# METROPOLITAN TRANSPORTATION COMMISSION

## Meeting Transcript

**JOINT MTC ABAG LEGISLATION COMMITTEE**

**FRIDAY, 9:45 A.M., MAY 14, 2021**

**JESSE ARREGUIN, ABAG:** GOOD MORNING I'M MAYOR JESSE ARREQUIN CHAIR OF THE JOINT MTC/ABAG LEGISLATION COMMITTEE. I WOULD LIKE TO CALL THIS MEETING TO ORDER AND ASK STAFF TO ROLL THE COVID-19 MEETING ANNOUNCEMENT. [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 COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY WILL BE POSTED TO THE ONLINE AGENDA AND

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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:** THANK YOU. THE CLERK PLEASE CONDUCT A ROLL CALL TO CONFIRM WHETHER A QUORUM IS PRESENT.

**CLERK OF THE BOARD:** WILL DO. ARREGUIN?

**JESSE ARREGUIN, ABAG:** HERE.

**CLERK OF THE BOARD:** VICE CHAIR LICCARDO?

**SAM LICCARDO:** HERE.

**CLERK OF THE BOARD:** THANK YOU. MEMBER AHN?

**EDDIE AHN:** HERE.

**CLERK OF THE BOARD:** MEMBER CANEPA?

**DIR. DAVID CANEPA:** HERE.

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**CLERK OF THE BOARD:** CONNOLY?

**DAMON CONNOLLY:** HERE.

**CLERK OF THE BOARD:** DUTRA-VERNACI?

**CAROL DUTRA-VERNACI:** HERE.

**CLERK OF THE BOARD:** EKLUND?

**PAT EKLUND:** HERE.

**CLERK OF THE BOARD:** GIOCAPINI NON-VOTING? HALLIDAY?

**BARBARA HALLIDAY:** HERE.

**DORENE M. GIACOPINI:** THIS IS DORENE M. GIACOPINI. I HAD TROUBLE UNMUTING.

**CLERK OF THE BOARD:** HUDSON?

**DAVID E. HUDSON:** HERE.

**CLERK OF THE BOARD:** MITCHOFF?

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**KAREN MITCHOFF:** HERE.

**CLERK OF THE BOARD:** PEDROZA?

**ALFREDO PEDROZA:** HERE.

**CLERK OF THE BOARD:** RABBIT? RAMOS.

**BELIA RAMOS:** HERE.

**CLERK OF THE BOARD:** SCHAFF?

**LIBBY SCHAAF:** HERE.

**CLERK OF THE BOARD:** SPERING?

**JAMES P. SPERING:** PRESENT.

**CLERK OF THE BOARD:** WE HAVE A QUORUM.

**JESSE ARREGUIN, ABAG:** THANK YOU. ITEM TWO, CONSENT CALENDAR, CONSISTS OF THREE ITEMS, APPROVAL OF THE MINUTES OF APRIL 9TH, 2021 LEGISLATIVE HISTORY AND THE UPCOMING RECRUITMENT FOR THE POLICY ADVISORY COUNCIL. ANY QUESTIONS OR COMMENTS FROM

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MEMBERS OF THE COMMITTEE? IF NOT IS THERE A MOTION TO APPROVE THE CONSENT CALENDAR

**DAVID E. HUDSON:** MOVE CONSENT. HUDSON.

**SAM LICCARDO:** SECOND.

**JESSE ARREGUIN, ABAG:** SECOND LICCARDO. ANY FURTHER DISCUSSION? SEEING NONE. PUBLIC COMMENT.

**CLERK OF THE BOARD:** NO PUBLIC COMMENT AND ITEM 2B WAS PROVIDED AS A HAND OUT.

**JESSE ARREGUIN, ABAG:** YES WE RECEIVED THAT THIS MORNING. UNLESS THERE IS ANY FURTHER DISCUSSION FROM THE JOINT COMMITTEE, WE'LL CALL ROLL.

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

**JESSE ARREGUIN, ABAG:** THANK YOU COLLEAGUES. ITEM 3A, THE MAY REVISE, WHICH I BELIEVE IS BEING PRESENTED THIS MORNING. THE STATE'S FISCAL YEAR 2021, 2022 BUDGET AND LEGISLATIVE SPENDING PROPOSALS AND REBECCA LONG WILL PRESENT ON THIS ITEM.

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**REBECCA LONG:** THANK YOU CHAIR ARREGUIN GOOD MORNING TO YOU AND ABAG DIRECTORS. YES IT IS A VERY EXCITING TIME IN CALIFORNIA. THE GOVERNOR, AS YOU HAVE PROBABLY BEEN READING ALL WEEK IS FORECASTING ABOUT A $75 BILLION SURPLUS THAT INCLUDES THE CURRENT YEAR AND THE NEXT FISCAL YEAR. ABOUT 38 BILLION OF THAT IS REALLY WHAT'S IN PLAY, AND IS DISCRETIONARY BECAUSE A SIGNIFICANT PORTION GOES DIRECTLY TO K THROUGH 14 SCHOOLS AND THEN ALSO TO VARIOUS RESERVE ACCOUNTS. AND THE SUMMARY OF THE MAY REVISE WAS RELEASED ABOUT AN HOUR AGO. I HAVE BEEN KIND OF CULLING THROUGH IT. AND I HAVE SOME VERY GOOD NEWS. ONE PIECE THAT IS VERY RELEVANT TO THE LAST ITEM IS ABOUT FUNDING SUSTAINABLE COMMUNITIES STRATEGIES, INFRASTRUCTURE PLANNING VMT REDUCTION, ESSENTIALLY EVERYTHING THAT WE HAVE BEEN TALKING ABOUT AND I WANT TO GIVE A SHOUT OUT TO MY COLLEAGUES IN THE PLANNING SECTION WHO DID SUCH A GOOD JOB OF GETTING THAT REAP FUNDING OUT BECAUSE THE MAY REVISE SPECIFICALLY REFERS TO THE REAP PROGRAM AND IT PROPOSES A $5.01 TIME GRANT PROGRAM THAT WE ARE HEARING -- ALTHOUGH NOT IN THE LEVEL OF DETAIL AVAILABLE YET BUT IT BASICALLY WOULD GO OUT BY FORMULA TO REGIONS SO WE WOULD BE SEEING APPROXIMATELY $100 MILLION AND AGAIN IT'S SUPPOSED TO BE A FLEXIBLE PROGRAM FOR BOTH PLANNING AND IMPLEMENTATION. REALLY KIND OF RUNNING THE GAMUT OF HOUSING AND TRANSPORTATION. SO THAT'S VERY EXCITING NEWS. AND THEN I'LL HIT ON A FEW OTHER ITEMS. FOR HOUSING HOMELESSNESS THE GOVERNOR IS PROPOSING ABOUT $12 BILLION THAT

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1 INCLUDES SOME FUNDING SPECIFICALLY FOCUSED ON CAPITAL AND
2 BUILDING OR REPURPOSING NEW UNITS AS WELL AS SERVICES. THERE
3 IS A SIGNIFICANT AND SOMEWHAT SURPRISING ADDITIONAL INFUSION
4 FOR TRANSPORTATION AS WELL. THIS INCLUDES A BILLION DOLLARS IN
5 GENERAL FUND REVENUE FOR TRANSIT AND RAIL PROJECTS. HIGH SPEED
6 RAIL, IT'S NOT TOTAL CLEAR WHAT PORTION OF THIS IS GENERAL
7 FUND, BUT 4 BILLION FOR HIGH SPEED RAIL, A SIGNIFICANT
8 INFUSION FOR GRADE CROSSINGS. I THINK I SAW 500 MILLION
9 THERE. AND THEN ACTIVE TRANSPORTATION. THIS IS SOMETHING THAT
10 THE CTC HAS BEEN CHAMPIONING, A $2 BILLION INCREASE IN ACTIVE
11 TRANSPORTATION, ANOTHER PROGRAM THAT'S BEEN HEAVILY
12 OVERSUBSCRIBED THE GOVERNOR IS PROPOSING 500 MILLION THERE AND
13 SIGNIFICANT ADDITIONAL FUNDING TO HELP TRANSIT AGENCIES TO
14 HELP WITH THEIR COMPLIANCE WITH ZERO-EMISSION VEHICLE
15 REQUIREMENTS. SO, THERE IS A LOT OF FUNDING. AND A SIGNIFICANT
16 SHARE IS PROPOSED TO BE DIRECTED TOWARDS MUCH OF THE WORK THAT
17 OUR AGENCIES ARE DOING. SO THAT'S REALLY MY HIGH LEVEL. BUT
18 THE MAY REVISE SUMMARY IS NOW AVAILABLE ON THE DEPARTMENT OF
19 FINANCE'S WEB SITE AND HOPEFULLY THE DETAIL WILL BE POSTED
20 LATER THIS AFTERNOON AS WELL. ONE MORE THING TO TOUCH O
21 CLIMATE ADAPTATION IS SOMETHING WE HAVE BEEN FOCUSED ON WE
22 SENT IN A LETTER WITH A BUNCH OF BAY AREA ORGANIZATIONS
23 YESTERDAY MAKING THE CASE FOR A $500 MILLION CLIMATE
24 ADAPTATION PLAN AND IMPLEMENTATION PROGRAM AND IT LOOKS LIKE,
25 CERTAINLY, THE GOVERNOR HAS SOME FUNDS THERE TOO. IT'S NOT

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EXACTLY CLEAR HOW ALL THOSE FUNDS WILL BE DISTRIBUTED BUT BOTH THE PLANNING AND IMPLEMENTATION ON THE CLIMATE SIDE ARE IN THE BUDGET AS WELL. AND THAT CONCLUDES MY REPORT HAPPY TO TAKE ANY QUESTIONS

**JESSE ARREGUIN, ABAG:** THANK YOU VERY MUCH REBECCA AND THANK YOU FOR READING THE SUMMARY SO QUICKLY OF THE ONE QUESTION BEFORE WE OPEN UP TO COMMITTEE MEMBERS, THE 18 AND A HALF MILLION ASK FOR BAHFA, I DIDN'T SEE THAT IN THE SUMMARY OF THE GOVERNOR'S HOUSING AND HOMELESSNESS PROPOSALS FOR THE MAY REVISE. SO I'M ASSUME THAT'S NOT INCLUDED AND THAT'S SOMETHING WE'RE GOING TO HAVE TO COMMUNITY ADVOCATE FOR AT THE LEGISLATURE.

**REBECCA LONG:** YES, THAT IS CORRECT. AND WE DIDN'T EXPECT IT TO BE IN THE MAY REVISE WE HAVE BEEN FOCUSED ON THE LEGISLATURE TO GET THIS IN THE BUDGET AND WE'RE REALLY CHAMPIONING IN THE BAY AREA FOR DELEGATION ON WORKING ON THAT. ONE THING THAT'S A POSSIBILITY IS WE'RE GOING TO CONTINUE TO PUSH FOR A DEDICATED LINE ITEM FOR THE BAHFA PILOTS BUT IT'S POSSIBLE THAT THE FUNDING THE 100 MILLION OR SO THAT WOULD COME TO THE REGION FOR THESE VARIOUS POTS MIGHT BE BROAD ENOUGH THAT WE COULD FIND SIGNIFICANT BAHFA WORK FROM THAT POT. OBVIOUSLY WE WOULD RATHER HAVE MORE AND KEEP THAT OPEN BUT IF WE ARE NOT

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SUCCESSFUL IN GETTING THE SPECIFIC EARMARK FOR BAHFA THAT MIGHT BE AN OPTION.

**JESSE ARREGUIN, ABAG:** BEFORE I GO TO SUPERVISOR CANEPA I WANT TO ASK OFFICIALS ON THE COMMITTEE TO REACH OUT TO YOUR SENATORS AND ASSEMBLY MEMBERS TO URGE THEM TO SUPPORT OUR 18 AND A HALF MILLION DOLLARS ASK AND REBECCA I THINK WE TALKED ABOUT SENDING OUT AN E-MAIL TO THE MTC AND ABAG COMMISSIONERS MAYBE WITH INFORMATION AND A LETTER THAT COULD BE SUBMITTED. I THINK THE MORE ELECTED OFFICIAL THAT IS THE STATE HEARS FROM, THE MORE THAT IT WILL ELEVATE AND FOR TO PRIORITY FOR BAY AREA CAUCUS. WANT TO BRING THAT TO THE CONVERSATION.

**REBECCA LONG:** THANK YOU. WE ARE WORKING ON A LETTER THAT WE CAN CIRCULATE NEXT WEEK NOW THAT THE BUDGET HAS SORT OF LANDED, NOW IS THE PERFECT TIME TO DO THAT.

**JESSE ARREGUIN, ABAG:** SUPERVISOR CANEPA?

**LIBBY SCHAAF:** WHOOPS --

**DIR. DAVID CANEPA:** JUST A QUICK QUESTION, IS THERE ANY TALK ABOUT ADDITIONAL FUNDING FOR HIGH SPEED RAIL? OR WHAT ARE SOME OF THOSE DISCUSSIONS LIKE IN SACRAMENTO? IF YOU COULD SHED SOME LIGHT ON THAT?

