METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

REGIONAL ADVISORY WORKING GROUP MEETING

TUESDAY, MARCH 9, 2021, 9:35 AM

DAVE VAUTIN: GOOD MORNING. I'M DAVE VAUTIN WITH THE METROPOLITAN TRANSPORTATION COMMISSION. I'M CALLING THE REGIONAL ADVISORY WORKING GROUP MEETING OF MARCH 9th, 2021 TO ORDER. I WOULD REQUEST THE BROADCASTING TEAM ROLE THE ANNOUNCEMENT.

DAVE VAUTIN: BEFORE WE GET STARTED I WOULD LIKE TO EMPHASIZE THE RAWG IS NOT A BROWN ACT MEETING. WE WILL BE TAKING YOUR QUESTIONS AND ANSWERS TODAY. AND PLEASE USE THE QUESTION-AND-ANSWER FIELD IN THE ZOOM APPLICATION AS APPROPRIATE. WITH THAT I WILL MOVE ON TO AGENDA ITEM 1. WELCOME AND INTRODUCTION. WELCOME TO THIS MONTHS RAWG MEETING. I'M HERE AT 375 BEALE. I WISH WE WERE ABLE TO BE TOGETHER. IT'S BEEN A YEAR SINCE WE HAD A MEETING IN PERSON. HOPEFULLY WE WILL BE ABLE TO DO IN MONTHS AHEAD. WE HAVE TWO ITEMS ON THE AGENDA. FIRST YOU WILL BE HEARING FROM CHIRAG RABARI OF OUR TEAM WHO WILL PRESENT UPDATE ON THE IMPLEMENTATION PLAN WE'RE LOOKING NEAR-TERM IMPLEMENTATION ACTION FOR THE NEXT FIVE YEARS. AND THEN SECOND WE WILL PROVIDING AN UPDATE ON THE ONGOING ENVIRONMENTAL ANALYSIS, ENVIRONMENTAL IMPACT REPORT GIVING STATUS UPDATE AND PROVIDING SOME FURTHER INFORMATION ON THE ALTERNATIVES UNDER ANALYSIS AT THIS TIME. WELCOME TO TODAY'S MEETING. LET'S GO ON

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TO AGENDA ITEM NUMBER 2. PLAN BAY AREA 2050 IMPLEMENTATION UPDATE PLAN. CHIRAG RABARI WILL PRESENT THIS. HE WILL TACKLE Q&A AFTER THE PRESENTATION.

CHIRAG RABARI: GOOD MORNING, EVERYBODY. IF THE TECHNICAL STAFF COULD PULL UP THE SLIDE DECK, PLEASE.

THANK YOU. AND NEXT SLIDE. AS FAR AS THE OVERALL IMPLEMENTATION PROCESS GOES WE'RE CURRENTLY IN PHASE 3 OR THE DRAFT PLAN DEVELOPMENT PHASE. AND I WOULD SAY ROUGHLY SPEAKING WE'RE AT APPROXIMATELY THE HALFWAY POINT IN THE IMPLEMENTATION PLANNED PROCESS. THERE'S STILL QUITE A BIT OF TIME LEFT TO GO HERE. LAST MONTH WE PRESENTED ON THE STRATEGY ASSESSMENT ON RECOMMENDATION AND WE ARE FOCUS ON SPECIFIC RECOMMENDATION FOR MTC/ABAG. THESE ARE EARLY DRAFT MTC/ABAG ACTIONS WHICH IS SCHEDULED FOR RELEASE LATER THIS SPRING. AND THERE WILL BE MORE INFORMATION TO COME ON THIS. BUT I DID WANT TO DRAW YOUR ATTENTION, AGAIN, TO PHASE FOUR OR THE PARTNERSHIP PHASE OF THE PLAN. THIS IS STILL BEING FINALIZED BUT AS A GENERAL REMINDER, YOU KNOW DURING THIS PHASE WE WILL BE LOOKING FOR YOUR FEEDBACK AND REACTION ON THE DRAFT PLAN RELEASE, YOUR IDEAS FOR PARTNERSHIPS AND MUTUAL COMMITMENTS, AS WELL AS ANY INPUT THAT YOU HAVE ON SPECIFIC SUPPORT OF IMPLEMENTATION ACTIONS THAT ARE BEING UNDERTAKEN BY YOUR RESPECTIVE ENTITIES. SO STAY TUNED ON THIS FRONT. MORE TO COME, WE WILL BE REACHING

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OUT THROUGH OUR MAILING LIST AND NEWSLETTERS AND OTHER TRADITIONAL COMMUNICATIONS CHANNELS YOU KNOW OVER THE COMING MONTHS TO ENSURE THAT EVERYONE HAS CLARITY ABOUT THE GOALS. THE FINAL PLAN WILL BE RELEASED LATER THIS FALL. NEXT SLIDE, PLEASE.

SO THREE GOALS OR THREE AREAS THAT WE WILL REVIEW TODAY. FIRST, BASED UPON FEEDBACK FROM POLICY MAKERS AND STAKEHOLDERS LAST MONTH. THERE ARE A HANDFUL OF ROLE DESIGNATION PROVISIONS FOR THE STRATEGY PRESENTATION WHERE WE PROPOSE MTC/ABAG LEAD PARTNER SUPPORT. THERE WERE A COUPLE OF STRATEGIES WHERE WE MADE A COUPLE OF ADJUSTMENTS. SECOND, WE ARE GOING TO REVIEW A SUMMARY OF CROSS-CUTTING MTC/ABAG IMPLEMENTATION ACTION. THEY ARE HIGH-LEVEL ACTION THAT SUPPORT IMPLEMENTATION ACROSS MULTIPLE STRATEGIES AND MULTIPLE ELEMENTS OF THE PLAN. YOU KNOW, ZOOMING OUT FROM INDIVIDUAL STRATEGIES OR JUST TRANSPORTATION, JUST HOUSING, BUT ACTION THAT SUPPORT YOU KNOW ACROSS THE FULL BREADTH OF THE PLAN. FINALLY WE WILL REVIEW DISCUSS DRAFT MTC/ABAG IMPLEMENTATION ACTION BY PLAN ELEMENT. NEXT SLIDE, PLEASE. IT'S IMPORTANT TO NOTE WHAT WE ARE PRESENTING IS A SNAPSHOT. WITH 35 DIFFERENT STRATEGIES AND IMPLEMENTATIONS THERE'S A LOT OF MATERIAL. SO THIS PRESENTATION IS REALLY FOCUSED ON SOME OF THE HIGHER PROFILE OR MORE CRITICAL DRAFT RECOMMENDATIONS FOR MTC/ABAG. THERE'S MUCH MORE INFORMATION IN THE COMMITTEE PACKET FOR EXAMPLE

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ATTACHMENT B CONTAINS ONE PAGE BRIEFS FOR EACH OF THE 35 STRATEGIES. AND THESE INCLUDE THE ASSESSMENTS AND ROLE RECOMMENDATIONS WE REVIEWED LAST MONTH BUT THE DRAFT MTC/ABAG IMPLEMENTATION ACTION AS WELL AS KEY CONSIDERATIONS. ATTACHMENT C CONSOLIDATED SUMMARY TABLE MORE DIGESTIBLE. SIX PAGES. THESE ARE ALL OF THE DRAFT MTC/ABAG IMPLEMENTATION ORGANIZED BY THE PLANNED FOR ELEMENTS AND 11 THEMES. NEXT SLIDE, PLEASE. AS I MENTIONED THERE ARE A COUPLE OF ROLE REVISIONS THAT WE WANT TO HIGHLIGHT. FIRST, FOR STRATEGY T-1 RESTORE OPERATE AND MAINTAIN THE EXISTING SYSTEM. BASED UPON FEEDBACK FROM OUR POLICY BOARD, THE ROLE WAS CHANGED FROM A PARTNER TO LEAD DESIGNATION. BUT I DO WANT TO CLARIFY THAT THIS IS REALLY ABOUT MTC'S FIX IT FIRST POLICY. AND PARTICULARLY THE NEED TO CHAMPION TRANSIT SERVICE RESTORATION IN THE POST ENVIRONMENT. REALLY THINKING ABOUT THE NEXT 1 TO FIVE YEARS AND THE NEED TO HELP CHAMPION THE SERVICE RESTORATION GOAL. FOR STRATEGY EC-4 ALLOW GREATER COMMERCIAL DENSITY AND GROWTH GEOGRAPHIES THE ROLE WAS CHANGED FROM SUPPORT TO PARTNER. GIVEN THE CRITICAL CLIMATE BENEFITS THAT ARE ASSOCIATED NEAR TRANSIT STATIONS. WE HEARD FROM A VARIETY OF OUR POLICY BOARD MEMBERS AS WELL AS STAKEHOLDERS THAT THE AREAS WHERE THERE ARE REALLY CRITICAL CLIMATE ASSOCIATED, WE SHOULD TAKE MORE ACTIVE ROLE IN IMPLEMENTATION. AND FINALLY, WE PREVIOUSLY IDENTIFIED STRATEGY WHICH WERE PARTICULARLY HIGH IMPACT IN ACHIEVING THE PLANS MANDATORY GREEN HOUSE REDUCTION

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PROJECT. WE ALSO NOW ADDED A FLAG TO IDENTIFY THOSE STRATEGIES PROPOSED IMPLEMENTATION ACTION ARE LIKELY TO BE SUBJECT TO CALIFORNIA AIR RESOURCES BOARD REVIEW. THIS IS BASICALLY BEING RESPONSIVE TO THE STRONG INTEREST FROM POLICY MAKERS AND STAKEHOLDERS AND KEEPING THE PLANS CLIMATE GOALS AND OBLIGATIONS PARTICULARLY AS WE IDENTIFY AND PRIORITIZE ACTION. NEXT SLIDE, PLEASE. THESE ARE SOME OF THE CROSS-CUTTING ACTIONS WHICH I PREVIOUSLY MENTIONED. FIRST AND FOREMOST ON THE REVENUE SIDE, OBVIOUSLY THIS IS A BIG AND AMBITIOUS 1.4 TRILLION DOLLAR PLAN AND GOES WITHOUT SAYING THERE NEED TO BE A LOT OF ADVOCACY IN GENERATING REVENUES. THIS COULD INCLUDE FLAGSHIP PROPOSAL FOR REGIONAL REVENUE MEASURES WHETHER HOUSING TRANSPORTATION OR RESILIENCE. OR CONTINUED SUPPORT FROM THE STATE OF CALIFORNIA. I THINK IT'S ALSO JUST IMPORTANT TO KEEP IN MIND ONGOING DEVELOPMENTS THAT THE FEDERAL LEVEL AND THAT THIS IS SORT OF MOVING AND EVOLVING THE RECENT STIMULUS BILL INCLUDES SUPPORTED FOR TRANSIT AGENCIES SUPPORT EMERGENCY RENTAL ASSISTANCE, SIGNIFICANT ASSISTANCE FOR STATE AND LOCAL GOVERNMENTS, THAT HAS POTENTIALLY BROAD APPLICATION INCLUDING FOR BROADBAND OR OTHER INFRASTRUCTURE NEEDS. SO YOU KNOW, THERE'S ALWAYS A POSSIBILITY THAT THESE REVENUES THAT ARE GOING TO BE COMING DOWN THE PIPELINE COULD HAVE VERY IMPORTANT APPLICATIONS TO THE IMPLEMENTATION OF THE PLANNED STRATEGIES. ON THE ADVOCACY FRONT WE HAVE MTC/ABAG PROGRAM IN MANY TIME THEY ALIGN. WHETHER SPEED LIMITS AND ENFORCEMENT.

