MAJOR OPPORTUNITY PUSHING FORWARD IN
23 MAKING THE THREE P FRAMEWORK OF PRODUCTION PRESERVATION AND
24 PROTECTION MAKING THAT FRAMEWORK A REALITY AS IT HAS GUIDED
25 THE WORK OF OUR AGENCIES FOR SOME TIME NOW. A FEW KEY POINTS



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1 TO OFFER IS THAT YOU KNOW LEADING IN THE SPACES DOESN'T MEAN
2 BEING THE ONE AND ONLY EXCLUSIVE LEADER. IT WOULD REALLY BE
3 LEADING REGIONAL EFFORTS THAT SUPPORT LOCAL GOVERNMENTS AND
4 OTHER PARTNERS. AND WITH RESPECT TO THE IDENTIFIED LEAD
5 STRATEGIES THE FRAMING IS REALLY WHAT NEEDS TO HAPPEN IN THE
6 NEXT 1 TO FIVE YEARS WHICH IS REALLY THAT WE NEED TO DEVELOP
7 NEW SOURCES OF FUNDING TO SUPPORT THE STRATEGIES. AND THAT'S
8 THE KEY STARTING POINT FROM WHICH FUTURE IMPLEMENTATION
9 EFFORTS WHICH WILL BRANCH AND IN THAT SENSE WE THINK BAHFA
10 BEST SITUATED TO SERVE AS CHAMPION ADVOCATE AND CATALYST. ALSO
11 IT IS WORTH NOTING THAT THE STRATEGIES ON THE SCREEN THE TWO
12 MOST POPULAR WERE H OF 6 TRANSFORMING MALLS AND ACCELERATED
13 REUSE OF PUBLIC AND COMMUNITY LAND. NEXT SLIDE, PLEASE. SO YOU
14 KNOW THERE'S A LOT OF RED ON THIS SLIDE. AND YOU KNOW THAT'S
15 EVIDENCE OF THE FACT THAT THESE ECONOMIC STRATEGIES HAVE NOT
16 TRADITIONALLY BEEN AMONGST THE CORE FUNCTIONS OF THE AGENCIES.
17 MTC, ABAG AND THE AFFILIATED LOCAL COLLABORATION PROGRAMS. FOR
18 THE MOST PART THAT WE ARE RECOMMENDING THAT THE AGENCY SUPPORT
19 THE WORK OF OTHER ENTITIES AND ORGANIZATIONS THAT HAVE THE
20 AUTHORITY RESOURCES AND CAPACITY IN THESE SPACES. FOR EXAMPLE,
21 EC-1 UNIVERSAL BASIC INCOME SUCCESS WOULD REALLY DEPEND UPON
22 THE PRESENCE OF A STATEWIDE COALITION THAT IS PUSHING
23 ADVOCATING FOR THIS -- FOR THIS TO BE IMPLEMENTED AND THAT'S
24 SOMETHING THAT YOU KNOW MTC -- THE AGENCIES COULD PERHAPS
25 SUPPORT. FOR EC-3, YOU KNOW, LEADERSHIP IS LIKELY TO COME FROM



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1 REGIONAL AND STATEWIDE PARTNERS AND STAKEHOLDERS. BUT WE ARE
2 IMAGINING THAT IT COULD MAKE SENSE FOR THE AGENCIES TO TAKE A
3 MORE ACTIVE PARTNERSHIP ROLE IN THIS SPACE, PARTICULARLY DUE
4 TO THE IMPORTANCE OF PROVIDING INTERNET ACCESS IN A FUTURE
5 WITH MORE TELE WORK WHICH IS OBVIOUSLY ONE OF THE KEY GOALS OF
6 THE PLAN'S CLIMATE STRATEGIES FOR EC-4 THAT'S THIS -- THIS KEY
7 STRATEGY BUT NOT AN AREA WHERE WE HAVE ANY AUTHORITY OVER
8 LOCAL LAND USE OR PERMITTING AND GENERALLY THE PERVIEW OF
9 LOCAL JURISDICTIONS. FINALLY THE RETAINING INVESTING KEY
10 INDUSTRIAL LANDS STRATEGY. YOU KNOW WE HAVE THE PRIORITY
11 PRODUCTION AREA PILOT. WHICH IS APPROVED FOR THE PLAN. AND
12 THIS IS SOMETHING THAT WE WOULD LOOK TO PUSH FORWARD OVER THE
13 NEXT FEW YEARS THROUGH SOME -- THROUGH SOME ACTUAL PILOT
14 PROJECTS AND THAT COULD BE A MEANS TO BUILD FUTURE CAPACITY.
15 NEXT SLIDE, PLEASE. BROADLY SPEAKING WE SEE SOME SIMILAR
16 THEMES ACROSS THESE ENVIRONMENTAL STRATEGIES. THEY VERY
17 POPULAR BUT THE FINANCES LESS SECURE AND BIT OF A MIXED BAG IN
18 TERM OF THE INTERNAL CAPACITY AND AUTHORITY. MOST NOTABLY WE
19 RECOMMEND A LEAD IMPLEMENTATION ROLE FOR MTC, ABAG FOR EN-1.
20 THERE'S A STRONG INTEREST FROM STAKEHOLDERS IN SEEING THE
21 AGENCY AND AFFILIATED PROGRAMS TAKE MORE ACTIVE COORDINATION
22 AND FUNDING ROLE HERE. YOU KNOW, PERHAPS MIMICKING THE
23 FUNCTIONS THAT MTC PERFORMS REGIONALLY IN THE TRANSPORTATION
24 SPACE BUT FOCUSED ON SEA LEVEL RISE ADAPTATION INSTEAD. IT IS
25 IMPORTANT TO NOTE THAT THE AGENCY IS ALREADY DOING -- THE