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**REBECCA LONG:** YES AS I MENTIONED THE MAY REVISE DOES INCLUDE 4.2 BILLION FOR HIGH SPEED RAIL. SO I'M NOT TOTALLY CLEAR HOW MUCH OF THAT IS COMING FROM THE EXISTING CAP-AND-TRADE, BUT CERTAINLY THAT'S FAR MORE THAN IS AVAILABLE IN A GIVEN YEAR FOR HIGH SPEED RAIL SO IT LOOKS LIKE HE'S PUTTING QUITE A BIT OF DISCRETIONARY TOWARDS HIGH SPEED RAIL AND ABOUT 500 MILLION FOR GRADE SEPARATIONS THAT COULD RELATE TO THE HIGH SPEED RAIL CORRIDOR AS WELL.

**DIR. DAVID CANEPA:** GREAT. AND IS THAT POSITIONED FOR THE CENTRAL VALLEY? OR IS IT GEARED FOR CERTAIN AREAS? I'M JUST KIND OF -- I WANT TO UNDERSTAND WHERE THAT BUCKET OF MONEY COULD BE PROGRAMMED.

**REBECCA LONG:** RIGHT. GREAT QUESTION. I BELIEVE THAT THE CENTRAL VALLEY PORTION -- AND I'M -- COMMISSIONER LICCARDO PROBABLY KNOWS THESE DETAILS BETTER THAN I DO. THAT THE CENTRAL VALLEY PORTION IS FULLY FUNDED ON THE CAPITAL SIDE, I BELIEVE. SO, YOU KNOW, $4 BILLION IS A LOT OF MONEY THAT COULD HOPEFULLY START TO WORK ON THOSE BOOK ENDS AS WELL. IS THAT CORRECT?

**DIR. DAVID CANEPA:** THAT HELPS AND I WOULD JUST ASSUME FROM THE STAFF LEVEL THAT WE MAY BE LOOKING AT THOSE DOLLARS OR, YOU

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KNOW, I DON'T KNOW IF WE LEND ANY THOUGHT TO THAT MIGHT BE SOMETHING WORTHY OF CONSIDERATION.

**REBECCA LONG:** ABSOLUTELY. I MEAN, WE WENT HAVE A DIRECT ROLE IN THAT IF IT'S IN APPROPRIATION TO THE HIGH SPEED RAIL AUTHORITY BUT WE'LL CERTAINLY PAY ATTENTION TO THE DETAILS TO SEE WHAT'S IN THE BUDGET AS FAR AS ANY LANGUAGE TO PUSH FOR THE BAY AREA.

**JESSE ARREGUIN, ABAG:** EXECUTIVE DIRECTOR THERESE MCMILLAN AND THEN MAYOR LICCARDO.

**THERESE MCMILLAN:** I WANT TO MAKE THREE IMPORTANT POINTS AND ONE MAY BE STATING THE OBVIOUS. THIS IS A PROPOSED -- THESE ARE PROPOSALS UNTIL THE FINAL BUDGET. SO IT'S ALSO IMPORTANT FOR THE STUFF THAT WE LIKE FOR THE STUFF COMING OUT OF THIS, WE HAVE COMMUNICATED WE LIKE IT AND WE WANT IT TO STAY, IT KIND OF GOES ALONG, PRESIDENT ARREGUIN, WITH YOUR NOTION THAT PARTICULARLY YOU ALL, AS LOCAL ELECTED OFFICIALS, COMMUNICATING THAT, THAT'S AN IMPORTANT PART BETWEEN NOW AND WHEN THE LEGISLATURE TAKES UP THE FINAL BUDGET. I WANT TO THANK REBECCA FOR, REALLY, HER INCREDIBLE WORK IN THIS SPACE. THE BEHIND THE SCENES WORK, PARTICULARLY WITH OUR COLLEAGUES AND THE OTHER MAJOR MPOS WHEN A HUGE DISTANCE, I THINK, IN LAYING THE GROUNDWORK FOR BUILDING THE CASE FOR THE

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RECOMMENDATIONS WE'RE SEEING, PARTICULARLY THE SCS. AND JUST TO END ON THAT NOTE, YOU KNOW, A LOT OF TIMES, THE REGIONS ARE SORT OF WARRING WITH EACH OTHER TO SOME DEGREE, IN KIND OF INTERESTING COMPETITIONS. THIS IS AN EXAMPLE WHERE WE HAD SHARED OBJECT IS. AND WE SPOKE WITH ONE VOICE FOR THE NEED, FOR THE TYPES OF INVESTMENT IN CLIMATE. YOU KNOW MEETING THE VMT REDUCTION IN A WHOLE HOST OF THINGS AND THAT COORDINATED APPROACH WAS VERY IMPACTFUL AND SEEING THE TYPE AND SCALE OF RECOMMENDATIONS WE'RE SEEING HERE. AND JUST WANT TO LOOK THAT UP. THANKS

**JESSE ARREGUIN, ABAG:** MAYOR LICCARDO.

**SAM LICCARDO, VICE CHAIR MTC:** I'M SORRY. FORGIVE ME. I DIDN'T UNMUTE. THANK YOU. I WANT TO ECHO KUDOS TO REBECCA AND ASK A QUESTION AND THEN A COMMENT. THE QUESTION WOULD BE, I KNOW WE'RE ALL GETTING THIS INFORMATION, LITERALLY HOURS AFTER IT'S BEING ANNOUNCED I WAS UNDER THE IMPRESSION THAT 4.2 BILLION WAS WITHIN THE PROP ONE B THAT HADN'T FULLY BEEN ALLOCATED YET. REBECCA IS THAT A MISUNDERSTANDING?

**REBECCA LONG:** COULD BE THE CASE. IN THE SUMMARY IT'S NOT 100% CLEAR. SO, YEAH, IF I -- IF THAT'S THE CASE, I WAS NOT AWARE THAT THERE WAS THAT LEVEL OF AMOUNT THAT WAS STILL UNPROGRAMMED. SO OFTENTIMES THE BUDGET SUMMARY WILL HIGHLIGHT,

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YOU KNOW, THE EXPENDITURE OF RESOURCES THAT WERE ALREADY PROPOSED SO THAT COULD BE THE CASE.

**SAM LICCARDO, VICE CHAIR MTC:** YEAH. NO HARM IN TAKE CREDIT. WHERE WE HAVE BEEN PUT OUT THERE. OKAY. I KNOW WE'LL ALL BE WORKING TO FIGURE THAT OUT AND I AM SURE THE LEGISLATURE WILL TOO. JUST A SUGGESTION OF SORTS, IF ARE MY COLLEAGUES IN OUR POSITION THERE IS A LOT TO LIKE IN THE REVISE AND A LOT WE WANT TO SUPPORT AND PARTICULARLY WITH REGARD TO HOMELESSNESS, I THINK THE GOVERNOR HAS CLEARLY MADE A HISTORIC AND BOLD COMMITMENT AT $12 MILLION BUT I THINK THERE IS CONCERN JUST AT THE VOICE AND VIEWS OF MY COLLEAGUES AT THE MAYORS OF CITY AND STATES THE REAL CONCERN ABOUT THE FACT THAT HALF IS NOT NECESSARILY CALLED OUT IN ANY WAY THE FUNDING WHICH WOULD BE MOST FLEXIBLE WITHIN THE COUNTIES AND CITIES TO BE ABLE FOR EXAMPLE, TO FUND ONGOING OPERATIONS EXISTING EMERGENCY HOUSING COMMUNITIES AND SHELTERS EVERYTHING FROM TINY HOMES AND PREFAB HOMES ALL THE OTHER KINDS OF THINGS THAT WE'VE BEEN ROLLING OUT VERY QUICKLY TO ADDRESS OUR HOMELESSNESS AND I WANT TO THANK MY COLLEAGUE MAYOR SCHAFF FOR HER HELP ON THIS ISSUE. WE'RE GOING TO PUSH MAYORS TO TRY TO SEE IF WE CAN GET MORE FLEXIBLE NIMBLE DOLLARS THAT WOULD BE DIRECTLY ALLOCATED TO LOCAL COMMUNITIES IN CITIES AND COUNTIES TO BE ABLE TO ENABLE US TO BEST ADDRESS THE HOMELESSNESS CRISIS IN ALL OF OUR

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COMMUNITIES AND I WOULD PUT OUT THERE FOR MTC TO SUPPORT A POSITION LIKE THIS AS WELL.

**JESSE ARREGUIN, ABAG:** THANK YOU MAYOR LICCARDO. I 100% AGREE WITH YOU WE HAD A CONVERSATION ABOUT THAT WITH OUR ALAMEDA COUNTY MAYORS THIS WEEK. AND THERE IS PROBABLY, YOU KNOW, HUNDREDS OF MILLIONS OF DOLLARS IN PROGRAMS THAT, UNLESS THERE IS A DEDICATED FUNDING SOURCE TO CONTINUE, WE'RE GOING TO HAVE TO COST SHIP TO OUR GENERAL FUND OR EXPEND THOSE PROGRAMS AND PROJECTS. THAT'S A CONCERN FOR LOCAL GOVERNMENTS AND BIG CITIES GOT DIRECT ALLOCATION, CITIES OF OVER 300,000 POPULATION AND MONEY WENT TO THE COUNTY. I WILL SAY IN MY COUNTY IT'S BEEN DIFFICULT TO GET THE MONEY DIRECTLY TO CITIES THAT MAY BE THE CASE IN ANOTHER COUNTY. WE CAN TALK ABOUT MAYBE TO USE THE PIT COUNT AS A WAY TO GET THE DISTRIBUTION OF FUNDS TO THE COUNTY OPPOSED TO MONEY GOING TO THE COUNTIES THERE IS NO GUARANTEE. BUT WE NEED TO AGREE WE NEED TO MAKE SURE WE GET THE MONEY TO FLOWING SETUP. MAYOR HALLIDAY?

**BARBARA HALLIDAY:** WHEN YOU THINK ABOUT IT, MAYOR LICCARDO, WE HAVE MADE A LOT OF INVESTMENT CAPITAL INVESTMENT IN FACILITIES, REALLY, IN OUR CASE, AND WE MODELED IT AFTER BERKELEY'S, IN OUR NAVIGATION CENTER, ONE OF OUR SERVICE -- THE ROTARY CLUB OF HAYWARD ACTUALLY CONTRIBUTED, THE MONEY TO PURCHASE ONE OF THESE MODULAR UNITS THAT WE'RE USING TO HOUSE

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HOMELESS PEOPLE. AND AT THE TIME THEY MADE THAT DONATION THEY WERE CONCERNED ABOUT THAT, LIKE, IS THIS GOING TO BE WASTED IF YOU CAN'T KEEP OPERATING IT. AND WHILE WE'RE CERTAINLY LOOKING AT PLANS, WE ARE ACTUALLY PURCHASING THOSE MODULAR UNITS RIGHT NOW, RATHER TO, YOU KNOW, ELIMINATE THE COST OF RENTING THEM ON A YEAR TO YEAR BASIS AND THAT IS GIVING US SOME OPERATING MONEY. BUT I THINK THAT'S THE CONCERN, THAT CAPITAL INVESTMENTS HAVE BEEN MADE, AND IF -- AND COULD BE WASTED OR NOT USED FOR THE PURPOSE THEY WERE MADE FOR IF THERE ISN'T SOME WAY TO GET SOME GUARANTEED OPERATED FUNDING STREAM GOING AND IT IS SOMETIMES JUST DISH APPRECIATE THAT THIS IS AN ORGANIZATION MADE UP OF CITIES AND COUNTIES, AND WE ALL WORK TOGETHER BUT SOMETIMES THAT JUST DOESN'T TRANSLATE WHEN WE'RE DEALING WITH FULL BOARDS OF SUPERVISORS AS CITIES SO I WOULD OFFER THOSE COMMENTS. THANK YOU.

**JESSE ARREGUIN, ABAG:** THANK YOU. ANY OTHER QUESTIONS OR COMMENTS FROM MEMBERS OF THE JOINT LEGISLATION COMMITTEE ON THIS ITEM? IF SO, RAISE YOUR HAND, OR JUMP IN. I DON'T SEE ANY ADDITIONAL RAISED HANDS. WE'LL GO TO PUBLIC COMMENT. IS THERE ANY PUBLIC COMMENT ON THIS ITEM?

**CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED AND THERE ARE TWO MEMBERS OF THE PUBLIC WITH THEIR HUNDRED RAISED. HOW MUCH TIME WOULD YOU LIKE TO GIVE?

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**JESSE ARREGUIN, ABAG:** TWO MINUTES PER SPEAKER. THANK YOU.

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

**SPEAKER:** THANK YOU, MR. CHAIR, ON HIGH SPEED RAIL PLEASE ALLOW ME TO HELP YOU OUT HERE IF YOU GO AND LOOK AT THE BUSINESS PLAN THAT'S OUT THERE RIGHT NOW WHICH IS SUPPOSED TO GO TO THE BOARD FOR APPROVAL THAT'S $4.2 MILLION. IT'S ESPECIALLY THE REMAINING BALANCE OF THE PROP 1A FUNDS WE APPROVED TEN YEARS AGO. THAT'S WHERE THE PROBLEM S SO THE QUESTION IS WHETHER THE GOVERNMENT IS GOING TO BE ALLOCATING THE MONEY IMPROPERLY TO BALANCE THE SURPLUS. IF IT'S THE LATTER AND I HOPE THE GOVERNOR WHO BY THE WAY IS POTENTIALLY FACING A RECALL IN NOVEMBER, IN NORTHERN CALIFORNIA AND IN THE BAY AREA THEY STARTED ADDRESSING THE ALIGNMENT SOUTH OF GILROY. I CAN SEND YOU THE LETTER I WROTE TO THE AUTHORITY TWO YEARS AGO WHICH IMMEDIATELY DISAPPEARED AFTERWARDS AND THERE IS ALIGNMENT IN THE LINES BETWEEN GILROY AND HOLSTER AND ONE FROM FRESNO MAYBE GOES ALL THE WAY, THIS IS A SOLE SOURCE CONTRACT TO A COMPANY CALLED TRIMBLE TO ANALYZE THE ALIGNMENT TO SEE IF THERE IS ANY WAY THERE TO -- [INDISCERNIBLE] WE CAN GO WE CAN -- GILROY TO FRESNO RIGHT THERE THANK YOU FOR YOUR SUPPORT.