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CONVERSION OF GENERAL PURPOSE LANES TO FACILITIES. RENTER PROTECTIONS. YOU KNOW, STREAMLINING FOR HOUSING IN GROWTH GEOGRAPHIES. YOU KNOW THERE'S A LOT THERE THAT'S ALREADY THERE AND I THINK THE KEY THING IS BASICALLY ASKING IMPLEMENTATION PLAN PROCEEDS AND GETS FURTHER FLUSHED OUT. WE WANT TO MAKE SURE THE NEEDS ARE INCORPORATED INTO FUTURE YEAR ADVOCACY EFFORTS. IN TERMS OF OUR EXISTING PROGRAMS, WE WANT TO BE MINDFUL THERE'S ALREADY A LOT HAPPENING. AND FOR PROGRAMS SUCH AS YOU KNOW FAST-TRACK START, LIKE THAT WOULD BE ESSENTIAL FOR ANY ROAD PRICING WITH MEANS BASED DISCOUNTS. CLIPPER START, THAT WOULD BE VERY IMPORTANT LEARNING FROM THAT EFFORT AS WE TRY TO MOVE TOWARD SEAMLESS DISCOUNTING FARES. THE REGIONAL HOUSING TECHNICAL ASSISTANCE PROGRAM WILL SUPPORT JURISDICTION WITH THEIR HOUSING ELEMENT UPDATES OVER THE NEXT FEW YEARS. BUT THAT SAID WE ALSO WANT TO CONTINUE PURSUING GREATER STRATEGIC ALIGNMENT WITH MANY OF THE PROGRAMS THAT ALREADY EXIST, YOU KNOW WHETHER THAT'S OUR BAY AREA THROUGH PUTT INVESTMENT, THE PRIORITY DEVELOPMENT AREA PROGRAM, OR THE PRIORITY CONSERVATION AREA PROGRAM. WE WILL CONTINUALLY BE LOOKING INTERNALLY AS TO HOW WE CAN ENHANCE THAT STRATEGIC ALIGNMENT. FINALLY, PUTTING EQUITY FRONT AND CENTER AND THINKING THROUGH THE NECESSITY OF INCLUSIVE POST COVID RECOVERY. THERE'S A VARIETY OF ACTIONS THAT CAN BE TAKEN ON THE PLANNING AND RESEARCH FRONT. YOU KNOW TO LOOK AT MOBILITY NEEDS AND ESSENTIAL WORKERS OR HOW TO BETTER SUPPORT

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STRUGGLING SMALL BUSINESSES. NEXT SLIDE, PLEASE. SO ON THE FIRST RECOMMENDATION REGARDING THE IMPLEMENTING THE RECOMMENDATION OF THE BLUE RIBBON TASK FORCE. IT'S IMPORTANT TO NOTE THIS THE PLACE HOLDER FOR THE TIME BEING. WE DO EXPECT A LOT OF RECOMMENDATION COMING OUT OF THE EFFORTS. AND WE EXPECT YOU KNOW, A NUMBER OF POTENTIAL RECOMMENDATION THAT WILL IMPACT TRANSIT OPERATIONS, MAINTENANCE, SERVICE LEVELS, FARE COORDINATION. PAYMENT, TRIP PLANNING, SCHEDULED COORDINATION AND SO ON. AND GIVEN THE LEVEL OF ENGAGEMENT IN THOSE EFFORTS WE DON'T PERCEIVE A NEED TO REINVENT THE WELL OR A PARALLEL PROCESS. BUT WE DO EXPECT THAT YOU KNOW SOME OF THE MORE SPECIFIC RECOMMENDATIONS WILL BE FLUSHED OUT AS THERE'S MORE CLARITY ABOUT WHAT THE RECOMMENDATION ARE COMING OUT OF THOSE EFFORTS. IN TERMS OF IN ROADWAY PRICING THAT STRATEGY IS IMPORTANT FOR THE PLANS CLIMATE TARGETS, BUT THE ASSESSMENT THAT WE SHARED LAST MONTH SHOWED DEEP CHALLENGES NOT JUST ON THE AUTHORITY BUT ALSO ON PUBLIC AND POLITICAL SUPPORT. SO MTC PREPARES MAJOR STUDY TO ADVANCE THE CONCEPT INCLUDING SIGNIFICANT OUTREACH COMPONENT WITH COUNTY AND CITY OFFICIALS AS WELL AS COMMUNITY STAKE HOLDERS. AND THE STUDY IS EXPECTED TO DEMONSTRATE HOW ROAD PRICING CAN BENEFIT TRAVELLERS BY ADDRESSING THE INEQUALITIES BUILT INTO THE CURRENT SYSTEM AND ALSO BY DECREASING TRAFFIC CONGESTION. IN TERMS OF THE REGIONAL ACTIVE TRANSPORTATION PLAN, WE WANT TO COMPLETE THAT PLAN AND IMPLEMENT RECOMMENDATION AND THAT PLAN WILL INCLUDE A

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NUMBER OF KEY ELEMENTS INCLUDING POLICY AND PROGRAM ANALYSIS BY THE FOCUS ON VISION ZERO AND EQUITY. AND AN UPDATE OF MOVE -- MTC COMPLETE TRANSPORTATION NETWORK. THERE WILL BE FUNDING ANALYSIS TO UNDERSTAND FUNDING CONSTRAINTS AND POTENTIAL FUNDING SNARE YOU TO IMPLEMENT THAT NETWORK. AND THE PLAN WILL INCLUDE IT'S OWN FIVE-YEAR IMPLEMENTATION PLAN. YOU KNOW, REALLY A GOOD OPPORTUNITY TO ALIGN THERE. AND THIS IS NOT REFLECTED HERE BUT IT'S WORTH CALLING OUT THAT COLLABORATION WITH REGIONAL YOU KNOW WE WANT TO COLLABORATE WITH OUR REGIONAL AND METRO REGIONAL PARTNER ON PROJECT AND BOOST SCHEDULE ADHERENCE AND REDUCE COST. NEXT SLIDE, HERE, PLEASE. ON THE HOUSING SIDE, YOU KNOW ONE REALLY IMPORTANT THING TO CALL OUT, WE HAVE NOW OUR HOUSING AND LOCAL PLANNING GROUP INTERNALLY WITHIN THE AGENCIES. THE BAY AREA HOUSING FINANCE AUTHORITY WAS YOU KNOW STOOD UP LAST YEAR. AND THAT'S -- IT HAS REALLY GUIDED THE NEED FOR AN EXPANDED REGIONAL HOUSING PORTFOLIO BUSINESS PLAN WHICH IS CURRENTLY UNDER DEVELOPMENT. AND THE GOAL THERE IS TO ADVANCE THE THREE-P FRAMEWORK PRODUCTION, PRESERVATION AND PROTECTION. AND TACK IT WILL REGIONAL HOUSING CRISIS AT SCALE TO DELIVER OF BOTH REGIONAL HOUSING OUTCOMES THAT ADVANCE SOCIAL EQUITY. THIS WILL PROPOSE MULTISECTOR PARTNERSHIP MODEL WITH STAKEHOLDER ENGAGEMENT WOVEN THROUGHOUT THE BUSINESS PLAN DEVELOPMENT PROCESS. THE GOAL TO GUIDE COLLABORATIVE SHARED STRATEGY FOR THE ALL OF THE ENTITIES UNDER THE BAY AREA METRO UMBRELLA. IN ADDITION TO

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BAFA IT WILL INCLUDE ADVANCE IN CALIFORNIA FINANCE AUTHORITY, THE BAY AREA REGIONAL ENERGY NETWORK. AS WELL AS THE OTHER EXISTING HOUSING AND HOUSING RELATED TOOL AND PROGRAM WITHIN ABAG AND MTC. THE BUSINESS PLAN WILL ARTICULATE STRATEGIC EQUITY FOCUSED FRAMEWORK WITH CORRESPONDING MEASURABLE INCOMES IDENTIFY AND DESIGN INNOVATIVE FUNDING AND FINANCING TOOLS AND WILL DEVELOP EFFECTIVE OPERATIONAL STRUCTURES FOR BAFA AND INTEGRATION WITHIN THE ABAG AND MTC. FOR THE FINANCIAL -- WE WANT TO PROVIDE FINANCIAL RESOURCE AND TECHNICAL ASSISTANCE THROUGH THE EXISTING EFFORT SUCH AS REGIONAL HOUSING PROGRAM AND PDA PROGRAM. THIS IS REALLY ABOUT SUPPORTING LOCAL CAPACITY ENSURING THAT PEA PLANS GET COMPLETED, YOU KNOW SUPPORTING GOVERNMENTS AS LOCAL GOVERNMENT AS THEY THINK THROUGH REDEVELOPMENT OF OFFICE PARKS. PLANNING FOR PUBLIC LAND REUSE AS WELL AS DEVELOPING CONTEXT SPECIFIC ZONING AND AFFORDABLE HOUSING. THE BAFA PROGRAM. BAFA LOOKING TO LAUNCH PILOT PROJECTS OVER THE NEXT FEW YEARS. WE WOULD LIKE TO DELIVER ON THE PILOT PROJECT WHICH WILL COVER A VARIETY OF AREA AND HOUSING PRESERVATION; TENANT PROTECTION. AFFORDABLE HOUSING APPLICATION DATABASE AS WELL AS PARTNERING IN THE DEVELOPMENT OF REGIONAL HOMELESS PREVENTION SYSTEM. FINALLY WE SEE SOME KEY PARTNERSHIPS AND RESEARCH OPPORTUNITIES AS WE EXPLORE THE REDEVELOPMENT OF AGING MALLS AND OFFICE PARKS AND BETTER NEUTRALIZE COMMUNITY-OWNED LAND. NEXT SLIDE, PLEASE. ON THE ECONOMY SIDE THE ACTION HERE ARE A LITTLE BIT MORE MODEST

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GIVEN THE FACT THAT WE DO HAVE AUTHORITY AND FINANCIAL RESOURCES AND TECHNICAL CHALLENGES IN THIS PLAN. BUT ONE OF THE KEY THINGS THAT WE WOULD LIKE TO DO IN SUPPORTING THE GOAL OF INCREASING COMMERCIAL DENSITY AND GROWTH GEOGRAPHY IS COMPLETING OUR TOD POLICY UPDATE. AND THERE'S AN OPPORTUNITY HERE TO EXPAND THE EMPHASIS ON JOBS AND FURTHER SUPPORT LOCAL JURISDICTIONS AND THEIR PLANNING NEEDS. THE PRIORITY PRODUCTION AREA PLANNING AND TECHNICAL ASSISTANCE PROGRAM WOULD LIKE TO DEVELOP A PILOT FOR THAT. YOU KNOW IT'S A NEW GROWTH GEOGRAPHY IN THE PLAN AND WE WOULD LIKE TO BE ABLE TO IDENTIFY FUNDING AND LAUNCH A LANDFALL OF PILOTS OVER THE NEXT SEVERAL YEARS. AND WE ANTICIPATE THIS WILL BE COLLABORATIVE PROCESS WITH JURISDICTIONS, COUNTY AND A VARIETY OF STAKEHOLDERS. AND FINALLY, YOU KNOW IN THE SPIRIT OF YOU KNOW THE POST INCLUDE CIVIL POST COVID RECOVERY WE WOULD LIKE TO PARTNER WITH INTERESTED PARTIES ON MAYBE TAKING CLOSER LOOK HOW TO BEST CLOSE THE DIGITAL DIVIDE AND OTHER POTENTIAL REGIONAL ECONOMIC NEEDS. NEXT SLIDE, PLEASE.

