METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE

FRIDAY, JANUARY 14, 2022 9:45 AM

JIM SPERING, MTC PLANNING CHAIR: GOOD MORNING EVERYONE. BEFORE I CALL THE MEETING TO ORDER I WANT TO SAY THAT PLANE BEHIND ME IS PROBABLY ONE OF THE ONLY AIR FORCE PLANES THAT ALIX BOCKELMAN'S DAD HASN'T FLOWN. FOR YOU HISTORIANS YOU PROBABLY ASSOCIATE THE NAME OF THIS PLANE IT'S FRANCES GARY POWERS. YOU ALL KNOW ENOUGH ABOUT THE HISTORICAL SIGNIFICANCE. I WOULD LIKE TO CALL THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE TO ORDER. WE'LL CALL MTC QUORUM AND CONSENT CALENDAR THEN TURN TO YOU FOR YOURS AND ABAG ANNOUNCEMENTS.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: ABSOLUTELY.

JIM SPERING, MTC PLANNING CHAIR: WITH THAT IF WE COULD TAKE THE ROLL CALL FOR THE MTC PLANNING COMMITTEE.

CLERK OF THE BOARD: WE WILL DO AFTER THE BROADCAST TEAM ROLLS THE ANNOUNCEMENT.

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU. I'M SORRY. [RECORDED MEETING PROCEDURES ANNOUNCEMENT] DUE TO COVID-19, THIS MEETING WILL BE CONDUCTED AS A ZOOM WEBINAR PURSUANT TO THE PROVISIONS OF ASSEMBLY BILL 361 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE BROWN ACT. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE. THE CHAIR WILL CALL UPON COMMISSIONERS, PRESENTERS, STAFF, AND OTHER SPEAKERS, BY NAME, AND ASK THAT THEY SPEAK CLEARLY AND STATE THEIR NAMES BEFORE GIVING COMMENTS OR REMARKS. PERSONS PARTICIPATING VIA WEBCAST AND ZOOM, WITH THEIR CAMERAS ENABLED, ARE REMINDED THAT THEIR ACTIVITIES ARE VISIBLE TO VIEWERS. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFOATBAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. IF AUTHORS OF THE WRITTEN CORRESPONDENCE WOULD LIKE TO SPEAK, THEY ARE FREE TO DO SO. THEY SHOULD RAISE THEIR HAND AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS.

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PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

JIM SPERING, MTC PLANNING CHAIR: ROLL CALL.

CLERK OF THE BOARD: SPERING?

JIM SPERING, MTC PLANNING CHAIR: PRESENT.

CLERK OF THE BOARD: AHN?

EDDIE AHN: PRESENT.

CLERK OF THE BOARD: CANEPA? CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK OF THE BOARD: FLEMING?

VICTORIA FLEMING: HERE.

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CLERK OF THE BOARD: GIOCAPINI NON-VOTING?

DORENE M. GIACOPINI: HERE.

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

JIM SPERING, MTC PLANNING CHAIR: OKAY. I SEE MAYOR SCHAFF IS WITH US. SO, SHE HASN'T LEARNED HOW TO UNMUTE YET. WE'RE GOING TO SEND A TECHNICAL STAFF OVER TO HELP HER DO THAT.

LIBBY SCHAAF: YOU CAN NOT HEAR ME NOW.

JIM SPERING, MTC PLANNING CHAIR: I HEAR YOU.

LIBBY SCHAAF: OKAY.

JIM SPERING, MTC PLANNING CHAIR: [LAUGHTER]

KAREN MITCHOFF: MARTHA DID YOU CALL ME?

JIM SPERING, MTC PLANNING CHAIR: THIS IS MTC.

KAREN MITCHOFF: OKAY.

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JIM SPERING, MTC PLANNING CHAIR: WITH THAT WE DO HAVE A QUORUM. MTC COMMISSIONERS, WE'LL ENTERTAIN A MOTION TO APPROVE THE MTC CONSENT CALENDAR.

CAROL DUTRA-VERNACI: MTC APPROVAL.

LIBBY SCHAAF: SECOND.

JIM SPERING, MTC PLANNING CHAIR: MOTION AND SECOND. IS THERE ANY WRITTEN CORRESPONDENCE OR ANYONE THAT WANTS TO SPEAK ON CONSENT? MARTHA?

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

JIM SPERING, MTC PLANNING CHAIR: OKAY. MOTION AND SECONDS. COULD YOU TAKE THE ROLL, PLEASE?

CLERK OF THE BOARD: CHAIR SPERING?

JIM SPERING, MTC PLANNING CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR AHN?

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EDDIE AHN, V. CHAIR: AYE.

CLERK OF THE BOARD: VICE CHAIR CANEPA?

DAVID CANEPA: AYE.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: ER AND FLEMING?

VICTORIA FLEMING: YES.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAAF: YES.

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

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. MAYOR ARREGUIN, I'LL TURN IT OVER TO YOU.

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JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: OKAY. THANK YOU SO MUCH. I WOULD LIKE TO ASK THE ABAG CLERK OF THE BOARD TO CONDUCT ROLL CALL TO CONFIRM WHETHER QUORUM OF THE ADMINISTRATIVE COMMITTEE IS PRESENT.

CLERK OF THE BOARD: MAYOR EKLUND?

PAT ECKLUND: HERE.

CLERK OF THE BOARD: FLIGOR?

NEYSA FLIGOR: HERE.

CLERK OF THE BOARD: HUDSON?

DAVID E. HUDSON: HERE.

CLERK OF THE BOARD: LEE? MANDELMAN? ABSENT. SOME MITCHOFF? SUPERVISOR MITCHOFF, I SEE YOU ARE HERE. COUNCILMEMBER PERALEZ IS ABSENT. THE SUPERVISOR RABBIT?

DAVID RABBIT: HERE.

CLERK OF THE BOARD: SUPERVISOR RAMOS?

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BELIA RAMOS: HERE.

CLERK OF THE BOARD: COUNCILMEMBER ROMERO?

CARLOS ROMERO: HERE.

CLERK OF THE BOARD: MAYOR WILSON IS ABSENT. ONE MORE TIME FOR SUPERVISOR LEE? SUPERVISOR LEE IS ABSENT. QUORUM IS PRESENT.

KAREN MITCHOFF: FRED, I'M SO SORRY. YOU HAVE GOT ME?

CLERK OF THE BOARD: YES, MA'AM.

KAREN MITCHOFF: THANK YOU.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU. QUORUM IS PRESENT. ITEM TWO, ABAG COMPENSATION ANNOUNCEMENT. I'LL ASK THE CLERK TO READ THE COMPENSATION ANNOUNCEMENT FOR THE RECORD.

CLERK OF THE BOARD: ACCORDING TO STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN AMOUNT OF $500 AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU.

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JIM SPERING, MTC PLANNING CHAIR: ITEM THREE ABAG CONSENT CALENDAR MINUTES OF DECEMBER 10TH, 2021. MOTION TO APPROVE THE MINUTES?

SPEAKER: MOTION.

PAT ECKLUND: SECOND.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: MOTION AND SECOND. ANY PUBLIC COMMENT ON THIS ITEM? WRITTEN COMMENT RECEIVED ON THIS ITEM?

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

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: OKAY. THAT BRINGS US TO ROLL CALL VOTE ON THE ITEM.

CLERK OF THE BOARD: MAYOR ARREGUIN?

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: YES.

CLERK OF THE BOARD: EKLUND?

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PAT ECKLUND: AYE.

CLERK OF THE BOARD: FLIGOR?

NEYSA FLIGOR: YES.

CLERK OF THE BOARD: THANK YOU. MAYOR HUDSON?

DAVID E. HUDSON: YES.

CLERK OF THE BOARD: SUPERVISOR LEE?

OTTO LEE: YES.

CLERK OF THE BOARD: THANK YOU, SIR. SUPERVISOR MANDELMAN? ABSENT. MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: COUNCILMEMBER PERALEZ IS ABSENT. SUPERVISOR RABBIT?

DAVID RABBIT: YES.

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CLERK OF THE BOARD: PERALEZ? ABSENT. ROMERO?

CARLOS ROMERO: YES.

CLERK OF THE BOARD: MAYOR WILSON IS ABSENT. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU VERY MUCH. BACK TO MTC CHAIR SPERING.

JIM SPERING, MTC PLANNING CHAIR: THIS ITEM IS SEA LEVEL RISE FUNDING INVESTMENT FRAMEWORK. MATT YOU'RE GOING TO INTRODUCE AND RACHEL IT CARRY FROM THERE.

MATT MALONEY: MATT MALONEY REGIONAL PLANNING DIRECTOR FOR MTC AND ABAG WE HAVE TWO ITEMS ON THE AGENDA TODAY FIRST ONE IS SEA LEVEL RISE FUNDING AND INVESTMENT FRAMEWORK WE'RE RETURNING TO YOU TODAY WITH THIS ITEM. IF YOU RECALL WE PRESENTED TO THIS COMMITTEE BACK IN JULY AND SINCE THAT TIME, WE HAVE WORKED TO REFINE THE SCOPE OF THE EFFORT IN PARTNERSHIP WITH BCDC. AND JUST AS A REMINDER, YOU KNOW, EVERYTHING WE DO IS RELATED, OF COURSE, TO PLANNED BAY AREA 2050, AND THAT PLAN ESTIMATED A NEARLY $20 BILLION NEED TO ADDRESS SEA LEVEL RISE ADAPTATION. AND THE IMPLEMENTATION PLAN REALLY IDENTIFIED THE NEED FOR THIS STUDY. AND THE PURPOSE OF

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IT IS REALLY TO IMPROVE THE REGIONAL ACCOUNTING OF SEA LEVEL RISE COSTS AND POTENTIAL FUTURE REVENUE SOURCES. WE THINK THIS EFFORT IS VERY TIMELY, GIVEN NEW ACTIONS BY THE STATE LEGISLATURE, WHICH HAS IDENTIFIED NEW FUNDING FOR RESILIENCE. AND WE DO BELIEVE THAT THE STATE BEARS SIGNIFICANT RESPONSIBILITY FOR ULTIMATELY FUNDING THESE TYPES OF PROJECTS. AND YOU KNOW, MOST IMPORTANTLY, I THINK TODAY WE JUST WANT TO FORMALIZE THIS PARTNERSHIP WITH BCDC TODAY. WE ARE CONTINUING TO USE THE JOINT COMMITTEE OF MTC AND ABAG TO SHOWCASE OUR WORK BUT WE'RE ALSO PLANNING TO PROVIDE UPDATES ON THIS STUDY THROUGH BCDC COMMITTEES AS WELL AS THE BARC GOVERNING BOARD THROUGHOUT THE NEXT YEAR. AND WE HAVE A NUMBER OF STAFF HERE TODAY, FROM BOTH BCDC AND MTC AND ON THE MTC SIDE, RACHEL HARTOFELIS IS HERE. SHE'LL BE GIVING A PRESENTATION ON BEHALF OF MTC, ALSO MICHAEL GERMERAAD, AND DAVE VAUTIN, OF COURSE, WHO YOU KNOW VERY WELL. AND ON THE BCDC SIDE, NICHOLAS SANDER IS HERE WHO WILL ALSO BE PRESENTING WITH RACHEL. I BELIEVE BCDC DIRECTOR LARRY GOLDZBAND IS HERE, AS WELL AS PLANNING DIRECTOR OF BCDC, JESSICA. WE HAVE NUMEROUS PARTNERSHIPS HERE TO ANSWER ANY OF YOUR QUESTIONS. WITH THAT I'LL PASS IT OVER TO NICHOLAS FROM BCDC, I THINK, IS GOING TO KICKOFF THE PRESENTATION.

NICHOLAS SANDER: THANK YOU VERY MUCH. GOOD MORNING EVERYONE. I'M NICHOLAS SANDER FROM BCDC HERE WITH RACHEL HARTOFELIS, MTC

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AND ABAG WE WANT TO DISCUSS A JOINT EFFORT TO DISCUSS SEA LEVEL RISE FUNDING INVESTMENT FRAMEWORK. WE'LL WALK THROUGHOUT CONTEXT OF SEA LEVEL RISE FUNDING EFFORTS, REGIONAL OVERVIEW OF FUNDING FRAMEWORK AND NEXT STEPS FOR JOINT WORK. THE FRAMEWORK WILL PREPARE FOR ADAPTATION IN TWO-WAYS COMPETITIVENESS WITH A CLEAR UNDERSTANDING FOR ADAPTATION COST AND NEEDS AND EXPLORE HOW WE CAN AUGMENT STATE AND FEDERAL NEEDS FOR FUNDING SOURCES. GRAPHIC ILLUSTRATES HOW SEA LEVEL RISE HAS BEEN ADDRESSED IN THE REGION. MTC ABAG PLAN 2050 AND THE ESTUARY BLUEPRINT UPDATE, BAY ADAPT ADOPTED BY BCDC COMMISSION IN OCTOBER HAS ADDRESSED PRIORITY ACTIONS AGAINST LONG-TERM SEA LEVEL RISE, THE PRIORITY IS IDENTIFYING STEPS FOR IMPLEMENTATION. PLANNED BAY AREA ADOPTED ON THE SAME DAY AS THE JOINT PLATFORM IN OCTOBER IS A MULTIFACETED REGIONAL PLAN THAT ADDRESSES HOUSING, TRANSPORTATION, ECONOMIC, AND ENVIRONMENTAL CONDITIONS. ADAPTING TO SEA LEVEL RISE IS 1 OF 35 STRATEGIES IN THE PLAN. MEANWHILE THE SF ESTUARY PARTNERSHIP IS INCLUDING AN UPDATE TO THE ESTUARY BLUEPRINT A REGIONAL PLAN TO ACHIEVE A HEALTHY AND RESILIENCE SAN FRANCISCO ESTUARY THROUGH EACH PLANNING PROCESSES STAFF AT ALL AGENCIES HAVE WORKED CLOSELY TO ALIGN ALL THREE EFFORTS. PLANNED BAY AREA 2050 INCLUDED ENVIRONMENTAL ELEMENTS TO ADDRESS ENVIRONMENTAL PRIORITIES THROUGHOUT THE REGION ADAPTING TO SEA LEVEL RISE STRATEGY INCLUDED A RANGE OF ADAPTATION ACTIONS ACROSS THE REGION TO ADDRESS FIRST TWO FEET

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OF PERMANENT SEA LEVEL RISE PART OF THE PLANNING PROCESS ASSESSMENT WAS DEVELOPED. A $19 BILLION NEED TO ADDRESS A SEGMENT OF SHORELINE, RESULTING IN A $60 BILLION GAP. CRITICALLY AS PART OF THE PROCESS WE DID NOT STUDY SEA LEVEL RISE SPECIFIC REVENUE MEASURES TO ADDRESS THE FUNDING GAP FILLING THE GAP WILL REQUIRE A MIX OF FUNDING STATE AND FEDERAL OPPORTUNITIES THAT HAVE EMERGED IN THE LAST SIX MONTHS HAVE PROVIDED OPPORTUNITY TO SPRING BOARD ACTION RESILIENCE FRAMEWORK WILL ACCOUNT FOR THESE NEW REVENUES AND WILL BE USED TO SUPPORT NEAR-TERM ACTION TO COMPETE FOR EXISTING FUNDING FOR FRAMEWORK. OPPORTUNITY WILL EXPLORE PROS AND CONS OF FUNDING SOURCES THAT WILL BE NEEDED TO SUPPORT STATE AND FEDERAL INVESTMENT AND INCREASE COMPETITIVE EDGE FOR STATE AND FEDERAL FUNDING. NEXT SLIDE PLEASE. BCDC COMPLETED FUNDING ANALYSIS FOR FUNDING AND FINANCE WHITE PAPER SUMMARIZING SEA LEVEL RISE DAMAGE TO THE REST OF THE REGION COMPARISON INCLUDING INFORMATION AROUND SEA LEVEL RISE WATER ECOSYSTEM IMPACT AND POLICY CHANGES. COSTS WERE COMPARED WITH FUNDING NEEDS ESTIMATED BY PLANNED BAY AREA 2050 AS WELL AS UC BERKELEY STUDY COMPARED WITH ESTIMATED REGIONAL FUNDING SUPPLY BASED ON JURISDICTIONAL FINANCIAL DATA ANALYSIS RESULTED IN ESTIMATED REGIONAL GAP EXPRESSED PER CAPITA PER HOUSEHOLD PER PARCEL AS PERCENTAGE OF GDP ANALYSIS BY MTC AND ABAG THE WHITE PAPER DID NOT STUDY MEASURES TO FILL POTENTIAL FUNDING GAPS. NEXT SLIDE PLEASE. AS WE HAVE PREVIOUSLY REFERENCED NEAR-TERM

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FUNDING OPPORTUNITIES HAVE DEVELOPED AT STATE LEVEL 2021 BUDGET ACT APPROVED BY STATE LEGISLATORS IDENTIFIED $15 BILLION IN FUNDING THROUGHOUT THE NEXT FEW YEARS $3.86 BILLION IDENTIFIED FOR CLIMATE RESILIENCE A PORTION OF FUNDING REVENUE IS LIKELY TO BE DISTRIBUTED ACROSS THE STATE TO ADDRESS A VARIETY OF HAZARDS FUNDING MAY BE ABLE TO FUND CRITICAL NEAR-TERM SEA LEVEL RISE PRIORITIES SUCH AS SHOVEL READY PROJECTS AS WELL AS REGIONAL PLANNING ADAPTATION PLANNING IN THE BAY AREA. HOWEVER THERE IS A SUBSTANTIAL FUNDING GAP FOR SEA LEVEL RISE ADAPTATION UNDERSCORING THE NEED FOR TO RESEARCH ADDITIONAL REVENUE SOURCES FOR SEA LEVEL RISE ADAPTATION IN THE YEARS AHEAD PREPARING FOR NEAR-TERM STATE AND FUNDING OPPORTUNITIES IMPROVING ADVOCACY FOR ADDITIONAL STATE AND FEDERAL RESOURCES AND INFORM LONGER TERM APPROACH FOR LOCAL AND REGIONAL ACTION TO AUGMENT STATE AND FEDERAL FUNDS. ACTIONS NEEDED TO PREPARE FOR SEA LEVEL RISE IDENTIFYING SIMILAR ACTIONS FOR REGIONAL FUNDING PLANS TO IDENTIFY FUNDING NEEDS AND ESTABLISH FUNDING APPROACHES. IN THE PLATFORM 6.1 AND 6.2 CALL TO EXPAND UNDERSTANDING OF FINANCIAL COST REVENUES ASSOCIATED WITH ADAPTATION AND ESTABLISH FRAMEWORK FOR FUNDING PLANS AND PROJECTS. ADAPTATION TO FUNDING SEA LEVEL RISE IN THE NEXT FIVE YEARS AND BLUEPRINT CURRENTLY INCLUDES OPTION TO DEVELOP SEA LEVEL RISE FUNDING INVESTMENT FRAMEWORK IN THE NEXT FIVE YEARS. I'LL HAND IT OVER TO MY COLLEAGUE RACHEL HARTOFELIS TO ADDRESS THE FRAMEWORK.

