

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



November 10, 2021

1 **METROPOLITAN TRANSPORTATION COMMISSION**
2 **POLICY ADVISORY COUNCIL**
3 **WEDNESDAY, NOVEMBER 10, 2021, 1:30 P.M.**
4

5 **RANDI KINMAN, CHAIR:** THANK YOU. WELCOME TO THE WEDNESDAY
6 NOVEMBER 10TH, 2021 POLICY ADVISORY COUNCIL MEETING. BROADCAST
7 TEAM, CAN YOU PLEASE ROLL THE TAPE? THE METROPOLITAN
8 TRANSPORTATION COMMISSION, OR MTC, IS THE DUE TO COVID-19,
9 THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO
10 THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN
11 REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST
12 ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS,
13 PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, AND ASK THAT
14 THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING
15 COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND
16 ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR
17 ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS
18 OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD
19 USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL
20 CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE
21 ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR
22 PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR
23 NAMES AND ORGANIZATION, BUT PROVIDING SUCH INFORMATION IS
24 VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT
25 INFOATBAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO



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1 THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE
2 READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD
3 LIKE TO SPEAK, THEY ARE FREE TO DO SO. THEY SHOULD RAISE
4 THEIR HAND AND THE CHAIR WILL CALL UPON THEM AT THE
5 APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL
6 ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE
7 CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM
8 EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

9

10 **CLERK, MARTHA SILVER:** RANDI?

11

12 **RANDI KINMAN, CHAIR:** SORRY. ROLL CALL?

13

14 **CLERK, MARTHA SILVER:** KINMAN.

15

16 **RANDI KINMAN, CHAIR:** HERE.

17

18 **CLERK, MARTHA SILVER:** VICE CHAIR MURRAY.

19

20 **CYNTHIA L. MURRAY, VICE CHAIR:** HERE.

21

22 **CLERK, MARTHA SILVER:** BALDINI?

23

24 **MICHAEL BALDINI:** HERE.

25



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1 **CLERK, MARTHA SILVER:** BURNETT? RICH, YOU HAVE TO SAY
2 SOMETHING. OKAY. WE'LL COME BACK. CASTELLANOS IS EXCUSED.
3 COATS?

4

5 **RICK COATES:** HERE.

6

7 **CLERK, MARTHA SILVER:** ELDRED?

8

9 **ANNE OLIVIA ELDRED:** PRESENT.

10

11 **CLERK, MARTHA SILVER:** FLOREZ? MEMBER GLOVER? GLOVER? GOTUACO?

12

13 **CHRISTINA GOTUACO:** HERE.

14

15 **CLERK, MARTHA SILVER:** HEDGES?

16

17 **RICHARD HEDGES:** HERE.

18

19 **CLERK, MARTHA SILVER:** HERNANDEZ? MEMBER KALLINS?

20

21 **WENDI KALLINS:** HERE.

22

23 **CLERK, MARTHA SILVER:** MEMBER LEVIN? MEMBER LOPEZ?

24

25 **CARLOS CASTELLANOS:** HERE.



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1

2 **CLERK, MARTHA SILVER:** MADDEN IS EXCUSED. MENDOZA? MEMBER
3 MOMOH?

4

5 **RAHMON MOMOH:** HERE.

6

7 **CLERK, MARTHA SILVER:** SCHWENG? WELTE?

8

9 **FRANK WELTE:** HERE. WILSON? BURNETT? WE HAVE A QUORUM.

10

11 **RANDI KINMAN, CHAIR:** CHAIR'S REPORT. I DO NOT HAVE A LOT TO
12 REPORT-OUT. I WANT TO SAY A SPECIAL THANK YOU TO MARTHA MARTI,
13 AND KY-NAM FOR KEEPING ME ON TRACK, CYNTHIA, FOR THE LAST SIX
14 MONTHS KEEPING ME GOING IN THE RIGHT DIRECTION, I WANT TO SAY
15 I REALLY APPRECIATE IT, AND I APPRECIATE ALL THE STAFF. WE ARE
16 WINDING DOWN THERE, IS OUR NEXT TO THE LAST MEETING, AND WE
17 STILL HAVE A LOT OF WORK TO DO. SO I'M LOOKING FORWARD TO
18 ENDING THIS YEAR ON A BANG WITH YOU GUY. WITH THAT, WE WILL GO
19 INTO ITEM NUMBER FOUR APPROVAL OF THE OCTOBER 13TH, 2021
20 MEETING MINUTES.

21

22 **ANNE OLIVIA ELDRED:** SO MOVED.

23

24 **RICHARD HEDGES:** SECOND.

25



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1 **RANDI KINMAN, CHAIR:** WAS THAT ELDRED AND --?

2

3 **RICHARD HEDGES:** HEDGES.

4

5 **RANDI KINMAN, CHAIR:** HEDGES. ANY DISCUSSION? ROLL CALL VOTE,
6 PLEASE.

7

8 **CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH
9 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED
10 ON THIS ITEM.

11

12 **RANDI KINMAN, CHAIR:** THANK YOU.

13

14 **CLERK, MARTHA SILVER:** MOTION BY ELDRED, AND SECOND BY HEDGES.
15 CHAIR KINMAN?

16

17 **RANDI KINMAN, CHAIR:** AYE.

18

19 **CLERK, MARTHA SILVER:** VICE CHAIR MURRAY?

20

21 **CYNTHIA L. MURRAY, VICE CHAIR:** YES.

22

23 **CLERK, MARTHA SILVER:** THANK YOU. MEMBER BALDINI?

24

25 **MICHAEL BALDINI:** AYE.



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1

2 **CLERK, MARTHA SILVER:** MEMBER BURNETT? MEMBER CASTELLANOS IS
3 EXCUSED. MR. COATS?

4

5 **RICK COATES:** HERE -- YES. [LAUGHTER]

6

7 **CLERK, MARTHA SILVER:** ELDRED?

8

9 **ANNE OLIVIA ELDRED:** YES.

10

11 **CLERK, MARTHA SILVER:** FLOREZ?

12

13 **VEDA FLOREZ:** AYE.

14

15 **CLERK, MARTHA SILVER:** GLOVER? MEMBER GLOVER? MEMBER GOTUACO?

16

17 **CHRISTINA GOTUACO:** YES.

18

19 **CLERK, MARTHA SILVER:** MEMBER HEDGES?

20

21 **RICHARD HEDGES:** YES.

22

23 **CLERK, MARTHA SILVER:** MEMBER HERNANDEZ? MEMBER KALLINS?

24

25 **WENDI KALLINS:** YES.



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1

2 **CLERK, MARTHA SILVER:** MEMBER LEVIN? ADINA, YOU GOT TO UNMUTE
3 YOURSELF ON BOTH ENDS.

4

5 **ADINA LEVIN:** ALL RIGHT. GOT IT. YES.

6

7 **CLERK, MARTHA SILVER:** THANK YOU. MEMBER LOPEZ?

8

9 **CARLOS CASTELLANOS:** YES.

10

11 **CLERK, MARTHA SILVER:** MEMBER MADDEN IS EXCUSED. MEMBER
12 MENDOZA?

13

14 **ADRIAN MENDOZA:** YES.

15

16 **CLERK, MARTHA SILVER:** MOMOH? MO.

17

18 **SPEAKER:** YES.

19

20 **CLERK, MARTHA SILVER:** BEN SCHWENG? SCOTT? WELTE? WILSON? GOING
21 BACK TO BURNETT? THAT ITEM PASSES.

22

23 **RANDI KINMAN, CHAIR:** ITEM FIVE PUBLIC COMMENT MEMBERS OF THE
24 PUBLIC WISHING TO SPEAK ON ITEMS NOT ON THE AGENDA SHOULD USE
25 THE RAISED HAND FEATURE OR DIAL STAR NINE WHEN CALLED UPON



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1 UNMUTE YOURSELF OR DIAL STAR SIX. DO WE HAVE ANY PUBLIC
2 COMMENT THAT WAS WRITTEN OR DO WE HAVE ANY MEMBERS OF THE
3 PUBLIC WHO WISH TO SPEAK?

4

5 **CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH
6 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED
7 ON THIS ITEM.

8

9 **RANDI KINMAN, CHAIR:** THANK YOU. WITH THAT, WE'LL GO TO ITEM
10 SIX. SUBCOMMITTEE REPORTS FIRST UP IS THE POLICY ADVISORY
11 COUNCIL EQUITY & ACCESS SUBCOMMITTEE AND ACCESS SUBCOMMITTEE.
12 IS VEDA HERE? OR --

13

14 **VEDA FLOREZ:** YES, SHE IS.

15

16 **RANDI KINMAN, CHAIR:** OKAY. GO AHEAD, VEDA.

17

18 **VEDA FLOREZ:** THANK YOU. HI. THE EQUITY AND ACCESS SUBCOMMITTEE
19 DID NOT MEET LAST MONTH, AND OUR NEXT MEETING WILL BE HELD ON
20 DECEMBER THE 10TH, AT 10:00 A.M.

21

22 **RANDI KINMAN, CHAIR:** OKAY. THANK YOU. WE HAVE THE FARE
23 COORDINATION AND INTEGRATION SUBCOMMITTEE, ADINA?

24



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1 **ADINA LEVIN:** YEAH. SO THE SUBCOMMITTEE DID NOT MEET, BUT THERE
2 WERE SEVERAL MILESTONES THAT HAVE HAPPENED IN OUR UPCOMING,
3 WHICH I CAN REPORT ON, RELATING TO THE FARE STUDY, AT THE MTC
4 WORKSHOP ON THE 27TH AND 28TH, THE COMMISSION WAS VERY
5 ENTHUSIASTIC ABOUT THE DIRECTION IN THE RECOMMENDATIONS OF THE
6 STUDY, INCLUDING HAVING A PROPOSED FUNDING SOURCE, WHICH WAS A
7 -- MTC HAD IDENTIFIED SOME FUNDING TO IMPLEMENT THE FIRST
8 COUPLE OF RECOMMENDATIONS, WHICH WERE THE, ALL-AGENCY TRANSIT
9 PASS PILOT AND POTENTIALLY STARTING IN 2022, AND THE FREE
10 TRANSFERS STARTING IN, POTENTIALLY, 2023, AND THEN THE NEXT
11 MILESTONE IS THE FARE INTEGRATION TASK FORCE WAS SLATED TO
12 REVIEW A POLICY VISION THAT INCLUDED THE SET OF
13 RECOMMENDATIONS ON MONDAY, FOLLOWING, WHICH IT WOULD COME BACK
14 TO THE BOARDS OF THE INDIVIDUAL AGENCIES FOR APPROVAL AND IF
15 THERE IS ANYTHING THEY GOT INCORRECT IN THAT, STAFF, PLEASE
16 CORRECT ME. BUT, IT IS EXCITING THAT THE THINGS THAT WE HAVE
17 BEEN ENTHUSIASTICALLY ENCOURAGING FORWARD MOTION ON HAVE MADE
18 SOME MORE MILESTONES SINCE WE LAST MET AND HAVE MORE COMING
19 UP.

20

21 **RANDI KINMAN, CHAIR:** GREAT. I DON'T SEE STAFF JUMPING IN TO
22 CORRECT YOU. STAFF, CAN YOU, PLEASE --

23

24 **CLERK, MARTHA SILVER:** OH, CAN I SAY SOMETHING? THE NEXT EQUITY
25 AND ACCESS SUBCOMMITTEE MEETING IS ACTUALLY GOING TO BE HELD



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1 FRIDAY NOVEMBER 19TH, NOT DECEMBER. THE NEXT ONE IS NEXT
2 FRIDAY AT 2:00 P.M.

3

4 **RANDI KINMAN, CHAIR:** THANK YOU.

5

6 **VEDA FLOREZ:** THANK YOU, MARTHA, I APPRECIATE THAT. I WAS
7 READING OFF THE TALKING PAPER THAT YOU HAD SENT TO ME. SO I
8 APPRECIATE THAT UPDATE.

9

10 **RANDI KINMAN, CHAIR:** OKAY. WITH THAT WE'LL MOVE TO ITEM SEVEN,
11 OUR FIRST SUBJECT IS ONE BAY AREA OBAG THREE PROPOSED
12 FRAMEWORK. I WILL GLADLY WELCOME MALLORY, SINCE I HAVE WATCHED
13 THIS PRESENTATION ALREADY. TAKE IT AWAY, MALLORY.

14

15 **MALLORY ATKINSON:** HELLO. THANK YOU. I'M MALLORY ATKINSON, AND
16 I'LL BE PRESENTING AN UPDATE ON THE PROPOSED FRAMEWORK FOR THE
17 NEXT CYCLE OF THE ONE BAY AREA GRANT PROGRAM OR O BAG THREE
18 I'LL TALK ABOUT THE FOCUS AREAS PARTNERSHIP APPROACH WE HAVE
19 DEVELOPED AND KEY POLICY DECISIONS AND UNDERSCORE HOW WE SEE
20 THE PROGRAM FITTING IN WITH A BROADER LARGER REGIONAL
21 INVESTMENT STRATEGIES TO ADVANCE PRIORITIES COMING OUT OF
22 PLANNED BAY AREA 2050. NEXT SLIDE PLEASE. SO, FOR A
23 REFRESHER, THE REVENUES THAT ARE PROGRAMMED THROUGH THE OBAG
24 PROGRAM ARE FEDERAL SURFACE TRANSPORTATION BLOCK GRANT AND
25 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM



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1 FUNDS OR STP CMAQ IN DEVELOPING THIS PROGRAM WE HAVE ASSUMED A
2 SLOW AND STEADY INCREASE IN STP AND CMAQ REVENUES GOING
3 FORWARD. SO THAT WE'RE ESTIMATING 188 MILLION PER YEAR, OR 750
4 MILLION OVER A FOUR YEAR PERIOD. AND WITH THE INFRASTRUCTURE
5 BILL THAT WAS RECENTLY APPROVED BY CONGRESS WE ANTICIPATE
6 THESE ANNUAL REVENUES INCREASING SLIGHTLY, JUST A FEW MILLION
7 PER YEAR. I ALSO WANT TO HIGHLIGHT ON THIS SLIDE, THE STP
8 CMAQ FUNDS ACCOUNT FOR A SMALL SHARE OF REVENUES 1.3% OF AWFUL
9 TRANSPORTATION REVENUES THAT WE HAVE ESTIMATED IN PLAN 2050,
10 AND SO IT'S A VERY FLEXIBLE FUND SOURCE. IT'S IMPORTANT TO
11 THINK OF IT, THOUGH, AS A PART OF -- ONE PART OF A REGIONAL
12 INVESTMENT STRATEGY. NEXT SLIDE PLEASE. THIS SLIDE IS A
13 REMINDER OF THOSE EARLY PROGRAM CONSIDERATIONS THEY SHARED
14 WITH THIS COMMITTEE BACK IN SEPTEMBER, AND I WOULD SUMMARIZE
15 THEM AS RETAINING THE MOST EFFECTIVE ELEMENTS OF THE CURRENT O
16 BAG PROGRAM WITH A FEW STRATEGIC CHANGES TO BETTER PLANNED BAY
17 AREA 2050 INCLUDING TWO ADDITIONAL EMPHASIS AREAS AT THE
18 BOTTOM IMPORTANCE OF COORDINATING THIS PROGRAM WITH OTHER
19 NEAR-TERM AND COMPLIMENTARY REVENUE SOURCES AND ALSO A NOTE
20 THAT MTC NEEDS PARTNERSHIPS WITH LOCAL JURISDICTIONS AND
21 COUNTY TRANSPORTATION AGENCIES AND TRANSIT AGENCIES IN ORDER
22 TO BUILD THE PROJECTS THAT WE NEED THROUGH THIS PROGRAM AND TO
23 ADOPT SUPPORTIVE POLICIES AT THE LOCAL LEVEL AS WELL. NEXT
24 SLIDE PLEASE. LARGER REGIONAL FUNDING APPROACH STAFF IS
25 SEEKING TO COORDINATE THE PROGRAM WITH THESE FEW FUND SOURCES



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1 IN ORDER TO MAXIMIZE THE COLLECTIVE IMPACT THAT WE CAN HAVE AS
2 A REGION. IN ADDITION OBAG THE FEDERAL OBAG THREE FUNDS THIS
3 INCLUDES 85 MILLION IN ONE TIME FUNDS FOR YEAR TERM PROJECTS
4 THAT ARE COMING OUT OF THE BLUE RIBBON PROCESS. ANOTHER FUND
5 SOURCE IS AN ESTIMATED 100 MILLION THAT'S ANTICIPATED TO COME
6 FROM THE STATE, FROM THE BUDGET SURPLUS LAST YEAR, AND THE --
7 FOR PROJECTS TO SUPPORT IMPLEMENTATION OF OUR REGION'S
8 SUSTAINABLE COMMUNITY STRATEGY, AND THEN ANOTHER ESTIMATED 60
9 MILLION IS A NEW FHWA OR FEDERAL HIGHWAY ADMINISTRATION
10 FORMULA PROGRAM THIS'S DESIGNED TO OR INTENDED TO REDUCE
11 GREENHOUSE GAS EMISSIONS. BY BRINGING IN THESE OTHER PROGRAMS
12 AS WE THINK ABOUT OBAG THREE LOOKING AT A TOTAL FUNDING
13 ENVELOPE OF OVER A BILLION. NEXT SLIDE PLEASE. GOING BACK TO
14 OBAG THREE THE PROPOSED FRAMEWORK FOR OBAG THREE FOCUSES
15 INVESTMENTS AND POLICIES INTO 35 BROAD CATEGORY PLANNING
16 PROGRAMMING IMPLEMENTATION GROWTH FRAMEWORK CLIMATE INITIATIVE
17 CONSERVATION RESILIENCE COMPLETE STREETS AND COMMUNITY CHOICE
18 AND MULTI-MODAL SYSTEM SUPERVISOR OPERATIONS PERFORMANCES. SO
19 WHILE SOME OF THESE PROGRAMS ARE BETTER SUITED FOR REGIONAL
20 IMPLEMENTATION, IN PARTICULAR, OF THE MULTI-MODAL SYSTEMS,
21 SEPARATIONS AND PERFORMANCE CATEGORY, THERE IS ALSO OTHER
22 PROGRAM CATEGORIES THAT RELY HEAVILY ON LOCAL AGENCIES AND
23 PARTNERS TO BE IMPLEMENTED ONE HERE IS COMPLETE STREETS AND
24 COMMUNITY CHOICE ANOTHER IS GROWTH FRAMEWORK CATEGORY BUT ALL
25 THESE PROGRAM CATEGORIES ARE DESIGNED TO INCORPORATE