AND IN THE ENVIRONMENT FRONT IF YOU RECALL IN THE ADAPT TO SEA LEVEL RISE SPACE. WE PROPOSED A LEAD ROLE FOR MTC/ABAG. BUT KEY PREREQUISITE WILL BE TO CLARIFY SOME OF IF GOVERNANCE ISSUES WHICH CURRENTLY EXIST. SEA LEVEL RISE ADAPTATION IS FAIRLY FRACTURED AND THE COUNTY AND LOCAL LEVELS. WE WOULD LIKE TO CONVENE WITH KEY INTERNAL AND EXTERNAL PARTNERS TO

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REALLY WORK TOWARD ESTABLISHING CLEAR ROLLS AND RESPONSIBILITY FOR ADAPTATION FOR FUNDING AND IMPLEMENTATION. AND WE WANT TO MAKE SURE THIS THE ARTICULATED THROUGH THE APPROPRIATE LEGISLATIVE VEHICLES. OTHER ACTIVITIES THAT PROPOSED IN THIS SEA LEVEL RISE ADAPTATION SPACE INCLUDE DEVELOPING A PILOT TO SUPPORT SHORELINE ADAPTATION PROJECT AS WELL AS DEVELOPING A SEA-LEVEL RISE FUNDING PLAN FOR IMPLEMENTATION. IF YOU RECALL THE EXPAND COMMUTE TRIP REDUCTION PROGRAM AND MAJOR EMPLOYER STRATEGIES, ONE OF THE KEY THINGS THAT WE'LL NEED TO DO THIS IS GET LEGISLATIVE AUTHORITY TO EXPAND THE EXISTING BAY AREA COMMUTER BENEFITS PROGRAM AND THAT'S A KEY PARTNERSHIP OPPORTUNITY WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT. AND ALSO AGAIN THE REALLY CRITICAL FOR THE PLANS CLIMATE GOAL ARE THE CLIMATE INITIATIVES AND TRANSPORTATION DEMAND MANAGEMENT PROGRAMS WHICH ARE PROJECTED TO RECEIVE SIGNIFICANTLY MORE INVESTMENT IN THIS PLAN COMPARED PREVIOUS PLANS. ONE OF THE KEY THINGS THAT WE ARE NEED TO DO IS REALLY TAKE A LOOK AT ENSURING THAT THE PLANS CAN SCALE EFFECTIVELY OVER THE NEXT FIVE YEARS. LOOKING AT POTENTIAL RESTRUCTURING, REORGANIZATION OF THESE PROGRAMS IS GOING TO BE REALLY IMPORTANT. NEXT SLIDE, PLEASE. YOU KNOW WHAT QUESTION WOULD REALLY LIKE TO HEAR TODAY IS, YOU KNOW, OF SOME OF THE IDENTIFIED DRAFT IMPLEMENTATION ACTIONS EITHER HERE OR IN THE PACKET, WHICH ARE THE HIGHEST PRIORITIES FOR MEMBERS OF THE RAWG? ARE THERE IMPLEMENTATION ACTIONS THAT YOU DON'T SUPPORT

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OR YOU SEE AS LOWER PRIORITIES? AND FINALLY, YOU KNOW, ARE THERE PRIORITIES THAT YOU DO NOT SEE REFLECTED EITHER HERE OR IN THE COMMITTEE PACKET THAT YOU WOULD LIKE US TO TAKE A FURTHER LOOK AT? JUST AGAIN AS A REMINDER, THE IMPLEMENTATION PLAN DRAFT IMPLEMENTATION PLAN WOULD BE RELEASED LATER IN THE SPRING. THAT PARTNERSHIP PHASE WILL RUN FROM LATE SPRING INTO THE SUMMER. AND THEN IT IS ENVISIONED THAT THE FINAL PLAN BAY AREA AND FINAL IMPLEMENTATION PLAN WILL BE ADOPTED IN THE FALL OF 2021. WITH THAT, THANK YOU ALL. AND WE'RE HAPPY TO TAKE QUESTIONS.

THANK YOU SO MUCH, CHIRAG. I WILL HELP COORDINATE THE QUESTIONS. I DON'T SEE ANYONE ON THE LINE. SO AGAIN WE ENCOURAGE YOU TO TYPE YOUR QUESTIONS INTO THE Q&A BOX. AND CHIRAG AND POTENTIALLY DAVE CAN ANSWER YOUR QUESTIONS. I WILL GO TO THE BOX. CAN YOU PLEASE DETAIL HOW MTCEN VISIONS PROPOSED LEAD ROLE ON T-1 WHEN NOT THE OWNER OR OPERATOR OF ANY PIECE OF TRANSIT NETWORK. DOES THAT INTEND TO ADVOCATE FOR SUBSTANTIAL CHANCE IN TRANSIT GOVERNANCE. IF SO IS THIS DETERMINATION GETTING AHEAD OF THE TRANSIT RECOVERY TASK FORCE?

CHIRAG RABARI: THANK YOU FOR THAT QUESTION. I WILL TAKE A STAB AT THIS. AND MY COLLEAGUE DAVE VAUTIN CAN JUMP IN AS WELL. I WANT TO CLARIFY, WHEN WE SAY LEAD, ONE OF THE THINGS

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WE HAVE REALLY TRIED TO EMPHASIZE. WE DON'T MEAN LEADING ALONE. WHAT WE MEAN IS LEADING IN COLLABORATION, SERVING A CHAMPION ROLE OR CATALYST ROLE OR ADVOCATE ROLE. AND I THINK YOU KNOW, WE ARE NOT PROPOSING ANY SORT OF MAJOR CHANGE TO LIKE THE FIX IT FIRST POLICY OR ANYTHING. WHAT WE ARE REALLY TRYING TO HONE IN PARTICULARLY IN THIS ONE TO FIVE-YEAR PERIOD IS THE NEED FOR YOU KNOW REKOVLY WITHIN THE SYSTEM AND RESTORATION WITHIN THE SYSTEM. OUR INTENTION IS TO CALIBRATE OUR RECOMMENDATIONS BASED UPON WHAT THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE ULTIMATELY RECOMMENDS. SO THERE ISN'T ANY INTENTION OF GETTING OUT AHEAD OF WHERE THAT -- WHERE THAT TASK FORCE LANDS. BUT WE WANT TO CALIBRATE OUR ACTIONS ACCORDINGLY DEPENDING UPON WHERE THE RECOMMENDATIONS ULTIMATELY LAND. I THINK YOU KNOW, THE KEY THING TO AGAIN EMPHASIZE THERE IS THAT THIS THE ABOUT REALLY TAKING ON ADVOCATE ROLE, CATALYST ROLE IN HELPING THE REGIONAL TRANSIT NETWORK RECOVER AND RESTORE SERVICE AND WE WILL DO THAT -- WE WILL CALIBRATE THE ACTION ACCORDINGLY BASED ON THE RECOMMENDATION OF THE ONGOING INITIATIVES.

DAVE VAUTIN: THE ONLY THING I WOULD ADD. THERE'S A LOT OF OTHER INITIATIVES GOING ON REGIONAL SCALE. AND YOU KNOW THIS FINAL IMPLEMENTATION PLAN WON'T BE RELEASED UNTIL THE FALL. AND SO WITH THE BLUE RIBBON TASK FORCE, FOR EXAMPLE WHICH INTENDED TO WRAP UP IN JUNE. WE LEAVE SOME SPACE IN THE

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IMPLEMENTATION PLAN TO WEAVE THE MORE SPECIFIC RECOMMENDATION THAT COME OUT OF THAT. AS WE GO FORWARD INTO THE DRAFT AND THEN THE FINAL IMPLEMENTATION PLAN. THERE'S STILL TIME TO INTEGRATE MORE OF THAT AND THE EFFORTS.

SPEAKER: THANKS TO YOU BEAU. NEXT QUESTION. CAN YOU GIVE EXAMPLE OF HOUSING PILOT PROJECT AND ALSO SAY MORE ABOUT THAT REGIONAL HOUSING PORTFOLIO BUSINESS PLAN.

CHIRAG RABARI: SURE. ON THE PILOT PROJECT, THIS IS SOMETHING THE BAY AREA HOUSING FINANCE AUTHORITY HAS GIVEN ITS BLESSING TO AS SOMETHING THAT SHOULD BE PURSUED OVER THE NEXT FEW YEARS. I SHOULD ADD THAT YOU KNOW, WE ARE STILL IN A FUND-RAISING PROCESS. WE TRY TO ENSURE THAT WE HAVE THE NECESSARY RESOURCES TO PURSUE THESE PILOT PROJECTS OVER THE NEXT FIVE YEARS. BUT THERE ARE ESSENTIALLY FIVE. ONE OF THE PILOT PROJECTS INVOLVES DEVELOPING STANDARDIZED BEST PRACTICES FOR ORDINANCES. A SECOND IS A RESTRUCTURED BAY AREA PRESERVATION PILOT PROGRAM WHICH IS LOOKING AT SUPPORTING PREFERENCE OF EXISTING AFFORDABLE HOUSING IN THE REGION. A THIRD PILOT PROGRAM IS WHAT'S CALLED THE REGIONAL AFFORDABLE HOUSING APPLICATION PLATFORM OR DOORWAY. THE IDEA WOULD BE TO HAVE A PLATFORM THAT'S AVAILABLE AT THE REGIONAL LEVEL THAT CAN CONNECT PEOPLE WITH AFFORDABLE HOUSING OPPORTUNITIES. A FOURTH WOULD BE AN AFFORDABLE HOUSING PIPELINE DATABASE. A DATABASE

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THAT BASICALLY LOOKS AT ALL OF THE AFFORDABLE HOUSING STANDARD DEVELOPMENT ACROSS THE ENTIRE COUNTY REGION. AND A FIFTH IS PARTNERING WITH THE REGIONAL IMPACT COUNCIL AND OTHER KEY STAKEHOLDERS ON THE DEVELOPMENT OF A REGIONAL HOMELESSNESS PREVENTION SYSTEM. THOSE ARE THE FIVE PILOT PROJECTS WHICH ARE -- WHICH YOU KNOW THE AGENCIES ARE LOOKING TO PURSUE OVER THE NEXT SEVERAL YEARS. AND, AGAIN BUT THERE'S A NEED TO FUND-RAISER, AND MAKE SURE WE HAVE THE RESOURCES FOR THOSE. ON THE BUSINESS PLAN, I DID TOUCH ON THIS A LITTLE BIT. BUT JUST TO CLARIFY, YOU KNOW CURRENTLY THERE'S I THINK A REQUEST FOR PROPOSALS THAT'S OUT ON THE STREET WHERE WE ARE LOOKING FOR SOME CONSULTING SERVICES TO HELP US IN THE DEVELOPMENT OF THIS BUSINESS PLAN. AND AGAIN THE GOAL IS TO ADVANCE THE THREE-P FRAMEWORK. AND TACK IT WILL REGIONAL HOUSING CRISIS AT SCALE AND REALLY TRY TO WEAVE TOGETHER ALL OF THE DIFFERENT HOUSING EFFORTS THAT EXIST UNDER THE UMBRELLA OF BAY AREA METRO. MTC IS ACTIVE. ABAG IS ACTIVE IN THIS SPACE. THERE'S THE BAY AREA REGIONAL HOUSING FINANCIAL AUTHORITY. SO THE IDEA FOR THE BUSINESS PLAN WILL, AGAIN, BE TO TRY TO WEAVE TOGETHER ALL OF THE DIFFERENT EFFORTS WITH THREE MAJOR GOALS. RIGHT ONE OF THOSE GOAL ARTICULATING A STRATEGIC AND EQUITY-FOCUSED FRAMEWORK WITH CORRESPONDING MEASURABLE OUTCOMES. SECOND WOULD BE TO IDENTIFIED AND DESIGN INNOVATIVE FUNDING AND FINANCING TOOLS, AND FINALLY, TO DEVELOP EFFECTIVE OPERATIONAL STRUCTURES FOR THE BAY AREA HOUSING FINANCE AUTHORITY AND

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INTEGRATE WITHIN ABAG AND MTC EXPANDED REGIONAL HOUSING PORTFOLIO. THAT WORK WILL BE TAKING PLACE I DON'T HAVE THE EXACT TIME LINE OF THAT BUSINESS PLAN DEVELOPMENT OFF THE TOP OF MY HEAD. BUT I BELIEVE THAT WILL BE TAKING PLACE OVER THE NEXT YEAR MAYBE TWO.