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RACHAEL HARTOFELIS: THANK YOU, NICK. IN SEPTEMBER 2021 THE BARC GOVERNING BOARD APPROVED THE JOINT -- EXCUSE ME -- NEXT SLIDE -- THANK YOU. SO IN SEPTEMBER THE BARC GOVERNING BOARD APPROVED THE JOINT RESOLUTION TO ADDRESS CLIMATE CHANGE WHICH INCLUDED CREATION OF A SHARED WORK PLAN. THE SHARED WORK PLAN WILL ADVANCE STRATEGIC COORDINATED IMPLEMENTATION OF HIGH PRIORITY ACTIONS IDENTIFIED IN REGIONAL AGENCY PLANS AND PLATFORMS OVER THE NEXT 1 TO 5 YEARS. DEVELOPING A SEA LEVEL RISE ADAPTATION FUNDING INVESTMENT FRAMEWORK IS AN EXAMPLE OF HOW HIGH PRIORITY IMPLEMENTATION ACTIONS IDENTIFY IN THESE ADOPTED AGENCY PLANS CAN BE IMPLEMENTED AND COORDINATED IN A SINGLE SHARED APPROACH. AFTER PRESENTING TO THIS COMMITTEE LAST JULY THE CONCEPT OF FRAMEWORK HAS BEEN ADJUSTED IN ITS SCOPE SEA LEVEL RISE ADAPTATION FUNDING AND INVESTMENT FRAMEWORK WILL BE COLEAD BY MTC AND BCDC FOR WORK TO BECOME A RESOURCE FOR LOCAL GOVERNMENTS AND ADVOCATES PURSUING SEA LEVEL RISE FUNDING THROUGHOUT THE REGION. FRAMEWORK PRESENTED TO BARC LAST MONTH AND WE'LL CONTINUE TO SHARE UPDATES WITH THE GOVERNING BOARD AS THE PROJECT DEVELOPS THROUGHOUT 2022 FOR ADDITIONAL FEEDBACK AND COLLABORATION MTC AND ABAG AND BCDC WILL BRING UPDATES TO STAFF AS NEEDED. NEXT SLIDE PLEASE. MTC ABAG AND BCDC HAVE COLLABORATIVELY DEVELOPED A CONCEPT OF SEA LEVEL RISE AND ADAPTATION INVESTMENT FRAMEWORK BUILD OFF PRIOR RESEARCH AND ANALYSIS TO ADVANCE OUR REGIONAL

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UNDERSTANDING OF WHAT IT WILL COST THE REGION TO ADAPT TO SEA LEVEL RISE AS WELL AS TO EXPLORE THE MOST EQUITABLE MEANS TO RAISE NEW REVENUES TO ADDRESS THE FUNDING GAP. AS PART OF THIS WORK PLAN WE STARTED BY IDENTIFYING A NUMBER OF GOALS FOR THE FRAMEWORK AND WILL DISCUSS THREE OVERARCHING GOALS OF THE WORK FOR YOU TODAY. FIRST GOAL IS TO UPDATE AND IMPROVE THE REGIONAL ACCOUNTING OF SEA LEVEL RISE ADAPTATION PROJECTS CREATING A VERSION 2.0 OF THE PREVIOUS REGIONAL ANALYSIS DONE BY MTC ABAG AND BCDC. WITH A REFINED UNDERSTANDING OF WHAT IT MAY COST THE REGION TO ADAPT TO SEA LEVEL RISE WE CAN BETTER ADVOCATE FOR REGIONAL ADAPTATION NEEDS AT STATE AND FEDERAL LEVEL THIS RESEARCH WILL ALSO IMPROVE OUR REGION'S ESTIMATES ON THE COST OF ADAPTATION ACROSS THE REGION AND IT WILL REFINE HOW MUCH REVENUE FROM EXISTING SEA LEVEL RISE FUNDING SOURCES WE CAN ANTICIPATE TO DO THIS WE WILL ENGAGE CLOSELY WITH LOCAL GOVERNMENTS AND PARTNERS TO UNDERSTAND THE STATUS OF LOCAL ADAPTATION PLANS STRATEGIES AND PROJECTS TO UPDATE PRIOR REGIONAL ANALYSIS. HELPING TO IDENTIFY AREAS WITH OR WITHOUT KNOWN PLANS FOR SHORELINE ADAPTATION: THIS ACCOUNTING WILL BE USED DIRECTLY FOR THE FRAMEWORK ANALYSIS AND IT WILL ALSO BE SHARED AND MAINTAINED AS A RESOURCE FOR LOCAL GOVERNMENT PLANNING. IT WILL ALSO BE USED TO SUPPORT FUTURE REGIONAL ADVOCACY FOR NEW STATE AND FEDERAL ADAPTATION. NEXT SLIDE PLEASE. SECOND GOAL EXPLORES HOW NEW LOCAL AND REGIONAL REVENUES FOR SEA LEVEL RISE ADAPTATION CAN BE RAISED MORE

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EQUITABLY. THE REGION HAS MANY PRIORITIES AND EXISTING REVENUE SOURCES ARE UNLIKELY TO BE ABLE TO SUPPORT THE REGION'S SHORELINE ADAPTATION NEEDS NEAR-TERM STATE AND FEDERAL FUNDING OPPORTUNITIES WILL HELP THE REGION BUT WE CAN'T COUNT ON SACRAMENTO TO PAY FOR 100% OF THIS WEATHER RAISING FUNDS TO MATCH FEDERAL AND STATE DOLLARS OR RAISING ADDITIONAL REVENUES BEYOND WHAT THE STATE AND FEDERAL GOVERNMENT OFFER TO HELP INFORM LOCAL AND REGIONAL MEASURES TO AUGMENT ADAPTATION FUNDING IN THE NEAR-TERM. MEANT RECENT STUDIES HAVE IDENTIFIED POTENTIAL TOOLS FOR ADAPTATION INCLUDING BY DESIGN AND LEGACY FUNDS EVEN WITH PREVIOUS ANALYSIS DONE BY MTC AND ABAG AS MENTIONED PREVIOUSLY THERE IS NOT YET AN APPLIED ANALYSIS OF POTENTIAL NEW FUNDING SOURCE FOR THE BAY AREA. THE FRAMEWORK WILL FILL THIS EXISTING RESEARCH GAP TO ANALYZE A RANGE OF ADDITIONAL REVENUE MEASURES AT DIFFERENT SCALES TO IDENTIFY APPROACHES TO BUILD THE FUNDING GAP MORE EQUITABLY. THE BAY AREA SHORELINE IS BURIED AND THE TIMING OF FLOODING, THE LAND USE CHARACTERISTIC AROUND THE SHORELINE AND LOCATION OF COMMUNITIES AND RESOURCES CAN ALL IMPACT HOW WE WILL RAISE NEW REVENUE. STAFF WILL WORK WITH STAKEHOLDERS TO VISUALIZE THE EQUITY OUTCOMES OF DIFFERENT APPROACHES BEFORE PUBLICALLY SHARING RESULTS THROUGHOUT THE REGION THIS RESULT IN ANALYSIS WILL SUPPORT FUTURE ADVOCACY IN SUPPORT SUGGEST NEW REVENUE LOCAL AND REGIONAL REVENUE MEASURES TO SUPPORT LONG-TERM SHORELINE ADAPTATION. NEXT SLIDE PLEASE. THE FINAL MAJOR

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PROJECT GOAL IS TO DETERMINE POSSIBLE MECHANISMS TO DISTRIBUTE NEW FUND FOR ADAPTATION. PLANS REVIEW EXISTING LOCAL AND REGIONAL FUNDING MECHANISMS THAT MAYBE APPLICABLE FOR SEA LEVEL RISE PROJECTS. WE ALSO WANT TO IDENTIFY OPPORTUNITIES FOR HOW NEW REVENUE MEASURES CAN BEST BE DESIGNED TO FILL ANTICIPATED FUNDING GAPS ACROSS THE REGION FOR A DIVERSE RANGE OF ADAPTATION PROJECT NEEDS. FRAMEWORK WILL BUILD ON THE DISTRIBUTION OF NEAR-TERM STATE AND FEDERAL FUNDING MEASURES AS WELL AS THE PREPARATION FOR THE LONG-TERM BY UNDERSTANDING FUNDING MECHANISMS AT THE LOCAL OR REGIONAL LEVEL. THESE RECOMMENDATIONS WILL BE REVIEWED BY LOCAL AND COMMUNITY STAKEHOLDERS BEFORE PUBLICALLY SHARING THESE RESULTS THROUGHOUT THE REGION. AND AS WITH THE RESULTS OF THE SECOND GOAL THE OUTCOME OF THIS RESEARCH MAY BE USED TO INFORM FUTURE ADVOCACY BRINGING REVENUES. NEXT SLIDE PLEASE. WE HAVE IDENTIFIED A NUMBER OF WAYS TO MOVE FORWARD ON THIS WORK IN THE COMING MONTHS. WE PLAN TO KICKOFF THE FRAMEWORK BY SETTING SEA LEVEL RISE AND DATA ASSUMPTIONS MAINTAIN A TECHNICAL WORKING GROUP AND BY WORKING WITH LOCAL PARTNERS TO UPDATE OUR UNDERSTANDING OF LOCAL ADAPTATION PROJECTS. STAFF WILL ALSO CONTINUE TO ALIGN THIS PROJECT WITH THE BARC SHARED WORK PLAN AS IT DEVELOPS AS WELL AS OTHER BAY ADAPT JOINT PLATFORM ACTIONS. UPDATES ON THE FRAMEWORK WILL CONTINUE TO BE BROUGHT TO MTC ABAG AS WELL AS TO THE BARC GOVERNING BOARD AND BCDC THROUGHOUT 2022. NEXT SLIDE PLEASE. THANK YOU. SO, WE ARE

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LOOKING FORWARD TO THE WAYS THAT THE FRAMEWORK WILL HELP TO PREPARE THE REGION TO TACKLE THIS CLIMATE CRISIS WITH NEW ADAPTATION MEASURES BECOMING AVAILABLE AT THE STATE AND FEDERAL LEVEL THIS RESEARCH WILL IMPROVE OUR COMPETITIVENESS WHILE IDENTIFYING WAYS TO AUGMENT NEAR-TERM FUNDING OPPORTUNITIES ON THE LOCAL AND REGIONAL LEVELS. SO WE WOULD LIKE TO THANK YOU FOR YOUR TIME AND ATTENTION TODAY AS WE INTRODUCE THIS UPCOMING WORK AND WE'LL OPEN IT UP NOW FOR ANY POTENTIAL QUESTIONS OR DISCUSSION.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU. GOOD REPORT. LARRY GOLDZBAND IS WITH US. LARRY, DID YOU HAVE ANY COMMENTS BEFORE I GO TO THE COMMISSIONERS OR BOARD MEMBERS?

LARRY GOLDZBAND: PARDON ME, AS I PUT ON MY VIDEO. I THINK THEY DID A GREAT JOB. BUT WHAT CAN YOU EXPECT FROM TWO GREAT STAFFERS.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU, LARRY. ONE QUESTION IS, ARE WE MAKING THE CASE THAT, OF WHAT THE COST WILL BE IF WE DO NOTHING? IS THAT CASE BEING MADE? RACHEL?

RACHAEL HARTOFELIS: SO, AS A PART OF THIS ANALYSIS, WE WILL BE LOOKING AT THE VULNERABILITY OF THE REGION, AND A BIG PART OF THIS WORK WILL BE UNDERSTANDING WHERE WE HAVE PLANS FOR THE

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REGION AND WHERE THERE ARE NOT YET PLANS. SO I THINK THAT WILL REALLY HELP TO ILLUSTRATE HOW PREPARED THE REGION MAY BE FOR ADAPTATION IN THE FUTURE. IT'S UNCLEAR IF WE'LL BE ABLE TO IDENTIFY THE COST OF INACTION, BUT WE WILL IDENTIFY A MUCH MORE ROBUST SENSE OF REGIONAL NEED TO UNDERSTAND WHAT THAT DEFICIT IS, AND WHAT THE FUNDING GAP IS TO ADAPT TO THE REGION FOR, YOU KNOW, WHAT WE CAN EXPECT IN THE FUTURE.

JIM SPERING, MTC PLANNING CHAIR: I JUST THINK IT'S IMPORTANT WITH THE TREMENDOUS SHORTFALLS WE HAVE, WE'RE GOING TO NEED PUBLIC SUPPORT. AND THE PUBLIC NEEDS TO UNDERSTAND THE IMPORTANCE OF THIS. SO I HOPE WE DON'T OVERLOOK, YOU KNOW, THAT PUBLIC OUTREACH, AND REALLY BUILDING THE CASE FOR THE FUNDING SUPPORTS TO ADDRESS THIS ISSUE. GINA, I SEE YOU HAVE YOUR HAND UP?

GINA PAPAN: THANK YOU, MR. CHAIR. AND THANK YOU, STAFF. GREAT REPORT. I JUST WANT TO MAKE SURE WE'RE INCLUSIVE. DIDN'T JURISDICTIONS, LIKE, WE HAVE OUR OWN SEA LEVEL RISE GROUP. SO I WANT TO MAKE SURE IT'S TOTALLY INCLUSIVE AS WE MOVE FORWARD HERE. AND THEN ADDITIONAL PARTNERS, BECAUSE, SADLY, MY CITY HAD A REAL TRAGIC INCIDENT WHERE TWO PEOPLE DROWNED. SUDDEN SEA LEVEL RISE. PUMPS AND EVERYTHING WERE WORKING. AND PART OF OUR SYSTEM IS CONNECTED TO SFO, AND THEY NEED TO CLEAR OUT A CANAL. SO I DON'T KNOW IF WE'RE ACTUALLY INCLUDING THOSE

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PARTNERS, BUT THIS -- THESE DEATHS ARE STILL A MYSTERY, AND WE'RE INVESTIGATING IT ALL, BUT WE NEED TO INCLUDE THOSE PARTNERS, AS WELL. THANK YOU, MR. CHAIR.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU. PAT EKLUND. PAT? AND THEN EDDIE.

PAT ECKLUND: ACTUALLY, CHAIR SPERING, EDDIE HAD HIS HAND UP BEFORE ME. TO BE FAIR.

JIM SPERING, MTC PLANNING CHAIR: OKAY. GO AHEAD EDDIE.

EDDIE AHN: I'LL GO QUICKLY. I AM INTERESTED IN FOLLOWING THIS BECAUSE I SERVE BOTH COMMISSIONS MTC AND BCDC. I THINK FOR FUTURE PRESENTATIONS, TOO, IT WOULD BE HELPFUL TO UNDERSTAND, PROBABLY A PRIORITY LIST OF INFRASTRUCTURE WE'RE GOING TO SHORE UP IN ANTICIPATION OF ADAPTING TO CLIMATE CHANGE. ESPECIALLY IF -- I DID BACK OF THE NAPKIN MATH RIGHT NOW BUT IT LOOKS LIKE WE HAVE OVER 80% TO GO IN TERMS OF TRYING TO FUND-RAISE THE ENTIRE AMOUNT OF ADAPTING TO RISING SEA LEVELS SO WITH THAT IN MIND JUST KNOWING WHICH PIECE OF INFRASTRUCTURE IS MOST IMPORTANT SO THAT THE BAY AREA REGION FUNCTIONS I THINK WOULD BE GOOD. AND SECOND SMALL THING IS JUST TO HOPEFULLY INCLUDE, IN THE FUTURE, SAN FRANCISCO STAKEHOLDERS, SUCH AS OUR OFFICE OF RESILIENCE AND CAPITAL

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PLANNING AND MAKE SURE TO FOLLOW UP WITH STAFF TO ENSURE THAT THE RIGHT SAN FRANCISCO AGENCIES ARE INCLUDED. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: VERY GOOD COMMENTS, EDDIE. THANK YOU. PAT?

PAT ECKLUND: THANK YOU VERY MUCH, CHAIR SPERING. FIRST OF ALL, I DID WANT TO SAY GREAT PRESENTATION BY THE STAFF. AND IT'S WONDERFUL TO SEE THAT THE REGIONAL ORGANIZATIONS ARE WORKING TOGETHER ON AN ISSUE THAT AFFECTS ALL OF US. I, TOO, SERVE ON THE BAY CONSERVATION AND DEVELOPMENT COMMISSION, WHICH IS TRULY AN HONOR. I WANT TO THANK PRESIDENT ARREGUIN, AGAIN, FOR SELECTING ME TO SERVE ON THAT COMMISSION. AFTER HAVING WORKED FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY FOR OVER 35 YEARS AND THE U.S. ARMY CORP OF ENGINEERS FOR EIGHT, I HAVE FOCUSED PRIMARILY MY WHOLE FEDERAL CAREER ON ENVIRONMENTAL ISSUES RELATED TO SAN FRANCISCO BAY AND OTHERS. BUT AT THE DECEMBER MEETING OF THE BCDC COMMISSION, WE DID ADOPT THE SEA LEVEL RISE ADAPTATION PROGRESS GAPS AND NEEDS. AND AS PART THAT DOCUMENT THAT WE ADOPTED, THEY IDENTIFIED THAT THERE WERE 45% OF THE JURISDICTIONS AROUND SAN FRANCISCO BAY THAT DO NOT HAVE AN ADAPTATION PLAN. THE SECOND THING IS THAT IN BRIDGING THE GAP DOCUMENT THAT BCDC ALSO ADOPTED, IT'S CLEAR -- IT'S ON PAGE 21, AND I WOULD ENCOURAGE PEOPLE TO LOOK AT THIS -- ON THE COST ESTIMATES FOR DEALING WITH SEA LEVEL RISE, THEY

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LOOKED AT TWO FEET, 2.3 FEET, AND 6.6 FEET AND THE DIFFERENT FUNDING ADAPTATION COSTS ASSOCIATED WITH THAT, AND THE THREE AGENCIES, I BELIEVE, PICKED THE TWO FEET, WHICH INCLUDES A SEVEN FEET OF SEA LEVEL RISE, PLUS TWO FEET OF FREE BOARD AND EXTRA HEAD ROOM. BUT, WHAT IS NOT INCLUDED IN HERE, IN THESE COSTS, IS ENVIRONMENTAL MITIGATION, LAND ACQUISITION, UTILITY RELOCATION, AND MAINTENANCE COST. AND THOSE COSTS, A LOT ARE -- A LOT -- LOCAL GOVERNMENTS ARE VERY INVOLVED IN, LIKE, UTILITIES, LIKE SANITARY SEWERS, OR ENVIRONMENTAL MITIGATION, LOCAL GOVERNMENTS ARE VERY INVOLVED IN THAT. SO I REALLY THINK THAT ANY FUNDING REQUEST THAT WE MAKE, WE NEED TO ADD SOME FUNDING FOR LOCAL GOVERNMENTS TO BE ABLE TO FINE-TUNE, OR TO DEVELOP THEIR ADAPTATION PLANS. BECAUSE LOCAL GOVERNMENTS HAVE TO BE INVOLVED EVERY STEP OF THE WAY. AND WE HAVE NOT REALLY HAD AN ACTIVE ENGAGEMENT WITH THE REGULATORY AGENCIES. AND I THINK BCDC HAS EMPHASIZED AT LEAST IN THE TWO MEETINGS THAT I HAVE ATTENDED, SINCE I WAS APPOINTED, THE NEED TO REALLY REACH OUT TO LOCAL GOVERNMENTS. THE MARIN COUNTY MAYORS AND COUNCIL MEMBERS, WE HAVE A CLIMATE CHANGE SUBCOMMITTEE COMPOSED OF A REPRESENTATIVE -- ELECTED REPRESENTATIVE -- OF EACH OF THE CITIES AND WE ARE GOING TO BE BRINGING BCDC MAYORS AND COUNCIL MEMBERS CONFERENCE IN JULY SO THEY WILL BE TALKING TO ALL ELECTED OFFICIAL IN MARIN COUNTY IN FEBRUARY ABOUT THIS ISSUE. I REALLY THINK THAT MTC AND BCDC AND SAN FRANCISCO BAY RESTORATION AUTHORITY REALLY NEED TO ADVOCATE FOR, NUMBER ONE,

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FUNDING FOR CITIES AND COUNTIES TO DO AN ADAPTATION PLAN, AND TO IDENTIFY THEIR FINANCIAL NEEDS, AND TO IDENTIFY, SPECIFICALLY, WHAT SHOULD BE FUNDED TO HELP BRIDGE THE GAP SO THAT WE CAN MAKE SURE THAT ESTIMATES THAT WE'RE USING, WHICH IS 19 BILLION, WHICH IS A MINIMUM, THAT IT ALSO INCLUDE WHAT LOCAL GOVERNMENTS NEED TO DO THEIR FAIR SHARE OF IT. SO, ANYWAYS, SO I AGREE THAT THE STATE NEEDS TO FUND THIS. LOCAL GOVERNMENTS, IN MY OPINION, CANNOT. WE'RE HAVING A TOUGH TIME JUST DOING WHAT WE NEED TO DO. AND ESPECIALLY FOR THOSE LOCAL GOVERNMENTS WHO ARE POOR PROPERTY TAX CITIES, LIKE THE CITY OF NOVATO, WHERE WE ONLY GET $0.07 ON THE DOLLAR, MOST CITIES GET 23 TO $0.26 ON THE DOLLAR. SO, ANYWAY, COMMENTS FROM MARIN, AND THE NORTH BAY, I THINK THAT WE REALLY NEED TO MAKE A CONCERTED EFFORT TO INCLUDE SOME COST ESTIMATES FOR CITIES WHEN WE GO TO THE STATE LEGISLATURE OR OTHER FUNDING OPPORTUNITIES. SO, THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, PAT. I DON'T SEE ANY OTHER COMMITTEE MEMBERS HANDS UP. AND, SO, IS THERE ANY PUBLIC COMMENTS?

CLERK OF THE BOARD: YES. THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM, AND THERE IS ONE MEMBER OF THE PUBLIC WITH THEIR HAND RAISED. RICH.

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JIM SPERING, MTC PLANNING CHAIR: OKAY.

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

RICHARD HEDGES: THANK YOU CHAIR SPERING. I WANT TO RAISE A COUPLE OF ISSUES. FIRST I WANT TO ACKNOWLEDGE THAT I AGREE WITH COMMISSIONER PAPAN. BUT I WANT TO ADD SOME THINGS. WE NEED TO REALLY LOOK AT PRIVATE PUBLIC PROJECT PARTNERSHIPS COORDINATED THROUGHOUT BAY AREA JUST A FEW IN THE COUNTY WHERE I LIVE IN, WE HAVE META WITH GILEAD, ALUMINA, WHICH IS A COMPANY THAT JUST BUILT FIVE STORY BUILDINGS RIGHT NEXT TO THE BAY VISA'S WORLD HEADQUARTERS, AND SONY PLAYSTATION MOST OF THESE ARE WITHIN A 1 TO 10 BLOCK WALK FROM MY HOUSING THEY REALLY DO SHARE THESE PROBLEMS AND SHOULD HELP FUND THEM. I COULD GO ON, THROUGHOUT THE COUNTY WITH ROACH IN SAN FRANCISCO AND MANY OTHER COMPANIES WITHIN THAT AREA WITH BIOTECH. SO I JUST LOOK FORWARD TO US INCLUDING THAT SECTION. I THINK THEY HAVE BEEN INCLUDED IN OUR COUNTY PLAN. I AM SURE THAT COMMISSIONER PAPAN COULD BETTER INFORM THAN I CAN. BUT LET'S GO FORWARD LOOKING AT SOURCES OF PEOPLE THAT HAVE THE SAME THING TO LOSE AS OUR RESIDENTS, WHO ARE PAYING THE TAXES. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU. CARLOS, DID YOU HAVE YOUR HAND UP? DID YOU WANT TO SPEAK?

