METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

JOINT MTC PLANNING COMMITTEE

WITH THE ABAG ADMINISTRATIVE COMMITTEE

FRIDAY, SEPTEMBER 10, 2021, 9:45 A.M.

JAMES P. SPERING, MTC CHAIR: WOULD YOU RUN THE ANNOUNCEMENT, PLEASE? 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 RAISE 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

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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.

JAMES P. SPERING, MTC CHAIR: CHECK.

WENDI KALLINS, V. CHAIR: CHECK.

JESSE ARREGUIN, ABAG CHAIR: CHECK.

CLERK OF THE BOARD: CHECK.

JAMES P. SPERING, MTC CHAIR: THANK YOU. I'LL CALL TO ORDER MTC CONSENT CALENDAR AND THEN TURN IT OVER TO YOU. WITH THAT, TAKE THE ROLL, PLEASE.

CLERK OF THE BOARD: WILL DO. CHAIR SPERING?

JAMES P. SPERING, MTC CHAIR: PRESENT.

CLERK OF THE BOARD: AHN?

EDDIE AHN: PRESENT.

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CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: PRESENT.

CLERK OF THE BOARD: CONNOLY? DUTRA-VERNACI? DUTRA-VERNACI? FLEMING?

VICTORIA FLEMING: HERE.

CLERK OF THE BOARD: GIOCAPINI, NON-VOTING?

DORENE M. GIACOPINI: HERE.

CLERK OF THE BOARD: LICCARDO?

SAM LICCARDO: PRESENT.

CLERK OF THE BOARD: SCHAFF? WE HAVE A QUORUM.

JAMES P. SPERING, MTC CHAIR: OKAY I'LL ENTERTAIN A MOTION TO APPROVE THE MTC PLANNING CONSENT CALENDAR?

SAM LICCARDO: SO MOVED, LICCARDO.

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JAMES P. SPERING, MTC CHAIR: THANK YOU, SAM. CANEPA, DO YOU SECOND THAT?

DAVID CANEPA: YES.

JAMES P. SPERING, MTC CHAIR: 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.

JAMES P. SPERING, MTC CHAIR: TAKE THE ROLL, POLLUTION.

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

JAMES P. SPERING, MTC CHAIR: OKAY. PRESIDENT ARREGUIN I'LL TURN ITEMS 2 AND 3 OVER TO YOU. THANK YOU, SIR.

JESSE ARREGUIN, ABAG CHAIR: THANK YOU. I'LL ASK THE CLERK TO CONDUCT A ROLL CALL FOR QUORUM OF THE ABAG ADMINISTRATIVE COMMITTEE.

CLERK OF THE BOARD: ARREGUIN?

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JESSE ARREGUIN, ABAG CHAIR: PRESENT.

CLERK OF THE BOARD: EKLUND?

PAT ECKLUND: PRESENT.

CLERK OF THE BOARD: FLIGOR?

NEYSA FLIGOR: HERE.

CLERK OF THE BOARD: LEE?

OTTO LEE: PRESENT.

CLERK OF THE BOARD: MANDELMAN?

RAFAEL MANDELMAN: PRESENT.

CLERK OF THE BOARD: MITCHOFF?

KAREN MITCHOFF: HERE.

CLERK OF THE BOARD: PERALEZ?

RAUL PERALEZ: HERE.

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CLERK OF THE BOARD: RABBIT IS ABSENT. RAMOS?

BELIA RAMOS, ABAG V. CHAIR: HERE.

CLERK OF THE BOARD: ROMERO? CAR HERE.

CLERK OF THE BOARD: WILSON IS ABSENT. QUORUM IS PRESENT.

JESSE ARREGUIN, ABAG CHAIR: ITEM TWO, ABAG COMPENSATION ANNOUNCEMENT. WILL THE CLERK PLEASE MAKE THE ABAG COMMITTEE COMPENSATION ANNOUNCEMENT?

CLERK OF THE BOARD: YES, SIR. ACCORDING TO STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN AMOUNT OF $100 AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU.

JESSE ARREGUIN, ABAG CHAIR: THANK YOU. MOVING NOW TO ITEM THREE, THE ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR. CONSISTS OF ONE ITEM OUR MINUTES OF JULY 9TH, 2021. MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR?

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PAT ECKLUND: SO MOVED.

NEYSA FLIGOR: SECOND.

JESSE ARREGUIN, ABAG CHAIR: MOVED BY EKLUND. WHO WAS THE SECOND?

NEYSA FLIGOR: FLIGOR.

JESSE ARREGUIN, ABAG CHAIR: THANK YOU VERY MUCH. ANY DISCUSSION ON THE MOTION? SEEING NO RAISED HANDS. I'LL ASK IF THERE IS ANY PUBLIC COMMENT ON THIS ITEM? SEEING NO RAISED HANDS.

CLERK OF THE BOARD: THAT'S CORRECT. NO WRITTEN PUBLIC COMMENT RECEIVED.

JESSE ARREGUIN, ABAG CHAIR: CALL THE ROLL ON THE MOTION.

CLERK OF THE BOARD: YES, SIR. [ROLL CALL VOTE].

JESSE ARREGUIN, ABAG CHAIR: THANK YOU TURNING BACK TO CHAIR SPERING.

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JAMES P. SPERING, MTC CHAIR: THANK YOU. ITEM FIVE, THE MOBILE HUB PILOT RECOMMENDATION. AND KRUTE?

KRUTE SINGA: GOOD MORNING COMMISSIONERS. I'M KRUTE SINGA WITH MTC/ABAG. I CAME THIS PAST FEBRUARY WITH AN UPDATE ON MOBILITY HUBS AND WITH A CALL FOR PROJECTS AND I'M BACK HERE TODAY WITH THE RECOMMENDED AWARD LIST FOR THE PILOT PROGRAM. IF YOU COULD BRING UP THE SLIDES? MOVE TO SLIDE THREE? GREAT. THANK YOU. JUST TO PROVIDE A QUICK REFRESHER ON THE PROGRAM. MOBILITY HUBS IS A CLIMATE STRATEGY THAT IS IDENTIFIED IN PLANNED BAY AREA 2040. IT ALSO IS INCLUDED IN PLANNED BAY AREA 2050, AND IN STRATEGY EN9, WHICH ENCOMPASSES TRANSPORTATION DEMAND MANAGEMENT PROGRAMS AS SHOWN ON THE BADGE ON THE TOP RIGHT OF THE SLIDE. BECAUSE IT'S A CLIMATE STRATEGY THE PRIMARY GOAL OF THE PROGRAM IS TO REDUCE GREENHOUSE GAS EMISSIONS AND REDEFINING MOBILITY HUBS AS ANCHORS AND ENABLE TRAVELERS OF ALL BACKGROUNDS AND ABILITIES TO ACCESS MULTIPLE STATION OPTIONS INCLUDING SHARED SCOOTERS, BICYCLES CARS AND TRANSIT AS WELL AS COHESIVE SPACE. REFRESHER ON THE FUNDING PROGRAM $22 MILLION COMMITTED TO ONE BAY AREA GRANT PROGRAM OR OBAG TWO INCLUDING 22 MILLION OF IMPLEMENTATION THAT IDENTIFIES STRATEGIES, IN ELECTRIC VEHICLE INCENTIVE INFRASTRUCTURE AS WELL AS TARGETED TRANSPORTATION ALTERNATIVES. ALLOCATION INCLUDES $10 MILLION TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT DISTRICT FOR ELECTRIC VEHICLE INFRASTRUCTURE