SPEAKER: THANK YOU SO MUCH CHIRAG. NEXT QUESTION TO DAVE. ESPECIALLY HOUSING YOUR PLAN BAY AREA AND RENA.

DAVE VAUTIN: THAT'S A GREAT QUESTION. I WANT TO TALK ABOUT TWO ASPECTS FOR THIS QUESTION. FIRST OF ALL OF HOUSING AND LOCAL PLANNING TEAM HAS DEVELOPED A TECHNICAL ASSISTANCE PROGRAM WITH CLEVER ACRONYM RETA. IT DOESN'T ONLY INCLUDE TECHNICAL ASSISTANCE FORUM. ESTABLISHMENT OF COLLABORATIVE TO WORK THROUGH CHALLENGES AS THEY UPDATE THEIR HOUSING ELEMENTS, THERE'S THE HOUSING ELEMENT SITE COLLECTION TOOL WHICH LEVERAGES THE BASIS DATA FROM PLANNED AREA 2040 HEALTH JURISDICTION FIND APPROPRIATE SITES. WE'RE BUILD -- HELPING BUILD TECHNOLOGY THAT HELP JURISDICTIONS HELP CREATE THE COLLABORATIVE SPACES AND FUNDING TO CITIES THROUGH THAT EFFORT. AND AS MANY OF YOU ARE AWARE THAT FUNDING WAS TIED TO THE RENA ALLEGATIONS THAT WERE APPROVED IN JANUARY BY THE ABAG BOARD. THAT'S BASED ON THE NUMBER PROVIDED AT THAT JUNCTURE. THERE'S SOME OF THE EFFORTS THAT ARE GOING ON RIGHT NOW IN 2021. TO HELP JURISDICTIONS WITH THE SIZABLE INCREASE IN RENA

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AND THE SIGNIFICANT HOUSING NEED WE HAVE IDENTIFIED IN THE LONG-RANGE PLAN. LOOKING AHEAD, ONE OF THE KEY THINGS THAT WE WILL DO TO HELP SUPPORT CITIES IS ANOTHER ROUND OF THE ONE-BAY AREA GRANT OR OBAG PROGRAM. THE THIRD CYCLE OF IT. WHY WE HAVEN'T LAID OUT MUCH IN TERMS OF SPECIFICS ON THAT, BECAUSE WE RECOGNIZE THAT'S A PROCESS THAT TAKES MUCH OF THIS YEAR, LOOKING AT HOW THAT PROGRAM CAN BE REFORMED AND RESTRUCTURED TO ADVANCE THE 35 STRATEGIES IN PLANNED AREA 2050, THAT IS SOMETHING THAT'S GOING TO START MOVING FORWARD IN THE MONTHS AHEAD. THAT WE WILL BE WEAVE INTO THE IMPLEMENTATION PLAN AS THAT GOES FORWARD IN THE KEY SOURCE OF FUNDING FOR INFRASTRUCTURE THAT HELPS SUPPORT THE GROWTH THAT IS ENVISIONED IN THE PLAN.

SPEAKER: THANK YOU, DAVE. HAVE YOU OUTLINED -- YOU HAVE OUTLINED VERY IMPRESSIVE AND AMBITIOUS LIST OF GOALS, ET CETERA WHAT IS YOUR STAFF -- WHAT IS STAFFING MODEL AT YOUR AGENCY? I ALSO SEE POTENTIAL TO OBTAIN GRANT MONEY FUNDING, WHO WORKS ON THAT AT YOUR AGENCY?

CHIRAG RABARI: SO THANK YOU FOR THAT QUESTION. AND I THINK YOU KNOW, IN TERMS OF THE STAFFING MODEL AT THE AGENCY YOU KNOW, IT'S IMPORTANT TO REMEMBER THAT YOU KNOW THIS IS NOT JUST A SINGLE AGENCY IT'S -- YOU KNOW IT'S MULTIPLE AGENCIES THAT ARE SERVED BY A SINGLE CONSOLIDATED STAFF. WE HAVE ONE STAFF THAT

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SERVE MTC, THAT SERVES ABAG AND THE HOUSING FINANCIAL AUTHORITY AND YOU KNOW, ON AND ON AND ON. A LOT OF ALPHABET SOUPS OF AGENCIES. AND I THINK YOU'VE -- I THINK UNDERNEATH YOUR QUESTION ARTICULATES THERE'S SOME RESOURCE CHALLENGES IN PURSUING ALL THIS WORK AND THAT IS ONE OF THE REASONS THAT WE TRIED TO TAKE A THOUGHTFUL APPROACH TO ASSESSMENT WHICH WAS PRESENTED LAST MONTH THAT'S THERE'S TECHNICAL CAPACITY CONSTRAINTS IN TERMS OF REALLY PURSUING ALL OF THESE AMBITIOUS GOALS AND TARGETS. YOU KNOW, THE INTENTION IS TO IDENTIFY ACTIONS THAT WE DO HAVE THE CAPACITY TO BUILD UPON, BUT ALSO YOU KNOW, AGAIN, TAKING ON CLEAR ADVOCACY ADVOCACY ORIENTATION SO THAT WE CAN TRY TO GET ADDITIONAL RESOURCES THAT MAY BE NEEDED. I ALSO WANT TO EMPHASIZE THAT'S PART OF THE REASON FOR EMPHASIS ON THE PARTNERSHIP SIDE OF THE EQUATION IN THE DEVELOPMENT OF THE IMPLEMENTATION PLAN IS THAT YOU KNOW WE WANT TO BE COGNIZANT THESE ARE NOT ALL THINGS THAT WE CAN DO ALONE OR GIVEN OUR EXISTING AUTHORITIES THAT WE SHOULD DO ALONE. YOU KNOW, REALLY WORKING ON AND DEVELOPING THOSE PARTNERSHIPS TO MUTUALLY PUSH THE IMPLEMENTATION NEEDS FORWARD TOGETHER IS VERY IMPORTANT PART OF WHAT WE ARE TRYING TO DO OVER THE NEXT SEVERAL MONTHS.

SPEAKER: THANKS CHIRAG. NEXT QUESTION TO DAVE. CAN YOU ELABORATE ON THE CONGESTION PRICING STUDY? WHEN IS THE STUDY SUPPOSED TO BE DONE? WHAT IS THE STUDY THAT BEYOND WHAT WAS

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MODELLED STUDIED AND PASSAGES OTHER PLAN BAY AREA DEVELOPMENT THAT RESULTED IN THE DRAFT RECOMMENDATION?

DAVE VAUTIN: JUST FOR A LITTLE BIT OF CONTEXT ON THIS. OBVIOUSLY, THE FINAL BLUEPRINT THE PREFERRED ALTERNATIVE FOR PLANNED AREA 2050 ALL-LANE TOLLING CONCEPT FOR MANY OF OUR REGIONS FREEWAYS WHICH HELP REDUCE CONGESTION AND FUND A LOT OF MULTIMODAL OPTIONS IN THOSE CORRIDORS. CREATES A WIN-WIN SITUATION INCLUDING SIGNIFICANT EQUITY COMPONENTS THAT ACTUALLY ALLOW US TO ADVANCE EQUITY WITH THAT STRATEGY. TO IMPLEMENT THAT STRATEGY, WE RECOGNIZE THAT SOME FIRST ANALYSIS ARE REQUIRED. WE HAVE STUDIED ALL LANE TOLLING IN MULTIPLE ROUNDS OF VERIZON AND MULTIPLE AREA OF PLAN BAY AREA 2550. IF WE IMPLEMENT THAT IN THE REAL WORLD WE NEED A DEEP-DIVE STUDY ON EVERYTHING ABOUT TOLLING OR OTHER ALTERNATIVES PRICING SCHEMES ON FREEWAY CORRIDORS IN THE BAY AREA. WHAT WE ARE PROPOSING IS BASICALLY TWO-YEAR STUDY THAT WILL BEGIN IN -- EARLY 2022. AND LAST THROUGH THE END OF 2023. THAT WILL HELP US FURTHER REFINE AND HONE THAT CONCEPT AND MAYBE EVEN GET TO US THE POINT OF IDENTIFYING ONE OR MORE CORRIDORS THAT WILL BE PRIME CANDIDATES FOR PRICING APPROACH TO ACT AS PILOTS IN REGION FOR NOT JUST AN EXPRESS LANE ON A TOLL ON ONE LANE BUT A BROADER PRICING APPROACH ON THAT CORRIDOR. THAT IS THE INTENT OF THE STUDY IS REALLY TO DO DEEP COMMUNITY ENGAGEMENT. LEARN HOW TO REFINE THE STRATEGY, DO FURTHER MODELLING AND

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ANALYSIS. BUT REALLY TO BUILD GREATER CONSENSUS AND GREATER PUBLIC SUPPORT FOR THIS IDEA OF CREATING NEXT GENERATION FREEWAY CORRIDORS WHERE YES IT'S PRICED BUT WITH THAT COMES MORE TRANSIT OPTIONS; MAYBE BETTER BICYCLE AND PEDESTRIAN FACILITIES AND OTHER MITIGATION TO ADDRESS THE CRUMBLING FREEWAY SYSTEM IN THE SYSTEM BUILT DECADES AGO AND REALLY IS DUE FOR SOME MODERNIZATION BRINGING IT INTO THE 21st CENTURY.

SPEAKER: THANKS, DAVE. NEXT QUESTION I WILL ANSWER THE FIRST PART AND THEN TURN IT OVER TO CHIRAG AND DAVE FOR THE REST. HOW ARE YOU FROM RESPONDING TO INCORPORATING FEEDBACK YOU'VE RECEIVED? I SEE SIX WINS LETTER IN THE PACKET. THANK YOU AND WONDER WHAT NEXT STEPS ARE THERE. LESLEY, WE ARE WORKING ON THE RESPONSE THIS WEEK. YOU SHOULD GET IT SOON. I WILL TURN IT OVER TO CHIRAG OR DAVE TO ANSWER THE INCORPORATION PORTION.