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CARLOS ROMERO: I DO. THANK YOU, CHAIR. I, TOO, AM IN PARTICULAR IN SUPPORT OF THE FACT THAT WE'RE TRYING TO ADDRESS SEA LEVEL RISE AND THE OTHER ENVIRONMENTAL ISSUES THAT WE ARE INCURRING BASED ON OUR RISE IN FOSSIL FUEL CONSUMPTION. AND, AGAIN, COMING FROM A COUNTY WHERE WE DO HAVE A LOCAL AGENCY RECENTLY FORMED TO WORK ON THIS, AS WELL AS COMING FROM A CITY, THAT BECAUSE THERE HAS NOT BEEN A LOT OF OTHER FEDERAL STATE MONEY, HAVE ACTUALLY, IN A VERY RELATIVELY POOR CITY, HAVE APPROXIMATELY POURED IN $10 MILLION OF OUR OWN GENERAL FUND MONEY TO BEGIN TO ADVANCE TO ADDRESS THE ISSUE OF FLOODING BY SEA LEVEL RISE. WE ALL NEED TO LOOK AT EXISTING EFFORTS AROUND THE BAY AREA AND I THINK COMMISSIONER PAPAN MENTIONED THAT. BUT I ALSO THINK IT'S EXTREMELY IMPORTANT FOR ALL OF US TO COLLABORATE COLLECTIVELY. WE ARE A REGIONAL BODY, PROBABLY THE PRIORITIZATION OF PROJECTS, WHICH COMMISSIONER AHN TALKED ABOUT WILL BE A CRITICAL DISCUSSION FOR ALL OF US TO HAVE, WITHIN THE CONTEXT. I KNOW THE PRESENTERS USED THE TERM EQUITY SEVERAL TIMES, AND TO THE EXTENT THAT THAT CAN ACTUALLY BE MORE FULLY FLESHED OUT WHAT IS MEANT BY EQUITY, AS EVERYBODY GETS THEIR PROPORTIONAL FAIR SHARE, OR EXAMPLES OF OTHER PLACES WHERE WE HAVE LOW-INCOME FOLKS THAT WILL BE IMPACTED AND WILL NOT HAVE THE CAPACITY TO DO THEIR OWN LIFTING OF HOMES OR WHATEVER, THAT WE WOULD LOOK AT AN EQUITY DEFINITION THAT NOT JUST ADDRESSES A FAIR APPORTIONMENT BASED

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ON POPULATION BUT ALSO ON IMPACT AND ADDRESSING, PERHAPS, PAST NEGLECT OF SOME OF THOSE COASTAL OR, YOU KNOW, BAY FRONTING COMMUNITIES THAT ARE MORE LOW-INCOME. AGAIN, THANK YOU FOR THE GREAT WORK. AND I HOPE WE CAN HAVE THOSE CONSIDERATIONS DISCUSSED IN THE FUTURE.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, CARLOS. AMY, DID YOU WANT TO COMMENT?

AMY R. WORTH: THANK YOU MR. CHAIR. I APOLOGIZE I TRIED TO GET MY HAND UP EARLIER, BUT I WASN'T FAST ENOUGH. I JUST WANT TO SHARE THE COMMENTS THAT HAVE BEEN MADE ABOUT THE IMPORTANCE OF THIS EFFORT AND THE IMPORTANCE OF COLLABORATION. AND I KNOW A NUMBER OF YOU MAY KNOW THAT THIS HAS BEEN IN A NUMBER OF FOREFRONT BAY AREA REGIONAL COLLABORATION WORK IT INVOLVES ALL OF THE REGIONS, AGENCIES, PLUS THE TWO RELEVANT STATE AGENCIES, TRI-STATE AGENCIES CALTRANS COASTAL CONSERVANCY AND WATER QUALITY CONTROL BOARD THE GOAL AND DEVELOPMENT, BCDC HAS BEEN DOING THE HEAVY LIFTING IN THE DEVELOPING OF THE PLAN, AND SECOND, ADVOCACY FOR THE EFFORTS OF FUNDING FOR THESE PLANS THIS IS GOING TO TAKE STATE AND FEDERAL DOLLARS TO SUPPLEMENT LOCAL GOVERNMENT AND WE NEED TO LOOK TO THE CORPORATIONS, LAND OWNERS, TO HELP SUPPORT THIS. AND I WANT TO THANK BCDC FOR GOING AROUND TO ALL THE MAYOR'S CONFERENCES. IN OUR CONVERSATIONS IN THE PAST AROUND THE PLAN AND BUILDING

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REGIONAL AWARENESS OF IT THAT WAS ONE OF THE PRIORITIES THAT WE ALL HAD IDENTIFIED TOGETHER AND I KNOW THAT OUR COUNTY WAS REALLY GRATEFUL, OUR MAYORS AND COUNCIL MEMBERS WERE REALLY GRATEFUL TO HAVE THE OPPORTUNITY TO HEAR, YOU KNOW, DIRECTLY ABOUT THE PLAN, AND RECOGNIZING THAT THESE, YOU KNOW, THOSE -- BAY RISE, IS, YOU KNOW, WE'RE UNIQUE IN CALIFORNIA, BECAUSE OF THE TREMENDOUS RESOURCE OF THE BAY AND THE FACT THAT ALL OF OUR COUNTIES ARE IMPACTED AND CITIES ARE. SO, THANK YOU VERY, VERY MUCH, AND WE'LL CONTINUE TO DISCUSS THIS AT BARC AND TO ENSURE THAT ALL OF OUR AGENCIES ARE CONTINUALLY WORKING TOGETHER. AND I REALLY ALSO WANT TO THANK THE EXECUTIVE DIRECTORS OF ALL THE REGIONAL AGENCIES. BECAUSE FROM THAT EXECUTIVE PERSPECTIVE, THIS HAS BEEN A REAL PRIORITY IN TERMS OF COMING TOGETHER AND IDENTIFYING HOW WE CAN ALL WORK TOGETHER AND BE ONE VOICE WHEN WE ADVOCATE AND GO TO SACRAMENTO FOR THESE FUNDS AND ALSO TO THE FEDERAL ADVOCACY. SO, THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU. SEEING NO OTHER HANDS. RACHEL AND NICHOLAS, THANK YOU FOR THE PRESENTATION. I WANT TO THANK ALL THE BCDC STAFF. I SEE THERE'S A BUNCH OF YOU ON HERE, FOR ALL YOUR GOOD WORK, AND THANK YOU, LARRY, FOR JUMPING IN ON THIS MEETING. THANK YOU EVERYONE FOR THIS PRESENTATION.

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LARRY GOLDZBAND: THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: LET'S MOVE ON TO SOMETHING THAT'S A LITTLE LESS CONTROVERSIAL THAN SEA LEVEL RISE. THIS IS GOING TO OUR TRANSIT ORIENTED COMMUNITIES. I BELIEVE, THERESE, YOU'RE GOING TO GIVE AN INTRODUCTION AND KICK THIS OFF, AND AFTER THERESE WE'RE GOING TO TURN IT OVER TO STAFF. THEY'RE GOING TO DO THE PRESENTATION, AND COMMITTEE MEMBERS I WOULD LIKE TO GET YOUR COMMENTS THEN MOVE INTO PUBLIC COMMENTS AND EITHER OTHER MEMBERS OF MTC OR ABAG WANT THAT TO COMMENT. WITH THAT, THERESE. GIVE US THE INTRODUCTION.

THERESE MCMILLAN: OKAY. THANKS SO MUCH CHAIR SPERING. AND I APPRECIATE HAVING A COUPLE OF MINUTES TO SET SOME CONTEXT FOR THIS ITEM, WHICH, UPON REVIEW DID NOT LEAP OFF OF THE PAGE OF THE PAGE THEY SENT TO YOU. AND IT'S REALLY IMPORTANT TO FRAMING THIS DISCUSSION THEY WOULD LIKE TO HAVE WITH COMMISSIONERS AND EXECUTIVE DIRECTOR ITEMS. AT THE END OF 2021 THE COMMISSION AND EXECUTIVE BOARD TOOK ACTION ON TWO EXTRAORDINARY EFFORTS, PLANNED BAY AREA 2050 AND RHNA CYCLE SIX AND BOTH EFFORTS STRETCHED THE REGION BEYOND ANY PREVIOUS PLANNING MANDATES WE HAD. IT RESULTED IN 35 AMBITIOUS STRATEGIES IN TRANSPORTATION, HOUSING, THE ECONOMY, AND THE ENVIRONMENT UNDER PLANNED BAY AREA 2050 THAT HAD TO, AMONG OTHER THINGS, MEET AN EXCEEDINGLY TOUGH GHG REDUCTION TARGET.

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AND WITH RHNA, WE HAD TO ASSIGN REGIONAL TARGETS THAT HAD NEVER BEEN HIGHER, REFLECTING THE UNDISPUTED HOUSING CRISIS ACROSS CALIFORNIA AND IN PARALLEL WE WANTED TO DEVELOP TOOLS TO HELP OUR JURISDICTIONS PLAN FOR THOSE TARGETS. IN ADDITION, MTC AND ABAG, LAST YEAR, ASSUMED THE NEW AUTHORITIES AND RESPONSIBILITIES UNDER THE LEGISLATIVE MANTLE OF THE BAY AREA HOUSING FINANCING AUTHORITY TO LEAD ADVANCES IN HOUSING PRODUCTION, PRESERVATION AND PROTECTION FOR THOSE THAT SEEK TO LIVE IN THIS REGION IN AFFORDABLE PLACES BENEFITTING INCLUSIVE COMMUNITIES THAT SHOULD BE -- THAT EVERYONE SHOULD BE ABLE TO CALL HOME. AND, YOU, AS OUR BOARD MEMBERS, STEPPED FORWARD TO ADOPT AND EMBRACE PLANNED BAY AREA 2050, RHNA SIX, AND THE BAHFA DIRECTIVES. BUT IN DOING SO, I THINK WE ALL COLLECTIVELY NEW THAT CARRYING OUT THESE OBJECTIVES WAS GOING TO BE REALLY HARD. AND WOULD REQUIRE FINDING INTERSECTIONS WITH MANY DIFFERENT POLICIES TO ACHIEVE THOSE OBJECTIVES. THE PROPOSED -- BOLD -- UNDERLINED -- PROPOSED TOC POLICY THAT WE HAVE BEFORE YOU TODAY IS A CRITICAL OPPORTUNITY TO FIND THOSE REINFORCING INTERSECTIONS, AND STAFF TOOK AN ADMITTEDLY BOLD MOVE UP FROM THE CURRENT TOC POLICY IN FRAMING THE DRAFT THAT WE PUT BEFORE YOU. NOW, THIS IS NOT THE ONLY INTERSECTION WHERE PLANNED BAY AREA 2050, RHNA, AND BAHFA GOALS NEED TO MEET, BUT IT IS A TIMELY ONE THAT STAFF WILL EXPLAIN IN OUR PRESENTATION. THAT SAID, AS THE TOC POLICY PARAMETERS EMERGE, THERE ARE ESSENTIAL CONSIDERATIONS TO ENSURE THAT THEY CAN BE

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CARRIED OUT SUCCESSFULLY. A FEW TO KEEP IN MIND AT THE OUTSET: THIS POLICY WILL NOT BE DONE TOMORROW, NOR IN A VERY SHORT TIME FRAME. MUCH LIKE THE EXISTING TOC POLICY, IT IS EXPECTED TO GUIDE MULTIPLE YEARS OF TRANSPORTATION AND LAND USE COORDINATION AND NECESSARILY NEEDS TO BE IMPLEMENTED IN STAGES. IT NEEDS, ALSO, TO BE ABLE TO OVERLAY AND ADAPT TO LEGISLATIVE REQUIREMENTS THAT MAY COME IN CURRENT OR FUTURE LEGISLATION, BOTH IN TRANSPORTATION AND HOUSING THAT MAY IMPACT THE BOUNDARIES OF THE POLICY AS ITS ULTIMATELY FRAMED. IT DOES NOT ASSUME THAT ALL EXISTING PLANNING EFFORTS, ESPECIALLY THOSE UNDER OUR PDA PROGRAM ARE STRIPPED DOWN TO THE STUDS, TO USE A HOUSING ANALOGY. WE NEED A THOUGHTFUL TRANSITION PLAN TO HELP GUIDE TODAY TO WHERE WE'RE GOING TO GO WITH A NEW KEY POLICY STRUCTURE THAT'S GOING TO GO TO AN ESSENTIAL ELEMENT OF IMPLEMENTATION CONSIDERATION. AND FINALLY, AND CERTAINLY NOT THE LEAST, FLEXIBILITY IS KEY. AND STAFF SEEKS TO BUILD FACTORS INTO THE NEW POLICY THAT ALLOWS FOR THE SUCCESSFUL APPLICATION OF INDIFFERENT ENVIRONS THROUGHOUT THIS REGION. WITH THAT IMPORTANT CONTEXT, I WOULD LIKE TO TURN IT OVER TO MATT MALONEY TO BEGIN THE PRESENTATION. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. MATT?

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MATT MALONEY: THANKS THERESE. I DON'T HAVE A WHOLE LOT IN TO ADD. THERESE COVERED IT WELL. PLANNED BAY AREA 2050 FORECASTED 82% OF ALL FUTURE HOUSEHOLD GROWTH. AND 63% OF ALL FUTURE JOB GROWTH REALLY IN THIS THESE RICH AREAS. MANY OF WHICH ARE ALSO PRIORITY DEVELOPMENT AREAS. AND AS THERESE MENTIONED THAT'S REALLY THE FOCAL POINT AND DRIVING FORCE OF HOW WE TAMP DOWN ON RISING VEHICLE MILES TRAVELED AND ALSO REDUCE GHG. AND SO THESE AREAS, TRANSIT-RICH AREAS, IS REALLY THE FOCUS OF THIS PRESENTATION TODAY. AND I JUST WANT TO KIND OF UNDERSCORE THAT IT'S THOSE AREAS THAT WE'RE FOCUSED ON. YOU KNOW, IT IS BOLD, AS THERESE MENTIONED, AND, YOU KNOW, WE HAVE COME A LONG WAYS SINCE 2005, WHICH IS THE LAST TIME WE DID THIS STRATEGY. WE HAVE A BROADER APPLICATION HERE LOOKING AT BOTH EXISTING CORRIDORS, AS WELL AS NEW CORRIDORS, AND, BUT THERESE MENTIONED ALSO THE FLEXIBILITY AS WELL THAT'S INHERENT IN THE POLICY LOOKING AT NOT JUST RESIDENTIAL BUT ALSO COMMERCIAL AND JOB GROWTH, AS WELL. YOU KNOW, AND AS WELL AS THE THREE PS OF HOUSING, WHICH YOU WILL NOTICE ARE, ALSO, KIND OF INTERWOVEN INTO THIS POLICY UPDATE TODAY. AND THAT'S JUST REALLY TO ENSURE THAT WHEN WE MAKE MAJOR CHANGES OR PLAN FOR MAJOR CHANGES IN THESE STATION AREAS, THAT WE ENSURE THAT THESE ARE PLACES FOR PEOPLE OF ALL INCOME LEVELS. SO, YOU KNOW, TOTALLY AGREE WITH THE PHASE-IN PERIOD. REALLY WANT TO TAKE YOUR TEMPERATURE ON THE POLICY ITSELF TODAY, AND THEN REALLY RETURN AND GET COMMISSION DIRECTION ON KIND OF HOW IT GETS PHASED IN

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AND REALLY, JUST THE TIMING FOR ALL OF THAT. TODAY, ON THE STAFFING, WE HAVE GOT KARA VUICICH. PROJECT MANAGER ON THE STUDY WHO WILL GIVE THE PRESENTATION, THERESA IS ALSO HERE WHO IS OUR DIRECTOR OF MOBILITY. I WILL PASS IT TO KARA TO GET THE BALL ROLLING.

KARA VUICICH: THANK YOU. IF WE COULD BRING UP THE PRESENTATION. GOOD MORNING. IT'S STILL MORNING, COMMITTEE MEMBERS. AND, AS MATT SAID, THIS IS AN INFORMATION ITEM THAT PROVIDES AN OVERVIEW OF THE VERY INITIAL DRAFT PROPOSAL FOR A TRANSIT ORIENTED COMMUNITIES POLICY, THE APPROACH AND REQUIREMENTS. AND THIS WOULD REPLACE THE 2005 RESOLUTION 3434 TRANSIT ORIENTED DEVELOPMENT POLICY. AND A QUICK NOTE ON THE NAME CHANGE, OR THE PROPOSED NAME CHANGER. SO IN ORDER TO EMPHASIZE THE IMPORTANCE OF BROADER TRANSIT ORIENTED COMMUNITIES VERSUS INDIVIDUAL DEVELOPMENT PROJECTS AT TRANSIT STATIONS AND ALONG TRANSIT CORRIDORS THE PROPOSAL CHANGES THE POLICIES NAME FROM TRANSIT ORIENTED DEVELOPMENT OR TOD TO TRANSIT ORIENTED COMMUNITIES OR TOC. LAST WE PRESENTED TO THE COMMITTEE IN SPRING OF 2020 SO IT'S BEEN LITTLE WHILE AND PROVIDED YOU A SUMMARY TIMELINE AND PROCESS FOR STAKEHOLDER ENGAGEMENT. SINCE THAT TIME WE HAVE CONVENED A TECHNICAL ADVISORY COMMITTEE THAT INCLUDES REPRESENTATIVES FROM TRANSIT AGENCIES, LOCAL JURISDICTIONS, COUNTY TRANSPORTATION AGENCIES, AS WELL AS FROM OTHER TRANSPORTATION AND HOUSING

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ORGANIZATIONS. THE TOC HAS ALREADY PROVIDE FEEDBACK ON ELEMENTS OF THE DRAFT POLICY PROPOSAL AND I HAVE INCLUDED SOME OF THAT IN THE PRESENTATION TODAY. AND WE'LL BE CONTINUING TO WORK WITH THE TOC MEMBERS AS WELL AS STAKEHOLDERS AS WE MOVE FORWARD WITH FURTHER REFINING AND REVISING THE DRAFT THAT WE'RE GOING TO PRESENT. NEXT SLIDE PLEASE. AS YOU KNOW PLANNED BAY AREA 2050 WAS ADOPTED A FEW MONTHS AGO IT PROVIDES THE BASIS FOR THE TRANCE ATLANTIC POLICY DRAFT POLICY PROPOSAL ADDRESSES MULTIPLE STRATEGIES FROM ALL ELEMENTS OF THE PLAN INCLUDING TRANSPORTATION HOUSING ECONOMIC AND ENVIRONMENTAL STRATEGIES FOR KEY FOCUS OF THE POLICY IMPLEMENTING THE PLAN STRATEGIES THAT WILL INCREASE THE NUMBER OF HOUSEHOLDS AND JOBS NEAR THE REGION'S RAIL, FERRY AND FREQUENT BUS STOPS IN STATIONS IMPLEMENTATION OF THESE STRATEGIES IS PROJECTED TO RESULT IN AN ADDITIONAL 1.1 MILLION HOUSEHOLDS AND ABOUT 900,000 JOBS LOCATED IN THESE AREAS BY 2050 AND IS A KEY COMPONENT OF MEETING THE PLAN'S GREENHOUSE GAS REDUCTION TARGETS. NEXT SLIDE PLEASE. SO LIKE THE ORIGINAL TRANSIT ORIENTED DEVELOPMENT POLICY THE PROPOSED TRANSIT ORIENTED COMMUNITIES POLICY FOCUSES ON AREAS WHERE TRANSIT INVESTMENTS IN HIGH QUALITY TRANSIT, NAMELY THIS IS RAIL, FERRY, AND FREQUENT BUS SERVICES OR PLANS AND IT TIES IMPLEMENTATION OF VARIOUS STRATEGIES PARTICULARLY FOCUSED ON INCREASING RESIDENTIAL COMMERCIAL DENSITIES IN TRANSIT-RICH AREAS TO IMPLEMENTATION OF BAY AREA TRANSIT INVESTMENTS FOUR PROPOSED

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TOC POLICY GOALS ON THE LEFT SIDE FIRST INCREASE DENSITY FOR NEW RESIDENTIAL DEVELOPMENT AND PRIORITIZE AFFORDABLE HOUSING IN TRANSIT-RICH AREAS WHICH ARE LOCATIONS WITHIN ONE HALF MILE OF TRANSIT STOPS OR STATIONS THAT PROVIDE FERRY RAIL OR FREQUENT BUS SERVICE SECOND INCREASE DENSITIES FOR COMMERCIAL DEVELOPMENT HUBS SERVING MULTIPLE TRANSIT PROVIDES 30 GOLD COMPLEMENTS FIRST TWO GOALS WHICH SEEK TO LOCATE MORE HOUSING IN TRANSIT-RICH AREAS TYPICALLY WITH THEN MINUTE WALKS AND FINALLY GOALS FOR CONTINUING REGIONAL SUPPORT FACILITATION PARTNERSHIPS AND IMPLEMENT TOC POLICIES TO CREATE EQUITABLE TRANSIT ORIENTED COMMUNITIES WITHIN OUR REGION NEXT PROVIDE BE DETAIL ON PROPOSED TOC POLICY APPLICATIONS TO AREAS WHERE INVESTMENTS IN RAIL, FERRY AND FREQUENT BUS TRANSIT ARE PLANNED. NEXT SLIDE. AGAIN WE'RE PROPOSE THAT THE POLICY APPLY TO PRIORITY DEVELOPMENT AREAS OR TRANSIT-RICH AREAS WHERE PLANNED BAY AREA INVESTMENTS AND RAIL FORE AND FREQUENT BUS SERVICE ARE PLANNED. THIS WOULD INCLUDE TRANSIT-RICH PRIORITY DEVELOPMENT AREAS AS WELL AS EXISTING OR FUTURE TRANSIT-RICH AREAS WHERE A PDA HAS NOT YET BEEN DESIGNATED WHAT THIS MEANS OR WHAT THIS WOULD POTENTIALLY LOOK LIKE IS THAT TRANSIT-RICH PDAS THAT DO NOT CURRENTLY COMPLY WITH THE TOC POLICY REQUIREMENTS MAY NEED TO UPDATE OR ADOPT PLANS OR ORDINANCES IN ORDER TO COMPLY. THOSE THAT ALREADY COMPLY WOULD NOT NEED TO TAKE ANY FURTHER ACTION FOR LOCATIONS WHERE A TRANSIT-RICH PDA HAS NOT BEEN DESIGNATED A LOCAL JURISDICTION WOULD STILL