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**CLERK OF THE BOARD:** NEXT UP IS RICH HEDGES. GO AHEAD AND UNMUTE YOURSELF.

**SPEAKER:** QUESTION FOR REBECCA. I THINK I HEARD YOU SAY 500 MILLION FOR GRADE SEPARATIONS IN THE PROPOSED BUDGET THAT IS REALLY IMPORTANT. THAT WOULD PROBABLY DO STATEWIDE SOMEWHERE BETWEEN 10 AND 14 GRADE SEPARATIONS. MAYBE MORE. IT'S IMPORTANT BECAUSE THE CO2 THAT'S SUBMITTED BECAUSE OF THE BACK UP AND SAFETY AS WELL. ESPECIALLY SAFETY FOR THE BURLINGAME PROPOSAL FOR GRADE SEPARATION. SO, PLEASE TELL ME IF I'M CORRECT IN MY REMEMBERING, YOU SAID 500 MILLION. THANK YOU.

**JESSE ARREGUIN, ABAG:** SEEING NO OTHER RAISED HANDS FROM SPEAKERS. THAT CONCLUDES PUBLIC COMMENT ON THIS INFORMATION ITEM UNLESS THERE ARE COMMENTS FROM THE COMMITTEE WE'LL MOVE TO 3B ASSEMBLY BILL 897 MULLIN REGIONAL CLIMATE NETWORKS I'LL ASK REBECCA HIT THE HIGH POINT ON THE BILL WHERE THERE WAS EXTENSIVE REPORT.

**REBECCA LONG:** THERE WAS A LONG MEMO IN THE PACKET RELATED TO CLIMATE ADAPTATION PRINCIPLES ADOPTED LAST MONTH QUICKLY RECAP A BILL TO CREATE FRAMEWORK WE ARE RECOMMENDING A SUPPORT AND SEEM AMENDMENT POSITION WE HAVE BEEN WORKING COLLABORATIVELY WITH HIS STAFF SO THERE ARE REALLY ABOUT FOUR AMENDMENTS THAT WE'RE RECOMMENDING THAT ARE SUMMARIZED ON THE BOTTOM OF PAGE

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TWO, BASICALLY THE CLIMATE NETWORK REQUIRED TO DESIGNATE PUBLIC AGENCY TO SERVE AS THE LEAD CONVENER AND ADOPTER OF THE PLAN. SO THIS WOULDN'T BE IN THE PLAN ITSELF, THERE WOULD BE A REQUIREMENT THAT IN APPLYING TO THE COUNTER REGIONAL CLIMATE NETWORK THAT WE HAVE DONE ADD PROVISIONS TO STRENGTHEN THE BILLS EQUITY PROVISIONS DELEGATE TO GUIDANCE ON THE PROCESS HOW IT SHOULD BE INCORPORATED THERE IS PRESCRIPTION RIGHT NOW AND LISTING OVER A DOZEN PLANS AND REMOVING OUR REVISING PLAN APPROVAL REQUIREMENT IT'S NOT CLEAR WHAT BASIS OPR WOULD APPROVE OR REJECT THE PLAN SO WE'D LIKE TO EITHER HAVE THAT REMOVE OR FOR EXAMPLE, REGIONAL TRANSPORTATION PLANS AREN'T OFFICIALLY APPROVED OR HAVE IT NARROWS TO MAKE IT CONSISTENT WITH THE GUIDELINES. THAT'S A SUMMARY OF THE PROPOSED AMENDMENTS AND WE'RE ASKING FOR SUPPORT AND SEEK AMENDMENT.

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

**PAT EKLUND:** THANK YOU VERY MUCH CHAIR AND PRESIDENT ARREGUIN. I CAN LIVE WITH ALL OF THE SUGGESTIONS WITH THE EXCEPTION OF THE ONE ON PAGE TWO, WHICH STAFF IS RECOMMENDING THAT CURRENTLY THE BILL IS ALLOWING MULTIPLE REGIONAL CLIMATE NETWORKS WITHIN A GIVEN REGION. SO, LIKE THE ENTITIES THAT ARE AROUND SAN PABLO BAY, FOR EXAMPLE, WOULD BE ABLE TO COME TOGETHER FOR SPECIFIC PROJECTS WITHIN SAN PABLO BAY, SIMILAR TO SOUTH SAN FRANCISCO BAY. THE ENTITIES, BECAUSE EACH AREA -

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- THAT, I MEAN, I SUPERVISORS -- I MANAGE THIS PROGRAM WITH EPA, AND SO THE JURISDICTIONS IN SOUTH SAN FRANCISCO BAY WOULD BE ABLE TO DO THEIR OWN LITTLE PLAN FOR REGIONAL CLIMATE NETWORKS DOWN THERE. THAT'S ONE THAT I CANNOT SUPPORT. I DON'T THINK ABAG AND MTC SHOULD BE SAYING THAT WE COULDN'T FORM SMALLER REGIONAL CLIMATE NETWORKS WITHIN THE REGION. BECAUSE THEN THAT DOES NOT GIVE US THE LATITUDE TO COMMITTEE AND DO THINGS THAT ARE FOCUSING WITHIN OUR SPECIFIC GEOGRAPHIC AREA. SO THAT IS -- I COULD LIVE WITH ALL OF OTHER CHANGES, THEY'RE NOT MY PREFERRED. I DID WANT TO MENTION THAT THE LEAGUE OF CALIFORNIA CITIES DID SUPPORT THIS BILL WITHOUT ANY AMENDMENTS. AND THE LEAGUE OF CALIFORNIA CITIES EXECUTIVE BOARD DID NOT MAKE ANY CHANGES WHATSOEVER TO IT. SO, IF, WHEN IT COMES BACK, I WOULD BE GLAD TO MOVE ALL THE RECOMMENDATIONS WITH THE EXCEPTION OF THAT ONE, IF THE OTHER ELECTED OFFICIALS OR COMMISSIONERS AGREE. THANK YOU.

**JESSE ARREGUIN, ABAG:** THANK YOU. SUPERVISOR MITCHOFF?

**KAREN MITCHOFF:** THANK YOU. I HAVE NO PROBLEM WITH THIS. I CONTINUE TO VOICE MY CONCERN THAT WE ALWAYS ARE WORKING AND SUPPORTING BUT SEEK AMENDMENTS. REBECCA WITH YOUR CRYSTAL BALL, DO YOU THINK THESE AMENDMENTS WILL BE INCORPORATED INTO THE BILL? I JUST HAVE A PROBLEM WITH BILL SPONSORS LISTING AGENCIES AND JURISDICTIONS AS SUPPORTERS EVEN IF THEY'RE

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SEEKING AMENDMENTS BECAUSE I THINK IT SENDS A VERY POWERFUL MESSAGE THAT THE JOINT MTC/ABAG COMMITTEES WOULD SUPPORT THIS ON THEIR SHEET, AND THAT HELPS SWAY THINGS. BUT IF WE DON'T GET THOSE AMENDMENTS, YOU KNOW, IT BOTHERS ME. YOU CAN GIVE ME A LITTLE ASSURANCE THAT THOSE WILL GO THROUGH? BECAUSE I UNDERSTAND YOU DON'T WANT TO GO INTO A LEGISLATOR'S OFFICE SAYING WE'RE GOING TO OPPOSE THIS BILL UNLESS YOU GIVE US THIS WHEN YOU HAVE BEEN WORKING COLLABORATIVELY.

**REBECCA LONG:** THANK YOU FOR THAT QUESTION, DIRECTOR MITCHOFF. THERE IS NO GUARANTEE.

**KAREN MITCHOFF:** COME ON REBECCA, YOU'RE PERSUASIVE THERESE EVEN SAID SO.

**REBECCA LONG:** THEY DO RECOGNIZE OUR CONCERNS. I CAN'T GUARANTEE T I THINK THERE IS MORE THAN A 50% SHOT, I WOULD SAY THAT. THE OTHER CONSIDERATION IS THAT A LOT OF THIS BILL IS CREATING A STRUCTURE THAT THEN OPR WOULD FOLLOW, AND THEY WILL DEVELOP MORE OF THE FINE PRINT SO WHAT WE'RE TRYING TO DO HERE IS KIND OF GET THE BALL AS FAR DOWN THE FIELD TO A STRUCTURE THAT WE WANT IN THE STATUTE IF WE ARE UNSUCCESSFUL THERE WE WILL HAVE ANOTHER SHOT TO CREATE A FRAMEWORK TO WORK WITHIN OUR REGION AS EFFECTIVELY AS WE CAN THROUGH THE OUR REGION THE BILL IS A STEP IN THE RIGHT DIRECTION THAT'S WHY IT'S A

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RECOMMEND SUPPORT AND SEEK AMENDMENT POSITION IT WOULD BE BETTER WE BELIEVE WE FEEL COMFORTABLE SUPPORTING IT EVEN IF WE DON'T GET ALL OR NONE OF THEM.

**KAREN MITCHOFF:** THANK YOU.

**JESSE ARREGUIN, ABAG:** ANY PUBLIC COMMENT? I DON'T SEE ANY PUBLIC COMMENT ON THIS ITEM.

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

**JESSE ARREGUIN, ABAG:** I'LL BRING IT BACK TO THE COMMITTEE. IS THERE A MOTION ON THIS ITEM?

**PAT EKLUND:** I WOULD LIKE TO MOVE THAT WE UPON SUPPORT ALL THE RECOMMENDED CHANGES BY STAFF WITH THE EXCEPTION OF PROHIBITING THE REGIONAL CLIMATE NETWORKS WITHIN THE GIVEN REGION. THAT'S THE ONE THAT I DO NOT -- I'LL MAKE THAT MOTION.

**JESSE ARREGUIN, ABAG:** ARE YOU REFERRING TO THE LANGUAGE THAT SAYS THERE SHOULD BE NO MORE THAN ONE REGIONAL CLIMATE NETWORK WITHIN EACH REGION.

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**PAT EKLUND:** AT THE TOP OF PAGE TWO, MULTIPLE REGIONAL CLIMATE NETWORK FROM BEING FORMED IN A GIVEN REGION WE HAVE TO DO IT FOR THE WHOLE REGION WHEREAS SAN FRANCISCO BAY, SAN PABLO BAY, SUISUN BAY, WE SHOULD BE ALLOWING SOME OF THOSE ONES THAT ARE DIRECTLY RELATED TO THAT PARTICULAR GEOGRAPHIC AREA IT DOESN'T MAKE SENSE THAT IT HAS TO BE FOR THE WHOLE BAY AREA. ANYWAY.

**JESSE ARREGUIN, ABAG:** OKAY. BEFORE I --

**PAT EKLUND:** THAT'S MY PROGRAMMATIC AND TECHNICAL EXPERTISE COMING OUT.

**JESSE ARREGUIN, ABAG:** BEFORE I ASK IF THERE IS A SECOND. REBECCA, YOU RAISED YOUR HAND. DO YOU WANT TO PROVIDE SOME CLARIFICATION?

**REBECCA LONG:** THANK YOU CHAIR ARREGUIN. YES. I WANTED TO PROVIDE CONTEXT ON THAT SUGGESTED MODIFICATION. FIRST I WOULD SAY THAT IS PROBABLY THE MOST IMPORTANT AMENDMENT AND I APOLOGIZE I DIDN'T CALL IT OUT IT WAS PART OF THE FIRST BULLET IN THE SUMMARY THERE. THIS IS ALSO SOMETHING WE HIGHLIGHTED IN THE PRINCIPLES THAT WE SPENT QUITE A BIT OF TIME ON. IT'S IN THE FIRST PRINCIPLE THAT IT SAYS THE GEOGRAPHIC SCOPE SHOULD COVER THE ENTIRETY OF THE SINGLE REGION AND THERE SHOULD NOT BE MULTIPLE REGIONAL CLIMATE NETWORKS IN A GIVEN REGION AND TO

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PROVIDE A BIT OF RATIONALE. WE ARE THE SAN FRANCISCO BAY AREA NINE COUNTY REGION ABSOLUTELY THERE ARE GOING TO BE CLIMATE ADAPTATION AND PLANNING IMPLEMENTATION PROJECTS THAT ARE SMALLER IN THAT GEOGRAPHY THAT'S NOT THE INTENT TO SAY THAT IN DIRECTOR ECKLUND'S EXAMPLE, SAN PABLO BAY, LOCAL JURISDICTIONS WOULD NOT WANT TO BE ELIGIBLE TO APPLY FOR GRANTS FROM A POTENTIAL REGIONAL POT OR STATE POT BUT IF THE STATE'S GOING TO CREATE REGIONAL CLIMATE NETWORKS WE REALLY THINK IT WOULD BE MOST EFFECTIVE IF THERE WAS AN UMBRELLA NETWORK WITHIN THAT WE CAN HAVE SUBREGIONS ET CETERA EVEN WE HAVE TALKED ABOUT THIS IN THE LEGISLATIVE WORKING GROUP, YOU KNOW, BY HAZARD, RIGHT? THERE IS CLEARLY GOING TO BE SOME ASPECTS OF CLIMATE ADAPTATION PLANNING THAT ARE MORE FOCUSED ON FIRE PREVENTION VERSUS SEA LEVEL RISE BUT OVERALL IT'S GOING TO PROVIDE TREMENDOUS VALUE TO INTEGRATE ALL OF THOSE RISKS THROUGH THE DESIGN NINE COUNTIES. SO THAT'S THE RATIONALE BUT WE'RE NOT TRYING TO PROHIBIT SMALLER GROUPINGS FROM FLYING -- APPLYING FOR GRANTS OR DOING PLANNING WORK AS WELL. THANK YOU FOR THE OPPORTUNITY TO CLARIFY THAT.

