METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

JOINT MTC ABAG LEGISLATION COMMITTEE

FRIDAY, MARCH 12, 2021, 9:45 AM

JESSE ARREGUIN, ABAG: GOOD MORNING. I AM JESSE ARREQUIN CHAIR OF THE ABAG COMMITTEE AND COMMISSIONER SAM LICCARDO WILL BE SERVING IN POSITION OF VICE CHAIR. I WILL TAKE A MOMENT TO STEP AWAY AND VICE CHAIR WILL BE STEPPING IN. I'LL ASK THE STAFF TO ROLL THE COVID ANNOUNCEMENT FOR HOW THIS MEETING WILL BE CONDUCTED. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEB SITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS BY NAME AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM WITH THEIR CAMERAS ENABLED ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE, OR DIAL STAR NINE, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC

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COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

JESSE ARREGUIN, ABAG: OKAY. THANK YOU. FIRST ITEM ON THE AGENDA IS ROLL CALL TO CONFIRM WHETHER A QUORUM IS PRESENT. MS. SILVER PLEASE CALL THE ROLL.

CLERK OF THE BOARD: MEMBER AHN?

EDDIE AHN: PRESENT.

CLERK OF THE BOARD: CANEPA?

DIR. DAVID CANEPA: PRESENT.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: GIACOPINI NON-VOTING?

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DORENE M. GIACOPINI: HERE.

CLERK OF THE BOARD: HALLIDAY?

BARBARA HALLIDAY: HERE.

CLERK OF THE BOARD: HUDSON? LICCARDO?

SAM LICCARDO, VICE CHAIR: HERE.

CLERK OF THE BOARD: MEMBER MAR? MEMBER MITCHOFF?

KAREN MITCHOFF: HERE.

CLERK OF THE BOARD: MEMBER PEDROZA?

ALFREDO PEDROZA: HERE.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: HERE.

CLERK OF THE BOARD: RAMOS?

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BELIA RAMOS: HERE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: PRESENT.

CLERK OF THE BOARD: WE HAVE A QUORUM.

SPEAKER: ITEM TWO CONSENT CALENDAR, CONSISTS OF THREE ITEMS APPROVAL OF MINUTES OF FEBRUARY 12TH, 2021, LEGISLATIVE HISTORY AND MTC RESOLUTION NUMBER 3931 REVISED POLICY ADVISORY COMMITTEE APPOINTMENT. IS THERE A MOTION TO APPROVE THE CONSENT CALENDAR?

CINDY CHAVEZ: SO MOVED, CHAVEZ.

SAM LICCARDO, VICE CHAIR: SECOND LICCARDO.

SPEAKER: CHAVEZ. SECONDED BY?

CLERK OF THE BOARD: LICCARDO.

SPEAKER: COMMISSIONER LICCARDO. THANK YOU. COLLEAGUES ANY FURTHER DISCUSSION? IF SO PLEASE RAISE YOUR HAND. OKAY. SEEING

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NO RAISED HANDS. I'LL ASK IF ANY WRITTEN COMMENTS WERE SUBMITTED.

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

SPEAKER: THANK YOU. ROLL CALL PLEASE.

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

JESSE ARREGUIN, ABAG: ITEM 3A ADVOCACY PRINCIPLES GUIDE LEGISLATION AIMED AT APPROVING THE BAY AREA TRANSIT SYSTEM. AND REBECCA LONG WILL PRESENT ON THIS ITEM.

REBECCA LONG: THANK YOU CHAIR ARREGUIN. GOOD MORNING COMMISSIONERS DIRECTORS REBECCA LONG DIRECTOR OF GOVERNMENT RELATIONS. THIS ITEM IS IN RESPONSE TO THE WORK OF THE TRANSIT RECOVERY TASK FORCE, THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE THAT MTC HAS CONVENED AS WELL AS ASSEMBLY MEMBER CHU'S ANTICIPATED LEGISLATION THAT'S GOING TO BE REINTRODUCED IN THE NEXT FEW WEEKS. THIS IS BUILDING ON THE HEELS OF HIS BILL FROM LAST YEAR, A.B. 5027 AS WE'RE PARTICIPATING AS A MEMBER OF THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE ON AN ENGAGEMENT PROCESS WE FEEL IT'S IMPORTANT TO BE TRANCE PART AND GET OUT

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EARLY WHAT OUR PRIORITIES ARE ON THIS LEGISLATION THERE ISN'T GOING TO BE A TREMENDOUS AMOUNT OF TIME THROUGH THE HEARING PROCESS THIS YEAR THE HEARING PROCESS IS CONSTRAINED WITH COVID-19 WE WANT TO PUT OUT THERE PRIORITIES THAT HELP US IN CONVERSATIONS WITH THE TRANSIT OPERATORS AND STAKEHOLDERS. I'M GOING TO WALK THROUGH THE PROPOSED PRIORITIES WHICH WOULD COME TO THE COMMISSION LATER THIS MONTH. AND THEN AGAIN THERE WILL BE A BILL IN PRINT MOST LIKELY AT THE END OF THIS MONTH OR IN APRIL THAT WE WOULD COME BACK TO YOU FOR FURTHER DISCUSSION ON. SO LOOKING AT ATTACHMENT A, IN THE MEMO, THE FIRST PRINCIPLE IS TO PROVIDE TANGIBLE NEAR-TERM BENEFITS TO RIDERS. WE HAVE A -- WE'RE OPERATING IN A SIGNIFICANTLY DIFFERENT ENVIRONMENT RIGHT NOW, OBVIOUSLY, DUE TO COVID-19 AND WE WANT TO BRING RIDERS BACK SAFELY AND AS QUICKLY AS POSSIBLE IN THE RECOVERY. AND PART OF THAT IS GOING TO BE MAKING TRANSIT MORE ATTRACTIVE, MORE CONVENIENT, AND MORE AFFORDABLE. AND SO THE FIRST ITEM THERE THAT HAS BEEN TALKED ABOUT A LOT AND THAT WE'RE DOING AN EXTENSIVE STUDY O THE INTEGRATED FARE STUDY WOULD BE TO SEEK SOME PROVISIONS IN THE BILL THAT STEM FROM THE RECOMMENDATIONS OF THAT INTEGRATED FARE STUDY TO PROVIDE A SIMPLIFIED TRANSIT FARES. AND AGAIN, THOSE WOULD BE DEVELOPED BASED ON THE RECOMMENDATIONS COMING OUT OF THE INTEGRATED FARE STUDY BUT ONE THAT SEEMS TO BE RISING TO THE TOP IN POPULARITY IS THIS IDEA OF A PASS WHERE YOU'RE PAYING THE STANDARD FARE BUT IT CAN ONLY REACH A CERTAIN AMOUNT. SO IT'S A CAP, A FARE

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CAP THAT WOULD APPLY ACROSS MULTIPLE OPERATORS OVER EITHER A DAY, A WEEK, A MONTH. SO AGAIN THAT'S SOMETHING BEING LOOKED AT BY THE FARE STUDY. AND WE WOULD WANT THE BILL TO HAVE SOME IMPLEMENTATION TIMELINES ON THAT. SECONDLY, THE REGIONAL TRANSIT MAPPING AND WAY FINDING STUDY THAT MTC HAS BEEN CONDUCTING. AGAIN, IN CONSULTATION WITH THE OPERATORS, WE THINK THIS HAS A TREMENDOUS PROMISE TO MAKE TRANSIT MORE SEAMLESS IN THE REGION SO THAT WE DON'T HAVE DIFFERENT TERMINOLOGY, DIFFERENT LOOK, DIFFERENT FEEL, DIFFERENT MAPS, AND IT WILL JUST MAKE THE WHOLE SYSTEM EASIER TO USE ACROSS MULTIPLE OPERATORS AND WE WOULD LIKE TO SEE THE BILL INCLUDE SOME IMPLEMENTATION DIRECTION ON THAT. AND LASTLY REALTIME TRANSIT INFORMATION. THE REGION IS SOMEWHAT SPOTTY IN THE RELIABILITY, AND THE AVAILABILITY OF REALTIME TRANSIT INFORMATION, AND WE THINK WE CAN DO BETTER THERE. AND THAT WOULD BE HELPFUL TO HAVE LEGISLATION REQUIRING THAT EVERY OPERATOR USE KIND OF OPEN-DATA STANDARDS, BEST PRACTICES SO WE CAN MAKE SURE THAT RIDERS HAVE RELIABLE INFORMATION. SO THAT'S THE FIRST RECOMMENDATION THERE. THE NEXT ONE IS ON INCREASING THE PRIORS PRIORITY OF SERVICE COORDINATION AND WE INCLUDE EXAMPLES OF IDEAS THIS ONE REALLY NEEDS TO BE VETTED MORE THOROUGHLY AT THE BLUE RIBBON TO KNOW WHAT SHOULD GO INTO LEGISLATION. WHAT WE'RE INTERESTED THIS IS FIGURING OUT A WAY TO BUILD ON THE TREMENDOUS COLLABORATION AND COORDINATION THAT'S HAPPENING NOW AMONG THE OPERATORS TO DO GREATER

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COORDINATION. EXAMPLES OF CHANGES THAT HAVE HAPPENED DURING COVID ARE, ALLOWING OPERATORS SUCH AS SAMTRANS, TO PICK UP PASSENGERS IN SAN FRANCISCO WHICH HAD NOT BEEN ALLOWED PREVIOUSLY. SO WE'RE NOT HAVING A FORCED TRANSFER JUST BECAUSE OF ENTERING INTO ANOTHER JURISDICTION. LIKEWISE GOLDEN GATE BRIDGE BUS SYSTEM IS ABLE TO PICK UP PASSENGERS NOW IN SAN FRANCISCO SO THOSE ARE THE KIND OF THINGS WE WOULD LIKE TO SEE MAINTAINED AND HAVE LEGISLATIVE DIRECTION TO DO SO. THE THIRD ITEM IS SOMETHING THAT THE TRANSIT OPERATORS THEMSELVES HAVE RAISED A LOT. AND THAT IS GIVING TRANSIT GREATER PRIORITY ON LOCAL ROADS AND HIGHWAYS. YOU KNOW, THE VAST MAJORITY OF OUR TRANSIT PRIORITIES ARE BUSES AND THEY CAN ONLY MOVE AS FAST AS THE ROADWAYS SERVE AND TO PROVIDE A MORE ATTRACTIVE AND COMPETITIVE OPTION AND ATTRACT MORE RIDERS BACK TO TRANSIT WE DO NEED TO SEE ENHANCED ABILITY TO PRIORITIZE TRANSIT ON OUR LOCAL ROADS AND HIGHWAYS. AND THEN THE FOURTH ITEM DEALS WITH DECISION MAKING AND TRANSIT NETWORK MANAGEMENT. SO THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE HAS TALK QUITE A BIT ABOUT THE CONCEPT OF A TRANSIT NETWORK MANAGER. THERE HAS BEEN CONVERSATIONS ABOUT CREATING POTENTIALLY A NEW ENTITY. AND I THINK WHERE WE ARE AT, AT THIS TIME, IS THAT WE OPPOSE ESTABLISHING A NEW AGENCY THAT WOULD SERVE AS A TRANSIT NETWORK MANAGER. WE THINK THAT IN THIS TIME OF COVID, AND JUST THE IMMENSE STRESS THAT OPERATORS ARE UNDER, AS WELL, IT MAKES THE MOST SENSE TO BE ENHANCING THE COLLABORATION, AND THE

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AUTHORITIES OF OUR EXISTING INSTITUTIONS, INCLUDING MTC. AND THE LEGISLATURE HAS GIVEN US A VERY IMPORTANT ROLE BOTH IN DISTRIBUTING FUNDING BUT ALSO IN COORDINATING TRANSIT OPERATORS AND WE THINK THAT THIS SUBSEQUENT LEGISLATION AUTHORED BY ASSEMBLY MEMBER CHU, WE WOULD LIKE TO SEE THAT IT ENHANCES THAT ROLE IN CLOSE COORDINATION WITH THE AUTHORS SO THAT ANY RECOMMENDATIONS, FOR EXAMPLE, RELATED TO SERVICE COORDINATION, FARES, ARE COMING THROUGH A BODY THAT HAS THE EXPERTISE OF THE TRANSIT OPERATORS AND OTHER STAKEHOLDERS MAKING RECOMMENDATIONS TO MTC. SO THAT'S THAT ITEM. AND THEN I WOULD NOTE, IN 4D, WE HIGHLIGHT THAT WHILE TRANSIT COORDINATION, AGAIN, ISN'T CORE MTC FUNCTION, OUR CURRENT RESOURCES REALLY DON'T SUPPORT US TAKING A SUBSTANTIALLY GREATER ROLE. AND WE'RE TAKING A LOS LOOK AT THAT RIGHT NOW. YOU KNOW, WHAT WOULD IT TAKE, HOW MANY ADDITIONAL STAFF WOULD WE NEED TO EFFECTIVELY SERVE IN THIS ROLE. AND SO TO -- THERE IS ANOTHER NEED IN THE LEGISLATION TO THE EXTENT THAT WE ARE BEING GIVEN GREATER AUTHORITY FOR ADDITIONAL RESOURCES. AND THEN THE FIFTH ITEM HAS TO DO WITH TRANSIT HUBS, IMPROVING ACCESS. THIS IS MORE PROSPECTIVE THINKING ABOUT NEW STATIONS. NEW EXPANSION. WE NEED TO DO BETTER AS A REGION. THERE ARE A MYRIAD OF EXAMPLES WHERE THE DESIGN OF STATIONS HAS NOT PRIORITIZED THE RIDER. THEY'RE FORCED TO WALK EXCESSIVE DISTANCES, YOU KNOW, HAD IT BEEN DESIGNED IN A MORE RIDER FOCUSED WAY WE WANT TO SEE MORE DIRECTION BOTH TO THE