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NEED TO COMPLY WITH THE TOC POLICY REQUIREMENTS. MTC WOULD STRONGLY ENCOURAGE THAT A PDA BE DESIGNATED IN THOSE LOCATIONS BUT A DECISION OF PDA WOULD NOT BE REQUIRED IN ORDER TO COMPLY WITH A TOC POLICY. I WANT TO EMPHASIZE THAT WE ANTICIPATE IMPLEMENTATION OF THE TOC POLICY IN THESE AREAS WOULD HAPPEN OVER MULTIPLE YEARS AND AGAIN WOULD BE COORDINATED WITH PLANNED TRANSIT INVESTMENTS. NEXT SLIDE PLEASE. SO AS DISCUSSED ON THE PREVIOUS SLIDE, THE TOC POLICY, AGAIN, WOULD APPLY TO LOCATION WHERE IS WE'RE MAKING INVESTMENT IN RAIL, FERRY AND FREQUENT BUS SERVICE INCLUDES AREAS WHERE NEW STATIONS WOULD BE CREATED AS A RESULT OF EXPANSION OR EXTENSION PROJECTS AS WELL AS EXISTING STOPS AND STATIONS WHERE MAJOR IMPROVEMENTS OR ENHANCEMENTS TO EXISTING TRANSIT SERVICE PLANS. NEW STATIONS ALONG TRANSIT EXPANSIONS OR EXTENSIONS PROPOSED POLICY WOULD REQUIRE ALL POLICY REQUIREMENTS BE MET BY LOCAL JURISDICTIONS BEFORE DISCRETIONARY FUNDS ARE PROGRAMMED FOR CONSTRUCTION OF THE TRANSIT PROJECT OR BEFORE MTC WOULD PROVIDE ENDORSEMENT FOR PROJECT FUNDING SIMILAR TO THE APPROACH FROM THE ORIGINAL 2005TOD POLICY AND SEEKS TO SUPPORT PLANNING AND ZONING ARE IN PLACE BEFORE TRANSIT EXPANSION OR EXTENSION BECOMES OPERATIONAL FOR TRANSIT ENHANCEMENT OR IMPROVEMENT PROJECTS WHERE TRANSIT ARE ALREADY OPERATING TRANSIT PROJECT FUNDING WOULD NOT BE TIED TO POLICY COMPLIANCE INSTEAD FOCUS WOULD BE ON PROVIDING PLANNING AND TECHNICAL ASSISTANCE INITIALLY AS

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PART OF OBAG 3 AND REAP 2.0 TO ASSIST WITH COMPLIANCE IN COORDINATION WITH NEAR-TERM TRANSIT ENHANCEMENTS AND IMPROVEMENT PROJECTS THAT SAID STAFF IS PROPOSING THAT A JURISDICTIONAL'S ELIGIBILITY FOR FUTURE CYCLES OBAG FOUR EVEN LATER CYCLES WOULD BE CONTINGENT UPON TOC POLICY COMPLIANCE WE ANTICIPATE TOC POLICY IMPLEMENTATION WILL BE PHASED OVER MULTIPLE YEARS IN COORDINATION WITH TRANSIT IMPROVEMENTS. NEXT SEVERAL SLIDES DISCUSS KEY DIFFERENCES BETWEEN 2005TOC POLICY AND DRAFT TOC POLICY PROPOSAL. NEXT SLIDE PLEASE. THANK YOU. IN SHORT THE PROPOSED TOC POLICY WOULD APPLY MUCH MORE BROADLY THAN THE 2005TOD POLICY. THE 2005TOD POLICY ONLY APPLIED TO SPECIFIC NAMED TRANSIT EXPANSION PROJECTS THAT WERE INCLUDED IN MTC RESOLUTION 3434. REQUIRING A MINIMUM NUMBER OF HOUSING UNITS EITHER BE ZONED OR BUILT WITHIN A HALF MILE OF NEW STATIONS ALONG THE TRANSIT CORRIDOR IN CONTRAST THE COMMUNITIES POLICY WOULD APPLY TO ALL STOPS AND STATIONS AFFECTED BY PLANNED BAY AREA INVESTMENTS IN RAIL, FERRY AND FREQUENT BUS SERVICE INCLUDING EXTENSIONS OR EXPANSIONS AS WELL AS STATIONS OR STOPS AFFECTED BY MAJOR TRANSIT IMPROVEMENTS ENHANCEMENTS. NEXT SLIDE PLEASE. I'M GOING TO PRESENT THE PROPOSED TOC POLICY REQUIREMENT IN MORE DETAIL LATER IN THE PRESENTATION BUT THIS SLIDE PROVIDES AN OVERVIEW AND COMPARISON BETWEEN REQUIREMENTS FROM THE TRANSIT ORIENT THE DEVELOPMENT POLICY AND TOC POLICY. THE 2005TOD POLICY SET MINIMUM THRESHOLDS FOR EXISTING HOUSING UNITS ALONG CERTAIN

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TRANSIT EXPANSION CORRIDORS BASED ON TYPE OF SERVICE PROVIDED AFFORDABLE HOUSING UNITS WERE GIVEN EXTRA WEIGHT IN TERMS OF MEETING THRESHOLDS TOC POLICY REQUIREMENTS BUILD FROM COMPLEMENTED PRIORITY DEVELOPMENT AREAS GUIDELINES FOCUSING ON KEY ELEMENTS FROM THE GUIDELINES THAT WILL BE REQUIRED TO IMPLEMENT PLANNED BAY AREA CONSEQUENTLY PROPOSED TOC POLICY REQUIREMENTS ADDRESS RESIDENTIAL COMMERCIAL DENSITY AROUND TRANSIT STOPS AND STATIONS AFFORDABLE HOUSING IN KNOW ANTI-DISPLACEMENT POLICIES PARKING MANAGEMENT STATION ACCESS AND CIRCULATION INCLUDING CONNECTIVITY TO ADJACENT EQUITY PRIORITY COMMUNITIES THAT REMAIN OUTSIDE THE HALF MILE STATION AREA. NEXT SLIDE PLEASE. LIKE THE 2005TOD POLICY THE PROPOSED TOC POLICY WOULD CONDITION DISCRETIONARY PROJECT FUNDING AS WELL AS FUNDING ENDORSEMENTS FOR TRANSIT EXPANSIONS AND ENHANCEMENTS ON WHETHER A JURISDICTION HAS MET POLICY REQUIREMENTS KEY DIFFERENCE IS PROPOSED TOC POLICY WOULD ALSO APPLY TO AREAS AROUND EXISTING STATIONS WHERE MAJOR TRANSIT ENHANCEMENTS IMPROVEMENTS ARE PLANNED LOCAL JURISDICTIONS ELIGIBILITY FUTURE REGIONAL DISCRETIONARY TRANSPORTATION YOU FUNDS YOU SUCH AS FUTURE CYCLES AND LATER CONDITIONED ON COMPLIANCE WITH POLICY REQUIREMENT DIFFERENCE BETWEEN THE 2005 POLICY AND TOC POLICY AND FURTHER DETAIL PROPOSED REQUIREMENTS. THE TOC POLICY REQUIREMENTS NOT ONLY ADDRESS RESIDENTIAL DENSITY AROUND TRANSIT STOPS AND STATIONS BUT ALSO COMMERCIAL DENSITY FOR OFFICE SPACE REQUIRING MINIMUM

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RESIDENTIAL AND COMMERCIAL DENSITIES FOR DEVELOPMENT IN TRANSIT-RICH OR PDA OR MAJOR TRANSIT INVESTMENTS WHERE PDAS ARE PLANNED TABLE SHOWN ON BASED MINIMUM DENSITIES AT WHICH NEW DEVELOPMENT WOULD NEED TO BE BUILT IN ORDER TO IMPLEMENT THE PLAN. BASED ON TRANSIT SERVICE THAT WOULD BE AVAILABLE WITH HIGHEST DENSITIES REQUIRED AT REGIONAL RAIL HUBS SERVED BY MULTIPLE BART LINES BART AND CALTRAIN I WANT TO NOTE THIS REQUIREMENT IS NOT SEEKING TO SPECIFY ONE LAND USE VERSUS ANOTHER IN A STATION AREA RATHER TO ENSURE AVERAGE DENSITY OF ANY NEW RESIDENTIAL OR COMMERCIAL DEVELOPMENT IS BUILT AT OR ABOVE SPECIFIED MINIMUMS. EXISTING PLANS WE TOOK AN INITIAL LOOK AT SOME EXISTING PLANS AND OUR REVIEW INDICATES THAT THE PROPOSED DENSITY RANGES ARE FEASIBLE HOWEVER THERE CAN BE SIGNIFICANT VARIATION IN BOTH LAND USE TYPES AND INTENSITIES WITHIN STATIONS WITHIN A SURROUNDING AREA TRANSIT STOP OR STATION WE'RE CONTINUING TO WORK WITH STAKEHOLDERS INCLUDING LOCAL JURISDICTIONS AND PLANNING STAFF TO FURTHER REFINE THE PROPOSED REQUIREMENT TO PROVIDE OFFICIAL SPECIFICITY AS WELL AS FLEXIBILITY IN ORDER TO ACCOMMODATE DIVERSITY THROUGHOUT THE REGION AS WELL AS SIGNIFICANT LAND USE WITHIN A SITUATION STATION AREA NEXT SLIDE SHOWS COMMERCIAL PROJECTS FROM AROUND THE BAY AREA THAT INDICATE THE RANGE OF DENSITY. NEXT SLIDE. THESE ARE THE MINIMUM DENSITIES PROPOSED FOR REGIONAL RAIL HUBS THE RESIDENTIAL PROJECTS THAT YOU SEE ON YOUR RIGHT ARE FROM DOWNTOWN OAKLAND AND THE COMMERCIAL PROJECTS ON THE LEFT

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-- SORRY -- RESIDENTIAL PROJECTS ON THE LEFT, COMMERCIAL PROJECTS ON THE RIGHT, ARE FROM DOWNTOWN OAKLAND AND DOWNTOWN SAN FRANCISCO. NEXT SLIDE, PLEASE. SO FOR TIER TWO THIS WOULD INCLUDE REGIONAL RAIL SUCH AS BART AND CALTRAIN LIGHT RAIL TRANSIT BUS RAPID TRANSIT AND WHAT YOU SEE ARE A PROJECT FROM SAN JOSE NEAR DOWNTOWN. ON THE RESIDENTIAL SIDE. AND THEN ANOTHER PROJECT FROM DOWNTOWN -- THE DOWNTOWN SOUTH SAN FRANCISCO PDA. THE COMMERCIAL PROJECTS ON THE RIGHT OF THE SLIDE ARE FROM THE EASTERN NEIGHBORHOODS PDA IN SAN FRANCISCO AND FROM THE EL CAMINO REAL PDA IN BURLINGAME. NEXT SLIDE PLEASE. LASTLY, FOR OUR EXAMPLES, THE RESIDENTIAL EXAMPLES ARE FROM THE GREATER DOWNTOWN PDA IN SAN JOSE FOR THE EXAMPLE ON THE TOP AND THEN FROM THE PDA IN FREMONT ON THE BOTTOM LEVEL AND THEN ON THE RIGHT WE HAVE A PROJECT FROM SAN MATEO FROM THEIR RAIL CORRIDOR PDA, AND THEN ON THE BOTTOM, FROM THE DOWNTOWN REDWOOD CITY PDA. NEXT SLIDE PLEASE. SO THIS -- THE PROPOSED REQUIREMENTS FOR AFFORDABLE HOUSING AND ANTI-DISPLACEMENT FOCUS ON PRODUCTION, PRESERVATION AND PROTECTION OF AFFORDABLE HOUSING IN TRANSIT-RICH AREAS. THIS REQUIREMENT SUPPORTS SEVERAL PLANNED BAY AREA HOUSING STRATEGIES WHICH ARE LISTED ON THE RIGHT SIDE OF THE SLIDE, AS WELL AS IMPLEMENTATION OF THE REGIONAL HOUSING NEEDS ALLOCATION. GIVEN THE RANGE OF LAND USE AND HOUSING MARKET CONTEXT THROUGHOUT THE REGION PROPOSAL FOR THIS REQUIREMENT TAKES A MENU APPROACH. THERE IS A LIST OF POLICIES AND WHAT'S BEING

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PROPOSED IS THAT A JURISDICTION WOULD ADOPT TWO OUT OF THREE OR TWO OUT OF FOUR. FROM THE STAKEHOLDERS WE HAVE ADOPTED IT SHOULD BE IN SOME CASES LESS CONSTRAINED IN TERMS OF OPTIONAL AND SHOULD FURTHER GUIDANCE SPECIFICATION ON WHAT HOUSING POLICIES SHOULD ADDRESS REQUIREMENT THAT IS MEANINGFUL IN TERMS OF PLANNED BAY AREA IMPLEMENTATION PROVIDING FLEXIBILITY NEEDED TO ADDRESS HOUSING MARKET CONTEXT IN THE REGION AND WORKING WITH STAKEHOLDERS AS WELL AS HOUSING AND LOCAL PROGRAM STAFF TO ADDRESS COMMENTS AND QUESTIONS RECEIVED TO ENSURE CONSISTENCY REGARDING REGIONAL GUIDELINES ON HOUSING POLICIES. THIS PROVIDES A HIGH-LEVEL SUMMARY OF PROPOSED POLICY ON PARKING REQUIREMENTS PARKING MANAGEMENT REQUIREMENTS DETAILED IN THE ATTACHMENT. ADDRESSED BY BART'S ZONING GUIDANCE AS WELL AS PARK POLICY PLAYBOOK THERE IS A SOLID BODY OF RESEARCH AT THIS TIME ON THE CRITICAL ROLE EFFECTIVE PARKING MANAGEMENT PLAYS ON REDUCING AUTOMOBILE TRIPS AND PARKING, RIGHT SIZE PARKING ENABLES HIGH DENSITY AND DEVELOPMENT NEAR TRANSIT AND REDUCE PER UNIT DEVELOPMENT COST OUR TECHNICAL ADVISORY COMMITTEE MEMBERS SUPPORTED ELIMINATION OF MINIMUM PARKING REQUIREMENTS IN TRANSIT-RICH AREAS AND THERE IS DEBATE ABOUT POTENTIALLY HAVING PARKING MAXIMUMS WITH PROPOSED AREAS FOR REGIONAL RAIL SERVICE SUCH AS BART, CALTRAIN AND LIGHT RAIL AND RAPID TRANSIT I NOT INCLUDING PARKING MAXIMUM FOR AREAS THAT ARE ONLY SERVED BY FERRY, COMMUTER RAIL OR FREQUENT BUS SERVICE. WE'RE WORKING WITH OUR STAKEHOLDERS INCLUDING LOCAL

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JURISDICTION PLANNING STAFF ON FURTHER REFINING THIS REQUIREMENT WITH REGARD TO PARKING MAXIMUM PROVIDING FURTHER SPECIFICITY REGARDING WHAT REQUIREMENTS TRANSPORTATION DEMAND MANAGEMENT MEASURES MIGHT BE. FOCUSED ON THE HALF MILE AREA AROUND TRANSIT STOPS AND STATIONS REQUIREMENTS FOR TRANSIT STATION ACCESS CIRCULATION ALSO ADDRESS IMPROVEMENTS THAT WOULD ENABLE PEOPLE OUTSIDE THE AREA INCLUDING BUSES SHUTTLES AND ACTIVE TRANSPORTATION. FIRST TWO COMPONENTS IN THE OUTLINE INCLUDE COMPLETE STREETS UPDATE AS WELL AS REGIONAL INVESTMENT MOBILITY HUBS THIRD BULLET REQUIRES COMPLETION OF SPECIFIC GAP ANALYSIS SEVERAL RECENT STATION AREAS HAVE INCLUDED THIS ANALYSIS AND IT'S BEEN EFFECTIVE IN IDENTIFYING PROJECTS THAT IMPROVE MULTI-MODAL TRANSIT ACCESS. REQUIREMENTS WORKING TO ADDRESS COMMENTS AND FEEDBACK. AND WE VERY MUCH LOOK FORWARD TO FEEDBACK FROM COMMITTEE MEMBERS TODAY INCLUDING HOW JURISDICTIONS SHOULD ADDRESS EQUITY PRIORITY COMMUNITIES LOCATED FARTHER THAN A HALF MILE FROM TRANSIT STOPS AND STATIONS. NEXT SLIDE PLEASE. I WANT TO CONCLUDE THIS PORTION OF THE PRESENTATION TALKING ABOUT HOW LOCAL JURISDICTIONS WILL COMPLY WITH THE PROPOSED TOC POLICY REQUIREMENTS THAT I HAVE OUTLINED. WE ANTICIPATE THAT. OC POLICY IMPLEMENTATION WILL BE PHASED OVER MULTIPLE YEARS IN COORDINATION WITH TRANSIT IMPROVEMENTS AND THAT IT WILL TAKE TIME AND FINANCIAL SUPPORT TO ASSIST JURISDICTIONS WITH TOC POLICY COMPLIANCE IN SOME CASES ALREADY ADOPTED PLANS OR ZONING MAY NEED TO BE AMENDED

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1 TO COMPLY WITH THE POLICY BUT IT'S IMPORTANT TO NOTE THAT EVEN
2 AN AMENDMENT TO AN EXISTING PLAN CAN TAKE SEVERAL YEARS TO
3 COMPLETE IF ADOPTED ONE OF THE FIRST IMPLEMENTATION STEPS WILL
4 TOLL ADDRESS COMPLIANCE LOCATIONS FOR MAJOR TRANSIT
5 IMPROVEMENTS PLANNED IN THE NEAR-TERM ENABLING US TO IDENTIFY
6 PRIORITIZATION RESOURCES THAT WILL BE NEEDED TO SUPPORT POLICY
7 IMPLEMENTATION AND COORDINATION IMPLEMENTATION FOR TRANSIT
8 INVESTMENT. FOCUS OF TODAY'S PRESENTATION HAS BEEN TO PROVIDE
9 YOU WITH A GENERAL OVERVIEW OF DRAFT PROPOSAL FOR THE TOC
10 APPROACH AND POLICY REQUIREMENTS AND GET YOUR FEEDBACK ON
11 OVERALL DIRECTION FOR POLICY DEVELOPMENT. THERE IS STILL A LOT
12 OF WORK TO BE DONE AS WE MOVE FORWARD WITH DEVELOPING THE
13 DRAFT FINAL POLICY THERE ARE SEVERAL KEY ISSUES THAT WE WANT
14 TO IN PARTICULAR BRING TO YOUR ATTENTION AS I MENTIONED
15 EARLIER THE TOC POLICY WOULD NOT ONLY APPLY TO TRANSIT
16 EXPANSIONS BUT TO MAJOR TRANSIT IMPROVEMENTS AS WELL WHICH IS
17 A SIGNIFICANT CHANGE FROM THE 2005TOD POLICY AND WHILE THE
18 FOCUS IS ON PROVIDING PLANNING AND TECHNICAL ASSISTANCE TO
19 JURISDICTIONS TO ASSIST WITH POLICY COMPLIANCE STAFF IS
20 PROPOSE THAT ULTIMATELY COMPLIANCE COULD BE A CONDITION OF
21 FUTURE OBAG CYCLES, OBAG FOUR OR BEYOND. AND NEXT AS WE MOVE
22 FORWARD WITH REFINING THE POLICY REQUIREMENTS A KEY ISSUE WILL
23 BE BALANCING EFFECTIVENESS AND EASE OF IMPLEMENTATION WITH
24 BOTH THE DIVERSITY AND COMPLEXITY OF DIFFERENT LAND USE AND
25 TRANSPORTATION CONTEXTS THROUGHOUT THE REGION AND IN SOME

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CASES EVEN WITHIN A SINGLE STATION AREA. AND THEN LASTLY, POLICY IMPLEMENTATION WILL LIKELY REQUIRE ADDITIONAL RESOURCES FOR PLANNING AND TECHNICAL ASSISTANCE AS WELL AS FOR ASSESSING COMPLIANCE. AND WE EXPECT IMPLEMENTATION OF THE POLICY TO BE PHASED OVER TIME AND, AGAIN, COORDINATED WITH TRANSIT PROJECT FUNDING AND DELIVERY. AND, MY LAST SLIDE, PLEASE. [LAUGHTER] SO, IN CONCLUSION, OUR NEXT STEPS ARE TO WORK WITH OUR TECHNICAL ADVISORY COMMITTEE AND OTHER STAKEHOLDERS ON DEVELOPING A FINAL DRAFT POLICY THAT WE ANTICIPATE BRINGING BACK TO THIS COMMITTEE FOR ACTION LATER THIS SPRING. AGAIN, THIS IS AN INFORMATION ITEM. AND NO ACTION IS BEING REQUESTED TODAY. BUT WE ARE VERY HAPPY TO ANSWER ANY QUESTIONS. AND DEFINITELY WANT TO RECEIVE YOUR FEEDBACK AND DIRECTION ON THE GENERAL POLICY APPROACH AND REQUIREMENTS. SO, THANK YOU VERY MUCH.

JIM SPERING, MTC PLANNING CHAIR: MATT, DOES THAT CONCLUDE THE STAFF PRESENTATION?

MATT MALONEY: YES IT DOES.