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1 PARTNERSHIP OPPORTUNITIES THROUGHOUT THEM. SO, NEXT SLIDE.
2 PLEASE. SO MORE ON THOSE PARTNERSHIP APPROACHES. WE HOPE TO,
3 WITH THIS NEXT ITERATION OF OBAG PROGRAM TO MAINTAIN AND GROW
4 THE RELATIONSHIPS THAT WE HAVE BUILT IN AREAS THAT RELY MOST
5 HEAVILY ON ACTIONS FROM OUR PARTNERS A FEW OF THOSE ARE LISTED
6 HERE. I CALL OUT PLANNING. WE NEED LOCAL JURISDICTIONS TO PLAN
7 FOR THE FUTURE GROWTH THAT'S NEEDED IN PDAS AND OTHER GROWTH
8 AREAS AND WE ALSO NEED THE PLANNING AND POLICIES DONE AT THE
9 LOCAL LEVEL TO ENSURE THAT WE HAVE TRANSIT SUPPORTIVE HOUSING
10 DENSITIES AND AFFORDABILITY GOALS MET AT EXISTING AND FUTURE
11 TRANSIT STATION AREAS. WE ALSO NEED LOCAL PROJECTS TO BE
12 DELIVERED THAT WILL HELP US REACH OUR AGGRESSIVE MODE SHIFT
13 AND SAFETY GOALS FOR TARGETING PLANNED BAY AREA AND WE NEED
14 LOCAL COMMUNITIES THEMSELVES TO HELP IDENTIFY AND DEVELOP
15 PROJECTS THAT WILL IMPROVE MOBILITY CONNECTIVITY AT THE
16 NEIGHBORHOOD LEVEL. IN THE COUNTY AND LOCAL PROGRAM THIS BOX
17 OFF TO THE SIDE HERE THIS WAS PREVIOUSLY KNOWN AS THE COUNTY
18 PROGRAM IN OBAG TWO, AND FOR THIS NEXT ITERATIONS OF THIS
19 COUNTY AND LOCAL PROGRAM WE HOPE TO KEEP THE FLEXIBILITY IN
20 THE TYPES OF PROJECTS THAT CAN BE FUNDED WHILE CONTINUING TO
21 FOCUS OUR INVESTMENTS IN PDAS AND NEW GROWTH AREAS AND ALSO
22 CONNECTING TO EQUITY PRIORITY COMMUNITIES. WE WANT TO
23 INCREASE OUR EMPHASIS IN BIKE AND PEDESTRIAN PROJECTS, AND
24 PROGRAMS, AND SAFETY EFFORTS, INCLUDING FIRST AND LAST MILE
25 ACCESS IMPROVEMENTS TO EXTEND THE REACH OF TRANSIT HUBS. SO



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1 IN RECOGNITION OF ALL OF THESE VERY IMPORTANT INVESTMENT
2 NEEDS, AT THE LOCAL LEVEL, WE'RE PROPOSE TO INCREASE THE
3 RELATIVE SIZE OF THIS COUNTY AND LOCAL PROGRAM, CALL FOR
4 PROJECTS THAT WE DO, FROM 45% TO 50% OF THE PROGRAM TOTAL.
5 SO, FOR THE OTHER 50%, THE NEXT SLIDE, PLEASE. SO THE
6 REMAINING 50% OF THE OBAG PROGRAM IS PROPOSED FOR PROGRAMS AND
7 PROJECTS THAT ARE IMPLEMENTED AT THE REGIONAL LEVEL, AND SO
8 THIS SLIDE INCLUDES A COMPARISON OF THE PROPOSED OBAG THREE
9 AND OBAG TWO PROGRAMS IN AND THE ANNUAL INVESTMENTS OF EACH. I
10 WANT TO HIGHLIGHT IMPORTANTLY ON THIS SLIDE IS FROM GOING
11 REDUCING THE AMOUNT THAT'S AVAILABLE FOR REGIONAL PROGRAMS
12 FROM 55% IN THE PRIOR CYCLE TO 50% THIS CYCLE WE'LL HAVE LESS
13 REVENUE AVAILABLE TO DELIVER OUR REGIONAL PROGRAMS. AND YOU
14 CAN SEE THAT BETWEEN OBAG TWO AND OBAG THREE THE ANNUAL AMOUNT
15 IS RELATIVELY FLAT. AND WE DO THINK WITH THE INFRASTRUCTURE
16 BILL COMING DOWN THAT OUR REGIONAL PROGRAMS WILL GET A LITTLE
17 BIT MORE AND THE WHOLE PROGRAM WILL GET A LITTLE BIT MORE. I
18 WANT TO CALL OUT THAT MORE IS NEEDED IN ORDER TO REALLY
19 DELIVER ON ALL THE THINGS WE REALLY WANT TO DO AS A REGION. A
20 FEW OTHER HIGHLIGHTS ON THESE REGIONAL PROGRAMS THAT I WANT TO
21 CALL OUT IS THE TOP ROW REGIONAL PLANNING ACTIVITIES STAFF
22 COSTS, BETWEEN OBAG TWO AND OBAG THREE, WE HAVE PULLED STAFF
23 COSTS INTO ONE LINE ITEM AT THE TOP, RATHER THAN SPREADING
24 THEM OUT TO DIFFERENT PROGRAM CATEGORIES WHICH IS WHY YOU SEE
25 THE BUMP UP FROM 2 MILLION IN OBAG 2 TO 10 MILLION IN OBAG



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1 THREE REPRESENTING IN ONE CATEGORY THIS IS SPECIFIC INCREASE
2 IN CLIMATE PROGRAMS AND DECREASE PROGRAM INVESTMENT IN MULTI-
3 MODAL SYSTEMS OPERATIONS PERFORMANCE YOU SEE TWO DIFFERENT
4 PROGRAM CATEGORIES IN OBAG TWO ARE COMBINED INTO ONE. THAT'S
5 NOT TO REFLECT A LOWER DECREASED PRIORITY IN THOSE PROGRAMS
6 FOR US BUT IT'S RECOGNIZING THAT WE NEED TO PRIORITIZE OTHER
7 COMPLIMENTARY FUND SOURCES IN ORDER TO DELIVER IN THOSE AREAS.
8 AND FINALLY A NEW PROGRAM CATEGORY AND EMPHASIS AREA TO
9 SUPPORT OUR COMPLETE STREETS THIS SIGNALS US GOING BEYOND
10 FOCUSING ON PAYMENT COORDINATION PROVIDING ADDITIONAL
11 ASSISTANCE TOOLS AND POLICY IMPROVE LOCAL ROAD SAFETY
12 ENCOURAGE MORE ACTIVE TRANSPORTATION AND IMPROVE
13 SUSTAINABILITY AND RESILIENCY OF LOCAL STREETS. NEXT SLIDE
14 PLEASE. SO MORE ON WHAT'S NEEDED AT THE REGIONAL LEVEL:
15 ADVANCING OUR PRIORITIES WILL REQUIRE SIGNIFICANT INVESTMENT
16 BEYOND THE OBAG PROGRAM ITSELF THE BAR CHART ON THE RIGHT IS
17 TRYING TO ILLUSTRATE THE INVESTMENT LEVELS FOR O BAG THREE
18 REGIONAL PROGRAMS BY CATEGORY AND ADVANCEMENT IN SPECIFIC
19 AREAS OVER THE NEXT FEW YEARS IF COMPLEMENTARY FUND SOURCES
20 TARGETED AND PRIORITIZED FOR THOSE REGIONAL PROGRAMS. IN
21 PARTICULAR IN THE AREAS OF REACHING OUR CLIMATE GOALS, YOU CAN
22 SEE THAT INCREASES. IMPLEMENTING MORE OF THE GROWTH FRAMEWORK
23 PLANNING, AND ALSO THE INCREASE IN THE CAPITAL INTENSIVE
24 INVESTMENTS THAT ARE NEEDED TO SUPPORT THE BLUE RIBBON ACTION
25 PLAN. SO, TRANSIT PRIORITY AND MAPPING AND WAYFINDING



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1 PROJECTS. NEXT SLIDE, PLEASE. SO, IN ADDITION THOSE PROGRAM
2 CATEGORIES AND INVESTMENT LEVELS THEY JUST COVERED ANOTHER
3 COMPONENT OF THE OBAG FRAMEWORK ARE PROVISIONS AND POLICIES
4 WOVEN THROUGHOUT WE ARE PROPOSING TO MAINTAIN THE FOCUS IN THE
5 PROGRAM TO INVESTING OUR TRANSPORTATION RESOURCES IN PRIORITY
6 DEVELOPMENT AREAS AND NEW GROWTH GEOGRAPHIES AND WE WANT TO
7 CONTINUE TO USE THE PROGRAM FUNDING AS AN INCENTIVE TO
8 ENCOURAGE JURISDICTIONS TO ADOPT SPECIFIC LOCAL POLICIES THAT
9 HELP SUPPORT PLANNED BAY AREA 2050 AND SO A COUPLE OF THE MOST
10 NOTABLE WITH RESPECT TO COMPLIANCE WITH THE STATE HOUSING
11 ELEMENT LAW AND ANOTHER IS OUR COMPLETE STREETS REQUIREMENTS.
12 AND FOR BOTH OF THOSE, WE ARE PROPOSE TO CONTINUE WITH
13 EXISTING REQUIREMENTS THAT JURISDICTIONS HAVE TO ADOPT A
14 CERTIFIED HOUSING ELEMENT IN ORDER TO BE ELIGIBLE FOR PROGRAM
15 FUNDING. SO WHILE THAT REQUIREMENT DOESN'T CHANGE STATE
16 HOUSING LAW OVER THE LAST SEVERAL YEARS HAS CHANGED QUITE A
17 BIT SO MEETING THIS REQUIREMENT WILL REQUIRE SIGNIFICANTLY
18 INCREASED EFFORT FROM CITIES AND COUNTIES TO ACHIEVE. AND ON
19 THE COMPLETE STREETS SIDE WE'LL MAINTAIN A REQUIREMENT FOR
20 JURISDICTIONS TO COMPLY WITH OUR REGIONAL COMPLETE STREETS
21 POLICY. THAT POLICY, RIGHT NOW, IS BEING UPDATED THROUGH THE
22 REGIONAL TRANSPORTATION ACTION PLAN PROCESS SO WE'RE
23 COORDINATING WITH STAFF INTERNALLY TO MAKE SURE THAT OUR TWO
24 POLICY PROGRAMS ARE ALIGNED. AND FINALLY ON THIS SLIDE, FOR
25 THE CONGESTION MITIGATION AND AIR QUALITY FUNDS, CMAQ FUNDS,



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1 SPECIFICALLY WE'RE PROPOSE UPDATES TO OUR PROJECT
2 PRIORITIZATION PROCESS TO CLEARLY INCORPORATE EMISSIONS
3 BENEFITS FOR THOSE FUNDS. NEXT SLIDE PLEASE. SO, A FEW OTHER
4 IMPORTANT PROVISIONS TO HIGHLIGHT INCLUDE OUR EFFORTS TO
5 INCORPORATE EQUITY, AN EQUITY LENS THROUGHOUT THE PROGRAM AS
6 WE FURTHER DEVELOP AND DEFINE SPECIFIC PROGRAM CATEGORIES.
7 WHILE WE'RE PROPOSE TO INCREASE RESOURCES THAT ARE DEDICATED
8 TO COMMUNITY PLANNING AND PROJECT DEVELOPMENT AND PROJECT
9 IMPLEMENTATION IN EQUITY PRIORITY COMMUNITIES WE'RE ALSO
10 PRIORITIZING PROJECTS THROUGH THE COUNTY AND LOCAL PROGRAM
11 THAT ARE LOCATED WITHIN EQUITY PRIORITY COMMUNITIES OR THAT
12 OTHERWISE CLEARLY BENEFIT DISADVANTAGED OR OTHERWISE
13 MARGINALIZED POPULATIONS. WE ALSO WANT TO INCREASE THE
14 EMPHASIS ON ACTIVE TRANSPORTATION AND ROAD SAFETY WE INCLUDED
15 A REGION-WIDE INVESTMENT TARGET OF 2 MILLION FOR ACTIVE
16 TRANSPORTATION INVESTMENTS THAT'S A QUARTER OF THE FOUR YEAR
17 PROGRAM. WE ALSO WILL BE ALIGNING THE PROGRAM WITH OUR
18 FEDERAL PERFORMANCE MANAGEMENT GOALS, AND THOSE ARE IN THE
19 AREAS OF SAFETY, ASSET MANAGEMENT, SYSTEM PERFORMANCE, AND
20 MODE SHIFT. NEXT SLIDE PLEASE. I WANT TO WALK THROUGH THE
21 PROPOSED PROCESS FOR HOW THAT 50% OF THE PROGRAM THAT'S GOING
22 THROUGH OUR REGION-WIDE CALL FOR PROJECTS WILL GO. BECAUSE
23 THIS IS A DEPARTURE FOR HOW IT WAS DONE IN PAST CYCLES AND WE
24 ARE PROPOSE TO CHANGE IN ORDER TO ADDRESS OUR FEDERAL
25 CORRECTIVE ACTION THAT MTC RECEIVED IN 2020 FOR HOW WE PROGRAM



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1 STP AND CMAQ FUNDS. JUST A HIGH-LEVEL WALK THROUGH OF THIS,
2 MTC WOULD ISSUE A CALL FOR REGION-WIDE ISSUE A CALL FOR
3 PROJECTS AND THEN WE WOULD, THROUGH A PROCESS THAT'S
4 CONSISTENT WITH THE PROGRAM GUIDELINES THAT THE COMMISSION
5 ADOPTS OUR COUNTY PARTNERS COUNTY TRANSPORTATION AGENCIES
6 WOULD ASSIST US WITH LOCAL OUTREACH TO JURISDICTIONS AND
7 TRANSIT OPERATORS TO IDENTIFY PROJECTS THEY WOULD COMPLETE AN
8 INITIAL SCREENING OF PROJECTS FOR CONSISTENCY WITH LOCAL PLANS
9 AND PRIORITIES AND ALSO WITH OBAG THREE POLICIES AND THEN THE
10 CTAS, OUR COUNTY PARTNERS WOULD NOMINATE A PRIORITIZED LIST OF
11 PROGRAMS PROJECTS FOR US TO MTC FOR PROJECT SELECTION AND HOW
12 MUCH FOR EACH COUNTY TO NOMINATE WOULD BE BASED ON HOUSING
13 OUTCOMES AND PLAN GROWTH IN THAT COUNTY SO THIS CARRIES
14 FORWARD THE INCENTIVE TO TON PLAN FOR HOUSING BY INCREASING
15 THE AMOUNT THAT A COUNTY CAN NOMINATE TO US FOR A PROJECT
16 SELECTION. IMPORTANTLY HCTA TARGETS FOR A GIVEN COUNTY DON'T
17 IMPLY A GUARANTEED AMOUNT FOR ONE JURISDICTION BUT IT CARRIES
18 FORWARD OUR DESIRE TO INCENTIVIZE AND ENCOURAGE LOCAL GROWTH
19 AND HOUSING OUTCOMES IN THE AMOUNT OF FUNDS THAT WE END UP
20 PROGRAMMING. NEXT SLIDE PLEASE. THIS IS A SUMMARY SLIDE TO
21 EMPHASIZE THAT THE WAY WE THINKING ABOUT THIS FRAMEWORK IS HOW
22 IT'S DESIGNED TOGETHER TO ADDRESS THE PROGRAM CONSIDERATIONS
23 THAT WERE INCLUDED AT THE BEGINNING OF THIS PRESENTATION, AND
24 ALSO A LARGER REGIONAL INVESTMENT STRATEGY, AND COMPLEMENTARY
25 FUND SOURCES WILL NEED TO GIVE PRIORITY TO THE REGIONAL



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1 PROGRAMS THAT ARE HIGHLIGHTED HERE IN ORDER TO MAKE SURE WE
2 DELIVER ON OUR GOALS. NEXT SLIDE. FINAL. THIS IS JUST A LOOK
3 AHEAD AT THE SCHEDULE, WE WERE DELAYED ONE MONTH WE WILL BE
4 COMING BACK IN JANUARY TO THE COMMISSION AND HOPEFULLY THIS
5 COMMITTEE WITH MORE DETAIL ON THE FINAL PROPOSED FRAMEWORK.
6 BUT TODAY I'M HAPPY TO GET ANY INPUT OR FEEDBACK ON THIS
7 INITIAL PROPOSAL AND TO TAKE ANY QUESTIONS.

8

9 **RANDI KINMAN, CHAIR:** THANK YOU. EVERYBODY RAISE YOUR HANDS WHO
10 WANTS TO SPEAK. AND WE'LL START WITH RICK COATES. UNMUTE
11 YOURSELF. THERE YOU GO.

12

13 **RICK COATES:** YES. I'M -- I WANT TO CLARIFY ON THE COMPLETE
14 STREETS PORTION OF WHAT YOU DESCRIBED, IS THE UPDATE IN
15 PROGRESS? IS IT ALREADY BEEN DONE? OR IS IT TO BE DONE? AND,
16 SECONDLY, DOES IT INCLUDE PROTECTED BIKE LANES? IT SEEMS TO ME
17 IT'S AN EQUITY ISSUE, TOO. WOMEN DON'T USE UNPROTECTED BIKE
18 LANES VERY MUCH, AND BY NOT PROTECTING THEM, WE ARE BASICALLY
19 DISENFRANCHISING ABOUT 50% OF THE POPULATION. SECONDLY, I HAVE
20 A QUESTION ABOUT THE HOUSING INTEREST. I REALIZE THAT THIS
21 DOESN'T INCLUDE THE FACTOR OF WATER AVAILABLE, BUT BOTH SONOMA
22 -- PORTIONS OF SONOMA COUNTY AND MARIN ARE WATER STRESSED
23 ALREADY, ADDING MORE HOUSING CAN EXACERBATE THAT PROBLEM. AND
24 I WONDER IF THERE IS ANYTHING IN THE WORKS TO ACTUALLY TRY TO
25 INCLUDE THAT AS SOMETHING IN YOUR PLANNING? THAT'S IT.



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1

2 **RANDI KINMAN, CHAIR:** THANK YOU. MALLORY, DO YOU WANT TO
3 ANSWER SOME QUESTIONS AS WE GO, OR SAVE THEM ALL UP FOR A
4 WHILE?