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OPERATORS AND TO MTC WHEN WE'RE MAKING SIGNIFICANT ALLOCATIONS OF FUNDING, REALLY PUT THE RIDERS FIRST, AND THE DESIGN OF THOSE TRANSIT HUBS. LASTLY AVOID RUSHING COMPLEX ITEMS THAT REQUIRE MORE EVALUATION. I THINK THIS IS KIND OF COMMON SENSE. BUT THE TRANSIT RECOVERY TASK FORCE HAS BEEN LOOKING AT A LOT OF IDEAS, OR AT LEAST, THERE IS INTEREST IN LOOKING AT SOME REALLY BIG CONCEPTS SUCH AS MEGA PROJECT IMPLEMENTATION. HOW DO WE REDUCE THE COST OVERRUNS AND MEGA PROJECTS. JOINT PROCUREMENT. NEW MOBILITY. IS THERE A ROLE FOR A NETWORK MANAGER IN RELATION TO ALL THE DIFFERENT PRIVATE MOBILITY OPTIONS, ET CETERA. AND WE THINK SOME OF THESE IDEAS ARE DEFINITELY WORTH MORE CONVERSATION BUT THEY SHOULDN'T BE RUSHED. AND SO WE THINK THAT THE LIST THAT WE HAVE JUST WALKED THROUGH IS PROBABLY AMBITIOUS ENOUGH FOR THIS YEAR. CERTAINLY WE'RE OPEN TO WHERE THE CONVERSATION GOES WITH THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, BUT TO THE EXTENT THAT THERE ARE REALLY IMPORTANT ITEMS THAT PEOPLE WANT TO SEE HAPPEN, BUT WE DON'T HAVE TIME, WE THINK THOSE SHOULD BE FLAGGED POTENTIALLY IN THE BILL POTENTIALLY FOR FURTHER STUDY. THAT'S MY RUN THROUGH OF THESE PROPOSED ADVOCACY PRINCIPLES WHICH WOULD THEN GO TO THE COMMISSION FOR FINAL SUPPORT. AGAIN NOTE THIS IS A WORK IN PROGRESS SO WE CAN ENGAGE THOUGHTFULLY WITH THE LEGISLATURE AND ASSEMBLY MEMBER CHU ON THIS BILL AND STAKEHOLDERS. THANK YOU.

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JESSE ARREGUIN, ABAG: I WANT TO SAY I JUMPED THE GUN IN ANNOUNCING COMMISSIONER LICCARDO'S IMPENDING APPOINTMENT TO THIS COMMITTEE I AM SO EXCITED HE'S GOING TO BE SERVING IN THIS CAPACITY. WE'LL BE DOING THAT IN MTC THIS MONTH AND SO I WILL WITH HIM. COMMISSIONER LICCARDO.

SAM LICCARDO, VICE CHAIR: WE BE ASSEMBLING THE FORCES, AND I KNOW THE VICE CHAIR SLOT IS SO COVETED. THANK YOU. I HAD A QUESTION ABOUT THE SCHEDULE FOR THE SERVICE COORDINATION. AND I AGREE WITH ALL OF THESE ELEMENTS. I THINK THEY'RE ALL REALLY GOOD AND POSITIVE DEVELOPMENTS THAT WE COULD INTEGRATE INTO A BILL AND APPRECIATE ASSEMBLY MEMBER CHU'S LEADERSHIP ON THIS. BUT IT SEEMS TO ME THAT MOST AGENCIES REVISE THEIR SCHEDULES EVERY -- TWICE A YEAR, TYPICALLY, AT LEAST THAT'S THE WAY IT WORKS AT VTA, I'M TOLD, AND AT OTHER PLACES -- AND IT WOULD BE SUPER HELPFUL IF WE ALL AGREED ON THE SAME TWO DATES IN WHICH SCHEDULES AND ROUTES WOULD BE REVISED SO THAT EVERYBODY IS MAKING THOSE CHANGES TOGETHER IN A MORE INTEGRATED WAY. IS THAT SOMETHING YOU WOULD CONSIDER REBECCA?

REBECCA LONG: YEAH. ABSOLUTELY. AND I BELIEVE THE OPERATORS HAVE BEEN TALKING ABOUT THIS, AGAIN, DURING COVID, WITH THEIR VARIOUS NEW MEETINGS THAT HAVE A HAVE BEEN HAVING, AND I THINK IT'S REFERRED TO AS SIGN-UPS, SO COORDINATING THE SIGN-UP IS SOMETHING THAT, AGAIN, HAS BEEN TALKED ABOUT. I THINK WHETHER

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IT MAKES SENSE TO PUT THAT IN LEGISLATION THAT IT SHALL BE EVERY SIX MONTHS OR WHAT HAVE YOU, I THINK THAT NEEDS MORE THOUGHT BUT THAT'S EXACTLY THE TYPE OF THING THAT WE WOULD LIKE TO SEE.

SAM LICCARDO, VICE CHAIR: OKAY. AND THEN IN TERMS OF OUR CAPITAL PROGRAM AND OUR PROJECT, I KNOW THAT'S NOT THE FOCUS HERE, BUT I'M SURE THAT THERE ARE SOME REALLY HIGH PRIORITY, A HALF DOZEN PLACES, AT LEAST, WHERE SOME SIGNIFICANT CAPITAL INVESTMENT COULD MAKE A HUGE DIFFERENCE TO RIDERS IN GETTING FROM ONE SYSTEM TO ANOTHER AND REALLY DRAMATICALLY IMPROVING COORDINATION AND RIDERSHIP. AND I WONDER IF MAYBE THAT COULD BE INTEGRATED OR SHOULD BE INTEGRATED IN SOME WAY TO ELEVATE THOSE PROJECTS? BECAUSE I KNOW THEY'RE TYPICALLY OVERLOOKED BY OUR OWN CMOS BECAUSE WE KNOW WE'RE NOT ALWAYS TALKING TO ONE ANOTHER.

REBECCA LONG: YEAH. I THINK THAT'S A GREAT POINT IT'S SOMETHING THAT WE HAVE BEEN THINKING ABOUT AT THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE MAYBE THERE'S A ROLE FOR IDENTIFYING THESE SHOULD BE THE PRIORITY PROJECTS. YOU KNOW, WHETHER IT'S FOR THE BUS PRIORITY, TRANSIT PRIORITY TYPE PROJECTS, THAT THE REGION MIGHT BE FOCUSING ON. I DON'T KNOW IF THE CHU LEGISLATION MAKES SENSE BUT FOR SURE IN THAT

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BROADER CONVERSATION AT THE BLUE RIBBON, I THINK THERE IS A POTENTIAL PLACE FOR IDENTIFYING CAPITAL PROJECTS.

SAM LICCARDO, VICE CHAIR: OKAY. SO YOU WOULD LIKE TO PUSH THAT OFF INTO THE SUBSEQUENT PROCESS UNDERWAY RIGHT NOW IS THAT RIGHT?

REBECCA LONG: I JUST DON'T SEE THE CHU LEGISLATIONS ON THE FUNDING SOURCE. AND TO THE BONTA BILL THERE IS STATE RESTRICTIONS IN PRIORITIZING PROJECTS.

SAM LICCARDO, VICE CHAIR: YEAH. I JUST ASK IF WE COULD HAVE A CLEAR MECHANISM THAT PRIZES THOSE IN THE RTP IN SOME WAY BECAUSE THERE ARE THINGS WE OFTEN MISS BECAUSE WE'RE ALL IN OUR OWN COUNTIES AND LASTLY REFERRING TO THE LARGER EFFORT UNDERWAY IS THERE ANY DISCUSSION AROUND CONSOLIDATION OF OUR -- ANY OF OUR 27 AGENCIES IN THAT CONVERSATION?

REBECCA LONG: I MIGHT REFER THAT QUESTION TO THE BLUE RIBBON TRANSIT RECOVERY CHAIR, COMMISSIONER SPERING.

SAM LICCARDO, VICE CHAIR: OKAY. I'M HAPPY TO STAY AWAY FROM IT IF YOU WOULD LIKE TO SIMPLY AVOID TOUCHING THAT THIRD RAIL.

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JAMES P. SPERING: MR. CHAIRMAN DID YOU WANT ME TO COMMENT ON THAT?

SAM LICCARDO, VICE CHAIR: IF YOU WOULD LIKE TO, JIM, AT YOUR DISCRETION.

JAMES P. SPERING: OUR CONVERSATIONS WITH ASSEMBLY MEMBER CHU HE HAS SAID THAT 26 TRANSIT OPERATORS IS TOO MANY AND THAT IT NEEDS TO BE REDUCED. WE'RE GOING TO BE LOOKING AT THAT LOW-HANGING FRUIT, OR WHERE CONSOLIDATION IS FEASIBLE. AND I KNOW IN MY COUNTY, WE HAVE FIVE OPERATORS, OF THE 26 THAT ARE IN ONE COUNTY AND THEY'RE ALL SMALL AND NOT VERY WELL COORDINATED. SO THOSE ARE THE ONES WE'RE GOING TO BE LOOKING AT CLOSELY. LOOKING AT SONOMA COUNTY THEY'RE DOING SOME GREAT WORK OVER IN CONTRA COSTA COUNTY SO WE ARE LOOKING WHERE IT REALLY MAKES SENSE TO DO THAT. FOR US TO WASTE A LOT OF ENERGY TALKING ABOUT BART AND AC OR MUNI, THAT'S A MUCH HIGHER LEVEL OF HOW THEY COORDINATE AND SYNC UP ALL OF THE VERY THINGS YOU'RE TALKING ABOUT, THE PRIORITIZING SCHEDULING AND SO FORTH THEY'RE DOING A GREAT JOB. WE WANT TO FIGURE OUT HOW TO INSTITUTIONALIZE IT SO WHEN THINGS GO BACK TO WHAT WE CALL NORMAL, THEY GO BACK TO THEIR NORMAL WAYS OF OPERATING SO WE WANT TO PUT SOME MECHANISM IN PLACE THAT COOPERATION WITH THE LARGE OPERATORS. WE ARE LOOKING AT IT. IT'S SOMETHING THAT ASSEMBLY MEMBER CHU HAS INTEREST IN AND THAT DISCUSSION WILL

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CONTINUE AFTER THE BLUE RIBBON CONCLUDES ITS MEETING IN JUNE OR JULY.

SAM LICCARDO, VICE CHAIR: THANKS JIM. APPRECIATE IT. THOSE ARE ALL MY QUESTIONS.

JESSE ARREGUIN, ABAG: THANK YOU. COMMISSIONER CHAVEZ?

CINDY CHAVEZ: THANKS A BUNCH. I HAVE TWO MAJOR AREAS THEY WAS INTERESTED IN DIVING INTO AND ONE IS AS IT REALITIES TO CLIMATE ADAPTATION AS A KIND OF A BUCKET OF ACTIVITY, I WAS REALLY CURIOUS ABOUT HOW, LIKE, WHAT ROLE THE MTC STAFF SEES FOR MTC RELATIVE TO ALL THE OTHER ORGANIZATIONS WORKING ON RESILIENCY FOR THE REGION. AND I'M ASKING THAT AS PART OF THE OVERALL APPROACH TO THINKING ABOUT, NOT JUST LEGISLATION -- WELL, I GUESS IT IS THE LEGISLATION -- BUT, ANYWAY, WHAT'S OUR ROLE?

REBECCA LONG: THAT'S A GREAT QUESTION COMMISSIONER CHAVEZ. I THINK YOU MIGHT BE REFERRING TO Y3D ANOTHER SET OF PRINCIPLES BUT THAT'S RELATED TO ADAPTATION. WE'RE ON 3A FOR THE TRANSIT REFORM.

CINDY CHAVEZ: I'LL STICK WITH THAT FOR A MINUTE THEN COME BACK TO IT BECAUSE BOTH HAD TO DO WITH COMMUNICATION FOR ME. I WANT

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TO VERIFY, DID MTC TELL TRANSIT AGENCIES NOT TO GO INDEPENDENTLY TO PUT ANYTHING TOGETHER, BUT TO USE THE BLUE RIBBON TASK FORCE AS THE FRAME -- OR THE BODY FOR IDEAS TO COME THROUGH?

REBECCA LONG: UM -- WOULD YOU LIKE TO TAKE THAT COMMISSIONER SPERING?

JAMES P. SPERING: CINDY, NOT TO MY KNOWLEDGE. THEY HAVE BEEN DOING PRETTY MUCH A LOT OF THEIR COORDINATING WORK TOGETHER, REALLY OUTSIDE OF THE BLUE RIBBON. WE'RE JUST MAKING SURE THAT THEY PUT THESE SAFETY PROTOCOLS, YOU KNOW, HEALTH STANDARDS THAT IS UNIFORM THROUGHOUT THE SYSTEM, BUT THERE'S NOTHING TO PREVENT THEM FROM MAKING ANY PROPOSAL THAT THEY WANT. WE'RE CERTAINLY HOPING THAT THE BLUE RIBBON COMMITTEE IS REALLY GOING TO WEIGH IN ON THIS AT -- IT HAS TO BE MORE THAN JUST THE LARGE OPERATORS COMING UP WITH THE PLAN. THERE IS SOCIAL ADVOCATES, THERE IS THE BUSINESS COMMUNITY, A LOT OF PEOPLE HAVE A LOT INVESTED IN THIS. AND YOU KNOW, SO WE'RE GOING TO NEED TO HEAR FROM ALL OF THOSE, VERY INTERESTED PARTIES, AS WE MOVE FORWARD LOOKING AT HOW TO MAKE THIS A BETTER SYSTEM FOR THE BAY AREA.

