

An aerial photograph of a city street grid, viewed from a high angle. The image is heavily blurred and has a strong blue color overlay, giving it a textured, almost abstract appearance. The white lines of the streets and building footprints are visible against the darker blue background.

# **ASSOCIATION OF BAY AREA GOVERNMENTS**

## **Meeting Transcript**

June 10, 2021

**REGIONAL PLANNING COMMITTEE**

**THURSDAY, JUNE 10, 2021, 10:00 A.M.**

**KAREN MITCHOFF, CHAIR:** GOOD MORNING EVERYONE. AND WELCOME TO THE JUNE 10TH, 2021, ABAG REGIONAL PLANNING COMMITTEE MEETING. I'M GOING TO CALL THE MEETING TO ORDER. WE'RE GOING TO HAVE -- LET'S ROLL THE TAPE, THEN WE'LL DO ROLL CALL. [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 ABAG 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 ENTERED INTO THE RECORD BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE

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1 TO DO SO. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS  
2 AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE.

3

4 **KAREN MITCHOFF, CHAIR:** ROLL CALL.

5

6 **CLERK OF THE BOARD:** ADAMS?

7

8 **SUSAN ADAMS:** HERE.

9

10 **CLERK OF THE BOARD:** ARREGUIN IS ABSENT. EZZY-ASHCRAFT

11

12 **SPEAKER:** HERE.

13

14 **CLERK OF THE BOARD:** BONILLA?

15

16 **SPEAKER:** HERE.

17

18 **CLERK OF THE BOARD:** BOUCHERE?

19

20 **SPEAKER:** HERE.

21

22 **CLERK OF THE BOARD:** BROWN?

23

24 **MONICA BROWN:** HERE.

25

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1     **CLERK OF THE BOARD:** BROWN-STEVENSON?

2

3     **SPEAKER:** HERE.

4

5     **CLERK OF THE BOARD:** CAMPOS IS ABSENT. CANEPA?

6

7     **DIR. DAVID CANEPA:** HERE.

8

9     **CLERK OF THE BOARD:** CHA?

10

11    **KATHLEEN CHA:** HERE.

12

13    **CLERK OF THE BOARD:** CRABBE?

14

15    **AMBER CRABBE:** HERE.

16

17    **CLERK OF THE BOARD:** DILLON?

18

19    **SPEAKER:** HERE.

20

21    **CLERK OF THE BOARD:** EKLUND?

22

23    **PAT ECKLUND:** HERE.

24

25    **CLERK OF THE BOARD:** FLIGOR?

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1

2 **NEYSA FLIGOR:** HERE.

3

4 **CLERK OF THE BOARD:** HANCOCK? HERE. JONES IS ABSENT. LEE IS ABSENT.

5 MCCONNELL?

6

7 **SPEAKER:** HERE.

8

9 **CLERK OF THE BOARD:** MILEY IS ABSENT. MITCHOFF?

10

11 **KAREN MITCHOFF, CHAIR:** HERE.

12

13 **CLERK OF THE BOARD:** MOULTON-PETERS?

14

15 **SPEAKER:** HERE. **CLERK OF THE BOARD:** MUNOZ?

16

17 **SPEAKER:** HERE. **CLERK OF THE BOARD:** NICKENS?

18

19 **RODNEY NICKENS:** HERE.

20

21 **CLERK OF THE BOARD:** RABBIT?

22

23 **DAVID RABBIT:** HERE.

24

25 **CLERK OF THE BOARD:** RAMOS?

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1

2 **BELIA RAMOS:** HERE.

3

4 **CLERK OF THE BOARD:** COUNCILMEMBER REGAN?

5

6 **SPEAKER:** HERE.

7

8 **CLERK OF THE BOARD:** ROMERO?

9

10 **SPEAKER:** PRESENT. ROSS?

11

12 **KAREN MITCHOFF, CHAIR:** SOMEBODY NEEDS TO PUT THEMSELVES ON MUTE, PLEASE?

13

14 **CLERK OF THE BOARD:** ROSS IS ABSENT. SAVAY?

15

16 **SPEAKER:** HERE.

17

18 **CLERK OF THE BOARD:** SCHARFF? ABSENT.

19

20 **CLERK OF THE BOARD:** SEDGLEY?

21

22 **SPEAKER:** PRESENT.

23

24 **CLERK OF THE BOARD:** STRAUSS?

25

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1     **SONJA TRAUSS:** HERE.

2

3     **CLERK OF THE BOARD:** SUPERVISOR LEE IS ON THE ATTENDEE'S LIST. QUORUM IS  
4     PRESENT.

5

6     **KAREN MITCHOFF, CHAIR:** WONDERFUL. THANK YOU. THIS IS THE TIME, WE'RE ON  
7     ITEM TWO, FOR PUBLIC COMMENT. THE TIME FOR MEMBERS OF THE PUBLIC WHO WISH  
8     TO ADDRESS-US ANYTHING NOT ON OUR AGENDA TODAY. DO WE HAVE ANY PUBLIC  
9     SPEAKERS, MR. CASTRO?

10

11    **CLERK OF THE BOARD:** NO PUBLIC COMMENTS RECEIVED FOR THIS ITEM, AND I SEE  
12    NO ATTENDEES WITH THEIR HANDS RAISED.

13

14    **KAREN MITCHOFF, CHAIR:** THANK YOU. COMMITTEE MEMBER ANNOUNCEMENTS. DO ANY  
15    OF MY COLLEAGUES HAVE ANNOUNCEMENTS THEY WISH TO MAKE? MOVING ON TO THE  
16    CHAIR'S REPORT. MY REPORT IS JUST THAT WE'RE GOING TO HAVE A PRESENTATION  
17    TODAY ON PLANNED BAY AREA. NEXT ITEM IS OUR CONSENT CALENDAR, WHICH ARE  
18    THE MINUTES OF OUR MAY 13TH, 2021 MEETING. DO ANY OF MY COLLEAGUES HAVE  
19    ANY CORRECTIONS OR ADDITIONS TO THE MINUTES?

20

21    **PAT ECKLUND:** I WILL MOVE THE MINUTES, KAREN. PAT EKLUND.

22

23    **MARILYN EZZY ASHCRAFT:** ASHCRAFT SECONDS.

24

25    **KAREN MITCHOFF, CHAIR:** DO WE HAVE PUBLIC COMMENTS, MR. CASTRO?

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1

2 **CLERK OF THE BOARD:** THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND  
3 RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED ON THIS ITEM. [ROLL CALL  
4 VOTE].

5

6 **CLERK OF THE BOARD:** MOTION PASSES UNANIMOUSLY.

7

8 **KAREN MITCHOFF, CHAIR:** ITEM SIX, PLANNED BAY AREA, OUR ONE AND ONLY,  
9 REALLY, AGENDA ITEM TODAY. DAVE VAUTIN IS GOING TO GIVE THIS REPORT. MR.  
10 VAUTIN? >DAVE VAUTIN: THANK YOU. DAVE VAUTIN WITH THE REGIONAL PLANNING  
11 TEAM AT MTC/ABAG. BEFORE I GET STARTED WITH THE PRESENTATION, WHICH I'LL  
12 ASK THE TEAM TO BRING UP THE SLIDE DECK. I WANT TO ACKNOWLEDGE THE HARD  
13 WORK OF STAFF THAT CONTRIBUTED TO THIS RELEASE. I AM JOINED THIS MORNING  
14 BY ADAM NOLTING, RALEIGH MCCOY, AND CHIRAG RABARI, WHO LEAD THE EIR AND  
15 PLAN DOCUMENT AND IMPLEMENTATION PLAN, RESPECTIVELY, AS WELL AS SEQA  
16 COUNSEL AMY H. OF THOMAS LAW GROUP. I'LL PROVIDE AN OVERVIEW OF PLANNED  
17 BAY AREA 2050 WHICH WAS PREVIOUSLY REFERRED TO AS THE FINAL BLUEPRINT UP  
18 UNTIL JANUARY WHEN IT WAS ADVANCED BY THE COMMISSION AND THE BOARD. THE  
19 SECOND HALF OF THE PRESENTATION WILL HIGHLIGHT THREE DELIVERABLES RELATED  
20 TO DRAFT PLANNED BAY AREA 2050 PLAN DOCUMENT IMPLEMENTATION PLAN AND  
21 IMPACT ENVIRONMENT REPORT OR EIR. I LOOK FORWARD TO TAKING ALL YOUR  
22 QUESTIONS AT THE END. ALL REPORTS ARE AVAILABLE ON [PLANNEDBAYAREA.ORG](http://PLANNEDBAYAREA.ORG) AND  
23 WE'RE ACCEPTING PUBLIC COMMENTS THROUGH JULY 20TH. NEXT SLIDE. SO WE'RE  
24 NOW IN THE FOURTH YEAR OF A FOUR YEAR LONG, LONG RANGE REGIONAL PLANNING  
25 PROCESS TO ENVISION THE FUTURE OF THE BAY AREA. OVER THIS TIME PERIOD,

7



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1 PUBLIC AND STAKEHOLDER ENGAGEMENT HAS BEEN A CONSTANT ELEMENT OF OUR  
2 PLANNING PROCESS. WE HAVE CONDUCTED OVER 290 PUBLIC AND STAKEHOLDER  
3 MEETINGS AND EVENTS USING DIVERSE TECHNIQUES TO ATTRACT MORE PARTICIPANTS  
4 THAN EVER BEFORE, TARGETED YOUTH, NON-ENGLISH SPEAKERS, PERSONS WITH LOW  
5 INCOMES AND PERSONS WITHOUT HOMES. AND THIS ENGAGEMENT HAS YIELDED 200,000  
6 COMMENTS TO DATE FROM OVER 19,000 PLANNING PROCESS PARTICIPANTS. THE  
7 PROCESS BEGAN EARLY 2018 WITH THE LAUNCH OF THE HORIZON INITIATIVE  
8 CRITICAL POINT WHERE WE ACKNOWLEDGE THE FUTURE IS HIGHLY UNCERTAIN AND  
9 THAT WE NEEDED TO BE MORE RESILIENT AND EQUITABLE STRATEGIES TO MAKE OUR  
10 REGION SUCCESSFUL IN DECADES AHEAD. AT THE TIME LITTLE DID WE KNOW THAT  
11 THE GLOBAL PANDEMIC WOULD SPOTLIGHT MANY OF THE FORCES EXPLORED DURING  
12 HORIZON. EXPONENTIAL GROWTH IN TELECOMMUTING, CONCERNS ABOUT SHARED  
13 TRANSPORTATION MODES, AND CHANGING RESIDENTIAL AND COMMERCIAL PREFERENCES,  
14 AND MORE. HORIZON AND COVID REALLY UNDERScored WHERE THAT PLANNING FOR  
15 UNCERTAINTY PROCESS NEEDS TO BE THE NEW NORM WITH FUTURES PLANNING LOOKING  
16 AT SCENARIOS FOR THE FUTURE HONED IN ON TRANSPORTATION PROJECTS AS WELL.  
17 OUT OF THAT PROCESS CAME THE DRAFT BLUEPRINT WITH 25 STRATEGIES FOR  
18 PREPARATION FOR A WIDE RANGE OF FUTURE CONDITIONS MODELED IN SPRING AND  
19 OUTCOMES RELEASED IN SUMMER 2020. THE DRAFT BLUEPRINT ADVANCED GOALS BUT  
20 FELL SHORT ON ISSUES FOR AFFORDABLE HOUSING CONGESTION AND CROWDING  
21 DISPLACEMENT RISK AND GREENHOUSE GAS EMISSIONS AND JOBS/HOUSING BALANCE  
22 AND. WITH FEEDBACK, STRATEGIES WERE REVISED AND AUGMENTED INTO A SET OF 35  
23 STRATEGIES AS THE FINAL BLUEPRINT IN THE FALL OF 2020 WITH ANALYSIS  
24 RELEASED AT THE END OF LAST YEAR. ULTIMATELY MTC AND ABAG ADVANCED THAT  
25 FINAL BLUEPRINT INTO THE FINAL PHASE IN JANUARY. WITH THE BLUEPRINT

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1     PROCESS IN THE REAR-VIEW MIRROR WE HAVE TURNED OUR EFFORT TO THE  
2     ENVIRONMENTAL ANALYSIS THIS PAST WINTER CRAFTING EIR ALTERNATIVES BASED ON  
3     SCOPING COMMENTS AND DOCUMENTING THE PLAN THROUGH THE OFFICIAL PLAN  
4     DOCUMENT IN VARIOUS SUPPLEMENTAL REPORTS. WE HAVE DEVELOPED THE DRAFT  
5     VERSION OF THE NEAR-TERM IMPLEMENTATION PLAN IDENTIFYING APPROXIMATELY 70  
6     IMPLEMENTATION ACTIONS FOR MTC AND ABAG FOR THE NEXT FIVE YEARS THAT NEST  
7     UNDER THOSE 35 STRATEGIES IN THE DRAFT PLAN. SO THAT BRINGS US TO THE  
8     RELEASE, THIS SPRING, OF DRAFT PLAN 2050 AND THIS SUMMER'S FINAL ROUND OF  
9     PUBLIC STAKEHOLDER ENGAGEMENT LEADING TO THE FINAL PLANNED BAY AREA 2050  
10    TO BE CONSIDERED FOR ADOPTION BY MTC AND ABAG IN THE FALL. RECAPPING  
11    WHAT'S IN THE FINAL BLUEPRINT AND AS WE GO FORWARD THE DRAFT PLAN. NEXT  
12    SLIDE. AS YOU ALL RECALL, IN 2019 MTC AND ABAG ENGAGED WITH THOUSANDS OF  
13    RESIDENTS TO DEFINE A VISION FOR THE REACH'S FUTURE SHAPING THE VISION AND  
14    GUIDING PRINCIPLES ON THE SCREEN TO CREATE AN AFFORDABLE CONNECTED HEALTHY  
15    VIBRANT BAY AREA FOR ALL. PLAN INCLUDES ELEMENTS FOR TRANSPORTATION,  
16    HOUSING, THE ECONOMY, AND THE ENVIRONMENT COMPRISED OF STRATEGIES THAT  
17    COULD BE ADVANCED ON THE LOCAL, COUNTY, REGIONAL OR STATE LEVELS AND THAT  
18    ARE FUNDED WITH IDENTIFIED REVENUES TO KEEP THE PLAN FISCALLY CONSTRAINED.  
19    NEXT SLIDE. AS WE HAVE DEVELOPED THE DRAFT PLAN FIRST STEP WAS TO THINK  
20    ABOUT WHERE WE GROW AND JUST AS IMPORTANTLY WHERE DO WE NOT GROW. AREAS  
21    ENVISIONED FOR GROWTH ARE GROWTH GEOGRAPHIES IN THE CONTEXT OF PLANNED BAY  
22    AREA 2050. AND WITH 1.4 MILLION HOUSEHOLDS AND JOBS THESE GROWTH  
23    GEOGRAPHIES ENABLE MORE SUSTAINABLE EQUITABLE GROWTH BY FOCUSES ON GROWTH  
24    IN COMMUNITIES OF HIGH QUALITY TRANSIT OPTIONS AND HIGH-RESOURCE AREAS  
25    COMMUNITIES. THE MAP SHOWS GROWTH GEOGRAPHIES INCLUDING PRIORITY

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1 DEVELOPMENT AREAS PRIORITY PRODUCTION AREAS TRANSIT-RICH AREAS AND HIGH-  
2 RESOURCE AREAS NECESSARY TO REACH CLIMATE AND EQUITY GOALS BY FOCUSING  
3 GROWTH IN THESE SPACES WE CAN PROTECT THE PARKS, OPEN SPACE, AND  
4 AGRICULTURAL LANDS AT THE REGION'S PERIPHERY DEVELOPMENT PRESERVING FOR  
5 FUTURE GENERATIONS TO ENJOY WHILE FOCUSING ON GROWTH AWAY FROM MITIGATED  
6 HIGH HAZARD AREAS SUCH AS WILDFIRE AREAS AND SEA LEVEL RISE. THE  
7 STRATEGIES IN THE CORE PLAN DEFINE GROWTH GEOGRAPHIES. THE TRANSPORTATION  
8 ELEMENT FOCUSED ON MAINTAINING AND OPTIMIZING THE EXISTING SYSTEM WHILE  
9 CREATING HEALTHY AND SAFE STREETS FOR ALL USERS AND BUILDING A \$100  
10 BILLION PLUS NEXT GENERATION HOUSING NETWORK HOUSING INCLUDES STRATEGIES  
11 FROM ALL THREE PS OF HOUSING PROTECTION, PRESERVATION, TO PRODUCTION. AND  
12 IN THE ECONOMY ELEMENT, THE STRATEGIES FOCUS ON BOTH IMPROVING ECONOMIC  
13 MOBILITY BY CREATING PATHWAYS TO MIDDLE CLASS AND SHIFTING LOCATION OF  
14 JOBS TO ACHIEVE A BETTER JOBS/HOUSING BALANCE FOR THE REGION AND LASTLY  
15 BUT NOT LEAST THE ENVIRONMENT ELEMENT TO INCLUDE STRATEGIES TO REDUCE RISK  
16 FROM HAZARDS LIKE EARTHQUAKES, SEA LEVEL RISE, EXPAND ACCESS TO PARKS AND  
17 REDUCE CLIMATE EMISSIONS THROUGH ELECTRIFICATION DEMAND MANAGEMENT.  
18 CONFIRMING COMMUNITIES IN THE REGION TO REALIZE THE PLANNING DOES REQUIRE  
19 FINANCIAL RESOURCES THE STRATEGIES IN THE DRAFT PLAN REQUIRE NEARLY \$1.4  
20 TRILLION OF REVENUES OVER THE NEXT DECADES. THE EXISTING FUNDS FOR  
21 TRANSPORTATION OVER THE NEXT 30 YEARS WOULD ENABLE 80% OF INVESTMENT IN  
22 THAT ELEMENT REMAINDER RELIES ON ANTICIPATED REVENUES. FUNDING GAPS  
23 SIGNIFICANT FOR AFFORDABLE HOUSING ECONOMIC DEVELOPMENT AND ENVIRONMENTAL  
24 RESILIENCE NEEDS OF THE REGION. AND THE REGION MAY NEED TO STEP UP TO THE  
25 PLATE IN A GREATER WAY IN THESE ARENAS TO MAKE NECESSARY HEADWAY AT THE