CHIRAG RABARI: THANK YOU URSULA AND LESLEY FOR THE THOUGHTFUL LETTER THE COALITION SENT IN. AS URSULA WE WILL SEND A FORMAL RESPONSE. IDEALLY WITHIN THE NEXT FEW DAYS. AND IN TERMS OF THE INCORPORATION PROCESS, I THINK ONCE YOU GET A CHANCE TO TAKE A LOOK AT OUR RESPONSE, I THINK OUR THOUGHT IS THAT THERE'S A LOT OF ALIGNMENT AND A LOT OF OVERLAP IN TERMS OF YOU KNOW SOME OF THE GOALS THAT WERE ARTICULATED AND WHERE WE ARE TRYING TO GO WITH THE EXPANDED REGIONAL HOUSING PORTFOLIO BUSINESS PLAN AND SOME OF THE PILOT PROJECTS THAT ARE UNDER

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DEVELOPMENT. BUT I THINK, ONCE YOU HAVE A CHANCE TO TAKE A LOOK ALTERNATE THAT RESPONSE, AS WE SORT OF TRANSITION AND THIS DRAFT PLAN WILL ULTIMATELY BE RELEASED. I THINK DURING THE PARTNERSHIP PHASE OF THE PLAN THERE WILL BE AN OPPORTUNITY FOR US TO RECONVENE AND YOU KNOW TAKE -- JUST FURTHER DISCUSS WHERE WE THINK THERE MIGHT BE OPPORTUNITIES YOU KNOW EITHER GREATER CLARITY OR REFINEMENT OR YOU KNOW JUST MUTUALLY SUPPORTIVE ACTION THAT WE CAN TAKING. I THINK ONCE YOU HAD A CHANCE TO TAKE A LOOK AT THE RESPONSE AND WHAT ULTIMATELY GETS RELEASED IN THE DRAFT IMPLEMENTATION PLAN, WE WILL DETERMINE SORT OF THE BEST VENUE DURING THE PARTNERSHIP PHASE WHETHER IT'S ANOTHER ROUND OF OFFICE HOURS OR MORE FORMAL GROUP MEETING, BUT YOU KNOW I ANTICIPATE THERE'S A VARIETY OF VENUES THAT WILL BE AVAILABLE TO FURTHER DISCUSS AND CLARIFY AT THE ACTIONS THAT ARE PROPOSED.

SPEAKER: THANK YOU. NEXT QUESTION IS FROM RICH. WITHIN THE PORTFOLIO AND BUSINESS PLAN WILL WE SUPPORT MORE ROBUST ACCESSORY DWELLING UNIT PLANS IN LOCAL GOVERNMENT?

CHIRAG RABARI: I GUESS I WOULD SAY THAT I WOULD ANTICIPATE THAT YOU KNOW FIGURING OUT HOW TO BETTER SUPPORT ADU'S WILL BE A COMPONENT OF THE REGIONAL HOUSING EXPANDED PORTFOLIO. AND THE BUSINESS PLAN THAT TAKING A VERY BROAD LOOK AT THE NEEDS THAT EXIST OUT THERE. AND YOU KNOW, I WOULD DEFINITELY AS I

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MENTIONED -- AS THAT BUSINESS PLAN IS BEING DEVELOPED, THERE'S EXPECTED TO BE YOU KNOW ONGOING STAKEHOLDER ENGAGEMENT AS THOSE TASKS ARE COMPLETED OVER THE NEXT YEAR OR TWO. YOU KNOW, I WOULD DEFINITELY ENCOURAGE STAKEHOLDERS TO ENGAGE IN THAT EFFORT TO ENSURE YOU KNOW THAT KEY ELEMENTS ARE INCLUDED. BUT YOU KNOW GIVEN YOU KNOW HOW IMPORTANT ADU'S ARE FOR MANY OF OUR JURISDICTIONS I WOULD ANTICIPATE THAT WOULD BE A FOCUS, YES.

THANK YOU, CHIRAG. NEXT QUESTION FOR DAVE. CAN YOU GO INTO MORE DETAIL REGARDING THE ACTION TO EXPAND THE BAY AREA COMMUTER BENEFITS PROGRAM? WHAT WOULD MTC AND ABAG SEEK TO DO WITH THE CHANGED AUTHORITY? IS IT SPECIFICALLY TO SET A MODE SHARE TARGET FOR COMMUTERS?

DAVE VAUTIN: THANKS, KEITH FOR THAT QUESTION. SO OBVIOUSLY THERE'S A LOT OF DISCUSSION ABOUT STRATEGY EN-7 IN 2020. THIS IMPLEMENTATION ACTION IS INDEED WHAT WE SEE AS THE NEXT STEP TO IMPLEMENT THAT STRATEGY. WE KNOW THAT NOT ONLY IS THERE A NEED FOR ACTION FROM THE PUBLIC SECTOR BUT THAT THE PRIVATE SECTOR NEEDS TO PLAY A ROLE. TO DO THAT, MTC/ABAG AND THE AIR DISTRICT WOULD NEED MORE AUTHORITY FROM THE STATE TO ACTUALLY GO AND REGULATE BUSINESSES AND POTENTIALLY SET TARGETS FOR THOSE COMPANIES TO REACH HIGHER LEVELS OF NON-AUTO MODE SHARE WHETHER THROUGH MORE TELL COMMUTING OR TRANSIT OR WALKING OR

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BIKING. WHAT THIS SAYS IS THAT THE REGIONAL AGENCIES WOULD GO TO THE STATE TO SEEK -- THOSE ADDITIONAL AUTHORITIES AND ALSO JUST RECOGNIZING THAT THE EXISTING PROGRAM DOESN'T HAVE THE SAME SORT OF ENFORCEMENT OF TEETH THAT MAYBE OTHER AIR DISTRICT EFFORTS TO REGULATE POLLUTANTS FOR EXAMPLE HAVE. THERE COULD BE ADDITIONAL FOCUS ON ENFORCEMENT AS WE LOOK TO ENCOURAGE EMPLOYERS TO SHIFT MORE THEIR WORKFORCE TOWARD GREENER MODES OF COMMUTING.

GREAT, THANK YOU, DAVE. I WILL MOVE TO THE NEXT QUESTION. I WILL READ ALL THE COMMENTS AT THE END, EVERYONE JUST SO YOU KNOW. THIS IS A QUESTION FROM MICHELLE. AND I BELIEVE THIS IS FOR DAVE. ONE PRIORITY NOT EXPLICITLY REFLECTED THE NEED TO DEVELOP A REGIONAL HIGH-SPEED RAIL STRATEGY. WOULD BE CAPTURE MEGA REGION PLANNING ACTION. SEEMS IMPORTANT TO SIGNAL TO THE STATE, FEDERAL GOVERNMENT AND OTHER PARTNERS THAT IT IS A HIGH PRIORITY. CAN THIS SPECIFIC IMPLEMENTATION ACTION BE ADDED TO THE PLAN?

DAVE VAUTIN: THAT'S AN INTERESTING SUGGESTION. I THINK WE WILL THINK MORE ABOUT WHETHER THAT'S APPROPRIATE AND CONSIDER THAT AS AN IDEA BEFORE WE PUT OUT THE DRAFT IMPLEMENTATION PLAN IN MAY.

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SPEAKER: GREAT, THANK YOU. NEXT QUESTION. HOW MUCH MONEY IS ANTICIPATED TO BE AVAILABLE FOR BAY AREA LOCAL GOVERNMENTS TO ASSIST WITH THEIR PLANNING EFFORTS FOR EXAMPLE SEA LEVEL RIDE ADAPTATION ACCESSORY DWELLING UNIT SUPPORT. WHERE IS THAT MONEY EXPECTED TO COME FROM?

DAVE VAUTIN: I CAN START WITH THIS QUESTION. CHIRAG AND I SPOKE TO SOME OF THE DIFFERENT HOUSING PROGRAMS THAT MTC AND ABAG HAVE BEEN WORKING ON ESPECIALLY IN THE PAST YEAR. THE MONIES LIKE LEAP ARE ESSENTIAL TO HELP COMMUNITIES PLAN FOR MUCH-NEEDED HOUSING. WHEN IT COMES TO SOME OF THE OTHER TOPICS. THAT'S WHERE NEW REVENUES ARE GOING TO BE IMPORTANT. NOT ONLY ARE THERE'S SOME EXCITING OPPORTUNITIES ON THAT FRONT WITH NEW ADMINISTRATION IN WASHINGTON, D.C. FOR EXAMPLE THE TOPIC OF CLIMATE RESILIENCE, CERTAINLY GETTING MORE EMPHASIS THAN FROM THE PAST FOUR YEARS. BUT ALSO AT THE STATE LEVEL WHERE THERE ARE CURRENTLY BILLS FLOATING AROUND THAT WOULD EXPLORE EITHER THE CREATION OF NEW REVENUE SOURCES OR PROVISION OF FUNDING TO REGIONAL AGENCIES AND THAT COULD BE PASSED DOWN TO LOCAL AGENCIES TO DO WORK IN THE RESILIENCE AREA. THAT'S AN AREA THAT'S EXCITING. AND SEEMS LIKE THERE MAY BE GREAT OPPORTUNITIES FOR REGIONAL AND LOCAL PARTNERSHIPS IN THE YEARS AHEAD. THOSE ARE SOME EXAMPLES OF SOME OF THE EXISTING FUNDING SOURCES. ESPECIALLY IN THE HOUSING AREA BUT ALSO SOME OF THE NEW SOURCES THAT MIGHT BECOME AVAILABLE IN

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THE NEXT FEW YEARS WHERE YOU KNOW THIS PLAN WE CAN START THE RUBBER MEETS THE ROAD SO TO SPEAK. WE CAN ACTUALLY STARTED A ADVANCING THE STRATEGIES ON THE GROUND.

CHIRAG RABARI: ONE THING I WOULD ADD THERE. BEGIN THAT IT'S 1.4 TRILLION PLAN THAT DOES RELY HEAVILY UPON NEW REVENUES. MANY OF THE AREAS, YOU KNOW THE FUNDING NEEDED TO SUPPORT THE STRATEGY IS NOT NECESSARILY PARSING OUT AT A VERY HIGH LEVEL OF DETAIL YOU KNOW HOW THE FUNDING WOULD BE ALLOCATED. BECAUSE THE FUNDING NEEDS TO BE REALIZED FIRST. BUT THAT SAID, ONE OF THE KEY IMPLEMENTATION ACTIONS THAT WE ARE IDENTIFYING IN A VARIETY OF AREAS IS THE NEED TO NOT ONLY REALIZE THE REVENUE ADVOCATE FOR THEM BUT IMPLEMENTATION NEEDS. AS WE WORK ON DEVELOPING A SEA LEVEL RISE ADAPTATION FUNDING PLAN, THAT WOULD BE THE IMPLEMENTATION EFFORT THAT WOULD INVESTIGATE WITH YOU KNOW A GREATER LEVEL OF DETAIL, WHAT ARE THE LOCAL NEEDS, WHAT MIGHT THE APPROPRIATE FINANCIAL MECHANISMS BE TO SUPPORT THEM AND SO ON. THE PLAN ITSELF MAY NOT ARTICULATE THAT SORT OF DIVISION OF FUNDS AT THE VARYING LEVELS OF GOVERNMENT. BUT WE CAN ADEN -- IDENTIFY THAT MOVING FORWARD SO THERE'S MORE CLARITY FOR LOCAL PARTNERS.

THANK YOU BOTH. WE HAVE NO MORE QUESTIONS BUT WE HAVE A COMMENT. IF YOU HAVE ANY FINAL QUESTIONS FOR CHIRAG OR DAVE ON THIS ITEM. PLEASE ENTER THEM NOW INTO THE Q&A BOX. COMMENT

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FROM LYNN. KEY PARALLEL EFFORT IS SAN MATEO FAST TRACK UPDATE TO LOCAL HOUSING MITIGATION PLAN. THE JURISDICTION AND SOMETIMES LOCALS SPECIAL DISTRICT WILL HAVE THEIR OWN ANNEX. THIS EFFORT OFFERS MUCH SYNERGISTIC POSSIBILITY AS MITIGATION PROJECT CAN SPAN CLIMATE CHANGE ET CETERA MUCH GRANT MONEY AVAILABLE VIA THE BRIC PROGRAM. IF YOU DON'T KNOW ABOUT IT I SUGGEST YOU FOLLOW IT. THERE'S URL AND I KNOW WE HAVE STOPPED THE CHAT FEATURE. BUT IT'S UNDER CMO.SMC.GOV.ORG. SHE SUGGEST THAT YOU FOLLOW THAT EFFORT. THERE'S NO MORE QUESTIONS IN THE Q&A BOX. DAVE, BACK TO YOU.