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1 AGENCIES ARE ALREADY DOING A LOT OF WORK IN THIS SPACE.
2 WHETHER IT'S FUNDING, FOR EXAMPLE, THE BCDC ADAPT TO SEA LEVEL
3 RISE. THE ADAPTING RISING TIDE. MTC HAD KEY FUNDING ROLE IN
4 SUPPORTING THAT EFFORT. WE ALREADY THE SAN FRANCISCO ESTUARY
5 PARTNERSHIP THE HOUSED IN-HOUSE. WE SUPPORT STAFF FOR THE SAN
6 FRANCISCO BAY AREA RESTORATION AUTHORITY. THERE'S A LOT OF KEY
7 TRANSPORTATION PROJECTS THAT ARE ALREADY LOOKING AT
8 ADAPTATION. YOU KNOW WE THINK THIS IS -- THIS -- THE EXISTING
9 CAPACITY AND ROLES THAT EXIST ARE A GOOD FOUNDATION FROM WHICH
10 TO TAKE A MORE COMPREHENSIVE PLANNING FUNDING AND COORDINATING
11 ROLE. BUT I THINK THE KEY ACTION ITEM WILL BE REALLY
12 FACILITATING REGIONAL CONVERSATION ON GOVERNANCE AND OBTAINING
13 CLEAR LEGISLATIVE AUTHORITY FOR ALL OF THE DIFFERENT PARTIES
14 THAT HAVE YOU KNOW ROLES AND RESPONSIBILITIES IN THIS SPACE.
15 NEXT SLIDE, PLEASE. AND FINALLY THE CLIMATE STRATEGIES OF THE
16 PLAN. GIVEN THE IMPORTANCE THAT THE STRATEGIES HAVE IN MEETING
17 GHG TARGET AND ALIGNMENT WITH EXISTING PROGRAMS SUCH AS THE
18 BAY AREA COMMUTER BENEFITS PROGRAM AND CLIMATE INITIATIVE
19 PROGRAM WE PROPOSE MTC TAKE ACTIVE LEADERSHIP ORIENTATION IN
20 THIS SPACE AND PARTNERSHIP WITH THE AIR DISTRICT IN PARTICULAR
21 WILL BE ESSENTIAL. FOR EN-7 THE EXISTING BENEFITS PROGRAM
22 DOESN'T HAVE AUTHORITY TO SET SUSTAINABLE COMMUTE TARGETS FOR
23 EMPLOYER. NEW LEGISLATION WOULD BE REQUIRED TO GIVE THE
24 DISTRICT MTC AUTHORITY TO DO SO. THE EXISTING PROGRAM HAS SOME
25 FUNDING. AS WELL AS LIMITED STAFF RESOURCES FROM BOTH THE



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1 DISTRICT AND MTC BUT WOULD REQUIRE FURTHER EXPANSION TO FUND
2 REGULAR TEAR OVERSIGHT AND ENFORCEMENT. ALTHOUGH PUBLIC
3 SUPPORT IS STRONG IT'S NOT YET CLEAR HOW WILLING ALL MAJOR
4 EMPLOYERS WILL BE TO ADOPT TRACK AND REPORT ON HOW THEY ARE
5 MEETING SUSTAINABLE COMMUTE TARGETS AND AS I MENTIONED IN
6 TERMS OF PUBLIC SUPPORT, THE EN-7S THE MOST POPULAR AMONGST
7 THE PUBLIC FOR THE CLIMATE STRATEGIES. FOR EN-9 THE
8 AFOREMENTIONED PROGRAMS PROVIDE A STRONG FOUNDATION UPON WHICH
9 MTC THE WORK TO EXPAND TRANSPORTATION SERVICES AND
10 ALTERNATIVES THAT WILL REDUCE EMISSIONS. ONE KEY COMPONENT TO
11 REGIONAL PARKING FREE PROGRAM MAY PRESENT UNIQUE AND SPECIFIC
12 CHALLENGINGS RELATED TO THE OVERALL PUBLIC AND POLITICAL
13 SUPPORT. NEXT SLIDE. SO YOU KNOW WE HAVE PUT THESE POTENTIAL
14 IMPLEMENTATION ACTIONS INTO THREE BROAD BUCKETS WHETHER
15 ADVOCACY AND LEGISLATION, NEW EXISTING OR RESTRUCTURED
16 INITIATIVES AS WELL AS PLANNING AND RESEARCH. AND WE WILL BE
17 COMING BACK WITH MORE ON THIS NEXT MONTH WITH SPECIFIC ACTION
18 FOR EACH OF THE 35 STRATEGIES. BUT THESE ARE JUST A FEW HIGH
19 LEVEL EARLY IDEAS THAT HAVE RISEN TO THE TOP. AND I THINK AS
20 YOU KNOW WAS CLEAR FROM THE ASSESSMENT THE IMPORTANCE OF
21 ADVANCING FUTURE REGIONAL FUNDING MEASURES AS WELL AS
22 ADVOCATING FOR ADDITIONAL FUNDING FOR BOTH HOUSING
23 TRANSPORTATION OR RESILIENCE WILL BE KEY. YOU KNOW, FOR
24 TRANSPORTATION AND IMPLEMENTING THE RECOMMENDATION OF THE BLUE
25 RIBBON TRANSIT RECOVERY TASK FORCE AS WELL AS THE FARE