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1    END OF THE DAY FULLY ADVANCING THE STRATEGIES IN THE PLAN WILL REQUIRE NEW  
2    FEDERAL, STATE, REGIONAL AND LOCAL REVENUE MEASURES. NEXT SLIDE PLEASE.  
3    BASED ON THE EXISTING LAND USE PATTERN, THE HOUSEHOLD AND JOB GROWTH  
4    FORECAST FOR THE REGION OVERALL, THE GROWTH GEOGRAPHIES AND MOST  
5    IMPORTANTLY THOSE STRATEGIES THAT DEFINE THE DRAFT PLAN, THAT INFLUENCE  
6    LOCATION OF FUTURE HOUSEHOLDS AND EMPLOYMENT, WE HAVE DEVELOPED  
7    PROJECTIONS FOR HOUSING AND JOB LOCATIONS BETWEEN NOW AND 2050. WE KNOW  
8    THAT THE FUTURE IS HIGHLY UNCERTAIN BUT THIS GROWTH PATTERN HELPS US  
9    UNDERSTAND THE TYPES OF PLACES THAT WOULD SEE MORE GROWTH IF THE  
10   STRATEGIES ARE FULLY IMPLEMENTED BY CITY, COUNTY, REGIONAL, AND STATE  
11   GOVERNMENTS OVER THE NEXT THREE DECADES.  THESE GRAPHICS HERE SHOW THE  
12   HOUSEHOLD AND JOB GROWTH PATTERNS. ON THE LEFT, THE DRAFT PLAN SHOWS HOW  
13   IT WOULD FULLY ACCOMMODATE THE 1.4 MILLION NEW HOUSEHOLDS WITH HOUSING  
14   UNITS AT ALL INCOME LEVELS. AS YOU CAN SEE SANTA CLARA COUNTY TAKES ON THE  
15   LARGEST SHARE OF HOUSING GROWTH WITH A THIRD OF ALL UNITS AND EAST BAY  
16   TAKING ON THE OTHER THIRD OF UNITS AND REMAINDER OCCURRING PRIMARILY IN  
17   SAN FRANCISCO IN THE PENINSULA NORTH BAY WOULD SEE LESS THAN 10% OF FUTURE  
18   HOUSING GROWTH OVER THE NEXT DECADES. AS YOU RECALL 40% OF THE GROWTH IS  
19   IN THE BIG THREE CITIES WITH FOUR OUT OF FIVE NEW HOMES LOCATED WITHIN A  
20   QUICK WALK OF FREQUENT HIGH QUALITY TRANSIT AND ALL NEW HOUSING BEING  
21   FOCUSED WITHIN EXISTING URBAN GROWTH BOUNDARIES. THE JOB PATTERN ON THE  
22   LEFT ALSO IS ELIMINATING. YOU WILL NOTE THE GROWTH PATTERN SHOWS HOW THE  
23   STRATEGIES GENERALLY ALIGN THE LOCATION OF NEW JOBS WITH THE LOCATION OF  
24   NEW HOMES. YOU WILL SEE THE SIMILARITY IN THE BUBBLES BETWEEN LEFT AND  
25   RIGHT.  AGAIN, JUST OVER A THIRD OF NEW JOBS LOCATED IN THE SOUTH BAY WITH

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1 STRATEGIES IN THE PLAN SUCCESSFULLY SHIFTING A GREATER SHARE OF NEW JOBS,  
2 FOR ITS HOUSING-RICH COMMUNITIES IN PLACES LIKE ALAMEDA AND SOLANO  
3 COUNTIES TO ACHIEVE A BALANCE IN EAST BAY AND NORTH BAY RESPECTIVELY. SAN  
4 FRANCISCO'S SHARE OF JOB GROWTH CLOSELY ALIGNS WITH HOUSING GROWTH AND  
5 THREE OUT OF FIVE NEW JOBS WOULD BE LOCATED WITHIN A QUICK WALK OF  
6 FREQUENT HIGH QUALITY TRANSIT TO ACHIEVE CLIMATE GOALS. NEXT SLIDE.  
7 WHAT'S MOST IMPORTANT THOUGH IS NOT THE GROWTH PATTERN BUT THE ACTUAL  
8 OUTCOMES FOR BAY AREA RESIDENTS. IMPLEMENTING THESE STRATEGIES WOULD YIELD  
9 SOME SIGNIFICANT BENEFITS AND IT ALL STARTS WITH AFFORDABILITY. THE  
10 AVERAGE HOUSEHOLD IN THE BAY AREA SPENT 58% OF ITS INCOME, ANNUAL INCOME  
11 ON HOUSING AND TRANSPORTATION IN THE YEAR 2015, AND THAT'S WELL ABOVE THE  
12 NATIONAL AVERAGE. BY ADVANCING THE STRATEGIES IN DRAFT PLAN 2050 WE WOULD  
13 BE ABLE TO BRING THAT SHARE DOWN BY 13 PERCENTAGE POINTS TO 45% OF INCOME  
14 BY 2050 MUCH CLOSER TO THE NATIONAL AVERAGE. LOW INCOME HOUSEHOLD GREATER  
15 GAINS WITH TRANSPORTATION STRATEGIES PROVIDING TARGETS RELIEF THROUGH  
16 INCOME BASED DISCOUNTS FOR TOLLS AND TRANSIT FARES HOUSING STRATEGIES FOR  
17 AFFORDABLE HOUSING FOR THOSE IN NEED AND UNIVERSITY BASIC INCOME  
18 STRATEGIES HELPING TO CLOSE SIGNIFICANT INCOME INEQUALITY GAP. CONNECTED  
19 AND SEAMLESS TRANSIT SERVICES CONNECTING COMMUNITIES THOUSANDS OF MILES OF  
20 BICYCLE AND PEDESTRIAN PATHS LEADING TO OUTCOMES SUCH AS NEARLY 20% OF  
21 WORKERS BEING ABLE TO SHIFT AWAY FROM AUTO COMMUTING. NEARLY HALF OF ALL  
22 HOUSEHOLDS AND 75 PERCENT OF ALL LOW INCOME HOUSEHOLDS WOULD BE WITHIN A  
23 HALF MILE OF HIGH FREQUENCY TRANSIT AS A RESULT. THE PLAN WOULD PROVIDE  
24 MORE AFFORDABLE HOUSING IN HISTORICALLY EXCLUSIONARY JURISDICTIONS AND  
25 CREATE MORE CHOICES FOR HOUSING LOCATIONS FOR LOW INCOME HOUSEHOLDS

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1 CREATING MORE DIVERSE AND INCLUSIVE COMMUNITIES. MANY FAMILIES WITH LOW  
2 INCOMES WHO HAVE BEEN DISPLACED WITH THE NATION'S PERIPHERY WOULD HAVE  
3 MORE OPPORTUNITIES TO RELOCATE TO AREAS RICH WITH TRANSIT WITH BEST  
4 SCHOOLS, PARKS, AND INFRASTRUCTURE. DRAFT STRATEGIES WITH RENTER  
5 PROTECTIONS ARE GEARED TO REDUCE RISK OF DISPLACEMENT AND ASSISTANCE FOR  
6 HOME OWNERSHIP WOULD ENABLE AT LEAST 10% OF THE REGION'S LOW INCOME  
7 HOUSEHOLDS TO BUY THEIR FIRST HOME. PLAN MEETS THE GREENHOUSE GAS STANDARD  
8 TARGETS, BETTER ACCESS TO PARKS IMPROVED AIR QUALITY INCREASED SAFETY FROM  
9 VEHICLE COLLISIONS AS WELL AS REDUCED RISK TO NATURAL HAZARDS. BRINGING  
10 JOBS TO HOUSING-RICH COMMUNITIES IN THE NORTH AND EAST BAY AND MORE HOMES  
11 TO JOB RICH COMMUNITIES IN THE WEST AND SOUTH BAY YIELDING SHORTER  
12 COMMUTES FOR WORKERS. ECONOMIC OUTPUT AND JOB GROWTH INDICATORS SUGGEST  
13 THE BAY AREA ECONOMY WOULD THRIVE UNDER THE DRAFT PLAN WITH NEW REGIONAL  
14 REVENUE SOURCES INVESTED IN CRITICAL INFRASTRUCTURE AND THE PEOPLE OF THE  
15 BAY AREA. NEXT SLIDE. SO BEFORE WE JUMP INTO THE VARIOUS DOCUMENTS THAT  
16 WERE RELEASED INCLUDING THE EIR, WE HAVE A SHORT VIDEO THAT SPOT LIGHTS  
17 PERSPECTIVES ON PLANNED BAY AREA 2050.

18  
19 **ALFREDO PEDROZA:** PLANNED BAY AREA IS THE FUTURE THAT LOOKS AT LOCAL  
20 COMMUNITIES IN CITIES AND COUNTIES HOW CAN WE GROW TOGETHER WHERE HOUSING  
21 AND JOBS MIGHT BE WHERE INFRASTRUCTURE IS NEEDED THAT IS WHAT EXACTLY WHAT  
22 WE NEED AFTER A PANDEMIC. CLIMATE CHANGE IS REAL. IT CREATES STRATEGIES AT  
23 A LOCAL LEVEL THAT THE PUBLIC UNDERSTANDS.

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1 **SPEAKER:** WE'RE ONE OF THE FIRST CITIES TO ADOPT SINGLE FAMILY ZONING THIS  
2 YEAR WE TOOK A BOLD ACTION TO COMMIT THAT WE'RE GOING TO END EXCLUSIONARY  
3 ZONING IN BERKELEY BY 2022. I BELIEVE THAT PLANNED BAY AREA 2050 PROVIDES  
4 AN OPPORTUNITY FOR US TO CORRECT MANY GENERATIONS OF EXCLUSION AND LACK OF  
5 OPPORTUNITY.

6

7 **SPEAKER:** WE ARE STANDING AT PASEO ESTERE PART OF 211 AFFORDABLE UNITS  
8 RIGHT ON OAKLAND'S GORGEOUS WATERFRONT. PLANNED BAY AREA WOULD MAKE THIS  
9 TYPE OF BEAUTIFUL DEVELOPMENT AFFORDABLE FOR MORE BAY AREA RESIDENTS I'M  
10 EXCITED THAT THE PLAN TALKS ABOUT GUARANTEED INCOME IN OAKLAND WE JUST  
11 LAUNCHED ONE OF THE LARGEST GUARANTEED INCOME DEMONSTRATIONS IN THE  
12 COUNTRY.

13

14 **SPEAKER:** HELPING THE CITY OF SAN JOSE THAT WAS BUILT FOR AUTOMOBILES TO BE  
15 BUILT FOR PEOPLE WE HAVE THE OPPORTUNITY TO CREATE THE NATION'S FIRST  
16 MAJOR CITY HIGH SPEED RAIL STATION RIGHT HERE IN SAN JOSE CREATING  
17 EXTRAORDINARILY ECONOMIC OPPORTUNITY FOR MILLIONS OF CALIFORNIANS. PLANNED  
18 BAY AREA 2050 IS GOING TO CREATE A SIGNIFICANT REDUCTION IN GREENHOUSE GAS  
19 EMISSIONS IN THE BAY AREA OVER THE NEXT 25 YEARS INCREASED TRANSIT  
20 PROVIDING FUNDING FOR BIKE AND PEDESTRIAN INVESTMENT IN OUR COMMUNITIES  
21 AND PROVIDING INCENTIVES FOR PEOPLE TO SHIFT THEIR MODE OF TRAVEL, SUCH AS  
22 THIS CHARGING STATION YOU SEE HERE AT THE BART STATION.

23

24 **BELIA RAMOS:** PLANNED BAY AREA 2050 IS THE REGION'S COMMITMENT TO APPLYING  
25 PRINCIPLES OF EQUITY FOR SOLVING OUR HOUSING PRICE AND TRANSPORTATION

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1 INFRASTRUCTURE PROBLEMS THE NORTH BAY LOOKS AT INDIVIDUAL NEEDS OF EACH  
2 AREA WITH THE GREATER PURPOSE FOR THE REGION. IT MEANS IT'S NOT A COOKIE  
3 CUTTER APPROACH FOR ALL.

4

5 **COM. NICK JOSEFOWITZ:** WHAT WE'RE DOING OVER THE NEXT 30 YEARS IS ENVISIONS  
6 OVER \$400 BILLION OF ADDITIONAL INVESTMENT IN AFFORDABLE HOUSING. THE CITY  
7 AND COUNTY OF SAN FRANCISCO IS COMMITTED TO ADDRESSING HOUSING  
8 AFFORDABILITY AND DEALING WITH SEA LEVEL RISE. ON THE SOUTHEASTERN  
9 WATERFRONT THERE ARE THOUSANDS OF NEW AFFORDABLE HOMES GETTING BUILT.

10

11 **JAMES P. SPERING:** WE HAVE ABOUT 2 MILLION PEOPLE MOVING TO THE BAY AREA  
12 OVER THE NEXT 30 YEARS HOUSING WAS AN ISSUE THAT HASN'T BEEN ADDRESSED  
13 WHEN YOU LOOK AT THE TECHNOLOGY AND SILICON VALLEY AND NAPA WITH THE WINE  
14 INDUSTRY, SONOMA COUNTY WITH OPEN SPACE AND AGRICULTURE THIS COUNTY PLAN  
15 PRESERVES A UNIQUE CHARACTERISTIC FOR THOSE PEOPLE IN THOSE COUNTIES  
16 MAKING IT AFFORD CONNECTED FOR EVIDENCE TO ELEVATE A QUALITY OF LIFE FOR  
17 EVERYBODY WHO LIVES HERE NO MATTER WHAT YOUR INCOME IS. >DAVE VAUTIN:  
18 THANKS AGAIN TO ALL THE ELECTED OFFICIALS WHO PARTICIPATED IN THE DRAFT  
19 PLAN RELEASE VIDEO. NEXT SLIDE PLEASE. AND NEXT SLIDE. SO WITH THAT, THAT  
20 IMPORTANT CONTEXT SETTING ON WHAT THE DRAFT PLAN IS, OUT OF THE WAY, LET'S  
21 TURN TO DELIVERABLES THAT WERE RELEASED IN LATE MAY AND EARLY JUNE WITH  
22 THE DRAFT PLAN, THE DOCUMENT ON THE RIGHT, THIS IS THE CORE OF THE PLAN  
23 THAT WEAVES TOGETHER THE VISION, STRATEGIES, GROWTH GEOGRAPHIES, THE  
24 OUTCOMES IMPLEMENTATION ACTIONS AND MORE INTO A SINGLE DOCUMENT. YOU WILL  
25 FIND THE DOCUMENT INCLUDES AN INTRODUCTION WITH SOME CONTEXT SETTING FOR



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1 SPECIFIC CHAPTERS THAT DESCRIBE THE FOUR ELEMENTS OF THE PLAN, STARTING  
2 WITH THE LAND USE ELEMENTS FOR HOUSING AND ECONOMY AND THEN TRANSITIONING  
3 INTO THE SUPPORTIVE INFRASTRUCTURE AND INVESTMENTS IN THE TRANSPORTATION  
4 AND ENVIRONMENT CHAPTERS. IT INCLUDES WITH A SUMMARY OF PROJECTED PLAN  
5 OUTCOMES, AND THE DRAFT IMPLEMENTATION PLAN THAT WE'LL DISCUSS IN A  
6 MINUTE. WHILE THE DRAFT PLAN DOCUMENT IS MORE THAN 100 PAGES LONG THERE IS  
7 MORE SUPPORTIVE DOCUMENTATION THAT COULDN'T GET INTO THE CORE DOCUMENT.  
8 YOU WILL SEE A LIST OF THE VARIOUS SUPPLEMENTAL REPORTS RANGING FROM  
9 ANALYSIS OF SOCIAL EQUITY, TO MODELING AND FORECASTING, STATUTORILY  
10 REQUIRED PLAN MAPS AND SUMMARIES OF ENGAGEMENT ON THE LEFT SIDE THERE.  
11 NEXT SLIDE. WHILE IT WOULD BE GREAT TO SPOTLIGHT EACH OF THESE REPORT IN  
12 MORE DETAIL, WE DON'T HAVE TIME TO DO SO TODAY, BUT I WOULD BE REMISS IF I  
13 DIDN'T ACKNOWLEDGE THE DRAFT EQUITY ANALYSIS REPORT GIVEN THE CENTRALITY  
14 OF EQUITY IN ALL ASPECTS OF PLANNED BAY AREA 2050. PLENTY OF DISCUSSION ON  
15 HOW EQUITY WAS WOVEN INTO EACH PLAN STRATEGY IN THE PLAN DOCUMENT BUT THE  
16 EQUITY ANALYSIS TAKES IT TO A DEEPER LEVEL SHOWING DRAFT PLAN STRATEGIES  
17 WOULD DISPROPORTIONATELY BENEFIT TO LOW INCOME HOUSEHOLDS AND HOUSEHOLDS  
18 IN EQUITY PRIORITY COMMUNITIES PREVIOUSLY REFERRED TO AS COMMUNITIES OF  
19 CONCERN. AND THAT THIS FINDING WOULD APPLY TO EACH AND EVERY ELEMENT OF  
20 THE PLAN. ON THE RIGHT SIDE, YOU WILL SEE A GRAPHIC SHOWING THE VARIOUS  
21 EQUITY METRICS FOR THE DRAFT PLAN IMPROVING OUTCOMES FOR UNDERSERVED  
22 HOUSEHOLDS SHOWN ON THE LEFT-HAND SIDE AND REDUCE DISPARITIES BETWEEN THE  
23 UNDERSERVED POPULATIONS AND REGIONAL AVERAGE AS SHOWN BY THE GREEN ARROWS  
24 ON THE RIGHT. LASTLY THE DRAFT EQUITY REPORT DEMONSTRATES HOW THE DRAFT  
25 PLAN AND ITS TRANSPORTATION INVESTMENTS FULFILL TITLE SIX AND