DAVE VAUTIN: BEFORE WE GO ON TO AGENDA ITEM 3. I DIDN'T ASK ABOUT PUBLIC COMMENTS RECEIVED. MARTHA, CAN YOU ACKNOWLEDGE THE PUBLIC COMMENT RECEIVED ON THIS ITEM?

SPEAKER: WE DIDN'T RECEIVE ONE CORRESPONDENT. ITS MENTIONED EARLIER THAT IT WAS INCLUDED IN THE PACKET.

DAVE VAUTIN: THANK YOU. SEEING NO OTHER QUESTIONS WE WILL MOVE ON TO AGENDA ITEM 3 NOW. PLANNED AREA 2050 ENVIRONMENTAL IMPACT REPORT STATUS UPDATE. ADAM WILL BE JOINING ME FOR THIS. WITH THAT TECHNICAL TEAM COULD BRING UP THE SLIDE DECK FOR THAT ITEM. ALL RIGHT. SO FOR TODAY'S ITEM ON THE ENVIRONMENTAL IMPACT REPORT OR EIR; WE WILL PROVIDE YOU WITH A BIT MORE INFORMATION ON WHERE WE ARE AT WITH ENVIRONMENTAL IMPACT

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REPORT AND HOW WE ARE PROCEEDING TOWARD THE LATE SPRING OR LEASE. WE WILL PROVIDE INFORMATION ON THE ALTERNATIVE THAT HAVE BEEN DEVELOPED BASED ON THE FORMAL SCOPING PROCESS THAT WAS HELD IN FALL 2020. NEXT SLIDE, PLEASE. AS MANY OF YOU ARE AWARE LIKE ALL REGIONAL PLANS IN CALIFORNIA. PLANNED BAY AREA 2050 MUST INCLUDE ENVIRONMENTAL IMPACT REPORT DEVELOPED UNDER THE REQUIREMENT OF CALIFORNIA ENVIRONMENTAL QUALITY ACT OR CEQA. TO ANALYZE AND DISCLOSE THE POTENTIAL RANGE OF ENVIRONMENTAL IMPACTS. BETTER INFORM DECISION MAKERS AND THE PUBLIC. EIR WILL IDENTIFY THE RANGE OF ENVIRONMENTAL IMPACT RECOMMEND MEASURE TO MITIGATE SIGNIFICANT ADVERSE IMPACT AND ANALYZE REASONABLE ALTERNATIVE TO THE PREFERRED ALTERNATIVE WHICH WITH ALSO AS THE FINAL BLUEPRINT. AS SHOWN ON THE RIGHT SIDE OF THE SLIDE LOOKING AT THE GROWTH PATTERN AS WELL AS SPECIFIC TRANSPORTATION AND RESILIENCE INVESTMENTS INCLUDED WITHIN THE PLAN. NEXT SLIDE. JUST AS A BRIEFLY CAP ON THE EIR PROCESS. WE'RE ROUGHLY HALFWAY THROUGH. MTC AND ABAG RELEASED PREPARATION FOR THE EIR FOLLOWED BY STATUTORY 30-DAY SCOPING PERIOD WHERE WE SAW INPUT ON THE SCOPE, CONTENT, ALTERNATIVE AND MITIGATION MEASURES AS PART OF THE ENVIRONMENTAL REVIEW PROCESS. IF YOU LIKE MORE CONTENT ON OR CONTACTS ON THE EIR PROCESS THERE'S A GREAT SCOPING PRESENTATION FROM THIS FALL THAT'S AVAILABLE. IN DECEMBER 2020, MTC AND ABAG RELEASED ANALYSIS ASSOCIATED WITH THE FINAL BLUEPRINT STRATEGIES. AND SUBSEQUENTLY, THE ABAG BOARD AND THE COMMISSION UNANIMOUS

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APPROVED THE FINAL BLUEPRINT AS THE PREFERRED EIR ALTERNATIVE IN JANUARY OF THIS YEAR. AT THIS TIME BOTH BOARD DIRECTED US TO STUDY EIR ALTERNATIVE THAT INCORPORATE STRATEGY REFINEMENT FOCUSING ON REGIONWIDE ISSUE OF GENTRIFICATION AND DISPLACEMENT. WE'VE BEEN ANALYZING THE ENVIRONMENTAL IMPACT OF THE PREFERRED ALTERNATIVE FOR SEVERAL MONTHS NOW. WE'LL HAVE MORE TO REPORT ON THIS FRONT WHEN THE DRAFT EIR IS RELEASED IN THE LATE SPRING. WITH THAT PREFERRED ALTERNATIVE FINALIZED AND ANALYSIS MOVING FORWARD. WE RELIED ON THE SCOPING COMMENTS. THESE AUGMENT THE PREFERRED ALTERNATIVE FOR FINAL BLUEPRINT AS WELL AS THE REQUIRED NO PROJECT ALTERNATIVE. NEXT SLIDE. ESSENTIAL TO SEEK THE NEED TO CREATE QUOTE, UNQUOTE REASONABLE RANGE OF ALTERNATIVES TO EXPLORE IN THE EIR. AMONG THESE REQUIREMENTS THIS MEANS THAT THE ALTERNATIVE MUST ADVANCE THE VISION AND GUIDING PRINCIPLES ADOPTED BY MTC AND ABAG IN FALL OF 2019. WHICH CONSTITUTE KEY PROJECT OBJECTIVES. WHILE ADVANCING TOWARD THE GREENHOUSE GAS TARGETS SET BY THE STATE, AND ACCOMMODATING THE REGIONAL GROWTH FORECAST ADOPTED IN FALL OF 2020 AT ALL INCOME LEVELS. FURTHERMORE, THE ALTERNATIVE TRANSPORTATION ELEMENT MUST BE FISCALLY CONSTRAINED AS REQUIRED BY FEDERAL AND STATE LAW SIMILAR TO PREFERRED ALTERNATIVE. WHAT THIS BASICALLY MEANS IS THAT ANY ADDED TRANSPORTATION INVESTMENT IN AN ALTERNATIVE MUST BE FUNDED BY THE ELIMINATION OR POSTPONEMENT OF EQUAL AMOUNT OF TRANSPORTATION INVESTMENTS. BASED ON THE COMMENT RECEIVED

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DURING THE SCOPING PROCESS, COMBINED WITH THE SPECIFIC INPUT OF THE COMMISSION AND ABAG BOARD ON EIR ALTERNATIVE 2. STAFF HAVE DEVELOPED TO CONCEPTUALIZE PREFERRED ALTERNATIVE AND NO PROJECT ALTERNATIVE WHICH WE BELIEVE CREATES A REASONABLE RANGE AS REQUIRED BY LAW. EACH ALTERNATIVE BUILDS OFF TIERS OFF THE SPECIFIC CHANGES TO STRATEGY INPUT. THESE CHANGES TO STRATEGY INPUT ARE ENVISIONED TO YIELD DIFFERENT GROWTH PATTERN FOR EACH ALTERNATIVE AND DIFFERING SUITE OF OUTCOMES. I WILL WALK THROUGH THE INPUTS. FOR THE TWO ALTERNATIVES. WHICH WE ARE ACTIVE ALTERNATIVE. WE WILL BE ABLE TO SHARE THE GROWTH PATTERN, EQUITY AND PERFORMANCE OUTCOME BUT MOST IMPORTANTLY THE ENVIRONMENTAL IMPACT ASSOCIATED WITH THE ALTERNATIVES AS PART OF THE DRAFT EIR RELEASE IN LATE SPRING. WE WILL RETURN TO THE RAWG AT THAT TIME WITH THE FINDINGS. NEXT SLIDE. LET'S START EIR ALTERNATIVE ONE. THIS LAZAR FOCUS ON REDUCING ENVIRONMENTAL IMPACT THROUGH STRATEGIES DESIGNED TO MINIMIZE THE URBAN DEVELOPMENT FOOTPRINT. AS WELL AS THE FOOTPRINT OF TRANSPORTATION INVESTMENTS, STARTING WITH THE HOUSING AND ECONOMY ELEMENTS OF THIS ALTERNATIVE, ALTERNATIVE ONE WOULD MODIFY THE BLUEPRINT STRATEGY TO INCREASE THE AVAILABLE CAPACITY FOR HOUSING AND JOBS IN TRANSIT RICH AREA WHICH TEND TO BE LOWER VMT PLACES. CORRESPONDINGLY WOULD ADDRESS THE STRATEGY FOR AFFORDABLE HOUSING PRODUCTION TO PRIORITIZE MORE OF THIS PRODUCTION IN TRANSIT RICH AREA WITH THE GOAL OF REDUCING THE VMT. ON THE ECONOMY ELEMENT, THIS

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WOULD BE PAIRED WITH A VMT-BASED DEVELOPMENT FEE FOR NEW OFFICE DEVELOP SOMETIMES CALLED INDIRECT SOURCE ROLE TO DISCOURAGE OFFICE DEVELOPMENT IN HIGHER VMT AUDIO ORIENTED PLACES. SIMILAR WHAT WAS STUDIED IN HORIZON AND INCLUDED IN THE DRAFT BLUEPRINT BEFORE IT WAS REMOVED BY THE COMMISSION AND BOARD IN THE FINAL BLUEPRINT PHASE. PIVOTING TO THE ENVIRONMENTAL ELEMENT. IT WOULD ADJUST KEY STRATEGY THERE AS WELL. URBAN GROWTH BOUNDARIES STRATEGY FEATURED IN THE ENVIRONMENT ELEMENTS WOULD BE ADJUSTED TO SHRINK THE BOUNDARIES TO ALIGN WITH EXISTING CITY LIMITS TO DISCOURAGE GROWTH IN UNINCORPORATED AREA AND REDUCE FOOTPRINT. TO SUPPORT THIS ENVISION GROWTH PATTERN MORE EFFECTIVELY WITH TRANSPORTATION INVEST. WOULD POSTPONE ALL MAJOR HIGHWAY EXPANSION PROJECTS. FOCUS ON THOSE THAT ARE SIGNIFICANTLY INCREASING LANE MILES. IN PARTICULAR EXPRESS LANE PROJECT WOULD BE CONVERTED TO LEVERAGE EXISTING CARPOOL OR GENERAL BURN LANES RATHER THAN REQUIRING WIDENING. AND MONEY FREED UP FROM THE CHANGES I JUST LAID OUT COULD BE SPENT ON INCREASING TRANSIT FREQUENCY TO ADDRESS CORE CAPACITY NEEDS IN THIS DENSER MORE URBAN ORB ORIENTED ALTERNATIVE. THIS ALTERNATIVE INCORPORATES MANY STRATEGIES HEARD IN SCOPING. INCLUDING FOCUSING MORE GROWTH IN THE BIG THREE CITIES. REMOVING FUNDING FOR HIGHWAY EXPANSION PROJECTS, AVOIDING EXPANSION THROUGH VIA EXPRESSWAY PROGRAMS. INCREASING TRANSIT FUNDING FOR THE GREATEST BANG FOR BUCK AND ADDING INDIRECT SOURCE RULE. NEXT