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INCENTIVES AS THEY ARE DISTRICT REGIONS AGENCY FOR ELECTRIC VEHICLE PROGRAM IMPLEMENTATION AND ALSO ALLOCATED $1.2 MILLION FOR MOBILITY AND PARKING TRANSPORTATION ALTERNATIVES TO EXPLORE PILOT PROGRAMS FOR EACH STRATEGY AND REMAINING BALANCE IS 11 MILLION. NEXT SLIDE PLEASE. FUNDING ALLOCATED TO THE MOBILITY IS USED TO DEVELOP THE PROGRAM INCLUDING GETTING INPUT FROM TRANSIT AGENCIES CITIES AND COUNTY TRANSPORTATION AGENCIES INCLUDING PROGRAM DEFINITION AS WELL AS THE MOBILITY HUBS IMPLEMENTATION PLAYBOOK WHICH WE DEVELOPED TO BE A COMPREHENSIVE TECHNICAL ASSISTANCE GUIDE WITH IMPLEMENTATION STRATEGIES TACTICAL APPROACHES AND MANAGEMENT TECHNIQUES FROM OUR PARTNERS WE RECEIVED INPUT ON LOCATION ANALYSIS WHICH IDENTIFIED 1700 HUB LOCATIONS AROUND THE REGIONS WHICH HAVE FREQUENT AND INTERJURISDICTIONAL TRANSIT SERVICE THAT HAVE THE POTENTIAL TO REDUCE GREENHOUSE GAS EMISSIONS IDENTIFY HIGH MOBILE NEED LACK FREQUENT OR HIGH CAPACITY TRANSIT OR OTHER MOBILITY SERVICES LOCATED IN EQUITY PRIORITY COMMUNITIES. INPUT HOW TO PRIORITIZE SUBSET OF 1700 SITES FOR THE PILOT PROGRAM WE ENDED UP PRIORITIZING 150 SITES THAT HAVE THE GREATEST NUMBER OF TRANSIT CONNECTIONS AND MOBILITY SERVICES HAVE WALKING AND BICYCLING CONNECTIVITY, PROXIMITY TO MAJOR TRIP GENERATORS LIKE STADIUMS, UNIVERSITIES CAMPUS LOCATIONS AND PRIORITY COMMUTING PRIORITIZATION SUPPORTING PILOTS IMPLEMENTATION, CONSTRUCTION, RELATIONSHIPS AND OPERATIONS. WE RELEASED A CALL FOR PROJECTS IN MAY AND NOTIFIED LOCAL

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JURISDICTIONS AND TRANSIT PARTNERS WHO IS BEEN PROVIDING INPUT THROUGHOUT THE PROGRAM DEVELOPMENT AS WELL AS MAKING PRESENTATIONS AT SEVERAL MEETINGS. APPLICATIONS ARE DUE IN LATE JUNE AND COULD BE COMPLETED THROUGH AN ONLINE FORM WHICH IS CREATED SIMPLE TO COMPLETE TO ENCOURAGE APPLYING. NEXT SLIDE PLEASE. THE QUESTIONS THAT FORMULATE TO THE CRITERIA AND THE CRITERIA REFLECT OBJECTIVES OF THE PILOT AND DEFINITION AND GOALS OF THE MOBILITY HUBS PROGRAM I MENTIONED EARLIER. SO THE CRITERIA FOR FOCUS ON PROJECTS THAT ARE IMPLEMENTATION ORIENTED CONNECT TO THE COMMUNITY HAVE AND WILL HAVE PARTNERSHIPS NEEDED WITH LOCAL AGENCIES AND COMMUNITIES NEEDED TO MAKE A HUB SUCCESS IN TERMS OF IMPLEMENTATION OPERATION COMPRISED OF MTC STAFF AND EXTERNAL EXPERTS USING CRITERIA TO EVALUATE APPLICATIONS AND RECOMMEND PROJECT AWARDS. NEXT SLIDE PLEASE. OVERALL WE RECEIVED A GREAT SELECTION OF PROJECTS. THE ONES WE'RE ADVANCING PROVIDE A GOOD REPRESENTATION OF MOBILITY HUB TYPOLOGIES. THE PROJECTS ALSO REPRESENT A VARIETY OF ANCHOR SERVICES INCLUDING BUS, REGIONAL RAIL, FOR E-BIKE SHARE AND CAR SHARE. THERE IS GOOD SAMPLE OF BOTH QUICK BUILD AND PERMANENT CONSTRUCTION AND THEY FALL INTO A VARIETY OF PLANNED BAY AREA GEOGRAPHIES INCLUDING PRIORITY DEVELOPMENT AREAS, EQUITY PRIORITY COMMUNITIES. NEXT SLIDE. SEVERAL PROJECTS WILL PROVIDE GOOD LEARNING OPPORTUNITIES ON A RANGE OF ABILITY TYPES NOURISHING SCOOTERS AND BIKES, ELECTRIFICATION INFRASTRUCTURE OPTIONS, PEDESTRIAN SAFETY AND

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WAYFINDING IMPROVEMENTS AND HOW TOCATE A COHESIVE SPACE WITH PLACE MAKING ELEMENTS. OPPORTUNITIES WITH APPROPRIATE TRANSIT AGENCY STAFF TO SEEK INPUT AND UNDERSTAND THEIR SUPPORT FOR PROJECTS. AND FOR THOSE THAT ARE NOT AWARDED THIS ROUND WE PLAN TO WORK WITH PROJECT SPONSORS TO ASSIST IN THE DEVELOPMENT OF AN APPLICATION FOR THE NEXT ROUND OF PROGRAM FUNDING THAT IDENTIFY A VISION FOR ENHANCING PLACEMENT GAIN IN A MORE COMPREHENSIVE APPROACH TO HUB DEVELOPMENT. NEXT SLIDE, PLEASE. SO, THE TOTAL REQUEST IS JUST OVER 2.7 MILLION FOR THE SEVEN PROJECTS. THIS WILL REQUIRE PROGRAMMING AN ADDITIONAL 1.7 MILLION FROM THE OBAG TWO CLIMATE INITIATIVES PROGRAM BALANCE I MENTIONED EARLIER. ALLOCATING ADDITIONAL FUND FOR THE SEVEN PROJECTS WOULD BE BENEFICIAL FOR A FEW REASONS. ONE IS THAT STAFF AND THE COMMISSION WILL BE ABLE TO LEARN FROM THE DIVERSITY OF BOTH HUB PILOT PROJECTS. THE LEARNINGS WILL INFORM THE NEXT PHASE OF THE MOBILITY HUB'S PROGRAM AND IF ANY FURTHER TECHNICAL ASSISTANCE IS NEEDED. AND WE'LL BE ABLE TO LEARN HOW TO INCORPORATE PLAY MAKING AND REFUNDING IN A VARIETY OF LOCATIONS WHICH ARE KEY COMPONENT IN CREATING A SUCCESSFUL WELL FUNCTIONING MOBILITY HUB. WE ARE RECOMMENDING 150,000 TO PROVIDE TECHNICAL ASSISTANCE TO ALL THE PROJECT SPONSORS THROUGH AN ON-CALL CONSULTANT. AND THE REASON FOR THIS IS THAT IMPLEMENTING MOBILITY HUBS IS COMPLICATED WITH MANY AGENCIES AND COMPONENTS THAT NEED TO EFFECTIVELY COME TOGETHER TO MAKE FOR A SUCCESSFUL CUSTOMER