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1 ENVIRONMENTAL JUSTICE REQUIREMENTS. NEXT SLIDE. TURNING TO THE  
2 IMPLEMENTATION PLAN, THIS EFFORT IS REALLY WHERE WE TRANSLATE THOSE LONG  
3 RANGE STRATEGIES THAT WERE DISCUSSED IN SO MUCH DETAIL IN 2020 INTO  
4 SPECIFIC NEAR-TERM IMPLEMENTATION ACTIONS FOR THE NEXT FIVE YEARS. THE  
5 DRAFT IMPLEMENTATION PLAN IS THE CAP STONE OF THE PLAN DOCUMENT FEATURED  
6 AS ITS FINAL CHAPTER AND SUPPLEMENTED BY IN DEPTH BRIEFERS IN THE  
7 SUPPLEMENTAL REPORTS. FOR EACH STRATEGY THE DRAFT IMPLEMENTATION PLAN  
8 IDENTIFIES SUCCESS FACTORS AND GAPS INCLUDED TODAY AUTHORITY FINANCIAL  
9 RESOURCES TECHNICAL CAPACITY PUBLIC POLITICAL SUPPORT AND IDENTIFIES  
10 POTENTIAL ROLES RANGING FROM LEAD PARTNER SUPPORT AND OF COURSE EVERY  
11 STRATEGY PARTNERSHIP COLLABORATION IS ESSENTIAL AND EVEN WHEN MTC  
12 SUGGESTED THAT LEAD DOES NOT MEAN LEAD ALONE. NEXT SLIDE. TO DATE THE  
13 DRAFT IMPLEMENTATION PLAN IS FOCUSED ON ACTIONS MTC AND ABAG COULD TAKE  
14 OVER THE NEXT FIVE YEARS AND SOME OF YOU MIGHT WONDER WHY THE FOCUS ON  
15 JUST MTC AND ABAG. IN PART THIS IS DRIVEN BY AN INCREASED INTEREST FROM  
16 THE STATE ON NEAR-TERM IMPLEMENTATION AND EAGERNESS, ESPECIALLY FROM THE  
17 AIR RESOURCES BOARD, TO SEE WHAT MTC AND ABAG SPECIFICALLY ARE DOING TO  
18 ADVANCE STRATEGIES WITH THE CLIMATE NEXUS WHICH ARE MANY OF THE STRATEGIES  
19 IN THE PLAN. THAT MAKES A LOT OF SENSE FROM AN ACCOUNTABILITY PURPOSE IN  
20 TERMS OF UNDERSTAND WHAT THE REGIONAL AGENCIES ARE DOING BUT KEY TO  
21 REMEMBER THAT PARTNERSHIPS AND EFFORTS BEYOND MTC AND ABAG CAN ACCELERATE  
22 IMPLEMENTATION PROGRESS AS WELL. AND THAT'S WHY THE FINAL PHASE OF THE  
23 IMPLEMENTATION PLAN WILL EXPAND ITS FOCUS BEYOND MTC AND ABAG. WE HAVE  
24 HEARD A LOT ABOUT IMPORTANCE OF PARTNERSHIPS DURING THE IMPLEMENTATION  
25 PLAN SO FAR, AND THE DRAFT IMPLEMENTATION PLAN INCLUDES A SUMMARY OF

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1 INITIAL SUMMARY OF PARTNERSHIP ROLES AND INITIATIVES AND KEY FOCUS AREAS  
2 FOR COLLABORATION. WE'LL BE MEETING WITH KEY PARTNERS TO DISCUSS ANY  
3 COMMENT LETTERS RECEIVED IN LATE JULY AND INTO AUGUST AND IT WILL BE  
4 WELCOMING OPPORTUNITIES TO PRESENT ON THE PARTNERSHIP PHASE AT PARTNER  
5 ORGANIZATIONS AS WELL AS THROUGH A SERIES OF SEVERAL WEBINARS IN LATE JULY  
6 AND AUGUST. SHAPING BROADER SETS OF ACTIONS COMPLIMENTARY INITIATIVES AND  
7 RECOMMENDATIONS FOR OUR PARTNER ENTITIES. WE LOOK FORWARD TO A DYNAMIC  
8 PHASE OF THIS FINAL PROCESS. LAST BUT CERTAINLY NOT LEAST IS THE DRAFT  
9 ENVIRONMENTAL IMPACT REPORT, ALMOST A THOUSAND PAGE LONG ENVIRONMENTAL  
10 DOCUMENT. THE DRAFT EIR IS REQUIRED, UNDER THE CALIFORNIA ENVIRONMENTAL  
11 QUALITY ACT, OR CEQA, TO ANALYZE AND DISCLOSE THE RANGE OF ENVIRONMENTAL  
12 IMPACTS ASSOCIATED WITH IMPLEMENTING THE DRAFT PLAN. IT IDENTIFIES THOSE  
13 IMPACTS AND ALSO RECOMMENDS MITIGATION MEASURES FOR SIGNIFICANT ADVERSE  
14 IMPACTS WHILE ANALYZING A REASONABLE RANGE OF ALTERNATIVES TO THE DRAFT  
15 PLAN. IMPORTANTLY, THE DRAFT EIR IS A PROGRAMMATIC EIR. THIS BASICALLY  
16 MEANS THAT IT'S CONDUCTED AT A HIGHER LEVEL THAN A TYPICAL PROJECT EIR SAY  
17 FOR A HOUSING DEVELOPMENT OR NEW TRANSPORTATION PROJECT LOOKING AT BROADER  
18 IMPACTS AS OPPOSED TO SITE SPECIFIC IMPACTS OF INDIVIDUAL INVESTMENTS.  
19 NEXT SLIDE. THE DRAFT EIR EXPLORED 14 ENVIRONMENTAL IMPACT AREAS IN THE  
20 TABLE ON THE RIGHT INDICATING COMPARED TO BASELINE YEAR PRECOVID  
21 CONDITIONS THERE ARE 36 SIGNIFICANT AND UNAVOIDABLE IMPACTS PRIOR TO  
22 MITIGATION MEASURES IDENTIFIED IN THE DRAFT EIR AND YOU WILL SEE A  
23 TABULATION OF THOSE SIGNIFICANT AND UNAVOIDABLE IMPACT IN THE TABLE ON THE  
24 RIGHT. BECAUSE THE ANALYSIS FOR CEQA IS REQUIRED TO LOOK AT BASELINE TO  
25 FUTURE PROJECT EDITION THIS MEANS THAT THE IMPACTS FROM OVERALL FUTURE

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1 GROWTH ARE CAPTURED IN ENVIRONMENTAL ANALYSIS WHILE THE DRAFT PLAN HAS  
2 FEWER AND LESS SIGNIFICANT IMPACT THAN THE STATUS QUO. THE DRAFT DETAILS  
3 MITIGATION MEASURES ASSOCIATED WITH THE VARIOUS SIGNIFICANT UNAVOIDABLE  
4 IMPACTS. NEXT SLIDE. LET'S TURN TO THE ALTERNATIVE ANALYSIS COMPONENT OF  
5 THE DRAFT EIR. THE SCOPING PROCESS IN THE FALL DEVELOPING TWO ALTERNATIVES  
6 TO THE DRAFT PLAN THAT CREATE A REASONABLE RANGE AND AUGMENT THE NO  
7 PROJECT ALTERNATIVE REQUIRED UNDER CEQA AND I APOLOGIZE THE NEXT FEW  
8 SLIDES WILL BE RATHER WONKY. LET'S START WITH THE NO PROJECT. THE NO  
9 PROJECT EXPLORES WHAT IF THE BAY AREA MOVE FORWARD WITHOUT THE DRAFT PLAN.  
10 IN THIS ALTERNATIVE, NO TRANSPORTATION OR SEA LEVEL RISE INVESTMENTS WOULD  
11 BE CONSTRUCTED BEYOND THOSE THAT ARE COMMITTED. GENERAL PLANS WOULD  
12 DICTATE LOCAL LAND USE AND THE URBAN GROWTH BOUNDARIES WOULD EXPAND AT THE  
13 RATE OF HISTORIC TRENDS. ALTERNATIVES ONE, AND ALTERNATIVE TWO BUILD UPON  
14 THE FINAL BLUEPRINT AND ITS 35 STRATEGIES BUT MODIFY, ADD, OR REMOVE  
15 STRATEGIES TO ACHIEVE DIFFERENT OUTCOMES WITH A GOAL OF MINIMIZING  
16 ENVIRONMENTAL IMPACTS. ALTERNATIVE ONE, SOMETIMES REFERRED TO AS THE  
17 TRANSIT-RICH AREA, OR TRA FOCUS ALTERNATIVE, WOULD CONCENTRATE GROWTH IN  
18 AREAS WITH HIGH QUALITY TRANSIT, AND TO SUPPORT A MORE URBAN ORIENTED  
19 GROWTH PATTERN, ADDITIONAL CORE CAPACITY TRANSIT INVESTMENTS WOULD BE  
20 FUNDED IN ALLOW OF HIGHWAY PROJECTS THAT ADD MILEAGE TO THE SYSTEM. TO BE  
21 MORE SPECIFIC ABOUT THAT, THE ALTERNATIVE MODIFIES STRATEGIES H347 AND 8.  
22 THESE CHANGES WOULD CONCENTRATE HOUSING GROWTH IN TRANSIT-RICH AREAS BY  
23 FURTHER INCREASING DEVELOPMENT CAPACITY THERE FOCUSING MORE AFFORDABLE  
24 HOUSING IN TRANSIT-RICH AREAS, AND PRIORITIZING MALL, OFFICE PARK, AND  
25 PUBLIC LAND PROJECT IN TRANSIT-RICH AREAS. IT ALSO MODIFIES THE ECONOMY

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1 STRATEGY, EC4, THIS INCREASES DEVELOPMENTAL CAPACITY FOR JOBS ALSO IN  
2 TRANSIT-RICH AREAS AND ADDS A NEW OFFICE DEVELOPMENT FEE BASED ON  
3 WORKPLACE VMT IMPACTS WHICH IS KNOWN AS THE COMMON SOURCE RULE, AKA  
4 INDIRECT SOURCE RULE, A COMMENT RECEIVED DURING SCOPING. CONTRACT URBAN  
5 GROWTH BOUNDARIES TO ALIGN WITH CITY LIMITS WHICH WOULD CONSTRAIN GROWTH  
6 OUTSIDE OF EXISTING CITY BOUNDARIES HELPING TO REDUCE ENVIRONMENTAL IMPACT  
7 BY REDUCING DEVELOPMENT FOOTPRINT FOCUS ON TRANSIT-SERVED CITY CENTERS.  
8 THIS ALTERNATIVE WOULD MODIFY STRATEGIES TO [INDISCERNIBLE 7, 12, AND EN1  
9 TO REMOVE ALL HIGHWAY EXPANSION PROJECTS ELIMINATING THE FOLLOWING  
10 PROJECTS, 80/680/12 INTERCHANGE IMPROVEMENTS 6804 AND 101/580 INTERCHANGE  
11 IMPROVEMENTS AS WELL AS WIDENINGS ON 262, 37 SR4, 239. ALL EXPRESS LANE  
12 WIDENING PROJECTS AND ALL IMPROVEMENTS ON 37. FUNDING FREED UP FROM THIS  
13 REDUCED HIGHWAY EXPANSION FOOTPRINT TOTALING \$10 BILLION WOULD BE  
14 REINVESTED INSTEAD IN LOCAL TRANSIT FREQUENCY BOOSTS ON SYSTEMS LIKE MUNI,  
15 VTA, AND AC TRANSIT THAT MIGHT BE MORE BURDENED IN THIS ALTERNATIVE WITH  
16 HIGHER RIDERSHIP, AS WELL AS TRANSIT SIGNAL PRIORITY IMPROVEMENT IN  
17 STRATEGY D10. ALTERNATIVE 2, REFERRED TO AS THE HIGH-RESOURCE AREA OR HRA  
18 FOCUSED ALTERNATIVE, INSTEAD FOCUSING HIGHER SHARE OF HOUSING GROWTH IN  
19 HIGH-RESOURCE AREAS WITH SPECIFIC FOCUS ON JOB RICH EXCLUSIONARY CITIES  
20 AND THEIR NEIGHBORS. THESE CITIES ARE DISPROPORTIONATELY LOCATED IN THE  
21 SOUTH BAY. TO SUPPORT THIS GROWTH PATTERN AN ADVANCED REGIONAL EQUITY  
22 GOALS, INFRASTRUCTURE FUNDING FOR MAJOR REGIONAL AND INTER-REGIONAL RAIL  
23 PROJECTS WOULD BE REDUCED AND GREATER FUNDING WOULD BE PROVIDED TO LOCAL  
24 BUS FREQUENCY INCREASES, NEW EXPRESS BUS LINES, EXPANDED TRANSIT FARE  
25 DISCOUNT PROGRAMS AND ENHANCED NON-MOTORIZED INFRASTRUCTURE TO REDUCE VMT.

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1 LET ME GET INTO SPECIFICS ON THIS ALTERNATIVE MODIFYING STRATEGY H3 TO  
2 ENABLE GREATER CAPACITY INCREASES TO JOB RICH EXCLUSIONARY CITIES AND  
3 THEIR NEIGHBORHOOD WHILE BANNING CAPACITY AND INCREASING BEYOND LOCAL  
4 ZONING EQUITY PRIORITY COMMUNITIES WOULD MODIFY STRATEGIES FOR 6 AND 8 TO  
5 SHIFT MORE AFFORDABLE HOUSING PRODUCTION TO HRAS SUPPORT ZONING BASED  
6 CHANGES. TO MAXIMIZE DEVELOPABLE LAND FOR HOUSING IN JOB RICH EXCLUSIONARY  
7 JURISDICTIONS THE OFFICE DEVELOPMENT CAP PREVIOUSLY EXPLORED WOULD BE  
8 REVIVED IN THIS ALTERNATIVE AS AN ADDITIONAL STRATEGY. AND STRATEGY EC4  
9 WOULD BE ELIMINATED. LASTLY, THE ALTERNATIVE WOULD POSTPONE MANY REGIONAL  
10 AND INTER-REGIONAL RAIL PROJECTS, SOME OF WHICH, THEMSELVES, MAY HAVE  
11 DISPLACEMENT INDUCING IMPACTS IN LIEU OF TARGETED TRANSPORTATION  
12 INVESTMENTS THAT BETTER SUPPORT AFFORDABLE, LOWER VMT LIFE STYLES IN THESE  
13 AREAS I JUST DESCRIBED THAT BE PRIORITIZED FOR HIGHER HOUSING GROWTH.  
14 THIS WOULD INCLUDE THE FOLLOWING, EXPAND STRATEGY KEY FARE DISCOUNT  
15 PROGRAM FOR MORE LOW INCOME HOUSEHOLDS FINAL ADDITIONAL NON-MOTORIZED  
16 IMPROVEMENTS HIGH-RESOURCE COMMUNITIES AND BOOST EXPRESS FREQUENCIES FOR  
17 AC TRANSIT AND SEVERAL REGIONAL EXPRESS BUS OR REX LINES PROPOSED UNDER  
18 STRATEGY T12, INCLUDING CONNECTIONS BETWEEN VALLEJO SFO SAN FRANCISCO AND  
19 SAN JOSE. THE \$33 BILLION PACKAGE OF LOW VMT INVESTMENTS DESIGNED TO  
20 CREATE MORE LOWER VMT IN SUBURBAN COMMUNITIES WOULD BE FUNDED CHANGING  
21 PHASING INVESTMENTS IN STRATEGY IN T11 RELATED PROJECTS. RAIL PROJECTS  
22 LIKE CALTRAIN, DOWNTOWN EXTENSION, VALLEY LINK, AND SOUTH BAY CONNECT  
23 WOULD BE SHIFTED BACK TWO YEARS AFTER 2035. AND PERIOD 2 RAIL PROJECTS  
24 WOULD BE SHIFTED OUT OF THE PLAN BEYOND THE YEAR 2050, INCLUDING LINK 21,  
25 DUMBARTON GROUP RAPID TRANSIT, AND CALTRAIN, AND HIGH SPEED RAIL