5

6 **MALLORY ATKINSON:** I CAN ANSWER. I WAS LOOKING FOR YOUR BOX.
7 THERE WE GO. ON THE COMPLETE STREETS POLICY, IT'S BEING
8 UPDATED AS PART OF THE ACTIVE TRANSPORTATION PLAN, PLANNING
9 WORK, THAT IS CURRENTLY UNDERWAY. I BELIEVE THAT KARA OBERG
10 HAS BEEN PRESENTING TO THIS COMMITTEE ON THE UPDATES OF THAT
11 PROCESS, AND THERE WILL BE SOME INITIAL RECOMMENDATIONS GOING
12 TO MTC'S COMMITTEES NEXT MONTH, I BELIEVE. AND WE'RE WORKING
13 REALLY CLOSELY WITH THAT UPDATE TO MAKE SURE THAT THE OBAG
14 PROGRAM REINFORCES WHATEVER POLICY RECOMMENDATIONS COME FROM
15 THAT. AND FOR THAT, YOUR QUESTION ABOUT HOUSING, WHAT WE'RE
16 TRYING TO DO IN AND HOW WE -- AND HOW THE OBAG PROGRAM
17 ORIGINALLY INCENTIVIZED HOUSING IT HELPED US MEET OUR RHNA
18 GOALS AND ACTUALLY PRODUCE HOUSING THAT WE PLANNED FOR AND
19 THIS IS MOVING FORWARD AND UPDATING BASED ON THE NEWEST RECENT
20 HOUSING PRODUCTION AND JURISDICTIONS FOR WHAT THEY'RE DOING.

21

22 **RICK COATES:** THAT'S NOT MY QUESTION. IS THERE CONSIDERATION
23 FOR WATER AVAILABILITY FOR THAT HOUSING? I REALIZE THAT'S A
24 LITTLE OUTSIDE OF YOUR PURVIEW BUT EVERYTHING IS HITCHED TO
25 EVERYTHING ELSE HERE AND YOU DIDN'T MENTION BIKE LANES EITHER.



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1

2 **ALIX BOCKELMAN:** THIS IS ALIX BOCKELMAN, DEPUTY EXECUTIVE
3 DIRECTOR FOR POLICY RICK THANK YOU FOR THOSE QUESTIONS AND IN
4 PARTICULAR THE AVAILABILITY OF WATER HAS COME UP IN THE VERY
5 ROBUST DISCUSSIONS LEADING INTO THE PLAN AS WELL AS DURING THE
6 RHNA PUBLIC HEARING PROCESSES. SO WE KNOW THAT'S A SIGNIFICANT
7 ISSUE. SO, YOU KNOW, WE HAVE TAKEN IT -- WELL, I THINK MOSTLY
8 OUR PLAN, YOU KNOW, DOES FOLLOW THE REQUIREMENTS THAT WE HAVE,
9 WHICH IS TO PLAN FOR THE HOUSING. THIS FUNDING SOURCE -- THESE
10 FUNDING SOURCES ARE TRANSPORTATION DOLLARS SO WE'RE TRYING TO
11 REALLY SUPPORT THE PLAN AND, BUT, REALLY, THIS DOESN'T
12 ADDRESS, YOU KNOW, WATER NEEDS, AND AVAILABILITY, AND WITH
13 THIS FUNDING, WE REALLY WOULDN'T HAVE THAT OPPORTUNITY. SO
14 THAT MAY NOT BE WHAT YOU WANT TO HEAR, BUT THAT IS, KIND OF,
15 UNFORTUNATELY, WHERE WE ARE ON THAT. IN TERMS OF THE
16 PROTECTED BIKE LANES, AS MALLORY MENTIONED, THERE WILL BE MORE
17 ENGINE COMING TO THE JOINT PLANNING COMMITTEE NEXT MONTH ON
18 THE COMMITTEE STREETS POLICY AND I DO BELIEVE THAT IT WILL,
19 YOU KNOW, TRY TO GO BOLD, AND START TALKING ABOUT PROTECTED
20 BIKE LANES, WHICH AS YOU NOTE IS, SORT OF, AN EQUITY
21 CONSIDERING, AND IMPORTANT FOR SAFETY. SO, MORE TO COME ON
22 THAT. BUT, I THINK WE'RE TRYING TO LOOK AT OPPORTUNITIES TO
23 REALLY ENHANCE THE SAFETY AND EQUITY OF OUR ACTIVE
24 TRANSPORTATION NETWORK.

25



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1 **RICK COATES:** THANK YOU.

2

3 **RANDI KINMAN, CHAIR:** THANK YOU. MICHAEL BALDINI, AND THEN
4 CHRISTINA. GO AHEAD AND UNMUTE MICHAEL.

5

6 **MICHAEL BALDINI:** THANK YOU CHAIR KINMAN. 10 MILLION OF THE
7 BUDGET IS THAT ROUGHLY 10% OF ANY ADMINISTRATIVE GUIDELINES?
8 OR IS THAT JUST WHAT IT IS? ON A GRANT, YOU SAID TYPICALLY
9 10%, AS WE FIND IN OTHER AREAS. TO HANDLE ADMINISTRATIVE
10 FEES, AND COSTS AND SO ON AND SO FORTH.

11

12 **SPEAKER:** GO AHEAD ALIX.

13

14 **ALIX BOCKELMAN:** IT'S NOT SIZED TO ANY, SORT OF, SPECIFIC
15 LIMITATION ON A GRANT. IT'S SIZED MORE TO WHAT'S NEEDED TO
16 RESTORE THE EFFORT. I WILL START WITH THAT, AND MAYBE MALLORY
17 CAN ADD ANYTHING APPROPRIATE.

18

19 **MALLORY ATKINSON:** THAT SOUNDS GOOD.

20

21 **MICHAEL BALDINI:** IT CAN VARY DEPENDING ON THE SCOPE OF WORK.
22 IT'S NOT A FIXED 10%?

23

24 **MALLORY ATKINSON:** THAT'S CORRECT.

25



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1 **RANDI KINMAN, CHAIR:** CHRISTINA THEN TERRY SCOTT.

2

3 **CHRISTINA GOTUACO:** THANK YOU FOR THE PRESENTATION. I HAD A
4 QUESTION ABOUT THE COUNTY AND LOCAL PROGRAM. DO YOU THINK MTC
5 WILL HAVE ANY STIPULATION REQUIRING CERTAIN STAKEHOLDER
6 FEEDBACK FROM THE GENERAL PUBLIC IN TERMS OF WHAT PROJECTS
7 THEY CAN PROPOSE? OR WILL IT BE KIND OF LEFT UP TO THE CURRENT
8 PROCESSES THEY HAVE IN PLACE OR THEIR CURRENT STAFF?

9

10 **MALLORY ATKINSON:** GOOD QUESTION. WE DO, FOR OBAG TWO, AND I
11 WOULD IMAGINE WE WOULD DO THIS AGAIN, AS PART OF THE FINAL
12 PROGRAM PROPOSAL THAT WE BRING BACK IN JANUARY, IT WILL
13 INCLUDE OUTREACH REQUIREMENTS FOR THE CTAS AS PART OF THAT
14 CALL FOR PROJECTS GUIDELINES.

15

16 **RANDI KINMAN, CHAIR:** BEFORE I LET CHRISTINA GO, MALLORY, YOU
17 CAN LET US KNOW WHETHER OR NOT THAT PORTION WILL COME TO THIS
18 GROUP BEFORE IT GOES INTO PRINT? JUST SO THAT WE SEE WHAT THE
19 -- WHAT THE PROPOSAL IS FOR OUTREACH REQUIREMENTS?

20

21 **MALLORY ATKINSON:** I THINK BASED ON THE TIMING PROPOSED NOW IT
22 WOULD BE COMING BACK TO YOU IN JANUARY WHICH IS THE SAME TIME
23 WE'RE GOING BACK TO THE COMMITTEES IT WILL COME TO THIS GROUP
24 BEFORE GOING TO THE FULL COMMISSION WITHOUT A LOT OF ADVANCED
25 NOTICE.



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1

2 **RANDI KINMAN, CHAIR:** THANK YOU. TERRY SCOTT, AND THEN VEDA?

3

4 **TERRY SCOTT:** THANK YOU. I AM PARTICULARLY INTERESTED IN
5 FUNDING FOR THE HOUSING PROGRAM. HOW IS THAT GOING TO BE
6 DELINEATED BETWEEN COUNTIES? FOR EXAMPLE, OR, HOW IS IT GOING
7 TO BE BASED? AND I SHARE RICK COATES CONCERNS ABOUT WATER
8 AVAILABILITY FOR DEVELOPMENT. AND I CAN SAY THAT OUR RHNA
9 NUMBERS ARE THE HIGHEST THAT WE HAVE HAD IN THE LAST CYCLE FOR
10 THIS PARTICULAR YEAR FOR COUNTY -- NAPA COUNTY, AND I AM
11 PARTICULARLY INTERESTED, AS I AM A MEMBER AND CHAIR OF THE
12 NAPA COUNTY HOUSING ELEMENT ADVISORY COMMITTEE. SO WE ARE
13 GOING TO BE LOOKING AT THAT INTERNALLY, AND I WOULD LIKE TO
14 KNOW WHAT THE POSITION OF MTC IS GOING TO BE, AND, ALSO, WHAT
15 FUND ARE GOING TO BE AVAILABLE. IS THERE ANY KIND OF
16 DESCRIPTIONS OF THAT, PER COUNTY?

17

18 **MALLORY ATKINSON:** I CAN TAKE A STAB AT RESPONDING, TERRY. I
19 THINK I NEED TO CLARIFY, WHEN I WAS TALKING ABOUT THE COUNTY
20 AND LOCAL PROGRAM, WE CONSIDER HOUSING AND HOW MUCH A COUNTY
21 HAS BEEN PLANNING FOR HOUSING, AND THEN WHAT'S ACTUALLY BEEN
22 HAPPENING ON THE GROUND AS A WAY OF IDENTIFYING HOW MUCH
23 TRANSPORTATION REVENUES WOULD THEN GO TO THAT COUNTY. SO WE'RE
24 NOT ACTUALLY PROPOSE ANY OF THESE FUNDS GO DIRECTLY TO HOUSING
25 INVESTMENTS IT'S MORE LOOKING BACK AT WHAT'S HAPPENED AND



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1 TRYING TO REWARD THOSE JURISDICTIONS IF WE CAN WITH MORE
2 TRANSPORTATION REVENUES TO SUPPORT THE GROWTH THAT THEY HAVE
3 PLANNED FOR.

4

5 **TERRY SCOTT:** THANK YOU FOR THE CLARIFICATION.

6

7 **RANDI KINMAN, CHAIR:** THANK YOU. VEDA, AND THEN ADINA.

8

9 **VEDA FLOREZ:** THANK YOU FOR THE PRESENTATION. I APPRECIATE IT.
10 MY QUESTION IS IN OBAG THREE WILL THERE BE ALLOCATION FOR
11 COMMUNITIES THAT'S NOT IN A PDA, IN MARIN COUNTY WE HAVE A
12 CITY WHICH IS NOT IN A PDA BUT I BELIEVE IT'S A COMMUNITY OF
13 CONCERN.

14

15 **MALLORY ATKINSON:** WE WANT TO INVEST IN TRANSPORTATION
16 RESOURCES CONNECTING EQUITY PRIORITY COMMUNITIES AND TRANSIT
17 PRIORITY AS WELL ALSO HOPING TO HAVE DEDICATED FUNDING SOURCES
18 AND INCREASING AMOUNT OF FUNDS THAT ARE AVAILABLE TO PLAN
19 COMMUNITY-BASED TRANSPORTATION PLANS IN THOSE EQUITY PRIORITY
20 COMMUNITIES AND ACTUALLY HELP DEVELOP PROJECTS AND IMPLEMENT
21 PROJECTS THERE ARE A FEW AREAS WHERE INVESTMENTS WILL BE
22 TARGETED INCENTIVIZED SUPPORTED AND TARGETED TO SUPPORT THE
23 TRANSPORTATION ACCESS NEEDS IN THOSE AREAS.

24

25 **RANDI KINMAN, CHAIR:** ADINA?



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1

2 **ADINA LEVIN:** I HAVE A COUPLE OF QUESTIONS. ONE, IS THAT CARBON
3 REDUCTION BUCKET ELIGIBLE FOR BOTH CAPITAL AND OPERATING-TYPE
4 PROJECTS? OR IS IT JUST ONE OF THOSE?

5

6 **ALIX BOCKELMAN:** I DON'T KNOW, MALLORY, IF YOU KNOW THE ANSWER.
7 WE'RE STILL GOING THROUGH THE BILL AND MAKE SURE WE'RE CLEAR
8 EVERYTHING SO WE MAY NEED TO GET BACK TO YOU ON THAT IN
9 DETAIL.

10

11 **MALLORY ATKINSON:** IT'S VERY SIMILAR TO THE CMAQ FUNDS THAT'S
12 INCLUDED IN THE PROJECT SO WE IMAGINE IT WOULD BE SIMILAR FOR
13 PROJECT TYPES.

14

15 **ADINA LEVIN:** I DON'T REMEMBER ALL THE RULES FOR CMAQ IS THAT
16 CAPITAL ONLY OR BOTH?

17

18 **MALLORY ATKINSON:** MOSTLY CAPITAL BUT YOU CAN ALSO USE CMAQ FOR
19 FUNDING MARKETING OUTREACH AND EDUCATION TO IMPROVE, OR TO
20 SHIFT NON-[INDISCERNIBLE] MODES, SO THERE IS SOME OPERATIONS
21 FUNDING IN THERE JUST FOR VERY SPECIFIC REASONS.

22

23 **ALIX BOCKELMAN:** AND GEORGIA HAS POPPED IN FOR OUR LEDGE TEAM.

24



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1 **GEORGIA GANN DOHRMANN:** GEORGIA GANN DOHRMANN LEGISLATIVE SIDE
2 OF MTC, THERE WILL LIKELY BE SPECIFIC GUIDANCE FROM THE
3 FEDERAL HIGHWAY ADMINISTRATION RELATED TO THIS PROGRAM MOST
4 DEFINITELY, WHAT'S CLEAR IS THIS FUNDING CANNOT BE USED FOR
5 NEW CAPACITY FOR SINGLE OCCUPANCY VEHICLES AND THAT IS THE
6 PRIMARY RESTRICTION. SO FOR THE REST OF THIS THERE IS
7 FLEXIBILITY UNTIL FHWA PROVIDES US MORE DETAIL TO RESTRICT.

8

9 **ADINA LEVIN:** OKAY. THANKS. AND, THEN ANOTHER QUESTION ABOUT
10 THE ACTIVE TRANSPORTATION AND THE COMPLETE STREETS POLICIES,
11 WHICH IS A REALLY GOOD DIRECTION TO BE STRENGTHENING, DOES
12 THAT APPLY TO THE PROJECT OR TO THE JURISDICTION? SO, YOU
13 KNOW, I WOULD IMAGINE THAT IT WOULD CERTAINLY APPLY TO A
14 PROJECT SO IF SOMEBODY WAS APPLYING FOR A BREAK BIKE LANE
15 PROJECT AND THE BIKE LANE WAS TWO FEET WIDE THAT WE WANT BE A
16 GOOD CATEGORY FOR FUNDING BUT LET'S SAY A JURISDICTION IS
17 APPLYING FOR A NICE WIDE PROTECTED BIKE LANE BUT THE OTHER
18 BIKE LANES THEY HAVE APPROVED IN THE LAST YEAR WERE TWO FEET
19 WIDE, LIKE, WOULD THAT BE AN ISSUE? AND IF SO HOW WOULD MTC
20 KEEP TRACK OF IT? THAT'S MY QUESTION.

21

22 **MALLORY ATKINSON:** GOOD QUESTIONS. HOW WE HAVE DONE IT IN OBAG
23 TWO HAS APPLIED TO THE PROJECT AND BOTH TO THE JURISDICTION SO
24 FOR ANY PROJECT THAT IS AWARDED REGIONAL DISCRETIONARY FUNDS
25 INCLUDING OBAG MONEY THE SPONSORS HAVE TO COMPLETE A COMPLETE



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1 STREETS CHECKLIST TO SHOW THAT THEY HAVE ACCOMMODATED ALL
2 MODES AND IF THEY HAVEN'T WHY, AND THOSE CHECKLISTS ARE
3 REQUIRED TO BE REVIEWED BY EACH COUNTY'S BICYCLE AND
4 PEDESTRIAN ADVISORY COMMITTEE BEFORE RECEIVING FUNDING FROM US
5 TO MAKE SURE THAT WE'RE GETTING -- AND THE JURISDICTION IS
6 GETTING ALL THE INPUT THAT'S NECESSARY FOR THE PROJECT, AND
7 THEN -- SORRY -- AND THEN ON THE JURISDICTION SIDE, AND OBAG
8 TWO WE ALSO INCLUDES A REQUIREMENT FOR ALL JURISDICTIONS TO BE
9 ELIGIBLE FOR OBAG FUNDING TO ADOPT A POLICY COMPLETE STREETS
10 POLICY THAT MET A CERTAIN CRITERIA ESTABLISHED OR ESTABLISH
11 DEMONSTRATION THEY ADOPTED UPDATED STRATEGIC ELEMENT OF THEIR
12 GENERAL PLAN TO BE CONSISTENT WITH THE STATE'S COMPLETE
13 STREETS ACT -- IN 2008 WE WENT THROUGH A FEW YEAR AGO MAKING
14 SURE JURISDICTIONS IN THE REGION HAD DONE EITHER OF THOSE AND
15 WITH OBAG WE STILL NEED TO WAIT AND SEE WHAT THE FINAL
16 RECOMMENDATIONS COMING OUT OF THE QUICK TRIP UPDATE HOW IT
17 WOULD APPLY TO SEE IF THERE IS GOING TO BE ADDITIONAL
18 REQUIREMENTS EITHER AT THE PROJECT LEVEL OR JURISDICTION
19 LEVEL. THANK YOU.

20

21 **RANDI KINMAN, CHAIR:** RICH HEDGES THEN CYNTHIA.

22

23 **RICHARD HEDGES:** IT SEEMS TO ME FROM YOUR PRESENTATION
24 SOMETHING THAT DATES BACK TO THE OLD [INDISCERNIBLE] COMMITTEE
25 THAT WE HAVE BEEN ASKING FOR SHOWING THAT SOME PROGRESS WAS



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1 MADE ON COMPLETE STREETS AND TRANSIT ORIENTED DEVELOPMENT WITH
2 HOUSING OR NOT TO ADVANCE MONEY TO ANY OF THESE AGENCIES, IT
3 LOOKS LIKE NOW THERE IS GOING TO BE SOME REALLY GOOD
4 REQUIREMENTS ON THAT, AND I REALLY APPRECIATE THAT IF I'M
5 CORRECT, AND SUMMARIZING YOUR PRESENTATION, THAT REALLY MAKES
6 ME FEEL GOOD. HAVING EDAC PROPOSE THAT WE PROPOSE CLAW BACKS
7 IF PEOPLE DON'T PRODUCE WHAT THEY HAVE PLANNED FOR. AND I
8 DON'T THINK WE ARE THERE YET, BUT I THINK WE SHOULD BE. THE
9 OTHER THING I WANT TO DISCUSS WAS THE WATER ISSUE. AND IN ONE
10 OF THE MANY HATS THAT I WEAR, WE HAD A PRESENTATION FROM THE
11 REGIONAL -- FROM THE DIRECTOR OF THE REGIONAL WATER BOARD WHO
12 TOLD US IN THE [INDISCERNIBLE] SYSTEM NOT ONLY ARE THEY
13 REQUIRING US TO CUT BACK AT THIS POINT, IN THE PAST WE HAVE
14 CUT BACK SO MUCH EVEN THOUGH MANY OF US DO THAT AND CONTINUE
15 TO CUT BACK OUR USE OF WATER THAT THERE WAS PLENTY OF WATER
16 FOR HOUSING DEVELOPMENT ESPECIALLY THE NEW MULTIUNIT HOUSING
17 AND THE NEW WATER RECYCLING PROGRAMS THAT ARE IN THESE NEW
18 DEVELOPMENTS. SO, IN OTHER WORDS, FOR NORTHERN SAN MATEO
19 COUNTY, CENTRAL SAN MATEO COUNTY, SAN FRANCISCO, AND OTHERS
20 THERE, IS NO WATER RESTRICTIONS FOR BUILDING, OR FOR USAGE
21 RIGHT NOW, AND IN GOING BY BOTH THE CRYSTAL SPRINGS RESERVOIR
22 AND THE SAN ANDREAS RESERVOIR THEY'RE COMPLETELY FULL. IT
23 DEPENDS WHERE YOU'RE AT IN THE BAY AREA WHETHER OR NOT THERE
24 IS GOING TO BE WATER ISSUES OR NOT. IT'S NO THE A SYSTEM WIDE
25 PROBLEM FOR A HOUSING DEVELOPMENT. THANK YOU.