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1 INTEGRATION TASK FORCE ONCE THOSE BECOME AVAILABLE, WE WANT TO
2 LOOK AT THE OBAG 3 PROCESS WHICH WILL TAKE PLACE OVER THE YEAR
3 AND TRY TO ALIGN IMPLEMENTATION PRIORITIES ACROSS ALL OF THE
4 DIFFERENT ELEMENTS OF THE PLAN WITH THE -- WITH THAT OBAG-3
5 PROGRAM. AND YOU KNOW, LEADING REGIONAL STUDY ON ROAD PRICING
6 AND PUSHING FORWARD THOSE PPA PILOTS. THESE ARE ALL THINGS
7 THAT WE ARE LIKELY TO PURSUE OVER THE NEXT 1 TO FIVE YEARS
8 WITH FAIRLY HIGH LEVEL OF CERTAINTY. NEXT SLIDE. SO AS I
9 MENTIONED WE WILL -- WE WILL BE COMING BACK NEXT MONTH AFTER
10 INCORPORATING THE FEEDBACK AND ALSO PRESENTING ON THOSE DRAFT
11 RECOMMENDATIONS FOR EACH STRATEGY. AS WELL AS KEY POLICY AND
12 STRATEGY CONSIDERATION FOR MOVING INTO THE NEXT PHASE OF THE
13 PARTNERSHIP PHASE. WE'RE ALSO GOING TO BE LOOKING AT YOU KNOW
14 EVALUATING THE STRATEGIES, IMPLEMENTATION ACTION ACROSS THE
15 DIFFERENT STRATEGIES AND ELEMENTS TO IDENTIFY COMMON THEMES
16 AND HIGH-IMPACT ACTIONS THAT MAY SUPPORT MULTIPLE STRATEGIES.
17 AS WELL AS TAKING AN EQUITY RESILIENCE ON SOME OF THE WORK.
18 WE'LL ALSO BE DOING RESOURCES PRIORITIZATION ASSESSMENT TO
19 REALLY KIND OF REFINE OUR INTERNAL CAPACITIES TO SUPPORT THE
20 ACTIONS THAT ARE IDENTIFIED. AND THEN WE WILL BE RELEASING THE
21 DRAFT IN THE SPRING AND AGAIN THE PARTNERSHIP PHASE LATE
22 SPRING INTO SUMMER. NEXT SLIDE. SO THANK YOU ALL FOR STICKING
23 WITH US ON -- I UNDERSTAND APPRECIATE IT IT'S FAIRLY DENSE
24 INFORMATION. BUT WE DO HAVE, YOU KNOW SOME FEEDBACK THAT WE'RE
25 LOOKING FOR YOU ALL WHICH IS YOU KNOW OF THE STRATEGY THAT ARE



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1 PRESENTED, WHICH ARE PERHAPS YOUR HIGHEST PRIORITIES TO
2 ACCELERATOR IMPLEMENTATION? ARE THERE ANY QUESTIONS ABOUT THE
3 ASSESSMENTS? AND FINALLY THE RECOMMENDATIONS? ARE THERE AREAS
4 WHERE YOU THINK THAT THE AGENCIES SHOULD PERHAPS TAKE MORE
5 ACTIVE ROLE OR PERHAPS YOU KNOW LESS ACTIVE ROLE AND STEP
6 BACK. WITH THAT WE'RE HAPPY TO ANSWER ANY QUESTIONS. THANK
7 YOU.

8

9 **SPEAKER:** THANKS. FOR ALL OF YOU PLEASE CONTINUE TO ANSWER
10 YOUR QUESTIONS IN THE Q&A BOX. IF YOU PREFER TO ASK YOUR
11 QUESTIONS VERBALLY, I WILL ASK THAT YOU PLEASE RAISE YOUR HAND
12 AND PRESS STAR-9 WHEN I CALL ON YOU. THE RAISE HAND FEATURE IS
13 EITHER AT THE TOP OF THE CHAT OR IN YOUR PARTICIPANT'S FEATURE
14 AT THE BOTTOM OF THE SCREEN. FINALLY FOR THOSE ON THE PHONE I
15 WILL CALL ON YOU AT A CERTAIN POINT AND ASK YOU TO HIT STAR-9
16 TO UNMUTE YOURSELF AND ASK YOUR QUESTIONS. WE WILL BE THE Q&A
17 BOX. FIRST QUESTION MAY BE TWO IN THE WEEDS. WONDERING IF
18 STAFF MIGHT OPINE ON WHAT IMPLEMENTATION OF THE EXPRESS BUS
19 NETWORK STRATEGY MIGHT LOOK LIKE. WOULD MTC WORK WITH AGENCIES
20 TO COORDINATE THIS NETWORK PERHAPS VIA NETWORK MANAGER
21 CONTRACT IT'S OWN SERVICES ET CETERA?