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1 IMPROVEMENT SOUTH OF SAN JOSE. MOST OF THESE PROJECTS WOULD BE USED BY  
2 HIGHER INCOME COMMUTERS WHEREAS LOCAL TRANSIT INVESTMENT IN THIS  
3 ALTERNATIVE WOULD BE TARGETED TOWARDS LOW INCOME TRAVELERS NEEDS DIRECTLY.  
4 WE WANT TO UNDERScore THAT IF THIS ALTERNATIVE IS SELECTED FOR THE FINAL  
5 PLAN, DELAYS OF PERIOD ONE PROJECTS TO PERIOD TWO, WOULD NOT PRECLUDE  
6 MOVING FORWARD WITH IMPORTANT PLANNING DESIGNING AND ENGINEERING WORK AND  
7 IF NEW REVENUES ARE IDENTIFIED PROJECTS COULD BE ADVANCED BACK TO PERIOD  
8 ONE THROUGH A PLAN AMENDMENT OR THROUGH A SUBSEQUENT ITERATION OF PLANNED  
9 BAY AREA. NEXT SLIDE. SO, WHEN ALL THAT CONTEXT OUT OF THE WAY, NO  
10 PROJECT, ALTERNATIVE ONE FOCUSED ON TRANSIT-RICH AREAS, FEWER HIGHWAYS,  
11 ALL OF THAT. AND ALTERNATIVE 2, FOCUSING ON HIGH-RESOURCE AREAS, MONEY  
12 SHIFTED FROM RAIL TOWARDS TRANSPORTATION INVESTMENTS BETTER ALIGNED WITH  
13 LOW INCOME TRAVEL NEEDS. WHAT DID WE SEE WHEN WE RAN ALL THESE PUBLIC  
14 POLICIES THROUGH OUR MODELS? STARTING WITH THE GROWTH PATTERN THIS TABLE  
15 COMPARES EACH ALTERNATIVE TO THE DRAFT PLAN ADVANCED JANUARY. IT SHOWS  
16 HOUSING GROWTH HIGHER JOB GROWTH HIGHER AND IMPACTS FOR JOBS/HOUSING  
17 BALANCE. DATA AND BREAKDOWNS FOR EVERY COUNTY AND SUBCOUNTY IN THE DRAFT  
18 EIR AS WELL. LET'S LOOK AT THE HIGHLIGHTS. IN A "NO PROJECT" WITHOUT ANY  
19 SORT OF FUTURE REGIONAL POLICIES OR INTERVENTIONS TO ADDRESS THE HOUSING  
20 CRISIS AND WHAT NOT, WHAT MIGHT HAPPEN. WE PROJECT THAT THERE WOULD BE A  
21 MORE DISPERSED HOUSING GROWTH PATTERN WITHOUT STRATEGIES AND GROWTH  
22 GEOGRAPHIES THAT FOCUS ON GROWTH, GROWTH WOULD END UP IN PLACES LIKE  
23 CONTRA COSTA AND THE REGION'S PERIPHERY, AND CONCENTRATED IN SAN FRANCISCO  
24 SILICON COUNTY CHALLENGE IN EAST BAY WEST BAY AND NORTH AND SOUTH BAY NO  
25 BIG SURPRISES THERE IT'S AN EXTENSION OF HISTORIC TRENDS. LET'S GO TO

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1 ALTERNATIVE ONE WHAT WOULD HAPPEN IF WE TRY TO FOCUS MORE GROWTH IN  
2 TRANSIT-RICH AREAS COMPARED TO THE DRAFT PLAN. NOT SURPRISINGLY, THIS SET  
3 OF PUBLIC POLICIES AND STRATEGIES WOULD LEAD TO MORE HOUSING GROWTH IN SAN  
4 FRANCISCO AND SAN MATEO COUNTIES COMPARED TO THE DRAFT PLAN. AND MORE THAN  
5 NINE OUT OF TEN NEW HOMES WOULD BE CLOSE TO PUBLIC -- TO FREQUENT PUBLIC  
6 TRANSIT, WHICH IS THE HIGHEST OF ANY ALTERNATIVE, NOT SURPRISINGLY. AND  
7 JOBS WOULD CONTINUE TO CLUSTER NEAR TRANSIT IN THIS ALTERNATIVE, IT'S  
8 SIMILAR TO THE DRAFT PLAN WITH SOME ADDITIONAL JOBS BEING FOCUSED ALONG  
9 CONTRA COSTA'S BART STATIONS THAN COMPARED TO THE DRAFT PLAN. OVERALL  
10 THESE TWO TRENDS LEAD TO AN ALTERNATIVE MORE BALANCED THAN THE DRAFT PLAN  
11 WITH IMPROVED JOBS/HOUSING BALANCE? BOTH SAN FRANCISCO AND CONTRA COSTA.  
12 FINALLY AN ALTERNATIVE TO, WHERE WE LOOKED AT HOW A FOCUS ON HIGH-RESOURCE  
13 AREAS MIGHT CHANGE THE GROWTH PATTERN. WE SAW THE ALTERNATIVE TWO EXCEEDED  
14 IN SHIFTING MORE HOUSING TO THESE PLACES ESPECIALLY THOSE THAT ARE JOB  
15 RICH EXCLUSIONARY PLACES END RESULT IS SHIFTED GROWTH FROM SAN FRANCISCO  
16 TO SILICON VALLEY. HOWEVER THAT SHIFT CAME AT A COST WHEN THIS CAME TO THE  
17 JOB GROWTH PATTERN BY BANNING NEW OFFICE BUILDINGS THROUGH THE MUCH OF  
18 SILICON VALLEY THOSE EMPLOYEES END UP LOOKING FOR OTHER PLACES TO LOCATE.  
19 MANY WOULD GRAVITATE TOWARDS SAN FRANCISCO CONCENTRATING MORE JOBS IN THE  
20 CITY. AND WHILE THIS CONCENTRATED JOB GROWTH PATTERN MIGHT ENABLE MORE  
21 TRANSIT COMMUTES, IT COMES AT A COST FOR JOBS/HOUSING BALANCE CREATING AN  
22 EVEN GREATER IMBALANCE IN THE WEST BAY ESPECIALLY IN JOB RICH SAN  
23 FRANCISCO COMPARED TO THE DRAFT PLAN. SO, WHAT DID WE SEE IN TERMS OF THE  
24 EQUITY AND PERFORMANCE OF THESE VARIOUS ALTERNATIVES? I'LL START BY NOTING  
25 THAT THERE ARE DOZENS OF DIFFERENT METRICS IN THE EIR, AND WE'RE NOT GOING



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1 TO RUN THROUGH THEM ALL. THIS IS JUST A SHORT SET OF HIGHLIGHTS. I'M GOING  
2 TO FOCUS ON ENVIRONMENTAL AND EQUITY ISSUES HERE. STARTING WITH THAT FIRST  
3 COLUMN, YOU WILL SEE THAT ALL OF THE ALTERNATIVES EXCEPT FEBRUARY THE NO  
4 PROJECT PERFORM SIMILARLY FOR GREENHOUSE GAS EMISSIONS. THEY ALL ACHIEVE  
5 THE TARGET WITH DIFFERENCES JUST IN THE 10THS OF THE DECIMAL POINT.  
6 ALTERNATIVE TWO PERFORMED SLIGHTLY BETTER FOR THE YEAR 2035 TARGET IN PART  
7 BECAUSE IT PAIRED THOSE TARGETED VMT REDUCING INVESTMENTS WITH THE  
8 ENVISIONED GROWTH PATTERN. LONGER TERM, THOUGH, ALTERNATIVE ONE PERFORMS  
9 THE BEST FOR GREENHOUSE GAS EMISSIONS IN THE YEAR 2050 AND ALTERNATIVE ONE  
10 PERFORMS BEST FOR REDUCING VEHICLE MILES TRAVELED. BECAUSE THE 2035  
11 GREENHOUSE GAS TARGET IS ONE OF DOZENS OF ENVIRONMENTAL IMPACTS ALBEIT ONE  
12 SET BY THE STATE THAT THE DESIGNS OUR PLANNING PROCESS THOSE ENVIRONMENTAL  
13 IMPACTS LEAN HEAVILY ON THE SIDE OF THE SIZE AND SCOPE OF THE GROWTH  
14 FOOTPRINT AND OF THE PROJECT. ALTERNATIVE ONE PERFORMS BEST AS IT  
15 CONTRACTS URBAN GROWTH BOUNDARIES AND ELIMINATED ALL HIGHWAY EXPANSION  
16 PROJECTS EXCITE THE SLIGHTLY BETTER PERFORMANCE THE PREPONDERANCE OF  
17 ENVIRONMENTAL IMPACTS INDICATES THAT THIS IS THE BETTER ALTERNATIVE WITH  
18 SMALLEST FOOTPRINT AND LEAST IMPACTS ON AGRICULTURAL LANDS. WE WERE ASKED  
19 TO HONE IN ON DISPLACEMENT AND GENTRIFICATION AS PART OF THE ANALYSIS. WE  
20 HAVE INTERESTING FINDINGS THAT ARE ELABORATED MORE IN THE FINDINGS REPORT  
21 IN THE DRAFT EIR. THE METRIC TELLS THE STORY OF WHAT IT'S LIKE TO BE A LOW  
22 INCOME HOUSEHOLD IN EACH OF THESE DIFFERENT ALTERNATIVES. FIRST OF ALL  
23 AFFORDABILITY A KEY ISSUE IN LOW INCOME HOUSEHOLDS NOT SURPRISINGLY THE  
24 NEW PROJECT ALTERNATIVE CONTINUES THE REGION'S HIGH COST OF HOUSING AND  
25 TRANSPORTATION. ALL OTHER ALTERNATIVES WITH SIMILAR AMOUNTS OF AFFORDABLE

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1 HOUSING LOCATED IN DIFFERENT PARTS OF THE REGION PERFORM SIMILARLY. 1 AND  
2 2 START OUT ON A LEVEL PLAYING FIELD WITH THE DRAFT PLAN. THE NEXT COLUMN  
3 SHOWS THE SHARE OF HOUSEHOLDS LIVING IN THE HIGH-RESOURCE AREAS WITH THE  
4 BEST FUNDED SCHOOLS AND MORE. THE DRAFT PLAN INCREASE THE SHARE OF LOW  
5 INCOME HOUSEHOLD IN THESE PLACES TO 24% BUT ALTERNATIVE 1 AND 2 PERFORM  
6 BETTER AT 25 AND 27%. BECAUSE LOW INCOME HOUSEHOLDS HAVE A GREATER  
7 OPPORTUNITY TO LOCATE IN DEED RESTRICTED UNITS IN THESE COMMUNITIES IN  
8 ALTERNATIVE TWO WE FOUND TWO RANKS BEST ON THIS METRIC FINALLY LOOKING AT  
9 THE LAST METRIC SHOWS WHAT WE CALL DISPLACEMENT RISK IN EQUITY PRIORITY  
10 COMMUNITIES THOSE PLACES OF LOW INCOME COMMUNITIES OR COMMUNITIES OF  
11 COLOR. THE STORY HERE IS QUITE COMPLICATE. HISTORICALLY, LACK OF HOUSING  
12 PRODUCTION, ESPECIALLY AFFORDABLE HOUSING IN THE REGION'S URBAN CORE HAS  
13 BEEN A KEY DRIVER IN DISPLACEMENT OF LOW INCOME HOUSEHOLDS AND PERSONS OF  
14 COLOR TO OUTLYING AREAS. IN LOOKING AT THESE DIFFERENT ALTERNATIVES HELPS  
15 US UNDERSTAND HOW DIFFERENT STRATEGIES AND THE RESULTING GROWTH PATTERNS  
16 WOULD CHANGE THAT GROWTH GOING FORWARD. IT'S NOT POSSIBLY TO DIRECTLY  
17 FORECAST DISPLACEMENT BY ITSELF BECAUSE THAT REQUIRES KNOWING WHY SOMEONE  
18 IS MOVING FROM A TO B BUT WE CAN DETERMINE AREAS AT RISK OF DISPLACEMENT  
19 BY LOOKING AT CENSUS TRACTS THAT ARE FORECASTED TO LOSE LOW INCOME  
20 HOUSEHOLDS OVER TIME. WE DON'T KNOW THE CAUSE OF THAT LOSS THOUGH. IS IT  
21 GENTRIFICATION PUSHING RESIDENTS OUT OR VOLUNTARY LOCATION TO ANOTHER  
22 COMMUNITY WITH HIGHLY RANKED SCHOOLS FOR EXAMPLE. WHAT WE CAN SAY IS THIS  
23 PERCENTAGE WHEN IT'S HIGHER IS THAT IT INDICATES A GREATER CHANGE IN THE  
24 CHARACTERISTIC OF THESE COMMUNITIES. GIVING THE SENSE OF COMMUNITY  
25 STABILITY OVER TIME OR IN THE CASE OF THE HIGHER NUMBER MORE INSTABILITY

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1 IT RAISES A CORE PUBLIC POLICY QUESTION. SHOULD AFFORDABLE HOUSING BE  
2 FOCUSED IN EXISTING EQUITY PRIORITY COMMUNITIES SO FOLKS CAN REMAIN IN  
3 PLACE IN AFFORDABLE DWELLINGS, OR SHOULD MORE AFFORDABLE HOUSING BE  
4 FOCUSED IN HIGH-RESOURCE AREAS? WHAT IS THE RIGHT BALANCE? WHAT ARE THE  
5 RIGHT SHARES FOR THOSE THINGS? SO IN ALL THOSE CAVEATS DELINEATED LET'S  
6 LOOK AT THE NUMBERS HERE. THE NO PROJECT ALTERNATIVE HIGHEST DISPLACEMENT  
7 RISK IN EQUITY PRIORITY COMMUNITIES NOT SURPRISINGLY FEWER AFFORDABLE  
8 HOUSING INVESTMENT IN THAT ALTERNATIVE DISPLACEMENT RISK IS HIGHEST. THE  
9 DRAFT PLAN FALLS IN THE MIDDLE OF THE PACK WITH FUTURE% OF COMMUNITIES  
10 SEEING SOME LEVEL OF CHANGE BETWEEN 2015 AND 2050. INTERESTINGLY  
11 ALTERNATIVE ONE PERFORMED THE BEST ON THIS METRIC IT HAS THE HIGHEST LEVEL  
12 OF GROWTH NEAR TRANSIT AND IN THE URBAN CORE OF SAN FRANCISCO. BY BUILDING  
13 MORE HOUSING, ESPECIALLY AFFORDABLE HOUSING IN TRANSIT-RICH COMMUNITIES  
14 THAT OFTEN OVERLAP WITH THESE EQUITY PRIORITY COMMUNITIES, THIS  
15 ALTERNATIVE IS ABLE TO PROVIDE A GREATER LEVEL OF COMMUNITIES STABILITY  
16 FOR RESIDENT WHO IS LIVE THERE TODAY. ALTERNATIVE TWO PERFORMS WORSE THAN  
17 THE DRAFT PLAN ON THIS METRIC WITH AFFORDABLE HOUSING FOCUSED TO A GREATER  
18 DEGREE IN HIGH-RESOURCE AREAS OUTSIDE OF EQUITY PRIORITY COMMUNITIES,  
19 RESIDENTS MAY HAVE A GREATER PRESSURE TO RELOCATE TO A HIGHER RESOURCE  
20 COMMUNITY OVER TIME. AND THERE ARE TRADEOFFS IN THIS. THIS TYPE OF MOVING  
21 TO OPPORTUNITY CAN YIELD REAL BENEFITS AS COMMUNITIES BECOME MORE  
22 INTEGRATED THROUGHOUT THE REGION BUT AT THE SAME TIME IT MIGHT CHANGE THE  
23 COMMUNITY CHARACTERISTIC OF EQUITY PRIORITY COMMUNITIES AS THEY GENTRIFY  
24 OVER TIME WITH LOW INCOME RESIDENTS MOVING OUT. SO THE BOTTOM LINE HERE  
25 IS THAT THERE ARE TRADEOFFS NO MATTER WHICH ALTERNATIVE YOU LOOK AT AND

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1     FUNDAMENTALLY COMES DOWN TO THE QUESTION OF WHERE SHOULD THE BALANCE OF  
2     AFFORDABLE HOUSING BE. IN EXISTING COMMUNITIES WHERE LOW INCOME HOUSEHOLDS  
3     LIVE OR IN HIGH-RESOURCE SUBURBAN COMMUNITIES? WHAT'S THE RIGHT SPLIT? AND  
4     GIVEN THAT THE PLAN HAS GOALS TO BOTH STABILIZE COMMUNITIES AT RISK OF  
5     DISPLACEMENT AND CREATE MORE AFFORDABLE COMMUNITIES IN EXCLUSIVE  
6     JURISDICTIONS IT'S ULTIMATELY A QUESTION OF BALANCE. ARGUABLY THOUGH  
7     ALTERNATIVE ONE ACROSS THE TABLE HERE IS THE ENVIRONMENTALLY ALTERNATIVE  
8     THAT PERFORMS ARGUABLY BETTER ON THE EQUITY METRICS RISES TO THE TOP.  
9     NEXT SLIDE. THIS SLIDE JUST SUMMARIZES A LOT OF THINGS THEY COVERED, AND  
10    I WON'T SPEND TOO MUCH TIME ON IT JUST WANT TO UNDERSCORE THAT THE EIR  
11    SCORES COMPARED TO THE NO PROJECT HOW MUCH THE REGION WOULD REDIRECT FROM  
12    THE STATUS QUO TRAJECTORY WHERE WE WOULD BE UNABLE TO MEET THE GOALS  
13    ESTABLISHED AND THE EIR SHOWS THE CONCENTRATED GROWTH PATTERN IN ONE  
14    FOCUSING NEAR GROWTH TRANSIT WOULD YIELD THE LEAST ENVIRONMENTAL IMPACTS  
15    INCLUDING REMOVAL OF ALL FREEWAY PROJECTS AND ARGUABLY WOULD PERFORM  
16    BETTER ON KEY EQUITY METRICS SUCH AS DISPLACEMENT RISK. LASTLY ALTERNATIVE  
17    TO UNDERSCORED THAT THE REVISED STRATEGIES IN THE ALTERNATIVE COMPARED TO  
18    COMPLIMENTARY TRANSPORTATION INVESTMENTS CAN ALLOW LOW INCOME RESIDENTS TO  
19    RELOCATE TO HIGH-RESOURCE AREAS OVER TIME WHILE ACHIEVING GREENHOUSE GAS  
20    GOALS. BUT THIS RELOCATION MIGHT CHANGE THE CHARACTER OF EQUITY PRIORITY  
21    COMMUNITIES TODAY AS THEY COULD EXPERIENCE GENTRIFICATION WITHOUT WHAT WE  
22    WOULD TRADITIONALLY CALL DISPLACEMENT. NEXT SLIDE. ALL RIGHT. I  
23    APPRECIATE YOUR PATIENCE, RUNNING THROUGH SIGNIFICANT VERY HEAVY TECHNICAL  
24    ANALYSIS FOR THE EIR, SO NOW I'LL JUST QUICKLY WRAP UP WITH THE UPCOMING  
25    MILESTONES FOR DRAFT PLANNED BAY AREA 2050. UP NEXT IS PUBLIC ENGAGEMENT