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1

2 **RANDI KINMAN, CHAIR:** THANK YOU. CYNTHIA. GO AHEAD.

3

4 **CYNTHIA L. MURRAY, VICE CHAIR:** THANK YOU. TO FOLLOW UP ON THE
5 WATER, IT'S MY RESEARCH SHOWING THAT IN NEW CONSTRUCTION IT'S
6 LESS THAN 1%, WATER USE BECAUSE OF ALL THE EFFICIENCIES IN NEW
7 CONSTRUCTION, ESPECIALLY IF YOU REQUIRE ZERO-SCAPING
8 LANDSCAPING SO THERE IS NO WATER GOING TO THE LANDSCAPING. SO
9 I REALLY HOPE THAT ISN'T A DETERRENT WHEN WE NEED OUR HOUSING
10 SO MUCH. ONE OF THE THINGS THAT'S BEEN REALLY FASCINATING TO
11 ME IS THEY -- I LOOK AT THE FEDERAL INFRASTRUCTURE PACKAGE WAS
12 DISCUSSION ON HOW MUCH HISTORICALLY INFRASTRUCTURE HAS BEEN
13 PROMOTING INEQUITIES IN THE FEDERAL TRANSPORTATION PROJECTS.
14 AND I WONDER DID ANYBODY LOOK AT OUR TRANSPORTATION AND WHERE
15 THOSE INEQUITIES MAY HAVE BEEN CONSTRUCTED? AND IS THAT PART
16 OF WHEN WE TALK ABOUT REDUCING INEQUITIES MAYBE LOOKING AT
17 WAYS TO IMPROVE THOSE PROJECTS AND CERTAINLY NOT TO PERPETUATE
18 THEM IN ANY NEW CONSTRUCTION. I THINK IT'S IMPORTANT THAT WE
19 UNDERSTANDS HISTORY AND NOT REPEAT T AND THEN, I'M ALSO REALLY
20 INTERESTED IN, WE HAVE A LOT OF THINGS WE WANT TO MEASURE AND
21 ASSESS AND TARGET BUT ARE YOU KEEPING KEY PERFORMANCE
22 INDICATORS THAT WILL ACTUALLY GIVE US THE METRICS TO TRACK TO
23 SEE IF WE'RE ACTUALLY ACHIEVING THOSE TARGETS? AND IF NOT,
24 THAT WE HAVE CORRECTIVE MEASURES THAT WE CAN TAKE AND ACTUALLY
25 BE ABLE TO HOLD PEOPLE ACCOUNTABLE FOR HITTING THOSE METRICS?



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1 I THINK THAT'S SOMETHING THAT'S ALWAYS GOOD TO DEFINE BEFORE
2 THE PROJECT BEGINS SO THAT YOU ACTUALLY UNDERSTAND WHAT YOU'RE
3 SUPPOSED TO BE ACCOMPLISHING AND SUPPORTING HOW YOU'RE GOING
4 TO GET THERE. AND LASTLY WE HAVE A HUGE INFUSION OF MONEY FOR
5 BROADBAND AND I WOULD ANTICIPATE THAT WOULD REQUIRE CABLE
6 BEING LAID IN THE STREETS AND I WONDER IF WE'RE GOING TO BE
7 ABLE TO COORDINATE THE BROADBAND IMPROVEMENTS WITH THE STREET
8 IMPROVEMENTS?

9

10 **MALLORY ATKINSON:** OKAY. HAD YOU A LOT THERE. I WROTE THEM ALL
11 DOWN. I CAN TRY.

12

13 **CYNTHIA L. MURRAY, VICE CHAIR:** I APOLOGIZE.

14

15 **MALLORY ATKINSON:** GOOD QUESTIONS. IN THE EQUITY ASSESSMENT IN
16 RECENT YEARS WE DO ASSESSMENT OF EQUITY ASSESSMENT OF BOTH OUR
17 PLAN BUT ALSO FOR OUR TRANSPORTATION IMPROVEMENT PROGRAM BUT I
18 THINK YOU'RE TALKING ABOUT LOOKING BACK AT THE HISTORICAL
19 INVESTMENTS THAT WE HAVE DONE WITH FEDERAL FUNDS I DON'T KNOW
20 THAT WE HAVE DONE THAT SPECIFICALLY ALIX, I THINK IT'S A GOOD
21 POINT. WE'RE TRYING TO ADDRESS SOME OF THOSE PRACTICES OF THE
22 PAST AND NEED TO BETTER UNDERSTAND THEM. WE WANT TO INVEST
23 THIS MUCH IN PDAS AND ACTIVE TRANSPORTATION, BUT WHEN IT COMES
24 DOWN TO METRICS, I THINK WE NEED TO THINK MORE ABOUT THAT FOR
25 SPECIFIC PROGRAMS. SO THANKS FOR THE REMINDER ON THAT. AND I



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1 DON'T KNOW HOW TO ANSWER YOUR QUESTION ABOUT BROADBAND. I KNOW
2 WE HAVE REGIONAL POLICIES ABOUT ONE CUTS OR REDUCING THE
3 AMOUNT OF TIMES WE DISTURB ROADS WHEN WE'RE DOING THESE
4 IMPROVEMENTS, BUT I DON'T KNOW IF THERE IS ANYTHING SPECIFIC
5 TO THIS NEW INFUSION OF FUNDS. ALIX I DON'T KNOW IF YOU HAVE
6 ANYTHING ELSE

7

8 **ALIX BOCKELMAN:** I THINK IT'S A REALLY GOOD POINT IN TERMS OF
9 THIS BROADBAND COORDINATION I THINK IT'S OBVIOUSLY QUITE OF --
10 IT INVOLVES A LOT OF DIFFERENT ENTITIES SO WE NEED TO THINK
11 THROUGH, KIND OF, WHO WOULD BE THE BEST TO LEAD ON THAT,
12 BECAUSE IT COULD EVEN BE SOMETHING WHERE IT WOULD BE HELPFUL
13 FOR THE STATE TO PROVIDE SOME ADDITIONAL LEADERSHIP IN THAT
14 REGARD. SO WE JUST MAY NEED TO GET BACK TO YOU, BUT I THINK
15 IT'S A REALLY, REALLY GOOD POINT. AND I GUESS ON THE POINT OF,
16 SORT OF, THE PAST INEQUITIES, IN OUR TRANSPORTATION
17 INVESTMENTS, I'M NOT AWARE THAT WE HAVE SPECIFICALLY LOOKED AT
18 THAT. I THINK WE'RE ALL AWARE, WHEN WE LOOK AROUND US, OF, YOU
19 KNOW, ESPECIALLY THE BIG PROJECTS, YOU KNOW, IN TERMS OF, IN
20 PARTICULAR, FREEWAYS, ET CETERA, THAT HAVE, YOU KNOW, TORN
21 NEIGHBORHOODS APART, SO THERE IS BIG AND SMALL, I'M NOT AWARE
22 THAT WE HAVE DONE SOMETHING SPECIFICALLY, I THINK WE HAVE BEEN
23 VERY FOCUSED ON TRYING TO MAKE SURE THAT WE'RE HEARING WHAT
24 COMMUNITIES NEED, AND WE'RE TRYING TO MAKE INVESTMENTS GOING
25 FORWARD THAT DO A MUCH BETTER JOB IN TRYING TO ADDRESS SOME OF



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1 THOSE INEQUITIES, AND I THINK IN AREAS WHERE WE HAVE ACTUALLY
2 BEEN ABLE TO -- AND I GUESS MAYBE IT'S NOT A GOOD THING
3 BECAUSE OF EARTHQUAKES -- BUT WE HAVE HAD FREEWAYS COME DOWN
4 SOMETIMES AS OPPORTUNITY TO KIND OF RESTORE A COMMUNITY. SO I
5 DO THINK THAT THOSE, YOU KNOW -- I DON'T WANT TO BRING UP AN
6 EARTHQUAKE AS A REASON WE HAVE DONE THINGS -- BUT WHEREVER
7 THERE HAS BEEN OPPORTUNITY TO TRY TO BRING COMMUNITIES BACK
8 TOGETHER THAT HAS BEEN DEFINITELY SUPPORTED.

9

10 **CYNTHIA L. MURRAY, VICE CHAIR:** IT'S A GREAT GOAL, AND IF WE
11 UNDERSTAND THE HISTORY, WE CAN FIGURE OUT, MAYBE, IF THERE IS
12 SOME KIND OF ISSUE WHERE IT NEEDS TO BE REBUILT TO DO IT
13 BETTER, AS YOU SAID. THANK YOU ALIX.

14

15 **RANDI KINMAN, CHAIR:** THANK YOU. RAHMON? UNMUTE.

16

17 **RAHMON MOMOH:** THANK YOU. I WAS SPEAKING. THANK YOU SO MUCH FOR
18 THE PRESENTATION. AT THE BEGINNING, DID YOU MENTION THAT WE
19 WILL BE GETTING SOME MONEY FROM THE STIMULUS -- OF THE
20 INFRASTRUCTURE THAT WAS JUST PASSED, YOU SAID A FEW MILLION.
21 HOW FEW IS A FEW? A FEW HUNDRED? 200? DO YOU HAVE AN IDEA, A
22 BALLPARK OF HOW MUCH WILL BE COMING? BECAUSE THAT'S A LOT OF
23 MONEY COMING DOWN THE PIKE. THANK YOU SO MUCH.

24



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1 **MALLORY ATKINSON:** THANKS FOR ASKING THAT QUESTION. I DID SAY A
2 FEW. WE HAD ALREADY ANTICIPATED GOING FORWARD FOR THIS CYCLE
3 WE WOULD HAVE A SMALL ESCALATION OF WHAT WE ALREADY GET, SO I
4 THINK WE'RE ANTICIPATING ABOUT 10 MILLION MORE, THAT'S JUST A
5 -- WE STILL NEED TO WAIT FOR FINAL NUMBERS FROM FHWA AND
6 CALTRANS, BUT I THINK MORE 10 MILLION MORE PER YEAR FOR THESE
7 TWO PROGRAMS ALREADY WE HAD ASSUMED, GOING FORWARD, LOOKING AT
8 THE LAST TWO YEARS IT'S A LARGER INCREASE MAYBE 20 MILLION PER
9 YEAR IT'S MUCH NEEDED FUNDING I DIDN'T MEAN TO MINIMIZE IT BY
10 SAYING A FEW MILLION BUT IT'S NOT AS BIG --

11

12 **ALIX BOCKELMAN:** MALLORY IS REFERRING TO SOURCES THAT GO INTO
13 THE O BAG PROGRAM AND THERE WE'RE SEEING INCREASE MORE IN THE 5
14 TO 10% RANGE, WHICH IS STILL GREAT, BUT ON THE TRANSIT SIDE,
15 WE EXPECT TO BE -- THE GROWTH TO BE EVEN MUCH MORE SIGNIFICANT
16 LIKE OVER 20% GROWTH AND THERE ARE SIGNIFICANT AMOUNT OF NEW
17 DISCRETIONARY PROGRAMS THAT THE REGION CAN ALSO -- OR THAT THE
18 -- YOU KNOW, DIFFERENT CLAIMANTS CAN APPLY FOR, SO THERE ARE A
19 LOT OF OPPORTUNITIES. AND I KNOW WE'LL BE COMING BACK AND
20 REALLY GOING THROUGH THAT IN DETAIL WITH THE POLICY ADVISORY
21 COUNCIL.

22

23 **RAHMON MOMOH:** THANK YOU VERY MUCH.

24



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1 **RANDI KINMAN, CHAIR:** THANK YOU. I SEE NO OTHER HANDS RAISED AT
2 THE MOMENT. BEFORE WE GO TO PUBLIC COMMENT, I DO HAVE A COUPLE
3 OF COMMENTS HERE. ONE WAY THAT WE COULD LOOK AT THE BROADBAND
4 STREET INFRASTRUCTURE ISSUE, BECAUSE I JUST HAD THAT HAPPEN MY
5 STREETS WERE DUE TO BE PAVED YEARS AGO THEN THEY GOT DELAYED
6 AND WHAT HAPPENED IS WE HAD A BROADBAND PROGRAM COMING IN, SO,
7 BECAUSE THEY KNEW THAT, THE LOCAL JURISDICTIONS WILL
8 COORDINATE THAT, BUT THE WAY MTC LOOKS AT IT IN THAT RESPECT
9 AND DEALING WITH IS WHO HAS GOT THE MONEY SET-ASIDE RIGHT NOW
10 FOR BASIC STREET REPAIRS OR THE ADDITION OF BIKE LANES AND
11 THAT KIND OF PROGRAMMING. BECAUSE YOU WOULD WANT TO COORDINATE
12 THAT WAY. I DON'T THINK THAT'S GOING TO BE ABOUT -- HAVING THE
13 MONEY FROM STATE IS ONE THING AND HAVING THE MONEY FROM THE
14 FEDS IS ANOTHER THING. BUT IT COMES DOWN TO THE MANAGEMENT OF
15 THE LOCAL AGENCIES WHO ARE DIGGING THINGS UP AND THERE IS
16 NOTHING THAT IRRITATES NEIGHBORS MORE THAN HAVING A BRAND-NEW
17 STREET AND SOMEBODY COMING AND DIGGING IT UP LIKE DID -- THEY
18 D I'M GOING TO GO BACK TO THE WATER THING. WE KNOW THAT NEW
19 DEVELOPMENT ISN'T GOING TO -- IT'S NOT GOING TO BE LIKE OLD
20 DEVELOPMENT IT'S NOT GOING TO BE LIKE THE BIG WATER WASTING
21 DEVELOPMENTS THAT WE HAVE. SO WE CAN SET THAT ASIDE. I THINK
22 WHAT WE NEED TO HEAR WHERE THE PROGRAMMATIC BUCKET IS, AND WHO
23 OWNS THAT BUCKET, FOR THE RETROFITTING OF EXISTING -- AND
24 THAT'S EVERYTHING FROM FARMLAND TO VERY URBAN RESIDENTIAL
25 AREAS, WHERE ALL OF THAT NEEDS TO BE RETROFITTED. SO IF YOU



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1 CAN HAVE THAT HANDY RESPONSE IN YOUR POCKET, IT KIND OF CUTS
2 DOWN ON THAT, WELL, THAT QUESTION THAT KEEPS COMING UP, WELL,
3 HOW CAN WE PLAN ON BUILDING MORE NEW STUFF BECAUSE WE DON'T
4 HAVE ANY NEW WATER, AND THE REALITY IS, WE CAN'T KEEP PEOPLE
5 AWAY, NUMBER ONE, WE CAN'T KEEP PEOPLE FROM HAVING CHILDREN
6 AND GIVING BIRTH AND CREATING FAMILIES, BUT WE CAN GO BACK AND
7 FIGURE OUT HOW TO CORRECT ALL THOSE LEAKING PIPES. WHICH IS --
8 AND TO RETROFIT YARDS, AND SO THAT, TO ME, IS SOMETHING THAT
9 IS NOT OUR -- IT'S NOT OUR PROGRAM, BUT KNOWING WHERE TO POINT
10 PEOPLE IS REALLY HELPFUL IN THE DISCUSSION. I AM STILL REALLY
11 CONCERNED ABOUT THE TODS THAT GO WITH PDAS AND I'M REALLY
12 CONCERNED ABOUT THEM INCORPORATING EVERYTHING THAT WE SAY
13 THEY'RE GOING TO INCORPORATE. THINGS, LIKE, YEAH, THEY'RE
14 GOING TO PUT THE SIDEWALKS IN, RIGHT ADJACENT TO OR AROUND
15 THEIR PROPERTY BECAUSE OTHERWISE THEY CAN'T SELL IT, RENT IT,
16 OR DO ANYTHING ELSE WITH IT. HOWEVER, THE THINGS THAT WE TIE
17 TO HOUSING, THE ACCESS TO -- THE ACCESS TO FOOD, THE ACCESS TO
18 AFFORDABILITY AND THE ACCESS TO PARKS, ISN'T NECESSARILY TIED
19 TO THE FOOTPRINT AND WE KEEP SAYING THAT'S A GOOD THING BUT
20 IT'S NOT A GOOD THING WHEN IT DOESN'T DO THE PEOPLE IN THAT
21 AREA ANY GOOD. SO I'M REALLY CONCERNED WE'RE TYING THIS STUFF
22 DIRECTING PDAS AS THEY COME THROUGH WHEN WE'RE FUNDING THESE
23 BECAUSE I WILL USE MY COMMUNITY AS AN EXAMPLE THAT THE TRANSIT
24 ORIENTED DEVELOPMENT -- THE HOUSING THAT COMES ALONG IN THESE
25 PDAS IS TOD HOUSING WHICH IS GREAT HOWEVER IT'S NOT AFFORDABLE