22

23 **SPEAKER:** I'M HAPPY TO START OFF THIS, THIS QUESTION. CHIRAG
24 COULD ADD TO THIS. WE ARE AWAITING TO SEE WHAT HAPPEN REALLY
25 WITH THE BLUE RIBBON TASK FORCE AND THE TRANSFORMATION ACTION



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1 PLAN TO UNDERSTAND WHAT THAT MEAN FOR THE NETWORK MANAGER
2 ROLE. THE JURY MIGHT BE OUT ON THIS PARTICULAR QUESTION IN
3 TERMS OF HOW EXACTLY WE ADVANCED THAT PARTICULAR STRATEGY,
4 WHETHER IT'S THROUGH PLANK, WHETHER WE HAVE MORE CORRECT KIND
5 OF OVERALL IN THAT REGARD, I THINK EXPRESS BUS IS ONE MODE
6 THAT THE OVERALL BLUE RIBBON EFFORT IS EXPLORING. AND SO WE
7 DON'T WANT TO LOOK AT MODES NECESSARILY IN ISOLATION BUT
8 REALLY LOOK HOW THEY WORK TOGETHER. MORE TO COME ON THAT. I
9 THINK IT SPEAKS TO FACT THAT THE IMPLEMENTATION PLAN IS
10 TRACKING SOME OTHER MAJOR EFFORTS AND WORKING TO WEAVE IN THE
11 RECOMMENDATION AND BUILD UPON THEM AND THIS IS BLUE RIBBON
12 EFFORT IS CERTAINLY A KEY ONE OF THOSE.

13

14 **SPEAKER:** I WILL OFFER A FEW ADDITIONAL CLARIFICATIONS AS WELL.
15 JUST IN TERMS OF ADDITIONAL ACTIONS THAT WE MIGHT BE PROPOSING
16 AND PRESENTING NEXT MONTH. I THINK CLEARLY THERE'S A FUNDING
17 NEED THAT REMAINS WITH THE IMPLEMENTATION OF THE REGIONAL
18 EXPRESS LANES NETWORK. THAT'S SOMETHING THAT YOU KNOW WE WOULD
19 BE ESSENTIALLY PREPARING TO ADVOCATE FOR A FUTURE FUNDING
20 SOURCE WHETHER THAT'S REGIONAL MEASURE OR AGAIN NEW FEDERAL AND
21 STATE FUNDS. WE MAY ALSO LOOK AT LEGISLATION THAT CAN PROVIDE
22 CLEAR OPPORTUNITIES TO TEST PILOTS AND IMPLEMENT GENERAL
23 PURPOSE LANE CONVERSIONS. I THINK THE LANE CONVERSIONS ELEMENT
24 IS IMPORTANT IN TERMS OF TRYING TO REDUCE SOME OF THE
25 POTENTIAL GHG IMPACTS OF EXPANDING THE EXPRESS LANES NETWORK.



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1 AS OF RIGHT NOW, THE AUTHORITY TO DO THAT AT THE STATE LEVEL
2 IS A LITTLE BIT UNCLEAR. YOU KNOW THAT WOULD BE SOMETHING THAT
3 WE COULD POTENTIALLY BE LOOKING AT AND THEN OBVIOUSLY, YOU
4 KNOW WE HAVE A PROGRAM FOR AN EXPRESS LANES PROGRAM AND
5 STRATEGIC PLAN. I THINK IMPLEMENTING THE FINDING AND
6 RECOMMENDATION OF THAT STRATEGIC PLAN WILL BE IMPORTANT AS
7 WELL AS JUST YOU KNOW CONTINUING THE DEVELOPMENT OF
8 CONSTRUCTION OF YOU KNOW CURRENTLY PLANNED CORRIDORS. I THINK
9 OTHER AREAS AS WELL YOU KNOW SORT OF LOOKING AT CONSISTENT
10 OPERATING POLICIES FOR ALL OF THE DIFFERENT EXPRESS LANES IS
11 SOMETHING WE'VE IDENTIFIED AS THE NEED. AND THEN CLEARLY, YOU
12 KNOW JUST CONTINUED PARTNERSHIP WITH TRANSIT OPERATORS ON YOU
13 KNOW WHAT THE NETWORK SHOULD LOOK LIKE AND HOW WE CAN REALLY
14 SUPPORT THE TRANSIT COMPONENTS.

15

16 DAVE, NEXT QUESTION. WHAT'S THE TIME LINE FOR THE PRIORITY
17 LOW DUCKION AREA PILOT PROGRAM? WHEN DO YOU ANTICIPATE A CALL
18 FOR PROJECTS?