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EXPERIENCE. ESPECIALLY CREATING A COHESIVE HUB THAT COULD BE A COMMUNITY ARRANGER. BECAUSE ORIENTATION AND COHESIVENESS IS AN INTEGRAL PART OF THE MOBILITY PROGRAM WE WOULD LIKE TO PROVIDE RESOURCES TO ASSIST IN SPONSORING THE PROJECT BRINGING THE REQUEST UP TO ONE.AIL MILLION. NEXT SLIDE, PLEASE. SO THE NEXT WORK WITH AWARDEES TO DEVELOP PROJECT WORK SCOPE FOR FEEDBACK FROM PANEL EVALUATION AND ALSO COORDINATE WITH PROJECT SPONSORS PROPOSALS WHICH WERE NOT RECOMMENDED FOR FUNDING TO STRENGTHEN APPLICATIONS PREPARATION FOR SUBSEQUENT ROUNDS OF MOBILITY FUNDING AND PROVIDE PILOT PROJECT UPDATES TO YOU ALL NEXT SUMMER AND RECOMMEND STEPS FOR THE MOBILITY PROGRAM. NEXT SLIDE PLEASE. REQUESTED ACTION IS TO REFER MTC RESOLUTION NUMBERS 4435 REVISED AND 4202 REVISED TO THE COMMISSION FOR APPROVAL AND TO AWARD FUNDING PENDING CORPORATIVE DEVELOPMENT OF A SCOPE BETWEEN MTC AND THE PROJECT SPONSOR. SO, THAT'S IT FOR ME. AND I'M HAPPY TO TAKE ANY QUESTIONS.

JAMES P. SPERING, MTC CHAIR: THANK YOU KRUTE. LET ME TAKE PUBLIC COMMENT AND THEN I'LL BRING IT BACK TO THE COMMITTEE. IS THERE ANY PUBLIC COMMENTS? OR WRITTEN COMMENTS ON THIS ITEM?

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CLERK OF THE BOARD: NO WRITTEN CORRESPOND RECEIVED ON THIS ITEM AND THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. ROLAND, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: YES. THANK YOU. AND I DON'T KNOW IF YOU CAN GO BACK TO SLIDE NUMBER FOUR, BUT, I ABSOLUTELY ADORE THIS LITTLE PICTURE THERE. THAT SHOWS, YOU KNOW, THIS LITTLE BLUE BOX, AND THIS ESCALATES DIRECTIVE TO THE BART PLATFORM THAT'S JUST SO WONDERFUL WHEN YOU COMPARE THAT TO WHAT HAPPENED WITH MILPITAS. BUT NOW, I WANT YOU TO THINK BIGGER. AND NOW LET'S JUST SUPPOSE THAT, THIS LITTLE BLUE BOX, IS ACTUALLY DIRIDON STATION. JUST THINK ABOUT THIS. ABOUT WHAT WE COULD DO THERE, FROM THIS ESCALATOR COULD BE CONNECTING DIRECTLY TO A CONCOURSE THAT IS ON TOP OF THE LIGHT RAIL THAT IS IN TURN ON TOP OF BART IT'S BASICALLY A REPLICA OF EITHER EMBARCADERO, CALTRAIN TRACKS. I WANT TO BRING TO YOUR ATTENTION, WHEN YOU THINK ABOUT THIS, THE CONVERSATION IS NOT THERE RIGHT NOW IN SAN JOSE. NOW THAT GIVES YOU OPPORTUNITIES, ONCE YOU UNDERSTAND THERE IS A TRAIN BOX THERE, ON TOP OF THIS BART TRAIN, THAT GIVES YOU AN OPPORTUNITY TO COMPLETELY REVISE THE TUNNELLING STRATEGY, THROUGH DOWNTOWN SAN JOSE, BY BREAKING UP THIS TERMINAL INTO THREE SEPARATE TUNNELS, AND ACTUALLY BEING ABLE TO ENLARGE THE TUNNEL DIAMETER TO DOWNTOWN SAN JOSE TO BASICALLY GIVE A BETTER EXPERIENCE WITH PEOPLE, WITHOUT TRAINS HAVING TO GO UP AND DOWN, AND PLATFORMS, AND GOD KNOWS WHAT.

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YOU ARE GOING TO BE SEEING MORE OF THIS IN THE VERY, VERY NEAR FUTURE, DEFINITELY IN LESS THAN ONE MONTH. THANK YOU.

JAMES P. SPERING, MTC CHAIR: THANK YOU. I WOULD LIKE TO -- IS THAT ALL THE PUBLIC COMMENTS?

CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

JAMES P. SPERING, MTC CHAIR: ALL RIGHT. KRUTE, STRAIGHT FORWARD PROGRAM. ANY COMMITTEE MEMBER COMMENTS? I'LL ENTERTAIN A MOTION TO MOVE THIS ITEM TO THE COMMISSION.

DAVID CANEPA: SO MOVED.

JAMES P. SPERING, MTC CHAIR: CANEPA MOVES.

CARLOS ROMERO: SECOND BY ROMERO.

JAMES P. SPERING, MTC CHAIR: MOTION AND SECOND.

CLERK OF THE BOARD: WE NEED TWO SEPARATE ACTIONS.

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JAMES P. SPERING, MTC CHAIR: GIVE ME MTC COMMISSIONER. I'LL SECOND CANEPA'S MOTION. NO OTHER COMMITTEE COMMENTS. TAKE THE ROLL OF MTC, PLEASE.

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

JAMES P. SPERING, MTC CHAIR: THANK YOU. GO AHEAD. YOU CAN TAKE THE ROLL FOR THE ABAG MEMBERS, PLEASE?

DAVID E. HUDSON: VOID OF CONSIDER -- THIS ONLY SAYS M -- MTC APPROVAL.

PAT ECKLUND: ABAG HAS NOTHING TO DO IT.

JAMES P. SPERING, MTC CHAIR: YOU'RE RIGHT. MAKING SURE EVERYBODY'S AWAKE. OKAY. THAT MOTION PASSES UNANIMOUSLY. THANK YOU.

SPEAKER: THANK YOU.

JAMES P. SPERING, MTC CHAIR: LET'S MOVE TO ITEM NUMBER SIX, THE MTC PLANNED BAY AREA IMPLEMENTATION PLAN PARTNERSHIP FINAL STEPS FOR ADOPTION. DAVE VAUTIN WHO IS GOING KICK THIS OFF?

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THERESE MCMILLAN: CHIRAG, YOU ARE NOT AUDIO --

JAMES P. SPERING, MTC CHAIR: YOU ARE MUTED. STILL MUTED.

CLERK OF THE BOARD: STILL CAN'T HEAR YOU CHIRAG.