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1 HOUSING ALL THIS TIME, SO THE DEVELOPERS BECAUSE OF OUR
2 POLICIES PAY IN LIEU FEES SO IF YOU'RE GOING TO, AS YOU GO
3 FORWARD, LOOK AT THE INVESTMENT, AND TRY -- AND QUANTIFY, AND
4 JUDGE WHAT TYPE OF -- HOW THAT'S GOING TO REDUCE EMISSIONS OR
5 HOW THAT'S GOING TO REDUCE POLLUTION OR HOW THAT'S GOING TO
6 REDUCE WATER USE, YOU CAN'T NECESSARILY DO IT, BECAUSE THE
7 PEOPLE WHO ARE TRANSIT DEPENDENT MAY NOT BE LIVING IN THE
8 TRANSIT ORIENTED DEVELOPMENTS. SO, TO ME, WE'RE STILL MISSING
9 THAT LINK. AND I WANT TO MAKE SURE THAT THAT KEEPS COMING
10 THROUGH THAT WE HAVE TO TIE ALL OF THAT TOGETHER. WE'LL NEVER
11 MAKE OUR GOALS IF WE KEEP ALLOWING PEOPLE TO ONLY BUILD MARKET
12 RATES AND THEN THE AFFORDABLE HOUSING GETS PUSHED A LITTLE BIT
13 FURTHER FROM TRANSIT, OR HAS NO ACCESS, AND THE SAME WITH BIKE
14 LANES AND BIKE. AND ONE OF THE THINGS THEY KIND OF PERKED UP
15 AT IS NEW PROGRAMS AND COORDINATED REGIONAL POLICIES TOLLS AND
16 ASSISTANCE, I WANT TO SAY, ESPECIALLY WITH OUR BIKE
17 INFRASTRUCTURE -- BECAUSE WE TALK A LOT ABOUT MICRO MOBILE AND
18 WE TALK A LOT ABOUT BIKE LANES, BUT THERE IS NO WAY FOR
19 ANYBODY TO KNOW, TO PLOT OUT, WHETHER OR NOT A PEDESTRIAN OR
20 BIKE LANE IS ACTUALLY AVAILABLE. ON THE STREETS. BECAUSE OF
21 THE CONSTRUCTION THAT GOES ON. SO, AND THOSE WHO KNOW, SHILOH
22 BALLARD FROM SILICON VALLEY, BIKE COALITION, SHE JUST DID A
23 TRIP ON THE BAY TRAIL BY BIKE, OR TRIED TO, AND THIS IS I
24 WOMAN WHO DOESN'T DRIVE HER CAR. SO SHE IS VERY -- BUT FOR HER
25 TO ENCOUNTER LOCAL STREETS WHERE SHE COULDN'T GET THROUGH MUCH



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1 LESS TRAILS WHERE SHE COULDN'T GET THROUGH, WE NEED TO,
2 SOMEWHERE ALONG THE LINE IN ALL OF THIS PLANNING SINCE WE'RE
3 TRYING TO LINK EVERYTHING TOGETHER, PLAN FOR A WAY OF
4 COORDINATING OUR BIKE SYSTEMS, I MEAN, I HAVE GONE DOWN
5 STREETS WHERE YOU HAVE, LIKE, AN SHARROW, THEN A PROTECTED
6 LANE. SO THAT DOESN'T DO ANY GOOD. BUT AT LEAST BEING ABLE TO
7 MAP IT OUT THAT WAY, AND, LIKE YOU HAVE WITH ROADS, WHEN THE
8 ROAD IS OUT OF COMMISSION, PEOPLE WHO ARE USING THESE
9 ALTERNATE ROUTES FOR TRANSPORTATION SHOULD HAVE THE SAME
10 BENEFITS OF NOTIFICATION. SO, THOSE ARE KIND OF MY CONCERNS
11 AND QUESTIONS AND COMMENTS. ADINA HAD HER HAND RAISED, AND
12 THEN WE'LL GO TO PUBLIC COMMENT.

13

14 **ADINA LEVIN:** I WANT TO REALLY ENDORSE THAT VERY IMPORTANT
15 POINT ABOUT ACCESS AND MEASURING, AND ENSURING ACCESS, AND IN
16 THE LAST OBAG ROUND, THERE WAS SOME PROGRESS MADE AT HAVING
17 ACTIVE TRANSPORTATION, NOT ONLY TO BE APPROXIMATE TO THE PDA
18 BUT TO BE ABLE TO PROVIDE ACCESS TO IT, SO IF SOMETHING IS A
19 QUARTER MILE AWAY BUT IS A BARRIER TO GET ACCESS BUT THAT
20 DOESN'T -- THE OTHER WAY AROUND MAKING SURE PDA THAT IS
21 ACCESSIBLE BUT THERE ARE METRICS THAT HAVE BEEN EMERGING TO BE
22 ABLE TO ASSESS THAT, AND WHEN THAT PROGRAM, WHEN ACTIVE
23 TRANSPORTATION COMES BACK TO US, I THINK THAT'S GOING TO BE
24 SOMETHING TO, THAT, YOU KNOW, THAT WE CAN BE LOOKING FOR. AS
25 WELL AS THE EQUITY COMMUNITIES MAKING SURE THAT, LIKE, WHETHER



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1 PEOPLE ARE LIVING IN NEW HOUSING OR NOT, THAT THAT, YOU KNOW,
2 LOW-INCOME PEOPLE HAVE ACCESS, WHICH, YOU KNOW, WITH WHATEVER
3 FUNDING SOURCE. THAT WAS THE POINT I HAD TO MAKE.

4

5 **RANDI KINMAN, CHAIR:** THANK YOU MALLORY, I FIGURED OUT THE
6 OTHER COMPONENT I WAS TRYING TO JAM IN THERE. WHEN WE ARE
7 DEVELOPING PDAS, AND TRANSIT ORIENTED DEVELOPMENT, AND I KNOW
8 THERE IS GOING TO BE MAJOR CONSTRUCTION, I KNOW WE TIE A LOT
9 TO OUR MONEY, SO MY REQUEST IS, CAN WE SOMEHOW TIE IT TO OUR
10 MONEY? I GET THAT A SIDEWALK IS GOING TO BE TORN UP, A ROADWAY
11 IS GOING TO BE TORN UP, THERE IS GOING TO BE INCONVENIENCES
12 BUT IT IRKS ME TO SEE MONEY THEY KNOW THE ORIGINAL PLANNING
13 CAME FROM MTC FOR SOME OF THE PLANNING WORK BUT WHEN IT GOES
14 INTO PRODUCTION MODE THE PEOPLE IN THE AREA ARE NOW WITHOUT
15 THE ABILITY TO USE A SIDEWALK OR A BIKE LANE OR A STREET, AND
16 MY FAVORITE IS, LIKE, HALF A BLOCK AWAY, I HAVE SOME -- I HAVE
17 LOW-INCOME DEVELOPMENT -- I HAVE SUPPORTIVE HOUSING GOING IN,
18 WHICH WE FOUGHT REALLY HARD TO KEEP IN OUR NEIGHBORHOOD,
19 HOWEVER EVERYBODY THAT LIVES IN THE NEIGHBORHOOD THAT WAS
20 WALKING TO THE GROCERY STORE THAT DOESN'T OWN A VEHICLE IS NOW
21 FORCED ON TO A FREEWAY ON-RAMP TO TRY TO GET TO ANYTHING, AND
22 THERE IS NO -- SO, IF WE CAN JUST PUT A CLAUSE IN THERE THAT,
23 AT THE CONSTRUCTION PHASE, PEOPLE NEED TO STILL -- WE CAN'T
24 TAKE AWAY THEIR ACCESS. IT'S JUST THAT SIMPLE. YOU HAVE TO
25 PROVIDE A SAFER ALTERNATIVE ACCESS, NOT TO TELL THEM THEY HAVE



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1 TO PLAY FROGGER ACROSS FOUR LANES OF A FREEWAY ON-RAMP. THANK
2 YOU. WITH THAT WE'LL GO INTO PUBLIC COMMENT. IS THERE ANY
3 WRITTEN PUBLIC COMMENT, ANYBODY FROM THE AUDIENCE WHO WISHES
4 TO SPEAK?

5

6 **CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH
7 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED
8 ON THIS ITEM.

9

10 **RANDI KINMAN, CHAIR:** THANK YOU. MALLORY, THIS IS GREAT.
11 ANYTHING YOU WANT TO WRAP THIS UP WITH? OR?

12

13 **MALLORY ATKINSON:** THANK YOU VERY MUCH FOR YOUR COMMENTS AND
14 FEEDBACK. I TOOK A LOT OF NOTES. THANK YOU.

15

16 **RANDI KINMAN, CHAIR:** OKAY. THANK YOU VERY MUCH. THAT TAKES US
17 INTO ITEM NUMBER EIGHT, THE DRAFT 2020 JOINT ADVOCACY PLAN,
18 GEORGIA, ARE YOU HANDLING THAT ONE? OR IS REBECCA HERE TOO?

19

20 **REBECCA LONG:** HI THERE, CHAIR KINMAN. I AM HERE.

21

22 **RANDI KINMAN, CHAIR:** THANK YOU.

23

24 **REBECCA LONG:** ALL RIGHT. LET'S SEE, IF THE TEAM COULD PULL UP
25 THE MEMO. THE ACTUAL DOCUMENT. THANK YOU. YEAH. APOLOGIES, I



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1 DON'T HAVE BEAUTIFUL SLIDES ON THIS, THERE JUST ISN'T THE TIME
2 FOR THAT ALWAYS. BUT HOPEFULLY IT'S HELPFUL TO HAVE A VISUAL.
3 SO, I THINK MOST OF YOU HAVE, YOU KNOW, GONE THROUGH THIS
4 ANNUAL UPDATE OF OUR ADVOCACY PROGRAM BEFORE. THIS IS THE
5 DRAFT THAT WE ARE BRINGING TO YOU, WE'RE ACTUALLY BRINGING IT
6 TO THE JOINT MTC/ABAG LEGISLATION COMMITTEE THIS FRIDAY FOR
7 THEIR FEEDBACK AND THEN THE TIMELINE S YOU KNOW, WE DO FURTHER
8 OUTREACH WITH PARTNERS, AND THEN BRING BACK A FINAL PROPOSED
9 PROGRAM IN DECEMBER. AND THEN THAT INFORMS OUR ADVOCACY FOR
10 THE NEXT YEAR. SO, AS YOU MIGHT IMAGINE, YOU KNOW, WE
11 TYPICALLY BUILD ON THE PROGRAM BEFORE TO KIND OF HIGHLIGHT
12 SOME OF THE CHANGES WE HAVE I TALL SIZED THOSE THAT ARE NEW.
13 THERE MIGHT BE LITTLE WORD CHANGES FROM THE PRIOR YEAR, BUT
14 GENERALLY, YOU KNOW, WHEN'S I TALL SIZED IS NEW, AND WHAT'S
15 NOT IS A CARRY OVER. STARTING WITH TRANSPORTATION FUNDING WE
16 BELIEVE THERE IS OPPORTUNITY TO SECURE SOME GENERAL FUND
17 SURPLUS FROM THE STATE BUDGET WE DON'T KNOW EXACTLY WHAT THAT
18 SURPLUS IS BUT THE LEGISLATIVE ANALYSTS OFFICE RELEASED A
19 REPORT AT THE END OF SEPTEMBER ESTIMATING IT COULD BE AS HIGH
20 AS \$30 BILLION. A LOT OF THOSE FUNDS DO AUTOMATICALLY GET
21 TRANSFERRED TO EDUCATION, AS WELL AS THE STATE'S RAINING DAY
22 FUND, BUT I UNDERSTAND THE RAINY DAY FUND IS DOLING DOING
23 QUITE WELL, IT DOESN'T TAKE AN UNLIMITED AMOUNT THAT HOPEFULLY
24 WILL LEAVE QUITE A BENEFIT MONEY FOR LEGISLATURE'S DISCRETION
25 AND SINCE IT'S ONE TIME MONEY THEY'RE INTERESTED IN LOOKING AT



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1 INFRASTRUCTURE, WITH ANOTHER INFRASTRUCTURE BILL HAVING JUST
2 PASSED IN WHAT I THINK WE CAN MAKE AN PERSUASIVE CASE, THERE
3 IS A LOT OF ADDITIONAL FUNDING COMING DOWN FROM CONGRESS BUT
4 IT'S NOT GOING TO FULLY CLOSE ALL OF THE FUNDING SHORTFALLS WE
5 HAVE. THIS IS PROBABLY OUR TOP PRIORITY FOR NEXT YEAR AND WE
6 ARE PROPOSE TO PRIORITIZE TRANSIT FUNDING IN THIS ASK, AND WE
7 WILL BE BRINGING SOME MORE DETAILS ABOUT THIS TO THE
8 LEGISLATION COMMITTEE ON FRIDAY, KIND OF A ROUGH OUTLINE OF AN
9 APPROACH. CONNECTED TO THIS, IS HIGH SPEED RAIL. SO, YOU MAY
10 REMEMBER, IN THE CURRENT YEAR'S BUDGET, THERE WAS SUPPLEMENTAL
11 LOCAL MONEY FOR TRANSIT, AND THERE WAS MONEY FOR ACTIVE
12 TRANSPORTATION, AND, ALSO, CLIMATE ADAPTATION, BUT IT WAS ALL
13 CONTINGENT ON HIGH SPEED RAIL RECEIVING CAPITAL MONEY AND THAT
14 DIDN'T HAPPEN SO THOSE FUNDS REVERTED TO THE GENERAL FUND, IN
15 ADDITION SUPPORTING GENERAL FUNDS SUPPORTIVE OF THOSE
16 PROGRAMS, WE ARE WANTING TO MAKE A CLEAR STATEMENT THAT WE DO
17 SUPPORT HIGH SPEED RAIL RECEIVING FUNDING FOR THE CENTER
18 VALLEY SEGMENT. WE COMMUNICATED THIS A NUMBER OF TIMES TO THE
19 ADMINISTRATION AND TO LEADERSHIP THIS PAST YEAR, AND WE'RE
20 JUST REITERATING THAT HERE. ITEM 1C IS, SORT OF, A PLACE
21 HOLDER ACKNOWLEDGING THAT THERE ARE A NUMBER OF NEW PROGRAMS
22 THAT ARE ESTABLISHED IN THE INFRASTRUCTURE BILL FROM THE
23 FEDERAL GOVERNMENT THAT COME DIRECTLY TO THE STATE, AND IN
24 PRIOR REAUTHORIZATION CYCLES, WE HAVE PURSUED LEGISLATION TO
25 ENSURE THAT, YOU KNOW, METROPOLITAN AREAS RECEIVE A



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1 SIGNIFICANT SHARE OF THOSE FUNDS, AND JUST TO PROVIDE SOME
2 GUIDANCE AT THE STATE LEVEL ON HOW THAT'S ADMINISTERED. SO,
3 WE'RE REVIEWING THE BILL RIGHT NOW TO DETERMINE WHAT AREAS DO
4 WE THINK REALLY WARRANT SOME FOLLOW-UP LEGISLATION. SO THAT'S
5 WHAT THAT'S ABOUT. NEXT SLIDE. OR NEXT PAGE. THANK YOU.
6 GREAT. LET'S SEE. NOTHING REALLY HIGHLIGHTED HERE ON THE -- I
7 THINK -- LET'S SEE -- I THINK WE MIGHT HAVE JUMPED OVER A
8 COUPLE OF PAGES, COULD YOU GO BACK? THANK YOU. GREAT. THANK
9 YOU. SO, PUBLIC TRANSIT. ITEM 2A. SO THIS IS A PLACE HOLDER
10 RELATED TO THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE ACTION
11 PLAN, NOT SURE IF YOU GOT A REPORT ABOUT THE WORKSHOP THAT MTC
12 HELD A COUPLE OF WEEKS AGO ABOUT THE TRANSFORMATION ACTION
13 PLAN, BUT I WOULD SAY THERE IS A LOT OF EXCITEMENT ON THE
14 COMMISSION TO MOVE FORWARD AND IMPLEMENT THESE RECOMMENDATION,
15 AND THERE IS SOME SENSE THAT LEGISLATION MAY STILL BE USEFUL
16 TO KEEP UP THE MOMENTUM ON THAT, SO THIS IS A PLACE HOLDER
17 ACKNOWLEDGING THAT, DETAILS OF WHAT LEGISLATION EXACTLY WOULD
18 BE IS TBD, TO BE DISCUSSED OVER THE NEXT MONTH OR TWO. THE
19 SECOND ONE IS RELATED TO THE BLUE RIBBON IN TERMS OF GETTING
20 BUSES OUT OF TRAFFIC AND REALLY PRIORITIZING TRANSIT SO THAT
21 IT CAN BE FASTER AND COMPETITIVE WITH SINGLE OCCUPANT VEHICLE,
22 AND SPECIFICALLY PROPOSALS TO PURSUE WOULD BE AN EXTENSION OF
23 THE BILL FROM A COUPLE OF YEARS AGO, EXEMPTION FOR THOSE
24 BICYCLE AND PEDESTRIAN IMPROVEMENTS AS WELL AS TRANSIT
25 PRIORITY PROJECTS IT'S A BILL THAT WAS INTRODUCED AND IT COULD



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1 BE GOOD OPPORTUNITY TO SPEED UP THE DELIVER OF TRANSIT
2 PRIORITY PROJECTS. NEXT PAGE PLEASE. MOVING TO HOUSING. TOP
3 ITEM HERE IN A NUTSHELL PROPOSAL BEING DISCUSSED AT SOME
4 LENGTH AT THE HOUSING COMMITTEE BAHFA OVERSIGHT COMMITTEE THE
5 BAY AREA HOUSING FINANCE AUTHORITY NOW HAS AN OVERSIGHT
6 COMMITTEE SIMILAR TO THE BATA OVERSIGHT COMMITTEE MEETING
7 JOINTLY OVER THE LAST FEW MONTHS, SORT OF, LIKE THE ABAG
8 HOUSING COMMITTEE TALKING ABOUT HOW WE CAN IMPLEMENT THE BILL
9 THAT ALLOWS US TO PUT A REGIONAL MEASURE ON THE BALLOT AFTER
10 WE RECEIVED POLLING LOOK IT DIDN'T LOOK PROMISING FOR NOVEMBER
11 2022 DIDN'T LOOK LIKE A BOND WOULD INCLUDE TWO THIRDS VOTE
12 THRESHOLD HOUSING ADVOCACY ORGANIZATIONS AND A NUMBER OF
13 COMMITTEE MEMBERS ARE INTERESTED IN PURSUING STATEWIDE
14 CONSTITUTIONAL AMENDMENT TO LOWER THE VOTING THRESHOLD SIMILAR
15 TO WHAT WAS DONE IN 2,004 SCHOOL BONDS THAT ARE NOW
16 AUTHORIZING BY A 55% VOTE THRESHOLD IT'S IN EARLY STAGES AND
17 LANGUAGE STILL BEING DEVELOPED FOR CONSIDERATION TO THE
18 ATTORNEY GENERAL WE NEED TO SECURE OVER A MILLION SIGNATURES,
19 AND IT'S A VERY BIG LIFT. IT'S OBVIOUSLY SOMETHING FAR BEYOND
20 SOMETHING THAT JUST MTC/ABAG WOULD BE WORKING ON, IT WILL NEED
21 A SIGNIFICANT CAMPAIGN, BUT THIS IS JUST STATING THAT, SHOULD
22 A MEASURE LIKE THAT QUALIFY THAT, WE WOULD RECOMMEND THAT WE
23 ENDORSE T NEXT PAGE. NEXT PAGE. OKAY. THANK YOU. ITEM 8ASB
24 375 IMPLEMENTATION AND REFORM THAT'S A REMINDER THAT BILL IS
25 OVER 12 YEARS OLD AND IT ESTABLISHED THE REQUIREMENT FOR THE