JIM SPERING, MTC PLANNING CHAIR: BEFORE I TAKE QUESTIONS FROM THE COMMITTEE MEMBERS, YOU KNOW, I JUST -- YOU KNOW, I DON'T THINK I HAVE RECEIVED AS MANY PHONE CALLS IN A WHILE, EVER SINCE OUR TELECOMMUTE POLICY AND PLANNED BAY AREA 2050 STIRRED

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A LOT OF INTEREST. YOU KNOW, AS THIS POLICY HAS BEEN RELEASED, IT HAS STIRRED A LOT OF INTEREST. AND I THINK STAFF KNOWS THAT. FIRST I WANT TO SAY THAT, YOU KNOW, STAFF HAS NOT PRESENTED ANYTHING IN THIS PROPOSAL THAT ISN'T IN PLANNED BAY AREA 2050. I THINK WHAT GOT EVERYBODY'S ATTENTION IS, THIS IS A 30-YEAR PLAN. THE WAY THAT THIS PRESENTATION WAS PRESENTED, IT LOOKED LIKE OUR STAFF WAS TRYING TO IMPLEMENT IT IN THE FIRST YEAR. AND THAT WAS NOT THE INTENT. AND THERESE REALLY MADE THAT CLEAR THAT THERE IS A LOT OF WORK TO BE DONE. THERE IS A LOT MORE ANALYSIS. IT DOESN'T MEAN ALL OF THESE STRATEGIES ARE GOING TO BE INCLUDED. BECAUSE THERE MIGHT BE A BETTER PLACE TO PUT SOME OF THOSE STRATEGIES. LOCAL JURISDICTIONS, AND YOU KNOW, WE NEED TO LOOK AT, YOU KNOW, ARE THESE INCENTIVES THAT ARE PUT N AND HOW WE'RE GOING TO APPROACH T SO I JUST WANT TO JUST CAUTION EVERYBODY BEFORE WE CIRCLE THE WAGONS OR ANYTHING THAT THERE IS A LOT IN ANALYSIS, A LOT MORE DISCUSSION. BUT STAFF IS BRINGING FORWARD THE STRATEGIES THAT WE HAVE ALL ADOPTED, AND MOST OF THEM, WE WERE HOPING WOULD BE ADOPTED OVER A PERIOD OF TIME. A NUMBER OF YEARS. AND, WE ARE CERTAINLY GOING TO HAVE TO FIGURE OUT WHO IS THE BEST PERSON TO IMPLEMENT MANY OF THESE STRATEGIES. AND SO I JUST, YOU KNOW, THE SPEAKERS, AND COMMITTEE MEMBERS, YOU KNOW, IT WOULD JUST -- IT WOULD BE GOOD TO HEAR FROM YOU ON WHAT ISSUES YOU'RE CONCERNED ABOUT. THERE IS PLENTY OF TIME FOR EVERYBODY TO LOOK AT THIS POLICY LOOK AT HOW IT'S GOING TO

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IMPACT THEIR PROJECTS, IF IT'S GOING TO HINDER THOSE PROJECTS OR ACCELERATE THEM. IT'S GOING TO BE GOOD TO HEAR THAT INFORMATION FROM YOU. THE INTENT IS NOT TO DISMANTLE ANYBODY'S ZONING OR PDA PLAN THAT'S NOT THE INTENT OF THIS. A LOT OF THIS WORK IS GOING TO CONTINUE AND MTC STAFF IS GOING TO HELP WITH IMPLEMENTATION AND DELIVERY OF THOSE PROJECTS. I WANT TO SET CONTEXT. THERE IS A LOT MORE DISCUSSION. WE ALL NEED TO WORK TOGETHER. WE HAVE A COMMON GOAL. AND THAT ALL OF THESE STRATEGIES, AS I SAID, THAT HAS HAD A LOT OF DISCUSSION OVER THE PAST SEVERAL YEARS, AS WE HAVE BROUGHT PLANNED BAY AREA 2050 FORWARD. AND SO, IN MY CONVERSATIONS WITH THERESE AND MATT, YOU KNOW, AT A COUPLE OF MEETINGS PRIOR TO THIS MEETING, THEY'RE ASSURING ME THAT THERE IS A LOT OF OPPORTUNITY TO HAVE MEANINGFUL DISCUSSIONS, TO GET THE STAKEHOLDERS THAT ARE INVOLVED IN THESE VARIOUS AREAS, AND REALLY TALK ABOUT A STRATEGY THAT'S GOING TO WORK. AND A TOC PROGRAM THAT WE CAN DELIVER. YOU KNOW, I WAS CHAIR OF MTC WHEN WE INTRODUCED THE ORIGINAL TOC PROGRAM, TRANSPORTATION FOR LIVABLE -- TLC -- THERE WAS CONTROVERSY THERE, BUT THAT HAS SERVED AS WELL, AND I THINK THIS TOC IS GOING TO DO THE SAME THING. IT'S HOW AND WHEN WE IMPLEMENT IT THAT'S GOING TO BE THE ISSUE HERE AND WHO DELIVERS. THAT SAID I'M GOING TO GO TO MY COMMISSIONERS AND BOARD MEMBERS AND WE'LL TAKE COMMENTS. DAVE HUDSON, I THINK YOU'RE FIRST, THEN CAROL DUTRA-VERNACI. YOU WILL BE SECOND. GO AHEAD, DAVE, KICK US OFF

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DAVID E. HUDSON: APPARENTLY, I MUST HAVE MISSED SOMETHING. MINE IS A CLARIFYING QUESTION. DON'T HAVE ANYBODY ANGRY YET. I ASKED A QUESTION DURING OUR APPEALS PROCESS ON WHAT SOMETHING ACTUALLY MEANT SO THIS TIME I'M GOING TO ASK IT AGAIN THIS HAS TO DO WITH ITEM FIVE, ATTACHMENT A, IT'S TWO QUESTIONS. BOTTOM OF FIRST PARAGRAPH, "ADDING AFFORDABLE HOMES CLOSE TO REGION'S MAJOR TRANSIT INVESTMENT." THE QUESTION IS DOES REGION MEAN BAY AREA THERE, AND, SECOND "PROPOSED AFFORDABLE HOUSING AND ANTI-DISPLACEMENT POLICIES LIKE WOULD BE IMPLEMENTED JURISDICTION WIDE" IS JURISDICTION WIDE ALSO THE BAY AREA. I'LL WAIT TO GET AN ANSWER.

MATT MALONEY: I'LL LEAP IN ON THIS ONE. YES. WHEN WE SAY THE REGION'S MAJOR TRANSIT INVESTMENTS WE'RE TALKING ABOUT THE NINE-COUNTY BAY AREA. WHEN WE'RE TALKING ABOUT JURISDICTION-WIDE IN TERMS OF ADOPTING CERTAIN POLICIES WE'RE TALKING LOCAL JURISDICTIONS IN THAT CASE.

DAVID E. HUDSON: OKAY. WELL WHERE I GOT SURPRISED BEFORE WAS "INTRAREGIONAL RELATIONSHIP" AND I THOUGHT THAT MEANT, LIKE, A COUPLE OF JURISDICTIONS COMING TOGETHER ON SOMETHING ONLY TO FIND OUT THAT MEANT THE ENTIRE BAY AREA. I'LL LEAVE IT AT THAT. EVERYBODY CAN JUDGE FOR THEMSELVES.

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JIM SPERING, MTC PLANNING CHAIR: YEAH. STAFF, I THINK IT WOULD BE BEST IF WE TRY AND GET ALL THE QUESTIONS IN. AND IF YOU GUYS CAN WRITE THEM DOWN AS WE GO. BECAUSE IF WE'RE GOING TO RESPOND TO EVERYTHING WE'LL BE HERE FOR A LONG PERIOD OF TIME. BUT WE HAVE TO ADDRESS THE QUESTIONS PEOPLE ARE RAISING. MATT YOU CAN GUYS TAKE NOTES AND ANSWER THE QUESTIONS. BUT I WOULD LIKE TO GET AS MANY OF THE QUESTIONS IN FRONT OF US AS WE CAN AND THAT WILL HELP STOP REPEATING A LOT OF INFORMATION. WITH THAT, CAROL AND VICTORIA?

CAROL DUTRA-VERNACI: YES. AND THANK YOU CHAIR SPERING. MY THOUGHT ON THIS ITEM IS THAT, OBVIOUSLY, WHATEVER POLITICS WE END UPCOMING UP WITH, WE WANT THE CITIES TO BE COMPLIANT. SO, BECAUSE THIS IS GOING TO BE A PHASED PROJECT, CITIES ARE GOING TO KEEP ONGOING WITH THEIR DEVELOPMENT PLANS AS TIME GOES ON, AND AS WE'RE PHASING THIS IN, IN PIECES, I'M AFRAID WE'RE GOING TO END UP HAVING AN R JURISDICTION THAT MIGHT NOT BE CONSISTENT WITH PUTTING IN THE POLICIES THAT WE'RE CONCERNED B SO I WOULD LIKE TO REQUEST THAT WE DO AN ASSESSMENT OF OUR TRANSIT-RICH AREAS AND SEE WHERE THE ALIGNMENT IS THAT WE'RE THINKING ABOUT, AND WHERE THE GAPS ARE SO THERE CAN BE COMMUNICATION. I DID HEAR YOU SAY, CHAIR SPERING, ABOUT THE STAKEHOLDERS. BECAUSE IF THEY'RE AWARE OF WHAT'S GOING ON, THEN THAT WILL INFORM THEM, AS THEY'RE TRYING TO MOVE FORWARD

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IN THEIR PROJECTS. SO, THANK YOU FOR ENTERTAINING THOSE COMMENTS.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, CAROL. VICTORIA?

VICTORIA FLEMING: THANK YOU, CHAIR SPERING. MY COMMENTS -- YOU KNOW, I TAKE THE CHAIR'S COMMENTS IN STRIDE, AND THANK STAFF FOR A REALLY COMPREHENSIVE AND WELL-THOUGHT OUT INTRODUCTION TO A REALLY DIFFICULT IMPLEMENTATION PLAN. SO, THANK YOU, SINCERELY. MY CONCERNS ARE THAT, AS WE IMPLEMENT SO MANY OF THESE FANTASTIC STRATEGIES, THAT I CAN'T SEE ONE OF THESE STRATEGIES THAT I CAN'T SEE STARTING AND THAT I DON'T WANT AGREE WITH. I THINK THEY'RE ALL REALLY WONDERFUL, AND I THINK THEY'RE, IN TIME, CARROTS TO STICKS, AND REALLY PUTTING SOME TEETH BEHIND OUR GOALS AND AT THE SAME TIME ASK FOR CAREFUL CONSIDERATION OF THE SMALLER COMMUNITIES IN THE NORTH BAY. THESE PROJECTS ARE GREAT GOALS BECAUSE MANY OF OUR JURISDICTIONS JUST AREN'T THERE YET. I LOOK FORWARD TO CAREFUL AND YOU THOUGHTFUL DISCUSSIONS WITH OUR COUNTY TRANSPORTATION AUTHORITIES AND OUR STAKEHOLDERS TO MAKE SURE THIS IS PHASED IN A WAY THAT DOESN'T LEAVE OUR SMALLER COMMUNITIES BEHIND AND MAKE SURE THE FUNDING IS DISTRIBUTED IN A WAY THAT MAKES THE WHOLE ENTIRE NINE BAY AREA COUNTY SYSTEM WORK WELL TOGETHER. THANK YOU.

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JIM SPERING, MTC PLANNING CHAIR: THANK YOU, VICTORIA. PAT EKLUND, THEN NEYSA FLIGOR.

PAT ECKLUND: THANK YOU CHAIR SPERING. I ALSO WANT TO THANK YOU FOR YOUR PRELIMINARY COMMENTS. BECAUSE THIS DOCUMENT SCARED THE BEJESUS OUT OF ME, ACTUALLY, JUST SAYING THAT DIRECTLY. I THINK RIGHT OFF THE BAT, WE NEED TO GET A REVISED TIMELINE. I THINK ONE OF -- FOR IMPLEMENTATION OF ANY TYPE OF POLICY LIKE THIS, I REALLY THINK THAT, NUMBER ONE, WE NEED TO SEND OUT A DRAFT POLICY, WHICHEVER ONE WE GET CLOSE TO -- I THINK THIS IS FAR FROM WHERE WE NEED TO BE -- TO EACH CITY FOR REVIEW AND COMMENT. BECAUSE, BASICALLY, WHAT WE'RE DOING IS WE'RE CHANGING THE CONCEPT OF TRANSIT-RICH AREAS TO BE A MANDATORY DESIGNATION. IN THE PAST, PDAS ACTUALLY HAD TO APPLY FOR IT. TRANSIT-RICH AREAS WAS A DESIGNATION THAT WAS MADE BY ABAG AND MTC, BUT IT WASN'T SOMETHING THAT THE CITIES REALLY HAD TO ADHERE TO. SO, I HAVE A MAJOR ISSUE ABOUT THIS BEING APPLIED TO TRAS. ESPECIALLY IN THE MORE RURAL AREAS, LIKE NOVATO OR SAN RAFAEL, IS NOT ANYTHING LIKE A FREMONT OR SAN JOSE. AND BEFORE WE DO ANYTHING, I THINK WE NEED TO HAVE A BETTER UNDERSTANDING OF WHICH CITIES ARE NOT IN COMPLIANCE WITH THE PROPOSED POLICIES THAT WE'RE DOING. AND DO WE NECESSARILY WANT THEM TO BE? BECAUSE THERE IS SOME THAT JUST DON'T LEND ITSELF, AND, PLUS, REQUIRING A COMMERCIAL DENSITY AND RESIDENTIAL DENSITY -- WE ARE STILL IN A PANDEMIC AND THERE IS A LOT OF

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DISCUSSION, THE BAY AREA COUNCIL JUST CAME OUT WITH A THING THAT SAID 40% OF THEIR EMPLOYEES ARE NOT GOING TO BE COMING BACK TO WORK IN A BUILDING. MOST OF THEM ARE GOING BE -- AND THERE IS SOME DEBATE AS TO WHAT PERCENTAGE. SOME SAY 15%, SOME ARE SAYING 40%. BUT I FIRMLY BELIEVE THAT THE WAY THAT WE WORK, THE WAY THAT WE MOVE PEOPLE TO AND FROM WORK IS FUNDAMENTALLY CHANGED AS A RESULT OF THIS PANDEMIC. AND WE HAVEN'T REALLY ASSESSED THAT, OR EVEN FACTORED THAT INTO SOME OF OUR THINKING HERE. SO WE'RE JUST ASSUMING THAT WE'RE GOING TO HAVE TO HAVE RESIDENTIAL DENSITIES AND COMMERCIAL DENSITIES AROUND TRANSIT-RICH AREAS WHEN, IN FACT THAT MAY NOT BE THE CASE. PEOPLE MAY NOT BE NEEDING TRANSIT TO GET TO WORK, BECAUSE THEY'RE NOT NECESSARILY GOING TO BE GOING BACK TO WORK. THE COUNCIL SAID THEY MAY BE GOING INTO THE OFFICE MAYBE THREE DAYS A WEEK, NOT FIVE. TRANSIT IS BASED ON FIVE DAYS A WEEK. SO, YOU KNOW, I'M NOT AN EXPERT IN THIS, BUT, SO, I HAVE A REAL ISSUE WITH THIS BEING APPLIED TO TRANSIT-RICH AREAS. I DON'T THINK THAT WE SHOULD BE MANDATING COMMERCIAL AND RESIDENTIAL DENSITIES. I THINK THAT THE AFFORDABLE HOUSING AND ANTI-DISPLACEMENT POLICIES, CITIES DON'T NECESSARILY HAVE THE MONEY TO ADOPT THESE POLICIES AND OR IMPLEMENT THEM. MOST CITIES DON'T HAVE A HOUSING FUND. SO I HAVE -- YOU KNOW THERE, IS NO DEFINITION OF A MAJOR TRANSIT INVESTMENT, WHETHER IT'S PLANNED, OR DEVELOPED. THERE IS JUST A LOT OF UNCERTAINTIES IN THIS THING. AND I THINK THAT WE REALLY NEED TO MAKE SURE THAT

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THE PLANNERS AND THE ELECTED OFFICIAL IN EACH CITY, IN THIS REGION, HAVE INPUT INTO THIS. AND, SO, I HAVE A LOT MORE COMMENTS THAT, BASICALLY, I THINK THAT WE NEED TO HAVE A LITTLE BIT MORE DEFINITION AND A BETTER UNDERSTANDING OF WHO THIS IS GOING TO APPLY TO AND WHAT DOES IT MEAN FOR EACH OF THE CITIES BEFORE WE EVEN THINK ANY ADOPTING SOMETHING LIKE THIS.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, PAT.

NEYSA FLIGOR: PAT COVERED EVERYTHING ON MY LIST. AND IN THE OPENING, CHAIR SPERING, THANK YOU FOR THAT IT'S THE MESSAGE I WILL TAKE BACK WE'RE EARLY IN THE PROCESS AND I APPRECIATE YOU SAYING THAT AT THE BEGINNING. I WON'T REPEAT EVERYTHING THAT PAT SAID, BUT SIMILAR CONCERNS AND QUESTIONS, HOW IT WILL BE DEPLOYED, APPLIED, APPLICATION, TO NON-PDA AREAS, WHAT DOES THAT MEAN FOR DIFFERENT CITIES, AND SO BECAUSE WE'RE AT THE EARLY STAGE OF THIS POLICY PROCESS, I DO APPRECIATE THE FACT THAT WE WILL HAVE TIME TO DELVE DEEPER AND SOLICIT FEEDBACK FROM OUR INDIVIDUAL CITIES AND COUNTY JURISDICTIONS. SO I WON'T GO INTO THE LIST. THANK YOU VERY MUCH.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU FOR THOSE COMMENTS. CARLOS AND THEN ALFREDO, OUR CHAIR.

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CARLOS ROMERO: THANK YOU. I AM ACTUALLY QUITE PLEASANTLY SURPRISED AT THE WORK BOTH STAFF AND OUR EXECUTIVE STAFF HAVE DONE IN TRYING TO IMPROVE OUR FORMER TOD POLICY. I KNOW WE HAVE HAD MANY A DISCUSSION IN THE PAST, SOME ACTUALLY LED BY THE CHAIR ABOUT HOW EFFECTIVE THESE POLICIES HAVE BEEN, ARE WE GETTING WHAT WE NEED IN TERMS OF THE DEVELOPMENT THAT'S REQUIRED TO MAKE THE BAY AREA MORE LIVABLE AND EQUITABLE. AND I BELIEVE THIS DRAFT IS CERTAINLY MOVING IN THAT DIRECTION. AND I WANT TO THANK YOU THERESE FOR SUPPORTING HER STAFF TO MAKE SOME OF THESE SUGGESTIONS ON POLICIES AND CHANGES TO THE TOD. I DO WANT TO POINT OUT THAT MANY OF THE ITEMS THAT ARE DISCUSSED HERE DON'T REQUIRE A DEEP OR ANY COST TO IMPLEMENT, PARTICULARLY WHEN IT COMES TO SOME OF THE POLICIES AROUND PRESERVATION AND DISPLACEMENT, IT'S SOMETHING THAT OUR PREVIOUS TOD POLICY NEVER ADDRESS SAID. SO JUST CAUSE EVICTION, YOU COULD PUT IN PLACE PROTECTION THAT IS DISCUSSED THERE, AND INDEED THOSE AREN'T GOING TO COST YOU ANYTHING BUT THEY CERTAINLY WILL BE PROTECTING COMMUNITIES OF CONCERN COMMUNITIES OF COLOR, COMMUNITIES THAT CERTAINLY REQUIRE A TYPE OF PROTECTION. AND I WOULD LIKE TO EVEN POSSIBLY EVEN SEE THAT STRENGTHENED, PERHAPS EVEN THINKING OF A FIRST RIGHT OF RETURN POLICY ON DISPLACEMENT. CERTAINLY, I WANT TO COMMENT REALLY QUICKLY ON THE PARKING ISSUE. I THINK IT MAKES A LOT OF SENSE TO LOOK AT PARKING AND REDUCING THAT PARKING. BUT LET'S KEEP IN MIND THAT A REDUCTION IN PARKING TO A DEVELOPER, OR

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WHAT HE HAS TO PRODUCE SAVES THAT DEVELOPER 30 TO $45,000 FOR A PARKING SPACE AND THERE'S AN ABILITY TO RECAPTURE THAT 15 TO 20 TO 30% IS A SAVINGS TO A DEVELOPER, TO DO A 1.5 OR TWO CAR PER UNIT PARKING RENOVATION I THINK IS, WOULD BE SOME PUBLIC RECAPTURING OF THAT. PROPOSED DENSITIES ON PAGE 22 [AUDIO DIFFICULTIES] I KIND OF WANT TO RECORD AND UNDERSTAND -- AND WE'LL GET TO THIS LATER -- [AUDIO DIFFICULTIES]

JIM SPERING, MTC PLANNING CHAIR: CARLOS, YOU'RE DROPPING OUT. WE COULDN'T HEAR YOU. I THINK WE MAY HAVE LOST HIM. CARLOS? OKAY. I'LL COME BACK TO HIM. I'LL GO TO CHAIR PEDROZA THEN VICE CHAIR JOSEFOWITZ WILL BE NEXT.

ALFREDO PEDROZA: THANK YOU CHAIR SPERING. YOUR COMMENTS YOU MADE EARLIER --

CARLOS ROMERO: I BELIEVE PAGE --

ALFREDO PEDROZA: CARLOS, YOU WERE KIND OF GOING IN AND OUT. ARE YOU IN A GOOD SPOT NOW? YOU WANT TO COME BACK IN?

CARLOS ROMERO: [AUDIO DIFFICULTIES] -- LET ME SEE --

ALFREDO PEDROZA: YOU'RE RECEPTION WASN'T THAT GOOD CARLOS.

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JIM SPERING, MTC PLANNING CHAIR: CARLOS WE'RE GOING TO COME BACK TO YOU. WE'LL GO AHEAD WITH THE OTHER SPEAKERS AND COME BACK TO YOU.