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SLIDE. THAT BRINGS TO US ALTERNATIVE 2. EIR ALTERNATIVE WILL EXPLORE THE ENVIRONMENTAL IMPACT ASSOCIATED WITH STRATEGIES THAT ARE DESIGNED TO ADDRESS THE REGIONAL CHALLENGES OF DISPLACEMENT AND GENTRIFICATION. STARTING WITH THE HOUSING ELEMENT THIS WILL FURTHER INCREASE AVAILABLE CAPACITY IN SOME HIGH-RESOURCE COMMUNITY WHICH IDENTIFIED JOB RICH EXLUSIONARY CITIES. WHERE IDENTIFIED IN RENA PROCESS AND WOVEN INTO THE ALTERNATIVE. FURTHERMORE, THIS ALTERNATIVE WOULD INCREASE DEVELOP CAPACITY IN NEIGHBORING JURISDICTIONS AS WELL WITH EASY ACCESS TO HIGH RESOURCE JOB CENTERS. LAST L WOULD SCALE BACK OPPORTUNITIES FOR HOUSING GROWTH POTENTIAL IN COMMUNITIES OF CONCERN TO REDUCE THE RISK OF GENTRIFICATION IN THOSE AREA. IN THE ECONOMY ELEMENT, THIS ALTERNATIVE WOULD IMPOSE OFFICE DEVELOPMENT CAP INITIALLY CONSIDERED IN HORIZON BUT LATER REJECTED BY THE COMMISSION AND BOARD. THIS STRATEGY WOULD BE ADDED TO FREE UP MORE AVAILABLE LAND FOR HOUSING IN JOB RICH CITY. TO SUPPORT THIS MORE SUBURBAN GROWTH PATTERN WHERE GREATER EMPHASIS ON GROWTH IN SILICONE VALLEY IN PARTICULAR WHERE MANY OF THE CITIES ARE LOCATED. INFRASTRUCTURE FUNDING MUST BE REALIGNED TO MAKE LOWER VMT PLACES TO WORK AND LIVE. OTHERWISE IT'S DIFFICULT TO HIT THE GHG TARGET BY THE DRAFT BLUEPRINT MADE ABUNDANTLY CLEAR. TRANSIT FREQUENCY INCREASES FOR BUS AND LIGHT RAIL LINES WOULD BE TARGETED TO ENABLE LOWER VMT LIFESTYLES IMPROVE SYSTEM LIKE ETA AND SAM-TRANS. SIMILARLY COMPLIMENTARY INVESTMENTS WILL HELP TO ATTACK

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AFFORDABLE CONCERNS FOR NEW RESIDENTS IN THE COMMUNITIES. TO KEEP THE ALTERNATIVE PHYSICALLY CONSTRAINED REGIONAL EXPANSION PROJECT WOULD BE POSTPONED. WITH PERIOD ONE PROJECT DELAYED TO PERIOD TWO. AND PERIOD TWO TO DELAYED TO BEYOND 2050. INVESTMENT PROJECTS AND INVESTMENT IN THE HIGH-SPEED RAIL CORRIDOR IN THE REGION WOULD PRIMARILY SERVE HIGHER INCOME RESIDENTS AND COMMUTERS. WITH A LESSER NEED TO MOVE COMMUTER TO THE CORE OF THE REGION AND THIS ALTERNATIVE THOSE MONEY COULD HELP FUND EQUITY ADVANCING PROJECT DISCUSSED PREVIOUSLY. AGAIN YOU CAN SEE THE LIST OF STRATEGY MODIFICATION IN THE MEMO, AND THIS ALTERNATIVE INCORPORATES MANY COMMENT HEARD DURING SCOPING INCLUDING ELIMINATION OF FUNDING FOR EXPENSIVE RAIL MEG AS PROJECT. GREATER INVESTMENT IN LOCAL BUSINESS SYSTEMS TO MAKE THE BUSES RUN FASTER. TRANSIT FARE DISCOUNT TO ADVANCE EQUITY, AND OR THE BOARD AND COMMISSION DIRECTION ON LAND USE STRATEGIES TO ENCOURAGE MORE GROWTH AND HIGHER RESOURCES AREA AND LESS GROWTH IN VULNERABLE COMMUNITIES OF CONCERN. NEXT SLIDE. THESE TWO ALTERNATIVE WILL ENABLE US REFLECT THE BREADTH OF COMMENT RECEIVED DURING SCOPE WHILE CRAFTING GROWTH PATTERNS AND INFRASTRUCTURE TO ILLUSTRATE THE RANGE OF ENVIRONMENTAL IMPACT. OUR TEAM WILL CONTINUE ANALYSIS OF THE ALTERNATIVE AND FINALIZE THE EIR BY LATE SPRING. WHEN THE DRAFT IER IS RELEASED AROUND THE SAME TIME AS THE DRAFT PLANNED DOCUMENT AND IMPLEMENTATION PLAN FOR PLANNED AREA 2050 THERE'S A SERIES OF PUBLIC AND STAKEHOLDER ENGAGEMENT

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OPPORTUNITIES AND YOUR COMMENTS WILL BE RESPONDED TO AS PART OF THE FINAL EIR. WE'LL ALSO MAKE SURE TO PROVIDE A COMMITTEE UPDATE ON THE ANALYSIS INCLUDING ENVIRONMENTAL IMPACTS AND FINDING RELATED TO DISPLACEMENT AND GENTRIFICATION AT THAT JUNCTURE. THAT WRAPS UP TODAY'S ITEM. THIS IS AN INFORMATION ONLY ITEM AS WE HAVE CONCLUDED THE SCOPING PROCESS AT THIS TIME. BUT WE'RE HAPPY TO TAKE QUESTIONS ON THE EIR STATUS AND THE ALTERNATIVE AS THEY STAND TODAY. I SEE MY COLLEAGUE ADAM WHO LEADS THE EIR HAS JOINED FOR THIS SEGMENT AS WELL.

HAVE WE GOT SOME QUESTIONS.

SPEAKER: WE HAVE. WE HAVE ONE QUESTION. MORE QUESTIONS COMING IN. FIRST QUESTION FROM ZOEY. CAN YOU CLARIFY WHY YOU PROPOSE TO SHRINK BOUNDARY TO ALIGN WITH EXISTING CITY BOUNDARIES AS PART OF ALTERNATIVE ONE?

ADAM NOELTING: ALTERNATIVE ONE IS FOCUSED ON SHIFTING IF MAXIMUM AMOUNT OF GROWTH TO CORE OF THE REGION WHERE THERE TEND TO BE LOWER NOT ONLY LOWER PATTERNS IN TERMS OF TRANSPORTATION BUT ALSO LETTER NEED TO CONSUME ACREAGE OF LANDS TO BUILD THOSE SORT OF NEW HOUSING DEVELOPMENTS. AND SO IN THAT ALTERNATIVE WE KNOW THAT THERE'S A SMALL SHARE OF GROWTH IN FINAL BLUEPRINT IS IN UNINCORPORATED. IT SPANS FROM URBAN LOCATIONS TO EDGE DEVELOPMENT THAT'S BEEN AUTHORIZED BY

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VOTERS LIKE IN CONTRACOSTA COUNTY. BY SHRINKING THE URBAN GROWTH BOUNDARY IN THIS PARTICULAR ALTERNATIVE WE'RE ABLE TO REDUCE SOME OF THE EDGE DEVELOPED THAT HAS ENVIRONMENTAL IMPACTS IN THE ALTERNATIVE AND ENCOURAGE THAT GROWTH TO OCCUR IN PLACES TAKE ARE GOING TO HAVE LESSER VMT IMPACT. THAT MAY ALSO HAVE SOME TRADE OFFS IN TERMS OF PERFORMANCE AND EQUITY FINDING, WHICH WE WILL SHOW CASE AT THAT TIME IN PLANNED AREA 2040 WE HAD CLUSTERED GROWTH PATTERN LIKE THAT WHICH WE CALL THE BIG THREE SCENARIO AT THAT TIME LED TO DISPLACEMENT AND GENTRIFICATION. WE LOOK FORWARD TO TRYING TO UNDERSTAND THE TRAY OFFS ASSOCIATED WITH THOSE STRATEGY REVISIONS.

SPEAKER: THANK YOU, DAVE. NEXT QUESTION FROM JOSH. CAN YOU EXPLAIN WHETHER OR HOW ELEMENTS FROM EACH EIR ALTERNATIVE CAN BE ADOPTED OR INCORPORATED INTO THE FINAL PLAN ADOPTION AND NOT NECESSARILY ADOPTING ALTERNATIVE LOT AS PRESENTED IN EIR. THE PACKET OF STRATEGY AS PACKAGED IN EACH ALTERNATIVE ARE NOT THE ONLY WAY TO ACHIEVE THESE OUTCOMES.

DAVE VAUTIN: ADAM, I DON'T KNOW IF YOU WANT TO SPEAK WITH THE OPPORTUNITIES TO ADAPT SOMETHING WITHIN THE RANGE OF ALTERNATIVES.

ADAM NOELTING: THE ANALYSIS THAT WE TAKE IN THE EIR IT'S A PROGRAM LEVEL THAT LOOKS AT THE CUMULATIVE EFFECTS. ALL OF

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ANALYSIS IS BASED ON ALL OF THE SPECIFIC STRATEGIES AND THEIR MUTUAL EFFECTS ON THE ENVIRONMENT. THE POTENTIAL EFFECTS ON THE ENVIRONMENT. WE GENERALLY LOOK AT THE ALTERNATIVES AS BEING WHOLE LOT. THAT'S A GOOD OPPORTUNITY FOR US TO DISCUSS WHERE OUR INTERNAL TEAM AND OUR COUNCIL AND FOLK TO GIVE SUGGESTION HOW THAT MIGHT BE POSSIBLE TO LOOK VARIOUS THINGS. I THINK THE CONCERN WOULD BE WHEN WE LOOK AT IMPACT, YOU KNOW CHANGING THE STRATEGY DOES EFFECT LAND USE AND LAND USE DOES EFFECT TRANSPORTATION. WE HAVE TO MAKE SURE THAT THE NEW STRATEGIES WOULD HAVE TO BE DISCLOSED. THE NEW STRATEGY IN TERMS OF GOALS. ADOPTED AS THE FINAL BLUEPRINT JANUARY WOULD LEAD TO DIFFERENT OUTCOMES. THEY RESULTS IN THE ENVIRONMENTAL INCOME AND OUTCOMES WHAT DOES THAT MEAN FOR DISCLOSURE.

THE ONLY WAY FOR ALTERNATIVE TWO IS NOT NECESSARILY TO DEFINE REGIONAL RAIL. FUNDING COULD COME FROM FREEWAY PROJECT OR OTHERS

WE'RE EXPLORING ALTERNATIVE ONE IS BETTER FOR THAT SORT OF STRATEGY MODIFICATION IN AN ALTERNATIVE WHERE YOU HAVE MORE GROWTH IN THE BIG THREE CITIES. YOU WILL HAVE LESSER NEED FOR SUBURBAN FREEWAY. TO AGAIN MAKING THE TRANSIT SYSTEM IN OUR BIG CITY LIKE SAN FRANCISCO BETTER. THEY WILL -- THAT WILL HELP PROVIDE COMPLIMENTARY OUTCOME. WE THOUGHT ACT WHETHER THAT'S APPROPRIATE FOR ALTERNATIVE 2 AND WE DON'T THINK THAT'S

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NECESSARILY THE CASE. THE REASON WHY IS THERE'S MORE FOLKS LIVING IN SUBURBAN COMMUNITIES. THEY WILL HAVE THE NEED FOR FULL SUITE OF TRANSPORTATION OPTIONS. THAT'S A VAST EXPANSION OF TRANSIT SERVICE IN THOSE PLACES. BUT SOMETIMES, YES, THOSE FOLKS ARE GOING TO NEED TO USE AN AUTOMOBILE. BY INVESTING IN SOME DIFFERENT EXPRESS LANE PROJECTS OR OTHER IMPROVEMENTS TO ARTERIALS THAT CONTINUES TO RUN BY IF MODAL OPTIONS AS WELL. I THINK THAT'S THE LOGIC, REALLY, BEHIND AN ALTERNATIVE 2, BRINGING TRANSIT TO THOSE PLACES BUT ALSO REALLY LOOKING AT SOME OF THOSE HIGH-DOLLAR VALUE PROJECTS LIKE THE PACHECO PASS TUNNEL. WHERE THE CALTRANS PROJECTS THAT DISPROPORTIONATELY WOULD BE USED BY HIGHER INCOME FOLKS TAKING THOSE MONEY AND SHIFTING THEM TO PROJECT THAT DISPROPORTIONATE BENEFIT LOWER INCOME AND HELPING TO ADVANCE EQUITY. IT'S REALLY AT THE CORE OF ALTERNATIVE TWO.