CINDY CHAVEZ: AND JIMMIE KNOW YOU HAVE BEEN DOING FOCUS GROUPS WHAT'S CONFUSING TO ME IS THERE IS AT LEAST THE IMPRESSION

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THAT WE'RE ASKING THE AGENCIES TO GO THROUGH THE TASK FORCE BUT NOT OTHER ORGANIZATIONS AND I THINK IT WOULD BE GOOD IF WE COULD CLEARLY SAY TO THEM, THERE IS A LOT OF WAYS TO WEIGH IN AND WE'RE JUST ONE OF THEM. IF THAT COULD JUST BE REINFORCED I THINK IT WOULD MAKE PEOPLE A LITTLE LESS CONCERNED AND LESS -- YEAH, LESS CONCERNED. AND THEN THE OTHER THING, I DO JUST WANT TO REINFORCE, IS THAT I'M REALLY CURIOUS ABOUT HOW TO BETTER UNDERSTAND THE LIMITATIONS AROUND HOW WE PRIORITIZE -- OR THE LIMITATIONS RELATIVE TO PRIORITIZING ACTUAL INFRASTRUCTURE WHETHER THAT'S A REAL PROJECT OR NOT AND I WANT TO REINFORCE WHAT COMMISSIONER LICCARDO JUST RAISED AND PART OF THE REASON I'M CURIOUS ABOUT IT IS THAT IT DOES APPEAR TO ME THAT AS MONEY BECOMES AVAILABLE THERE IS A LOT HAPPENING RELATIVE TO INFRASTRUCTURE DOLLARS THAT ARE GOING TO BE AVAILABLE AT A STATE LEVEL AND I'M JUST NERVOUS ABOUT US NOT USING EVERY OPPORTUNITY TO MAKE SURE WE'RE POSITIONED TO RECEIVE THOSE DOLLARS THAT'S WHY I WAS CONFUSED ABOUT THE CONVERSATION ABOUT WHAT WE'RE ALLOWED TO DO VIA LEGISLATION AND NOT. EVEN IF IT'S OFFLINE IF WE COULD GET SOMETHING IN WRITING EXPLAINING THE CONFLICT AND THEREFORE WHAT'S OUR STRATEGY. THANK YOU.

JAMES P. SPERING: THROUGH THE CHAIR, CINDY, WHAT OUR APPROACH IS, WE WANT TO PUT THE MECHANISM IN PLACE TO TALK ABOUT THE VERY THINGS YOU AND SAM ARE RAISING. RIGHT NOW THERE IS NO REAL ORGANIZATION OR STRUCTURE TO DO THAT. AND THE BLUE RIBBON

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COMMITTEE WANTS TO FOCUS ON PUTTING THAT STRUCTURE IN PLACE, TO START ADDRESSING THESE ISSUES. AND PUT IT TO WHERE THERE IS AN AUTHORITY THAT THEY ALMOST HAVE TO ANSWER TO, OR AT LEAST WILL ANALYZE BOTH SIDES OF AN ISSUE, AND BRING IT TO SOME RESOLUTION. RIGHT NOW MANY OF THESE INITIATIVES THEY HAVE RIGHT NOW THEY'RE NOT COMING TO A RESOLUTION SO THAT MECHANISM IS WHAT WE'RE PRIMARILY WORKING ON.

CINDY CHAVEZ: THANK YOU JIM.

JESSE ARREGUIN, ABAG: OKAY. THANK YOU VERY MUCH. ANY OTHER QUESTIONS OR COMMENTS FROM COMMITTEE MEMBERS? IF NOT, I WILL ASK IF THERE IS A MOTION AND A SECOND TO REFER A SUPPORT POSITION ON THE ADVOCACY PRINCIPLES TO GUIDE LEGISLATION AIMED AT IMPROVING THE BAY AREA'S TRANSIT SYSTEM TO THE MTC COMMISSION.

DAVID RABBIT: MOVED BY RABBIT.

KAREN MITCHOFF: SECOND BY MITCHOFF.

JESSE ARREGUIN, ABAG: MOVED BY RABBIT SECOND BY DIRECTOR MITCHOFF. COLLEAGUES ANY COMMENTS OR QUESTIONS. RAISE YOUR HAND. I DO NOT SEE ANY COMMENT. ABOUT GOING TO THE PUBLIC I SEE THREE RAISED HANDS. CALL THE SPEAKERS.

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CLERK OF THE BOARD: WE RECEIVED PUBLIC COMMENT FROM SEAMLESS BAY AREA IT WAS INADVERTENTLY ADD THE TO PART TWO OF THE CORRESPONDENCE FOR AGENDA ITEM 3B. IAN GRIFFITHS YOU'RE UP.

SPEAKER: THIS IS IAN GRIFFITHS SEAMLESS BAY AREA AND WE SUBMITTED A LETTER THE CLERK MENTIONED IT WAS UNDER THE NEXT ITEM ITEM 3B GENERALLY I WANT TO SAY THAT WE SUPPORT THE ADVOCACY PRINCIPLES OR THE VAST MAJORITY OF WHAT'S IN THESE PRINCIPLES WE'RE VERY PLEASED TO SEE MTC TAKING AN ACTIVE POSITION TOWARDS LEGISLATION THAT CAN HELP MAKE A MORE USER FRIENDLY SYSTEM. WHAT THE ONE PART THAT WE HAVE CONCERNS ABOUT IS THERE IS SOME LANGUAGE IN PRINCIPLE FOUR, IN PARTICULAR, THAT APPEARS TO EXPRESS A PREFERENCE FOR MTC TO BE THE COORDINATING AUTHORITY. AND WE JUST WANT TO MAKE SURE THAT THAT ISN'T ADD ODDS WITH WHAT WE SEE AS A POSITIVE DEVELOPMENT WITH THE BLUE RIBBON TASK FORCE WHICH IS A GOOD FAITH EFFORT TOWARD A BUSINESS CASE THAT WILL LOOK AT A BROAD SET OF NETWORK MANAGEMENT OPTIONS THAT CAN BETTER ACHIEVE NETWORK COORDINATION AND MAY INCLUDE OPTIONS THAT DON'T NECESSARILY PUT THE NETWORK MANAGEMENT RESPONSIBILITY WITHIN MTC OVER THE LONG-TERM. SO WE JUST WANT TO MAKE SURE THAT THE TASK FORCE REMAINS OPEN TO THAT AND, AND THE COMMISSION REMAINS OPEN TO THAT IDEA, AND THAT THESE PRINCIPLES DON'T KIND OF APPEAR TO EXPRESS A CLEAR PREFERENCE OF WHAT MTC THINKS SHOULD BE THE

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SOLUTION FOR NETWORK MANAGEMENT OVER THE LONG-TERM. BUT GENERALLY, THANK YOU FOR THIS LEADERSHIP, AND THANKS FOR YOUR SUPPORT FOR A MORE INTEGRATED SYSTEM.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH.

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

SPEAKER: THANK YOU MR. CHAIR. SO WHAT I WOULD LIKE TO DO IS TO EMPHASIZE THE URGENCY OF ADDRESSING THE ISSUE OF A MEGA PROJECT [INDISCERNIBLE] I'M GOING TO GIVE YOU AN EXAMPLE. VTA JUST PUBLISHED A REPORT THAT SHOWS AS OF DECEMBER 31ST, 2020, BART, PHASE ONE PROJECT WAS $2 BILLION OVER BUDGET THERE IS ANOTHER ADDITIONAL INFORMATION THAT SAYS BY THE TIME VTA IS DONE, SO EVERYTHING OUTSTANDING, $798 MILLION DEBT, THE TOTAL COST, BY 2036, OF BART PHASE ONE, WILL BE THREE BILLED OVERBUDGET FOR A COAL COST OF 5.25 BILL BILLED.

JESSE ARREGUIN, ABAG: THANK YOU.

CLERK OF THE BOARD: NEXT UP IS ALETA. GO AHEAD.

SPEAKER: THANK YOU JESSE CHAIR, ALETA DUPREE FOR THE RECORD. GREAT PRESENTATION. I AM IN SUPPORT OF STREAMLINING A FARE

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COLLECTION SYSTEM WHICH HAS TO BE CLIPPER BASED AND OPEN PAYMENT BASED TO A POINT REGARDLESS OF WHERE A PERSON CAME FROM CAN TAKE THEIR CONTACTLESS PAYMENT CARD AND TAP ON TO THE READERS WHEREVER THEY ARE WITH A SENSE OF PERIOD PASSES AND FARE CAPPING IN THOSE PERIODS SO A PERSON WILL HAVE A GOOD IDEA OF WHAT THEY'RE GOING TO PAY. IDEALLY BASED ON DISTANCE TRAVELED IN THE SYSTEM. BUT I THINK THE BIGGEST THING THAT'S GOING TO GET PEOPLE BACK ON TO TRANSIT IS THE VACCINATION. I HAD MINE A COUPLE OF DAYS AGO. AND I HAVE BEEN ON SOME BUSES, INCLUDING A BUS FROM MY VACCINATION APPOINTMENT. SO I THINK THAT THAT'S REALLY THE BIGGEST THING TO PUSH FOR IS TO GET EVERYONE, THE PUBLIC, VACCINATED. ONLY 20% OF AMERICANS HAVE STARTED THE PROCESS. I THINK THOSE TWO THINGS WILL GET SAFELY PEOPLE BACK ON TRANSIT. THANK YOU.

JESSE ARREGUIN, ABAG: THANK YOU.

CLERK OF THE BOARD: LAST SPEAKER IS ADINA.

SPEAKER: YES THIS IS ME. I WISH ZOOM ALLOWED ME TO CHANGE THE NAME OF A MEETING THAT WAS IN WEBINAR MODE. I WANTED TO SPEAK WITH THE FRIEND OF CALTRAIN AT IN SUPPORT OF WHAT MAYOR LICCARDO WAS TALKING ABOUT IN TERMS OF STRENGTHENING COORDINATED PLANNING AND DELIVERY OF MEGA PROJECT WITH REGARD TO THE EASE OF TRANSFER FOR PROJECTS WE SEE THOSE ISSUES WITH

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THE DIRIDON PROJECT WHERE ONE OPTION THAT CAME FORWARD THAT WAS REJECTED, UNFORTUNATELY, WOULD HAVE HAD A LONGER WALK BETWEEN BART AND CALTRAIN THAN THERE IS AT MILLBRAE NOW. THERE SHOULD BE STANDARDS SO THAT KIND OF OPTION DOESN'T SEE THE LIGHT OF DAY. WE'RE HAVING QUESTIONS ABOUT THE DUMBARTON PROJECT AND HOW THE DIFFERENT PIECES OF THE REGIONAL AND MEGA REGIONAL TRANSPORTATION SYSTEM WILL FIT TOGETHER, THE DOWNTOWN EXTENSION LINK 21 ALL OF THESE, THERE SHOULD BE A SINGLE NETWORK MANAGEMENT ENTITY THAT HAS THE ABLE TO DO THIS PLANNING AND TO SET STANDARDS FOR THE REGION, FOR THE BENEFIT OF RIDERS FOR SIMPLE AND EASY AND COST EFFECTIVE -- SIMPLE, EASY TRAVEL, AND COST EFFECTIVE PROJECTS, AND WHETHER THAT IS THIS YEAR OR NEXT YEAR AFTER MORE STUDY, THIS IS SOMETHING THAT WILL BE REALLY IMPORTANT FOR THE REGION TO GET TO. THAT IS NOT WHAT WE HAVE FOR NOW. THERE IS GREAT ROOM FOR IMPROVEMENT AND I'M LOOKING FORWARD TO LEGISLATION THAT WILL HELP ACHIEVE THAT. THANK YOU.

JESSE ARREGUIN, ABAG: THANK YOU. I DON'T SEE ANY OTHER RAID HANDS, MS. SILVER?

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

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JESSE ARREGUIN, ABAG: THAT COMPLETES PUBLIC COMMENT ON THIS ITEM. MR. SPERING?

JAMES P. SPERING: I WANT TO COMMENT ON IAN'S COMMENT WE ARE NOT BACKING AWAY FROM A NETWORK MANAGEMENT IN NETWORK MANAGEMENT. UNFORTUNATELY THE BLUE RIBBON COMMITTEE ONLY HAS ABOUT FOUR MEETINGS LEFT AND WITH THESE PRINCIPLES IT'S DIFFICULT FOR US TO MAKE RECOMMENDATIONS BOTH TO THE LEGISLATURE AND MTC AND WE SEE THIS ADVANCING THAT DISCUSSION. SO I JUST WANT TO ASSURE HIM THAT MANY OF THE COMMITTEE MEMBERS AND MANY COMMISSIONERS ARE COMMITTED TO REALLY DELVING INTO THAT NETWORK MANAGER AND NETWORK MANAGEMENT PROCESS AND THAT IS NOT GOING TO BE PUT ASIDE AND WE FEEL THAT THIS IS HELPING PUT THAT PROCESS IN PLACE.

JESSE ARREGUIN, ABAG: THANK YOU. COMMISSIONER WORTH?