**JESSE ARREGUIN, ABAG:** THIS IS AROUND WHO IS DEVELOPING THE PLAN IS ONE REGIONAL NETWORK. THAT DOESN'T MEAN THERE CAN'T BE SUBNETWORKS DOING PLANNING TO HELP SHAPE THAT REGIONAL PLAN. RIGHT? OKAY. SO WITH THAT CLARIFICATION, DIRECTOR EKLUND DO YOU STILL WANT TO STRIKE THAT?

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**PAT EKLUND:** I'LL WITHDRAW MY MOTION BUT I WILL NOT BE SUPPORTING THE AMENDMENT.

**JESSE ARREGUIN, ABAG:** I'LL MOVE THE RECOMMENDATION TO RECOMMEND A SUPPORT AND SEEK AMENDMENT ON THIS BILL.

**JAMES P. SPERING:** SPERING WILL SECOND.

**JESSE ARREGUIN, ABAG:** SECOND BY SPERING. THANK YOU. COLLEAGUES, ANY FURTHER DISCUSSION ON THE MOTION? SEEING NONE. LET'S CALL THE ROLL.

**CLERK OF THE BOARD:** WILL DO. [ROLL CALL VOTE] IT PASSES WITH 13 AYES AND ONE NO.

**JESSE ARREGUIN, ABAG:** 3C, A.B. 1500, REBECCA IF YOU CAN HIT THE HIGH POINTS. THANK YOU.

**REBECCA LONG:** THANK YOU CHAIR ARREGUIN, THIS BILL IS NOW THE FUNDING COMPONENT ACCOMPANIMENT IF YOU WILL TO A.B. 897 PROPOSED GENERAL OBLIGATION BOND FOR THE 2022 BALLOT. IT'S PROPOSED -- IT'S ACTUALLY BEEN AMENDED IT'S SLIGHTLY HIGHER NOW. IT'S OVER 7 BILLION NOW AROUND 7.1 BILLION. THERE ARE SEVERAL DIFFERENT FUNDING PROPOSALS IN SACRAMENTO RIGHT NOW

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COMPANION BILL IS SB45 WE'RE PROPOSING THAT WE SUPPORT THIS ONE IN LARGE PART PROVIDES FOR GREATER LEVEL OF FUNDING FOR REGIONAL CLIMATE ADAPTATION PLANNING AND SPECIFICALLY FOR BAY AREA AGENCIES THERE IS SPECIFIC LIGHT ON ITEMS FOR SAN FRANCISCO BAY RESTORATION AUTHORITY FOR 300 MILLION OVERALL BAY AREA WOULD RECEIVE 522 MILLION GUARANTEED AND OPPORTUNITIES FOR OTHER FUNDING WE'RE RECOMMENDING A MINOR TECHNICAL AMENDMENT MAKING MORE LOCAL GOVERNMENTS ELIGIBLE FOR THE FUNDING RELATED TO WILDFIRE ON PLANNING REQUIREMENTS AND OVERLY RESTRICTIVE SECONDLY THERE IS A HELPED MILLION DOLLARS FOR TRANSFORMATIVE CLIMATE PROGRAM WHICH IS ONLY GOING BACK FOR DECISION. AND LASTLY HAVE GREATER EMPHASIS ON WATER EFFICIENCY AND ONSITE STORMWATER IN ONE OF THE PROGRAMS. SO WITH THAT, WE'RE RECOMMENDING SUPPORT AND SEEK AMENDMENT POSITION ON A.B. 1500.

**JESSE ARREGUIN, ABAG:** THANK YOU VERY MUCH. QUESTIONS AND COMMENTS FROM THE COMMITTEE? IF SO RAISE YOUR HAND PLEASE OR JUMP IN. DON'T SEE ANY RAISED HANDS. I'LL ASK IF THERE IS ANY PUBLIC COMMENT SUBMITTED ON THIS ITEM.

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

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**PAT EKLUND:** MOTION.

**SPEAKER:** SECOND.

**JESSE ARREGUIN, ABAG:** MOTION AND SECOND TO SUPPORT AND SEEK AMENDMENT ON THIS ITEM. ANY FURTHER DISCUSSION? ROLL CALL PLEASE.

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

**JESSE ARREGUIN, ABAG:** NEXT ITEM, 3D ASSEMBLY BILL 1401.

**REBECCA LONG:** THANK YOU. IF WE COULD HAVE TECH FOLKS BRING UP THE PRESENTATION ASSOCIATED WITH THIS ITEM. AND WHILE THEY'RE DOING THAT, OFTEN WE DON'T INCLUDE SLIDES FOR OUR BILL PRESENTATION BUT WE WANT TO PROVIDE CONTEXT FOR THIS BILL AS TO WHY WE BRING A PARKING BILL TO THIS BODY AND WITH ME I HAVE MTC PLANNING STAFF JAMES CHO WHO HAS BEEN LEADING OUR PARKING WORK PROVIDING QUITE A BIT OF PARKING TECHNICAL ASSISTANCE AS WE HAVE FOR MANY YEARS TO LOCAL JURISDICTIONS WHO SET PARKING REQUIREMENTS TO THINK ABOUT WAYS TO ALIGN PARKING WITH POLICY AND OUR GOALS RELATED TO CLIMATE CHANGE, HOUSING AFFORDABILITY, AS WELL AS JUST GENERAL QUALITY OF LIFE ISSUES. SO JAMES I'M HOPING YOU'RE WITH ME THEN WE'LL COME BACK AND TALK ABOUT THE BILL.

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**SPEAKER:** I WANT TO PROVIDE CONTEXT FOR THINKING ABOUT PARKING POLICY AND WHY POLICIES SUCH AS A.B. 1401, HOW THEY HAVE IMPACTS IN TERMS OF REGIONAL GOALS. SO, NEXT SLIDE PLEASE. SO PARKING POLICY, IT CAN FEEL LIKE AN ESOTERIC PLANNING TOPIC AND FROM THE PUBLIC'S PERSPECTIVE IT'S JUST PARKING THAT'S ABUNDANT AND FREE. ONE POINT I WANT TO MAKE CLEAR IS THE PARKING AND POLICIES THAT DRIVE HOW PARKING IS PRODUCED AND MANAGED HAVE IMPACTS AND COST THAT MAY NOT BE IMMEDIATELY APPARENT. NEXT SLIDE PLEASE. SO, THE FIRST COST THAT I WANT TO MENTION, AND REMIND OURSELVES ABOUT IT SEEMS BASIC AND IS AN ESSENTIAL PRINCIPLE IS THAT PARKING TAKES UP A LOT OF SPACE HOW MUCH IS CHALLENGING AND RESOURCE INTENSIVE EFFORT TO DETERMINE BUT STUDIES ACROSS THE U.S. CONFIRM THAT WE DEVOTE A LOT OF SPACE TO OUR SPACE IN CITIES AND CANDIDATES TO PARKING CARS ONE EXAMPLE LOCALLY IN ONE OF A SORT OF LEADING INVENTORY DONE BY SAN FRANCISCO ABOUT SIX OR SEVEN YEARS AGO FOUND THAT WHEN TRYING TO INVENTORY PUBLICLY AVAILABLE PARKING SPOTS THEY FOUND OUT IT'S ON THE ORDER OF 440,000 PARKING SPOTS IN THE CITY JUST PUBLICLY AVAILABLE SPOTS. AND TO PUT THIS IN PURPOSE, THEY EQUATE IT TO ESSENTIALLY BEING ABLE TO COVER ALL OF GOLDEN GATE PARK, THE RECIDIVISM YO AND LIKE MERCED COMBINED WITH PARKING. SO THAT'S POINT NUMBER ONE IS PARKING WILL REQUIRE SPACE IN OUR BUILT ENVIRONMENTS. SECOND CORE PRINCIPLE TO CONSIDER IS THAT PARKING COST A LOT TO BUILD

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THERE IS A LARGE RANGE OF COST FOR BUILDING PARKING WE HAVE SEEN ESTIMATES FROM $20,000 PER SPACE TO OVER $100,000 PER PARKING SPACE IN SOME MARKS IN THE U.S. LUCKILY A SURVEY OF BAY AREA DEVELOPERS DONE BY SPUR FOUND THAT ON AVERAGE SURFACE PARKING COST $30,000 PER SPACE WHILE UNDERGROUND PARKING COSTS $75,000 PER SPACE AND YOU RECOGNIZE THIS IS SIGNIFICANT TOTAL COST TO OUR BUILDING CENTER DEVELOPMENT. NEXT SLIDE PLEASE. AND THESE COSTS ARE TYPICALLY, NOT BORNE BY THE DEVELOPERS BUT ARE PASSED ALONG TO RESIDENTS AND TENANTS OF THESE COMMERCIAL DEVELOPMENTS RESULTING IN INCREASE COST DIRECTLY TO OWNERS AND RENTERS OF THESE UNITS IN A STUDY OF U.S. RENTERS FOUND THAT GARAGE PARKING ADDS 17% PREMIUM TO COST OF RENTS AND FURTHERMORE THE STUDY FOUND THAT HOUSEHOLDS THAT DON'T EVEN OWN A VEHICLE ARE PAYING SOMETHING ON ORDER OF 13% MORE FOR PARKING THAT THEY AREN'T EVEN USING. NEXT SLIDE PLEASE. AND THIS SPACE AND THE COST FOR BUILDING PARKING ARE AT THE EXPENSE OF OTHER USES. THERE ARE OPPORTUNITY COSTS HERE. SO, FOR EACH PARKING SPACE BUILT IT'S GOING TO BE IN RESIDENTIAL UNITS IT'S GOING TO BE IN PLACE OF SOME SHARE OF THOSE RESIDENCES. I PUT A SPOTLIGHT FOR A MOMENT ON BERKELEY, FOR EXAMPLE, THE BERKELEY PAY PROJECT WHICH IS THE CITY AS LARGEST PERMANENT AFFORDABLE HOUSING PROJECT. WHEN THEY LOOKED AT SCENARIOS IN TRYING TO INCLUDE PARKING IN THAT DEVELOPMENT, EVEN THOUGH IT'S WORTH NOTING IT'S A FEW BLOCKS AWAY FROM THE BERKELEY BART STATION IN A SORT OF TRANSIT ACCESSIBLE WALKING

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NEIGHBORHOOD BUT LOOKING AT ADDING PARKING TO THAT DEVELOPMENT THE CHEAPEST OPTION THAT THEY CONSIDERED WOULD HAVE BEEN AT A LOSS OF 25 UNITS OF THE 142 UNITS THAT WERE APPROVED AND ON TOP OF THAT IT WOULD HAVE INCREASED THE BUDGET BY OVER A THIRD OF ESTIMATED DEVELOPMENT COST. SO, THE BUILDING -- BUILDING PARKING COMES ON THE A COST AND AT A LOSS OF OTHER USES. NEXT SLIDE PLEASE. AND THIS LOSS CAN COMPOUNDED BY THE FACT THAT MANY PARKING SPACES GO UNUSED. TRANSFORM MAINTAINS A PARKING DATABASE WHERE THEY GO OUT TO DIFFERENT MULTI-FAMILY DEVELOPMENTS AROUND THE BAY AREA AND LOOK AT PARK THAT'S BEING USED. AND THE LAST TIME I CHECKED THIS DATABASE, THIS 80 MULTI-FAMILY SITES ACROSS THE BAY AREA, AND ACROSS THOSE SITES, 28% OF THE PARKING SPACES WERE UNUSED. AND THIS TRANSLATES INTO OVER A MILLION SQUARE FEET OF BUILT SPACE THAT REMAINS EMPTY AND AT A COST OF NEARLY $200 MILLION. AND THIS ISN'T UNIQUE TO THESE 80 DEVELOPMENTS OR TO THE BAY AREA. YOU SEE THIS OVERSUPPLY OF PARKING IN A LOT OF METRO AREAS ACROSS THE U.S. AND A LOT OF THIS IS A REFLECTION OF A LOT OF MINIMUM PARKING REQUIREMENT IN LOCAL DEVELOPMENT CODES. NEXT SLIDE PLEASE. WHICH BRINGS US BACK TO HIGHLIGHTING THAT THERE IS A RISK THAT PARKING POLICIES SUCH AS REQUIREMENTS, MINIMUM REQUIREMENTS RESULT IN DEVELOPING A PARKING SUPPLY THAT MIGHT BE IN CONFLICT WITH REGIONAL AND LOCAL GOALS. THE PROVISION OF PARKING RESULTS INCREASED VEHICLE OWNERSHIP RIGHTS AND THUS INCREASE VMT EMISSIONS AND CLIMATE EMISSIONS AND PERHAPS MORE

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VALUABLE LAND USE IN CERTAIN AREAS IN HIGH GROWTH AREAS AND OF COURSE IT COMES LIKE I MENTIONED AT A COST OF HIGHER PROPERTY OWNERSHIP AND RENTAL RATES. REVISITING PARKING REQUIREMENTS IS AN OPPORTUNITY TO CONSIDER IF PARKING POLICIES LIKE THIS ARE IN LINE OR IN CONFLICT WITH OUR VISION FOR OUR COUNTIES AND CITIES AND TOWNS. I WANT TO PROVIDE CONTEXT AS WE THINK ABOUT THIS KIND OF POLICY. SO I'LL GIVE IT BACK TO REBECCA TO CLOSE THIS OUT.