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1 SUSTAINABLE COMMUNITY STRATEGY THAT WE JUST ADOPTED, PLANNED
2 BAY AREA 2050, AND WE HAD SOMETHING SIMILAR IN OUR ADVOCACY
3 PROGRAM LAST YEAR, AND A NUMBER OF BILLS WERE INTRODUCED. THE
4 IDEA HERE IS TO KIND OF TAKE A LOOK AT THE STATUTE THAT
5 GOVERNS SB 375 AND REALLY GIVE IT A REFRESH. I THINK THERE ARE
6 A NUMBER OF AREAS WHERE IT'S VERY KIND OF SILOED IN LOOKING AT
7 GREENHOUSE GAS EMISSIONS AND NOT LOOKING AT OTHER CLEAR
8 DIRECTIVES AND GOALS THE STATE HAS RELATED TO SOCIAL EQUITY,
9 HOUSING, RESILIENCE, WE WANT TO EXPLORE WITH KEY PARTNERS
10 WHETHER THERE ARE WAYS TO KIND OF ADD IN SOME OF THOSE OTHER
11 GOALS, AND ALSO CREATE SOME GREATER OPPORTUNITY FOR
12 PARTNERSHIP WITH THE STATE ON TRANSPORTATION RELATED
13 GREENHOUSE GAS REDUCTION. RIGHT NOW, IT'S VERY DIFFICULT FOR
14 MTC, FOR EXAMPLE, TO GET ANY CREDIT FOR ELECTRIFICATION OF THE
15 TRANSPORTATION FLEET, BECAUSE THAT'S VIEWED AS THE STATE'S
16 ROLE, AND WE HAVE TO ONLY WORK ON THE BEHAVIOR CHANGE AND MODE
17 SHIFT, AND THAT MAY BE ONE PART OF OUR STRATEGY, AND IT
18 CERTAINLY S BUT THERE MAY BE CASES WHERE, YOU KNOW IF WE COULD
19 BRING SOME ADDITIONAL RESOURCES TO BEAR OR ADDITIONAL POLICY
20 MAYBE WE COULD ACTUALLY ACCELERATE GREENHOUSE GAS REDUCTION IN
21 A WAY THAT REALLY HELPS ACHIEVE BOTH REGIONAL AND STATE GOALS.
22 SO WE REALLY THINK IT'S APPROPRIATE TO BE LOOKING AT HOW CAN
23 WE PARTNER MORE AND NOT JUST BE IN COMPETITION. IT'S KIND OF
24 HIGH-LEVEL POLICY OVERVIEW THERE, AND I WILL BE HONEST TO SAY,
25 I DON'T THINK WE HAVE THE ANSWERS ON THOSE THINGS. I THINK



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1 THEY'RE DIFFICULT ISSUES TO WORK OUT, AND HOPEFULLY WE CAN
2 REALLY ENGAGE WITH THESE STAKEHOLDERS AND THE STATE ON A GOOD
3 PATH FORWARD THAT WOULD IMPROVE THE STATUS QUO. NEXT PAGE.
4 CLIMATE ADAPTATION, I THINK I MENTIONED EARLIER, THIS IS PART
5 OF WHAT WE'RE GOING TO BE WANTING TO SEE FUNDED IN THE STATE
6 BUDGET SPECIFICALLY FOR TRANSPORTATION, BUT ALSO FOR JUST
7 CLIMATE ADAPTATION IN GENERAL, WAS AN EXCITING BUDGET THAT
8 PROVIDED ABOUT 35 MILLION FOR REGIONAL AND LOCAL CLIMATE
9 ADAPTATION PLANNING AND RESILIENCE, AND THERE WAS SUBSEQUENT
10 TRAILER BILL ENACTED THAT AT LEAST MADE A PROMISE OF
11 ADDITIONAL FUNDING OF 125 MILLION IN NEXT YEAR'S BUDGET FOR
12 THIS PURPOSE, SO WE'RE GOING TO WANT TO MAKE SURE THAT THAT
13 COMES TO FRUITION, AND THEN ENGAGING IN THIS DEVELOPMENT WITH
14 THE STRATEGY GROWTH COUNCIL ON FORMATION OF GUIDELINES FOR
15 GRANTS THAT WERE APPROVED FOR FUNDING FOR GRANTS ESTABLISHED
16 IN THIS YEAR'S BUDGET. LASTLY ON THE BROWN ACT, I THINK YOU'RE
17 WELL AWARE NOW THERE WAS AN EXTENSION ALLOWING CONTINUED
18 REMOTE MEETINGS, OUTSIDE OF THE EXECUTIVE ORDER. SO THAT BILL
19 WAS PASSED, A.B. 361, WHICH WE SUPPORTED BUT WE HAVE COME TO
20 KNOW THAT SOME OF THE PROVISIONS IN THE BILL ARE NOT IDEAL,
21 ESPECIALLY THIS ISSUE OF NEEDING TO REAUTHORIZE THE ABILITY TO
22 DO THIS REMOTELY, EVERY 30 DAYS, AND WE WANT TO SEE IF THERE
23 IS AN APPETITE FOR SOME CLEAN-UP THERE, BECAUSE WE DON'T THINK
24 IT MAKES ANY SENSE TO BE HOLDING MEETINGS SIMPLY TO EXTEND
25 THAT OPTION. AND WE CERTAINLY ARE INTERESTED IN PARTNERING



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1 WITH OTHER ORGANIZATIONS, CALCOG, THE CALIFORNIA ASSOCIATIONS
2 COUNCILS OF GOVERNMENT IS CONSIDERING POTENTIALLY SPONSORING A
3 BILL THAT WOULD ENABLE REMOTE MEETINGS GOING FORWARD, OUTSIDE
4 OF EMERGENCIES, PARTICULARLY FOR REGIONAL AGENCIES WHERE BOARD
5 MEMBERS AND THE PUBLIC HAVE BEEN TO TRAVEL QUITE FAR OFTEN TO
6 ATTEND THE MEETINGS IN PERSON. AND I THINK WITH THAT, THAT
7 CONCLUDES THE STATE SIDE, AND I THOUGHT, CHAIR KINMAN, MAYBE
8 WE CAN PAUSE AND TAKE QUESTIONS ON THAT BEFORE WE GO TO
9 FEDERAL, WHICH GEORGIA WILL COVER.

10

11 **RANDI KINMAN, CHAIR:** THANK YOU. I GRAY. LET'S DO THE --
12 ANYBODY WITH QUESTIONS COMMENTS ON THE STATE -- AND WE WILL
13 TAKE PUBLIC COMMENT ON ALL OF IT AT THE END. MICHAEL BALDINI,
14 AND THEN ADINA LEVIN.

15

16 **MICHAEL BALDINI:** THANK YOU VERY MUCH. I JUST CANNOT SUPPORT
17 THE TRANSPORTATION FUNDING ITEM B BEING TIED TO THE TRACKS, IF
18 YOU WILL, FOR THE HIGH SPEED RAIL PROGRAM. THAT COMPLETELY
19 ELIMINATES ANY PROJECT IN THE NORTH BAY, AND IT -- I THINK IT
20 SEVERELY HOBBLER OUR ENTIRE AREA OF BAY AREA METROPOLITAN
21 COUNTY TRANSIT SYSTEM TURNING A BLIND EYE, I DEFINE HIGH SPEED
22 RAIL AT 125 MILES AN HOUR AND I WOULD SUPPORT INCREMENTAL
23 PROJECTS IN THE BAY AREA TO MEET THAT END. AMTRAK CALIFORNIA,
24 THEIR EQUIPMENT IS CAPABLE OF 125 MILES AN HOUR, IT'S RUNNING
25 ON TRACKS THAT GIVE THEM AN AVERAGE SPEED AROUND 40 MILES AN



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1 HOUR. THERE IS JUST SO MUCH TO BE DONE HERE ON RAIL PROJECTS,
2 AND THE GREENHOUSE GAS REDUCTION POTENTIAL SUPPORTING RAIL
3 HERE IN THE BAY AREA, I JUST CANNOT SUPPORT, GIVING EVERYTHING
4 TO AN ALREADY OVERBUDGET MERCED TO BAKERSFIELD LINE THAT MAY
5 NEVER, MAY NOT, IN OUR LIFETIME, BENEFIT THE TRANSIT SITUATION
6 THAT IS CRITICAL LEER IN THE BAY AREA. SO, I WOULD I HAVE TO
7 SAY STRIKE THAT ENTIRE PARAGRAPH, BECAUSE I JUST CAN'T
8 SUPPORT. HAVING BEEN IN THE RAIL BUSINESS, AND ENGINEERING
9 DEPARTMENT AND RAIL TRACK CONSTRUCTION, SPECIFICALLY, IT -- I
10 JUST CAN'T SUPPORT THAT 100% OF THE NEED RAIL OPTIONS HERE IN
11 THE BAY AREA AND WE NEED INCREMENTAL PROJECTS THAT WOULD
12 BENEFIT EVERYONE. THANK YOU.

13

14 **RANDI KINMAN, CHAIR:** THANK YOU. ADINA AND THEN RICK COATES.

15

16 **ADINA LEVIN:** YEAH. I HAVE A FEW QUESTIONS AND COMMENTS. AND
17 ONE IS THAT I'M GLAD TO SEE THE WORDS OPERATING FUNDING IN
18 HERE SOMEWHERE. THERE HAVE BEEN -- THERE HAS BEEN INFORMATION
19 COMING OUT FROM TRANSIT AGENCIES WHERE, YOU KNOW, IT'S
20 OBVIOUSLY -- LIKE, NOBODY KNOWS FOR SURE EXACTLY WHAT THE PACE
21 IS OF RIDERSHIP RECOVERY WITH REGARD TO THE PANDEMIC, AS WELL
22 AS THE CHANGED TRAVEL PATTERNS WITH WORK-FROM-HOME, BUT,
23 AGENCIES ARE COMING OUT WITH STATS SUGGESTS THAT OPERATING
24 FUNDING IS GOING TO BE NEEDED TO AVOID CUTS WHEN THE FIRST
25 RELIEF FUNDING RUNS OUT MUCH SO, BEING PROACTIVE ABOUT MAKING



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1 SURE THAT THERE IS ENOUGH MONEY TO RUN SERVICE AND FREQUENT
2 SERVICE THAT CAN HELP MAKE TRANSIT A VALUABLE AND COMPETITIVE
3 OPTIONS IS GOOD. SPEAKING OF OPERATING FUNDING CATEGORIES AND
4 THINGS THAT COULD BE ELIGIBLE FOR FUNDING, ONE OF THE THINGS
5 THAT CAME OUT OF THE FARE STUDY -- SO, LIKE, MTC HAS
6 IDENTIFIED POTENTIAL FUNDING, RECOMMENDED IN THE FARE STUDY,
7 THE PILOT, ALL AGENCY PASS, AND FREE TRANSFERS AND THE NEXT
8 ITEM IN THE RECOMMENDATIONS WAS STANDARDIZING THE REGIONAL
9 FARES WHERE THE MODELS INDICATED THAT IT WOULD GENERATE ABOUT
10 AS MUCH NEW RIDERSHIP AS ADDING ANOTHER CALTRAIN INTO THE
11 SYSTEM AND WOULD INTRODUCE AS MUCH GREENHOUSE GAS, VEHICLE
12 MILES TRAVELED AS FOUR TIMES CALTRAIN ELECTRIFICATION, THAT
13 SEEMS REALLY GOOD. AND THAT SEEMS, GIVEN THE VALUE OF
14 ATTRACTING RIDERS BACK TO TRANSIT SEEMS LIKE SOMETHING THAT
15 OUGHT LOGICALLY BE FUNDABLE. SO THAT WAS ONE OF MY QUESTIONS
16 AND THOUGHTS ABOUT, LIKE, ARE THERE CURRENT PLANS OR SHOULD
17 THERE BE TO SEEK FUNDING TO ADVANCE THAT RECOMMENDATION WHICH
18 MIGHT REQUIRE CLIPPER TWO BUT MAYBE -- LIKE MAYBE NOT WAIT
19 UNTIL A REGIONAL MEASURE PASSES TO FUND THAT BECAUSE THAT
20 SHOWED UP IN THE STUDY. I'M GLAD TO SEE THE MENTION OF
21 PROJECT DELIVERY REFORM IF HERE. I SUSPECT THAT THERE IS GOING
22 TO BE LEGISLATION COMING FORWARD IN THAT TOPIC, AND WE, IN THE
23 UNITED STATES AND THE BAY AREA, HAVE CHALLENGES THERE WHERE IT
24 TAKES TOO LONG AND COSTS TOO MUCH, AND THEREFORE OUR DOLLARS
25 DON'T GO AS FAR AS THEY SHOULD BE. SO, YEAH PROJECT DELIVERY



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1 REFORM. LET'S SEE. MORE CHEERLEADING FOR SB288 EXTENSION.
2 WHAT I'M NOT SEEING HERE IS ANYTHING ON CMA REFORM THAT IS THE
3 CONGESTION MANAGEMENT AGENCIES THAT ARE STILL USING LEVEL OF
4 SERVICE AS THEIR PRIMARY GOAL FOR COUNTY TRANSPORTATION
5 FUNDING, WHICH, LIKE IT'S POSSIBLE FOR AGENCIES TO WORK AROUND
6 IT, LIKE SAN FRANCISCO HAS WORKED AROUND IT BUT OTHER COUNTIES
7 ARE STILL USING LOS TO GUIDE THEIR FUNDS, AND THAT IS PUTTING
8 THEIR EXPENDITURES AT ODDS WITH THE OTHER REGIONAL GOALS. SO
9 THAT IS SOMETHING THAT IS -- WOULD BE BENEFICIAL TO MOVE
10 FORWARD AND REALLY GLAD TO SEE THE RECOMMENDATION ON THE BROWN
11 ACT FOR -- TO BE SUPPORTING THE LEGISLATION, TO ENABLE A BODY
12 TO MEET REMOTELY, AND WILL CHAIR KINMAN, PLEASE LET ME KNOW
13 WHEN THE RIGHT PLACE WOULD -- BECAUSE THAT MAY BE SOMETHING
14 THAT THIS BODY MAY WANT TO, ESPECIALLY, EXPRESS AN OPINION
15 ABOUT.

16

17 **RANDI KINMAN, CHAIR:** THANK YOU. IF YOU CAN HOLD THAT. IF YOU
18 CAN HOLD THAT UNTIL WE DO A CIRCLE BACK, THAT WOULD BE GOOD.

19

20 **ADINA LEVIN:** UH-HUH, GREAT. THOSE ARE MY COMMENTS.

21

22 **RANDI KINMAN, CHAIR:** RICK COATES?

23

24 **RICK COATES:** YEAH. I JUST WANT TO ADD MY AGREEMENT WITH
25 MICHAEL'S COMMENTS. THE HIGH SPEED RAIL HAS BEEN A GIANT



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1 BOONDOGGLE FROM DAY ONE. IT'S SUCKING MONEY AWAY FROM OTHER
2 RAIL PROGRAMS THAT ARE LIKELY TO DELIVER FAR MORE IN TERMS OF
3 ENVIRONMENTAL BENEFIT. AND COULD DELIVER THEM MUCH FASTER. SO
4 -- AND I'M A BIG TRAIN FAN. I LOVE TRAINS. AND I HAVE BEEN A
5 TRAIN FAN SINCE THREE YEARS OLD. SO IT'S NOT THAT I'M OPPOSED
6 TO TRAINS. I'M VERY COGNIZANT OF THE MONEY MISMANAGEMENT AND
7 POLITICAL INTERFERENCE THAT HAS CAUSED HIGH SPEED RAIL TO BE A
8 MESS. THAT'S ALL.

9

10 **RANDI KINMAN, CHAIR:** THANK YOU. RICH HEDGES?

11

12 **RICHARD HEDGES:** THANK GOODNESS. I HAVE ONE COMMENT. I NOTICED
13 IN SOME OF THE STUFF WE'RE GOING TO POSSIBLY IN COMPETITION
14 LEGISLATIVELY WITH LOS ANGELES FOR MOVING FUNDING DOWN SOUTH,
15 AND I WILL TELL YOU, I THINK WE'RE IN DANGER, BECAUSE I ATTEND
16 REGULAR MEETINGS OF THE LA TRANSIT ON ZOOM, AND THEY ARE
17 BUILDING A TREMENDOUS AMOUNT OF ROLLING STOCK, AND BUS LANES.
18 SO IF IT COMES DOWN TO WHO IS PUTTING THE MOST MONEY INTO NEW
19 TRANSIT, IT'S GOING TO BE LA. THEY'RE EXTENDING THE PURPLE
20 LINE, THEY'RE BUILDING THE CRENSHAW LINE, THEY'RE EXTENDING A
21 COUPLE OF OTHER LINES, SO WE'RE GOING TO HAVE TO GET OUR ACT
22 TOGETHER. THANK YOU.

23

24 **RANDI KINMAN, CHAIR:** THANK YOU. CHRISTINA?