AMY R. WORTH: THANK YOU MR. CHAIR. THANK YOU FOR THE OPPORTUNITY MAKE SHOULD COMMENTS, BEING A WEDNESDAY COMMITTEE MEETING, VERY MUCH APPRECIATE THAT. I WANT TO COMMEND STAFF FOR BRINGING FORWARD THESE PRINCIPLES FOR THE SEAMLESS TRANSIT LEGISLATION. AND KEEPING IN MIND THE GOAL IS TO ENHANCE THE CONNECTIONS AND THE EXPERIENCE OF RIDERS IN WHATEVER SYSTEM THEY'RE USING. THROUGH OUR RESEARCH WE HAVE LEARNED AROUND THE WORLD THERE ARE SYSTEMS THAT HAVE MULTIPLE AGENCIES BUT THEY

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FUNCTION REALLY AS ONE SYSTEM, AND THE RIDER DOESN'T, YOU KNOW, FEEL DIFFERENT GOING FROM SYSTEM A TO SYSTEM B. AND I THINK AS WE ARE -- THIS IS REALLY FOUNDATIONAL, INCREASING RIDERSHIP, BRINGING RIDERS BACK ON TO THESE VARIOUS TRANSIT SYSTEMS THAT REALLY DEPEND ON RIDERS. AND SO, I THINK THAT THE PRINCIPLES HAVE OUTLINED AN IMPORTANT WAY TO PROCEED. I ALSO AM VERY MINDFUL OF THE ECONOMICS OF THIS, AND THE GOAL, TOO, IS TO PROVIDE THE MOST MONEY AVAILABLE TO THE TRANSIT OPERATORS AND NOT TO BE SPENDING ADDITIONAL FUNDS THAT WE CAN PROVIDE FOR TRANSIT. THAT BEING SAID, IT IS GOING TO TAKE ADDITIONAL RESOURCES. AND I THINK THE POINT THAT WAS RAISED ABOUT CAPITAL INVESTMENTS IS A VERY MUCH OF A GOOD ONE, AND I THINK AS COMMISSIONER SPERING POINTED OUT, THE PURPOSE WOULD BE TO ESTABLISH A FORMAT WHERE THESE CONVERSATIONS HAPPEN AND WE KNOW AS WE HAVE THESE INTERMODAL CENTERS IT'S IMPORTANT IF THEY BE EASY FOR THE USER TO USE AS WE'RE MOVING FORWARD ON THE EAST BAY WORK ON THE BART STATIONS SIGNED IN THE '50S AND '60s WE NOW NEED TO USE A SYSTEM DIFFERENTLY WE NEED TO RETROFIT THEM SO THEY CAN WORK WITH TRANSIT AND BIKE, AND PEDESTRIAN. I SUPPORT THESE PRINCIPLES AND THANK STAFF FOR BRINGING FORWARD AND ASSEMBLY MEMBER CHU MOVING FORWARD WITH THE LEGISLATION IN A COOPERATIVE WAY IN THE WAY HE DID LAST YEAR WITH BAHFA THIS IS IMPORTANT FRAMEWORK AND TO CONTINUE THESE IMPORTANT DISCUSSIONS WITH ALL THE STAKEHOLDERS, THE TRANSIT AGENCIES ARE VERY ACTIVELY INVOLVED IN THIS AND

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THEY'RE THE ONES THAT ARE GOING TO BE WORKING HARD TO MAKE THIS WORK. THANK YOU VERY MUCH.

JESSE ARREGUIN, ABAG: THANK YOU. ANY OTHER QUESTIONS OR COMMENTS FROM COMMITTEE MEMBERS? SEEING NO RAISED HANDS. THE MOTION IS TO REFER A SUPPORT POSITION FOR THESE ADVOCACY PRINCIPLES TO THE MTC COMMISSION. ROLL CALL PLEASE?

CLERK OF THE BOARD: MOTION MADE BY MEMBER RABBIT AND SECOND MADE BY MEMBER MITCHOFF. [ROLL CALL VOTE] PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT

JESSE ARREGUIN, ABAG: THANK YOU TO STAFF FOR THE WORK AND CHAIR SPERING AND THE BLUE RIBBON TASK FORCE AND THE INFORMATIVE DEVELOPMENT IN THE WORK IN THE PRINCIPLES. ITEM 3B ASSEMBLY BILL 455 BAY BRIDGE FAST FORWARD PROGRAM. REBECCA LONG.

REBECCA LONG: THANK YOU CHAIR. A.B. 455 IS KNOWN AS THE BAY BRIDGE FAST FORWARD PROGRAM AND BASICALLY THE BILL WOULD AUTHORIZE THE BAY AREA TOLL AUTHORITY BATA TO IDENTIFY PLAN AND DELIVER A SET OF PROJECTS TO SPEED UP BUS AND VARY HOV WHICH IS DEFINED IN THE BILL AS FIVE OR MORE PASSENGERS IN A VEHICLE, TRAVEL IN THE BAY BRIDGE CORRIDOR. THE BILL IS PRETTY COMPLEX. I'M NOT GOING TO WALK THROUGH EVERY DETAIL. THE FIRST

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PART HAS A PHASE ONE PLAN THAT WE WOULD BE REQUIRED TO DO IN CONSULTATION WITH CALTRANS AND TRANSIT OPERATORS AND COUNTY TRANSPORTATION AGENCIES THAT INCLUDES IDENTIFYING KEY PROJECTS THAT WE THINK WOULD SPEED UP TRAVEL AND THEN EVALUATING HOW THE BRIDGE AND THE OVERALL TRAFFIC AND SPEEDS FOR TRANSIT WOULD IMPROVE AFTER THOSE PROJECTS ARE IMPLEMENTED WITH A BUS ONLY LANE AND THEN LOOKING AT METERING LIGHT STRATEGIES, CHANGES IN THE TOLLS, ET CETERA. SO A LOT OF COMPLEX STUDY. AND THEN ACTUALLY DOING A FEASIBILITY DESIGN OR PRELIMINARY DESIGN OF A BUS-ONLY LANE, AND THEN MAYBE MOST IMPORTANT PIECE OF THE BILL IS IT DOES AUTHORIZE BATA IN CONSULTATION WITH CALTRANS TO DESIGNATE, DURING CONGESTED PERIODS, A LANE ON THE BRIDGE FOR BUS AND VARY HOVS AND THE BILL DOESN'T SPECIFY A TIME LIMIT SO THAT DOES LEAVE IT TO BE FLEXIBLE FOR HOW LONG THE PROGRAM LASTS AND IT ISN'T A MANDATE IT'S ALSO A REQUIREMENT FOR ANNUAL REPORT ON WHAT THE TRAVEL TIMELINE RELIABILITY IS FOR BUSES IN EACH OF THE CORRIDORS. THE MEMO GOES ON TO DESCRIBE OUR CONCERNS A COUPLE I'LL HIGHLIGHT IS THE CONCEPTUAL DESIGN REQUIREMENT WE FEEL IS PREMATURE AT THIS TIME. AS I MENTIONED PHASE ONE IS LOOKING AT EVALUATING DIFFERENT OPTIONS SO WE THINK IT MAKES SENSE TO FIRST EVALUATE BEFORE WE MAKE AN INVESTMENT OF WHAT WE ESTIMATE COULD BE AROUND A HALF MILLION DOLLARS IN A DESIGN IF THE EVALUATION SHOWS THAT THIS DOESN'T LOOK TO BE AN EFFECTIVE MOBILITY STRATEGY TO IMPROVE TRAVEL TIME FOR BUSES AND HOVS AGAIN WE

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THINK THAT DOING THE DESIGN SHOULD BE CONDITIONAL ON THAT. AND THEN THERE IS ALSO A PRETTY ROBUST STUDY REQUIREMENT FOR ENFORCEMENT OF HOV REQUIREMENTS. AND WHILE WE THINK THAT IS HUGELY IMPORTANT, IT'S SOMETHING WE HAVE COME TO THE COMMISSION AND BATA BEFORE TO EVEN INVEST OUR OWN RESOURCES TO SUPPLEMENT CHP ENFORCEMENT OF HOV. IT REALLY IS A STATEWIDE ISSUE. WE HAVE SEVERE DEGRADATION OF HOV COMPLIANCE STATEWIDE, AND IT'S NOT SOMETHING THAT WE THINK BATA SHOULD BE SORT OF LEADING ON, ON OUR OWN, BECAUSE IN REALITY, WE NEED TO HAVE THE STATE SUPPORT FOR ENHANCED CHP OR POSSIBLY EVEN LOOKING AT TECHNOLOGICAL SOLUTIONS TO IMPROVE ENFORCEMENT. SO WE JUST THINK IT'S A REALLY IMPORTANT IDEA, BUT BEYOND THE SCOPE OF THIS BILL. AND AGAIN, SOMETHING THAT THE STATE SHOULD BE LEADING ON. SO WE HAVE A NUMBER OF FRIENDLY AMENDMENTS TO THE BILL WE HAVE SHARED THESE WITH ASSEMBLYMEMBER BONTA'S OFFICE. THEY ARE SHARING WITH US THEY ARE RECEIVING PUSH BACK ON DIFFERENTLY PROVISIONS IN THE BILL SO IT WILL BE LIKELY SIMPLIFIED QUITE A BIT SOMETIME IN EARLY APRIL BUT THE RECOMMENDATION TODAY IS A SUPPORT AND SEEK AMENDMENT POSITION ON THE BILL. AGAIN, NOTING THAT THE OVERALL CONCEPT IN THE BILL WE SUPPORT, BUT WE DO NOT THINK THERE ARE TECHNICAL AMENDMENTS THAT WOULD ENHANCE IT. AND WITH THAT I'LL SEE IF ANYONE HAS ANY QUESTIONS.

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JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH. QUESTIONS OR COMMENTS FROM THE COMMITTEE? REQUEST FROM STAFF IS TO SUPPORT AND SEEK AMENDMENTS ON ASSEMBLY BILL 455 IS THERE A MOTION AND SECOND ON THAT RECOMMENDATION?

DIR. DAVID CANEPA: SO MOVED.

JESSE ARREGUIN, ABAG: MOVED BY COMMISSIONER CANEPA.

SAM LICCARDO, VICE CHAIR: SECOND LICCARDO.

JESSE ARREGUIN, ABAG: SECOND LICCARDO. DIRECTOR HALLIDAY?

BARBARA HALLIDAY: I JUST WANT TO CLARIFY THAT IN YOU'RE SUPPORTING PHASE ONE, FULL-BOAR AND DOING THAT BEFORE WE PROCEED INTO PHASE TWO. AND IS PHASE 2 THE ACTUAL LANE ON THE BRIDGE?

REBECCA LONG: PHASE TWO IS THE DESIGN OF THE LANE, A PRELIMINARY DESIGN. AND WE'RE GOT SAYING WE OPPOSE THE AUTHORIZATION TO DO THE PILOT. WE JUST THINK IT MAKES MORE SENSE FOR US TO HAVE, BE ABLE TO TAKE OUR TIME AND DETERMINE BEFORE WE THINK IT MAKES SENSE TO DO AN ACTUAL DESIGN. BUT WE THINK IT'S REASONABLE TO GIVE US THAT TOOL IN THE TOOLBOX, SO

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TO SPEAK. SUBJECT TO OUR OWN DETERMINATION WITH CALTRANS AND TRANSIT OPERATORS THAT, IT'S A GOOD IDEA.

BARBARA HALLIDAY: I KNOW THAT WE HAVE BEEN DISCUSSING THIS AT THE ALAMEDA COUNTY TRANSPORTATION COMMISSION AND I THINKING -- WELL, AND EVEN THE CHARTS THAT YOU HAVE PUT INTO THIS PRESENTATION REALLY SHOW THAT THE WORST -- THAT THE REAL CHOKE HOLDS ARE IN THE APPROACHES, NOT ON THE BRIDGE ITSELF.

REBECCA LONG: THAT'S CORRECT.

BARBARA HALLIDAY: SO THAT, IS WHAT WE'RE RECOMMENDING REALLY INCORPORATE NOT ONLY STUDYING BUT IMPLEMENTING IMPROVEMENTS THAT WOULD MOVE TRAFFIC FURTHER, FASTER THROUGH WHERE THOSE CHOKE HOLDS ARE NOW?

REBECCA LONG: YEAH. NO, THANK YOU FOR HIGHLIGHTING THAT. SO WE DO RECOMMEND, ONE OF OUR FIRST SUGGESTED AMENDMENTS IS TO AUTHORIZE KIND OF STREAMLINING FOR SOME OF THOSE PROJECTS. WE HAVE A GOOD HANDLE ON WHAT THEY ARE. WE WOULD LOVE TO HAVE MORE RESOURCES TO FULLY FLESH THOSE OUT AND IMPLEMENT THEM AND IT WOULD BE FANTASTIC IF THERE COULD BE SOME STREAMLINING SO THAT WE COULD DELIVER THEM FASTER. WE DO THINK THAT THAT'S WHAT'S GOING MAKE THE DIFFERENCE.

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BARBARA HALLIDAY: IT WOULD IMPACT HOW YOU DESIGN SOMETHING WHEN YOU SEE HOW THAT CHANGES.

REBECCA LONG: PERFORMS. EXACTLY.

BARBARA HALLIDAY: AND THEN FINALLY, I WANT TO -- AND I DON'T KNOW IF I HAVE JUST MISSED THIS BEFORE BUT YOU'RE REFERRING TO "THE HOVS" WHICH MEANS VERY HIGH-OCCUPANCY VEHICLE. IS THERE A BILL THAT DESIGNATES THAT.

REBECCA LONG: THIS BILL CREATES A CONCEPT OF FIVE OR MORE PASSENGERS.

BARBARA HALLIDAY: SO EVEN A VAN KIND OF --

REBECCA LONG: YES.