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1 FOCUS THIS SUMMER PUBLIC REVIEW UNDERWAY WITH DRAFT SLATED FOR LAST WEEK  
2 ALONG WITH THE DRAFT PLAN. THE COMMENTS ARE DUE BY 5:00 P.M. ON JULY 20TH  
3 AND ALL OF THE MATERIALS ARE AVAILABLE ON PLANNEDBAYAREA.ORG. THERE ARE  
4 GOING TO BE FOUR PUBLIC WORKSHOPS AND 32 PART PUBLIC HEARINGS WITH THE  
5 DRAFT PLAN AND SECOND HEARING ON THE DRAFT IN EACH TIME SLOT SHOWN AND ONE  
6 TOMORROW. THERE IS INVOLVEMENT OF YOUTH IN THE PLAN AS WELL AS A VIRTUAL  
7 TRIBAL SUPPLEMENT. NEXT SLIDE. GOING INTO THE SUMMER, HERE IS WHAT'S IN  
8 STORE, SO WE WILL WRAP UP THOSE HEARINGS AND WORKSHOPS BY EARLY JULY,  
9 REVIEW COMMENTS RECEIVED, AND REPORT-OUT ON FEEDBACK TO POLICY MAKERS  
10 INCLUDING YOURSELVES, IN AUGUST THROUGH A MAILED OUT SUMMARY REPORT. THE  
11 IMPLEMENTATION PLAN WILL TAKE CENTER STAGE AS NOTED EARLIER WITH  
12 DISCUSSIONS WITH PARTNERS THROUGH THE END OF AUGUST AND FINAL EIR WILL  
13 HAVE KEY DISCUSSIONS AND DECISIONS TO BE HAD. WHILE IT'S NOT POSSIBLE TO  
14 MIX AND MATCH SHRUNK OF EACH ALTERNATIVE AT THE 11TH HOUR MTC/ABAG CAN  
15 DIRECT US TO APPROVE ANY OF THE ALTERNATIVES OF THE PLAN OUR DIRECT TO  
16 STUDY A HYBRID SET OF STRATEGIES. HOWEVER ADDING A THIRD EIR ALTERNATIVE  
17 AT THIS STAGE IN THE PLAN WOULD DELAY BY SIX MONTHS AND DURING THAT TIME  
18 TRANSPORTATION PROJECT SPONSORS AT THE COUNTY AND CITY LEVELS AS WELL AS  
19 TRANSIT OPERATORS WILL BE IMPACTED DUE TO AN EXTENDED AIR QUALITY CONFORM  
20 EIGHT LAPSE GRACE PERIOD DURING THIS TIME THE TRANSPORTATION IMPROVEMENT  
21 PROGRAM HAS LIMITATION FOR CHANGES. THIS WOULD IMPACT THE ABILITY TO  
22 ADVANCE SOME PROJECTS, AND AN EXTENDED DELAY COULD RISK THE REGION NOT  
23 BEING ELIGIBLE FOR SB1 FUNDING PROGRAMS IN 2022 DUE TO LACK OF AN ADOPTED  
24 REGIONAL PLAN WHICH COULD PUT AT LEAST 100 MISSED OF FUNDING AT RISK. SAID  
25 THAT WE REMAIN ON TRACK FOR FALL ADOPTION FOR THE DIRECTION PROVIDED ON

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1 THE DRAFT PLAN AND TENTATIVELY SLATED TO BRING FORWARD THE FINAL DOCUMENT  
2 IMPLEMENTATION PLAN EIR FOR ADOPTION BY MTC AND ABAG IN OCTOBER. AFTER  
3 THAT, WE WILL SUBMIT THE FINAL PLAN FOR APPROVALS BY FHWA, FTA, CALTRANS  
4 AND THE CALIFORNIA TRANSPORTATION COMMISSION AND THE CALIFORNIA AIR  
5 RESOURCES BOARD. AND WITH THAT, THANK YOU FOR YOUR PATIENCE WITH TODAY'S  
6 PRESENTATION, AND I AM HAPPY TO TAKE ANY QUESTIONS YOU HAVE.

7

8 **KAREN MITCHOFF, CHAIR:** THANK YOU DAVE. VERY EXTENSIVE PRESENTATION. LOTS  
9 OF INFORMATION ON THERE. I WAS FOLLOWING ALONG WITH THE SLIDES. I WANT TO  
10 COMPLIMENT STAFF ON BEING ABLE TO PUT THAT IN SUCH A FORM THAT -- WELL, I  
11 DON'T KNOW ABOUT THE REST OF YOU, BUT I'M FEELING PRETTY OVERLOADED RIGHT  
12 NOW. BUT THAT'S OKAY. BECAUSE WE HAVE GOT TIME TO LOOK AT IT. I WANT TO  
13 TAKE -- LET'S DO THIS FIRST. THIS IS AN INFORMATIONAL ITEM, SO THERE IS NO  
14 ACTION PLAN. SO WE CAN TAKE CLARIFYING QUESTIONS AND/OR COMMENTS AT THIS  
15 TIME. I WANT TO GIVE EVERYBODY THE OPPORTUNITY TO SPEAK WHO WISHES TO. SO,  
16 AND I DID NOTICE THERE IS A HAND UP BY ONE OF THE ATTENDEES, AND, SIR, WE  
17 WILL COME TO YOU AFTER WE HAVE CALLED ON ALL OF THE MEMBERS OF THE  
18 COMMITTEE. SO, WITH THAT, SONJA HAD HER HAND UP FIRST. GO AHEAD, SONJA.

19

20 **SONJA TRAUSS:** I HAVE A QUESTION ABOUT A KIND OF OVERALL QUESTION ABOUT THE  
21 CEQA PROCESS. IF ALTERNATIVE ONE IS BETTER FOR THE ENVIRONMENT, HOW IS  
22 THAT SUPPOSED TO INTERACT WITH ALL OF THE OTHER PROCESS THAT WE HAVE USED  
23 TO PASS PLANNED BAY AREA? LIKE, IT SEEMS LIKE THE ROLE OF CEQA WOULD BE  
24 THAT WE STUDY THAT ALTERNATIVE ONE IS BETTER FOR THE ENVIRONMENT, AND THEN  
25 DOESN'T THAT MEAN THAT WE HAVE TO DO SOMETHING WITH THAT INFORMATION? HOW

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1 ARE WE ALLOWED TO GO FORWARD WITH A PLAN THAT, LIKE, DEGRADES THE  
2 ENVIRONMENT MORE THAN IT OTHERWISE COULD? >DAVE VAUTIN: CEQA IS A  
3 DISCLOSURE PROCESS ULTIMATELY THE COMMISSION AND BOARD CAN CHOOSE AN  
4 ALTERNATIVE FOR IDENTIFYING OVERRIDING CONSIDERATIONS FOR WHY THAT  
5 ALTERNATIVE WAS SELECTED. I'M NOT SURE IF OUR CONSULTANT IS ONLINE?

6

7 **SPEAKER:** I WAS GOING TO SAY THE EXACT SAME THING CEQA IS JUST AN  
8 INFORMATION DISCLOSURE REQUIREMENT THERE TO INFORM YOU WHAT THE  
9 ENVIRONMENTAL IMPACTS WOULD BE IF YOU DO CHOOSE TO PROCEED WITH THE PLAN  
10 OR ONE OF THE ALTERNATIVES. AND WHEN YOU GET TO THE END OF THIS PROCESS,  
11 WHEN WE HAVE HAD ALL OF THE PUBLIC COMMENT, WE HAVE RESPONDED TO COMMENTS,  
12 WE HAVE HAD SEVERAL HEARINGS, YOU WILL THEN HAVE A SET OF FINDINGS THAT  
13 YOU WILL MAKE AT THE END, AND WITHIN THOSE FINDINGS, YOU WILL BALANCE THE  
14 ENVIRONMENTAL IMPACTS THAT YOU FOUND, AGAINST THE BENEFITS OF THE PLAN  
15 THAT YOU'RE ADOPTING, AND THAT'S IN A STATEMENT OF OVERRIDING  
16 CONSIDERATIONS, WHICH IS WHERE YOU KIND OF PROVIDE THE EVIDENCE FOR WHY  
17 YOU HAVE CHOSEN TO ACT AS YOU ARE GOING TO, EVEN IF THERE ARE GOING TO BE  
18 ENVIRONMENTAL IMPACTS.

19

20 **KAREN MITCHOFF, CHAIR:** OKAY. THANK YOU. SUPERVISOR DIANE DILLON WAS IS  
21 UP.

22

23 **DIANE DILLON:** THERE IS A LOT TO TAKE IN HERE, AND I APPRECIATE STAFF'S  
24 EXPLANATION. ONE OF MY CONCERNS -- AND, AGAIN, MY VIEW IS NAPA, AND  
25 LOOKING AT OUR CENSUS TRACTS, BUT WE HAVE CENSUS TRACTS -- ALL CENSUS

30

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1 TRACTS ARE NOT CREATED EQUAL, AND BY THAT I MEAN, WE HAVE, LIKE, A FOURTH  
2 OF THE COUNTY IS IN ONE CENSUS TRACT, BECAUSE IT'S SO REMOTE, AND THERE IS  
3 NOT MUCH HOUSING OUT THERE, AND THERE IS NOT MUCH OPPORTUNITY, AND --  
4 WELL, I SHOULDN'T SAY THAT, IT'S LABELED AS A HIGH OPPORTUNITY AREA,  
5 BECAUSE ITS GOT THIS DISPARITY IN THE KINDS OF HOUSEHOLD INCOMES THAT ARE  
6 OUT THERE, BUT IT'S IMPOSSIBLE TO BUILD ANY MORE HOUSING OUT THERE. WE  
7 HAVE GOT ANOTHER CENSUS TRACT WHERE, BECAUSE OF THE FIRES, WE LOST ALL OF  
8 THIS LOW INCOME HOUSING, OR MODERATE TO LOW INCOME HOUSING, AND PEOPLE  
9 CAN'T REBUILD, BECAUSE THEY CAN'T GET INSURANCE. HOW DO WE INCORPORATE  
10 THOSE REAL FACTORS INTO THIS ANALYSIS, AND INTO PLANNING? BECAUSE IN URBAN  
11 CENSUS TRACT, IT'S VERY DIFFERENT FROM A VERY RURAL CENSUS TRACT WHERE  
12 THERE IS NOT INFRASTRUCTURE, FRANKLY, AND NOW THERE IS NOT FIRE INSURANCE,  
13 AND OTHER ISSUES. >DAVE VAUTIN: THANK YOU FOR THE QUESTION SUPERVISOR  
14 DILLON. SO I WANT TO UNDERSCORE THAT WHEN DEVELOPING THE GROWTH  
15 GEOGRAPHIES IN 2019 AND 2020, MTC AND ABAG HAD TO WEIGH THE BALANCE OF  
16 THESE DIFFERENT TRADE-OFFS, AND SO ULTIMATELY NONE OF THE ALTERNATIVES  
17 FOCUS GROWTH IN HIGH-RESOURCE AREAS THAT LACK TRANSIT, FOR EXAMPLE, THERE  
18 IS A BASELINE THRESHOLD SOWE'RE NOT TALKING ABOUT ALL HIGH-RESOURCE AREAS  
19 HERE. WE'RE ONLY TALKING ABOUT THOSE THAT HAVE 30 MINUTE SERVICE OR  
20 BETTER. WHICH, REALLY FOCUSES THOSE AREAS CLOSER TO, YOU KNOW, RAIL LINES,  
21 AND BUS CORRIDORS, MORE IN THE URBAN AND SUBURBAN CONTEXT. SO I CAN'T  
22 SPEAK TO THE CENSUS TRACT THAT YOU'RE SPEAKING OF BUT I WOULD HYPOTHEZIZE  
23 IT'S NOT A HIGH LIKELIHOOD IT'S AN AREA FOR SIGNIFICANT GROWTH.  
24  
25 **DIANE DILLON:** THANK YOU.



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1

2 **KAREN MITCHOFF, CHAIR:** MR. MUNOZ, YOU HAD YOUR HAND UP NEXT.

3

4 **SPEAKER:** I WOULD LIKE TO THANK STAFF FOR THE WORK THEY HAVE DONE ON  
5 PLANNED BAY AREA 2050. I WOULD LIKE TO MAKE A COUPLE OF COMMENTS ABOUT THE  
6 LACK OF HOUSING PRODUCTION FOR THE BAY AREA'S AMBITION TO BE TRANSLATING  
7 TO REALITY THERE NEEDS TO BE HUNDREDS OF BILLIONS OF DOLLARS BUT ALSO  
8 HUNDREDS OF THOUSANDS OF NEW WORKERS ACROSS VARIOUS INDUSTRIES, BUT  
9 UNFORTUNATELY IT'S STRANGELY SILENT NOW ABOUT THE EXPECTATIONS REGARDING  
10 THE BAY AREA INFRASTRUCTURE WITH WORKFORCE AND SKILLS THIS IMPRESSION THAT  
11 THE DRAFT IS TAKING APPROACH WOULD FIND THAT WORKERS WILL COME, THE  
12 ENVISIONS MUCH HIGHER LEVELS OF HOUSING DEVELOPMENT THAN WE HAD OVER THE  
13 PAST DECADES AND PRODUCTION DEMANDS ARE DOUBLE PRESENT, IF YOU LISTEN TO  
14 THE BAY AREA DEVELOPERS THERE IS A LABOR SHORTAGE, PART OF IT IS THE  
15 COMMITMENT TO APPRENTICESHIP TRAINING AND SKILLED WORKERS. A LOT OF THE  
16 AFFORDABLE HOUSING, OVER HALF OF THE AFFORDABLE HOUSING, DEED RESTRICTED  
17 AFFORDABLE HOUSING UNITS RECEIVE STATE AND FEDERAL TAXES AND ARE ONLY HALF  
18 OF THEM ARE REQUIRED TO BE COVERED BY PREVAILING WAGE AND WITHOUT  
19 PREVAILING WAGE STANDARDS HOUSING CONTRACTORS HAVE BEEN LOCKED IN A RACE  
20 TO THE BOTTOM AND THIS IS WHAT HAS NOT ATTRACTED INDIVIDUALS TO GET INTO  
21 THE CONSTRUCTION INDUSTRY. BECAUSE IT'S JUST A RACE TO THE BOTTOM. AND I  
22 WOULD LIKE TO SHARE TWO REPORTS FIRST UC BERKELEY LABOR CENTER REPORT  
23 RELEASED THIS WEEK THAT FOUND THAT NEARLY ONE HALF OF CALIFORNIA  
24 CONSTRUCTION WORKERS ARE ENROLLED INTO AT LEAST ONE TAXPAYER SOCIAL SAFETY  
25 NET, AND ANNUAL PUBLIC COST OF \$3 BILLION, BY COMPARISON JUST OVER 1/3 OF

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1 ALL CALIFORNIA WORKERS HAVE A FAMILY MEMBER ENROLLED IN MORE THAN THE  
2 MAJOR SOCIAL SAFETY NET PROGRAMS. AND THEN ALSO A REPORT, A 2020 REPORT BY  
3 SMART CITIES PREVAILED FOUND THAT THE -- FOUND THAT BY HUDSON STANDARDS  
4 OVER 1/3 OF THEIR CONSTRUCTION FAMILIES QUALIFY AS LOW INCOME AND OVER  
5 HALF QUALIFY AS LOW INCOME, AND THEREFORE ARE ELIGIBLE TO COMPETE WITH  
6 HUNDREDS OF THOUSANDS OF OTHER BAY AREA FAMILIES FOR THE VERY SCARCE  
7 SUPPLY OF DEED RESTRICTED AFFORDABLE HOUSING. I WOULD LIKE TO SHARE  
8 THESE. I'M GOING TO GO AHEAD AND SHARE THESE WITH FRED, AND FRED, IF YOU  
9 COULD SHARE THESE WITH STAFF AND OTHER COMMITTEE MEMBERS. THEN I'M ASKING,  
10 HAS THERE BEEN ANY REACH OUT TO ANY OF THE APPRENTICESHIP TRUSTEES? HAS  
11 THERE BEEN ANY PARTNERSHIPS WITH THE LABOR UNIONS ON HOW TO MEET THESE  
12 CHALLENGES OF MEETING THESE NEW HOUSING NEEDS? THANK YOU. >DAVE VAUTIN:  
13 THANK YOU FOR YOUR QUESTION. TWO PARTS TO THE ANSWER. FIRST, IN THESE  
14 PRESENTATIONS, IT ISN'T ALWAYS POSSIBLE FOR ME TO HIGHLIGHT EVERY SINGLE  
15 STRATEGY IN THE PLAN, ESPECIALLY WITH ALL THE POLICY ISSUES THAT ARE IN  
16 THE MIX HERE BUT I WANTED TO REASSURE YOU THERE IS A JOB TRAINING  
17 INVESTMENT IN THE STRATEGY EEC2, IT'S A \$5 BILLION INVESTMENT WHERE WE  
18 WOULD WORK TO HELP FUND JOB TRAINING PROGRAMS ACROSS THE REGION AND  
19 LEVERAGE THE PRIORITY PRODUCTION AREAS AS PLACES TO TRAIN UP FOLKS,  
20 INCLUDING NEW CONSTRUCTION WORKERS. SO I WANTED TO REASSURE YOU THAT'S IN  
21 THE PLAN. IN TERMS OF IMPLEMENTATION, THOUGH, I THINK WE WOULD BE EAGER TO  
22 CONTINUE THOSE DIALOGUES ABOUT EXACTLY HOW TO IMPLEMENT THAT STRATEGY. SO  
23 WE'RE MORE THAN HAPPY TO CONNECT WITH FOLKS OR ANY CONTACTS YOU HAVE AS WE  
24 DEVELOPMENT THE FINAL IMPLEMENTATION PLAN THIS SUMMER.  
25

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1 **SPEAKER:** THANK YOU DAVE. ONE OTHER COMMENT IS A LOT OF THE BUILDING TRADES  
2 PROGRAMS ARE FUNDED THROUGH THE COLLECTIVE BARGAINING AGREEMENT SO THAT  
3 WOULD NOT TAKE ANY ADDITIONAL FUNDING FROM THE PUBLIC. SO IT WOULD BE A  
4 GOOD RELATIONSHIP TO HAVE. THANKS.