25



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1 **CHRISTINA GOTUACO:** I JUST WANT TO SAY, I'M A TRAIN FAN TOO,
2 AND I THINK THIS BODY OF ALL BODIES COULD BE THE ONE THAT'S
3 BRAINSTORMING TO MAKE SURE THAT HIGH SPEED RAIL HAS ALL THE
4 OPPORTUNITIES FOR SUCCESS TO JUST BRING US INTO THE 21ST/20TH
5 INDUSTRY. [LAUGHTER]

6

7 **RANDI KINMAN, CHAIR:** THANK YOU. ADINA, I SEE YOUR HAND UP,
8 BUT I'M GOING TO TAKE THIS OPPORTUNITY FIRST BEFORE WE WRAP
9 UPSTATE BEFORE I COME BACK TO YOU TO COMMENT ON THE BROWN ACT
10 ISSUE. I CHAIR A SCHOOL BOARD. I AM THE PRESIDENT OF A SCHOOL
11 BOARD WHO VOTED NO ON SUPPORTING 361 LAST NIGHT, MUCH TO MY
12 DISMAY. SO THERE ARE A FEW OTHER GLITCHES WITH IT THAT YOU
13 NEED TO KNOW ABOUT, IF YOU ARE, FOR INSTANCE, NOT ATTENDING A
14 MEETING BECAUSE YOU'RE WAITING FOR COVID TEST RESULTS -- IF
15 YOU ARE WAITING FOR COVID TEST RESULTS BECAUSE YOU HAVE A
16 POSSIBLE EXPOSURE OR BECAUSE THEY NEED TO CHECK YOU FOR
17 WHATEVER MEETING, YOU OBVIOUSLY CAN'T GO TO A PUBLIC MEETING,
18 HOWEVER, UNDER THE BROWN ACT, YOU ALSO CANNOT -- YOU CANNOT
19 COMPLY WITH THE BROWN ACT, BECAUSE IT WOULD REQUIRE, YOU KNOW,
20 SAY RIGHT NOW, I WOULD BE ATTENDING AT MY HOUSE, I COULDN'T
21 COMPLY WITH THE BROWN ACT, BECAUSE I CANNOT OPEN MY DOOR TO
22 THE PUBLIC IN ORDER TO ATTEND A MEETING AS A GOVERNING BOARD
23 MEMBER. THAT'S JUST HOW SCREWED UP THE BROWN ACT IS, SO I
24 WOULD BE CAPABLE FOR 361 BROWN ACT WOULD ALLOW HOWEVER YOU'RE
25 GOING TO GET PUSH BACK ON THIS I THINK IT'S RIDICULOUS ON THE



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1 FACT THAT PEOPLE WANT TO MET IN PERSON. THERE ARE A NUMBER OF
2 ISSUES WITH THE BROWN ACT AND WITH 361, RIGHT NOW, THAT STILL
3 NEED TO BE WORKED OUT, THAT 30-DAY THING, WHAT IS -- THE OTHER
4 THING THAT WAS BROUGHT UP FOR VOTING NO. AND I POINT OUT WE
5 MEET EVERY MONTH WE'RE MANDATED AND REQUIRED TO MEET EVERY
6 MONTH SOAR I'M NOT SURE WHY PUTTING SOMETHING ON A CONSENT
7 AGENDA WOULD BE ONEROUS, BUT NEVERTHELESS THEY DIDN'T WANT IT
8 I AM FULLY ALIGNED WITH REFORMING THE BROWN ACT AND TWEAKING
9 361 TO MAKE IT WORK FOR EVERYBODY. I SEE ADINA'S HAND UP.

10

11 **ADINA LEVIN:** I AM COMPELLED TO SPEAK ON THE POTENTIAL -- THE
12 SYNERGIES BETWEEN HIGH SPEED RAIL AND LOCAL TRANSIT. SO, ON
13 THE PENINSULA CORRIDOR, WHERE CALTRAIN IS BEING ELECTRIFIED
14 WITH FUNDING AND BECAUSE OF THE SYNERGY WITH THE HIGH SPEED
15 RAIL PROJECT AND THERE IS POTENTIAL FOR FUTURE SYNERGY IN
16 TERMS OF IMPROVEMENTS TO DIRIDON STATION, THE DOWNTOWN
17 EXTENSION OF THE TRACKS TO THE SALESFORCE TERMINAL, AND
18 POTENTIAL -- ALTHOUGH NOT IN CURRENT PLANS TO IMPROVE THOSE
19 PLANS TO HAVE HIGH SPEED RAIL PROJECT SUPPORTED AS NEEDED
20 GRADE SEPARATIONS ON CORRIDOR I THINK THERE DEFINITELY ARE
21 OPPORTUNITIES FOR HIGH SPEED RAIL TO THE SYNERGISTIC WITH
22 LOCAL AND REGIONAL TRANSPORTATION AND WOULD ENCOURAGE THAT
23 WITH THE ADDITION OF ANYTHING THAT WE NEED TO DO TO HAVE
24 BETTER DISCIPLINE IN GETTING BETTER RESULTS OUT OF OUR BIG
25 CAPITAL PROJECTS.



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1

2 **RANDI KINMAN, CHAIR:** THANK YOU. RICH HEDGES, LAST CALL, AND
3 THEN WE NEED TO MUST HAVE.

4

5 **RICHARD HEDGES:** JUST BRIEF COMMENT ABOUT HIGH SPEED RAIL I'M
6 FOLLOW SUPPORT OF HIGH SPEED RAIL MUCH OF THE COST OVERRUNS
7 HAVE BEEN CAUSED BY LAWSUITS IN THE URBAN AREAS AS WELL AS
8 FARMERS IN THE VALLEY NOT UNLIKE THE COST OF HIGHWAY FIVE AS
9 WE BUILT IT WITH THE LAWSUITS AND FARMERS HERE IN TEXAS ARE
10 SUING OVER THE HIGH SPEED RAIL PROJECTS THEY DON'T WANT GOING
11 THROUGH THEIR PROPERTY ESPECIALLY OVER EMINENT DOMAIN THERE
12 HAS ALSO BEEN SOME MISMANAGEMENT BUT KEEP IN MIND THE
13 INTERCONTINENTAL RAILROAD AND THE OVERRUNS ON IT BACK IN THE
14 19TH INDUSTRY, ALL THESE THINGS WERE BUILT FOR THE FUTURE, AND
15 MY GRAND CHILDREN WILL BE ENJOYING IT AND USING IT, AND WE
16 HAVE TO KEEP THAT IN PERSPECTIVE THAT THIS IS FOR THE FUTURE.
17 IT DOESN'T HAVE TO HELP US TODAY FOR BUILDING FOR THE FUTURE.
18 THANK YOU.

19

20 **RANDI KINMAN, CHAIR:** THANK YOU. WITH THAT, REBECCA, DO YOU
21 NEED TO LEAVE IN CASE WE CAN'T CIRCLE BACK AND TAKE ACTION ON
22 ANY OF THE STATE ISSUES?

23

24 **REBECCA LONG:** I DO ACTUALLY HAVE A 3:00, BUT I DON'T WANT TO
25 RUSH FEEDBACK.



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1

2 **RANDI KINMAN, CHAIR:** WHAT WE CAN DO IS WRAP UPSTATE AND GO
3 INTO THAT AND THEN I CAN TAKE PUBLIC COMMENT ON STATE ISSUES
4 IF THERE IS ANY OUT THERE, AND IF THERE IS ANY ACTION THAT ANY
5 MEMBERS OF THE COUNCIL WISH TO TAKE ON THE STATE LEGISLATION
6 AND ADVOCACY, RAISE YOUR HANDS NOW. IF THERE IS ANY MEMBER OF
7 THE PUBLIC WHO WISHES TO SPEAK ON THE STATE ISSUES, DIAL STAR
8 NINE OR RAISE YOUR VIRTUAL HAND. ADINA?

9

10 **ADINA LEVIN:** SO, ON THE STATE, GIVEN WHAT THIS BODY HAS SAID
11 BEFORE IN TERMS OF SUPPORTING HYBRID MEETINGS INCLUDING THE
12 BOUND ACT BODY, I WOULD LIKE TO MAKE A MOTION TO SUPPORT THAT
13 SPECIFICALLY THAT ITEM IN THE STATE LEGISLATIVE PROPOSAL TO
14 SUPPORT PERMANENT MODIFICATION OF THE BROWN ACT FOR HYBRID
15 MEETINGS ALLOWING MEMBERS OF A BODY TO PARTICIPATE REMOTELY
16 FOR MTC TO CONTINUE TO ALLOW ONLINE PUBLIC COMMENT, WHICH IS
17 APPARENTLY LEGAL ACCORDING TO WHAT OTHER BODIES ARE DOING AND
18 I WOULD ALSO LIKE TO ADD SOMETHING IF IT'S REASONABLE
19 SOMETHING THAT CAME UP IN A PREVIOUS MEETING TODAY AND
20 ACTUALLY REPORTED HERE THAT UNDER THE CURRENT INTERPRETATION
21 OF THE BROWN ACT IT'S NOT POSSIBLE TO HAVE BREAK OUT GROUPS,
22 AND I'M WONDERING WHEN IT WOULD BE REASONABLE TO ALSO ADD INTO
23 WHAT THE LANGUAGE IS HERE, SUPPORTING THE ABILITY FOR BROWN
24 ACT BODIES TO HAVE BREAK OUT GROUPS IN A WAY THAT PROVIDES A



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1 PUBLIC RECORD AND TRANSPARENCY INTO THE DISCUSSION IN THE
2 BREAK OUT GROUPS.

3

4 **RANDI KINMAN, CHAIR:** IF I CAN PICK AT -- NARROW THAT DOWN,
5 YOUR MOTION IS TO SUPPORT CONTINUING BROWN ACT REFORM
6 DISCUSSIONS THAT INCLUDE ALLOWING BOARD MEMBERS TO MEET
7 REMOTELY, AND, SPECIFICALLY, FOR MTC TO CONTINUE OUR HYBRID
8 SYSTEM ALLOWING MEMBERS -- ALLOWING COMMUNITY MEMBERS TO
9 PARTICIPATE REMOTELY, AND THE THIRD ONE WAS -- AND I HAVE JUST
10 LOST IT. WHAT WAS YOUR THIRD POINT?

11

12 **ADINA LEVIN:** THE THIRD ONE IS TO --

13

14 **RANDI KINMAN, CHAIR:** OH BREAK OUT MEETINGS.

15

16 **ADINA LEVIN:** BREAK OUT GROUPS. AND I THINK THE ORDER OF 2 AND
17 3 SHOULD BE FLIPPED, BECAUSE THE BREAK OUT GROUPS IS ACTUALLY
18 A PROBLEM, AND THE ONLINE PUBLIC COMMENT IS, I THINK, A
19 POLICY.

20

21 **RANDI KINMAN, CHAIR:** SO THE MOTION IS TO REQUEST MTC CONTINUE
22 PROVIDING HYBRID MEETING SERVICES TO CONTINUE PROVIDING HYBRID
23 MEETING SERVICES, THAT WE CONTINUE TO SUPPORT BROWN ACT
24 REFORMS THAT ALLOWS BOARD MEMBERS TO MEET VIRTUALLY, AND THAT
25 WE URGE MTC TO CONTINUE DISCUSSIONS REGARDING INNOVATIVE



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1 TECHNIQUES SUCH AS BREAK OUT MEETINGS THAT ARE FULLY
2 ACCESSIBLE. DOES THAT SUMMARIZE YOUR MOTION?

3

4 **RICHARD HEDGES:** SECOND.

5

6 **RANDI KINMAN, CHAIR:** OKAY. I HAVE A MOTION AND SECOND.
7 DISCUSSION ON THE MOTION. WALTER?

8

9 **WALTER WILSON:** SORRY I'M LATE EVERYONE. SO BROWN ACT ENVISION
10 IS THIS EXISTING PROPOSED LEGISLATION THAT WE'RE TALKING ABOUT
11 ADINA? HELLO?

12

13 **ADINA LEVIN:** THIS IS RESPONDING TO AN ITEM THAT WAS IN THE
14 LEGISLATIVE PLATFORM TO SUPPORT POTENTIAL LEGISLATION TO
15 PERMANENTLY LEGALIZE REMOTE AND HYBRID MEETINGS.

16

17 **WALTER WILSON:** CAN I ASK WHO PROPOSED THAT? DO YOU KNOW?

18

19 **RANDI KINMAN, CHAIR:** IT'S PART OF OUR LEGISLATIVE PACKET THAT
20 WE WERE DISCUSSING JUST A FEW MINUTES AGO. SO IT IS SOMETHING
21 STAFF HAS BEEN WORKING ON ALL ALONG.

22

23 **WALTER WILSON:** SO IT'S FROM STAFF.

24



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1 **RANDI KINMAN, CHAIR:** YEAH. SO ANY TIME IT COMES UP, I FRANKLY
2 WILL BE MAKING A MOTION AND WE DECLARE IT MORE IN A FORMAL
3 MANNER THAN JUST SAYING WE HEARD A REVIEW OF IT.

4

5 **WALTER WILSON:** THANK YOU.

6

7 **RANDI KINMAN, CHAIR:** MICHAEL LOPEZ, AND WENDI KALLINS? LOW.

8

9 **MICHAEL LOPEZ:** I HAVE A QUESTION ABOUT HOW THE BREAK OUT
10 GROUPS WOULD WORK.

11

12 **RANDI KINMAN, CHAIR:** THAT'S TO BE DETERMINED. WENDI KALLINS?

13

14 **WENDI KALLINS:** I SUPPORT THE MOTION FOR THE HYBRID MEETINGS
15 I'M NOT QUITE SURE HOW THE BREAK OUT GROUPS WOULD WORK IN
16 ORDER TO ALLOW THE PUBLIC TO BE ABLE TO ATTEND WHEN YOU ARE IN
17 VARIOUS BREAK OUT GROUPS, THE PUBLIC CAN'T BE IN EVERY ROOM.

18

19 **RANDI KINMAN, CHAIR:** RIGHT.

20

21 **WENDI KALLINS:** I WOULD LOVE IT IF WE COULD SEPARATE THAT OUT,
22 BECAUSE I ONLY SUPPORT THE ORIGINAL INTENT OF THE MOTION.

23

24 **RANDI KINMAN, CHAIR:** IT ISN'T TO ASK FOR, IT'S TO CONTINUE
25 INVESTIGATING AND DISCUSSING.



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1

2 **WENDI KALLINS:** OKAY. ALL RIGHT. WELL, IT JUST SEEMS LIKE IT
3 MUDDIES UP THE MOTION, BUT THAT'S MY OPINION ON THAT.

4

5 **RANDI KINMAN, CHAIR:** OKAY. ANNE OLIVIA?

6

7 **ANNE OLIVIA ELDRED:** JUST TO CLARIFY, WE SOMETIMES DO HAVE TWO
8 MEETINGS HAPPENING IN TWO ROOMS, IN PERSON, TOO, I HAVE WANTED
9 TO LISTEN TO A MEETING BUT I WAS ATTENDING ANOTHER ONE IN THE
10 MTC BUILDING, AND THE REMOTE CAN ACTUALLY GIVE PEOPLE MORE
11 OPPORTUNITY TO PARTICIPATE BECAUSE YOU CAN HAVE FOLKS ATTEND
12 THOSE THINGS WITHOUT HAVING TO TRAVEL. SO IT MAKES IT A LOT
13 MORE ACCESSIBLE TO MORE PEOPLE, BUT DISCUSS AND CLARIFY,
14 THAT'S ALL.

15

16 **RANDI KINMAN, CHAIR:** THANK YOU. WALTER?

17

18 **WALTER WILSON:** YES. THE THING ABOUT THE BREAK OUT THE, I JUST
19 DID TWO TODAY IS IT ALLOWS FOR A SINGLE MEETING LIKE WE HAVE
20 HERE TO GO INTO SEVERAL MEETINGS AROUND THE SAME SUBJECT
21 MATTER AND FOR PEOPLE WHO ARE INTERESTED IN SPECIFICS AROUND
22 THOSE YOU CAN COME BACK AND DISCUSS THEM AMONG THEMSELVES IT'S
23 OPPORTUNITY FOR EVERYBODY TO TALK AND ALLOWS PEOPLE TO BREAK
24 OUT INTO SPECIFIC AREAS OF INTEREST.

25



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1 **RANDI KINMAN, CHAIR:** THANK YOU. VEDA?

2

3 **VEDA FLOREZ:** HI THERE. JUST FOR CLARIFICATION AND THE MOTION
4 SOUNDS GOOD TO ME BUT I WANTED TO CLARIFY THAT USUALLY WHEN
5 MTC HAS BREAK OUT ROOMS THEY DON'T RECORD THE BREAK OUT ROOMS,
6 IT'S JUST RECORDING THE MAIN MEETING. SO.

7

8 **RANDI KINMAN, CHAIR:** VEDA, IT IS TO CONTINUE AN EXPLORING A OF
9 A PROCESS THAT WOULD PROVIDE THAT SERVICE.

10

11 **VEDA FLOREZ:** THAT'S EXACTLY WHAT I SEE, BUT WE HAVE MANY
12 PEOPLE MENTIONING BREAK OUT ROOMS AND RECORDINGS, AND
13 GENERALLY MTC DOES NOT RECORD BREAK OUT ROOMS I UNDERSTAND
14 WHAT THE MOTION IS GOING FOR I JUST WANTED TO PROVIDE
15 CLARIFICATION FOR OTHER IN THE ROOM.

16

17 **RANDI KINMAN, CHAIR:** THANK YOU. OKAY. SO, WE DON'T NEED TO
18 KEEP REPEATING. ADINA?

19

20 **ADINA LEVIN:** I SUPPORT THE CLARIFICATION. BECAUSE IS IT NEEDS
21 EXPLORATION, AND THEN IF IT'S LIKE, THIS WOULD ONLY BE LEGAL
22 IF IT IS RECORDING IN ALL THE ROOMS, AND PEOPLE CAN JUMP BACK
23 AND FORTH, AND ZOOM NEEDS TO BUILD THE FEATURE, THAT'S GREAT.
24 I THINK THAT ALL NEEDS EXPLORATION, SO I LOVE THAT
25 CLARIFICATION.



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1

2 **RANDI KINMAN, CHAIR:** THANK YOU. WITH THAT I'M GOING ON CALL
3 FOR PUBLIC COMMENT. IF THERE IS ANYBODY WHO HAS SUBMITTED
4 PUBLIC COMMENT OR WHO IS IN THE ROOM NOW IS THE TIME TO SPEAK.

5

6 **CLERK, MARTHA SILVER:** NO PUBLIC COMMENT SUBMITTED ON THIS ITEM
7 EITHER.

8

9 **RANDI KINMAN, CHAIR:** THANK YOU. WITH THAT ROLL CALL, PLEASE,
10 ON THE MOTION.

11

12 **CLERK, MARTHA SILVER:** MOTION BY LEVIN SECOND BY HEDGES.
13 KINMAN?

14

15 **RANDI KINMAN, CHAIR:** YES.

16

17 **CLERK, MARTHA SILVER:** VICE CHAIR MURRAY? OKAY. WE'LL COME
18 BACK.

19

20 **CYNTHIA L. MURRAY, VICE CHAIR:** HERE I AM. SORRY. YES.

21

22 **CLERK, MARTHA SILVER:** THANK YOU. MEMBER BALDINI?

23

24 **MICHAEL BALDINI:** HI.

25



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1 **CLERK, MARTHA SILVER:** MEMBER BURNETT?

2

3 **RICHARD BURNETT:** YES.

4

5 **CLERK, MARTHA SILVER:** THANK YOU. MEMBER CASTELLANOS IS
6 EXCUSED. MEMBER COATES?

7

8 **RICK COATES:** YES.

9

10 **CLERK, MARTHA SILVER:** MEMBER ELDRED?

11

12 **ANNE OLIVIA ELDRED:** YES.

13

14 **CLERK, MARTHA SILVER:** MEMBER FLOREZ?

15

16 **VEDA FLOREZ:** YES.

17

18 **CLERK, MARTHA SILVER:** MEMBER GLOVER IN MEMBER GOTUACO?

19

20 **CHRISTINA GOTUACO:** YES.

21

22 **CLERK, MARTHA SILVER:** MEMBER HEDGES.

23

24 **RICHARD HEDGES:** IN FAVOR OF THE CLARIFICATION AND MY SECOND
25 YES.