BARBARA HALLIDAY: THANK YOU.

JESSE ARREGUIN, ABAG: FOLLOWING UP ON DIRECTOR HALLIDAY'S POINT I THINK STREAMLINING A PROCESS FOR TRANSIT IMPROVEMENTS ON THE APPROACHES IS EXTREMELY IMPORTANT. AND THAT WILL REALLY IMPROVE THE EFFICIENCY OF TRANSIT SERVICE. WE HAVE HAD DISCUSSIONS OF THIS AT THE ALAMEDA COUNTY TRANSPORTATION COMMISSION. I THINK IT'S IN OUR COUNTY TRANSPORTATION PLAN,

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AND I THINK IT'S ALSO ON THE PLANNED BAY AREA 2050 LIST. SO THAT'S A SHORT-TERM THING THAT WE CAN WORK ON TO IMPROVE THE RELIABILITY OF TRANSIT SERVICE WHILE WE'RE LOOKING AT THE BIGGER KIND OF CHANGES AROUND HAVING PRIORITY LANES ON BAY BRIDGE. SO THANK YOU. ANY OTHER COMMENTS OR QUESTIONS FROM COMMITTEE MEMBERS? IF SO PLEASE RAISE YOUR HAND. OKAY SEEING NO OTHER RAISED HANDS. WE'LL GO TO PUBLIC COMMENT. AND I KNOW WE HAD A NUMBER OF WRITTEN COMMENTS SUBMITTED ON THIS ITEM

CLERK OF THE BOARD: YES. WE HAVE RECEIVED CORRESPONDENCE FROM THE FOLLOWING INDIVIDUALS: BENNALSON, ALLISON ARYA, ALAN, SCOTT BERGER, ANDRE DAVIS, PABLO GUTIERREZ, GEORGE FOSTER ROSANNA FRANCIS BRANDON IRVINE, NISHANT, SEANLY HUNTER, KIRBY OLESON, CONNOR REGAN, ELLIOTT SWIMMER, DAVE STREET, PATRICK FERGUSON, ALFRED WILLIAMS, JEFFREY LUE, REMI TAN. NATHAN LEUNG, HELEN PELLEGRINE, SIMON, KATHERINE HEDGES, STEPHANIE BEECHAM, STANLEY CHEN, MARTIN KAZINSKI, AND PAVIN. THEY HAVE ALL BEEN DISTRIBUTED IN THE PACKET TO COMMISSIONERS.

JESSE ARREGUIN, ABAG: CALL THE SPEAKERS.

CLERK OF THE BOARD: JONATHON, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: HI. MY NAME IS JONATHON KASS, I AM THE TRANSPORTATION POLICY MANAGER AT SPUR. SPUR IS THE SPONSOR FOR A.B. 8455 AND

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I ENCOURAGE YOUR SUPPORT FOR STAFF'S AMENDMENTS AND RECOMMENDATION. STAFF COORDINATING CLOSELY WITH MTC ABOUT SUPPORT AND IMPROVING BUS AND HOV SPEED AND RELIABILITY STAFF WORKING WITH US TO SHAPE SOMETHING INTO THE BILL THAT CAN DELIVER RESULTS AND I AGREE WITH THE COMMENTS ABOUT THE VALUE OF STREAMLINING THE WORK ON THE APPROACHES. THE BILL AIMS TO GIVE BATA MORE CAPACITY TO PRIORITIZE NOT JUST THE NUMBER OF VEHICLES BUT THE NUMBER OF PEOPLE WHO CAN CROSS THE BRIDGE DURING CONGESTED PERIODS. ON THE BAY BRIDGE DURING MORNING COMMUTE HOUR BUS RIDERS ACCOUNT FOR MORE THAN 25% OF THE NUMBER OF PEOPLE IN CARS BASED ON MTC'S CORE CAPACITY STUDY. IT'S A POWERFUL REASON TO PRIORITIZE BUS SPEED AND RELIABILITY PARTICULARLY SINCE THIS CAN HELP VAN POOLS SHUTTLES AND VERY HIGH-OCCUPANCY VEHICLES. AS YOU ALL KNOW WE HAVE SPENT OVER $2 BILLION ON A BUS TERMINAL WITH RAMPS CONNECTED TO THE BRIDGE AND WITH CAPACITY TRIPLE BUSES OPERATING PREPANDEMIC THERE IS MORE REASON TO SUPPORT TOOLS TO DELIVER FASTER AND MORE RELIABLE BUS OPTIONS AND FINALLY MTC HAS DONE GREAT WORK KNOWING ABOUT A REGIONAL EXPRESS BUS NETWORK THAT CAN OPERATE ON THE MANAGED LANES BEING BUILT TODAY RELIABLE BUS ACROSS THE BEST OF MY KNOWLEDGE IS A POWERFUL TOOL TO DRIVE THE SUCCESS OF MTC'S BROADER VISION OF REGIONAL EXPRESS BUS. THANK YOU FOR CONSIDERATION OF THIS, AND I URGE YOUR SUPPORT.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH.

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CLERK OF THE BOARD: NEXT UP IS ALETA. THE GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: THANK YOU CHAIR JESSE ARREQUIN, ALETA DUPREE FOR THE RECORD, SHE AND HER. I TESTIFY TO YOU TODAY THAT THIS IS REAL AND PERSONAL TO ME. SO I BRING YOU MORE OF A STORY THAN AN ACADEMIC PRESENTATION. BECAUSE I USE THE BUSES TO GO OVER THE BAY BRIDGE SOMETIMES IN BOTH DIRECTIONS. AND MOSTLY IT IS FROM EMERYVILLE POWELL STREET ENTRANCE AND IT GETS VERY SLOW AND I THINK THERE NEEDS TO BE A CONSISTENT HOV PATTERN, MAYBE EVEN A 24/7 SO THAT WAY BUSES AND OTHER HIGH-OCCUPANCY VEHICLES CAN GET TO AND FROM THE BRIDGE. I WOULD ADVOCATE FOR A 24/7, AS WELL, BECAUSE THAT WAY WE JUST DON'T WANT PEOPLE GETTING CAUGHT UP IN ENFORCEMENT ESPECIALLY WITH SIGNS THAT AREN'T VERY UNDERSTANDABLE. I THINK CHP SHOULD BE BUSY WITH OTHER THINGS. AND I HAVE USED THE EXCLUSIVE BUS LANE IN NEW JERSEY THAT LEADS UP TO THE LINCOLN TUNNEL TO GET 1800 BUSES A DAY INTO THE PORT AUTHORITY. IT'S BEEN IN BUSINESS FOR 50 YEARS. SO I THINK THAT THIS IS REALLY A NO-BRAINER THAT THIS WORK MUST BE ENABLED THROUGH LEGISLATION BECAUSE THOSE OF US WHO USE PUBLIC TRANSPORTATION SHOULD BE ABLE TO CROSS THE BRIDGE IF A TIMELY MANNER IN BOTH DIRECTIONS, IS THAT IS A SAFETY AND AN EQUITY ISSUE, NOT JUST ABOUT WANTING TO DO THINGS MORE QUICKLY. THANK YOU.

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JESSE ARREGUIN, ABAG: THANK YOU. I DON'T SEE ANY OTHER HANDS RAISED. THAT COMPLETES PUBLIC COMMENT. COMMISSIONER WORTH?

AMY R. WORTH: THANK YOU MR. CHAIR. I WANT TO HIGHLIGHT THE FACT THAT I THINK THIS WILL BE AN IMPORTANT ELEMENT IN US BEING ABLE TO IMPLEMENT THE BRIDGE FORWARD INITIATIVES. YOU KNOW, RIGHT NOW THE TIME IT'S GOING TO TAKE TO BUILD SOME OF THESE CONNECTIONS TO INCREASE TRANSIT ACCESS TO THE BRIDGES TAKES FAR TOO LONG. SO I APPRECIATE ASSEMBLYMEMBER BONTA WORKING WITH OUR STAFF TO ENSURE THAT WE HAVE THE LEGISLATIVE AUTHORITY TO DO THOSE INVESTMENTS THAT ARE SO IMPORTANT IN OUR TRANSIT RECOVERY EFFORTS. AND ALSO TO RECOGNIZE THAT THIS NEEDS TO BE A FUNDING PRIORITY FOR OUR REGION THAT WE ARE -- RIGHT NOW, ACTIVELY SEEKING FUNDS TO BE ABLE TO DO THE WORK ON THE BRIDGE FORWARD INITIATIVES. THANK YOU. I APPRECIATE STAFF BRINGING THIS FORWARD AND ALSO THE THOUGHTFUL AMENDMENTS THAT I THINK WILL ENHANCE THE WORK THAT WE'RE ABLE TO DO. SO THANK YOU VERY MUCH.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH. SEEING NO OTHER HANDS RAISED. ROLL CALL PLEASE.

CLERK OF THE BOARD: AND THE MOTION WAS MADE BY MEMBER CANEPA AND SECONDED BY MEMBER LICCARDO. [ROLL CALL VOTE]

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CLERK OF THE BOARD: PASS UNANIMOUSLY BY ALL MEMBERS PRESENT.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH. WE'LL MOVE TO THE NEXT ITEM, WHICH IS ITEM 3C, THE SENATE BILL 623. ELECTRONIC TOLL TRANSIT FARE COLLECTION SYSTEMS, REBECCA, IF YOU CAN PLEASE PRESENT ON THIS ITEM.

SPEAKER:

REBECCA LONG: THANK YOU CHAIR ARREGUIN, COMMISSIONERS, SB 623 BY SENATOR NEWMAN BASICALLY CLARIFIES PROVISIONS IN STATE LAW TO AFFIRM THE ABILITY OF TRANSPORTATION AGENCIES TO USE AND SHARE INFORMATION THAT IS IN FOR OPERATION OF BOTH TOLL COLLECTION AND TRANSIT FARE COLLECTION SYSTEMS. ABOUT TEN YEARS AGO LEGISLATURE PASSED A BILL THAT ENSURES COLLECTING OF PERSONALLY IDENTIFIABLE INFORMATION THAT WE HAVE TO BE FOR FASTRAK AND CLIPPER FOR EXAMPLE, WE THAT WE DON'T SHARE INFORMATION FOR ANY PURPOSE HOWEVER LAWSUITS HAVE BEEN FILED AGAINST BATA AND OTHER TOLL AGENCY STATEWIDE CHALLENGING THE WAY WE USE INFORMATION. AND WE HAVE BEEN CHALLENGED IN THE SHARING OF LICENSE PLATE NUMBERS WITH THE DMV WHICH IS REQUIRED IN STATE LAW IN ORDER FOR US TO COLLECT THE CURRENT REGISTERED ADDRESS TO SEND A TOLL VIOLATION NOTICE SO WE'RE KIND OF IN THIS CATCH 22 WHERE WE CAN'T DO THE FUNDAMENTAL

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WORK THAT WE HAVE TO DO OR AT LEAST WERE BEING SUED FOR DOING THAT AND THIS BILL IS JUST TRYING TO CLEAN UP THE STATUTES MAKE CHEER, PROTECT PRIVACY BUT AFFIRM THE USE OF PII FOR THE PURPOSE THAT ARE FUNDAMENTAL TO THIS WORK. THIS BILL IS A SECOND ATTEMPT AT THIS. WE TRIED, IN THE, BEGINNING IN 2019 WITH SENATOR ALAN'S SB 664 THIS BILL HAS BEEN SIMPLIFIED TO FOCUS ON THIS PRIVACY ISSUE. AND WE THINK THAT SHOULD HELP ITS SUCCESS. AND IT'S GOING TO BE HEARD IN APRIL AND ITS FIRST COMMITTEE WE'RE ASKING FOR A SUPPORT POSITION TO BE FORWARDED TO THE COMMISSION. AND I AM HAPPY TO ANSWER ANY QUESTIONS.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH. ANY QUESTIONS OR COMMENTS FROM COMMITTEE MEMBERS? I DON'T SEE RAISED HANDS. ANY MOTION TO RECOMMEND SUPPORT POSITION OF THIS BILL.

JAMES P. SPERING: SPERING MOVES.

KAREN MITCHOFF: MITCHOFF SECONDS.

JESSE ARREGUIN, ABAG: THANK YOU. MOTION AND SECOND. PUBLIC COMMENT? I SEE WE HAVE ONE RAISED HAND.

CLERK OF THE BOARD: ALETA UNMUTE YOURSELF.

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SPEAKER: THANK YOU CHAIR JESSE ARREQUIN AND MEMBERS ALETA DUPREE FOR THE RECORD SHE AND HER. THIS REALLY IS A NO-BRAINER. AND UNFORTUNATELY LAW AND POLICY DON'T ALWAYS KEEP UP WITH TECHNOLOGY THIS IS A CHANCE TO MAKE THINGS WORK. THE IDEA OF EXCHANGE OF INFORMATION IS NOT NEW. I REMEMBER WHEN I GOT MY DRIVER'S LICENSE FOR THE FIRST TIME IN ALBANY NEW YORK. AND A COUPLE OF DAYS LATER I DROVE MYSELF ON THE NEW YORK STATE THRUWAY. I PAID MY FARE WHICH BACK THEN WAS STRICTLY CASH COLLECTION AND A PARTICULATE SYSTEM BUT THE RULES WERE IF YOU PAY A FARE CAMERAS TAKE A PICTURE BECAUSE WE WANTED TO MAKE SURE EVERYBODY PAID THEIR FARE ON THE THRUWAY. AND IN THIS DAY AND AGE, WE HAVE BANK GRADE ENCRYPTION AND OTHER KINDS OF OTHER THINGS AND SOUND POLICY ON THE PART OF BATA TO USE THIS DATA IN A SAFE AND EFFECTIVE MANNER FOR THE FUNDAMENTAL PURPOSES OF THE WORK OF BATA TO MAINTAIN AND OPERATE THE BRIDGES. THIS HAS TO BE DONE AND I'M SURPRISED -- SADDENED THAT IT HASN'T BEEN DONE ALREADY. SO I ADVOCATE A STRONG POSITION. WE'RE GOING TO HAVE OPEN TOLL -- OPEN ROAD TOLLING IN THE NEXT FEW YEARS. AND THAT'S GOING TO BE ESPECIALLY IMPORTANT. I HOPE WE'LL GET MORE VEHICLES BACK ON THE BRIDGES IN THIS RECOVERY, BUT WE REALLY NEED TO DO THIS. OUR MONEY IS BEST SPENT ON MAINTENANCE AND OPERATIONS AS OPPOSED TO LITIGATION. THANK YOU.