19

20 **SPEAKER:** WELL, LET ME TAKE A STEP BACK WITH THAT ONE. THERE
21 ALREADY IS A PPA, PILOT PROGRAM ESTABLISHED BACK IN 2019. WITH
22 MORE THAN 30 PRIORITY PRODUCTION AREAS IDENTIFIED BY LOCAL
23 JURISDICTIONS. AND IN ADDITION TO YOU KNOW THE IDENTIFICATION
24 OF THEM. WE INTEGRATE THROUGH EE6 AND THE BLUEPRINT FOR FUTURE
25 BOTH CURRENT INDUSTRIAL JOBS AND ALSO FUTURE INDUSTRIAL



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1 DEVELOPMENT. WITH REGARDS TO FUNDING, THERE'S NO CURRENT
2 FUNDING FOR PRIORITY PRODUCTION AREAS. HOWEVER, THE ONE BAY
3 AREA GRANT CYCLE 3 EFFORT IS GETTING UNDER WAY THIS YEAR. AND
4 THAT FUNDING PROGRAM MAY ENABLE US TO IDENTIFY A SLIVER OF
5 THAT FUNDING FOR PRIORITY PRODUCTION AREA PLANNING OR
6 TECHNICAL ASSISTANCE. BUT THAT'S GOING TO BE THE DEPENDENT ON
7 A ROBUST TRADE OFF PROCESS. BECAUSE OBVIOUSLY WE DON'T HAVE
8 UNLIMITED FUNDS IN THAT PROGRAM. THERE'S A LOT OF COMPELLING
9 NEEDS, YOU KNOW IDENTIFIED THROUGH THE 35 STRATEGIES IN THE
10 BLUEPRINT. AND AS WAS INCLUDED IN TODAY'S ITEM THAT PARTICULAR
11 STRATEGY RANKS LAST IN TERMS OF PUBLIC SUPPORT FOR ADVANCING
12 THE IMPLEMENTATION. WE HAVE TO WEIGH, OBVIOUSLY THE CRITICAL
13 IMPORTANCE OF THE INDUSTRIAL LANDS WITH THE WIDE VARIETY OF
14 NEEDS AND DEMANDS THAT ARE ASSOCIATED WITH THE FULL SEAT OF
15 STRATEGY. THAT TRADE OFF CONVERSATION WILL CONTINUE LIKELY
16 THROUGH MUCH OF THE YEAR.

17

18 **SPEAKER:** THANK YOU, DAVE. NEXT QUESTION. DEVELOPING AN
19 EFFECTIVE REGIONAL RAIL NETWORK REQUIRE INVOLVEMENT OF MEGA
20 REGION NOT JUST THE NINE COUNTY REGION. HOW IS THIS PLAN
21 HELPING DEAL WITH THIS ISSUE?

22

23 **SPEAKER:** THANK YOU FOR THE QUESTION. AND YOU KNOW WE
24 DEFINITELY AGREE THAT MEGA REGIONAL COORDINATION IS ESSENTIAL,
25 PARTICULARLY FOR THIS STRATEGY. YOU KNOW ONE OF THE THINGS WE



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1 WILL BE CALLING OUT IS OUR KIND OF CONTINUED ON ENGAGEMENT
2 WITH ONGOING REGIONAL AND MEGA REGIONAL COORDINATION EFFORTS
3 FOR MAJOR RAIL EXPANSION PROJECTS. THERE'S A CURRENT
4 INITIATIVE BEING LEAD BY THE BAY AREA ECONOMIC COUNCIL, THE
5 LINK 21 WHICH IS REALLY BRINGING TOGETHER THE ENTIRE MEGA
6 REGION TO LOOK AT THE NEW TRANSBAY RAIL CROSSING. TO HAVE
7 STAFF ENGAGEMENT ON THAT. YOU KNOW THERE'S THE CALIFORNIA
8 STATE RAIL UPDATE PROCESS, WHICH IS UNDER WAY WHICH WILL BE
9 COMPLETED NEXT YEAR. YOU KNOW, IT WILL BE CONTINUING STAFF
10 ENGAGEMENT IN THAT EFFORT. SO I THINK YOU KNOW WE'RE FULLY
11 APPRECIATIVE OF THE FACT THAT YOU KNOW THAT THE NINE COUNTY
12 REGION IS NOT ALONE IN TERMS OF ITS ONGOING INTEREST FOR THESE
13 MEGA REGIONAL PROJECTS. I SHOULD ALSO ADD THAT WE DO HAVE A
14 MEGA REGIONAL WORKING GROUP, WHICH CONSISTS OF YOU KNOW THE
15 NINE COUNTY -- THE BAY AREA, THE SACAG REGION SAN JOAQUIN
16 GOVERNMENT. AND MEET QUARTERLY. MEGA PROJECT DELIVERY IS ONE
17 OF THE KEY ITEMS IT'S BEEN FOCUSED ON AS WELL. SO YOU KNOW WE
18 WOULD BE CONTINUING ALL OF THESE EFFORTS MOVING FORWARD.