ALFREDO PEDROZA: THANK YOU. COMMENTS WERE SPOT O AND THERESE RESPONSE TO MAKING THOSE OPENING STATEMENTS. THOSE GOALS ARE GOOD AND CONSISTENT IN TERMS OF WHAT WE HAVE BEEN TALKING ABOUT IN SOCIALIZING WITH BAY AREA IN TERMS OF WHAT I'M LOOKING FOR IN DIRECTION IS LOOKING TO WORK WITH FLEXIBILITY IS KEY ACKNOWLEDGING THE DIFFERENCES BETWEEN URBAN AND RURAL COMMUNITIES COMMISSIONER FLEMING HAD A GREAT STATEMENTS ABOUT FLEXIBILITY IT'S GOING TO BE CRITICAL IN THIS ANALYSIS AND IN TERMS OF TYING TO FUNDING SOURCES. I CAN SUPPORT CONDITIONING BUT WE HAVE TO MAKE SURE WE HAVE A POLICY THAT THERE IS CONSENSUS ON AND THAT WE'RE RECOGNIZING UNIQUENESSES BETWEEN RURAL AND URBAN COUNTIES BEFORE WE START TALKING ABOUT RECONDITIONING AND TYING IN DIFFERENCES. WITH THE CONCEPT OF ANALYSIS, I GRATE GOALS ARE GOOD. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. VICE CHAIR JOSEFOWITZ. NICK?

NICK JOSEFOWITZ: THANK YOU. I THINK THIS POLICY IS REALLY JUST HAS SO MANY THINGS TO LIKE ABOUT IT. I THINK IT'S TERRIFIC. THIS IS GROUNDED IN PLANNED BAY AREA. THAT WAS A DOCUMENT THAT

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HAS DONE SO MUCH PUBLIC OUTREACH. I CAN'T REMEMBER THE NUMBERS, BUT WHAT WAS IT? 10,000 CONVERSATIONS, FOUR YEARS OF DISCUSSIONS, YOU KNOW, VOTED ON BY SO MANY -- BY ABAG AND MTC AND GONE THROUGH SO MANY COMMITTEES, AND IT'S JUST GREAT -- I THINK THE PACKET THAT THIS KIND OF BUILDS ON THAT AND IS REALLY AN OUT -- IT'S SO IMPORTANT FOR THE SUCCESS OF THIS POLICY. I THINK IT'S ALSO GREAT TO SEE HOW, LIKE WITH PLANNED BAY AREA, THIS IS REALLY GROUNDED IN THE, SORT OF, BEST PRACTICE FOR HOW TO REDUCE THE NUMBER AND DISTANCE OF TRIPS TAKEN, DRIVING ALONE AND HOW TO INCREASE TRANSIT RIDERSHIP, AND THAT WE'RE MOVING TO, SORT OF, REALLY INCORPORATE OUR, SORT OF, A BEST UNDERSTANDING OF, SORT OF, THE DENSITIES AND PARKING AND TDM REQUIREMENTS AND NOT JUST RESIDENTIAL BUT ALSO THE NEEDS OF COMMERCIAL AND THE IMPORTANCE OF KIND OF TAKING INTO ACCOUNT, SORT OF, EQUITY. AND I THINK THE MAIN CHANGE JUST REALLY RESONATES WITH ME WE'RE MOVING FROM THE IDEA OF HOW TO BUILD TO CREATE AND PRESERVING COMMUNITIES AND, SORT OF, MOVING FROM HOUSING TO PEOPLE WITH THIS POLICY AND I THINK THAT MAKES SUCH A DIFFERENCE. I ALSO WANTED TO SAY, I THINK IT IS REALLY POWERFUL THAT THIS POLICY IS GOING TO BE TIED TO FUNDING. AND THAT MIGHT BE ONE OF THE WAYS, AND I THINK THAT MIGHT BE ANOTHER WAY TO BUILD IN FLEXIBILITY HERE. BECAUSE I CERTAINLY ACKNOWLEDGE, AND I THINK IT'S IMPORTANT TO HAVE A DISTINCTION BETWEEN KIND OF URBAN AND RURAL PLACES. I'M SURE WE'LL HEAR A LOT OF, SORT OF, COMMENTS THAT WE SHOULDN'T HAVE

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ONE SIZE FITS ALL, AND I AGREE WITH THAT. BUT, I DO THINK THAT IN WHATEVER PLACE WE'RE LOOKING AT F THIS REGION IS MAKING A SIGNIFICANT INVESTMENT IN TRANSIT SERVICE, OR IN TRANSIT EXPANSION, THAT THERE HAVE TO BE -- THERE HAS TO BE, SORT OF, A COMMENCE OR EXPECTATION FOR MAKING THE, SORT OF, LAND USES MAKING THE, SORT OF, WORK AROUND THAT INVESTMENT SO MAYBE ONE OF THE WAYS OF PHASING THIS POLICY THIS IS AROUND THE INVESTMENT GOING INTO THESE COMMUNITIES OVERLAID WITH THE KIND OF RURAL FABRIC I THINK THAT'S INCREDIBLY IMPORTANT. AND THE OTHER ELEMENT OF FUNDING, WE DIDN'T HEAR IT TODAY BUT WE HEARD IT IN A PRESENTATION ON WEDNESDAY WHICH WASN'T A JOINT ABAG PRESENTATION, BUT THERE IS SO MUCH NEW PLANNING MONEY COMING TO THIS REGION AND I THINK THAT IS GOING TO BE ESSENTIAL THAT THAT PLANNING MONEY IS, SORT OF, TIED UP WITH, SORT OF, THE EXPECTATIONS IN THIS TOC POLICY. SO THAT THOSE COMMUNITIES WHO HAVE EXPECTATIONS OF KIND OF BEING THE FIRST MOVERS ARE ALSO TEED UP TO BE ABLE TO GET THE PLANNING MONEY TO SUPPORT THAT MOVEMENT AND THAT WORK. AND THIS IS COMPREHENSIVE IN COMMUNICATING THAT TO US AND OTHER STAKEHOLDERS ABOUT THE PLANNING FUNDING AVAILABILITY THAT'S COMING DOWN AND HOW YOU'RE GOING TO COORDINATE THAT. AND THEN, YOU KNOW, FINALLY ON THE, YOU KNOW, THE -- AND I AGREE WITH -- AND I APPRECIATE COMMISSIONER SPERING AND DIRECTOR MCMILLAN'S COMMENTS THAT THIS ISN'T ALL GOING HAPPEN AT ONCE. I REALIZE THERE IS A REAL EMERGENCY, PLANNED BAY AREA HAS THIS REGION BUILDING 32,000

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HOMES IN TRANSIT-RICH AREAS AND CREATING 25,000 NEW JOBS IN TRANSIT-RICH AREAS EVER YEAR FROM NOW UNTIL 2050. 32,000 HOMES A YEAR FROM NOW EVERY YEAR FROM NOW UNTIL 2050 AND EVERY YEAR WE'RE NOT DOING THAT, THAT MOONS WE HAVE TO BUILD MORE THE YEAR AFTER AND MORE THE YEAR AFTER. WE CAN FACE THIS IN A WAY THAT JUMP STARTS THE, ACHIEVING THE GOALS WE HAVE LAID OUT IN PLANNED BAY AREA BUT IS SO IMPORTANT TO MAKE THIS REGION AFFORDABLE AND TO KIND OF COME TO GRIPS WITH THE DRIVERS OF CLIMATE CHANGE. THANK YOU.

JIM SPERING, MTC PLANNING CHAIR: OKAY. THANK YOU. PRESIDENT ARREGUIN AND THEN DAMON CONNOLLY. JESSE, YOU'RE UP.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: THANK YOU, MR. CHAIR. I AGREE WITH YOUR COMMENTS. I KIND OF FRAME THE DISCUSSION WHICH IS THAT THIS POLICY IS A CRITICAL STEP TO IMPLEMENT PLANNED BAY AREA BUT IT'S NOT ALL GOING TO BE DONE AT ONCE AND I THINK THERE IS A LOT TO CONSIDER. NOT JUST HOW LOCAL GOVERNMENTS WILL HAVE TO COMPLY WITH THESE REQUIREMENTS SO THAT THEY CAN BE COMPETITIVE FOR REGIONAL DISCRETIONARY FUNDS HOW THIS WILL IMPACT THE ELIGIBILITY OF TRANSIT PROJECTS BECAUSE TRANSIT AGENCIES DON'T HAVE CONTROL OVER LOCAL LAND USE PLANNING. THAT IS SOMETHING THAT IS DEDICATED TO LOCAL GOVERNMENTS. BUT I SEE THIS AS THE RUBBER REALLY MEETING THE ROAD. WHERE IF WE AREN'T AS, AS VICE CHAIR JOSEFOWITZ SAID,

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1 MEETING THE TARGETS THAT WE SET OUT IN PLANNED BAY AREA TO
2 ACHIEVE THE CERTAIN NUMBER OF UNIT IN OUR REGION OVER THE NEXT
3 30 YEARS F WE'RE GOING TO IMPLEMENT MANY OF THE HOUSING
4 POLICIES THAT WE HAVE OUTLINED WE NEED TO HAVE INCENTIVES FOR
5 PEOPLE TO COMPLY AND IF LOCAL GOVERNMENTS ARE NOT GOING TO
6 MEET THOSE BENCHMARKS THEN OTHER COMMUNITIES THAT ARE, ARE
7 GOING TO BE AWARDED AND ARE GOING TO BE ELIGIBLE FOR THESE
8 FUNDS. I WOULD SAY AS PRESIDENT OF ABAG I APPRECIATE ALL THE
9 WORK THAT'S BEING DONE THIS IS A CRITICAL IMPLEMENTATION
10 ACTION TO HELP US REALIZE THE GOALS OF PLANNED BAY AREA. AND
11 TO THAT I WANT TO MAKE A REQUEST TO THE EXECUTIVE DIRECTOR
12 WHILE ABAG HAS A NO VOTE ON THIS, I THINK OUR FEEDBACK COULD
13 BE HELPFUL TO STAFF AT THE MTC COMMISSION, AS MTC IS
14 EVALUATING THIS POLICY AND I WANT TO RESPECTFUL OF REQUEST TO
15 MS. MCMILLAN IF WE COULD GET A PRESENTATION OF TO THE
16 EXECUTIVE BOARD AND THE EXECUTIVE BOARD CAN PROVIDE WHATEVER
17 COMMENTS TO STAFF TO SHARE WITH THE MTC COMMISSION. BECAUSE I
18 THINK THIS IS REALLY IMPORTANT. AND IT DOES ACTUALLY HELP US
19 REALIZE THE GOALS AND REQUIREMENTS OF THE REGIONAL HOUSING
20 NEEDS ALLOCATION, WHICH AS WE KNOW ARE VERY DIFFERENT FROM
21 PREVIOUS RHNA CYCLES WAS NOT JUST LIMITED TO FOCUSING ON
22 PRIORITY DEVELOPMENT AREAS BUT LOOKED AT TRANSIT-RICH AREAS
23 AND HIGH-RESOURCE AREAS AS WHERE ADDITIONAL HOUSING COULD BE
24 ACCOMMODATED. AND I THINK IF LOCAL GOVERNMENTS ARE GOING TO
25 HAVE TO MEET THOSE RHNA REQUIREMENTS, AND ARE GOING TO HAVE TO

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REZONE SITES, THEY SHOULD BE REWARDED FOR THEIR WORK WITH POTENTIAL PLANNING GRANTS OR OTHER DISCRETIONARY FUNDS. THAT'S HOW WE ARE GOING TO GET LOCAL GOVERNMENTS TO NOT ONLY IMPLEMENT THOSE REQUIREMENTS, BUT ALSO TO BUILD THE HOUSING, QUICKLY, AFFORDABLE HOUSING THAT WE NEED IN OUR REGION. BUT THERE IS A LOT TO CONSIDER. THERE ARE COMMUNITIES THAT ARE NOT READY TO IMPLEMENT THIS. AND SO WHAT ARE WE GOING TO DO TO HELP WORK WITH THEM PROVIDING RESOURCES AND TECHNICAL ASSISTANCE THAT THEY CAN BE IN A POSITION TO BE ABLE TO BE COMPETITIVE. THAT'S GOING TO BE PART OF THE PHASING CONVERSATION. BUT I THINK THE GOALS OF THIS POLICY ARE GOOD. THEY'RE CRITICAL FOR US TO ACHIEVE OUR GREENHOUSE GAS REDUCTION GOALS TO ACHIEVE OUR AFFORDABILITY GOALS. AND MAKE THE TRANSPORTATION FUNDING INVESTMENTS IN AREAS WHERE WE HAVE GOOD DENSITIES, GOOD POPULATION DENSITY, AND WE ARE -- AND WE HAVE GOOD TRANSIT CONNECTIVITY AS WELL. SO, THANK YOU TO STAFF FOR ALL YOUR WORK. LOOK FORWARD TO A PRESENTATION AT ABAG. WE LOOK FORWARD TO PROVIDING OUR FEEDBACK FOR THE COMMISSION TO CONSIDER. THIS IS VERY IMPORTANT. AND I THINK IF DONE RIGHT COULD HAVE A REALLY TRANSFORMATIVE IMPACT ON OUR REGION. THANK YOU

JIM SPERING, MTC PLANNING CHAIR: THANKS JESSE. DAMON CONNOLLY, THEN ONE OF MY FAVORITE MAYORS, MAYOR SCHAFF. DAMON?

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DAMON CONNOLLY: APPRECIATE THE DISCUSSION AND GOALS THAT WE'RE TRYING TO ACHIEVE. WE'RE STARTING TO GET QUESTIONS LOCALLY, SO REALLY APPRECIATE THE SIGNAL THAT THIS IS THE START OF A CONVERSATION AND WE'LL BE BRINGING LOCALITIES TO THE CALLING OF THE CONVERSATION. I WANT TO BRING BACK A POINT, I THINK IT WAS BY COMMISSIONER FLEMING, ABOUT SITUATIONS IN THE NORTH BAY, FOR EXAMPLE, WHERE YOU HAVE A LARGER REGIONAL TRANSIT CENTER SERVING MULTIPLE COMMUNITIES, AT THE SAME TIME, BEING ADJACENT TO SMALLER TOWNS OR CITIES, SO, THE JUXTAPOSITION OF FINDING FOR THAT CENTER OR INCREASED SERVICE THAT ARE BEING TIED TO PLANNING DECISIONS GOING ON A HYPER-LOCAL BASIS. SO, THE QUESTION IS, KIND OF, WILL WHATEVER WE ULTIMATELY ADOPT ACTUALLY INCENTIVIZE TRANSIT IMPROVEMENTS AND THE CONCERN ABOUT HOLDING REGIONAL PROJECTS OR REGIONAL FUNDING ACCOUNTABLE, IF YOU WILL, TO, REALLY, HYPER-LOCAL PLANNING DECISION-MAKING. IT'S SOMETHING THAT WE NEED TO, AT LEAST, WORK THROUGH. WHAT SORTS OF FUNDS WILL BE AFFECTED. THAT NEEDS TO CONTINUED TO BE WORKED THROUGH. I AM REMINDED THAT WE DID HAVE A ROBUST DISCUSSION AS A COMMISSION ABOUT THE ISSUE OF CONDITIONING. I THINK WE LANDED IN SOME SOLID PLACES ON THAT. SO, KEEPING THAT IN MIND, AND OF COURSE, FLEXIBILITY, AS FOLKS HAVE NOTED. AND THEN I'M ALSO HEARING THE QUESTION THAT HAS BEEN TEED UP TODAY ABOUT WHAT POTENTIAL AREAS ARE WE TALKING ABOUT BEYOND PDAS IN TERMS OF THE APPROACHES HERE. AND OF

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COURSE, HEAVY-DUTY COORDINATION WITH LOCAL TRANSIT OPERATORS AND COMMUNITIES. THANKS.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, DAMON. AND AFTER MAYOR SCHAFF WILL BE AMY WORTH. MAYOR SCHAFF?

LIBBY SCHAAF: THANK YOU, CHAIR SPERING. MY FAVORITE CHAIR.

JIM SPERING, MTC PLANNING CHAIR: [LAUGHTER]

LIBBY SCHAAF: WELL, I WANT TO COMMEND STAFF. I THINK THEY HAVE DONE AN AMAZING JOB. AND I KNOW THAT NOW IS THE TIME, OR THE DEVIL IS IN THE DETAILS, AND I ENCOURAGE YOU TO CONTINUE WORKING WITH THE TECHNICAL ADVISORY COMMITTEE. I DO HAVE ONE QUESTION. YOU DON'T HAVE TO ANSWER IT, BUT JUST FOR YOUR CONSIDERATION, I SAW, KIND OF, "CREDIT" FOR HAVING, SORT OF, INCLUSIONARY ZONING POLICIES, BUT I DID NOT SEE MENTION OF AFFORDABLE HOUSING IMPACT FEES. IN OAKLAND WE HAVE AFFORDABLE HOUSING IMPACT FEES WITH AN IN LIEU OPTION TO INCLUDE THE UNIT IN THE PROJECT. SO IT'S ALMOST THE SAME THING AS INCLUSIONARY WITH AN IN LIEU FEE OPTION. WE JUST DID IT THE OTHER WAY FOR SEVERAL REASONS. SO IF YOU COULD LOOK INTO THAT, IT'S ONE OF THOSE DETAILS. I WANT TO ECHO A LITTLE BIT OF WHAT SOME OF MY COLLEAGUES HAVE SAID. YOU KNOW, THE TIME TO BE SCARED OR HAVE THE BEJEEBERS SCARED OUT OF YOU IS PAST. WE ALREADY DID THE

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BIG BOLD THING AND ADOPTED PLANNED BAY AREA. AND REMEMBER THAT THE MODELING IN THAT PLAN RESPOND TO STATE OF CALIFORNIA MANDATED GREENHOUSE GAS REDUCTIONS. THIS IS NOT AN OPTION. WE ARE RESPONDING TO A STATE MANDATE. IF YOU NEED TO BLAME SOMEONE BESIDES MTC OR ABAG. WE ALREADY AGREED TO THESE DENSITIES. THIS IS NOW, ACTUALLY, MAKING THAT COMMITMENT REAL BY PUTTING AN IMPLEMENTATION PLAN AROUND T WE WILL NOT BE ABLE TO REACH THE GOALS THAT WE COMMITTED TO IN THE PLAN WITHOUT THIS POLICY. I AM CONVINCED OF THAT. LEADERSHIP IS ABOUT MAKING PEOPLE UNEMPLOYMENT. BUT IT'S BECAUSE WE ARE THE ONLY ONES WHO ARE EQUIPPED WITH THE DAMAGE AND THE TOOLS, THE ACTUAL AUTHORITY, TO FUTURE-PROOF OUR BELOVED COMMUNITIES. SO THINK OF THIS AS AN ACT OF LOVE. BECAUSE THE FUTURE IS DEPENDING ON IT. I WANT TO, ALSO, SPECIFICALLY, APPRECIATE THAT ALL THREE P'S ARE COVERED IN THIS PLAN, PRODUCTION, PRESERVATION, AND PROTECTION. THE BAY AREA HAS STRONG AFFORDABLE HOUSING AND ANTI-DISPLACEMENT GOALS. THESE ARE IN THE PLAN AND THESE POLICIES ARE IMPORTANT TO ACHIEVING THE GOAL'S PLAN. AND I CAN JUST BECOME OAKLAND'S EXPERIENCE, HAVING THESE TYPES OF POLICIES HAS NOT DISCOURAGED DEVELOPMENT, CERTAINLY, IN OUR CITY. WE HAVE SEEN THE LARGEST DEVELOPMENT BOOM, WE BELIEVE, SINCE THE 1906 EARTHQUAKE, WE HAVE ADDED 17,000 NEW UNITS OF HOUSING TO OUR CITY IN THE LAST SEVEN YEARS. IT'S PRETTY PHENOMENAL. AND SO, THAT IS, AT LEAST, A PROOF POINT. I JUST WANT TO, AGAIN, END BY SAYING

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THAT, PERSONALLY, I LOVE THE BOLDNESS, BUT I WANT TO ASSURE YOU, I WILL LISTEN TO MY COLLEAGUES. I WILL DO MY BEST TO KEEP AN OPEN MIND TO A WELL JUSTIFIED RECOMMENDATIONS, TO PHASE THIS IMPLEMENTATION PLAN IN OVER TIME. BUT, I DO CAUTION US THAT TIME IS OF THE ESSENCE. CLIMATE CHANGE WILL NOT WAIT FOR ANY OF US. AND I ALSO WANT TO MENTION THAT MANY OF US ARE UPDATING OUR HOUSING ELEMENTS RIGHT NOW. SO, IT'S A PERFECT TIME TO INCORPORATE THIS IMPLEMENTATION PLAN SO THAT IT CAN ACTUALLY MAKE IT INTO THE WORK THAT WE'RE EACH DOING WITH OUR HOUSING ELEMENTS. SO, THOSE ARE MY THOUGHTS. BUT THAT IS ALSO MY COMMITMENT TO KEEP AN OPEN MIND TO PHASING. AND I LOOK FORWARD TO WORKING THROUGH THIS LEADERSHIP CHALLENGE THAT HAS BEEN GIVEN TO EACH AND EVERY ONE OF US, AS WE FUTURE-PROOF OUR BELOVED COMMUNITIES.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, MAYOR SCHAFF. YOUR OPEN-MINDEDNESS HAS BEEN RESPECTIVE. COMMISSIONER WORTH?