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JESSE ARREGUIN, ABAG: THANK YOU. ANY WRITTEN COMMENT SUBMITTED ON THIS ITEM.

CLERK OF THE BOARD: NO WRITTEN COMMENT SUBMITTED ON THIS ITEM.

JESSE ARREGUIN, ABAG: THAT COMPLETES PUBLIC COMMENT. COMMISSIONER.

AMY R. WORTH: THANK YOU. I WANT TO JUMP IN ON THIS BILL, THIS PAST YEAR WE HAVE COME TO THE REAL STRONG REALIZATION AS WE ALWAYS HAVE BUT HAVE BEEN REMINDED ABOUT HOW IMPORTANT OUR TOLL OPERATIONS ARE TO PROVIDING ALL THE PROJECTS THAT THOSE SUPPORT WHETHER IT'S THE MAINTENANCE OF THE BRIDGES, THE REPAIR, THE OPERATIONAL IMPROVEMENTS AS WELL AS THE OTHER PROGRAMS OUR VARIOUS MEASURES SUPPORT. SO I'M REALLY GRATEFUL TO SENATOR NEWMAN FOR CARRYING THIS LEGISLATION AND IT IS VERY IMPORTANT FOR US TO DO THAT. AND SO THAT WE CAN PUT THE RESOURCES THAT HISTORICALLY HAVE BEEN PUT IN LITIGATION, PUT IT ON THE STREETS, ROLLING IN TRANSIT ALL THE PROGRAMS THAT IT, THOSE FUNDS COULD SUPPORT. SO I WANT TO THANK YOU VERY MUCH AND LOOK FORWARD TO SUPPORTING THIS. AND I KNOW THAT STAFF, AS YOU WON'T HESITATE TO REACH OUT TO COMMISSIONERS FOR SUPPORT AS THIS MEASURE GOES THROUGH THE LEGISLATIVE PROCESS. HAVING SAT ON A HEARING YESTERDAY FOR ANOTHER BILL, I KNOW THAT IT IS A RAPID PROCESS THIS YEAR. AND GRATEFUL TO THE

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LEGISLATURE FOR PROVIDING THE OPPORTUNITY FOR US TO WEIGH IN REMOTELY. BUT THANK YOU VERY MUCH FOR -- TO STAFF, AND I KNOW THIS IS ONE OF OUR HIGH PRIORITIES IN THE PAST SO THANK YOU FOR BRINGING THIS FORWARD.

JESSE ARREGUIN, ABAG: THANK YOU. ANY OTHER QUESTIONS OR COMMENTS? SEEING NONE. THE MOTION IS TO RECOMMEND A SUPPORT POSITION ON SENATE BILL 623. ROLL CALL.

CLERK OF THE BOARD: AND THE MOTION WAS MADE BY COMMISSIONER SPERING AND SECONDED BY MEMBER MITCHOFF. [ROLL CALL VOTE]. IT PASSES.

JESSE ARREGUIN, ABAG: OKAY. THANK YOU VERY MUCH. ITEM 3D RESILIENCE IN CLIMATE ADAPTATION AND ADVOCACY PRINCIPLES. REBECCA LONG WILL PRESENT THIS ITEM.

REBECCA LONG: THIS IS THE LAST ACTION ITEM OF THE DAY I'LL TRY TO MOVE QUICKLY. IT'S A TOPIC YOU HAVE SEEN BEFORE WE BROUGHT A BILL BY ASSEMBLYMEMBER MULLIN AND BURKE TO YOU LAST YEAR THESE ARE SECOND ATTEMPTS AT THIS ISSUE. SO THERE IS A TON OF INTEREST IN CLIMATE ADAPTATION IN SACRAMENTO RIGHT NOW THERE IS RESILIENCE RELATED BOND PROPOSALS AROUND FIVE PREVENTION AND SEEING INTEREST IN REGIONAL CLIMATE ADAPTATION PLANNING. THESE PRINCIPLES WE'RE ASKING FOR YOU TO SUPPORT THEM SO WE

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CAN ENGAGE WITH MEMBERS SOME OF WHOM ARE IN OUR OWN DELEGATION IN A CONSTRUCT YOU WAY AND NOT JUST COME OUT AND TAKE POSITIONS ON BILLS OUT OF THE GATE AND WHAT WE'RE HEARING IS THAT ACTUALLY ON ASSEMBLYMEMBER WARD'S BILL A.B. 11, A.B. 51, AND A.B. 897 THEY'RE LIKELY TO COME TOGETHER THROUGH THE ASSEMBLYMEMBER MULLIN'S BILL. AND I WOULD SAY, IF I HAD TO BOIL DOWN TO THE ESSENCE, OUR CONCERN IS THAT THERE IS AN INTEREST IN CREATING A KIND OF REGIONAL ENTITIES AT THE STATE LEVEL TO DO CLIMATE ADAPTING A PLANNING RATHER THAN BUILDING ON EXISTING INTUITIONS. AND WE HAVE BEEN DOING A LOT OF WORK IN THE BAY AREA AS HAVE OTHER ORGANIZATIONS STATEWIDE IN THIS AREA AND IT MAKES SENSE TO BUILD ON THAT RATHER THAN CREATE A PROLIFERATION OF NEW ENTITY. SO I'LL WALK THROUGH THE PRINCIPLES, WHICH WE HAVE DEVELOPED. THEY'RE REALLY KIND OF STATEWIDE IN NATURE. WE HAVE DEVELOPED THEM WITH SACRAMENTO COUNCIL OF GOVERNMENTS SAN DIEGO COUNCIL OF GOVERNMENTS AND SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS SO I THINK THERE IS GOING TO BE NUANCES FOR THE BAY AREA. WE HAVE THE BAY AREA REGIONAL COLLABORATIVE THAT IS VERY INVOLVED IN THIS SPACE GIVEN THE BAY CONSERVATION AND DEVELOPMENT COMMISSION AND THEIR IMPORTANT ROLE WITH SEA LEVEL RISE AS WELL AS WE HAVE THE COASTAL COMMISSION INVOLVED. SO WE'RE KIND OF UNIQUE AND I THINK WE'LL CERTAINLY KEEP THAT IN MIND IN OUR ADVOCACY. SO JUST KNOW THAT AS I KIND OF WALK THROUGH THESE PRINCIPLES. FIRST ONE IS AROUND BUILDING AROUND EXISTING REGIONAL PLANNING

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PROCESSES AND AUTHORITIES. THE CLIMATE ENTITIES THAT THESE BILLS REFER TO THEY DON'T SPECIFICALLY SAY THAT MPOS OR COGS SHOULD BE THE ENTITIES TO DO THIS. THEY LIST THEM AS ELIGIBLE BUT FOR EXAMPLE, YOU COULD CREATE A REGIONAL CLIMATE NETWORK WITH JUST TWO CITIES OR EVEN JUST TWO NON-PROFITS COULD REQUEST TO BE RECOGNIZED AN A REGIONAL CLIMATE NETWORK WITHIN THE BAY AREA. AND SO WE HAVE MENTIONED BEFORE, WE ALL KNOW WHAT THE BAY AREA IS, IT'S THE NINE COUNTIES WE'RE DOING REGIONAL PLANNING ON A NINE COUNTY BASIS. WE ARE, WHERE A PLANNED BAY AREA 2050 STRATEGY HAS STRATEGY IMPLEMENTATIONS EMBEDDED IN IT AND WE THINK THE COGS AND MPOS SHOULD BE THE ENTITIES INVESTED WITH THAT CLIMATE ADAPTATION PLANNING RESPONSIBILITY AND FOR THE BAY AREA I THINK IT WOULD MAKE FURTHER SENSE FOR US TO HAVE DIRECTION DOING THAT IN CONSULTATION WITH BARC AND OTHERS BUT COGS HAVE THE CAPACITY TO DO THAT AND WE THINK THIS IS THE APPROPRIATE PLACE TO PLACE THE RESPONSIBILITIES FOR REGIONAL CLIMATE ADAPTATION PLANNING. WE THINK IT WOULD BE HELPFUL FOR THE STATE TO DEFINE WHO IS DOING WHAT. WHAT SHOULD THE LOCAL ENTITIES BE DOING IN THIS SPACE WHAT IS THE STATE'S RESPONSIBILITY. AND THE THIRD POINT IS KIND OF BUILT ON THE FIRST AND THAT IS THAT, IT'S REALLY IMPORTANT THAT THIS BE DONE BY PUBLIC AGENCIES. THERE MIGHT BE EXAMPLES IN MORE RURAL PARTS OF THE STATE WHERE PUBLIC AGENCIES DON'T HAVE THE CAPACITY TO TAKE ON CLIMATE ADAPTATION AND SO MAYBE THERE ARE EXCEPTIONS BUT WE THINK TO THE EXTENT

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THE STATE IS SETTING REQUIREMENTS TO DO PLANS, THAT IS BEST VESTED WITHIN ACCOUNTABLE PUBLIC AGENCIES THAT HAVE ELECTED OFFICIALS THAT HAVE TO COMPLY WITH THE BROWN ACT, ET CETERA, RATHER THAN DIRECTING A SINGLE -- OR SEVERAL NON-PROFITS TO DO PLANNING. HOWEVER, HAVING SAID THAT, WE ARE WELL AWARE AND WORK VERY COLLABORATIVELY WITH A NUMBER OF NON-PROFITS IN THE BAY AREA, THE CLIMATE ADAPTATION COLLABORATIVE KNOWN AS BAYCAN AND THEY DO EXCELLENT WORK THEY PARTNER WITH EDUCATIONAL INSTITUTIONS AND WITH SCIENTISTS AND WE THINK THE STATE WITH LIFT UP THAT WORK AND HELP SUPPORT THAT WITH GRANTS KNOW MAYBE EVEN MULTI-YEAR GRANTS BUT WE FEEL THAT WOULD BE A BETTER ROLE INVESTED WITH RESPONSIBILITY TO DO PLANS. AND FOURTH AND FIFTH WE WOULD LIKE TO SEE THE STATE SUPPORT LOCAL AND REGIONAL PARTNERSHIP AND PROVIDE ADDITIONAL RESOURCES. WE -- MANY OF OUR JURISDICTIONS HAVE ALREADY IDENTIFIED CAPITAL PROJECTS THAT NEED FUNDING AND SO WE CERTAINLY COULD USE HELP ON THE CAPITAL SIDE. PLANNED BAY AREA HAS IDENTIFIED $20 BILLION WORTH OF SEA LEVEL RISE RELATED WORK, BUT WE ALSO DO NEED SUPPORT BOTH AT THE LOCAL AND REGIONAL LEVEL TO DO MORE PLANNING, MORE DESIGN, AND SO THERE ARE, AS I MENTIONED, A NUMBER OF BILLS IN SACRAMENTO RELATED TO POTENTIALLY PUTTING A BOND MEASURE ON THE BALLOT PERHAPS SOME OF THIS NEW FEDERAL INFUSION OF FUNDS WILL CREATE A NEW POOL OF REVENUE AND WE WOULD LIKE TO SEE SOME OF THOSE FUNDS FUNNELED DOWN TO THE

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REGIONAL AND LOCAL LEVELS. AND WITH THAT I WILL CLOSE AND SEE IF THERE IS ANY COMMENTS OR QUESTIONS.

JESSE ARREGUIN, ABAG: THANK YOU VERY MUCH. DIRECTOR EKLUND?

PAT ECKLUND: THANK YOU VERY MUCH, CHAIR ARREGUIN. I HAVE A COUPLE OF QUESTIONS. AND THEN I HAVE SOME COMMENTS. DO YOU WANT TO DO COMMENTS AND QUESTIONS AT THE SAME TIME?

JESSE ARREGUIN, ABAG: YES. WHY DON'T WE DO QUESTIONS AND COMMENTS AT THE SAME TIME. THANK YOU.

PAT ECKLUND: THE QUESTION IS, TO WHAT EXTENT -- I UNDERSTAND THAT BARC HAS HAD AN OPPORTUNITY TO DISCUSS SOME OF THESE ADVOCACY PRINCIPLES, NOT NECESSARILY IN DEPTH. BUT TO WHAT EXTENT HAVE WE ENGAGED THE SAN FRANCISCO ESTUARY PARTNERSHIP AND THE RESTORATION AUTHORITY?