19

20 **SPEAKER:** THANK YOU. THE FUNDING AVAILABLE FOR THE PILOT IN
21 NEXT ROUND OF PRIORITY DEVELOPMENT AREA PLANS?

22

23 **SPEAKER:** AS I ANSWERED EARLIER, THERE'S NO FUNDING FOR
24 PRIORITY PRODUCTION AREA THAT COULD BE CONSIDERED IN YEARS
25 AHEAD AND FOR PRIORITY DEVELOPMENT AREAS, GOOD NEWS THERE IS



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1 THERE'S ACTUALLY CURRENT ROUND RIGHT NOW FOR LOCAL
2 JURISDICTION SEEKING MONEYS TO DO IMPORTANT PLANNING WORK IN
3 THE PRIORITY DEVELOPMENT AREA. DO CHECK OUT THE ABAG WEB SITE
4 FOR MORE INFORMATION.

5

6 **SPEAKER:** GREAT THANKS, DAVE. THIS AN ADD ON TO LAST QUESTION.
7 BEST WAY TO IMPLEMENT THE KEY COMPONENTS OF REGIONAL BAY
8 NETWORK TO FORM CONSTRUCTION AUTHORITY. THIS IS PROVEN TO BE
9 EFFECTIVE IN LOS ANGELES FOR THE FOOTHILL CORRIDOR AND EXPO
10 CORRIDOR. WILL THIS BE INCLUDED IN THE IMPLEMENTATION
11 STRATEGIES?

12

13 **SPEAKER:** THAT SPECIFIC RECOMMENDATION, I THINK, IT HAS NOT
14 BEEN ON OUR RADAR AT THIS POINT. BUT I THINK THIS IS EXACTLY
15 THE KIND OF FEEDBACK THAT WE'RE LOOKING TO GET AS WE MOVE INTO
16 THE PARTNERSHIP PHASE OF THE PLAN. I THINK YOU KNOW IT MIGHT
17 NOT BE YOU KNOW MOST HELPFUL OR APPROPRIATE FOR US TO THROW
18 THAT RECOMMENDATION OUT THERE AT THIS STAGE WITHOUT LIKE
19 HAVING A FOCUSED CONVERSATION WITH MANY OF OUR PARTNERS ABOUT
20 YOU KNOW WHAT THE MERITS OR DE-MERITS OF THAT IDEA MAY BE. I
21 DO APPRECIATE THAT COMMENT. I THINK WE CAN DEFINITELY NOTE
22 THAT AS SOMETHING TO DISCUSS FURTHER WITH OUR PARTNERS DURING
23 THE PARTNERSHIP PHASE OF THE IMPLEMENTATION PLAN.

24



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1 **SPEAKER:** GREAT, THANK CHIRAG. NEXT QUESTION WHY MTC LISTED
2 ALONE AS LEAD FOR EN-1 SEA LEVEL RISE RATHER THAN HAVE BCDC AS
3 CO-LEADS SIMILAR TO EN-7 TRIP REDUCTION?

4

5 **SPEAKER:** THANK YOU FOR THAT QUESTION. AND YOU KNOW I SHOULD
6 EMPHASIZE, AGAIN THAT THESE ARE ALL DRAFT DESIGNATIONS AND YOU
7 KNOW SUBJECT TO CHANGE AND FEEDBACK. I THINK WHAT WE WERE
8 FOCUSED ON IN TERMS OF THE IMPLEMENTATION OF THE STRATEGY, I
9 THINK IS, AGAIN, SORT OF FOCUSED ON THE PLANNING, FUNDING AND
10 COORDINATING OF THE DIFFERENT STRATEGY ELEMENTS. SO I THINK
11 ANYTHING THAT MOVES FORWARD CERTAINLY BCDC IS GOING TO BE A
12 KEY PARTNER IN ANYTHING THAT HAPPENS. WE HAVE YOU KNOW VERY
13 ACTIVE STAFF TO STAFF COLLABORATION IN MULTIPLE DIFFERENT
14 VENUES. YOU KNOW, I WANT TO BE CLEAR THAT BCDC WILL CERTAINLY
15 BE VERY CLOSELY INVOLVED IN ANY ACTIONS THAT ARE TAKEN IN THE
16 FUTURE.

17

18 **SPEAKER:** THANKS, CHIRAG. NEXT QUESTION COULD YOU CLARIFY WHAT
19 THE NATURAL RESOURCES FOR MAINTAINING URBAN GROWTH BOUNDARIES?