AMY R. WORTH: OPEN-MINDEDNESS, I DON'T THINK THERE IS ANYBODY WHO IS MORE PASSIONATE ABOUT PRODUCING HOUSING AND OUR OBLIGATION TO DOING THAT. YOU'RE REPRESENTING 19 CITIES OF DIVERSE SIZES, AND THERE IS A LOT IN THIS PLAN THAT CAN BE IMPLEMENTED AND BENEFITTED IN LIGHT OF THE FACT THAT ALL OF OUR CITIES ARE UNDERTAKING THE RHNA PROCESS. WITH THAT BEING SAID, WHAT I'M CONCERNED ABOUT, AS WE LOOK AT THIS PLAN AND WE

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MOVE FORWARD, THAT WE WANT TO MAKE SURE THAT THE INCORPORATION OF A LOT OF THESE POLICIES, ONE INCLUDES THE ACTIVE ENGAGEMENT OF OUR CITY PLANNING DIRECTORS. I KNOW THAT MOST DIRECTORS, THIS IS NOW COMING ON THEIR RADAR SCREENS, IT HAS NOT BEEN ON THEIR RADAR SCREENS, THEY HAVE BEEN GRAPPLING WITH RHNA, AND I APPRECIATE THE FUNDING THAT ABAG HAS PROVIDED THROUGH THE REAP PROGRAM FOR CITIES TO DO THE KINDS OF PLANNING NEEDED TO ACCOMMODATE THESE SIGNIFICANTLY LARGER RHNA NUMBERS. SO, CITIES ARE GOING TO BE PLANNING AND ZONING FOR SIGNIFICANT CHANGES OVER THE NEXT YEAR. BUT I THINK IT'S REALLY IMPORTANT THAT ANY OF -- THE POLICIES THAT WE EVENTUALLY ADOPT DO NOT EITHER PREVENT THE DEVELOPMENT OF HOUSING, OR PUT CITIES IN A POSITION WHERE THEY ARE IMPLEMENTING THEIR RHNA REQUIREMENT, BUT BECAUSE THEY DON'T CROSS THE T'S AND DOT THE AYES YOU'RE GOING TO BE SEEING SIGNIFICANT INCREASE IN HOUSING DENSITIES WITHOUT DOLLARS TO PROVIDE THE TRANSPORTATION INFRASTRUCTURE NEEDED TO ACCOMMODATE THOSE. WE HAVE BEEN GRAPPLING WITH THE HOUSING CHALLENGES AND SURPLUS CAPACITY INCLUSIONARY DENSITY IS A GOAL WE ALL WANT TO HAVE HAPPEN, BUT AT SOME POINTS THE PROJECTS DON'T PENCIL. I AM PARTICULARLY CONCERNED ABOUT THAT. AND RECOGNIZING THAT ONE SIZE DOES NOT FIT ALL IN THESE DENSITY REQUIREMENTS, THAT ARE OUTLINED, SO, I REALLY THINK THAT THE CITY PLANNING DIRECTORS WHO ARE GRAPPLING RIGHT NOW WITH THIS VERY ISSUE OF HOW DO WE -- YOU KNOW, WHAT DO WE NEED TO INCORPORATE THESE PLANNING GOALS IN OUR COMMUNITY AND WHAT

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IT'S GOING TO LOOK LIKE. AND SO I REALLY APPRECIATE THE PERSPECTIVE OF OUR EXECUTIVE DIRECTOR AND OUR CHAIR, OUTLINING THE FACT THAT THIS IS THE BEGINNING OF A DISCUSSION ABOUT THESE POLICIES. AND THE PDA AND OBAG POLICIES HAVE REALLY POSITIONED OUR REGION REALLY WELL. BUT I ALSO THINK THAT IT'S VERY IMPORTANT THAT WE'RE ABLE TO MEET THESE HOUSING GOALS. AND IN OUR COUNTY WE HAVE CITIES THAT HAVE ENTITLED PROJECTS, MULTI-FAMILY HOUSING PROJECT THAT ARE NOT BEING BUILT BECAUSE THEY CANNOT PENCIL S I REALLY THINK WE NEED TO BE MINDFUL AS WE LOOK INTO THESE POLICIES, WHAT FITS WITHIN OUR COMMUNITIES, BUT ALSO HOW DO WE ACHIEVE THE GOAL OF ACTUALLY PRODUCING THE HOUSING THAT IS DESPERATELY NEEDED. FINAL PIECE. AND THEN I'LL CONCLUDE I APPRECIATE THE ELEMENT IN THIS THAT TALK ABOUT PROVIDING AND ENCOURAGING THE MOVEMENT OF JOBS THROUGHOUT THE REGION. AND I THINK THAT THIS IS ONE OF THE HUGE CHALLENGES THAT WE SHOULD HAVE FOR OUR GREENHOUSE GAS TARGETS IS THAT WE HAVE PEOPLE TRAVELING LONG DISTANCES FROM HOME TO JOBS AND IF WE CAN MOVE MORE JOBS INTO MORE COUNTIES WHERE WE HAVE POPULATION CENTERS AND A WORKFORCE THAT IS THERE TO FILL THOSE JOBS, I THINK THAT CAN GO A LONG WAY, ALSO. SO, IN ACHIEVING THESE GREENHOUSE GAS TARGETS. SO I LOOK FORWARD TO CONVERSATIONS, AND I LOOK FORWARD TO THE OPPORTUNITY FOR NOT ONLY THE N THAT CHART, NOT ONLY THIS COUNTY TRANSPORTATION AUTHORITY'S PLANNING DIRECTORS ENGAGE, BUT I REALLY THINK THAT THE CITY PLANNING DIRECTORS ALSO CAN PROVIDE REALLY IMPORTANT

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INPUT IN TERMS OF HOW THESE POLICIES CAN BE -- HOW THEY IMPACT OUR ABILITY TO PRODUCE HOUSING THAT IS SO MUCH NEEDED. THANK YOU VERY MUCH.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. AMY. GINA YOUR OUT LAST COMMENT.

GINA PAPAN: THANK YOU TO STAFF. THE QUESTION IS HOW WE GET THERE AND HOW IT ACTUALLY WORKS. I CANNOT EMPHASIZE ENOUGH INCLUDING IN YOUR TECH ADVISORY COMMITTEE SOME OF THE JURISDICTIONS THAT HAVE ALREADY BEEN PUT THROUGH SOME OF THIS. BECAUSE WHAT THIS POLICY DOES IS, IT DOES NOT HOLD THE TRANSIT OPERATORS ACCOUNTABLE. SO, I THINK I INDIVIDUALS BEFORE, I MEAN, IN MY JURISDICTION -- AND THANK YOU FOR PUTTING UP PICTURES FROM THREE DIFFERENT CITIES IN MY JURISDICTION, YOU CAN SEE WE'RE TRYING TO ACCOMMODATE. WE ARE BUILDING. BUT, RIGHT NOW, WE'RE BEING INTERFERED WITH BY HIGH SPEED RAIL AND SOME OTHER TRANSIT OPERATORS. SO THEY ARE NOT NECESSARILY OUR FRIENDS. THERE IS AN EXISTING TRANSIT-RICH AREA. WE GET THAT. THAT'S WONDERFUL. BUT THEY'RE NOT HELPFUL. YOU HAVE A PORTION THAT SAYS ACCESS. AGAIN, THE TRANSIT OPERATORS ARE NOT CONCERNED WITH ACCESS. PARKING, IF YOU CANNOT PARK AT A MAJOR MODAL CENTER, YOU ARE NOT GOING TO TAKE TRANSIT. THIS IS PROBLEMATIC. AND YOU CAN LOOK, RIGHT NOW, AT THE BART DEVELOPMENT IN MY CITY, THE FACT THAT THERE IS NO PARKING FOR

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THE COMMERCIAL PART IS REALLY BECOMING DIFFICULT. IT'S A BEAUTIFUL COMMERCIAL AREA THERE, IN ADDITION TO THE HOUSING, BUT THE BUSINESSES, LIKE A RESTAURANT WON'T GO IN THERE BECAUSE THEIR CUSTOMERS CAN'T PARK. AND NO, YOU CAN'T PARK AT BART UNLESS YOU GO INTO THE BART STATION, GETTING PARKING THING FROM THERE, SO, THESE ARE THE KIND OF NUANCES THAT NEED TO BE WORKED OUT. AND WE NEED YOUR HELP, MTC, IN HELPING US BUILD MORE, AND NOT, KIND OF, STRANGLEHOLDING US, WHICH SOME OF THIS APPEARS TO BE. PLANNED BAY AREA IS GREAT. I THINK SOME OF IT IS ALREADY OUT OF DATE. THERE IS A LOT OF HOUSING LAWS THAT WERE JUST PUT INTO PLACE THAT ARE IMPACTING OUR ABILITIES TO BUILD HOUSING, TO BE SUSTAINABLE, ALL KINDS OF STUFF. WE HAVE UPZONED. WE WILL CONTINUE TO UPZONE. DON'T THINK WE'RE NOT; WE ARE DOING THAT. BUT WHEN YOU ADD IN HERE RENT STABILIZATION, JUST CAUSE EVICTIONS, TENANT-RIGHT COUNCILS. I BELIEVE THE LEGISLATURE HAS ALREADY WEIGHED IN ON THAT. SO IT SEEMS LIKE WE'RE TELLING THEM, NO, YOU DIDN'T DO IT RIGHT, AND NOW YOU HAVE GOT TO DO THIS. IT WAS POINTED OUT BY ANOTHER SPEAKER THAT WE DON'T HAVE THE ABILITY -- SOME OF US SMALLER JURISDICTIONS -- TO DO THAT. SO, WHEN YOU HAVE YOUR AFFORDABLE PROTECTION AND NEIGHBORHOOD STABILIZATION PORTION IN THERE, AND YOU'RE GOING TO CONDITION FUNDING ON EVERY SINGLE -- I REPRESENT 20 CITIES -- IF WE DON'T HAVE THAT, WE'RE NOT ELIGIBLE FOR THE ENTIRE ELECTRIFICATION OF CALTRAIN WITHIN OUR JURISDICTION? I MEAN, THAT IS -- THAT'S NOT GOING TO LET US

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ACHIEVE THE GOALS WE WANT. WE WANT TO BUILT. WE WANT TO MAKE ALL THIS HAPPEN. WE NEED YOUR HELP. SO I'M KIND OF LOOKING FOR MORE POLICY OR PORTIONS OF THIS THAT ACTUALLY HELP US GET TO BUILDING MORE AND NOT INTERFERE WITH WHAT'S CURRENTLY HAPPENING HERE. SO, YOU KNOW, IF YOU HAD SOMETHING IN THEREABOUT HIGH SPEED RAIL NOT STEALING THE LAND WHICH WE HAVE ALREADY APPROVED FOR 488 HOUSING UNITS FOR STREET LEVEL PARKING, I GOT NO PROBLEM WITH THAT. THAT'S WONDERFUL. TELL THEM. THAT'S IMPOSSIBLE, AND I CAN GO AHEAD WITH TEN STORIES, 48488 HOUSING UNITS. WE WANT TO BUILD. SO, PLEASE, I THINK YOU NEED TO BRING IN THE LOCAL JURISDICTIONS. SOME OF US HAVE THE EXPERIENCE TO SAY THIS IS WHAT WORKS, THIS IS WHAT DOESN'T WORK. BECAUSE LET ME TELL YOU RIGHT NOW, A PERSON TRYING TO GET A LOAN, A DEVELOPER FOR A COMMERCIAL/HOUSING I DON'T THINK THEY CAN GET THE LOAN UNLESS IT INCLUDES SOME PARKING AND YOU'RE SAYING, NO. NOTHING. WE CAN TRANSITION OUT. [INDISCERNIBLE] IS GREAT, THEY'RE BUILDING A BIG PARKING STRUCTURE, BUT WITH THE FUTURE OF TRANSFORMING THAT, SO WE CAN MAKE ALL THE TRANSPORTATION ELEMENTS WORK, THOSE ARE THE TYPE OF THINGS HERE THAT I WOULD LOVE TO SEE. AND WE WANT TO GET THERE. WE WANT TO REDUCE THE GREENHOUSE GAS. WE ALL HAVE THE SAME GOAL. IT'S JUST KIND OF HOW THE POLICY IS CURRENTLY WRITTEN HERE. SO, I DON'T THINK WE SHOULD BE CONTRADICTING THE LEGISLATURE. I'M REALLY -- I THINK THERE ARE NEW WAYS THAT WE CAN BE BOLD AND MAKE ALL OF THIS HAPPEN. BECAUSE WHAT WORKS IN

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A BIG CITY, LIKE MAYOR SCHAFF'S, OR SAN FRANCISCO, DOESN'T NECESSARILY WORK IN OUR CITIES. SO, PLEASE LET US BE A PART OF THIS PROCESS. AND, REALLY MAKING IT WORK IN THE FUTURE, HERE, WE REALLY -- I MEAN, WE COULD USE LEGISLATION THAT, IF WE HAVE AN OLD BUILDING, WE CAN -- THAT WAS AT ONE TIME HOUSING, BUT HASN'T BEEN FOR FIVE YEARS, IF WE COULD COUNT THAT IN OUR RHNA NUMBERS. WE WANT TO MAKE THINGS WORK HERE, BUT THEY DON'T ALLOW US TO DO THAT. SO, HELP US. AND WE CAN WORK TOGETHER. I REALLY WANT TO THANK EVERYBODY. I SUGGEST THE TECH ADVISORY COMMITTEE BE EXPANDED TO SOME OF OUR LOCAL AND SMALLER JURISDICTIONS BECAUSE WE DON'T WANT TO REPEAT THE MISTAKES OF THE PAST. THANK YOU, MR. CHAIR.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU, GINA. MARTHA, HOW MANY SPEAKERS DO WE HAVE?

CLERK OF THE BOARD: RIGHT NOW WE HAVE TEN SPEAKERS AND COUNTING. HOW MUCH TIME WOULD YOU LIKE TO GIVE PEOPLE?

JIM SPERING, MTC PLANNING CHAIR: WELL, YOU KNOW, I WOULD LIKE TO GIVE PEOPLE, LIKE, ONE MINUTE, BUT THEY CAN GO OVER A LITTLE BIT. BUT BEFORE WE GO TO THE PUBLIC COMMENTS -- STAFF DID YOU -- I KNOW MAYOR SCHAFF HAD A QUESTION. THERE WASN'T A LOT OF QUESTIONS AND MORE STATEMENTS. MATT, DID YOU GUYS HAVE ANYTHING YOU WANT TO RESPOND TO --

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MATT MALONEY: I'M HAPPY TO GIVE A QUICK SUM UP, MAYBE A MINUTE IF THAT'S HELPFUL.

JIM SPERING, MTC PLANNING CHAIR: GO AHEAD.

MATT MALONEY: THERE WAS A QUESTION OR COMMENT ABOUT STAFF DOING AN ASSESSMENT OF WHAT'S GOING ON IN THE TRANSIT-RICH AREAS AND I THINK THAT'S RIGHT ON THE MARK AND WE ARE PLANNING TO DIG INTO THAT MORE. WE HAVE GOT A LOT OF INFORMATION OUT THERE IN THE EXISTING PDAS PLANS WE CAN DRAW FROM BUT WOE HAVE TO DO MORE RESEARCH ON THAT, THAT IS CERTAINLY PART OF OUR WORK PLAN. I THINK ON THE SUBJECT OF DIFFERENT COMMUNITIES AND SMALLER COMMUNITIES AROUND THE AREA, AND I THINK IT WAS OUR INTENT WITH THE DIFFERENT TIERS THAT WE SHOWED IN THE PRESENTATION, TIER ONE, TIER TWO, TIER THREE, YOU KNOW, KIND OF LOOKING AT COMMUTER RAIL SYSTEMS LIKE SMART, YOU KNOW, DIFFERENT FROM HEAVY RAIL SYSTEMS LIKE BART AND CALTRAIN. I THINK THAT'S ALL IN THE MIX AND THAT'S SOMETHING WE CAN CONTINUE TO PLAY WITH AS WE HEAR MORE COMMENTS FROM ALL OF YOU. I THINK COMMISSIONER JOSEFOWITZ MADE A POINT ABOUT GETTING MORE PLANNING MONEY TIED TO THIS EFFORT. AND I THINK WE ALSO AGREE WITH THAT, AS WELL. I THINK OBAG THREE IS AN OPPORTUNITY FOR THAT. ALSO THERE IS A NEW VERSION OF REAP. REAP 2.0, THAT I THINK YOU HAVE ALL HEARD ABOUT THAT MIGHT BE

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OPPORTUNITY TO AUGMENT THE PDA PLANNING FUNDS THAT WE HAVE HAD OUT THERE IN THE PAST AND TO HELP MORE JURISDICTIONS. I THINK WE TOTALLY AGREE. THIS IS FOCUSED ON TRAS, RIGHT, REALLY, THOSE TRANSIT-RICH AREAS, AS WELL AS THOSE TRANSIT-RICH PDAS, AND THERE WAS A QUESTION ABOUT MAKING SURE WE INCENTIVIZE TRANSIT IMPROVEMENTS AND WE DEFINITELY WANT TO DO THAT. THE OTHER PART OF THIS IS WE WANT TO MAKE SURE ANY IMPROVEMENTS THAT WE MAKE ARE EFFECTIVE IS HIGH RIDERSHIP AND LOTS OF ACTIVITY. I THINK THAT'S IN THE MIX, AS WELL. IN TERMS OF MAYOR SCHAFF'S QUESTION ABOUT AFFORDABLE HOUSING IMPACT FEES WITH IN LIEU OPTIONS, CERTAINLY SOMETHING WE CAN INVESTIGATE IS PERHAPS INCLUDE IT AS PART OF THE MENU OF OPTIONS. I THINK THAT'S MOSTLY THE SUM-UP OF KIND OF WHAT I HEARD.

JIM SPERING, MTC PLANNING CHAIR: OKAY. GOOD. THANK YOU. GOOD WRAP-UP. MARTHA, IF WE HAVE TEN SPEAKERS --

CLERK OF THE BOARD: IT'S UP TO 13 NOW.

JIM SPERING, MTC PLANNING CHAIR: ALL RIGHT. GIVE A MINUTE AND A HALF. WHAT I WOULD LIKE TO ASK THE SPEAKERS, IF YOU COULD, BE AS CLEAR AND SUCCINCT AS YOU CAN. IF THERE ARE AREAS THAT YOU THINK MORE STUDY SAY THAT, IF YOU THINK THERE ARE AREAS THAT SHOULDN'T BE INCLUDED SAY THAT. BUT JUST TRY TO GET TO YOUR POINT SO WE CAN GET THROUGH THIS AS QUICKLY AS WE CAN.

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WITH THAT, MARTHA, GIVE THE SPEAKERS A MINUTE AND A HALF. GO AHEAD AND START THE PUBLIC COMMENT.

CLERK OF THE BOARD: WE RECEIVED CORRESPONDENCE BY THE DEADLINE, AND THAT FROM BY TIM SEBRITINI. IT WAS POSTED ONLINE AND THAT WAS DISTRIBUTED TO AND WAS POSTED ONLINE AND DISTRIBUTED TO COMMITTEE MEMBERS. FIRST SPEAKER IS JONATHON KASS.

JONOTHON KASS: I AM THE TRANSPORTATION POLICY MANAGER AT SPUR AND WE SUPPORT THE DIRECTION AND UNANIMOUSLY APPROVE PLANNED BAY AREA FOR EQUITABLE SUSTAINABLE AND LIVABLE COMMUNITIES AROUND TRANSIT AS A MEMBER OF THE TECHNICAL ADVISORY COMMITTEE FOR THIS COMMUNITY ALONGSIDE MANY LOCAL JURISDICTIONS BOTH SMALL AND LARGE SPUR HAS BEEN ENCOURAGED BY MTC STAFF COMMITMENT TO RHNA AND PLANNED BAY AREA REGIONAL GROWTH TARGETS AS A REMINDER PLANNED BAY AREA JUST BARELY MET THE GREENHOUSE GAS EMISSIONS REDUCTION TARGETS SET BY THE STATE. TARGET THAT IS SURE TO BE MORE EVEN AMBITIOUS IN THE NEXT ROUND. AS DISCUSSED THE TIMING OF THESE REQUIREMENTS DESERVE CLOSE ATTENTION. WAITING TO QUICKLY WILL CAUSE US TO FALL BEHIND ON HOUSING AND JOBS GOALS. AT THE SAME TIME GROWTH TARGETS NEED TO BE REALISTIC AND IT TAKES TIME TO LAY THE GROUNDWORK FOR GROWTH. WE BELIEVE THE POLICY IS OFF TO A GREAT

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START AND ENCOURAGE TO YOU FOCUS ON DETAILED CHANGES THAT ARE NECESSARY TO ENSURE POLICY DELIVERY.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU. NEXT SPEAKER. MARTHA?

CLERK OF THE BOARD: ON IT. NEXT UP IS ANOEIL.

SPEAKER: HI I'M A MEMBER OF COMMON GROUND CALIFORNIA FOCUSED ON LAND USE HOUSING TRANSIT AND FINANCING OF PUBLIC SERVICES AND INFRASTRUCTURE THROUGH LAND VALUE TAXES CAPTURE TASTEFUL TO SEE MTC PUTTING TOGETHER POLICY FRAMEWORK WE BELIEVE WILL INCORPORATE PUBLIC LAND ACQUISITION AND VALUE CAPTURE TAXATION SUCH POLICIES ALLOW PUBLIC MUNICIPALITIES TO BUILD INFRASTRUCTURE SPENDING GROWING ECONOMY AND INCREASED DEMAND HAD TO THESE AREAS AND PUBLIC ACQUISITION OF LAND WILL ALLOW GOVERNMENTS TO RECEIVE -- [INDISCERNIBLE] WITHOUT A STRONG TOC POLICY THERE IS NO HOPE OF MEETING EQUITY AND CLIMATE GOALS. AS SOMEONE GOING TO MEDICAL SCHOOL I UNDERSTAND HOW CRITICAL HOUSING IS TO A PERSON'S PHYSICAL AND MENTAL WELL-BEING AND HOW ACCESS TO HIGH-RESOURCE AREAS IS CRITICAL TO A GROWING ECONOMY. IT'S CRITICAL THAT EQUITY INVESTMENTS NOT ONLY RECAPTURE VALUE, BUT RECAPTURE STRONGER COMMUNITIES. PLEASE ADD PUBLIC LAND ACQUISITION AND TAXATION VALUE RECAPTURE TO THE TOC POLICY.