5

6 **KAREN MITCHOFF, CHAIR:** THANK YOU. DAVE CANEPA, YOU WERE NEXT.

7

8 **DIR. DAVID CANEPA:** THANKS KAREN. I HAVE A COUPLE OF QUESTIONS. YOU CAN  
9 TALK A LITTLE BIT, DAVE, YOU GOT ME EXCITED IN THE BEGINNING OF THE  
10 PRESENTATION, TALK A LITTLE BIT ABOUT THE 10% HOME OWNERSHIP OPPORTUNITIES  
11 IN LIGHT OF AFFORDABILITY, THAT WAS SOMETHING THAT STOOD OUT TO ME COULD  
12 YOU SPEAK BRIEFLY TO THAT? >DAVE VAUTIN: STRATEGY H7 IN THE DRAFT PLAN A  
13 \$10 BILLION FUNDING CARVE OUT FROM THE HOUSING ELEMENT AND REALLY, THE  
14 IDEA HERE IS GIVEN THE LEGACY OF EXCLUSION IN TERMS OF THE OPPORTUNITIES  
15 THAT WERE NOT AVAILABLE TO FOLKS THROUGHOUT THE 20TH CENTURY TO BECOME  
16 HOMEOWNERS TO TRY TO START TACKLING THAT BY PROVIDING ASSISTANCE IN LOW  
17 INCOME COMMUNITIES AND COMMUNITIES OF COLOR, AND IN ADDITION HELPING FOLKS  
18 WITH DOWN PAYMENTS, ALSO HELPING FOLKS START NEW SMALL BUSINESSES, SO KIND  
19 OF A MULTI-TIERED APPROACH THERE. SO THAT KIND OF A NEW ASPECT OF THE  
20 HOUSING ELEMENT COMPARED TO PRIOR ITERATIONS OF PLANNED BAY AREA.

21

22 **DIR. DAVID CANEPA:** YOU KNOW, I NOTICED THAT, AND I REALLY WANT TO THANK  
23 STAFF FOR REALLY SORT OF GOING IN ON THAT AND BEING BOLD. THE OTHER  
24 QUESTION I HAVE IS MORE TAILORED TO WHAT YOU SAID AT THE ENDS. AND IT'S  
25 IMPORTANT, THE WAY YOU LAY IT OUT, VERY, VERY WELL, SORT OF WHAT THE

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1 PREFERRED ALTERNATIVES ARE, THOSE TWO ALTERNATIVES, AND THEN WHAT THE  
2 STATUS QUO IS. MY CONCERN AS A BOARD MEMBER, WHATEVER WE DECIDE TO DO IN  
3 TERMS OF ADOPTION, I AM CONCERNED ABOUT ADVERSE CONSEQUENCES IF WE DO NOT.  
4 YOU HAD MENTIONED A LITTLE BIT ABOUT SB1 TO THE TUNE OF DOLLARS, \$100  
5 MILLION BEING IN JEOPARDY, IS THERE ANYTHING OUTSIDE OF THAT, THAT THERE  
6 WOULD BE CONSEQUENCES TO, IF WE DON'T ADOPT? >DAVE VAUTIN: SO, MAYBE I'LL  
7 JUST SPEAK SPECIFICALLY TO THAT. SO, IF THE REGION DOES NOT HAVE A  
8 COMPLIANT SUSTAINABLE COMMUNITY STRATEGY OR REGIONAL PLAN, WE WOULD BECOME  
9 INELIGIBLE AS WHAT IS KNOWN AS THE SOLUTIONS FOR CONGESTED CORRIDORS  
10 PROGRAMS WHICH HAS FUNDED PROJECTS LIKE THE 101 EXPRESS LANES IN SAN MATEO  
11 COUNTY. OTHER SB1 PROGRAMS ALSO HAVE EITHER STARTED ROLLING THAT  
12 REQUIREMENT INTO THEIR GUIDELINES OR MAY IN THE FUTURE. LUCKILY, WHEN WE  
13 DEVELOP THE DRAFT BLUEPRINT WE FLAGGED THIS ISSUE AS WELL WE SAID LOOK IN  
14 THE DRAFT BLUEPRINT IT DOESN'T MEAN GREENHOUSE GAS TARGETS HEADS UP THIS  
15 IS A RISK. WITH THE FINAL BLUEPRINT DRAFT PLAN IT BEATS THE TARGET SO THIS  
16 ALTERNATIVE, IF THE ADOPTION OF ANY POLICIES IT MEETS THE GREENHOUSE GAS  
17 TARGET BUT FAILING TO ADOPT THE PLAN WOULD DELAY OR CREATE A GAP WHERE YOU  
18 WOULD NOT HAVE AN SBS FOR THE REGION IT WOULD HAVE EXPIRED. THAT'S JUST  
19 SOMETHING TO BE AWARE OF, ESPECIALLY IF THERE IS AN INTEREST IN KIND OF A  
20 MIX AND MATCH EFFORT THAT ADDS ADDITIONAL MONTHS TO THE SCHEDULE.

21  
22 **DIR. DAVID CANEPA:** I THINK IT'S IMPORTANT FOR US TO CONTINUE TO  
23 COMMUNICATE THAT, AND I APPRECIATE YOUR WORK AND THE STAFF'S WORK ON THIS.  
24 THANK YOU, DAVE.

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1   **THERESE MCMILLAN:** AND IF I COULD, THIS IS THERESE MCMILLAN EXECUTIVE  
2   DIRECTOR, JUST TO ADD TO WHAT DAVE SAID. YOU KNOW, WE DO KNOW THAT THERE  
3   IS REALLY SPECIFIC GUIDE POSTS OF WHAT WOULD HAPPEN. QUITE FRANKLY,  
4   WITHOUT AN APPROVED REGIONAL PLAN AT THE STATE, YOU KNOW, SATISFIED STATE  
5   AND FEDERAL REQUIREMENTS, ANOTHER THING THAT DOES HAPPEN, IT'S A LITTLE  
6   MORE FEMORAL, WE COMPROMISE OURSELVES IN FIERCELY COMPETITIVE ENVIRONMENTS  
7   FOR FUNDING. BECAUSE VERY OFTEN, THERE WILL BE A REQUIREMENT THAT SAYS IF  
8   YOU WANT TO APPLY FOR GRANT XYZ, YOU NEED TO BE IN AN APPROVED REGIONAL  
9   PLAN, OR YOU CAN THEN START TO ADVOCATE. WELL THEN, GEE, WE THINK OUR  
10   PROJECT, X, Y, Z, IS REALLY CRITICALLY IMPORTANT BECAUSE IT CARRIES OUT  
11   THE OBJECTIVES OF OUR LONG RANGE PLAN AND VISION. SO IF YOU DON'T HAVE  
12   THAT, YOU DO PUT YOURSELF IN A LESS COMPETITIVE SPACE IN TERMS OF BEING  
13   ABLE TO, AGAIN, IN THESE REALLY FIERCE COMPETITIVE ENVIRONMENTS FOR  
14   FUNDING, MAKE THE CASE THAT INVESTMENTS SHOULD COME TO THE BAY AREA  
15   INSTEAD OF SOME PLACE ELSE. I WANT TO PUT THAT OUT THERE THAT THERE IS A  
16   BROADER IMPACT ABOUT NOT HAVING AN APPROVED VISION THAT THIS REGION'S  
17   CAN'T STAND BEHIND.

18  
19   **DIR. DAVID CANEPA:** I DON'T KNOW IF POSSIBLE THERE IS A WAY -- WE TALKED  
20   ABOUT THE \$100 MILLION, MAYBE THERE IS A POTENTIAL WAY TO ESTIMATE, I KNOW  
21   IT'S TOUGH, BUT TO ESTIMATE, YOU KNOW, SORT OF THAT POTENTIAL COST. BUT  
22   MAYBE THAT'S SOMETHING, YOU KNOW, YOUR STAFF COULD LOOK AT AND GET BACK TO  
23   US. I WOULD REALLY APPRECIATE IT. THANK YOU.

24  
25   **KAREN MITCHOFF, CHAIR:** THANKS DAVE. MARILYN, YOU'RE UP NEXT.

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1

2 **MARILYN EZZY ASHCRAFT:** THANK YOU KAREN. AND I WOULD ADOPT ALL YOUR  
3 COMMENTS AND GRATITUDE FOR THE STAFF WHO PUT THIS REPORT TOGETHER. ANOTHER  
4 OUTSTANDING EFFORT, DAVE VAUTIN. SO I'M GOING TO START WITH -- SONJA  
5 TRAUSS BROUGHT UP THIS AND PROBABLY MORE ARTICULATEDLY THAN I WOULD HAVE --  
6 BUT ON THE ISSUE OF ALTERNATIVE ONE, IT ISN'T -- IT SEEMS FROM THE  
7 PRESENTATION, IT'S NOT JUST BETTER FOR THE ENVIRONMENT, BUT IT ALSO HAS  
8 THE LOWEST DISPLACEMENT RISK, AND A MORE BALANCED JOBS HOUSING BALANCE  
9 THAT WOULD BE CREATED, SO, I WOULD LIKE TO KNOW A LITTLE BIT MORE ABOUT  
10 WHETHER THAT'S THE ALTERNATIVE WE SHOULD BE PURSUING? I WOULD CERTAINLY  
11 AGREE THAT WE DO NOT TAKE A, YOU KNOW, A NO PLAN APPROACH. AND I THINK WE  
12 HAVE GOT A LOT OF GREAT INFORMATION BUT I WOULD JUST LIKE TO BETTER  
13 UNDERSTAND WHY WE WOULDN'T BE PURSUING THAT. I DO NOTE, AND WITH RESPECT  
14 TO SAN FRANCISCO AND SAN MATEO COUNTIES, THE ALTERNATIVE ONE WOULD RESULT  
15 IN MORE -- EXCUSE ME -- HOUSING GROWTH IN THOSE COUNTIES. SO I WOULD  
16 CERTAINLY BE RESPECTFUL OF THE REPRESENTATIVES OF THOSE AREAS. SO THAT'S  
17 ONE QUESTION. AND THEN, ON THE STRATEGIES, SO, EC1, THE ECONOMIC STRATEGY  
18 ONE IS THE UNIVERSITY BASIC INCOME. I'M A HUGE FAN. LAST MONTH, AT THE  
19 ALAMEDA COUNTY MAYOR'S CONFERENCE OUR GUEST SPEAKER WAS MICHAEL TUBS  
20 FORMER MAYOR OF STOCKTON, AND I THINK IT'S A FABULOUS IDEA. I'M WONDERING  
21 WHY THIS IS DIRECTED TO ALL BAY AREA HOUSEHOLDS WITH A PRICE TAG OF 205  
22 BILLION? WE KNOW THERE IS A TREMENDOUS AMOUNT OF ECONOMIC DISPARITY  
23 THROUGH THE OUR NINE BAY AREA COUNTIES, BUT SOME OF OUR RESIDENTS, QUITE  
24 FRANKLY, DON'T NEED THAT KIND OF ASSISTANCE. AND COULDN'T THAT MONEY BE  
25 SPENT ELSEWHERE, OR JUST MAKE THIS WHOLE PLAN A LITTLE MORE FEASIBLE? SO,

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1 AND I UNDERSTAND THE CONCEPT OF STIMULATING ECONOMIC GROWTH AND SPENDING  
2 AND WHAT NOT, I THINK HIGH INCOME INDIVIDUALS ARE GOING TO DO THAT ANYWAY.  
3 AND THERE IS SO MUCH I LOVE ABOUT THIS, BUT TRANSPORTATION STRATEGY, THREE  
4 T, SEAMLESS MOBILITY EXPERIENCE ACROSS ALL OUR TRANSIT SYSTEMS ACROSS  
5 COUNTY LINES AND BORDERS ALL THAT, SO IMPORTANT, SO LET'S WORK HARD TO  
6 ACHIEVE THAT. THOSE ARE MY COMMENTS AND QUESTIONS. THANKS. >DAVE VAUTIN:  
7 THANKS FOR THOSE QUESTIONS. LET ME FOCUS, ESPECIALLY, ON THE QUESTION OF  
8 ALTERNATIVE ONE BECAUSE I THINK IT'S A REALLY IMPORTANT ONE. YOU ASKED --  
9 AS STAFF IT'S OUR JOB TO TELL YOU ABOUT THE PROS AND CONS OF EVERY  
10 ALTERNATIVE. I MENTIONED SOME OF THE STRENGTHS IN TERMS OF THE  
11 ENVIRONMENTAL ASPECTS OF ALTERNATIVE ONE LET ME TELL YOU ABOUT THE  
12 DRAWBACKS ASSOCIATED WITH IT AS WELL. THE DRAFT PLAN WENT THROUGH A THREE  
13 YEAR PLANNING PROCESS WITH THOUSANDS OF PEOPLE COMMENTING ON EVERY  
14 STRATEGY AND INVESTMENT UNDER THE SUN AND THAT THESE ALTERNATIVES WHILE  
15 INFORMED BY SCOPING WERE GENERATED IN A NARROW TIME FRAME, THAT'S ONE  
16 THING IN TERMS OF PUBLIC PROCESS GONE INTO THE CORE PLAN. SECOND WE  
17 SHOWCASE ENVIRONMENTAL AND EQUITY METRICS BUT THAT ALTERNATIVE IN ORDER TO  
18 FUND ALL THE CORE CAPACITY TRANSIT NEEDED TO SERVE THAT ADDITIONAL GROWTH  
19 IN SAN FRANCISCO, FOR EXAMPLE, THAT FUNDING HAS TO COME FROM SOMEWHERE.  
20 AND IN THE CASE OF THE ALTERNATIVE IT COMES FROM NOT PURSUING A LOT OF  
21 HIGHWAY PROJECTS ACROSS THE REGION. THOSE PROJECTS MAY NOT LEAD TO,  
22 NECESSARILY, ALL OF THE RIGHT ENVIRONMENTAL OUTCOMES, BUT THEY DO HAVE  
23 BENEFITS. THEY HAVE MOBILITY BENEFITS FOR FOLKS. A HUGE% OF OUR POPULATION  
24 DOES USE A CAR FOR VARIOUS TRIPS. OUR PLAN IS FOCUSED ON TRANSIT AND  
25 WALKING AND BIKING BUT IT HAS HIGHWAY INVESTMENTS FOR MOTORISTS AS WELL

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1 AND WITH THAT ALTERNATIVE THOSE INVESTMENTS WOULD NOT MOVE FORWARD.  
2 IMPORTANT TO BE AWARE OF. AND THE GROWTH PATTERN WOULD LEAD TO MORE GROWTH  
3 COMPARED TO THE DRAFT PLAN IN SAN FRANCISCO AND SAN MATEO COUNTIES,  
4 OBVIOUSLY THAT MIGHT BE A CONCERN FOR THE RESIDENTS AND REPRESENTATIVES  
5 THERE. JUST BRIEFLY, ON STRATEGY EC1, I CAN KIND OF CLARIFY, SO THE WAY  
6 IT'S CONSTRUED IN THE DRAFT PLAN IS THAT THE UNIVERSAL BASIC INCOME WOULD  
7 BE BASICALLY PAID OUT TO ALL HOUSEHOLDS, BUT THAT, YOU KNOW, TAXES WOULD  
8 BE APPLIED IN A WAY TO RECOUP THOSE MONEYS FROM HIGHER INCOME HOUSEHOLDS.  
9 SO, IN THE END OF THE DAY, A LITTLE HIGHER INCOME HOUSEHOLDS WOULD  
10 PRIMARILY FUND THE PROGRAM. SO THERE HAS BEEN SOME, YOU KNOW, LITERATURE,  
11 YOU KNOW, THAT BASICALLY SAYS THAT PROVIDING A GOVERNMENT THAT -- ALL  
12 HOUSEHOLDS LEADS TO GREATER ACCEPTANCE FOR A GOVERNMENT BENEFIT RIGHT  
13 THINGS LIKE MEDICARE FORMATTED WHERE THE BENEFITS PROVIDED TO ALL IT'S  
14 PRIMARILY FUNDED BY FOLKS BEHIND THE SPECTRUM OF LEADING TO PUBLIC  
15 ACCEPTANCE AND TARGETED PROGRAMS. THE STATE IS ALREADY TALKING ABOUT A LOT  
16 OF THIS STUFF AND THERE WILL BE A LOT OF ROBUST DEBATED THERE THAT'S HOW  
17 WE CAN CONSTRUCT IT IN THIS REGIONAL PLAN.

18  
19 **MARILYN EZZY ASHCRAFT:** THANK YOU.

20  
21 **KAREN MITCHOFF, CHAIR:** THANK YOU. KATHLEEN, YOU'RE NEXT.