CHIRAG RABARI: THANK YOU. IF YOU COULD PULL UP THE SLIDE, PLEASE. CHIRAG RABARI REGIONAL PLANNING PROGRAM AND SERVING AS PROJECT MANAGER FOR THE PLANNED BAY AREA 2050 IMPLEMENTATION PLAN, AND I WILL BE JOINED BY MY COLLEAGUE DAVE VAUTIN. I'LL PROVIDE A RECAP OF IMPORTANT FINDINGS FROM THE IMPLEMENTATION PLAN PARTNERSHIP PHASE WHICH TOOK PLACE OVER THE SUMMER AND PROVIDE A REVIEW OF THE KEY PROVISIONS THAT WERE PROPOSED FOR THE FINAL IMPLEMENTATION PLAN AND I'LL TURN IT OVER TO DAVE VAUTIN. WE ARE GETTING CLOSE TO WHAT WILL BE A YEAR LONG PROCESS IF TERMS OF IMPLEMENTATION PLAN DEVELOPMENT THIS WILL BE THE FOURTH AND FINAL IMPLEMENTATION PLAN SPECIFIC ITEM THAT WE HAVE BROUGHT TO THE COMMITTEES AND ADVISORY GROUPS SINCE LAST NOVEMBER. THE PURPOSE OF THE PARTNERSHIP PHASE WAS TO EXPLAIN THE PLAN'S IMPLEMENTATION FOCUS BEYOND MTC/ABAG AND IDENTIFY THE PARTNERS WE'LL MEET TO COLLABORATE WITH TO SUPPORT STRATEGY IMPLEMENTATION AS WELL AS CAPTURE SOME OF THE ACTIVITY ALREADY HAPPENING ACROSS THE REGION WHERE EXISTING PARTNER LED EFFORTS COMPLEMENT THE PLANS GOALS AND STRATEGIES. KEY PARTNERSHIPS ELEMENTS INCLUDE VIRTUAL WORKSHOP, THE

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1 COMMENTS PERIOD ARE WE RECEIVED DOZENS OF LETTERS WITH
2 SPECIFIC FEEDBACK ON THE IMPLEMENTATION PLAN, ONE-ON-ONES, AND
3 SMALL GROUP DISCUSSIONS. A WEBINAR AND Q&A, AS WELL AS
4 INTERNAL MEETINGS WITHIN THE AGENCIES TO SUPPORT CROSS-
5 SECTIONAL COLLABORATION. IN TOTAL, YOU KNOW, THERE WERE
6 DOZENS OF MEETINGS, AND HUNDREDS OF ATTENDEES THAT
7 PARTICIPATED THROUGHOUT THESE VARIOUS DIFFERENT ELEMENTS. NEXT
8 SLIDE. OBVIOUSLY ALL OF THE FEEDBACK THAT WE RECEIVED WILL
9 INFORM THE FINAL PLAN TO BE CONSIDERED FOR ADOPTION IN
10 OCTOBER. OVERALL, WE RECEIVED INPUT ON ALL OF THE PLAN'S
11 STRATEGIES. ALTHOUGH, GENERALLY SPEAKING, THERE WAS MORE INPUT
12 RECEIVED, AND MORE REQUESTS FOR REVISIONS AND CLARIFICATIONS
13 ON THE TRANSPORTATION AND ENVIRONMENT ELEMENTS OF THE PLAN,
14 VERSUS THE HOUSING AND ECONOMY ELEMENTS. TO PROVIDE AN EARLY
15 LOOK AT HOW THE PARTNERSHIP PHASE WILL INFORM THE FINAL
16 IMPLEMENTATION PLAN, WE ARE SHARING REVISED VERSIONS OF THE
17 DRAFT IMPLEMENTATION PLAN BRIEFS FOR YOUR REVIEW AND
18 CONSIDERATION. IN THE HAND OUT, WHICH WAS DISTRIBUTED, YOU
19 WILL BE ABLE TO SEE PROPOSED ACTION REVISIONS, ADDITIONAL
20 IMPLEMENTATION CONSIDERATIONS, AND STRATEGY-SPECIFIC
21 PARTNERSHIP DETAILS, INCLUDING SELECT HIGHLIGHTS OF PARTNER-
22 LED INITIATIVES. FOR CLARITY AND READABILITY, ALL NEW TEXT HAS
23 BEEN HIGHLIGHTED IN RED. AND WE DO ACKNOWLEDGE THAT THIS IS A
24 LOT OF MATERIAL. SO THIS PRESENTATION WILL FOCUS ON FIVE KEY
25 TOPIC AREAS: SEA LEVEL RISE ADAPTATION, INCORPORATION OF THE

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WORK OF THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE, WORKFORCE DEVELOPMENT NEEDS AND OPPORTUNITIES, HOUSING AND ANTI-DISPLACEMENT, AS WELL AS TRACKING PROGRESS IMPLEMENTING IN THE PLAN. WE HEARD FROM PARTNER AGENCIES, ENVIRONMENTAL STAKEHOLDERS AS WELL AS REGIONAL POLICY MAKERS FOR THE FINAL IMPLEMENTATION PLAN WE'RE PROPOSING TO CHANGE THE MTC/ABAG IMPLEMENTATION ROLE FROM LEAD TO PARTNER. THIS IS AN AREA WHERE QUITE A LOT OF WORK WAS DONE AND IS IN THE PROCESS OF BEING DONE AND THIS IS A ROLE WE FEEL WILL REFLECT THE MULTI-DISCIPLINARY NATURE OF THIS WORK AND THE BROAD RANGE OF PARTNER LED EFFORTS ACROSS THE DIFFERENT SECTORS OF THAT SUPPORT SEA LEVEL RISE AND PART OF THE IMPLEMENTATION IS FULLY CONSISTENT AND SUPPORTIVE OF THE BAY ADOPT JOINT PLATFORM BCDC LAND COLLABORATIVE INITIATIVE SOUGHT TO ESTABLISH REGIONAL AGREEMENT ON ACTIONS NEEDED TO PROTECT THE BAY AREA NATURAL ENVIRONMENTS AND BUILT ENVIRONMENTS FROM SEA LEVEL RISE AND IMPLEMENTATION PLAN HIGHLIGHTS KEY WORK LED BY OTHER INTERNAL PARTNERS INCLUDING BAY AREA COLLABORATIVE REALM OF PURSUING NEEDED LEGISLATIVE REFORMS TO SUPPORT ROLES AND RESPONSIBILITIES FOR SEA LEVEL RISE ADAPTATION WORK AS WELL AS WORK OF SAN FRANCISCO ESTUARY PARTNERSHIP PRIORITIZING NATURAL AND NATURE BASED SOLUTIONS BEYOND MTC/ABAG. CAL TRAINS IS ADAPTATION PRIORITIES RECORD THE ONE SHORELINE EFFORT LED BY THE SAN MATEO COUNTY FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT AS WELL ASTHMA RIDDEN COUNTY'S BAY WAY IN THE

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TRANSPORTATION REALM. IDENTIFYING MORE CLEARLY THE RELATIONSHIP BETWEEN THE PLANNED BAY AREA 2050 IMPLEMENTATION PLAN AND THE WORK OF THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE TRANSFORMATION ACTION PLAN WAS DISCUSSED EARLIER CONTAINING 27 DIFFERENT RECOMMENDATIONS OUR GOAL IS TO WEAVE THE RECOMMENDATIONS MORE DEEPLY INTO THE PLAN WE FOUND THE BLUE RIBBON WORK FITS SEAMLESSLY INTO THE PLAN'S STRATEGIES AS WELL AS THE IMPLEMENTATION RECOMMENDATIONS AND STRATEGIES WHICH HAVE BEEN PROPOSED. HIGH LEVEL BLUE RIBBON TRANSIT RECOVERY RECOMMENDATIONS FIT UNDER SEVERAL EXISTING STRATEGIES NAMELY STRATEGIES T3 ENABLE SEAMLESS MOBILITY EXPERIENCE STRATEGY T4 REGIONAL FARE POLICY STRATEGY T10 ENHANCE LOCAL TRANSIT FREQUENCY CAPACITY AND RELIABILITY AND STRATEGY T11 EXPAND AND MODERNIZE THE REGIONAL RAIL NETWORK AMONG OTHERS. NEXT SLIDE PLEASE. FOR THE ECONOMY ELEMENT OF THE PLAN, WE HEARD FROM A RANGE OF STAKEHOLDERS ON CONCERNS RELATED TO WORKFORCE DEVELOPMENT FOR LABOR PARTNERS WE HEARD NEED TO ENSURE ADEQUATELYS SIZED SKILLED CONSTRUCTION WORK FOR US TO SUPPORT THE PLAN AMBITIOUS HOUSING TRANSPORTATION AND INFRASTRUCTURE CONSTRUCTION ROLES. FROM BUSINESS PARTNERS WE HEARD ABOUT STAFFING SHORTAGES SCALE GAPS AND MISMATCHES AND CHALLENGING LABOR MARKET CONDITIONS THAT HAVE CONTINUED AS THE PANDEMIC HAS REMAINED WITH US. TO ADDRESS THESE WE HAVE PROPOSED A NUMBER OF REVISIONS UNDER STRATEGY EC TWO UNDER EXPAND JOB TRAINING AND INBAITOR PROGRAMS FIRST WE HAD AN