**REBECCA LONG:** THANK YOU VERY MUCH JAMES. SO WE CAN END THE SLIDE NOW. AND, JUST TURNING BACK, SPECIFICALLY TO THIS BILL, SO, WHAT A.B. 1401 DOES, IT'S BY ASSEMBLYMEMBER FRIEDMAN, IS IT PROHIBITS MINIMUM PARKING REQUIREMENTS FROM APPLYING TO COMMERCIAL OR RESIDENTIAL BUILDINGS THAT ARE LOCATED BASICALLY WITHIN HIGH QUALITY TRANSIT AREAS OR WITHIN A HALF A MILE OF A MAJOR TRANSIT STOP. I WANT TO BE REALLY CLEAR, THAT THIS DOES NOT MEAN THAT PARKING IS PROHIBITED. IT'S SAYING THAT LOCAL JURISDICTIONS CAN'T MANDATE A CERTAIN AMOUNT WITHIN THESE GEOGRAPHIC AREAS. AND WE DID INCLUDE A MAP THAT IS, I SHOULD NOTE, BASED ON 2020 TRANSIT SERVICE LEVELS, BECAUSE FOR THE BUS CORRIDORS, THAT'S BASED ON HEADWAYS, AND SO, YOU KNOW, THIS IS NOT NECESSARILY CURRENT, GIVEN A LOT OF THE SERVICE CUT BACKS DURING COVID. LET'S SEE. SO, AGAIN, THE REAL SWITCH HERE IS THINKING ABOUT ALLOWING THE DEVELOPER, WHETHER IT BE A COMMERCIAL DEVELOPER OR RESIDENTIAL DEVELOPER TO

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ASSESS, GIVEN THIS LOCATION, GIVEN THE DEMOGRAPHICS, WHAT YOU HAVE, YOU KNOW, HOW MUCH PARKING DO I THINK IS NEEDED TO SERVE THIS PARTICULAR BUSINESS OR RESIDENTIAL AREA. AND IN OTHER PARTS OF THE COUNTRY, THAT HAVE SCALED BACK THEIR REQUIREMENTS IT'S NOT AS IF PARKING IS JUST ELIMINATED, BECAUSE MOST PEOPLE DO OWN CARS. YOU KNOW, TODAY, BUT NOT EVERYBODY DOES, AND NOT EVERYBODY WANTS TO AND NOT EVERYBODY WANTS TO PAY THAT PREMIUM BE IT FOR THE COST OF GOODS AND SERVICES WHETHER IT'S COMMERCIAL BUILDING OR RESIDENTIAL. SO IT IS, YOU KNOW, QUITE A SIMPLE BILL. AND I THINK YOU HAVE HEARD THE ARGUMENTS FOR THE REGIONAL GOALS THAT WE THINK THIS WOULD HELP VANS. AND WITH THAT I'LL CLOSE AND SEE IF THERE ARE ANY QUESTIONS. WE'RE REQUESTING A SUPPORT POSITION ON THE BILL THAT WOULD GO BOTH TO ABAG AND MTC

**JESSE ARREGUIN, ABAG:** THANK YOU REBECCA. JUST A CLARIFYING QUESTION. MY UNDERSTANDING IS THAT THE LOCAL GOVERNMENT COMMITTEE, COMMITTEE AMENDMENTS DID INCLUDE IN THE BILL REQUIREMENTS FOR EV AND 88 PARKING SPACES CORRECT?

**REBECCA LONG:** BASICALLY SAYING IF THERE IS A REQUIREMENT RIGHT NOW THAT IS IN A PARKING GARAGE THAT THERE BE EV, THEN THAT'S MAINTAINED.

**JESSE ARREGUIN, ABAG:** IT DOESN'T WIPE IT OUT.

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**REBECCA LONG:** CORRECT IT'S AT THE OPTION OF THE DEVELOPER IF THEY'RE PROVIDING PARKING THEY HAVE TO COMPLY WITH THOSE REQUIREMENTS.

**JESSE ARREGUIN, ABAG:** A COUPLE OF POINTS BEFORE I GO TO THE MANY MEMBERS WHO WANT TO SPEAK ON THIS. ONE, STATE OF THE COST OF BUILDING PARKING IS SIGNIFICANT AND THAT COST IS PASSED ON DUE TO COMMERCIAL TENANTS OR RESIDENTIAL TENANTS THROUGH RENTS. ALSO 60% OF OUR GREENHOUSE GAS EMISSIONS ARE THROUGH TRANSPORTATION SO WE'RE GOING TO MAKE PROGRESS IN REDUCING GHGS AND ENCOURAGING PEOPLE TO SEEK ALTERNATIVE MODES MUCH TRANSPORTATION HAVING TO DISINCENTIVIZE PEOPLE DRIVING. IT WAS NOTED THERE WAS A PROJECT IN MY CITY 100% AFFORDABLE HOUSING PROJECT WE MADE THE DECISION AS A CITY BECAUSE WE OWNED THE PARKING GARAGE TO NOT REQUIRE THAT THEY WOULD HAVE HAD TO REBUILD IT WOULD HAVE ADDED SIGNIFICANT COST SO THIS DRIVES UP THE COST OF CONSTRUCTION MAKES AFFORDABLE HOUSING PROJECTS LESS ECONOMICALLY FEES AND I BELIEVE THERE IS A LOT OF MISUNDERSTANDING ABOUT PARKING MINIMUMS ALL WE'RE SAYING IS THAT YOU DON'T HAVE TO BUILD WITH THE MINIMUM AMOUNT OF PARKING BUT THE DEVELOPER CAN RIGHT SIZE THE AMOUNT OF PARKING AND LET THE MARKET DICTATE WHAT PARKING IS NEEDED IT DOESN'T PROHIBIT THE ABILITY OF THE DEVELOPER TO SEEK APPROVAL FOR ADDITIONAL PARKING IT JUST MEANS YOU HAVE TO BUILD THE MINIMUM

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AMOUNT OF PARKING AND A LOT OF PARKING SPACES GO UNUSED THE SURVEY BY THE STATE FOUND MANY PARKING SPACES GO UNUSED. I STRONGLY SUPPORT THIS BILL TODAY AND I THINK THIS IS REALLY CRITICAL IF WE'RE GOING TO MAKE BOLD ACTION TO ADDRESS CLIMATE CHANGE IT'S GOING TO REQUIRE THAT WE HAVE TO DO THINGS DIFFERENTLY AS A STATE. MAYOR LICCARDO.

**SAM LICCARDO, VICE CHAIR MTC:** I AGREE WITH YOUR SENTIMENTS AND AGREE WITH THE BILL. I THINK THERE ARE SOME UNINTENDED CONSEQUENCES THAT COULD BE READILY REMEDIED WITH A FRIENDLY CHANGE OR TWO. ACTUALLY ONE CHANGE IN PARTICULAR. THAT IS, IN SOME OF OUR CITIES THERE HAVE BEEN NEGOTIATED DEALS THAT HAVE BEEN SIGNED AND APPROVED WHICH HAS ENABLED CITIES LIKE SAN JOSE TO BE ABLE TO GET EXTRAORDINARY COMMUNITY BENEFITS OF VARIOUS KINDS, SUCH AS GREATER AFFORDABLE HOUSING COMMITMENTS AND SO FORTH, IN EXCHANGE FOR REDUCING PARKING ON SOME OF THESE SITES. AND I KNOW THAT WE, AS OTHER CITIES WOULD UNDOUBTEDLY ARGUE THOSE ARE ALL VESTED NOW AND CAN'T BE UNDERMINED BY SUBSEQUENT LEGISLATION BUT IT WOULD BE NICE IF THERE WERE SOMETHING IN THE LEGISLATION THAT SAID THIS IS NOT INTENDED TO DISRUPT PREEXISTING AGREEMENTS THAT MAY HAVE WAIVED PARKING REQUIREMENTS FOR REDUCE EXCHANGE FOR COMMUNITY BENEFIT LIKE AFFORDABLE. I WOULD MAKE A MOTION TO APPROVE AN AMEND IF THAT WAS AMENABLE TO MY COLLEAGUES.

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**JESSE ARREGUIN, ABAG:** I THINK THAT'S REASONABLE. I'LL SECOND THE MOTION FOR PURPOSES OF DISCUSSION. THANK YOU.

**SAM LICCARDO, VICE CHAIR MTC:** THANK YOU.

**JESSE ARREGUIN, ABAG:** MAYOR-EKLUND.

**PAT EKLUND:** THANK YOU VERY MUCH. I THINK IN THE FUTURE, FOR ME ANYWAY, IT WOULD BE VERY HELPFUL TO INCLUDE IN THE STAFF REPORT THE POSITIONS OF THE LEAGUE OF CALIFORNIA CITIES AND CSAC AND OUR SISTER -- OR REGIONAL ORGANIZATIONS LIKE BCDC AND THE BAY AREA OR BAY AREA AIR QUALITY MANAGEMENT DISTRICT. I WAS GOING TO MENTION THIS EARLIER AND THEN I FORGOT. I'M NOT GOING TO BE SUPPORTING THIS BILL. THE LEAGUE OF CALIFORNIA CITIES HAVE A DIFFERENT PERSPECTIVE, IT'S TAKING AWAY THE LOCAL CONTROL AND ALLOWING THE DEVELOPERS TO DICTATE THE PARKING REQUIREMENTS IN CITIES AND SO YOU KNOW, WHAT WE'RE DOING, AND IN OUR CITY AND A LOT OF CITIES ARE DOING THIS, WE'RE REDUCING OUR PARKING REQUIREMENTS OR WE'RE REALLY LOOKING TO SEE WHETHER OR NOT THE PARKING IS REALLY NEEDED. BASED ON THE GEOGRAPHIC AREA, AND I DON'T THINK THAT IT'S APPROPRIATE FOR A COUNCIL OF GOVERNMENTS THAT REPRESENTS 101 CITIES, FOR US TO AGREE WITH A BILL THAT ESSENTIALLY TAKES AWAY LOCAL CONTROL. I THINK THERE IS A LOT OF DIFFERENT MECHANISMS THAT CITIES USE, LIKE WORKING IN AGREEMENT WITH A

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DEVELOPER THAT, YOU KNOW, YOU PROVIDE SOME EV PARKING. YOU PROVIDE SOME REGULAR PARKING, AND WE CAN REDUCE IT. I THINK THE OTHER POINT THAT THE LEAGUE POINTS OUT, IN THEIR LETTER, WHICH IS DIRECTLY RELATED TO WHAT MAYOR LICCARDO MENTIONED, IS THAT A.B. 1401 WOULD NEGATIVELY IMPACT THE STATE DENSITY BONUS LAW BY PROVIDING DEVELOPERS WITH PARKING CONCESSIONS WITHOUT ALSO REQUIRING DEVELOPERS TO INCLUDE AFFORDABLE HOUSING UNIT IN THE PROJECT. AND THAT IS EXACTLY WHAT'S HAPPENING IN THE CITY OF NOVATO, AND ON A CONTINUING PROJECT, WHERE THEY'RE GETTING A DOUBLING OF THIS -- THE HEIGHT OF THE PROPOSAL, BUT NOT ONE AFFORDABLE HOUSING UNIT. WHICH IS NOT GOING TO HELP US ACHIEVE ANY OF OUR RHNA. SO, I WILL BE OPPOSING THE MOTION. I JUST DON'T THINK IT'S APPROPRIATE FOR US TO BE APPROVING SOMETHING THAT'S TAKING AWAY LOCAL CONTROL.

**JESSE ARREGUIN, ABAG:** THANK YOU SO MUCH. GO NOW TO COMMISSIONER GIOCAPINI.

**DOREEN GIACOPINI:** HI. I'M WONDERING HOW THIS BILL WILL IMPACT ACCESSIBLE PARKING SPACES, GIVEN THAT PEOPLE -- AND I'M WONDERING TO WHAT EXTENT THAT'S BEEN TAKEN INTO ACCOUNT, GIVEN THAT WALKING HALF A MILE FOR MANY PEOPLE IS, YOU KNOW, NOWHERE NEAR POSSIBLE?

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**REBECCA LONG:** THANK YOU COMMISSIONER GIOCAPINI. AS CHAIR ARREGUIN MENTIONED, THE BILL DOES SPECIFICALLY INCLUDE A PROVISION THAT SAYS THAT ANY REQUIREMENTS OR ACCESSIBLE PARKING SPACES THAT EXIST TODAY WOULD CONTINUE TO APPLY TO ANY PARK THAT'S PROVIDED. YOU KNOW, FOR A RESIDENTIAL OR A COMMERCIAL PROPERTY. BUT TO THE EXTENT THAT NO PARKING IS PROVIDED IT DOES HAVE SORT OF AN EXCEPTION AND SAY THAT YOU MUST PROVIDE ACCESSIBLE PARKING.