22  
23 **KATHLEEN CHA:** LET ME UNMUTE MYSELF. REALLY WANT TO SAY KUDOS TO THE STAFF  
24 AND TO THIS PRESENTATION. THIS IS NOT THE ONLY ONE, IT'S THE CONTINUING  
25 WAY THAT YOU HAVE BROUGHT THIS FORWARD, AND HAVE USED THIS A LOT TO SHARE



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1 WITH COMMUNITY MEMBERS WHO REALLY ARE TRYING TO UNDERSTAND AND WANT TO DO  
2 THIS. I THINK THE EQUITY PRIORITY COMMUNITY, IS AN INTERESTING PHRASE,  
3 WHEREAS USING COMMUNITIES OF CONCERN, BUT THE WAY YOU HAVE DEFINED, AND  
4 IT'S BEEN ACCEPTED BY ALL THE EQUITY PRIORITY COMMUNITIES IS VERY FINE.  
5 AND I THINK, FRANKLY, WE NEED TO PUT IT OUT THERE A WHOLE LOT MORE,  
6 BECAUSE IT REALLY TOUCHES EXACTLY WHAT WE REALLY MEAN IN TERMS OF  
7 COMMUNITIES OF CONCERN. AND I THINK IT NEEDS TO BE REALLY TO BE PROMOTED  
8 MUCH MORE. WITH THAT SAID, I'M LOOKING AHEAD TO THE PROCESS AND THE  
9 ALTERNATIVE ONE, I KNOW IT DOES MAKE SENSE I'M HEARING, IT'S GOT ITS OWN  
10 DOWNSIDES, BUT IN THE PROCESS, WE HAD PUBLIC COMMENT IN THE VIRTUAL  
11 WORKSHOPS AND PUBLIC HEARINGS WHICH ARE OCCURRING NOW AND MOVING FORWARD,  
12 WITH DEADLINE BY JULY 20TH, WHAT ARE YOU -- WHEN YOU GET THESE COMMENTS,  
13 AND I KNOW MANY GROUPS, MANY PARTNERS THAT WE HAVE ARE LOOKING AT FILING  
14 SOME, I'M ASSUMING YOU'RE NOT LOOKING AT ONLY COMMENTS ON THE DRAFT PLAN,  
15 BUT ALSO THE EIR BUT ALSO THE IMPLEMENTATION STRATEGIES. WHAT DO YOU DO  
16 WITH THEM WHEN YOU GET THEM? DO YOU RESPOND BACK TO THESE CONCERNS?  
17 BECAUSE OBVIOUSLY SOME OF OUR COMMENTS ARE GOING TO BE GOOD SOME OF THEM  
18 ARE GOING TO BE LONG-TERM -- YOU KNOW, THAT REALLY CANNOT BE -- DO YOU  
19 RESPOND TO THAT? OR WAIT UNTIL YOU HAVE THAT LAST PUBLIC HEARING? YOU KNOW  
20 WHAT I'M SAYING? I'M TRYING TO UNDERSTAND THE PROCESS. BECAUSE I KNOW  
21 PEOPLE WHO WANT TO WRITE BUT THEY FEEL IT DOESN'T GO ANYWHERE AND IT  
22 DOESN'T CHANGING ABOUT. BUT MY OBSERVATION HAS BEEN THAT YOU HAVE TAKEN  
23 THEM FAIRLY SERIOUSLY AND RESPONDED BACK. I WANT A LITTLE MORE  
24 CONFIRMATION ON THAT. >DAVE VAUTIN: IN THE VARIOUS PUBLIC HEARINGS THAT  
25 WE WILL BE HOLDING AS WELL AS THE WORKSHOPS THERE WILL BE OPPORTUNITY FOR

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1 Q&A SO PEOPLE CAN ANSWER QUESTIONS THAT MIGHT CONFIRM THEIR VERBAL OR  
2 WRITTEN COMMENTS. WE WILL BE READING EVERY ONE OF THE COMMENTS WE GET,  
3 WHICH I AM SURE THERE WILL BE HUNDREDS OF THEM FROM VARIOUS PERSONS AND  
4 ORGANIZATIONS. WE DO RESPOND TO COMMENTS, THAT THE FORM AND FASHION OF  
5 THAT VARIES DEPENDING ON THE COMMENT, WHETHER IT'S AN EIR COMMENT IT NEEDS  
6 TO BE RESPONDED TO IN THE FINAL EIR VERSUS A COMMENT ON THE IMPLEMENTATION  
7 PLAN, AND YOU KNOW, WE'LL BE GOING THROUGH AND DETERMINING EACH COMMENT  
8 WHETHER REVISION IS MERITED TO CLARIFY SOMETHING OR CORRECT AN OMISSION.  
9 THAT IS WHAT WE WILL BE DOING BETWEEN JULY 20TH AND OCTOBER WITH THE IDEA  
10 OF FIRST GIVING A SUMMARY OF ALL THE COMMENTS RECEIVED IN AUGUST TO THE  
11 VARIOUS COMMITTEES AND BOARDS THROUGH A MAIL-OUT. THAT'S WHAT WE'RE  
12 PLANNING AT THIS TIME.

13  
14 **KAREN MITCHOFF, CHAIR:** THANK YOU KATHLEEN. MONICA, YOU WERE NEXT.

15  
16 **MONICA BROWN:** THANK YOU KAREN. TO -- TO WHATEVER -- DAVE, WILL WE HAVE  
17 WRITTEN COMMENTS THAT YOU STATED AVAILABLE? BECAUSE I LIKE TO LOOK AT  
18 WRITTEN AND POWERPOINTS TOGETHER. >DAVE VAUTIN: THAT WILL BE AVAILABLE IN  
19 AUGUST, ONCE WE HAVE ALL THE COMMENTS COMPILED.

20  
21 **MONICA BROWN:** I JUST MEANT WHAT YOU JUST STATED, SIR. WHAT YOU READ THAT  
22 WENT WITH THE POWERPOINT THAT WE JUST SAW.

23  
24 **KAREN MITCHOFF, CHAIR:** YOUR SCRIPT.

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1 **MONICA BROWN:** YES. YOUR SCRIPT. >DAVE VAUTIN: WE CAN TRY TO GET SOMETHING  
2 ON THAT OUT IN THE NEXT WEEK OR SO.

3

4 **MONICA BROWN:** SEND IT TO FRED HE WILL WAVE HIS MAGIC WAND AND IT WILL SHOW  
5 UP IN MY E-MAIL. TO SAMUEL, IF YOU WANT TO MAKE THESE CHANGES YOU NEED TO  
6 GO BACK TO SCHOOL, AND GET MIDDLE SCHOOL AND HIGH SCHOOL KIDS INTO  
7 INDUSTRIAL ARTS. I TAUGHT SCHOOL FOR 39 YEARS; LET'S BE IN TOUCH. THE  
8 OTHER THING EXPLAIN WHAT PLA'S MEANS AND WHY IT'S IMPORTANT TO GET OUT AND  
9 TO MAKE SURE THE RIGHT PEOPLE ARE ELECTED TO MAKE SURE WE CONTINUE WITH  
10 PLA'S. THOSE ARE MY COMMENTS.

11

12 **KAREN MITCHOFF, CHAIR:** SUSAN.

13

14 **SUSAN ADAMS:** THANK YOU DAVE FOR YOUR COMPREHENSIVE REVIEW OF PLANNED BAY  
15 AREA 2050. I ECHO THE COMMENTS ASKING FOR YOUR WRITTEN SCRIPT. IT WAS  
16 EXCELLENT, THOROUGH, I WOULD LOVE TO HAVE A COPY OF IT. I HAVE A SETTING  
17 TONIGHT WHERE I CAN SHARE THAT INFORMATION. I WAS IMPRESSED BY THE 290  
18 MEETINGS AND EVENT WHICH IS RESULTED IN 200,000 PARTICIPANTS. WOULD YOU  
19 BREAK DOWN WHERE THOSE 290 MEETING THE TOOK PLACE? IT WOULD BE HELPFUL IN  
20 SONOMA COUNTY TO SHOW THE OUTREACH AREAS AND ALSO WOULD YOU BE WILLING TO  
21 SPEAK AT ANY CITY COUNCIL MEETINGS OR MAYORS AND COUNCILMEMBER SETTINGS TO  
22 ANSWER QUESTIONS FROM ELECTED OFFICIALS? WE HAVE A DETAILED E-MAIL WITH A  
23 SET OF QUESTIONS FROM A GAMBLE IN WIND AMAZON AND HE HAD NEVER HEARD ANY  
24 OF THIS. IT WOULD BE HELPFUL TO BE ABLE TO GO BACK TO HIM AND SAY THIS IS  
25 WHAT HAS BEEN TALKED ABOUT ALL AROUND YOU FOR A WHILE. THOSE ARE MY

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1 QUESTIONS -- COMMENTS, I SHOULD SAY. >DAVE VAUTIN: THANKS FOR THOSE  
2 QUESTIONS. I WOULD POINT YOU TO, THERE SHOULD BE A SUMMARY OF ALL THE  
3 MEETINGS IN THE PUBLIC ENGAGEMENT REPORT. IF THERE IS SOMETHING THAT  
4 YOU'RE NOT SEEING THERE, WE COULD CERTAINLY CONNECT WITH OUR PUBLIC  
5 ENGAGEMENT STAFF. AND THEN WITH REGARDS TO ELECTED PUBLIC ENGAGEMENT, WE  
6 HAVE BEEN DOING BRIEFINGS AND COUNTY TRANSPORTATION BOARDS TO COUNTY AND  
7 CITY ELECTED OFFICIALS ACROSS THE REGION WE'RE WRAPPING UP THAT FINAL SET  
8 OF TOURS IN THE NEXT COUPLE OF WEEKS.

9

10 **SUSAN ADAMS:** ARE THEY CALLING YOU AND INVITING YOU IN OR ARE YOU REACHING  
11 OUT TO ELECTED'S? >DAVE VAUTIN: WE ARE PROACTIVELY REACHING OUT TO SET  
12 THAT UP.

13

14 **SUSAN ADAMS:** THANK YOU VERY MUCH.

15

16 **THERESE MCMILLAN:** THIS IS THERESE AGAIN, AND I ALWAYS FORGET ABOUT THIS.  
17 THIS IS RECORDED. SO ONE OF THE THINGS -- ONE OF THE THINGS -- AGAIN, I  
18 WAS INCREDIBLY IMPRESSED WITH DAVE'S PRESENTATION, AND EVERY TIME I HEAR  
19 IT I LEARN SOMETHING NEW, BUT HAVING THE LINK AND SAY, YOU KNOW, AT THIS  
20 PARTICULAR POINT, HERE IS, YOU KNOW, DAVE'S PRESENTATION, AS -- YOU KNOW,  
21 IT'S ONE THING TO HAVE THE SCRIPT AND IT'S ANOTHER THING TO ACTUALLY HEAR  
22 IT. SO WE'LL MAKE SURE THAT IS ALSO RECIRCULATED ONCE THE RECORDING IS UP,  
23 BECAUSE I THINK THAT'S HELPFUL FOR FOLKS TO BE ABLE TO TAP INTO AS WELL.

24

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1   **KAREN MITCHOFF, CHAIR:** I WAS THINKING THE SAME THING THERESE, IF THERE  
2   COULD BE JUST A CLICK TO THE VIDEO, OF THIS PORTION, BECAUSE I WOULD LIKE  
3   TO GO BACK TOO. YOU DID A GREAT JOB. BUT YOU WOULD GO ON TO THE NEXT SLIDE  
4   BEFORE I COULD ABSORB WHAT YOU WERE TALKING ABOUT. RICK?

5

6   **RICK BONILLA:** THANK YOU TO DAVE FOR THE HELPFUL PRESENTATION AND THANK YOU  
7   TO STAFF. I WANT TO SAY, FIRST, THEY STRONGLY SUPPORT ALTERNATIVE ONE. I  
8   BELIEVE IT'S GOING TO HELP US GET TO THE MOST EFFECTIVE POSITION WHERE WE  
9   NEED TO BE IN TERMS OF MOVING TOWARD AN EQUITABLE AND ENVIRONMENTAL FUTURE  
10   THAT'S GOING TO PROVIDE THE BEST IN TERMS OF EVERY OPPORTUNITY, AND  
11   HOUSING, JOBS, YOU NAME IT, FOR PEOPLE WHO HAVE BEEN SORELY, SOMEHOW,  
12   EITHER LIVING LONG DISTANCES AWAY OR NOT HAVING ACCESS TO PLACES WHERE THE  
13   REAL OPPORTUNITIES EXIST. SO, I ALSO THINK WE NEED TO CONCLUDE OUR PROCESS  
14   WITHIN THE TIME FRAME THAT WILL ALLOW US TO QUALIFY FOR SB1 AND OTHER  
15   GRANTS AND SOURCES OF MONEY. I CONCUR WITH MR. MUNOZ HIS WORDS REGARDING  
16   LABOR APPRENTICESHIP, TRAINING REQUIRING LEVELLING THE PLAYING FIELD IN  
17   ORDER TO MAINTAIN A SKILLED AND TRADE WORKFORCE BECAUSE APPARENTLY THERE'S  
18   A SHORTAGE COMPARED TO THE FUTURE NEEDS OF CONSTRUCTION WORKERS ESPECIALLY  
19   WITH THE PLANS THAT WE'RE LAYING OUT TODAY. AND I APPLAUD SUPERVISOR BROWN  
20   FOR MENTIONING THE ELA, THEY LEVEL THE PLAYING FIELD PROVIDING A KNOWN  
21   METHOD FOR BRINGING IN JOBS ON TIME AND IN BUDGET. FRANKLY AS A CARPENTER,  
22   I CAN SAY ALTERNATIVE ONE HITS THE NAIL ON THE HEAD. THANK YOU VERY MUCH.

23

24   **KAREN MITCHOFF, CHAIR:** THANK YOU RICK. SONJA, I SEE YOUR HAND UP, BUT I  
25   WANT TO SURE THAT EVERYBODY ELSE HAS HAD OPPORTUNITY TO ASK A QUESTION OR

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1 COMMENT. I'M NOT SEEING ANY OTHER HANDS UP, BUT SORT OF A CALL FOR THAT.

2 OKAY. AMBER. GO AHEAD.

3

4 **AMBER CRABBE:** SORRY ABOUT THAT. ON BEHALF OF THE COUNTY TRANSPORTATION

5 AGENCIES, I JUST WANT TO SAY HOW EXCITED WE ARE TO HIT THIS MILESTONE AND

6 REALLY JUMP INTO THE DEVELOPMENT OF AN IMPLEMENTATION PLAN AND START

7 IMPLEMENTING THE RECOMMENDATIONS LATER THIS YEAR. IN OUR MIND,

8 [INDISCERNIBLE] IS REALLY KEY, AND WE LOOK FORWARD TO WORKING WITH YOU AND

9 BRINGING OUR AGENCIES FUNDING AND ON THE GROUND EXPERIENCE AND

10 UNDERSTANDING TO ADVANCE THE PLAN'S STRATEGIES. WE'RE, YOU KNOW, ONE OF

11 OUR GOALS AS FUNDING PARTNER AND NOTING THAT 40% OF THE PLAN FUNDING IS

12 LOCAL, A LOT OF THAT IS TAX FUNDING THAT WE BRING TO THE TABLE. IN

13 ADDITION FOUNDERING ROLE, MORE AND MORE WHERE MULTI-MODAL AGENCIES MOVING

14 IN THAT DIRECTION WANTING TRANSIT SERVICE, IMPLEMENTING EXPRESS LANES,

15 BUILDING PROJECTS, ADMINISTERING TDM PROGRAMS AS WELL AS OUR ROLE

16 PROVIDING ANY TECHNICAL SUPPORT NOT JUST FOR TRANSPORTATION, BUT MOVING

17 INTO HOUSING AND THE ENVIRONMENTAL ISSUES AS WELL. AND WE'RE ALREADY

18 WORKING WITH MTC AND ABAG TO DELIVER THE PLANNED VISION IN IDENTIFYING

19 PRIORITY DEVELOPMENT AREAS AND PRIORITY CONSERVATION AREAS, COORDINATING

20 REGIONAL TRAVEL CORRIDORS, SUPPORTING FIRST AND LAST MILE TRAVEL,

21 PROTECTING AND ADAPTING TRANSPORTATION INFRASTRUCTURE AND IDENTIFYING KEY

22 PROJECTS TO RECEIVE OBAG FUNDING TO ENCOURAGE THE GROWTH WHERE PLANNED BAY

23 AREA WANTS IT TO GO. SO ALL OF THAT IS GOING TO CONTINUE. AND AS WE MOVE

24 INTO THIS NEXT PHASE, I THINK WE'RE LOOKING FORWARD TO DIGGING INTO THE

25 DEVELOPMENT OF OBAG THREE, IN PARTICULAR, WHICH IS ONE OF THE MAIN TOOLS,

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1 AS YOU KNOW, THAT BOTH MTC AND THE CTAS HAVE TO INVEST IN REGIONAL AND  
2 LOCAL TRANSPORTATION PROJECTS AND PROGRAMS THAT COULD ADVANCE THE PLAN IN  
3 A WAY THAT ALSO PAYS ATTENTION TO DIFFERENCES ACROSS THE REGION. AND I  
4 THINK WE HAVE HEARD A COUPLE OF TIMES HERE, ALREADY, AND THROUGHOUT THE  
5 DEVELOPMENT OF THE PLAN, THAT ONE SIZE DOESN'T FIT ALL IS KEY TO OUR  
6 SUCCESS. SO I JUST WANTED TO SAY CONGRATULATIONS ON THE MILESTONE, AND THE  
7 PLAN, AND WE'RE READY TO ROLL UP OUR SLEEVES.

8

9 **KAREN MITCHOFF, CHAIR:** THANK YOU AMBER. SONJA, GO AHEAD. SORRY. I'M GOING  
10 TO GIVE CARLOS A CHANCE BECAUSE HE HAVEN'T SPOKEN YET. GO AHEAD CARLOS. WE  
11 CAN'T HEAR YOU IF YOU ARE TRYING TO TALK. BUT IT DOESN'T LOOK LIKE YOU'RE  
12 MUTED. YOU THERE ARE.

13

14 **SPEAKER:** CAN YOU HEAR ME NOW?

15

16 **KAREN MITCHOFF, CHAIR:** YOU THERE ARE.