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ACTION TO EMPHASIZE THE IMPORTANCE OF APPRENTICESHIP OPPORTUNITIES AND HIGH ROAD CAREER OPPORTUNITIES INCLUDING CONSTRUCTION THROUGH REGIONAL ADVOCACY EFFORTS LOOKING TO PARTNER WITH REGIONAL ECONOMY STAKEHOLDERS INCLUDING LABOR BUSINESS EDUCATION PARTNERS AMONG OTHERS ON RESEARCH WORKFORCE SUPPLY CHALLENGES IN THE MEGA REGION. NEXT SLIDE. ON THE HOUSING FRONT, WE HEARD FROM HOUSING AND EQUITY ADVOCATES AS WELL AS SOME LOCAL JURISDICTIONS ABOUT THE IMPORTANCE OF SUPPORTING DISPLACEMENT EFFORTS AND WE HEARD THROUGH THE CALIFORNIA STATE BUDGET THERE WAS A $20 MILLION ALLOCATION TO HELP STAND UP THE BAY AREA HOUSING FINANCE AUTHORITY. AND THIS ALLOCATION IS GOING TO HELP US ACCELERATE AND DELIVER SEVERAL PILOT PROJECTS WHICH HAD BEEN INCLUDED IN THE DRAFT IMPLEMENTATION PLAN. SO THE FINAL IMPLEMENTATION PLAN IS ABLE TO PROVIDE MORE CLARITY ABOUT THE ROLES AND RESPONSIBILITIES AMONGST BAHFA, VERSUS MTC/ABAG, AS WELL AS PROPOSED TIMELINES FOR DELIVERING THESE PROJECTS. THERE IS ALSO, INCLUDES A BAHFA-LED ACTION TO DEVELOP A PROJECT TO DEVELOP STANDARDIZED BEST PRACTICES FOR TENANT PROTECTION PROGRAMS AS WELL AS SCOPE POTENTIAL REGIONAL SCALE DISPLACEMENT PROGRAMS. NEXT SLIDE. FINALLY WE HEARD FROM MANY PARTNERS ABOUT THE NEED TO TRACK PROGRESS AND SUPPORT ACCOUNTABILITY ONCE WE TRANSITION TO THE POST PERIOD STARTING LATER THIS YEAR. THIS AREA IS STARTING EARLIER BECAUSE THE CALIFORNIA AIR RESOURCES BOARD WILL BE PROVIDING OVERSIGHT IN THE PROGRESS IN ACHIEVING THE PLAN'S

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GREENHOUSE GAS EMISSIONS REDUCTION TARGET. WE ARE COMMITTED TO PROVIDING ANNUAL PROGRESS REPORTS STARTING IN 2022 TO MTC, ABAG COMMITTEES BOARDS AND ADVISORY BODIES. WE ARE PROPOSING TO BUILD UPON VITAL SIGNS THE REGION'S REGIONAL PERFORMANCE MONITORING INITIATIVES AS WELL AS SUPPORT PERFORMANCE TRACKING AND PROGRESS IMPLEMENTING IN THE PLAN. THESE ARE TERMED ACROSS CUTTING IMPLEMENTATION ACTIONS AND INTERACTIONS THAT SUPPORT MULTIPLE STRATEGIES AND MULTIPLE ELEMENTS OF THE PLAN ANOTHER EXAMPLE OF CROSS CUTTING IMPLEMENTATION ACTION IS UPCOMING EFFORTS TO UPDATE FRAMEWORK BEFORE IDENTIFYING EQUITY PRIORITY COMMUNITIES WHICH RECENTLY HAD THE NOMENCLATURE OF CHANGING FROM COMMUNITIES EVER CONCERN. NEXT SLIDE. OVERALL ACROSS THE DIFFERENT PARTNERSHIP PHASE ELEMENTS WE SAW AT LEAST 45 DISTINCT PARTNERS OFFERING POTENTIAL COMMITMENTS OR STATEMENTS OF SUPPORT TO ADVANCE THE IMPLEMENTATION OVER THE NEXT 1 TO 5 YEARS ACROSS ALL THE PLAN'S STRATEGIES. WE WANT TO ACKNOWLEDGE HOW GRATEFUL WE ARE FOR THE DEDICATION PARTNERS AND STAKEHOLDERS HAVE SHOWN ACROSS THE YEARS OF THE PLANNING PROCESS AND WE CONTINUE TO WORK IN THE SPIRIT OF PARTNERSHIP IN COLLABORATION AS WE MOVE FORWARD WITH TANGIBLE AND SPECIFIC ACTIVITIES AS WE MOVE FORWARD IN REALIZING THE VISION AND GOALS OF THE PLAN WHETHER THROUGH SHARED ADVOCACY, NEW OR EXISTING INITIATIVES AS WELL AS PROJECTS WITH SPECIFIC PLANNING ACTIVITIES NEXT SLIDE. I'M GOING TO HAND IT OVER TO DAVE VAUTIN FOR THE FINAL PLAN PRESENTATION. >DAVE VAUTIN: I

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WANT TO PROVIDE A BRIEF PREVIEW OF THE REMAINING STEPS IN THE PLANNED BAY AREA 2050 PROCESS AHEAD OF THE JOINT COMMISSION ABAG EXECUTIVE BOARD MEETING SLATED FOR NEXT MONTH. WE'RE EXCITED TO ANNOUNCE THAT WE HAVE SET THE DATE FOR THAT JOINT MEETING IT WILL BE HELD THURSDAY OCTOBER 21ST AT 5:00 P.M. THIS MONTH'S PREVIEW OF THE FINAL IMPLEMENTATION PLAN PROVIDES AN OPPORTUNITY FOR US TO SHARE HOW PUBLIC FEEDBACK IS BEING INTEGRATED INTO THE FINAL WORK PRODUCT. AND WE SPECIFICALLIMENTED TO SHARE THIS COMPONENT OF THE OCTOBER FINAL PLANNED BAY AREA 2050, BECAUSE MANY OF THE MOST SUBSTANTIVE CHANGES BETWEEN THE MAY 2021 DRAFT PLAN AND NEXT MONTH'S FINAL PLAN ARE SITUATED IN THE IMPLEMENTATION PLAN ITSELF. NEXT SLIDE. THAT BEING SAID, OTHER COMPONENTS OF FINAL PLANNED BAY AREA 2050, INCLUDING THE PLAN DOCUMENT, AND EIR, WILL SEE SMALLER SCALE UPDATES BASED ON FEEDBACK RECEIVED DURING THE OFFICIAL PUBLIC COMMENT PERIOD IN JUNE AND JULY. REVIEWING THE HUNDREDS OF COMMENTS RECEIVED HAS BEEN A PRIMARY FOCUS OF OUR PLANNED BAY AREA 2050 TEAM THIS SUMMER. AND STAFF HAS CONSIDERED REVISIONS WHERE APPROPRIATE TO THE PLAN DOCUMENT, SUPPLEMENTAL REPORTS, AND ENVIRONMENTAL IMPACT REPORT. IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, EIR COMMENTS ARE BEING RESPONDED TO IN THE FINAL EIR, WHEREAS NON-EIR COMMENTS ARE BEING RESPONDED TO ON A ROLLING BASIS. NEXT SLIDE. STAFF ANTICIPATES THAT FINAL PLANNED BAY AREA 2050 CONSTITUTING THE COMPONENTS THAT I JUST