**DORENE M. GIACOPINI:** MY UNDERSTANDING IS THAT ACCESSIBLE PARKING IS DEPENDENT -- IS BASICALLY A PERCENTAGE OF TOTAL PARKING. IS THAT CORRECT?

**REBECCA LONG:** EXACTLY. YES.

**COM. NICK JOSEFOWITZ:** REBECCA, IF I MAY, I THINK THE BILL ACTUALLY SPECIFIES THAT THE NUMBER OF ADA SPACES WOULD ACTUALLY HAVE TO BE THE SAME AS IF THE BILL DIDN'T EXIST. SO, IF THERE WAS A MINIMUM REQUIREMENT OF ONE, LET'S SAY ONE SPACE PER UNIT BEFORE -- AND I CAN'T REMEMBER EXACTLY -- 10% OF THOSE PARKING SPACES HAD TO BE ADA, THERE WOULD STILL NEED TO BE THE SAME NUMBER OF ADA PARKING SPACES AFTER THIS BILL, AS BEFORE THE BILL?

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**DORENE M. GIACOPINI:** I SEE. I DID NOT UNDERSTAND THAT. I APPRECIATE THAT.

**JESSE ARREGUIN, ABAG:** MAYOR HALLIDAY?

**BARBARA HALLIDAY:** THANK YOU. YEAH, I HAVE CONCERNS. I HAD A CONCERN ABOUT THAT ISSUE. BUT IF THAT'S THE CASE, I MEAN, I, YOU KNOW, REALLY THAT WOULD BE -- THAT WOULD CREATE AN INEQUITIES FOR PEOPLE IF YOU DID NOT PROVIDE ANY ADA PARKING IN A MULTI-FAMILY BUILDING. THE OTHER CONCERN, THOUGH, I KNOW THIS IS ALL -- SO MUCH PARKING GOES UNUSED AND I WOULD SAY THAT'S TRUE. AND I AM NOT A FAN OF INCREASING AUTO, BUT I CAN TELL THAT YOU IN SOME OF OUR HIGH DENSITY MIXED SINGLE FAMILY AND MULTI-FAMILY AREA, PEOPLE ARE -- WELL, BECAUSE OF THE HOUSING CRISIS PEOPLE ARE CROWDING INTO UNITS, EVEN TWO FAMILIES TO AN APARTMENT OR MORE. AND IN THE SINGLE FAMILY AREAS, THEIR STREETS ARE BEING INUNDATED BY EXTRA PARKERS FROM THE NEARBY MULTI-FAMILY UNITS. AND PEOPLE ARE -- HAVE DESCRIBED TO ME, PEOPLE WHEELING THEIR WORK -- THIS IS PRECOVID -- [LAUGHTER] BUT, WHEELING THEIR WORK SUITCASES DOWN TO THEIR -- THANK YOU KNOW, KIND OF WALKING DOWN TO THEIR CARS THAT HAVE BEEN PARKED THERE -- I'M SORRY -- LEAVING THEIR CARS PARKED ALL DAY TO, YOU KNOW, ACTUALLY I'M GETTING VERY MIXED UP NOW. BUT IT IS A PROBLEM. THEY'RE USING NEARBY PARKING IN RESIDENTIAL AREAS TO BASICALLY -- YES, GO DOWN TO THEIR CAR IN

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THE MORNING, DRIVE TO THEIR PLACE OF WORK, DRIVE BACK, PARK IT THERE AGAIN, WHEEL THEIR WORK SUITCASE BACK UP TO THEIR APARTMENT. AND SO THE ANSWER TO THAT -- AND WE HAVE A NUMBER OF THESE NOW IN HAYWARD, IS ESTABLISHING NEIGHBORHOOD PARKING PERMIT DISTRICTS. SO, I GUESS MY QUESTION, REALLY, HERE, IS DOES THIS -- THIS DOES NOTHING TO PROHIBIT LOCAL GOVERNMENTS FROM ALLOWING RESIDENTIAL AREAS TO FORM NEIGHBORHOOD PARKING DISTRICTS; IS THAT CORRECT?

**REBECCA LONG:** THAT'S CORRECT.

**BARBARA HALLIDAY:** THAT'S ONE CONCERN AND THAT'S ONE WAY TO REMEDY THE IDEA THAT SOMEONE WOULD MOVE INTO A MULTI-FAMILY UNIT IS THEN USE PARKING -- TAKE UP PARKING THAT IS REALLY FOR A NEARBY NEIGHBORHOOD AND SOME AREAS THIS PROBABLY DOESN'T MATTER BUT WITH A BILL LIKE THIS IT DOESN'T REALLY TAKE PECULIAR LOCAL EXISTING CONDITIONS INTO ACCOUNT, AND I -- I DON'T KNOW WHETHER I'M GOING SUPPORT THIS OVER NOT. I HATE NOT TO. AND MY FINAL COMMENT IS, WHAT IS ANOTHER WAY OF GETTING AT THIS IS TO MAYBE REQUIRE UNBUNDLED PARKING AND I DON'T THINK RIGHT NOW WE HAVE -- AND I KNOW WE DON'T, IN HAYWARD, REQUIRE IT ALTHOUGH WE HAVE ASKED FOR IT IN PLACES AND HAVE GOTTEN SOME BUT THAT WOULD BE A DIFFERENT WAY GETTING AT THIS ISSUE THAT MIGHT WORK A LITTLE BETTER IN SOME CASES. SO, I'M STILL A LITTLE ON THE FENCE HERE. BECAUSE I UNDERSTAND THE GOAL, AND

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AGREE WITH IT, BUT I JUST -- YOU KNOW, THE LOCAL CONTROL ISSUE IS REALLY DIFFICULT.

**JESSE ARREGUIN, ABAG:** THANK YOU. VICE CHAIR JOSEFOWITZ?

**COM. NICK JOSEFOWITZ:** THANK YOU. AND YOU KNOW, I APPRECIATE STAFF KIND OF GIVING THE CONTEXT ABOUT THIS AS WELL. AND I JUST WANTED TO REITERATE THIS IS REALLY A BILL TO ELIMINATE REQUIRING DEVELOPERS TO BUILD PARKING THAT GOES UNUSED. AND WELL IS NO ONE BENEFITS FROM HAVING EMPTY PARKING SITTING AROUND. WHICH IS NOT BEING USED. IT'S CERTAINLY NOT IN AREAS RIGHT NEAR TRANSIT. AND THERE'S A REALLY LIMITED NUMBER OF AREAS THAT ARE JUST RIGHT ADJACENT TO TRANSIT -- TO HIGH QUALITY TRANSIT. AND WE JUST HAVE TO MAKE THE MOST AS A REGION, OF THOSE AREAS. WE HAVE TO MAKE THE MOST IN TERMS OF BUILDING AFFORDABLE HOUSING. WE HAVE TO MAKE THE MOST IN TERMS OF BUILDING KIND OF MIXED USE COMMUNITIES THERE. AND THE EVIDENCE, WHERE THIS IS BEING DONE IN OTHER CITIES AND DONE IN SEVERAL CITIES AROUND CALIFORNIA AND SAN DIEGO WAS THE MOST RECENT ONE, WHEN SAN DIEGO ELIMINATED ITS PARKING REQUIREMENTS IN SIMILAR TYPES OF LOCATIONS, IT SAW A SIX FOLD INCREASE IN THE AMOUNT OF AFFORDABLE HOUSING THAT GOT BUILT FROM ONE YEAR TO THE NEXT AND MOST OF THAT AFFORDABLE HOUSING WAS BUILT THROUGH DENSITY BONUS PROGRAMS. SO WHAT SAN DIEGO ACTUALLY SAW WAS THAT REDUCING -- WAS ELIMINATING THEIR PARKING

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REQUIREMENTS INCREASED THE USE OF DENSITY BONUS PROGRAMS AND GOT SO MANY MORE AFFORDABLE HOUSING UNITS BUILT. I ALSO WANTED TO SAY THAT, IN SAN DIEGO, IN DOWNTOWN SAN DIEGO, IN VERY DENSE PLACES, THERE WAS STILL SIGNIFICANT AMOUNTS OF PARKING THAT WERE BUILT WITH THESE NEW UNITS. THERE WEREN'T -- THERE WAS -- THERE REALLY WASN'T THE SITUATION WHERE DEVELOPERS WERE JUST SORT OF NOT BUILDING PARKING AT ALL. BECAUSE AS WE ALL KNOW, MOST PEOPLE WANT TO LIVE IN UNITS WHERE THERE IS PARKING. AND DEVELOPERS WANT TO BUILD THAT. BUT PEOPLE DON'T WANT TO NECESSARILY WANT TO LIVE IN UNITS WHERE THERE IS TWO OR THREE PARKING SPACES PER UNIT AND THEY HAVE TO PAY 75 GRAND FOR EACH OF THOSE SPACES. AND THAT'S, YOU KNOW, I THINK THAT'S REALLY IMPORTANT TO SAY. THIS IS REALLY NOT -- THIS IS NOT SO MUCH ABOUT ENABLING DEVELOPMENTS TO BEING BUILT WITH NO PARK. IT'S ABOUT LESS. AND JUST THE AMOUNT THAT'S GOING TO BE FILLED. AND THEN JUST ONE MORE THING, AND I KNOW I'M RUNNING ON ABOUT THIS. BUT I HAVE WORKED A LOT WITH THE AUTHOR ON THIS BILL, THE NEW CHAIR OF THE TRANSPORTATION COMMITTEE, ASSEMBLYMEMBER FRIEDMAN, IS ANOTHER ASPECT OF THIS IS IN TERMS OF KIND OF COMMERCIAL. AND COVID RECOVERY, AND THIS BILL IS NOT JUST SUPPORTED BY KIND OF FOLKS BY NON-PROFIT HOUSING ASSOCIATION OF NORTHERN CALIFORNIA AND DC AND OTHER TRANSFORM AND ENVIRONMENTAL GROUPS IT'S ALSO SUPPORTED BY THE CALIFORNIA RESTAURANT ASSOCIATION AND THE CALIFORNIA ASIAN CHAMBER OF COMMERCE. BECAUSE THEY HAVE SEEN SO MANY BUSINESSES BE ABLE TO

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SURVIVE THE PANDEMIC AND SET THEMSELVES UP TO ACTUALLY THRIVE, ESPECIALLY SMALL BUSINESSES, BY TAKING A LITTLE BIT OF THE PARKING THAT THEY WERE REQUIRED TO BUILD AND TURNING THAT OVER TO SORT OF COMMERCIALLY USES. AND I AM SURE THAT ALL OF US HAVE HAD A LUNCH OR A DINNER AT -- IN A RESTAURANT N ONE OF -- IN THEIR PARKING LOT. AND SO BY KIND OF -- BUT THAT WOULD NOT BE ABLE TO BE DONE ON A PERMANENT BASIS IF THEY HAD TO MAINTAIN A MINIMUM NUMBER OF PARKING SPACES AT THEIR RESTAURANT. OR AT THEIR SHOP. AND SO THAT'S -- SO IT'S ALSO, YOU KNOW, FOR THOSE RESTAURANTS AND SHOPS WITHIN HALF A MILE OF HIGH QUALITY TRANSIT, THIS ALSO ENABLES THAT KIND OF COVID RECOVERY. AND FRANKLY, LIKE, ALSO BEING ABLE TO HAVE DINNER OUTSIDE, WHICH IS QUITE NICE. AND SO I -- YOU KNOW, I'M NOT -- I APPRECIATE THE COMMENT ON THIS, EVEN THOUGH I'M NOT A COMMITTEE MEMBER. I THINK THIS BILL IS RIGHT ON. AND I APPRECIATE MAYOR LICCARDO'S AMENDMENTS.

**JESSE ARREGUIN, ABAG:** SUPERVISOR SPERING?

**JAMES P. SPERING:** REBECCA, CAN YOU GO BACK OVER WHAT HIGH QUALITY TRANSIT CORRIDOR MEANS? WHAT DOES THAT MEAN?

**REBECCA LONG:** SORRY. ABSOLUTELY. IT'S LISTED IN THE MEMORIAL OH IF YOU LOOK AT THE MAP, IT'S LISTED THERE AS WELL. SO BASICALLY A HIGH QUALITY TRANSIT CORRIDOR IS AN EXISTING FIXED

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ROUTE BUS CORRIDOR WITH HEAD WAYS OF 15 MINUTES OR BETTER DURING THE MORNING AND EVENING PEAK THEN TRANSIT PRIORITY AREA IS DEFINED AS AN AREA WITHIN HALF A MILE OF A MAJOR TRANSIT STOP BASICALLY A STATION.