SPEAKER: THANKS, DAVE. CAN YOU CONFIRM THAT BOTH ALTERNATIVE ONE AND ALTERNATIVE TWO MEET OR ARE EXPECTED TO MEET THE OBJECTIVE OF THE PLAN INCLUDING STATE MANDATE GHG REDUCTION REQUIREMENTS?

ADAM NOELTING: THE ALTERNATIVE NEED TO BE DESIGNED IN ORDER ACHIEVE THOSE GOALS. WHICH ARE ANALYZING THE ALTERNATIVE TO UNDERSTAND WHETHER THEY HIT THE TARGET OR FALL SHORT. THAT'S WHAT WE WOULD REPORT IN THE DRAFT EIR.

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ADAM NOELTING: JUST TO ADD TO THAT POINT. THAT'S AN OBJECTIVE OF THE ALTERNATIVE GOING INTO IT. THE INTENTION TO MEET THOSE OBJECTIVES. FROM THE STATE TO MEET THE CLIMATE GOAL AND REDUCE VMT AND HOUSE THE POPULATION.

SPEAKER: OKAY. WE HAVE COMMENT FROM ANDREW. REGARDING JOSH'S RECENT COMMENTS SUBURBANIZE GROWTH DOES NOT NECESSARILY REDUCE THE NEED FOR REGIONAL RAIL INVESTMENT AS KEY PART OF THE TRANSIT NETWORK TWO JOB HOUSEHOLDS OFTEN CANNOT LIVE NEAR BOTH OF THE JOBS AS AN EXAMPLE.

DAVE VAUTIN: THAT'S A FAIR POINT. THERE'S STILL REGIONAL RAIL INVESTMENT IN ALTERNATIVE 2. I WILL POINT OUT A COUPLE OF THINGS. FIRST THE BIG REGIONAL MEGA PROJECTS ARE IN THE PREFERRED ALTERNATIVE. THEY ARE IN ALTERNATIVE ONE AS WELL. RIGHT. WE'RE STUDYING THEM IN THOSE ALTERNATIVES. THEN IN ALTERNATIVE 2 WE HAVE INVESTMENT AND THINGS LIKE FINISH CALTRAIN MODERNIZATION. OTHER PROJECTS THAT IMPROVING OUR EXISTING REGIONAL RAIL SYSTEM. BEFORE WE GO AND BUILD NEW TUNNELS OR NEW RAIL LINES, IN THIS ALTERNATIVE WOULD EXPLORE POSTPONING THOSE A BIT. BOTH FOR DUE TO THE FACT THAT THERE'S GREAT UNCERTAINTY ABOUT THE NEED FOR THOSE PROJECTS IN A POST COVID WORLD. WE'LL KNOW MORE ABOUT THAT IN THE YEARS AHEAD. AND, TWO, THAT WE -- OUR ANALYSIS REPEATEDLY SHOWN THAT THE

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PROJECT WOULD BE USED BY HIGHER INCOME COMMUTER. IF OUR TRANSIT SYSTEM IS WORKING TO BETTER MEET THE NEEDS OF LOWER INCOME COMMUNITIES THAT HAVE BEEN LEFT BEHIND IN THE PAST, WE CAN SHIFT THOSE MONEY AND MAYBE USE THEM MORE EFFECTIVELY TO PROVIDE INCREDIBLY IMPORTANT BUS. HOW DOES THAT SHAKE OUT. WHAT ARE THE BENEFITS THERE? THAT'S THE LAST THING I WILL POINT OUT. THE ALTERNATIVE DESIGNED TO ENCOURAGE MORE HOUSING GROWTH IN PLACES LIKE SILICONE VALLEY, SO THAT THE IMMEDIATE FOR SOME OF THE PROJECTS IN THE TRANS-STATE CORRIDOR MIGHT BE LESSENED. AND BY SHIFTING THE MONIES WE CAN WORK TO MAKE WHAT OUR TODAY MODERATE TO HIGH VMT PLACES IN THE SOUTH BAY INTO LOW-TO-MODERATE VMT PLACES AND SET THAT UP ALTERNATIVE FOR PERHAPS A GREATER LEVEL OF SUCCESS IN TERMS OF GHG AND VMT REDUCTION.

SPEAKER: THANK YOU, DAVE. THERE'S NO OTHER QUESTIONS. ANYONE HAVE ANY QUESTIONS -- OH, HERE WE GO. ANDREW ASKED WHEN CAN WE EXPECT TO RECEIVE CLARITY SPECIFIC PROJECT LEVEL ABOUT MODIFICATIONS EITHER TIMING OR LEVEL OF INVESTMENT IN THE ALTERNATIVES?

DAVE VAUTIN: YOU WILL RECEIVE CLARITY IN THE DRAFT VRT DOCUMENT. THEY ARE MOSTLY FINALIZED. BUT AS WE GO THROUGH THE ANALYSIS PROCESS THERE MAY BE MINOR TWEAKS MADE. I THINK WHAT WE ARE COMMITTING TO IN THIS ALTERNATIVE. WE'VE BEEN CLEAR

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ABOUT THE SCHEDULE. WHICH IS PERIOD ONE, REGIONAL AND INNER-REGIONAL RAIL EXPANSION PROJECT WOULD BE SHIFTED TO PERIOD TWO AND PERIOD TWO PROJECT WOULD BE SHIFTED OUT OF THAT ALTERNATIVE. FREEING UP MORE FINANCIAL CAPACITY IN BOTH PERIODS OF THE PLAN. AGAIN THIS IS AN EIR ALTERNATIVE. IT'S FOR THE PURPOSES OF ENVIRONMENTAL ANALYSIS. WE'RE ALSO GOING TO LEARN SOME INTERESTING THINGS HERE ABOUT THE DISPLACEMENT AND GENTRIFICATION IMPACT. WE KNOW THERE'S RISK ASSOCIATED WITH THE PROJECT IN TERMS OF GENTRIFICATION AND DISPLACEMENT. THAT'S WHAT IT IS ABOUT. IT'S ABOUT DISCLOSING AND LEARNING FROM THE ALTERNATIVE.

SPEAKER: GREAT THANK YOU, DAVE. THERE'S NO MORE QUESTIONS. I'M ASSUMING IF YOU HAVE A QUESTION PLEASE ENTER IT NOW. I THINK THAT'S IT DAVE AND ADAM, THANK YOU.

THANK YOU. MARTHA, CAN YOU CONFIRM WE DIDN'T RECEIVE ANY COMMENTS ON THIS ITEM?

THERE'S NO PUBLIC COMMENTS ON THIS ITEM.

DAVE VAUTIN: THANK YOU. THAT BRING US US TO AGENDA ITEM FOUR. NEXT STEPS, OTHER BUSINESS AND PUBLIC COMMENTS. STAKEHOLDER AND MEMBERS LISTENING ON ZOOM THAT WISH TO SPEAK CAN USE THE RAISE HAND FEATURE, DIAL STAR 9 OR USE THE

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QUESTION-AND-ANSWER FIELD. DO WE HAVE ANY OTHER BUSINESS OR QUESTIONS?

SPEAKER: WE DO HAVE A QUESTION. I'M GOING TO ASK YOU TO UNMUTE YOURSELF.

YES. THIS IS SHAJUTI HOSSAIN. I JUST WANTED TO LIFT UP WHAT WE RECOMMENDED IN OUR LETTER. I WILL SUMMARIZE WHAT WE ASKED. FIRST IS THAT WE WANT TO PRIORITIZE SOLUTIONS IN THE IMPLEMENTATION PLAN THAT WILL IMMEDIATELY STOP DISPLACEMENT AND PREVENT HOMELESSNESS. OF COURSE THIS ISSUE IS YOU KNOW UNDERSTOOD LOUD AND CLEAR BEFORE COVID AND NOW ESPECIALLY DURING COVID. AND TO MAKE SURE THAT WE ARE STOPPING DISPLACEMENT WE RECOMMEND THAT MTC ANTI DISPLACEMENT RUBRIC AND TIME LINE. WE ALSO WANT TO WE ASK YOU TO REJECT THE SURVEY RESULTS THAT WERE DISCUSSED LAST TIME. BECAUSE THEY WERE DONE IN NONSCIENTIFIC MANNER AND DID NOT ACCURATELY REFLECT THE PRIORITIES THAT MOST IMPACTED PEOPLE ARE ASKING FOR RIGHT NOW. INSTEAD WE ASK YOU TO LOOK BACK AT THE COMMUNITY ENGAGEMENT FEEDBACK THAT WE RECEIVED A COUPLE OF YEARS AGO. THERE WAS -- THERE WAS ROBUST CONVERSATIONS THERE AND ATTACHMENT IN THE LETTER SHOW YOU THAT RESULTS WERE THERE INCLUDING DIRE NEED FOR TENANT PROTECTIONS FIRST. UNDER TENANT PROTECTIONS, WE ASK FOR A RIGHT TO COUNSEL PROGRAM. AND RELATEDLY RENTAL REGISTRY WHICH WOULD PROVIDE THE PROTECTION. UNDER PRESERVATION, WE

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RECOMMEND CREATING A TWO-PART REGIONAL ACQUISITION FUND. AND TO ALSO DIRECT EXISTING AND FORTHCOMING FUNDING POTS TO PRESERVATION. AND FINALLY UNDER PRODUCTION, WE RECOMMEND INCENTIVIZING AND SUPPORTING DEEPLY AFFORDABLE PRODUCTION ON PUBLIC LAND AND CREATING A LAND BANK STRATEGY. WE'RE OPEN TO TALKING MORE ABOUT THE DETAILS ON THE POLICIES. THANK YOU.

SPEAKER: THANK YOU. DOES ANYONE ELSE HAVE OTHER COMMENTS? PLEASE RAISE YOUR HAND NOW. SEEING NONE, I WILL TURN IT BACK TO DAVE.

DAVE VAUTIN: THAT BRINGS US TO FIVE. ADJOURNMENT AND NEXT MEETING. THANK YOU FOR JOINING TODAY. I APPRECIATE YOUR ONGOING PARTICIPATION IN THE PLANNED AREA 2050 PROCESS IN THE NEXT REGIONAL ADVISORY WORKING GROUP MEETING WILL BE HELD TUESDAY APRIL 6th, 2021 AT 9:35. REMOTELY AND BY WEBCAST AS APPROPRIATE. DEPENDING ON THE STATUS OF ANY SHLETER-IN-PLACE ORDERS AND ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. THANKS, EVERYBODY FOR JOINING US AND HAVE A TERRIFIC DAY.

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