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MENTIONED WILL BE RELEASED PUBLICLY NO LATER THAN THE WEEK OF OCTOBER 4TH. WE WILL CONDUCT A FINAL ROUND OF STAKEHOLDER AND PUBLIC PRESENTATIONS TO THE REGIONAL ADVISORY WORKING GROUP, POLICY ADVISORY COUNCIL AND ABAG REGIONAL PLANNING COMMITTEE. THESE PRESENTATIONS WILL FOCUS ON THE CHANGES MADE BETWEEN THE DRAFT AND FINAL PLAN. AND ALSO SOME OF THE NEAR-TERM NEXT STEPS OF PLANNING IMPLEMENTATION CLOSING THE BOOK ON 2021 AND PREPARING TO HIT THE GROUND RUNNING IN EARLY 2022. AFTER THOSE INFORMATIONAL PRESENTATIONS WE WILL BRING FORWARD THE FINAL PLANNED BAY AREA 2050 TO THIS JOINT COMMITTEE AND REQUEST THAT THE PLAN BE FORWARDED TO THE JOINT COMMISSION AND BOARD MEETING ON OCTOBER 21ST. SHOULD THE FINAL PLANNED BAY AREA 2050 BE ADOPTED BY MTC AND ABAG IN OCTOBER, OUR TEAM WILL WORK WITH FEDERAL AND STATE PARTNERS AT FHWA, FTA, CALTRANS, AND THE CALIFORNIA AIR RESOURCES BOARD TO SECURE THE NECESSARY FEDERAL AND STATE APPROVAL IN FALL, 2021, AND WINTER 2022. NEXT SLIDE. SO SUFFICE TO SAY THAT OCTOBER WILL BE A BUSY MONTH AS WE MOVE FORWARD TOWARDS THE FINISH LINE OF THIS NEARLY FOUR YEAR LONG REGIONAL PLANNING PROCESS FOR TRANSPORTATION, HOUSING, THE ECONOMY, AND THE ENVIRONMENT. I WANT TO ECHO CHIRAG'S THANKS TO OUR PARTNERS FOR THEIR INPUT ON THE FINAL AND DRAFT IMPLEMENTATION PLAN AS WELL AS FOR ALL OF YOUR ENGAGEMENT ON THIS EFFORT AS A COMMITTEE OVER THE PAST FOUR YEARS. WE'LL BE BACK NEXT MONTH WITH AN ACTION ITEM BUT

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FOR NOW WE'RE HAPPY TO TAKE ANY QUESTIONS ON TODAY'S INFORMATIONAL PRESENTATION.

JAMES P. SPERING, MTC CHAIR: THANK YOU DAVID, AND CHIRAG. MARTHA, HOW MANY PUBLIC COMMENTS DO WE HAVE?

CLERK OF THE BOARD: SO FAR THERE IS ONLY ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED.

JAMES P. SPERING, MTC CHAIR: OKAY OF THE LET'S TAKE PUBLIC COMMENT THEN I'LL BRING IT BACK TO THE COMMITTEE FOR DISCUSSION.

CLERK OF THE BOARD: WILL DO. FIRST UP IS TIM FRANK. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: THANK YOU VERY MUCH. I'M TIM FRANK AND TODAY I'M REPRESENTING THE BUILDING AND CONSTRUCTION TRADES COUNCILS FROM THE NINE BAY AREA COUNTIES. AND WE WOULD FIRST LIKE TO ACTUALLY THANK THE STAFF WORKING ON THE IMPLEMENTATION PLAN, FOR THEIR ROBUST ENGAGEMENT. THIS WAS AN OPPORTUNITY FOR US TO REALLY PROVIDE A LOT OF INPUT, AND TO GET A LOT OF FEEDBACK FROM THEM. IT WAS ACTUALLY QUITE HELPFUL. AND YOU SEE THAT REFLECTED IN THE REVISED IMPLEMENTATION DOCUMENTATION FOR THE EC2. AND INCLUDING THE TWO NEW BULLET POINTS THAT YOU SAW

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REFLECTED IN THAT SLIDE TODAY. BUT WE DO THINK THAT THERE, IN THE MORE DETAILED IMPLEMENTATION PLAN, THE SEPTEMBER 21ST DRAFT, THAT THERE NEEDS TO BE AN ADDITIONAL ACTION ITEM THAT IS UNDER THE CATEGORY OF NEW EXISTING AND RESTRUCTURED INITIATIVES, AND I'LL JUST READ WHAT WE ACTUALLY THINK SHOULD BE ADDED TO THAT. IT'S JUST A SINGLE SENTENCE." FUND M C3 IN EQUIVALENT UNION SPONSORED AND APPRENTICESHIP PROGRAMS AND WORK WITH UNIONS TO DEVELOP ENHANCED PUBLIC WORKS LABOR STANDARDS AND STRATEGIES SUCH AS FINANCING MTC/ABAG [INDISCERNIBLE] FUNDS RECRUITING TRAINING RETENTION SKILLED AND TRAINED CONSTRUCTION WORKERS WITH AN EMPHASIS ON RECRUITING WOMEN, VETERANS, FORMERLY INCARCERATED MINORITIES AND RESIDENTS OF TARGETED COMMUNITIES." WE THINK THIS WILL HELP ACHIEVE THE GOAL OF BUILDING THE MORE ROBUST AND SKILLED AND TRAINED WORKFORCE AND IT WOULD HELP THE OVERALL PLAN ACHIEVE ITS PLAN OBJECTIVES. SO, WITH THAT, I WOULD JUST LIKE TO SAY, IT'S EXCITING TO BE INVOLVED IN THIS PROCESS. WE APPRECIATE THE COLLABORATION WITH STAFF, AND WOULD ENCOURAGE THAT MINOR MODIFICATION.

JAMES P. SPERING, MTC CHAIR: THANK YOU. ARE THERE ANY OTHER PUBLIC COMMENTS?

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

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RICHARD HEDGES: THANK YOU. I'M JUST SPEAKING TO THANK THE STAFF. THIS HAS BEEN A LONG PROCESS. AND HOW THINGS HAVE CHANGED SINCE FIRST BECAME ENGAGED 25 YEARS AGO, IN THE 2030 PLAN, HOW WE HAVE GONE FROM TRANSPORTATION ONLY TO A MORE ROBUST VIEW OF THE COMMUNITY AND THE REGION, TO EQUITY, HOUSING, THE ENVIRONMENT, SEA LEVEL RISE, AS WELL AS SUSTAINABILITY, GENERALLY. THIS IS REALLY A MAJOR EFFORT ON THE PART OF THE STAFF. I KNOW THERE WILL BE SOME THAT WILL SHOW SOME OF THE LACKINGS IN THIS OVERALL 2050 PLAN. I DON'T THINK WE PROBABLY HAVE HIT EVERYTHING. BUT THE STAFF HAS DONE A REAL HIGH SCHOOL JOB IN TRYING TO BEGIN SAO REVISING OVER THE NEXT FIVE YEAR PERIOD TO MAKE A BETTER FIT WITH WHAT IS HAPPENING IN THE BAY AREA. SO, JUST THANK YOU VERY MUCH FOR ALL YOUR EFFORTS. AND I WANT TO MENTION HOW SUPPORTIVE I AM OF TIM FRANK'S STATEMENT. AND JUST A NOTE THAT THE LARGEST PRIVATE SCHOOL IN THE UNITED STATES IS THE BUILDING TRADES APPRENTICESHIP PROGRAMS. THANK YOU VERY MUCH.