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1

2 **CLERK, MARTHA SILVER:** MEMBER HERNANDEZ?

3

4 **MICHELLE HERNANDEZ:** YES.

5

6 **CLERK, MARTHA SILVER:** MEMBER KALLINS?

7

8 **WENDI KALLINS:** YES.

9

10 **CLERK, MARTHA SILVER:** MEMBER LEVIN?

11

12 **ADINA LEVIN:** YES.

13

14 **CLERK, MARTHA SILVER:** MEMBER LOPEZ?

15

16 **MICHAEL LOPEZ:** YES.

17

18 **CLERK, MARTHA SILVER:** MEMBER MADDEN IS EXCUSED. MEMBER

19 MENDOZA?

20

21 **ADRIAN MENDOZA:** YES.

22

23 **CLERK, MARTHA SILVER:** MEMBER MOMOH? RAHMON, ARE YOU WITH US

24 STILL? OKAY. MEMBER BEN SCHWENG? MEMBER SCOTT?

25



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1 **TERRY SCOTT:** AYE.

2

3 **CLERK, MARTHA SILVER:** MEMBER WELTE?

4

5 **FRANK WELTE:** YES.

6

7 **CLERK, MARTHA SILVER:** MEMBER WILSON?

8

9 **WALTER WILSON:** YES.

10

11 **CLERK, MARTHA SILVER:** AND THEN LOOPING BACK TO MEMBER MOMOH.

12 YOU HAVE JOINED US? THAT ITEM PASSES.

13

14 **RANDI KINMAN, CHAIR:** THANK YOU. WE GOT OUR STAFF OUT ON TIME.

15 WITH THAT WE'LL GO INTO THE FEDERAL. GEORGIA?

16

17 **GEORGIA GANN DOHRMANN:** HI. GEORGIA GANN D, STILL ON THE MTC

18 LEGISLATIVE TEAM FOR THE SAKE OF TIME ON THE FEDERAL COMPONENT

19 OF THE AGENDA THROUGH THE CHAIR WHAT I WOULD LIKE TO DO IS

20 TAKE EACH TOPIC AND SYNTHESIZE JUST THE HIGH LEVELS OF EACH

21 TOPIC.

22

23 **RANDI KINMAN, CHAIR:** TAKE IT AWAY.

24



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1 **GEORGIA GANN DOHRMANN:** THE FIRST COMPONENT ON THE FEDERAL
2 COMPONENT OF THE EFFICACY IS REALLY ADVOCATING SUPPORT OF
3 INCREASED TRANSPORTATION AND HOUSING RESOURCES TO COME TO THE
4 BAY AREA SOMETHING WE HAVE HAD ON OUR FEDERAL ADVOCACY PROGRAM
5 FOR 11 YEARS NOW GIVEN THE MONUMENT OF CONGRESS RELATIVELY
6 RECENTLY SOME OF THE SPECIFICS OF WHAT WE'RE GOING TO POINT TO
7 AND ADVOCATE FOR WILL CHANGE. THE FIRST COMPONENT ON HERE IS
8 SUPPORTING THE BIPARTISAN INFRASTRUCTURE BILL THAT CONGRESS
9 JUST PASSED ON FRIDAY, SO I ASSUME THAT WILL BE UPDATED BEFORE
10 THE END OF THIS, AND BEFORE THIS BECOMES FINALIZED. BUT A
11 COUPLE OF ITEMS TO POINT OUT HERE THAT WE ANTICIPATE THAT WE
12 WILL CONTINUE TO ADVOCATE FOR THE, SORT OF, SUPPLEMENTAL
13 CLIMATE AND SOCIAL BUDGET RECONCILIATION BILL UNTIL CONGRESS
14 ACTUALLY APPROVES THAT FINAL BILL, THAT'S THE LARGER SOCIAL
15 SPENDING PACKAGE THAT CONGRESS IS DEBATING RIGHT NOW, AND A
16 COUPLE OF THE ITEMS THAT HAVE BEEN REALLY IMPORTANT FOR THE
17 MTC IN THERE ARE ENSURING THAT THERE IS ADEQUATE HOUSING
18 RESOURCES IN THAT RECONCILIATION BILL AND ALSO ENSURING THAT
19 THE BILL RETAINS THE SUSTAINABLE TRANSPORTATION INVESTMENTS
20 THAT HAVE BEEN PROPOSED TO BE IN THE BILL ALL ALONG. SO THOSE
21 ARE THE ITEMS WE'RE WATCHING OUT FOR. THE C -- ACTUALLY IT'S C
22 THROUGH -- EXCUSE ME -- F OF THE HOUSING AND TRANSPORTATION
23 FUNDING PORTION OF THE ADVOCACY PROGRAM REALLY SPEAK TO, ONCE
24 CONGRESS APPROVES AND ANY TYPE OF INFRASTRUCTURE BILL OR PIECE
25 OF LEGISLATION, THEY WILL HAVE TO FOLLOW UP WITH ANNUAL



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1 APPROPRIATIONS TO ACTUALLY LET MONEY OUT, AND, THAT THE -- THE
2 DEPARTMENTS IN US DEPARTMENT OF TRANSPORTATION, AND US
3 DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT WILL HAVE TO TAKE
4 ACTION TO RELEASE GRANT FUNDS AND ADMINISTER DISCRETIONARY
5 GRANT FUNDS SO WE FULL EXPECT AFTER CONGRESS PASSES BIG
6 SPENDING PACKAGES THAT WE'LL CONTINUE TO ADVOCATE IN THAT
7 SPACE WITH THE ADMINISTRATION AND WITH CONGRESS ON AN ANNUAL
8 BASIS TO ENSURE THAT THE RESOURCES THAT WE'RE LOOKING FOR, FOR
9 OUR TRANSPORTATION AND FOR HOUSING ARE GOING TO END UPCOMING
10 TO FRUITION. ONE, SORT OF, NEW ELEMENT TO IDENTIFY, FOR THIS
11 GROUP, THAT IS SOMETHING THAT WE WILL BE -- ANTICIPATE
12 SPENDING A GOOD AMOUNT OF TIME IS THAT, THERE HAS BEEN A, SORT
13 OF, A NEW IDEA TO TRY TO ALLOW FOR THE BAY AREA HOUSING
14 FINANCE AUTHORITY TO ACTUALLY SECURE SOME DISCRETIONARY GRANT
15 FUNDING FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.
16 THIS IS SOMETHING THAT IS ATYPICAL AT THE FEDERAL SCALE
17 THERE'S NOT REALLY A REGIONAL ROLE IN HOUSING THAT THE FEDS
18 HAVE WRAP THEIR HEADS AROUND UP UNTIL THIS POINT AND WE HAVE
19 EXPLORED GREAT CONVERSATIONS AND HAVE GOTTEN QUITE CLOSE TO
20 SECURING THIS REGIONAL HOUSING -- THESE REGIONAL HOUSING
21 RESOURCES IN THE DRAFT RECONCILIATION BILL, AND THAT HAS NOT
22 YET COME TO FRUITION, SO IF WE DON'T END UP MAKING IT OVER THE
23 FINISH LINE THERE, WE WILL CONTINUE TO WORK WITH THE
24 ADMINISTRATION, ARE PROPOSING TO CONTINUE TO WORK WITH THE
25 ADMINISTRATION ON THAT ASK, OVER THE NEXT YEAR. THE SECOND



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1 PIECE OF THIS IS THE SERVICE TRANSPORTATION REAUTHORIZATION,
2 AND AS YOU ALL ARE AWARE THAT CONGRESS JUST, LAST FRIDAY,
3 PASSED A LONG-TERM SERVICE TRANSPORTATION AUTHORIZATION SO WE
4 WILL BE CHANGING THE SUBSTANCE, BUT WILL RETAIN NOW THAT THE
5 BILL HAS BEEN ENACTED AND, SORT OF, LATE BREAKING NEWS, THE
6 PRESIDENT IS EXPECTED TO HAVE A SIGNING CEREMONY ON MONDAY SO
7 IT'S OFFICIAL, WHAT WE WILL BE DOING IS WORKING THROUGH THE
8 IMPLEMENTATION AND ADMINISTRATION OF THE BILL TO ENSURE THAT
9 IT IS CONSISTENT WITH -- REMAINS AS FLEXIBLE AS WE WOULD LIKE
10 IT TO BE IN THE BAY AREA, AND IS, SORT OF, CONSISTENT WITH HOW
11 WE WOULD LIKE IT TO BE IN ORDER FOR US TO USE RESOURCES TO
12 IMPLEMENT PLANNED BAY AREA 2050 PRIORITIES. THE THIRD BIG
13 BUCKET IN THIS FEDERAL AGENDA IS RELATED TO CLIMATE PROTECTION
14 ADAPTATION AND ENVIRONMENTAL JUSTICE. AND WE ARE NOT -- WE ARE
15 PROPOSE TO CARRY OVER THE COMPONENTS OF THE ADVOCACY PROGRAM
16 THAT WE HAD LAST YEAR IN THIS CLIMATE PROTECTION ADAPTATION
17 AND ENVIRONMENTAL JUSTICE PHASE. THOSE COMPONENTS REALLY FOCUS
18 ON TRYING TO SECURE FUNDING RESOURCES FOR SUSTAINABLE
19 TRANSPORTATION, AND CONTINUING TO SECURE ANNUAL APPROPRIATIONS
20 AND ANNUAL RESOURCES FOR DISASTER MITIGATION RESILIENCE AS
21 WELL AS SUPPORTING THE SAN FRANCISCO ESTUARY. THE FOURTH
22 ELEMENT OF OUR FEDERAL PROGRAM ADVOCACY PROGRAM IS
23 TRANSPORTATION INNOVATION AND SHARED MOBILITY. AND THIS TOP
24 LINE HAS BEEN SOMETHING THAT HAS ALSO BEEN IN OUR FEDERAL
25 ADVOCACY PROGRAM FOR YEARS NOW. CONGRESS HAS, FOR THREE YEARS



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1 NOW, BEEN REALLY ACTIVELY DISCUSSING HOW THE FEDERAL
2 GOVERNMENT IS GOING TO APPROACH AUTOMATION AND SHARED MOBILITY
3 AND HAS NOT YET COME TO A DECISION. [LAUGHTER] ON WHAT
4 CONGRESS'S ROLE IS GOING TO BE THERE, AND HOW CONGRESS IS
5 GOING TO BE REALLY SUPPORTING THE DEPLOYMENT OF NEW
6 TECHNOLOGY, NEW MOBILITY TECHNOLOGIES. SO WE EXPECT THAT THERE
7 IS A CHANCE THAT THE CONVERSATION WILL CONTINUE, IN
8 WASHINGTON, D.C., AND WE WANT TO MAKE SURE THAT WE HAVE A
9 PLACE HOLDER IN OUR ADVOCACY TO CONTINUE TO ENGAGE ON THAT AS
10 APPROPRIATE. SO THAT IS THE BULK OF OUR FEDERAL AGENDA. AND
11 I'LL TURN IT BACK OVER TO THE CHAIR.

12

13 **RANDI KINMAN, CHAIR:** TRYING TO UNMUTE MYSELF, THERE. THANK
14 YOU, COUNCIL MEMBERS WHO HAVE QUESTIONS OR COMMENTS ABOUT THE
15 FEDERAL PROGRAMS? AND I'M JUST GOING TO PREFACE THIS BY SAYING
16 WE LOOK FORWARD TO A LONG AND INVOLVED TALK ONCE WE KNOW
17 ACTUALLY WHAT KIND OF NEW MONEY IS COMING UP. ANYBODY ELSE?
18 ADINA?

19

20 **ADINA LEVIN:** ALL RIGHT. I WAS WAITING TO SEE IF ANYBODY WOULD
21 JUMP AHEAD, BUT, NO. A COUPLE OF THOUGHTS IN TERMS OF THE
22 FEDERAL FUNDING FOR TRANSPORTATION CAPITAL INVESTMENTS. ONE IS
23 THAT I AM HEARING RUMOR THIS IS WE'RE GOING TO HAVE, LIKE,
24 MANY TRANSIT AGENCIES, BASICALLY LOBBYING SEPARATELY FOR THEIR
25 OWN PIECE OF THE PIE AGAINST EACH OTHER, AND IT WOULD BE



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1 REALLY GREAT FOR MTC TO CREATE A HOLISTIC PLAN FOR WHAT WE CAN
2 BE ADVOCATING FOR TOGETHER. BECAUSE IT SEEMS, YOU KNOW, WE
3 WILL GET MORE SUCCESS, COLLECTIVELY, WITH ONE ASK WORKING
4 TOGETHER. ONE THING THAT I NOTICED IN LOOKING AT THE WORDS IN
5 THE SUMMARY IS THERE COULD BE FUNDING THAT CAN BE USED FOR
6 GUIDE SEPARATIONS WHICH ARE IMPORTANT FOR SAFETY IMPROVEMENTS
7 THAT'S A GOOD THING TO SEE IN OUR REGIONAL ASK. WITH REGARD TO
8 FEDERAL FUNDING, AT THE STATE LEVEL, THERE WAS THE MENTION OF
9 POTENTIAL PROJECT DELIVERY REFORMS THAT IT WOULD BE REALLY
10 GREAT IN TERMS OF BEING ABLE TO GET MORE VALUE OUT OF THE
11 FEDERAL FUNDING IF WE HAVE GOOD PROJECT DELIVERY STRENGTH AT
12 THE REGIONAL LEVEL, AND THE LAST THING I WANTED TO SAY ABOUT
13 THIS IS THAT IN TERMS OF THE RECONCILIATION BILL, THERE IS
14 OPERATING -- THERE IS AN OPERATING FUNDING PROVISION IN THERE,
15 IN THE LAST VERSION, AND IT WOULD BE GREAT TO HAVE MTC'S
16 SUPPORT FOR THE OPERATING FUNDING IN THE RECONCILIATION BILL.
17 I THINK THAT THERE WERE SOME, LIKE, AFFORDABLE HOUSING
18 CONDITIONS ON IT, LIKE, WHAT -- WHATEVER IT IS, GETTING
19 OPERATING FUNDING WOULD BE HELPFUL BECAUSE TRANSIT WILL HAVE
20 AN OPERATING FUNDING CHALLENGE IN THE PANDEMIC RECOVERY, AND
21 THAT IS WHAT I HAVE.

22

23 **RANDI KINMAN, CHAIR:** THANK YOU. THERE ARE ANY OTHER QUESTIONS
24 FOR GEORGIA? GEORGIA, I THINK WE USED UP ALL OF OUR QUESTIONS.

25



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1 **GEORGIA GANN DOHRMANN:** GREAT.

2

3 **RANDI KINMAN, CHAIR:** OKAY. IS THERE ANY WRITTEN INPUT FROM THE
4 PUBLIC? OR ANYBODY OUT IN THE PUBLIC WITH THEIR HANDS RAISED?

5

6 **CLERK, MARTHA SILVER:** THERE ARE NO MEMBERS OF THE PUBLIC WITH
7 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED
8 ON THIS ITEM.

9

10 **RANDI KINMAN, CHAIR:** THANK YOU VERY MUCH. WITH THAT, WE WILL
11 GO INTO ITEM NUMBER NINE, THE STAFF LIAISON REPORT.

12

13 **MARTI PASCHAL:** GOOD AFTERNOON MARTI PASCHAL, STAFF COUNCIL. I
14 HAVE NOTHING TO ADD TO MY REPORT. THANK YOU.

15

16 **RANDI KINMAN, CHAIR:** ITEM TEN COUNCIL REPORTS MEMBERS MAY
17 REPORT ON LOCAL RELEVANT ISSUES OR EVENTS.

18

19 **MARTI PASCHAL:** CHECK WITH MARTHA TO SEE IF THERE IS ANY PUBLIC
20 COMMENT?

21

22 **CLERK, MARTHA SILVER:** NO PUBLIC COMMENT SUBMITTED ON THAT ITEM
23 ON THE STAFF LIAISON'S REPORT AND NO MEMBERS OF THE PUBLIC
24 HAVE THEIR HAND RAISED.

25



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1 **RANDI KINMAN, CHAIR:** MY BAD. LOOKING AT MY CLOCK. NUMBER TEN
2 COUNCILMEMBER REPORTS. RICH HEDGES?

3

4 **RICHARD HEDGES:** YES. THANK YOU. I WANT TO REPORT, BECAUSE I'M
5 VERY EXCITED ABOUT IT, I KNOW ANNE OLIVIA HAS BEEN WORKING ON
6 IT, I FINALLY GOT CONTACTED AFTER ASKING SEVERAL TIMES BY A
7 REPRESENTATIVE OF MTC TODAY ABOUT GETTING OUT INFORMATION ON
8 CLIPPER START. IT JUST SO HAPPENS MY LOCAL UNION OF 30,000
9 MEMBERS ARE PUTTING A NEWS LETTER TOGETHER IT'S MAGAZINE THAT
10 GOES OUT QUARTERLY THERE WILL BE AN ARTICLE AND WE WILL BE
11 HAVING FLYER IN OUR FOOD GIVEAWAYS THIS MONTH ESPECIALLY FOR
12 LAID OFF MEMBERS, AND AIRPORT HOTELS, I AM PUTTING FEELERS OUT
13 AND ASSUME THAT WE'LL BE GETTING INFORMATION OUT TO 400,000
14 UNION MEMBERS, EVEN THOUGH CONTRACTS ARE GOOD PEOPLE HAVE
15 ABOUT \$15 AN HOUR THEY DON'T SEE IN THEIR CHECKS FOR HEALTH
16 AND WELFARE PENSION VACATIONS AND OTHER THINGS ABOUT 92% EARN
17 LESS THAN 52,000 A YEAR SO A GOOD PERCENTAGE OF OUR MEMBERS
18 WILL QUALIFY FOR THE CLIPPER START AND WE'RE VERY EXCITED
19 ABOUT IT. THANK YOU.

20

21 **RANDI KINMAN, CHAIR:** THANK YOU. ARE THERE ANY OTHER MEMBERS
22 WHO HAVE THINGS TO ADD? WITH THAT, NEW BUSINESS. ITEM ISSUE IN
23 11. IS THERE ANYBODY WHO WISHES TO ADD NEW BUSINESS TO OUR
24 VERY SHORT TIME WE HAVE LEFT TOGETHER? I SEE NO HAND RAISED.
25 WITH THAT I WILL GO AHEAD AND ADJOURN THE MEETING THE NEXT



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1 MEETING OF THE POLICY ADVISORY COUNCIL WILL BE HELD WEDNESDAY
2 DECEMBER 8TH, 2021, 1:35 P.M. AT THE BAY AREA METRO CENTER 375
3 BEALE STREET OR REMOTELY BY WEBCAST AS APPROPRIATE. THANK YOU
4 ALL. GOOD MEETING. [ADJOURNED]
5



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