20

21 **SPEAKER:** MAYBE I WILL JUMP IN ON THIS PARTICULAR QUESTION. FOR
22 STRATEGIES IN PLANNED AREA 2050 WITH NEGLIGIBLE REGIONAL AREA
23 COST. THEY'VE BEEN MARKED GREEN IN THE ASSESSMENT FOR THE
24 IMPLEMENTATION PLAN. IN OTHER WORDS ZONING URBAN GROWTH
25 BOUNDARIES YES THERE ARE SOME COST ON THE LOCAL AGENCY LEVEL



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1 WITH COMMUNITY MEETINGS AND HAVING DISCUSSIONS ABOUT WHERE
2 THOSE BOUNDARIES SHOULD BE DRAWN. BUT UNLIKE SOMETHING LIKE
3 AFFORDABLE HOUSING WHERE YOU ACTUALLY NEED CASH TO GO BUILD
4 THE HOMES AND THE COST TOTAL AND THE NOT JUST THE BILLIONS BUT
5 THE HUNDREDS OF BILLIONS OF DOLLARS, THE COST FOR THE URBAN
6 GROWTH BOUNDARY STRATEGY IS MUCH LOWER. AND SO THAT'S WHAT IS
7 REFLECTED IN THAT MATRIX THE REFLECTION THAT IN GENERAL THAT'S
8 -- WHAT WE CONSIDER A LOW-COST STRATEGY IN THE CHALLENGE IS
9 THERE GENERALLY MORE YOU KNOW POLITICAL OR THERE ARE OTHER
10 INSTITUTIONAL HURDLES FOR A STRATEGY LIKE THAT. THERE'S ALSO A
11 PARALLEL STRATEGY ABOUT ACQUIRING THOSE OPEN SPACE LAND SO
12 THAT WAY THEY CAN BE PRESERVED. THAT STRATEGY DOES HAVE A COST
13 AND DOES REQUIRE FINANCIAL RESOURCES THAT DON'T EXIST TODAY.

14

15 **SPEAKER:** THANKS, DAVE. NEXT QUESTION, CAN YOU TALK ABOUT THE
16 ANTICIPATED TIME LINE FOR ADVANCING REGIONAL FUNDING MEASURES?

17

18 **SPEAKER:** SO I WILL TAKE THIS ONE AND THEN DAVE CAN CLARIFY AS
19 NEEDED. YOU KNOW, I THINK IN THE CONTEXT OF THE PLAN YOU KNOW,
20 WE'RE ANTICIPATING THAT A REGIONAL FUNDING MEASURE WOULD
21 HAPPEN SOMETIME BEFORE 2035. BUT I THINK THE ACTUAL TIMING OF
22 THAT IS SORT OF SUBJECT TO ONGOING REGIONAL CONVERSATIONS
23 REGARDING YOU KNOW WHAT THE MOST APPROPRIATE TIMING MIGHT BE.
24 I THINK THAT'S CERTAINLY SOMETHING THAT YOU KNOW THE BLUE
25 RIBBON TRANSIT RECOVERY TASK FORCE MIGHT BE EVALUATING AND I



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1 THINK IT'S SOMETHING THAT YOU KNOW WE WOULD CERTAINLY BE
2 LOOKING TO DISCUSS WITH OUR PARTNERS DURING FUTURE PHASES OF
3 IMPLEMENTATION PLAN AS TO IS IT 2024, 2028. I THINK ULTIMATELY
4 POLICYMAKERS WILL BE THE ONES WHO MAKE THAT DETERMINATION AS
5 TO WHEN IS SORT OF THE MOST PROMISING AND YOU KNOW MAXIMAL
6 TIME TO PUT THAT FORWARD TO VOTERS.

7

8 **SPEAKER:** JUST TO ADD TO WHAT CHIRAG MENTIONED. I THINK WE
9 ANTICIPATE AS WE SHARE SOME OF THE INITIAL ACTIONS NEXT MONTH
10 THAT THEY WILL BE ONE OR MORE ACTIONS RELATED TO NEW REVENUE
11 MEASURES FOR HOUSING, SEA-LEVEL RISE. TRANSPORTATION, ET
12 CETERA. INCLUDED IN THE IMPLEMENTATION PLAN, THAT MAY -- MAY
13 BE MORE ABOUT SETTING THE STAGE FOR A NEW REVENUE MEASURE OR
14 IT MIGHT BE MORE EXPANSIVE THAN THAT. WE'RE WORKING ON THOSE
15 POTENTIAL ACTIONS FOR THE POLICY MAKERS TO REVIEW AS WE MOVE
16 LATER INTO THE WINTER.

17

18 **SPEAKER:** THANK YOU BOTH. I WILL READ THE QUESTION THAT TAGS ON
19 TO THAT A LITTLE BIT. WHEN WILL FUNDING REVENUE PROTECTION
20 OUTSIDE THE BAY AREA BE DISCLOSED FOR PUBLIC REVIEW REGARDING
21 THE PURPORTED MEGA REGION AND ITS RELATED PROJECTS?

22

23 **SPEAKER:** I WILL TAKE THIS QUESTION. EACH REGION IN CALIFORNIA
24 IS RESPONSIBLE FOR IDENTIFYING REVENUE PROJECTIONS AND THE
25 COST OF ITS PROJECT. FOR PROJECT LIKE VALLEY LINK FOR EXAMPLE



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1 THAT SPAN MULTIPLE REGIONS, WE INCORPORATE A COST FOR THE
2 SEGMENT WITHIN THE BAY AREA AND THE REVENUES THE BAY AREA WILL
3 GENERATE. SIMILARLY, OUR COLLEAGUES IN SAN JOAQUIN VALLEY DO
4 THE SAME THING WITH THE COST OF THAT PROJECT WITHIN THEIR PART
5 OF THEIR REGION AND THE REVENUES THAT THEY ANTICIPATE THEY CAN
6 BRING TO BARE TO THAT. THAT'S THE FEDERAL FRAMEWORK FOR DOING
7 THESE SORTS OF LONG-RANGE PLANS. AND SO YOU KNOW, THOSE COST
8 AND REVENUES OUTSIDE OF THE BAY AREA WILL BE IDENTIFIED IN
9 EACH OF THOSE ORGANIZATIONS REGIONAL PLANS AS THEY UPDATE
10 THOSE ON A FOUR-YEAR CYCLE.