**JAMES P. SPERING:** WOULD MOST OF SAN PABLO BE IDENTIFIED AS A HIGH QUALITY TRANSIT CORRIDOR.

**REBECCA LONG:** SAN PABLO AVENUE IN BERKELEY? YES IT WOULD.

**JAMES P. SPERING:** SO THE HALF MILE ON BOTH SIDES OF THE ROAD THIS WOULD APPLY?

**REBECCA LONG:** I BELIEVE SO. YES.

**JAMES P. SPERING:** I JUST WANT TO SUPPORT COMMISSIONER JOSEFOWITZ'S COMMENTS. THIS, FOR ME, IS A QUALITY OF LIFE ISSUE. WE HAVE A LARGE SEGMENT OF OUR SOCIETY THAT WANTS TO BE IN UNITS WITHOUT CARS. THEY DON'T WANT CARS DOMINATING THEIR NEIGHBORHOOD AND WE'RE SEEING PEOPLE MOVING UP HERE IN SOLANO COUNTY THAT DON'T HAVE CARS. AND AS LONG AS WE HAVE THESE HIGH FEES THAT THE CITIES ARE CHARGING A LOT OF CITIES WON'T DISCOUNT THOSE FEES FOR AFFORDABLE HOUSING, AND I JUST THINK THIS IS A RIGHT -- A STEP IN THE RIGHT DIRECTION AND SOMETHING THAT HOPEFULLY WE ALL CAN SUPPORT. THANK YOU MR. CHAIRMAN.

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**JESSE ARREGUIN, ABAG:** THANK YOU SUPERVISOR SPERING. MAYOR DUTRA-VERNACI?

**CAROL DUTRA-VERNACI:** YES, THANK YOU VERY MUCH. I HAVE MY CONCERNS ABOUT THIS ITEM BECAUSE OF THE TAKE AWAY OF LOCAL CONTROL. AND SPEAKING FOR MYSELF IN UNION CITY, WE HAVE BEEN CUTTING BACK PARKING FOR YEARS. SO, I THINK WHEN YOU HAVE ENTITIES THAT ARE ALREADY TRYING TO DO THE RIGHT THING, AND DOING THE RIGHT THING, I DON'T LIKE HAVING IT MANDATED. SO I WILL BE OPPOSING THIS FOR THE REASON OF LOCAL CONTROL.

**JESSE ARREGUIN, ABAG:** COMMISSIONER FLEMING?

**VICTORIA FLEMING:** HELLO GOOD AND THANK YOU FOR BRINGING THIS FORWARD. HERE IN SANTA ROSA AND SONOMA COUNTY WE HAVE HAD GREAT LUCK REDUCING AND ELIMINATING IN SOME CASES PARKING REQUIREMENTS AND WE'RE STARTING TO REAP THE BENEFITS OF INCREASED DEVELOPMENT PARTICULARLY IN DOWNTOWN. AND TO THE POINTS OF PREVIOUS SPEAKERS, A FRIENDLY COUNTER ARGUMENT IS THAT THIS IS REALLY NOT INTENDED FOR THE FOLKS WHO ARE NOT ALREADY DOING T BUT INTENDED TO BRING US ALL ALONG SO THAT EACH COMMUNITY CAN BENEFIT AND GIVE SOME POLITICAL COVER TO COMMUNITIES THAT ARE MORE CHALLENGED IN REDUCING THIS PARKING REQUIREMENTS AND GETTING THE MUCH NEEDED DEVELOPMENT.

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**JESSE ARREGUIN, ABAG:** THANK YOU SO MUCH. YEAH. I JUST WANT TO SAY, ON THE WHOLE LOCAL CONTROL ISSUE, YES, INCREASINGLY WE ARE SEEING THE STATE OF CALIFORNIA TAKE AWAY CONTROL FROM LOCAL GOVERNMENTS TO ADOPT PLANNING REGULATIONS. BUT, YOU KNOW, AS SOME CITIES HAVE ADOPTED PARKING MINIMUMS, PARKING MAXIMUMS, REALLY WHAT THIS IS ABOUT IS MAKING SURE THAT WE'RE RIGHT SIZING PARKING SO WE DON'T HAVE EMPTY PARKING SPACES THAT IT DOESN'T DRIVE UP THE COST OF BUILDING AFFORDABLE HOUSING, THAT IT HAS A DIRECT CORRELATION WHICH IS BETWEEN COST OF PARKING AND INCREASED RENT LEVELS. SO CERTAINLY SYMPATHETIC TO THE ARGUMENTS ON LOCAL CONTROL, BUT, YOU KNOW, IN THIS CASE, IT'S REALLY LETTING THE DEMAND AND THE MARKET DICTATE WHAT THE PARKING DEMAND IS, AND HAVING THAT DRIVE HOW MUCH PARKING IS BUILT. I'M NOT SAYING THAT NO PARKING CAN BE BUILT IT'S JUST LETTING THE NEED OF THE DEMAND DICTATE HOW MUCH PARKING IS BUILT AND WITHIN THE RADIUS OF MAJOR TRANSIT AND STOPS IT'S REASONABLE THAT WITH THE ADA AND EVS BUILT WE DON'T MISS IT. DON'T SEE ANY RAISED HAND. WE'LL GO TO PUBLIC COMMENT.

**CLERK OF THE BOARD:** OKAY. FIRST UP IS ZACK -- HOW MUCH TIME WOULD YOU LIKE TO GIVE THEM?

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**JESSE ARREGUIN, ABAG:** I THINK GIVEN THE LATENESS OF THE HOUR, WE'LL DO A MINUTE.

**CLERK OF THE BOARD:** ZAC, GO AHEAD AND UNMUTE YOURSELF. YOU HAVE A MINUTE.

**SPEAKER:** THANK YOU. WONDERING WHY PIE PICTURE IS NOT SHOWING UP. MY NAME IS ZACK SUBIN VOLUNTEER URBAN ENVIRONMENTALIST IN SAN FRANCISCO URBAN ENVIRONMENTALISTS STRONGLY SUPPORT AND ASK THE COMMUNITY TO SUPPORT THIS BILL WE NEED MORE HOMES FOR PEOPLE NOT HOMES FOR CARS IT'S CRITICAL THAT WE'RE ABLE TO HAVE MORE PEOPLE LIVE IN OUR WALKABLE TRANSIT-RICH NEIGHBORHOODS INSTEAD OF DEVELOPING PRECIOUS FARMLAND AND FORESTS INCREASING WILD -- WE MAKE THEM SCARCE, EXPENSIVE AND ACCESSIBLE ONLY TO THE WEALTHY. MINIMUM PARKING REQUIREMENTS MAKE HOUSING MORE EXPENSE AND I HAVE DRIVING CHEAPER. THESE REQUIREMENTS WOULD TOTAL MAKES SENSE IF OUR SUSTAINABLE COMMUNITY STRATEGY WAS TO VASTLY EXPAND THE NUMBER OF CARS ON THE ROAD WHILE REDUCING THE NUMBER OF HOMES 18% BY 2035.

**CLERK OF THE BOARD:** THANK YOU ZAC. THAT'S TIME.

**JESSE ARREGUIN, ABAG:** THANK YOU FOR YOUR COMMENTS.

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

**SPEAKER:** THANK YOU MR. CHAIR. FIRST THING I WOULD LIKE TO DID IS BRING TO YOUR ATTENTION A RECENT STATEMENT PRODUCED BY TRANSPORTATION INSTITUTE ENTITLED TOD AND PARK AND RIDE WHICH IS THE APPROPRIATE WAY AND IT'S A COURSE STUDY IN SEATTLE, LOS ANGELES, AND SAN JOSE AND A RESOURCE FOR MULTI-CITIES HAVING PARKING SPACES CLOSER TO TRANSIT STOPS HAVING A LARGER IMPACT THAN 100 HOUSING UNITS ALSO STATES CONVERSELY WHEN YOU REPLACE EXISTING PARKING LOTS NEAR TRANSIT YOU WILL HAVE A DROP IN RIDERSHIP. LET ME WRAP UP HERE WITH GILROY. GILROY IS SHOWING UP AS A HIGH QUALITY TRANSIT CORRIDOR. YOU KNOW WHY? NOT BECAUSE OF CALTRAIN. THERE IS NO CALTRAIN SERVICE TO GILROY UNLESS YOU COUNT TWO TRAINS IN THE MORNING TWO TRAINS IN THE EVENING THE REASON IT'S SHOWING UP IS BECAUSE THE 68 BUS ROUTE THAT'S IT WHICH TAKES AN HOUR BETWEEN GILROY AND SAN JOSE RIGHT NOW LEAVING THOUSANDS OF RIDERS SITTING ON THE SIDE OF THE ROAD EVERY DAY. THANK YOU.

**CLERK OF THE BOARD:** THANK YOU ROLAND. NEXT UP IS ALETA FOLLOWED BY AARON. ALETA GO LED AND UNMUTE YOURSELF.

**SPEAKER:** THANK YOU CHAIR ARREGUIN AND MEMBERS. ALETA DUPREE FOR THE RECORD, SHE AND HER. I'M IN SUPPORT OF THIS BILL AND

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IT'S IMPORTANT TO HAVE CONSISTENCY. BECAUSE CONGESTION ACROSS CITY COUNTY LINES AND IN THE CASE OF NEW YORK CITY IT CROSSES STATE LINES. THIS PROBLEM IS NOT CONFINED SIMPLY TO THE BOUNDARIES OF A JURISDICTION. I WOULD RATHER HAVE INFILL DEVELOPMENT AND MORE LAND USE FOR HOUSING. IT SHOULDN'T BE EASIER FOR A PERSON TO LIVE IN THEIR CAR THAN TO LIVE IN A HOME AND IT COSTS 5 TO 700 A MONTH ON AVERAGE TO KEEP A CAR IN AMERICA. CALIFORNIA AND NEW YORK, IT'S PROBABLY MORE. SO I WOULD RATHER USE OUR LAND FOR DEVELOPMENT AND I DON'T HAVE A CAR, AND I PREFER TRANSIT. I LEARNED AT A YOUNG AGE IT'S BETTER TO TAKE A TRAIN INTO NEW YORK CITY THAN TO DRIVE A TO TRY TO PARK IT IN MANHATTAN. I THINK IT'S IMPORTANT FOR CONSISTENCY MOVING FORWARD.

**JESSE ARREGUIN, ABAG:** THANK YOU.

**CLERK OF THE BOARD:** AARON FOLLOWED BY RIANN.

**SPEAKER:** HELLO. THANK YOU. MY NAME IS AARON ECKHOUSE THE REGIONAL POLICY MANAGER FOR CALIFORNIA YIMBY, YES IN MY BACKYARD WE ARE PROUD TO BE A COSPONSOR OF A.B. 1401. THIS IS ONE OF THE MOST EXCITING BILLS TO BE CONSIDERED IN THE LEGISLATURE IN CONSIDERING ONE OF THE MOST HARMFUL POLICIES THAT IS WIDESPREAD ACROSS CALIFORNIA IT DOESN'T MAKE SENSE THAT AT A TIME WHEN WE HAVE A HOUSING AND CLIMATE CRISIS WE

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REQUIRE HOMES NEXT TO TRANSIT STATIONS IN WHICH WE HAVE INVESTED BILLIONS AT STATE LEVEL ENCOURAGE STORAGE OF CARS THAT TAKES AWAY SPACE FOR PEOPLE, FOR AFFORDABLE HOUSING FOR USES THAT WILL BETTER SERVE THOSE LOCAL COMMUNITIES I APPRECIATE STAFF'S PRESENTATION. I THINK THEY UNDER SOLD THE BENEFITS OF THIS BILL, PARTICULARLY ENVIRONMENTALLY. THE MORE PARKING WE BUILD THE MORE PEOPLE WE WILL DRIVE THAT MEANS MORE LOCAL AIR POLLUTION, AND LINKED TO DISEASE ALZHEIMER'S, AND CARB ON POLLUTION AND TRAFFIC CONGESTION. WE HOPE TO ADVANCE THE OPPORTUNITY FOR THE BILL.

**CLERK OF THE BOARD:** ROBERT. MY NAME IS RYAN. I DO NOT OWN A CAR AND I WOULD LIKE TO CONTINUE LIVING WITHOUT A CAR IN THE FORESEEABLE FUTURE, BUT I RECOGNIZE THAT OUR CURRENT LAND USE POLICIES MAKE IT VERY DIFFICULT TO DO SO. I SUPPORT A.B. 1401 GREATLY, BECAUSE IT WILL HELP BUILD MORE HOUSING NEAR TRANSIT TO ALLOW PEOPLE LIKE ME AND OTHERS TO LIVE CLOSE TO TRANSIT AND BE ABLE TO TAKE TRANSIT AND NOT HAVE TO RELY ON CARS. AND WE WILL BE ALLOWED TO BUILD MORE HOUSING AND THAT'S IMPORTANT GIVEN OUR CURRENT HOUSING CRISIS THIS IS AN IMPORTANT ENVIRONMENTAL ISSUE BECAUSE CARS IN ADDITION CONTRIBUTING TRAFFIC VIOLENCE CONTRIBUTE TO GREENHOUSE GAS EMISSIONS AND IF WE WENT TO ALL ELECTRIC VEHICLES WE WOULD STILL NOT MEET OUR TRANSPORTATION GREENHOUSE GAS REDUCTION GOALS CARS ARE A BIG

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PROBLEM AND LOCAL CONTROL HAS NOT HELPED SOLVE IT WE NEED MORE HOUSING NEAR TRANSIT. THANK YOU. PLEASE SUPPORT A.B. 1401.