17

18 **SPEAKER:** THANKS. DAVE VAUTIN, A QUESTION FOR YOU. OBVIOUSLY THE EIR HAS  
19 STUDIED THE DRAFT PLAN, AND THEN WE HAVE INCLUDED THESE OTHER  
20 ALTERNATIVES, WHICH I THINK, AT LEAST SOME ALTERNATIVES ARE REQUIRED IN  
21 REVIEWING THE EIR, MY QUESTION IS, SO THERE ARE COMPONENTS, LET'S SAY, OF  
22 ALTERNATIVE TWO, THAT ARE APPEALING, YET THERE ARE SOME IMPACTS TO SOME OF  
23 THOSE -- NOT ALTERNATIVES, BUT IMPACT TO MYSTERY APPROACHES, ALTERNATIVES  
24 PROPOSED TO THE ALTERNATIVE THAT CERTAINLY HAVE NEGATIVE EFFECTS OR DON'T  
25 PERFORM AS WELL. BUT I'M HEARING FROM YOU THAT ESSENTIALLY, THE DRAFT PLAN

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1 HAS BEEN STUDIED, WE HAVE ALL HAD EXTENSIVE DISCUSSIONS ON THAT DRAFT  
2 PLAN, POLICIES AND ITS IMPLEMENTATION, TO PIVOT TO EITHER ANOTHER  
3 ALTERNATIVE, A 1/2 ALTERNATIVE IS NOT AN OPTION TO PIVOT ANOTHER  
4 ALTERNATIVE FOR THE MATTER HYBRIDIZE THE DRAFT PLAN WITH PARTS OF OTHER  
5 ALTERNATIVES BASICALLY IS NOT PRACTICABLE BECAUSE OF THE TIME IT WOULD  
6 TAKE TO INCORPORATE THOSE POLICIES INTO THE PROGRAM INTO THE DRAFT? IS  
7 THAT CORRECT? DAVE IN >DAVE VAUTIN: IT'S COMPLICATED. I WILL ASK COUNSEL  
8 TO CHIME IN HERE. IF YOU ARE CHOOSING ONE OF THE ALTERNATIVES THAT WAS  
9 APPROVED -- ALTERNATIVE ONE OR TWO THAT WAS STUDIED, IF YOU CHOSE ONE OF  
10 THOSE INSTEAD OF THE DRAFT PLAN THAT HAS BEEN DISCUSSED THAT WOULD NOT  
11 HAVE THE SAME SCHEDULED IMPACT OF THE HYBRID ALTERNATIVE, THE SIX MONTHS  
12 OF ADDITIONAL TIME TO ANALYZE THE HYBRID TO DETERMINE ITS ENVIRONMENTAL  
13 IMPACTS POTENTIALLY YOU HAVE TO GO ANOTHER ROUND FOR PUBLIC REVIEW ON THE  
14 ERA. AMY?

15  
16 **SPEAKER:** IF YOU SELECTED ONE OR TWO WE DID MODELING ON THOSE ALTERNATIVES  
17 WE HAVE THE INFORMATION IN THE EIR, IT'S JUST IF YOU TAKE A HYBRID WE  
18 DIDN'T MODEL EVERY VARIATION THERE MIGHT BE, SO IF THERE WAS SOMETHING  
19 ELSE TO DO WE WOULD NEED TO UNDERTAKE SOME ADDITIONAL EFFORT TO ANALYZE  
20 THAT ALTERNATIVE BEFORE YOU APPROVED T POTENTIALLY IF THAT ALTERNATIVE HAD  
21 SIGNIFICANT IMPACTS THAT WE HADN'T LOOKED AT BEFORE THEN THAT WOULD  
22 REQUIRE A RECIRCULATION PERIOD SO THAT ADDS TIME. SO IT'S VARIABLE HOW  
23 MUCH LONGER IT MIGHT TAKE. BUT THOSE ARE THE CONSIDERATIONS.



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1 **CARLOS ROMERO:** JUST A QUICK FOLLOW-UP QUESTION, DAVE. IF THE BODY WANTED  
2 TO -- I MEAN, ULTIMATELY, IT'S MTC AND ABAG, BUT IF THAT I WANTED TO  
3 APPROVE, OR IF WE WANTED TO APPROVE AN ALTERNATIVE EITHER ONE, OR TWO,  
4 NON-HYBRIDIZED, JUST AS STUDIED, WOULD THAT SLOW THE PROCESS DOWN GIVEN  
5 OUR DISCUSSIONS HAVE BEEN FOCUSED ON THE DRAFT THAT WAS THE PRINCIPLE  
6 DOCUMENT STUDY? >DAVE VAUTIN: SO, I MEAN -- AND, AGAIN, AMY CAN CHIME IN  
7 HERE. I GUESS I'M FROM A -- THE PROCEDURAL PERSPECTIVE, IT WOULD NOT LEAD  
8 TO THE SAME SORT OF SIGNIFICANT DELAY, HOWEVER, IF YOU WANTED TO CHANGE  
9 COURSE AND GO WITH A DIFFERENT ALTERNATIVE, YOU MAY WANT TO HAVE US DO  
10 SOME MORE PUBLIC TAKE HOLDER ENGAGEMENT ON THAT ALTERNATIVE WHICH COULD  
11 TAKE TIME. BUT CHOOSING ONE OR TWO WOULD NOT LEAD TO THAT CIRCULATION  
12 WHICH TRIGGERS THE DELAY AS WELL AS THE MODELING ANALYSIS REQUIRED FOR A  
13 HYBRID ALTERNATIVE BECAUSE WE HAVE ALREADY DONE THAT.

14

15 **THERESE MCMILLAN:** MAYBE TECHNICALLY, LEGALLY, NOT AS LONG. FROM A  
16 POLITICAL AND PUBLIC OUTREACH AND TRANSPARENCY PERSPECTIVE, I THINK WE  
17 WOULD NEED TO THINK VERY CLEARLY, BOTH ABAG AND MTC ABOUT WHAT ADDITIONAL  
18 OUTREACH PIVOTING TO ANY OF THE ALTERNATIVES WOULD BE, AND WHAT LEVEL OF,  
19 YOU KNOW, ADDITIONAL DISCOURSE THROUGH THE REGION WE WOULD WANT TO DO. I  
20 WOULD POINT TO, AGAIN, AS SOMEONE HAD OBSERVED, I THINK IT WAS KATHLEEN,  
21 THE ASTOUNDING LEVEL OF OUTREACH AND COLLABORATIVE INPUT THAT HAD BEEN  
22 DONE WITH OUR COMMUNITY THROUGHOUT THE REGION TO FORM THE DRAFT PLAN. SO,  
23 I -- YOU KNOW, IN MY OWN HUMBLE OPINION, I THINK THAT'S A MAJOR DRIVER OF  
24 WHATEVER EXTENDED TIME WOULD BE INVOLVED.

25

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1 **CARLOS ROMERO:** THANK YOU.

2

3 **KAREN MITCHOFF, CHAIR:** SONJA, GO AHEAD.

4

5 **SONJA TRAUSS:** CARLOS'S QUESTIONS HELPED ANSWER WHAT I WAS GOING TO ASK.

6 THIS IS SUPER HELPFUL. I LOVE ALTERNATIVE ONE. RIGHT? I DON'T WANT TO

7 SPEND MONEY ON HIGHWAYS, BUT THAT ACTUALLY -- I WOULD LOVE TO PASS

8 ALTERNATIVE ONE STUDY INSTEAD OF OTHER THINGS. AT THE SAME TIME, I DO

9 POLITICS FOR A LIVING AND I AM SYMPATHETIC TO THE THINGS THAT DAVE AND

10 THERESE ARE SAYING WE ARE A BIG HUGE GROUP SOCIETY PROJECT, THIS IS A

11 GROUP PROJECT THERE, IS A LOT OF POLITICAL LEGITIMACY IN THE CURRENT

12 PLANNED BAY AREA DRAFT, SO IT'S NOT GREAT PROCESS TO CHANGE IT AT THE END.

13 SO THIS LEADS ME TO THE QUESTION OF, THIS EXISTENTIAL QUESTION ABOUT CEQA,

14 WHY ARE WE DOING AN EIR FOR SOMETHING LIKE PLANNED BAY AREA? THE PROCESS,

15 AS ITS SETUP, IS WE HAVE ALL THIS STAKEHOLDER ENGAGEMENT FOR A CERTAIN

16 PLAN, AND THEN WE HAVE THESE PROPOSALS THAT WE TECHNICALLY COULD CHANGE

17 TO, BUT THEY DON'T HAVE POLITICAL LEGITIMACY. WHAT KIND OF INFORMATION --

18 YOU KNOW, WE'RE NOT GOING TO DO IT. LET'S JUST BE REAL. WE'RE JUST NOT

19 GOING TO. WHAT VALUE? ALL THESE MAN HOURS, AND PERSONAL MAN HOUSING GOING

20 INTO THE DIR, WHAT IS THE VALUE? SHOULD PLANNED BAY AREA HAVE A STATUTORY

21 EXEMPTION IN CEQA? >DAVE VAUTIN: AMY, I THINK THIS ONE IS FOR YOU.

22

23 **SPEAKER:** SURE. SO THE VALUE, I GUESS ENVISIONED UNDER SB 375 OF HAVING

24 THIS PARTICULAR PLAN HAVE AN EIR IS BECAUSE THERE ARE LATER CEQA

25 STREAMLINING BENEFITS FOR PROJECTS THAT ARE CONSISTENT WITH THE PLAN. SO

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1 THE IDEA WAS, YOU KNOW, IF YOU HAVE A DEVELOPMENT PROJECT, AND YOU'RE  
2 CONSISTENT, AND WE UNDER TOOK THIS HUGE EFFORT TO ANALYZE THE  
3 ENVIRONMENTAL IMPACTS, THAT YOU'RE PROJECT SHOULDN'T HAVE TO DO AN  
4 ADDITIONAL ANALYSIS. THE REALITY IS CEQA IS -- THERE IS A LOT OF  
5 LITIGATION UNDER CEQA, SO PROJECTS STILL, AND ARE STILL LIKELY REQUIRED TO  
6 DO SOME FORM OF ENVIRONMENTAL REVIEW. WE HAVE TRIED TO PROVIDE AS MUCH  
7 COVERAGE AS POSSIBLE BY OFFERING MITIGATION MEASURES THAT SHOULD WORK IF  
8 THEY'RE IMPLEMENTED. BUT YOU KNOW I KNOW THERE ARE EFFORTS TO EXEMPT THESE  
9 PROJECT THESE PROJECTS THIS PLANNING EFFORT FROM CEQA BUT THERE ARE WAYS  
10 OF DOING THIS RIGHT NOW AND WHAT THE STATUTES REQUIRE AND WHY WE HAVE  
11 UNDERTAKEN THIS EFFORT.

12  
13 **SONJA TRAUSS:** THANKS. THAT WAS REALLY HELPFUL.

14  
15 **KAREN MITCHOFF, CHAIR:** EXCELLENT QUESTIONS AND COMMENTS. THIS AS I SAID  
16 EARLIER IS AN INFORMATIONAL ITEM. SOME OF YOU I WILL SEE AGAIN TOMORROW ON  
17 ANOTHER MEETING WHERE I UNDERSTAND THIS WILL BE PRESENTED. FOR NOW -- DO  
18 WE HAVE ANY PUBLIC COMMENTS ON THIS PRESENTATION? THERE WAS A GAMBLE WHO I  
19 THOUGHT HAD HIS HAND RAISED, BUT HE'S AN ATTENDEE, AND NOT A PARTICIPANT.  
20 IS THERE AN -- MR. LITTLEHALE. THERE HE IS. SCOTT LITTLEHALE, ARE YOU  
21 THERE?

22  
23 **SCOTT LITTLEHALE:** I AM. THANK YOU. MY NAME IS SCHOLTE LITTLEHALE.

24  
25 **KAREN MITCHOFF, CHAIR:** ONE MOMENT, PLEASE, MR. LITTLEHALE.

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1

2 **CLERK OF THE BOARD:** MAY I CONFIRM TIME FOR PUBLIC COMMENT, PLEASE?

3

4 **KAREN MITCHOFF, CHAIR:** THREE MINUTES SINCE WE'RE DOING WELL ON THIS. THREE  
5 MINUTES WOULD BE APPROPRIATE. GO AHEAD MR. LITTLEHALE.

6

7 **SCOTT LITTLEHALE:** THANK YOU. VERY KIND OF YOU TO GIVE ME THREE MINUTES. I  
8 SERVED ON THE CASA TECHNICAL COMMITTEE, AND I ALSO SERVED ON ABAG'S  
9 HOUSING METHODOLOGY COMMITTEE WITH A NUMBER OF PEOPLE WHO SERVE ON THE  
10 REGIONAL PLANNING COMMITTEE. SO, HELLO. I AM ALSO A CARPENTER UNION'S  
11 REPRESENTATIVE. SO I AM PARTICULARLY FOCUSED ON THIS QUESTION, WHICH IN A  
12 TECHNICAL DOCUMENT THAT STAFF PRODUCED IN 2020, THE CRITICAL NEED OF WHAT  
13 STAFF WROTE WAS A CRITICAL NEED TO EXPAND THE BAY AREA'S CONSTRUCTION  
14 WORKFORCE IN ORDER TO MEET NOT ONE BUT TWO OBJECTIVES, ONE BEING ECONOMIC  
15 DEVELOPMENT TO ENHANCE MIDDLE WAGE JOBS AND SECOND TO BUILD MUCH NEEDED  
16 HOUSING. STAFF IN ITS TECHNICAL REPORT IN 2020 ANALYZED A STRATEGY FOR  
17 ADDRESSING THAT CRITICAL NEED WAS TO PROVIDE INCREASED FUNDING TO INCREASE  
18 EXISTING WORKFORCE PROGRAMS WITH THE OBJECTIVE OF INCREASING TRAINING  
19 OPPORTUNITIES FOR 1,000 BAY AREA CONSTRUCTION WORKERS AND MORE. I RESPECT  
20 STAFF A LOT, THE SCOPE OF THE TASK IS ENORMOUS, AND SO THE FOLLOWING  
21 REMARKS ARE WITHIN THAT CONTEXT OF RESPECT. FUNDING FOR CONSTRUCTION  
22 CAREER TRAINING IS THE WRONG STRATEGY STATE CERTIFIED APPRENTICESHIP  
23 PROGRAMS RUN JOINTLY BY LABOR UNIONS AND EMPLOYERS REPRESENTATIVES ARE  
24 SELF FUNDING FOR EXAMPLE, EVERY ONE THERE OUT OF A UNION CARPENTER'S  
25 PAYCHECK PER HOUR IS DIVERTED FROM THEIR PAY TO A TRAINING FUND PROGRAM

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1 ASSOCIATED. WE DON'T NEED GOVERNMENT FUNDING. THE CORRECT STRATEGY IS FOR  
2 ABAG MTC THROUGH PLANNED BAY AREA 2050 IS TO CREATE LINKAGES BETWEEN BAY  
3 AREA TAXPAYER INVESTMENT IN INFRASTRUCTURE AND AFFORDABLE HOUSING TO  
4 ACTUAL EMPLOYMENT OPPORTUNITIES FOR THOSE APPRENTICES. I WANT TO  
5 ILLUSTRATE THIS BY SAYING THAT THE ACCOMPLISHMENTS OF THE JOINT LABOR  
6 MANAGEMENT APPRENTICESHIP PROGRAMS ALREADY WERE TRIPLE THE LEVEL OF THE  
7 OBJECTIVE OF STAFF'S HYPOTHETICAL FUNDING STRATEGY WHICH YOU WILL RECALL  
8 WAS FOR 1,000 WORKERS TRAINED ANNUALLY. BETWEEN 2016 AND 2019, THE  
9 BUILDING TRADES APPRENTICESHIPS TOOK IN THE EQUIVALENT OF AN ANNUAL  
10 AVERAGE OF 3,000 BAY AREA RESIDENT APPRENTICE WHO IS REMAIN ACTIVE TO THIS  
11 DAY. THEY WERE RETAINED. THE ONLY LIMIT TO EXPANSION OF THIS IS COMMITMENT  
12 TO EMPLOYMENT WHICH IS LACKING AMONG THE MAJORITY OF THE REGION'S HOUSING  
13 REQUIREMENT. THE PUBLIC FINANCIAL ASSISTANCE FOR HOUSING DEVELOPMENT  
14 CONSTRUCTION WILL OVERCOME THAT LACK IN COMMITMENT. THANK YOU.

15  
16 **KAREN MITCHOFF, CHAIR:** THANK YOU MR. LITTLEHALE. I DON'T SEE ANY OTHER  
17 HANDS RAISED AMONGST OUR ATTENDEES.

18  
19 **CLERK OF THE BOARD:** CHAIR MITCHOFF, THIS IS FRED. FOR THE RECORD THERE  
20 WERE NO WRITTEN COMMENTS RECEIVED ON THIS ITEM.

21  
22 **KAREN MITCHOFF, CHAIR:** THANK YOU VERY MUCH FOR PUTTING THAT IN THE RECORD.  
23 ALL RIGHT EVERYBODY. THANK YOU FOR YOUR ATTENTION THIS MORNING. THANK YOU  
24 TO STAFF, AGAIN, THANK YOU TO STAFF FOR PUTTING THIS TOGETHER SO WE CAN GO  
25 OVER IT AGAIN, AND ABSORB IT AS BEST WE CAN.

June 10, 2021

1

2 **CLERK OF THE BOARD:** CHAIR MITCHOFF, THIS IS FRED AGAIN. I'M SORRY TO  
3 INTERRUPT. THE TRANSCRIPT AND VIDEO OF THIS MEETING WILL BE POSTED ONLINE  
4 AT MTC LEGISTAR HOPEFULLY VERY SOON OR BY TOMORROW.

5

6 **KAREN MITCHOFF, CHAIR:** THAT'S FINE. THAT WOULD BE FINE. WE APPRECIATE  
7 THAT. SO, WITH THAT, EVERYONE, WE ARE ADJOURNED. I GOT TO GO BACK TO MY  
8 OTHER SCREEN HERE, AND LET ME SEE WHEN IS OUR NEXT MEETING. IT IS  
9 SCHEDULED FOR JULY 8TH. SO HAVE A GOOD REST OF YOUR DAY EVERYONE. AND WE  
10 WILL SEE SOME OF YOU SOONER THAN THAT. [ADJOURNED]

11



*Broadcasting Government*