11

12 **SPEAKER:** GREAT, THANKS, DAVE. THIS IS OUR LAST QUESTION IN THE
13 Q&A BOX. IF YOU HAVE ANOTHER QUESTION TYPE IT IN NOW OR RAISE
14 YOUR HAND AND I WILL CALL ON YOU. NEXT QUESTION DO ANY OF THE
15 STRATEGIES PROPOSE OR CONSIDER AN ENHANCEMENT OF THE PRIORITY
16 CONSERVATION AREA PROGRAM WITH THE FOCUS ON CLIMATE
17 RESILIENCE?

18

19 **SPEAKER:** THANK YOU FOR THAT QUESTION. AND YES, YOU MAY NOT
20 HAVE SEEN IT IN THE LIST OF INITIATIVES THAT WERE FLAGGED ON
21 THE SLIDE. IT WAS PERHAPS BURIED THERE. THAT'S DEFINITELY ONE
22 OF THE KEY ITEMS THAT WE ARE PROPOSING IS YOU KNOW BASICALLY
23 REVAMPING THE PCA PROGRAM AND THE IDEA WOULD REALLY TO BE TO
24 TAKE A MORE DATA-DRIVEN APPROACH AND ALSO INTEGRATED BROADER
25 RANGE POLICY CONCERNS. WE'RE ALSO LOOKING TO TRY TO ALIGN THE



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1 PCA PROGRAM PRIORITIES WITH THE DEVELOPMENT 3 SO WE HAVE SOME
2 INITIAL MEANINGFUL FUNDING TO SUPPORT THAT EFFORT MOVING
3 FORWARD. BUT I ALSO THINK THAT YOU KNOW IN TERMS OF SOME OF
4 THE KEY VARIATIONS THAT WILL BE PRESENTING, YOU KNOW WE WILL
5 BE LOOKING FOR FEEDBACK FROM OUR PARTNERS AND POLICIES MAKER
6 AS TO WHAT COULD THIS REALLY LOOK LIKE, WHAT ARE SOME OF THE
7 REAL OPPORTUNITIES AND AGAIN WHAT ARE SOME OF THE CHALLENGES
8 THAT YOU KNOW POTENTIAL REVAMP COULD FACE. WE ARE MAKING THAT
9 RECOMMENDATION BUT WE ALSO YOU KNOW DO WANT TO TALK ABOUT THIS
10 FURTHER WITH PARTNERS AND POLICY MAKERS DURING THE FUTURE
11 PHASE FUTURE PHASES.

12

13 **SPEAKER:** THANKS, CHIRAG. LAST CALL. ANY OTHER QUESTIONS? OKAY.
14 DAVE, I THINK THAT'S IT. THANK YOU, CHIRAG.

15

16 **SPEAKER:** THANK YOU. BEFORE WE MOVE TO THE NEXT ITEM, I JUST
17 WANT TO ASK THE CLERK IF WE RECEIVED ANY PUBLIC COMMENTS
18 ASSOCIATED WITH THIS ITEM BY E-MAIL.

19

20 **SPEAKER:** THERE'S NO WRITTEN PUBLIC COMMENT RECEIVED ON THIS
21 ITEM.

22

23 **SPEAKER:** HANS HAD HIS HAND UP. DO YOU HAVE A QUESTION?

24

25 MAYBE NOT. BACK TO YOU, DAVE.



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1

2 **SPEAKER:** ALL RIGHT THANK YOU. MOVING ON TO AGENDA ITEM 3
3 NEXT STEPS OTHER BUSINESS AND PUBLIC COMMENTS. STAKEHOLDERS
4 AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WHICH SHOULD
5 USE THE RAISE HAND FEATURE. DIAL STAR 9 OR USE THE QUESTION-
6 AND-ANSWER BOX AT THIS TIME. ANY QUESTIONS OR PUBLIC COMMENTS?
7 SEEING NONE WE WILL MOVE ON TO AGENDA ITEM 4. ADJOURNMENT AND
8 NEXT MEETING. THE NEXT MEETING OF THE REGIONAL ADVISORY
9 WORKING GROUP WORKING GROUP WILL BE HELD ON TUESDAY MARCH 9th
10 2021 AT 9:35 A.M. REMOTELY AND BY WEBCAST AS APPROPRIATE
11 DEPENDING ON THE STATUS OF SHELTER IN PLACE ORDERS ANY CHANGES
12 TO THE SCHEDULE WILL BE DUALY NOTICED TO THE PUBLIC. THANKS,
13 EVERYBODY FOR JOINING TODAY AND HAVE A TERRIFIC TUESDAY.

14



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