**CLERK OF THE BOARD:** ROBERT FOLLOWED BY KELSEY. GO AHEAD AND UNMUTE YOURSELF.

**SPEAKER:** GOODS AFTERNOON MY NAME IS ROBERT F. I LIVE IN SAN FRANCISCO. A.B. 1401 IS AN IMPORTANT BILL FOR IMPROVING THE AFFORDABILITY OF CALIFORNIA. YOU KNOW, RESEARCHERS HAVE, LIKE DON SHUPE AT UCHA HAS SHOWN THAT IN SAN FRANCISCO IT CAN COST $40,000 TO BUILD ONE PARKING SPACE SO WHEN WE REQUIRE PARKING IN CITIES, WE ARE RAISING THE COST OF HOUSING. I DON'T HAVE A CAR. I DON'T BENEFIT FROM PARKING REQUIREMENTS, AND FRANKLY, I THINK NO ONE REALLY WANTS TO HAVE A CAR. PEOPLE HAVE TO HAVE A CAR. AND THINK IF WE WANT TO HAVE WHAT SAN FRANCISCO HAS IN TERMS OF PEOPLE NOT NEEDING CARS, THEN WE NEED TO START BY ADDRESSING PARKING REQUIREMENT. SO THAT MORE PEOPLE CAN GO CAR FREE AND EXPERIENCE THE SAVINGS LIKE I HAVE OF NOT HAVING A CAR. BECAUSE IT'S SO EXPENSIVE WHEN YOU NEED A CAR. THANK YOU.

**CLERK OF THE BOARD:** OKAY. KELSEY FOLLOWED BY JORDAN.

**SPEAKER:** HI EVERYONE MY NAME IS KELSEY BEANS. I AM WITH PENINSULA FOR EVERYONE AND YIMBY ACTION AND URGE YOU TO SUPPORT 1401 BECAUSE WE NEED MORE HOMES NEAR TRANSIT AND FOR

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TOO LONG OUR REGION HAS PRIORITIZED STORAGE FOR CARS OVER HOUSING FOR PEOPLE AND WE SEE THE CONSEQUENCES OF THAT, PARTICULARLY IN THE PENINSULA IN THE SOUTH BAY WHERE MANY OF OUR NEIGHBORS ARE LIVING IN CARS AND IN RVS AND SOME OF THEM ARE FAMILIES WITH CHILDREN IN OUR SCHOOLS. MY PREVIOUS WORK WAS WITH HOMELESS VETERANS AND THEY'RE ANOTHER POPULATION THAT REALLY NEEDS HOUSING AND PARTICULARLY NEEDS HOUSING NEAR TRANSIT, BECAUSE MANY OF THEM ARE EITHER UNABLE TO DRIVE OR JUST CAN'T AFFORD TO DRIVE BECAUSE OWNING A CAR IS EXPENSIVE. AND FINALLY THE LAST POPULATION I WOULD ENCOURAGE YOU TO THINK ABOUT IS SENIORS. OUR SENIOR POPULATION IS GROWING RAPIDLY AND THERE IS A TEN YEAR GAP BETWEEN YOUR LIFE EXPECTANCY AND DRIVING EXPECTANCY.

**CLERK OF THE BOARD:** THANK YOU. UP NEXT JORDAN.

**SPEAKER:** MY NAME IS JORDAN GRIMES DIRECTOR OF PENINSULA YOUNG DEMOCRATS. OVER THE LAST DECADE MANY OF OUR CITIES HAVE MADE PROGRESS TOWARD HOUSING AND ENVIRONMENTAL STABILITY RECOGNIZING -- AS NOTED THESE REQUIREMENTS ARE TREMENDOUSLY EXPENSIVE. FOR THE UC BERKELEY TURNER CENTER, THE ADD ON AVERAGE MORE THAN $40,000 PER UNIT FOR THE COMFORT OF A HOUSING PROJECT. UNDERGROUND COST UPWARDS OF $75,000 FOR SPOTS. THIS IS SPECIAL HARMFUL FOR NON-PROFIT BUILDING AFFORDABLE HOUSING PROJECTS WHERE DOLLARS COUNT. IT HARMS

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AFFORDABLE HOUSING BY REQUIRING FOR PROFIT DEVELOPERS SUBJECT TO INCLUSIONARY ZONING REQUIREMENTS TO SPEND MILLIONS OF DOLLARS ON PARKING SPACES INSTEAD OF ADDITIONAL UNITS.

**CLERK OF THE BOARD:** THANK YOU JORDAN. OKAY. LISA FOLLOWED BY ADAM. GO AHEAD AND UNMUTE YOURSELF.

**SPEAKER:** I'M LISA DANTZ CURRENTLY LIVING IN FREMONT AND HAVE LIVED IN OTHER CITIES IN THE BAY AREA, BERKELEY, SAN FRANCISCO, PALO ALTO, I HAVE NEVER OWNED A CAR AND APPRECIATE WHEN I LIVE IN SPACES WHERE IT'S EASY TO WALK TO PLACES I AM DEFINITELY IN FAVOR OF A.B. 1401 WE KNOW THAT PARKING FORCES HOUSING AND BUSINESSES IN TRANSIT TO BE FURTHER APART BECAUSE OF ALL THE PARKING SPACE IN BETWEEN AND CREATES A CYCLE OF NEEDING MORE CARS AND PLACES TO PUT THEM AND WE NEED IT REVERSE THE CYCLE SO WE CAN HAVE MORE WALKABLE CITIES THAT ARE MORE INCREDIBLE TOWARDS MODE SHIFTED FORMS OF TRANSPORTATION. THANK YOU.

**CLERK OF THE BOARD:** THANK YOU. ADAM FOLLOWED BY RICH. ADAM, GO AHEAD AND UNMUTE YOURSELF.

**SPEAKER:** HELLO I'M ADAM BOOK BINDER FROM SOUTH BAY REPRESENTING SOUTH BAY YIMBY AND REPRESENTING -- [INDISCERNIBLE] IN THAT CAPACITY I HAVE SEEN HOW PARKING --

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[INDISCERNIBLE] UNREALISTIC REQUIREMENTS IN ORDER TO EXTRACT RECESSIONS FROM DEVELOPERS THIS IS HORRIBLE WITH EXTERNALITIES A.B. 1401 WOULD GO A LONG WAY TO SUPPORT THIS. THANK YOU FOR YOUR TIME.

**CLERK OF THE BOARD:** THANK YOU. RICH IS OUR LAST SPEAKER. GO AHEAD AND UNMUTE YOURSELF.

**SPEAKER:** THANK YOU. I JUST WANT TO SUPPORT MOST OF THE SPEAKER IN FAVOR OF 1401, ESPECIALLY JORDAN GRIMES WHO I DO WORK WITH TO TRY TO PROMOTE HOUSING IN SAN MATEO COUNTY. JORDAN IS A VERY ACTIVE GUY, AND I HOPE EVERYONE LISTENS TO HIM.

**JESSE ARREGUIN, ABAG:** THANK YOU.

**CLERK OF THE BOARD:** WE DID RECEIVE WRITTEN CORRESPOND RECEIVED BY COREY DAVID WAS PROVIDED AS A HANDOUT AND WAS POSTED ONLINE.

**JESSE ARREGUIN, ABAG:** WE HAVE HAD EXTENSIVE DISCUSSION. COMMENTS FROM COMMITTEE MEMBERS? SUPERVISOR SPERING.

**JAMES P. SPERING:** JESS DO WE HAVE A MOTION ON THE FLOOR AND IF WE DO COULD SOMEBODY REPEAT IT, PLEASE.

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**JESSE ARREGUIN, ABAG:** I'LL ASK MAYOR LICCARDO TO REPEAT IT. THE POSITION IS TO ADOPT A MOTION OF SUPPORT WITH AN AMENDMENT THAT MAYOR LICCARDO HAD SUGGESTED. ARE YOU STILL THERE?

**SAM LICCARDO, VICE CHAIR MTC:** PLEASE FORGIVE ME.

**JESSE ARREGUIN, ABAG:** NO PROBLEM.

**JAMES P. SPERING:** WHAT WAS THE --

**JESSE ARREGUIN, ABAG:** I THINK IT WAS THAT THIS BILL SHOULDN'T INTERFERE WITH ALREADY APPROVED AGREEMENTS WHICH WAIVE PARKING REQUIREMENTS ALREADY GIVEN BENEFITS.

**SAM LICCARDO, VICE CHAIR MTC:** IT WOULD BE BENEFITS AGREEMENTS WOULD BE DEEMED -- REDUCE PARKING REQUIREMENTS IN THE PAST IN EXCHANGE FOR AFFORDABLE HOUSING OR COMMUNITY BENEFITS.

**JAMES P. SPERING:** SAM YOU SAY SUPPORT THAT AMENDMENT YOU WOULD SUPPORT THE BILL IF THAT AMENDMENT IS ACCEPTED IS THAT CORRECT.

**SAM LICCARDO, VICE CHAIR MTC:** YEAH. I MEAN WE WOULD OBVIOUSLY DO OUR DARNEDEST TO MAKE SURE THAT WE WOULD ENSURE THAT

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DEVELOPERS DON'T TRY TO UNWIND THOSE AGREEMENTS. BUT IT WOULD JUST MAKE IT HARDER FOR ALL OF US. THAT'S ALL.

**JAMES P. SPERING:** MR. CHAIRMAN, YOU KNOW, TO ME, WE HAVE AN OPPORTUNITY TO BUILD HOUSING AND NOT PARKING SPACES, AND THESE ARE ALWAYS TOUGH DECISIONS. AND IT SEEMS LIKE WHENEVER WE HAVE THESE CHARGES TO DEAL W AND A VERY SERIOUS HOUSING CRISIS WE SEEM TO SHY AWAY FROM THEM. SO I REALLY HOPE COMMISSIONERS SUPPORT THIS MOTION THAT THE MAYOR HAS MADE.

**JESSE ARREGUIN, ABAG:** THANK YOU SO MUCH. VICE CHAIR JOSEFOWITZ?

**COM. NICK JOSEFOWITZ:** I JUST WANT TO RESPOND TO ONE PUBLIC COMMENT. THIS DOESN'T AFFECT COMMUTER PARKING THIS HAS NOTHING TO DO WITH PARKING LOTS AROUND BART STATIONS OR ANYTHING LIKE THAT.

**JESSE ARREGUIN, ABAG:** THAT'S RIGHT. OKAY. WE HAVE A MOTION WHICH IS TO ADOPT A SUPPORT POSITION WITH AN AMENDMENT, AS SUGGESTED BY MAYOR LICCARDO. AND LET'S CALL THE ROLL.

**CLERK OF THE BOARD:** OKAY. AND FOR THE RECORD, YOU WERE THE SECOND ON THAT ONE.

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**JESSE ARREGUIN, ABAG:** I SECOND THE MOTION, CORRECT, YES.

**CLERK OF THE BOARD:** OKAY. [ROLL CALL VOTE] IT PASSES WITH 10 TO 2.

**JESSE ARREGUIN, ABAG:** OKAY. IT'S BEEN A LONG DAY. SO, IT'S UNDERSTANDABLE PEOPLE HAVE JUMPED OFF. WE HAVE ONE MORE ITEM WHICH IS THE DC UPDATE, CAN WE BE VERY BRIEF ABOUT ANYTHING REALLY IMPORTANT TO HIGHLIGHT.

**GEORGIA GANN DOHRMANN:** GEORGIA GANN DOHRMANN; YOU HAVE A MEMO FOR REVIEW IN YOUR PACKET.

**JESSE ARREGUIN, ABAG:** OKAY. COLLEAGUES, ANY QUESTIONS OR COMMENTS ON THIS ITEM? DON'T SEE ANY RAID HANDS. APPRECIATE ALL YOUR WORK. IS THERE ANY PUBLIC COMMENT ON THIS ITEM?

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

**JESSE ARREGUIN, ABAG:** COMPLETES THIS ITEM. ITEM FIVE AGENDA PUBLIC COMMENT IS THERE ANY PUBLIC COMMENT ON OUR AGENDA THAT'S WITHIN THE SUBJECT MATTER JURISDICTION OF THE COMMITTEE.

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**CLERK OF THE BOARD:** THERE WAS NO WRITTEN PUBLIC COMMENT RECEIVED. THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HANDS RAISED.

**JESSE ARREGUIN, ABAG:** GO AHEAD.

**CLERK OF THE BOARD:** ROLAND, I WANT TO BRING TO YOUR ATTENTION ABOUT THE HIGH SPEED RAIL AUTHORITY BRYAN KELLY AND PARSONS HAVE DIVIDE ALL MEETING MATERIALS PRIOR TO JANUARY 2018. THE DOCUMENT I REFERRED EARLIER THAT HAS A LINK, THAT DISAPPEARED.

**SPEAKER:** WAS ACTUALLY THE ULTIMATE ANALYSIS IN THE PROGRAMMATIC EIR. IT'S GONE. WHAT I WANT THIS COMMITTEE TO DO IS REACH OUT TO LEGISLATURE MAKE IT CLEAR THERE WILL BE NO -- FURTHER APPROPRIATION UNTIL THEY RETURN THESE MATERIALS.

**JESSE ARREGUIN, ABAG:** THANK YOU. ANY FURTHER PUBLIC COMMENT?

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

**JESSE ARREGUIN, ABAG:** NOW WE CAN ADJOURN THE MEETING OF THE MTC/ABAG JOINT LEGISLATION COMMITTEE. OUR NEXT MEETING JUNE

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11TH 9:45 REMOTELY. WITH THAT COLLEAGUES THANK YOU. HAVE A GOOD WEEKEND. [ADJOURNED]

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