JAMES P. SPERING, MTC CHAIR: ANY OTHER PUBLIC COMMENT, MARTHA.

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

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JAMES P. SPERING, MTC CHAIR: I'LL START OF OFF WITH DAVE HUDSON.

DAVID E. HUDSON: I ALMOST HESITATE TO DO THIS THERE ARE SO MANY REDLINES. I AM TRYING TO GET CLARIFICATION ON ADVOCACY. IT CONCERNS ME. PAGE THREE ADVOCACY AND LEGISLATION REFORMS SENATOR BILL 375 I LIKE THAT IT'S TO SUPPORT POLICY OUTCOMES WITH RESPECT TO REDUCING GREENHOUSE GAS EMISSIONS, BUT I'M UNDER THE IMPRESSION SB 375, AND THE BASICS WE STARTED IN 2008 IT'S PRETTY DARN GOOD PROCESS, IT HAD A LOT OF LEAD-UP TO IT. 375 IS A THREE PART LEGISLATION YOU GET THE GREENHOUSE GAS OUT OF THE FORMULATION OF GAS, INCREASE MILES PER GALLON, AND THE ONLY THING WE CAN TOUCH WHICH IS VEHICLE MILES TRAVELED, TRANSPORTATION. THIS IS WHAT WE DID WITH ALL THE PDAS AND EVERYTHING FOR. WHAT ARE WE TRYING TO DO THERE IF WE TRY TO DO SOMETHING LIKE WE TALKED EARLIER TODAY ABOUT PRIORITIZING THINGS THAT CAME OUT OF BLUE RIBBON TASK FORCE, THEN, BY ALL MEANS, I WANT TO BE A BIG SUPPORTER OF THAT. BUT -- WHAT WAS I LOOK -- I CAN'T EVEN READ MY OWN WRITING. BUT, I JUST WANT TO BE CLEAR THAT WE'RE NOT JUST SPITTING OUT MORE LEGISLATION, LIKE SB 330, THAT'S GOING TO HAVE HALF THE PEOPLE COMPLAINING AND HALF OF THE PEOPLE THINKING THIS IS A GOOD THING. WHERE ARE WE WITH ADVOCACY ON A REFORM FOR SB 375? I GUESS, IS THE QUESTION.

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JAMES P. SPERING, MTC CHAIR: MATT, WHO WANTS TO TAKE THAT QUESTION.

MATT MALONEY: I THINK IN TERMS OF WHERE WE ARE IN REFORM IT'S AN ACTIVE CONVERSATION ACROSS THE STATE WITH MPOS AND STATE AGENCIES. I THINK ONE OF THE THINGS WITH SB 375, YOU KIND OF HIT ON IT. IT'S VERY LIMITED IN ITS TERMS OF SCOPE WE SUPPORT COORDINATING TRANSPORTATION AND LAND USE AND ACHIEVE GREENHOUSE GAS REDUCTION GOALS WHAT'S IMPORTANT THAT'S COME UP IN THE PROCESS IS THE IMPORTANT THINGS THAT FELL OUTSIDE THE SCOPE OF 375 THINGS LIKE BUILDING DECARBONIZATION WHICH FOR EXAMPLE, ARE NOT ALLOWED TO BE INCLUDED THAT CAN GET KIND OF CONFUSING FOR OFFICIALS IN THE SCOPE OF WHAT'S INCLUDED IN SB 375 AND IN TERMS OF STATUS AND GUIDELINES THAT'S WHY WE WERE CAREFUL TO INCLUDE IN THE LANGUAGE IT'S NOT JUST THE STATUTES, IT'S THE GUIDELINES THAT THE STATE AGENCIES PUT OUT THERE IS WAYS TO MAKE THE PROCESS MORE EFFICIENT AND EFFECTIVE. HOW MUCH TECHNICAL MODELING ARE WE DOING IN THIS PROCESS? HOW MUCH ARE WE FOCUSING ON THE TECHNICAL STUFF, VIS-A-VIS FOCUSING ON STRATEGIES AND GETTING THINGS IMPLEMENTED OUT THERE. THAT'S THE SPIRIT OF THINGS WE'RE TALKING ABOUT.

DAVID E. HUDSON: THAT AND FIRE SUPPRESSION. THAT'S IT FOR ME.

JAMES P. SPERING, MTC CHAIR: THANK YOU DAVE. NEYSA FLIGOR

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NEYSA FLIGOR: THANK YOU, CHAIR. I WANT TO START BY THANKING STAFF, CHIRAG AND THE REST OF THE TEAM, DAVE, WHEN WE FIRST STARTED THERE WAS A LOT MORE IN THE PLAN THIS SEEMS SO MUCH MORE STREAMLINED AND FOCUSED AND MORE MANAGEABLE. A BIG THANKS TO THE TEAM. I ALSO WANT TO RECOGNIZE THAT WE MOVE FROM LEAD TO PARTNER FOR THE SEA LEVEL RISE ITEM, AND THAT WAS PART OF THE DISCUSSION THE LAST TIME OUR COMMITTEE MET. SO I WAS HAPPY TO SEE THAT. ON THE WORKFORCE DEVELOPMENT PORTION -- AND I'M GLAD TIM FRANK, THE PUBLIC SPEAKER RAISED THIS -- BECAUSE HE PARTIALLY ANSWERED MY QUESTION. I WAS CURIOUS TO HEAR FROM STAFF THAT WHEN THEY TALKED TO THE LANE ARE GROUPS AROUND BUSINESS PARTNERS WHETHER OR NOT THEY RAISED THE ISSUE OF DIVERSIFYING WORKFORCE. BECAUSE THESE DIFFERENT PROGRAMS, I WANT TO HEAR THAT WE'RE TARGETING AND DOING DIRECT OUTREACH TO CERTAIN COMMUNITIES AND TIM FRANK TOUCHED ON SOME OF THOSE COMMUNITIES. TIM REPRESENTED, AT LEAST -- REPRESENTED, AT LEAST, THE LABOR VOICE, AND WHEN YOU TALKED TO OUR BUSINESS PARTNERS, DID YOU HEAR THAT? BECAUSE THAT'S NOT REFLECTED, AS FAR AS I CAN SEE. AND I KNOW ANECDOTALLY THAT'S A PRIORITY FOR SO MANY OF OUR BUSINESS PARTNERS. SO STAFF, IF YOU COULD ADDRESS THAT, AND I WOULD ENDORSE SOME OF THE LANGUAGE OR VERSION OR SOME OF THE LANGUAGE THAT THE SPEAKER PROPOSED.

JAMES P. SPERING, MTC CHAIR: EDDIE AHN?

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EDDIE AHN: MANY OF MY POINTS WERE MADE BY COMMISSIONER FLIGOR. I WANT TO THANK, AGAIN, STAFF, FOR REVISING THAT SEA LEVEL RISING ADAPTATION TO REFLECT THE PARTNERSHIP WITH BCDC ESTUARY PARTNERSHIP THAT'S VERY IMPORTANT. AND THE WORKFORCE DEVELOPMENT CONCEPT THE LAYERING OF THE IDEA OF THE DIVERSIFYING, CLICK LUMAND MAKING SURE OUR WORK IS UNIONIZED AND CREATING GOOD PAYING JOBS BUT HIRING LOCALLY IS SOMETHING THAT HELPS US REFLECT OUR LOCAL, UNDEREMPLOYED UNDEREMPLOYED COMMUNITIES BETTER AND CAN HELP DIVERSIFY OUR WORKFORCE, AS WELL.