REBECCA LONG: SO WE HAD A MEETING. WE JUST STARTED CONVENING LEGISLATIVE STAFF FROM THE DIFFERENT ORGANIZATION THAT IS INVOLVED IN THIS SPACE EARLIER THIS WEEK. AND WE HAVE JUST SAID, HEY, WE'RE VERY OPEN TO YOUR FEEDBACK, BUT WE HAVEN'T GOTTEN DIRECT COMMENTS BACK FROM THEM YET. THIS IS GOING TO BE PRESENTED NEXT WEEK, TO THE BART GOVERNING BOARD AS WELL, FOR FURTHER FEEDBACK. I THINK WHAT I WOULD SAY IS, AGAIN, THESE

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ARE KIND OF DEVELOPED AT A STATEWIDE LEVEL, AND IT'S A WORK IN PROGRESS. WE'RE VERY OPEN TO KIND OF THINKING ABOUT WHAT ARE NUANCES WE WANT TO PUT IN THE BILL THAT SPEAKS TO THE BAY AREA THAT IT SHOULD WORK LIKE THIS. TO WORK COLLABORATIVELY WITH THEM.

PAT ECKLUND: RIGHT. I GUESS THAT'S PART OF PROBLEM THEY HAVE WITH THIS IS THAT THESE ARE STATEWIDE, NOT NECESSARILY MORE FOCUSED ON THE REGIONAL. BECAUSE EACH OF THE AREAS ARE VERY DIFFERENT. NOW THEY'RE GOING TO BE LOOKING AT ADAPTATION. SECOND QUESTION IS HAVE -- WHAT DOES ASSEMBLYMEMBER MULLIN THINK ABOUT THESE ADVOCACY PRINCIPLES?

REBECCA LONG: WE HAVE ACTUALLY NOT HAD A CHANCE TO REALLY SIT DOWN WITH THAT OFFICE YET. WE HAVE A MEETING SCHEDULED FOR NEXT FRIDAY. WE HAVE SHARED THEM WITH THE STAFF. I THINK THEY HAVE HEARD US ON THIS DESIRE TO SEE KIND OF REGIONAL IDENTIFIED AS THE NINE COUNTIES, THAT'S AN ISSUE WE BROUGHT UP LAST YEAR. I THINK THAT THEY'RE ALSO HEARING A LOT FROM A NUMBER OF THESE NON-PROFITS THAT WANT TO BE RECOGNIZED MORE AT THE STATE LEVEL AND THAT SEE OPPORTUNITIES FOR FUNDING THERE. SO I THINK THEY'RE TRYING TO BALANCE, HOW CAN THEY ENSURE THAT THESE DIFFERENT ENTITIES -- WHICH CERTAINLY HAVE VALUE -- GET A SEAT AT THE TABLE AND ARE INVOLVED IN THIS WHILE ALSO RECOGNIZING THE IMPORTANCE OF REGIONAL AGENCIES. I THINK,

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AGAIN, WE'RE MEETING WITH THEM NEXT WEEK ALONG WITH COUNTERPARTS AND MPOS AND WE'LL SEE WHERE THAT GOES.

PAT ECKLUND: I'M NOT SURE WHAT THE TIME FRAME IS ON THIS BUT I WOULD HIGHLY SUGGEST THAT WE NOT TAKE ACTION ON THIS TODAY, BUT THAT WE SEEK THE OPINIONS OF OUR PARTNERS, THE SAN FRANCISCO ESTUARY PROGRAM, AS WELL AS THE RESTORATION AUTHORITY, AND ALSO GET SOME PRELIMINARY FEEDBACK FROM ASSEMBLYMEMBER MULLIN, BECAUSE HE HAS BEEN VERY ACTIVE IN THIS ISSUE. AND I -- I'M NOT REALLY TOO EXCITED ABOUT REALLY ADOPTS RIGHT OFF THE BAT, STATEWIDE PRINCIPLES WITHOUT HAVING SOME TECHNICAL DISCUSSIONS, WHETHER OR NOT OUR PARTNERS IN THE BAY AREA REALLY THINK THAT THIS IS THE WAY WE WANT TO GO. ALSO, TWO, I DON'T KNOW WHAT DEGREE YOU HAVE GOTTEN FEEDBACK FROM LOCAL AGENCIES, BUT THERE IS A LOT OF CITIES OR COUNTIES THAT HAVE BEEN VERY ACTIVE IN ADAPTATION. AND I THINK THEY SHOULD HAVE AN OPPORTUNITY TO LOOK AT THIS. BECAUSE IT EFFECTS ALL OF US THAT ARE ON THE BAY. SO I WOULD SUGGEST THAT WE POSTPONE THIS UNTIL THE NEXT MEETING, SO THAT WE CAN GET THAT ADDITIONAL INPUT, IF IT'S THAT TIME CRITICAL.

JESSE ARREGUIN, ABAG: BEFORE I GO TO COMMISSIONER CANEPA, YOU KNOW, IS THAT POSSIBLE? I KNOW THAT THERE ARE DISCUSSIONS HAPPENING RIGHT NOW AROUND RESILIENCY BOND. YOU KNOW, THERE IS

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SORT OF PENDING STATE LEGISLATION. REBECCA, WHAT DO YOU ADVISE?

REBECCA LONG: YOU KNOW, I THINK THAT WE WOULD BE BETTER OFF ADOPTING THESE NOW AS GIVING US DIRECTION KNOWING THAT THIS ISN'T A POSITION ON A SPECIFIC BILL AND AS THOSE CONVERSATIONS CONTINUE BOTH WITH OUR LOCAL PARTNERS AND THE ASSEMBLYMEMBER'S OFFICES, WE'RE FLEXIBLE. WE'LL, YOU KNOW, LISTEN, AND REVISE OUR RECOMMENDATIONS ON ANY SPECIFIC BILL ACCORDINGLY. BUT I THINK IT WOULD PUT STAFF IN A BETTER POSITION TO REALLY ENGAGE IN THESE CONVERSATIONS TO HAVE AN EARLIER DIRECTION FROM THE ABAG EXECUTIVE BOARD, AND THE COMMISSION.

PAT ECKLUND: SO TO WHAT EXTENT, THEN, CAN WE CHANGE THESE PRINCIPLES IF, LIKE, THE ESTUARY PARTNERSHIP, OR THE RESTORATION AUTHORITY, DON'T FEEL COMFORTABLE WITH SOME OF THE APPROACHES OR EVEN ASSEMBLYMEMBER MULLIN? CAN WE MAKE CHANGES TO THIS DOCUMENT?

REBECCA LONG: I THINK WE COULD ACTUALLY -- JUST THINKING OF THIS RIGHT NOW, WE COULD INCORPORATE SOME CHANGES BETWEEN NOW AND WHEN THE EXECUTIVE BOARD MEETS, AS WELL AS TO THE COMMISSION THAT'S SOMETHING WE CAN DO WITHIN THE NEXT WEEK AS PRINCIPLES ARE KIND OF TO GET US GOING IN THAT ADVOCACY AND IF OUR VIEWS CHANGE AS THE BILLS ARE REVISING WE WOULD WANT TO

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FOCUS OUR ENERGY ON WHAT WE'RE WANTING TO DO WITH THE LEGISLATION RATHER THAN REVISING THE PRINCIPLES IF IT MAKES SENSE.

PAT ECKLUND: THAT'S HELPFUL. AND I WOULD REALLY ENCOURAGE GETTING CAITLIN SWEENEY INVOLVED. BECAUSE I THINK THAT SHE'S -- AND EVERYBODY ELSE, WITH THE RESTORATION AUTHORITY. THANK YOU.

JESSE ARREGUIN, ABAG: THANK YOU. WE HAVE WERNER ON THE CALL. THIS IS GOING TO THE EXECUTIVE BOARD?

REBECCA LONG: CORRECT.

JESSE ARREGUIN, ABAG: THE COMMISSION, SO THERE IS SOME TIME TO DO SOME CONSULTATION AND BARC WILL BE DISCUSSING THIS THE DAY AFTER AT EXECUTIVE BOARD. SUPERVISOR CANEPA.

DIR. DAVID CANEPA: THE PERSPECTIVE ON SEA LEVEL RISE IS CRITICAL AND I WANT TO UNDERSTAND THAT AS RISING SEA LEVEL DO NOT OBSERVE JURISDICTIONAL BOUNDARIES ADDITIONAL FUNDING FOR THE CLIMATE RESILIENCES PMOS LIKE MPC WOULD BE A GOOD THING. I WANT TO UNDERSTAND A COUPLE OF THING ON ADDITIONAL FUNDING FOR SUPPORT OF ALL PHASES OF THIS CRITICAL PROJECT AND ON MTC'S SIDE IS VITAL SILENCE, IF YOU COULD SPEAK TO HOW THESE FUNDS

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WOULD POTENTIALLY BE DISTRIBUTED AROUND COMMUNITIES AROUND INUNDATION I'M CURIOUS AS TO HOW THOSE CONVERSATIONS WILL BE TAKING PLACE?

REBECCA LONG: GOOD QUESTION. I THINK THAT CONVERSATION IS SORT OF TO BE HAD FURTHER DOWN THE LINE. ONE THING I WOULD SAY IS WHEN WE THINK ABOUT THE BALANCE OF REGIONAL FUNDING NEEDS VERSUS LOCAL, THE REAL NEED IS AT THE LOCAL LEVEL ON THE IMPLEMENTATION, RIGHT? DOING THAT ACTUAL SEA LEVEL RISE WORK, WHATEVER THAT MAY BE MARSH RESTORATION, WHAT HAVE YOU. AND I THINK ONE OF THE REALLY IMPORTANT POINT WE HAVE TRIED TO MAKE WITH THE LEGISLATURE IS THAT BY HAVING A REGIONAL FRAME FOR THE RISK ANALYSIS AND ALL OF THAT IS MAKING SURE THAT THE COMMUNITIES THAT ARE MOST VULNERABLE AND POTENTIALLY HAVE THE LEAST AMOUNT OF LOCAL RESOURCES TO BRING TO THE TABLE, THEY'RE PROTECTED AND HAVING A FRAGMENTED SYSTEM REGIONALLY IDENTITIES ESSENTIALLY VOLUNTARILY YOU REALLY VEHICLE A PROBLEM WITH TERMS OF EQUITY AND ENSURING THAT THOSE COMMUNITIES MOST AT RISK ARE PROTECTED AND DOING THE RISK ASSESSMENT AND DETERMINING HOW TO PRIORITIZE OF THE PROJECT SET AND PRIORITIZE THE FUNDING I THINK THAT'S WORK THAT WE WOULD NEED TO DO SUBSEQUENT TO THIS EFFORT.

DIR. DAVID CANEPA: THANK YOU.

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JESSE ARREGUIN, ABAG: THANK YOU. SUPERVISOR CHAVEZ?

CINDY CHAVEZ: THANK YOU. I WANT TO REINFORCE A COUPLE OF THINGS THEY HAVE HEARD AND ONE OF THEM THAT I'M CONCERNED ABOUT IS MAKING SURE THAT WE HAVE HAD A CONVERSATION, A REALLY REAL CONVERSATION WITH BAYREN, AND BAY CAN, THERE IS A LOT OF ACTIVITY HAPPENING IN THIS LINE OF WORK AND I FRANKLY DON'T MIND IT BE CONVENED THROUGH A CENTRAL ORGANIZATION. MY REAL QUESTION IS -- AND FRANKLY, THE OTHER THING I DON'T MIND IS THE IDEA THAT WE START TO INTEGRATE POLICIES MORE. RIGHT? I MEAN, YOU KNOW, SO HAVING CLIMATE CHANGE CONNECTED TO TRANSPORTATION, CONNECTED TO HOUSING IS REALLY WHERE WE NEED TO GET. I THINK THE BIGGER QUESTION ONE THAT I REALLY WANT MTC TO THINK REALLY CRITICALLY ABOUT, AND THAT IS HOW, IF WE BECOME -- IF WE'RE CONTINUING TO GATHER -- AND I DO MEAN THIS, MORE POWER, MORE RESOURCES, MORE AUTHORITY, HOW DO WE MEANINGFULLY HAVE RELATIONSHIPS WITH ALL OF THE NINE BAY AREA COUNTIES AND THE KIND OF COMMUNICATION THAT REALLY LENDS TO BEING ABLE TO DO WHAT YOU JUST SAID, REBECCA, BECAUSE I ACTUALLY THINK ONE OF THE CHALLENGES THAT WE'RE GOING TO HAVE IS ONE THAT WE EVEN HAVE A REGIONAL LEVEL WHICH IS WHY ARE WE MORE SUITED TO DISTRIBUTE RESOURCES EQUITABLY THAN A LOCAL COMMUNITY? AND I KNOW WE'RE TALKING ABOUT EQUITY AMONG THE NINE BAY AREA COUNTIES, BUT I THINK WE ALSO HAVE TO BE THINKING ABOUT IT AT A MUCH MORE GRANDULAR LEVEL. AND I JUST

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DON'T THINK WE HAVE THE INFRASTRUCTURE ON THE OUTREACH AND COMMUNICATIONS SIDE TO MANAGE THAT. SO YOU KNOW, AND I JUST HOPE THAT THIS IS SOMETHING THAT, AS A STAFF, THAT YOU WILL BE ABLE TO COME BACK WITH US, TO US, WITH THAT KIND OF PLAN. AND I THINK ONE OF THE GREAT THINGS ABOUT MTC AND ABAG BEING A TEAM IS THAT ABAG IS -- IT'S GOT SO MANY -- SO MUCH REPRESENTATION, BUT EVEN THAT NEEDS -- IT STILL REQUIRES US TO GET DEEPER INTO COMMUNITIES. SO FOR EXAMPLE, BAY CAN, BAYREN, FILL IN THE BLANK, ARE SO KNOWN TO US THAT NOBODY IS COMING TO US AND SAYING, I WASN'T TALKED TO. OR THAT WE DON'T HAVE A MAJORITY OF PEOPLE SAYING THAT. BECAUSE WE DO IN THIS INSTANCE BECAUSE THERE IS A LOT OF WORK THAT'S BEEN DONE AND I WANT TO MAKE SURE THAT WE NEED TO HAVE THESE MEANINGFUL CONVERSATIONS HAPPEN CONCURRENT TO USE HAVING THESE DISCUSSIONS. THANKS.