JAMES P. SPERING, MTC CHAIR: THANK YOU EDDIE. PAT EKLUND?

PAT ECKLUND: THANK YOU VERY MUCH, CHAIR SPERING. APPRECIATE T FIRST OF ALL, I TOO, TOO WANTED TO THANK STAFF FOR THE TREMENDOUS AMOUNT OF WORK. JUST LOOKING AT SOME OF THE COMMENTS THAT HAVE BEEN SUBMITTED. IT'S A YEOMAN'S JOB TO, FIRST OF ALL, TRY TO UNDERSTAND WHAT THE COMMENTS ARE, AND THEN TRY TO THINK ABOUT, OKAY, NOW, IS THIS SOMETHING THAT WE WANT TO TRY TO INCORPORATE. SO, JUST REALLY APPRECIATE ALL THE EFFORTS. AND, REALLY, TAKING THE COMMENT SERIOUSLY. I, TOO, WANTED TO APPRECIATE THE CHANGE ON CHANGING N ONE FROM LEAD TO PARTNER ON CLIMATE CHANGE. I TOTALLY SUPPORT THAT. I'M GLAD THAT CHANGE WAS MADE. I DO HAVE SOME CONCERNS. I LOOKED AT, IN

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DEPTH ON THE DRAFT IMPLEMENTATION PLAN BRIEFS, THE 74 PAGE DOCUMENT THAT WAS ATTACHED, AND I HAD RAISED AN ISSUE OF, WE NEED TO FOCUS ON TRYING TO LOWER THE COST OF HOUSING. AND THE MORE AND MORE THAT I GET INVOLVED IN THAT ISSUE, IT KEEPS COMING UP THAT WE HAVE GOT TO -- IN ORDER TO DO AFFORDABLE HOUSING, WE REALLY NEED TO TRY TO BUY DOWN THE AFFORDABILITY. BECAUSE A LOT OF THE CITY COINCIDENTS ARE RECOGNIZING THAT DEVELOPERS WILL NOT NECESSARILY DEVELOP UNLESS THEY MAKE A PROFIT. AND SO, TO MAKE A PROFIT, AND I VOTED AGAINST THIS, OUR CITY COUNCIL HAS RELIEVED THE 20% INCLUSIONARY REQUIREMENT ON SEVERAL DEVELOPMENTS BECAUSE IT WAS JUST TOO EXPENSIVE FOR THE DEVELOPER. AND SO, AS I CONSEQUENCE, WE GOT IN THE FEES, WHICH IN LIEU FEES DO NOT RESULT IN AFFORDABLE HOUSING UNITS, AT ALL. SO, I REALLY THINK THAT WE REALLY NEED A DIRECT STATEMENT THAT SAYS, LET'S EXPLORE THE OPPORTUNITY OF ASSISTING LOCAL AGENCIES TO LOOK AT REDUCING THE COST OF HOUSING BY DEVELOPING BUY DOWN PROGRAMS FOR AFFORDABILITY. AND I DON'T KNOW IF STAFF WANTS TO ADDRESS THAT. BUT THE OTHER QUESTION I HAVE, TOO, THEN, IS ALSO, I DIDN'T GET A SENSE OF WHAT SOME OF THE COMMON CONCERNS COMMENTS WERE BEING GIVEN BY LOCAL GOVERNMENTS. ABAG IS A MEMBERSHIP ORGANIZATION AND I THINK THAT IT WOULD HELP ME TO KNOW WHAT THOSE -- SOME OF THOSE COMMON COMMENTS WERE. AND IF NOT, AT LEAST MAYBE IDENTIFY WHERE ALL THE LOCAL GOVERNMENT COMMENTS ARE, AND ALLOW US AN OPPORTUNITY TO LOOK AT THOSE BEFORE THE NEXT

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MEETING. SO, THOSE ARE A COUPLE OF THE COMMENTS I WANTED TO MAKE ON THIS. THANK YOU.

JAMES P. SPERING, MTC CHAIR: THANK YOU, PAT. THIS IS AN INFORMATION ITEM. IT'S NOT GOING TO REQUIRE ANY ACTION. IS THERE ANYONE ELSE THAT WOULD LIKE TO SPEAK, COMMITTEE MEMBERS? NOT SEEING ANY OTHER HANDS. AGAIN, I WANT TO THANK STAFF. JUST GREAT WORK. YOU KNOW, BOARD MEMBER EKLUND MENTIONED THE 74 PAGE HAND OUT, IF YOU HAVEN'T GONE THROUGH IT AND READ IT, I WOULD ENCOURAGE YOU TO DO IT IT'S A GREAT DOCUMENT AND ILLUSTRATIONS. YOU CAN SHARE IT WITH YOUR COLLEAGUES. IT WOULD BE USEFUL. IT'S A PRETTY GOOD ILLUSTRATION OF WHAT WE'RE DOING. STAFF COMMENTS ON THIS? DAVE OR CHIRAG? >DAVE VAUTIN: I WILL QUICKLY RESPOND TO DIRECTOR EKLUND'S QUESTION ABOUT LOCAL JURISDICTION FEEDBACK. FIRST OF ALL, ALL OF SHOULD YOU HAVE RECEIVED A PACKAGE, THERE WERE 300 PLUS COMMENT LETTERS, ON THE PLANNEDBAYAREA.ORG WEB SITE, THERE IS A BREAK DOWN THAT SHOWS THE 20 OR 30 JURISDICTION LETTERS, ALL IN ONE PLACE, I ENCOURAGE YOU TO TAKE A LOOK AT THAT, THERE ARE CONCERNS ABOUT GROWTH, CONSTRAINTS, A LOT OF THINGS WE HEARD ABOUT IN THE APPEALS PROCESS. YOU CAN TAKE A LOOK AT THAT.

JAMES P. SPERING, MTC CHAIR: ANY CLOSING COMMENTS? THIS IS THE END OF OUR AGENDA. ANY PUBLIC COMMENTS ON ANY ADDITIONAL -- MARTHA, WE HAVE ALREADY DONE THAT IN THE BEGINNING?

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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.

JAMES P. SPERING, MTC CHAIR: OKAY. I WANT TO THANK EVERYONE FOR HANGING IN HERE. IT'S BEEN A LONG MORNING AND WE'RE GOING ON 12:15 THANK YOU ALL. OUR NEXT MEETING WILL BE THE -- DATE OF OUR NEXT MEETING? MARTHA? OCTOBER 8TH, 2021. SO, WITH THAT, IF THERE IS NO FURTHER COMMENTS, THIS MEETING IS ADJOURNED. I THANK EVERYONE.

BELIA RAMOS, ABAG V. CHAIR: CHAIR, THIS IS SUPERVISOR RAMOS, I WANT TO REMIND ABAG COMMITTEE MEMBERS TO STAY ON THIS ZOOM CALL FOR OUR SPECIAL MEETING THAT'S COMING UP NEXT. YOUR WELL WISHES AND DEPARTURE WERE A BIT PREMATURE FOR OUR ABAG COMMITTEE MEMBERS.

JAMES P. SPERING, MTC CHAIR: THANK YOU ALL. I APPRECIATE THAT. OKAY. WITH THAT, MTC COMMISSIONERS, YOU ALL CAN DROP OFF. THANK YOU. [ADJOURNED]

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