JESSE ARREGUIN, ABAG: THANK YOU.

CINDY CHAVEZ: BY THE WAY AND CAN I ADD BAYCAN TO THE GROUP OF PEOPLE THAT WE NEED TO MAKE SURE WE DON'T LEAVE OUT OF OUR NEXT PHASE OF DISCUSSION?

JESSE ARREGUIN, ABAG: THANK YOU. DIRECTOR HALLIDAY?

BARBARA HALLIDAY: THANK YOU. SO, YEAH, WHAT YOU'RE ASKING US TO DO IS SORT OF ADOPT THESE PRINCIPLES, NOT TO SUPPORT OR NOT

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SUPPORT ANY OF THE PARTICULAR BILLS THAT YOU MENTIONED. AND IT'S INTERESTING. I HAVE A MEETING SCHEDULED WITH ASSEMBLYMEMBER QUIRK THIS AFTERNOON AND I'LL BE MEETING WITH HIM IT WASN'T ON MY RADAR BEFORE, WHAT I HAVE READ IN THIS PACKET. IT'S A VERY -- I MEAN WE'RE TALKING ABOUT CLIMATE RESILIENCY AND I WOULD THINK THAT'S ACTUALLY A LOT MORE THAN JUST SEA LEVEL RISE, A BIGGER SCOPE THAN THAT.

REBECCA LONG: CORRECT.

BARBARA HALLIDAY: AND WE ALREADY HAVE OUR OWN MPO, MTC ABAG FOR OUR NINE BAY AREA GOVERNMENT WITH COUNTIES AND THE CITY OF HAYWARD WORKED WITH TWO AGENCIES EAST BAY REGIONAL PARK DISTRICT AND OUR OWN HAYWARD AREA RECREATIONAL DISTRICT ON OUR SHORE LINE PLAN WE JUST ADOPTED A COUPLE OF WEEKS AGO AND I DON'T KNOW WHERE EVERYBODY ELSE IS IN THIS PROCESS BUT I THINK THAT WE'RE REALLY AHEAD OF THE GAME A LITTLE BIT IN TERMS OF HOW WE DEVELOP THAT AND SAID WHAT WE WANT OVER THE DECADES LONG, HOW WE'RE GOING TO ADJUST, AND IT'S -- YOU KNOW, IT'S A PLAN THAT BOTH PROTECTS REALLY NECESSARY RESOURCES LIKE WASTEWATER TREATMENT PLANTS AND THAT ALSO PROTECTS THE SHORELINE THAT WE HAVE NOW WHICH HAS BEEN CHANGED FROM SALT PONDS INTO MARSH LANDS OVER TIME ALREADY AND HAS GRADUALLY BECOME MORE RESILIENT BECAUSE OF THAT, AND IT BUILDS ON THAT. BUT EVEN AT THAT, THE ESTIMATED PRICE TAG RIGHT NOW IS A

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BILLION DOLLARS. AND THIS IS A VERY -- THIS ISN'T EVEN ALL OF HAYWARD SHORELINE IT'S ABOUT HALF OF HAYWARD SHORELINE THAT WE'RE LOOKING AT HERE OBVIOUSLY MONEY IS GOING TO BE A BIG QUESTION AND WHO GETS THOSE RESOURCES. ANYWAY, I STRONGLY SUPPORT THAT THERE BE A COORDINATED APPROACH TO LOOKING AT ALL, YOU KNOW, AT WHAT EVERYBODY IS DOING AROUND THE BAY JUST ON THAT LEVEL. AND I WAS PART OF A FOCUS GROUP FOR A BAY ADAPT, NOT EVEN ACTUALLY IF WE'RE AWARE THAT FITS INTO ALL OTHER THINGS. I THINK IT'S BCDC, RIGHT?

REBECCA LONG: IT'S THE SEA LEVEL RISE PIECE.

BARBARA HALLIDAY: IT'S A HUGE TOPIC IT'S GOING TO REQUIRE ENORMOUS AMOUNTS OF FUNDING. AND I JUST DON'T EVEN BEGIN TO UNDERSTAND HOW THAT'S GOING TO GET COORDINATED AND HOW PEOPLE ARE GOING TO GET IN LINE FOR THE FUNDING. AND SO I AM JUST NOT SURE. I THINK YOU HAVE GOT A GOOD START HERE. I WOULD BE INCLINED TO SUPPORT PAT EKLUND'S SUGGESTION, ALTHOUGH, WE HAVE TO START SOMEWHERE. SO I JUST -- IT -- I MEAN, THE SCOPE IS ENORMOUS. CREATING NEW AGENCIES ISN'T A GOOD IDEA. WE HAVE EXISTING AGENCIES THAT ARE ALREADY ON THIS. HOW DO WE COORDINATE THEM? THAT WOULD BE MY SUGGESTION, THAT WE HAVE TO REALLY FOCUS ON THAT.

JESSE ARREGUIN, ABAG: THANK YOU. AGREED. DIRECTOR MITCHOFF?

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KAREN MITCHOFF: THANK YOU. I JUST WANTED TO MAKE SURE, I APPRECIATE THAT WE WANT TO COORDINATE WITH OUR PARTNERS, AND WHAT MAYOR HALLIDAY JUST SAID RELATIVE TO -- THESE ARE JUST PRINCIPLES, WE HAVEN'T TAKEN A POSITION ON THE BILLS, BUT I, AS PART OF MY WORK ON THE DELTA COUNTY COORDINATING COMMITTEE AND OTHER DELTA THINGS, WE HAVE MET WITH THE AUTHORS AND, I NEED TO BRING IT BACK UP -- ON THE RESILIENCY BOND. I DON'T WANT TO BE IN OPPOSITION TO THE WORK THERE I WANT TO SUPPORT KEEPING EVERYTHING LOCAL THAT'S ONE OF OUR MAJOR PRINCIPLES IN OUR COALITION IS THAT WATER RESOURCES NEED TO BE HANDLED LOCALLY, AND UNFORTUNATELY CHAIR ARREGUIN I HAVE TO LEAVE I'M ALREADY A HALF HOUR LATE ON ANOTHER ZOOM MEETING. BUT THANK YOU EVERYBODY. HAVE A GREAT WEEKEND.

JESSE ARREGUIN, ABAG: BEFORE WE ENTERTAIN A MOTION. WE HAVE HAD DISCUSSIONS ABOUT THE IDEA OF A REGIONAL ENTITY TO COORDINATION FUNDING AND SEA LEVEL RISE ADAPTATION AND SORT OF RESILIENCY PROJECTS. AND I WANT TO -- AND WE'LL TALK ABOUT THIS NEXT WEEK AT BARC, BUT I WANT TO CALL OUT BARC, WHICH IS, BRING BCDC, THE AIR BOARD, AND OUR TWO AGENCIES, ABAG, MTC TOGETHER, AND I ACTUALLY THINK THAT BARC IS PROBABLY BETTER POSITIONED TO TAKE ON THIS ROLE BECAUSE THIS BRINGING ALL THE AGENCIES TOGETHER IS HAVING MULTI-AGENCY SORT OF CROSS DIMENSIONAL CONVERSATIONS AROUND SOME OF THESE ISSUES, BUT WE

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CAN TALK MORE ABOUT THAT. BUT I AGREE WE HAVE EXISTING INFRASTRUCTURE IN THE BAY AREA THROUGH EITHER THE MPO OR BARC OR ABAG THAT ALREADY EXISTS AND REPRESENTS LOCAL GOVERNMENTS AT ALL LEVELS. AND IT'S BETTER TO LEAN ON THAT THAN TO CREATE A WHOLE OTHER ENTITY. I'LL ASK IF THERE IS A MOTION TO REFER THESE ADVOCACY PRINCIPLES TO ABAG AND MTC KNOWING THAT THERE WILL BE OUTREACH WITH STAKEHOLDERS IN AN INTERVENING TIME.

BARBARA HALLIDAY: I'LL MOVE T.

JESSE ARREGUIN, ABAG: HALLIDAY.

PAT ECKLUND: I'LL SECOND T.

JESSE ARREGUIN, ABAG: SECOND EKLUND. PUBLIC COMMENT? I DON'T SEE ANY HANDS RAISED.

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

JESSE ARREGUIN, ABAG: ROLL CALL PLEASE.

CLERK OF THE BOARD: [ROLL CALL VOTE]. IT PASSES.

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JESSE ARREGUIN, ABAG: OKAY. THANK YOU. THE MOTION CARRIES. THIS WILL GO TO MTC COMMISSION ABAG EXECUTIVE BOARD. I DO AGREE, REACHING OUT TO THE ESTUARY PROJECT, AND THE RESTORATION AUTHORITY, WHICH ARE CRITICAL PARTNER IN THIS WORK, IS A GOOD IDEA. SO WE'LL GO TO OUR LAST ACTION ITEM. THIS IS ACTUALLY FOR DISCUSSION ONLY. NO ACTION IS REQUESTED. ITEM FOUR A WASHINGTON, D.C. LEGISLATIVE UPDATE AND GEORGIA GANN DOHRMANN WILL PRESENT ON THIS ITEM.

GEORGIA GANN DOHRMANN: GOOD AFTERNOON GEORGIA GANN DOHRMANN MTC ABAG STAFF. THE MOST IMPORTANT UPDATE FROM THE MEMO YOU HAVE IN YOUR PACKETS FROM LEGISLATURE IN DC IS THAT YESTERDAY THE PRESIDENT SIGNED THE $1.9 TRILLION COVID PACKAGE. YOU HAVE ALL BEEN SEEING IN UPDATES AND IN THE PAPERS, SORT OF THE OUTSTANDING AMOUNT OF RESOURCES THAT ARE GOING TO BE COMING TO THE BAY AREA FROM THIS PACKAGE, AND I'LL JUST NOTE THAT MOVING FORWARD, WE DON'T REALLY EXPECT THAT THE PACE IN DC IS GOING TO SLOW DOWN. THE -- WE HAVE BEEN HEARING A LOT AND THERE IS A LOT OF INTEREST IN JUMPING RIGHT INTO ECONOMIC RECOVERY EITHER IN THE FORM OF A MAJOR INFRASTRUCTURE PACKAGE AND/OR A LARGE SURFACE TRANSPORTATION REAUTHORIZATION. SO SIMILARLY WITH THE COVID BILL HOW IMPORTANT IT WAS FOR THESE BODIES THAT THE BAY AREA'S INTERESTS WERE REALLY PRIORITIZED AND REFLECTED IN ANY LEGISLATION THAT PASSED, WE'LL BE MAKING SURE TO ELEVATE THAT WITH YOUR MEMBERS OF CONGRESS, AND SEE IF WE CAN DO OUR BEST

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TO GET THE BAY AREA'S PRIORITIES REFLECTED IN WHATEVER INFRASTRUCTURE BILL MAY COME TO PASS. AND WITH THAT, THERE ARE A LOT OF OTHER ITEMS OF NOTE IN YOUR MEMO, BUT AGAIN, I'LL JUST LEAVE IT AT THAT, AND I'M OPEN THERE ANY QUESTIONS.

JESSE ARREGUIN, ABAG: THANK YOU GEORGIA FOR GIVING US THE GOOD NEWS AT THE END OF THE DAY. VERY EXCITING. IT'S HUGE FOR THE REGION. COLLEAGUES I'LL ASK IF THERE ARE ANY QUESTIONS OR COMMENTS ON THE WASHINGTON, D.C. UPDATE? IF SO PLEASE RAISE YOUR HAND. OKAY SEEING NO RAISED HANDS. I'LL ASK IF THERE IS PUBLIC COMMENT ON THIS ITEM. IF SO PLEASE RAISE YOUR HAND OR PRESS STAR NINE IF YOU'RE PHONING IN. I DO NOT SEE ANY RAISED HANDS. MR. SILVER ANY WRITTEN COMMENT SUBMITTED?

CLERK OF THE BOARD: THERE ARE NO RAISED HANDS ON THIS ITEM AND NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

JESSE ARREGUIN, ABAG: THANK YOU GEORGIA AND OUR LOBBYIST TEAM AS WELL. THAT COMPLETES THE DISCUSSION. THAT BRINGS US TO ITEM FIVE PUBLIC COMMENT NOT ON OUR AGENDA IS THERE A MEMBER OF THE PUBLIC THAT WISHES TO OFFER PUBLIC COMMENT ON NON-AGENDA MATTERS? IF SO PLEASE RAISE YOUR HAND. SEEING NO RAISED HANDS, AND SUBMITTING THERE ARE NO PUBLIC COMMENT SUBMITTED ON THIS ITEM.

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CLERK OF THE BOARD: THAT IS CORRECT NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. NO WRITTEN COMMENT RECEIVED.

JESSE ARREGUIN, ABAG: THAT BRINGS US TO FINAL ITEM NEXT MEETING OF THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE LEGISLATION WILL BE HELD APRIL NINTH 2021 NINE 45 A.M. REMOTELY AND BY WEBCAST AS APPROPRIATE DEPENDING ON STATUS OF SHELTER-IN-PLACE ORDERS ARE. WITH THAT THIS MEETING IS ADJOURNED. [ADJOURNED]

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