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CLERK OF THE BOARD: NEXT UP IS JUSTINE MARCUS AND THEN RICH HEDGES.

SPEAKER: GOOD AFTERNOON MY NAME IS JUSTINE MARCUS POLICY DIRECTOR WITH ENTERPRISE COMMUNITY PARTNERS WE'RE EXCITED TO SEE THE DRAFT FRAMEWORK PRESENTED TODAY AND WANT TO THANK STAFF FOR THEIR WORK PUTTING IT TOGETHER AND HAVING THE ROBUST ENGAGEMENT WITH THE TECHNICAL ADVISORY COMMITTEE WHICH WE SERVE O WE STRONGLY SUPPORT MOVING FORWARD WITH A POLICY THAT WILL SET US ON THE COURSE TO IMPLEMENT THE GOALS OF PLANNED BAY AREA BALANCING AS MANY OF YOU HAVE MENTIONED THE URGENCY OF OUR NEEDS AND REALLY BEING REALISTIC ABOUT IMPLEMENTATION. I ALSO WANT TO ECHO THE POINT THAT MAYOR ARREGUIN BROUGHT UP WHICH IS THAT POLICY HAS OPPORTUNITY TO SUPPORT AND REWARD LOCAL JURISDICTIONS TO DELIVER ON THEIR RHNA GOALS. I WANT TO HIGHLIGHT TWO ASPECTS OF THE POLICY FOR CONSIDERATION AS IT IS FURTHER REFINED. THE FIRST IS REALLY GOING DEEP ON THE THREE PS, THE PRODUCTION, PRESERVATION, AND PROTECTIONS ASPECTS OF THE POLICY WITH A FOCUS ON ANTI-DISPLACEMENT BOTH FOR RESIDENTS AND LOCAL SMALL BUSINESSES. AND SECOND IS TO REALLY REMAIN FOCUSED ON OUR COMMITMENTS TO AFFIRMATIVELY FURTHERING FAIR HOUSING AS WE GO ABOUT DESIGNING THE DENSITY THRESHOLDS. FINALLY WE KNOW THAT THIS POLICY WILL NEED COMPLEMENTARY FUNDING AND OUR ORGANIZATION AND BAY AREA HOUSING ADVOCATES

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ARE COMMITTED TO CONTINUING WORKING WITH YOU ALL THROUGH BAHFA AND OTHER OTHERS TO SECURE THE NECESSARY FUNDS. THANK YOU VERY MUCH FOR YOUR TIME.

JIM SPERING, MTC PLANNING CHAIR: THANK YOU.

CLERK OF THE BOARD: RICH HEDGES FOLLOWED BY AARON ECKHOUSE. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: THANK YOU. I WANTED TO COMMENT JUST BRIEFLY ABOUT TRANSIT ORIENTED COMMUNITIES. I GREW UP IN ONE AS A CHILD. ACCESS TO A STREETCAR HALF A BLOCK AWAY. ALL THE POSSIBLE SERVICES WE NEEDED WITHIN WALKING DISTANCE AND I BRING THIS UP BECAUSE IT PUT ME IN THE FIGHT TO DEVELOP IT. ODS, BECAUSE I HAD LIVED IN SOMETHING LIKE A TOD. I LIKE OUR CHANGE IN POLICY TOWARD TRANSIT ORIENTED COMMUNITIES. I THINK IT WILL FULFILL WHAT WE HAVE BEEN TRYING TO DO. BUT WHAT I WANT TO RECOMMEND IS, IF YOU REALLY WANT TO CUT DOWN ON TRIPS, WE HAVE TO HAVE THESE SERVICES AND WE HAVE TO FOCUS ON THAT. BECAUSE ONLY A SMALL PART OF GETTING PEOPLE OUT OF THEIR CARS IS TRIPS TO WORK AND BACK. SO, PLEASE, LOOK CAREFULLY AT THIS. I ALSO HAVE A QUESTION I WOULD LIKE A RESPONSE TO. I THINK THAT SB10 MAY HELP, ESPECIALLY WITH THE COMMUNITIES WHERE WE HAVE 35 TO 50% DENSITY OF HOUSING. AND MAYBE NOT MORE THAN THAT. BUT I WOULD LIKE TO KNOW HOW THAT MAY AFFECT OUR GOALS FOR COMMUNITIES AND

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TOCS. SO, ONE THING I WOULD LIKE TO SAY I THINK WE DO HAVE TO HAVE DIVERSE LOOKS AT DIFFERENT COMMUNITIES, THE RURAL COMMUNITIES DO NOT HAVE THE SAME ASPECTS AS OUR MORE URBANIZED COMMUNITIES AND WE NEED TO TREAT IT AS SUCH. AND JUST ONE LAST COMMENT, REALLY A CARROT IS BEST USED IF IT'S A STICK PAINTED ORANGE. THANK YOU.

CLERK OF THE BOARD: THANK YOU, RICH. NEXT UP IS AARON ECKHOUSE FOLLOWED BY DERRICK SAGEHORN.

SPEAKER: HELLO. THANK YOU. MY NAME IS AARON ECKHOUSE I'M THE REGIONAL POLICY MANAGER WITH CALIFORNIA YIMBY, YES IN MY BACKYARD. WE ARE BIG SUPPORTERS OF TRANSIT ORIENTED DEVELOPMENT AND WE APPRECIATE STAFF IS MOVING THIS FORWARD AS WELL AS OPPORTUNITY WE HAVE HAD TO ENGAGE WITH THEM ON POLICY DEVELOPMENT. OVER THE YEARS HAS BEEN A GROWING RECOGNITION FOR A COORDINATED REGIONAL APPROACH ON HOUSING AS WELL AS WAY IN WHICH HOUSING POLICY LANDS USE POLICY AND TRANSPORTATION POLICY ARE ALL DEEPLY CONNECTED WHICH WE SEE IN PLANNED BAY AREA 2050. PROPOSED POLICY FRAMEWORK REFLECT THOSE IN AN EXCITING WAY. HOUSING CRISIS IN THE BAY AREA IS TOO BIG FOR ANY CITY TO SOLVE ALONE THE TRANSIT ORIENTED COMMUNITIES IS FRAMEWORK ADDRESSING OUR HOUSING CRISIS IN A NECESSARY SCALE IN A COMPREHENSIVE AND EQUITABLE WAY IT'S APPROPRIATE WU WE'RE MAKING SIGNIFICANT REGIONAL INVESTMENT IN TRANSPORTATION AND

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POLICIES IN PLACE TO ENSURE SUCCESS AND COORDINATION WITH REGIONAL POLICY GOALS. WE CANNOT AFFORD TO FAIL ON OUR HOUSING GOALS AS A REGION THE STAKES ARE TOO HIGH. I AM ENCOURAGED BY WHAT STAFF PUT FORWARD AND I HOPE MTC WILL MOVE FORWARD TOWARDS A ROBUST TRANSIT COMMUNITIES PROGRAM THAT WILL ENSURE WE MEET OUR GOALS IN THE REGION. THANK YOU.

CLERK OF THE BOARD: DERRICK FOLLOWED BY JUSTIN.

SPEAKER: THIS IS DERRICK SAGEHORN FOR EAST BAY FOR EVERYONE. I'M CALLING IN SUPPORT OF THE DRAFT TOC POLICY FROM STAFF. I THINK IT'S REALLY IMPORTANT THAT WE ALIGN OUR PLANNED BAY AREA GOALS WITH OUR -- THE FUNDING. YOU KNOW? MTC HAVING THE POWER OF THE PURSE IN TERMS OF DETERMINING DISCRETIONARY GRANTS IT'S IMPORTANT WE GET OUR TRANSPORTATION PLANNING LINED UP I APPRECIATE THE FACT OF DISTINGUISHING BETWEEN DIFFERENT LEVELS OF INTENSIVE OF TRANSPORTATION AND INVESTMENT INCLUDING PARKING POLICY. AS WELL AS STATION ACCESS THAT'S GOING TO BE CRITICAL. I'LL ECHO COMMENTS I THINK IT'S NECESSARY TO GET OUT AHEAD OF SPECULATORS ESPECIALLY WITH THE NEW TRANSIT STATIONS I WOULD ENCOURAGE STAFF TO LOOK AT SOME TYPE OF PRESERVATION AND PUBLIC HOUSING WITH PUBLIC LAND ACQUISITION IS MAKING SURE TOOLS ARE AVAILABLE FOR CAPTURING UPLIFT FROM PROPERTY OWNERS NEARBY IN TERMS OF FUNDING BOTH AFFORDABILITY AND TRANSPORTATION IMPROVEMENTS AND THAT'S NOT SIMPLY THROUGH

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VALUE CAPTURE FOR PLANNING BUT ALSO MAKING SURE THAT PROPERTY OWNERS WHO ARE SIMPLY SPECULATING AND NOT DEVELOPING THEIR PROPERTIES ALSO PAY THEIR FAIR SHARE FOR THESE PUBLIC CRITICAL HOURS. THANK YOU.

CLERK OF THE BOARD: THANK YOU, DERRICK. JUSTIN FOLLOWED BY LISA. GO AHEAD.

SPEAKER: GOOD AFTERNOON MY NAME IS JUSTIN WANG ADVOCACY MANAGER AT GREEN COMPLIANCE ENVIRONMENTAL NON-PROFIT ENCOURAGING OPEN SPACE AS WELL AS DIRECT INVOLVEMENT WITH GROWTH IN THE COMMUNITY. A STRONG TOC CLIMATE SMART POLICY IS NECESSARY IN THE BAY AREA TO MEET OUR HOUSING GOALS REDUCE GREENHOUSE GAS EMISSIONS AND MAKE SURE LOCAL RESIDENTS ARE ABLE TO GROW AND THRIVE IN THEIR OWN COMMUNITIES AS HOUSING COSTS RISE EVERY SINGLE BAY AREA REGION MUST PLAY THEIR PART TO INCREASE HOUSING STOCK PARTICULARLY AFFORDABLE HOUSING TO MAKE SURE THE WORKFORCE CAN AFFORD TO LIVE CLOSE TO JOBS SCHOOLS AND SERVICES THIS POLICY IS A GREAT STEP IF THAT DIRECTION ESPECIALLY IF LOCAL JURISDICTIONS ARE LOOKING TO UPDATE HOUSING ELEMENTS NOW TO ACHIEVE GOALS IDEALLY WITH AN EYE TOWARDS TRANSIT ORIENTATION. AS A REGION WE HAVE ALWAYS LED THE WAY, WE PASSED PLANNED BAY AREA AND NEED A TOC POLICY THAT WORKS TO ACHIEVE OUTCOMES OUTLINED IN THAT PLAN CREATING THE 30 YEAR WINDOW THE TRANSIT ORIENT THE COMMUNITIES IS LONG.

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MTC SHOULD INCENTIVIZE DEVELOPMENT SOONER RATHER THAN LATER ESPECIALLY WITH FUNDING I URGE TO YOU CONTINUE MOVING IN THE RIGHT DIRECTION WITH YOUR FULL SUPPORT OF THE TOC POLICY BEFORE YOU TODAY. THANK YOU VERY MUCH FOR YOUR TIME.

CLERK OF THE BOARD: THANK YOU. LISA FOLLOWED BY ROBERT ALAN OR BOB ALAN. LISA GO AHEAD AND UNMUTE.

SPEAKER: GOOD AFTERNOON MY NAME IS LISA BORDERBRUGEN REPRESENTING BUILDING INDUSTRY ASSOCIATION OF BAY AREA AND I APPRECIATE ALLOWING ME TO SERVE ON THE TECHNICAL ADVISORY COMMITTEE THROUGH THIS PROCESS AND WORKING WITH YOUR TALENTED STAFF. IT'S A LITTLE BIT LIKE MANY OF YOU GETTING A GRASP ON THE FULL STOVE OF WHAT IMPACTS WOULD BE IF AND WHENEVER THIS POLICY IS ADOPTED IN WHATEVER FORM IT COMES OUT IN WE APPRECIATE THE COMMENTS BY JIM AND THERESE ABOUT TAKING A PHASED APPROACH AND ANALYTICAL APPROACH OUR MEMBERS ARE ON THE FRONTLINE OF DELIVERING THE HOUSING THAT MANY OF YOU ARE PLANNING TO BUILD AND WE CAN SPEAK FROM EXPERIENCE THAT BAY AREA CITIES ARE LIKE SNOW FLAKES, EVERY SINGLE ONE OF THEM IS DIFFERENT AND TRYING TO WORK WITHIN EACH COMMUNITY AND MEET THE NEEDS OF EACH COMMUNITY THAT THEY'RE LOOKING FOR IN ADDITION REGIONALLY IS A DIFFICULT PROCESS TO NAVIGATE. WE'RE CONTINUING TO WORK WITH MTC AND THE TOC AND HELPING ENSURE THAT WELL-MEANING POLICIES DON'T INCREASE THE COST OF HOUSING

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OR MAKE IT MORE COSTLY TO BUILD HOUSING BUT ACTUALLY GET US TO WHERE WE WANT TO BE IN TERMS OF INCREASING THE DENSITIES AROUND TRANSIT. THANK YOU FOR THE OPPORTUNITY TO SPEAK THIS AFTERNOON.

CLERK OF THE BOARD: THANK YOU. ROBERT ALAN FOLLOWED BY BOB BIN. GO AHEAD AND UNMUTE YOURSELF. ROBERT ALAN.

SPEAKER: BOB ALAN FROM URBAN HABITAT. I WANT TO COMMENT AND SAY THIS IS AN IMPORTANT UPDATE. SORRY. I'M NOT SURE WHAT HAPPENED THERE.

JIM SPERING, MTC PLANNING CHAIR: GO AHEAD ROBERT.

SPEAKER: SORRY ABOUT THAT. JUST TO EMPHASIZE, I THINK THE TENANT PROTECTION AND SUITE OF COMMUNITY STABILIZATION POLICIES FAR FROM BEING AN IMPEDIMENT TO HOUSING PRODUCTION AND MARKET RATE HOUSING PRODUCTION ARE NECESSARY TO MEET GREENHOUSE GAS REDUCTION GOALS OF PLANNED BAY AREA. WE HAVE GOT TO STABILIZE PEOPLE TO BUILD HOUSING WORKING TO ENSURE AND PRESERVE AS MUCH HOUSING AS POSSIBLE AND ROBUST EFFORTS STARTING WITH THE STATE ON SOCIAL HOUSING I DON'T THINK THE MARKET WHETHER IT'S UNCONSTRAINED OR NOT IS GOING TO PROVIDE HOUSING FOR THE VAST MAJORITY OF THE BAY AREA RESIDENTS BUT COMMUNITY STABILIZATION POLICIES AND KEEPING AS MANY PEOPLE IN

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PLACE IS A CRITICAL STARTING POINT TO RELIABLE TRANSIT RIDERS WHO HAVE STAYED ON THE SYSTEM THROUGHOUT THE PANDEMIC I WANT TO MAKE THAT POINT AND LOOK HEARD TO ENGAGING IN THE UPDATE OF THE POLICY AS WE GO FORWARD. THANK YOU.

CLERK OF THE BOARD: THANK YOU. BOB VINN FOLLOWED BY LAURA FOOTE.

SPEAKER: I'M BOB CITY ENGINEER FOR THE CITY OF LIVERMORE SINCE VALUING STATIONS OF AT THE TOP OF THE LIST FOR IT. OC IMPLEMENTATION I WANT TO TALK ABOUT THE ISABEL PLAN ADOPTED A LITTLE OVER A YEAR AGO IN NOVEMBER 2020, IT WAS A MULTI-YEAR EFFORT, COST A LOT OF MONEY, HAD LOTS OF STAKEHOLDER ENGAGEMENT AND RESULTED IN A PLAN THE COMMUNITY OF LIVERMORE COULD SUPPORT. CITY COUNCIL OF LIVERMORE ADOPTED IT UNANIMOUSLY AND IT INCLUDES THE HIGHEST DENSITY IN ALL OF LIVERMORE THE TALLEST BUILDINGS LOWEST PARKING REQUIREMENT AND HIGHEST AFFORDABLE HOUSING REQUIREMENTS AS WELL. WE MODELED THIS AFTER THE PREVIOUS -- OR THE CURRENT TOD POLICY AND RESOLUTION 3434 EVEN THOUGH IT WASN'T CLEAR IT WOULD APPLY IN FACT UR DENSITIES EXCEED WHAT WOULD BE TIER ONE EVEN THOUGH VALLEY LINK IS A TIER THREE PROJECT HOWEVER AT FIRST IT DOESN'T APPEAR THE ISABEL PLAN WILL COMPLY, AND MEANWHILE WE'RE TAKING IN APPLICATIONS FOR HOUSING. WE ARE WORKING WITH A LARGE DEVELOPMENT ON DEVELOPMENT AGREEMENT FOR MOST OF THE

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VACANT LAND AND I THINK IF THIS PLAN HAS TO APPLY IN THE ISABEL AREA IT WILL RESULT IN A SLOWING OF THE HOUSING PRODUCTION. SO I REQUEST THAT MTC STAFF PLEASE REACH OUT TO LIVERMORE, STUDY OUR PLAN AND MEET WITH US SO WE CAN TALK ABOUT WHAT IMPLEMENTATION WOULD REALLY MEAN. THANK YOU.

SPEAKER: THANK YOU. HAUSCAR CASTRO.

SPEAKER: HI. GOOD AFTERNOON EVERYONE I'M HAUSCAR ASSOCIATE DIRECTOR OF HOUSING AND TRANSPORTATION POLICY WORKING PARTNERSHIP USA THANK YOU STAFF FOR YOUR WORK GRATEFUL FOR ALL THE WORK YOU HAVE DONE WE ARE EAGER TO WORK TOGETHER TO CRAFT THE FINAL POLICY IN SAN JOSE COUNTY AND SANTA CLARA COUNTY WE ARE ADVOCATING DAY IN AND DAY OUT RELATED TO HOUSING JUSTICE AND A SUSTAINABLE ECONOMY WE ARE PLEASED TO SEE MTC'S EFFORTS TO OFFER SOLUTIONS AS THE ENTIRE REGION CONTINUES TO GRAPPLE WITH VARIOUS HOUSING CHALLENGES WE LOOK FORWARD TO SUPPORTING THIS AGENCY ON ANTI-DISPLACEMENT ISSUES AND PRESERVATION EFFORTS. EMPHASIZING IMPORTANCE FOR SMALL BUSINESS PROTECTIONS, IN PARTICULAR PUBLIC MARKETS LOCATED NEAR OR AROUND TRANSIT STATIONS PUBLIC MARKETS OR FLEA MARKETS THAT SERVICE REAL ECONOMIC OPPORTUNITY TO THOUSANDS OF VENDORS THROUGHOUT THE REGION TO MAKE A LIVING FOR THEIR FAMILIES AND PUTTING FORTH ACTIONS AND POLICIES TO ENSURE VENDORS CONTINUE TO HAVE AN OPPORTUNITY AS THEY'RE OUT THERE.

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CLERK OF THE BOARD: THANK YOU. DARYL HALLS.

DARYL HALLS: DARYL HALLS METROPOLITAN TRANSPORTATION AUTHORITY I WANT TO THANK COMMISSIONER SPERING AND NORTH AND EAST BAY COMMISSIONERS AND STAFF FOR CLARIFYING OUR COUNTY OF COURSE SAY COUNTY OF MOSTLY MEDIUM AND SMALL SIZED CITIES A LOT ARE WORKING ON PDA PLANS WE HAVE ADOPTED OUR RHNA NUMBERS WE HAVE MOVED FORWARD AND HAVE TWO FERRY STATIONS AND TERMINALS WE APPRECIATE THE GENERAL DIRECTION GOING FORWARD AND WE WOULD APPRECIATE TIME TO HAVE DIALOGUE WITH STAFF IT WOULD BE HELPFUL. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT IS NICO NAGLE.

SPEAKER: GOOD AFTERNOON EVERYONE I'M NICO SPEAKING ON BEHALF OF THE HOUSING COALITION I'LL BE QUICK I WANT TO REITERATE POINTS THAT HAVE ALREADY BEEN MADE. ONE, THANK YOU TO MTC STAFF FOR THE WORK ON THE TOC POLICY RECOGNIZING THIS MASSIVE UNDERTAKING FOLKS HAVE COMMITTED LOTS OF TIME AND RESOURCES TO MAKE SURE WE HAVE A PLAN FOR A SUCCESSFUL FUTURE. SECONDLY, I WANT TO REITERATE THE IDEA THAT MEETING THE SCALE OF THIS CHALLENGE IS INCREDIBLY IMPORTANT MOVING FORWARD WITH URGENCY AND THE TOC POLICY THAT ADDRESSES THE IMMENSE NUMBER OF HOMES WE REALLY NEED IS NOT ONLY IMPORTANT FOR OUR SHARED HOUSING

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SITUATION BUT IN TERMS OF BUILDING NEAR TRANSIT STOPS, IT'S IMMENSELY IMPORTANT FOR MEETING OUR SHARED CLIMATE GOALS. AGAIN, THINGS THAT HAVE ALREADY BEEN KNOWN. I THINK FOLKS HERE ARE -- YOU KNOW, MOSTLY ON THE SAME PAGE OF THESE THINGS. BUT MOVING FORWARD, URGENTLY IS A PRIORITY. I APPRECIATE ALL OF YOUR TIME. THANK YOU.

CLERK OF THE BOARD: THANK YOU. AND LAST, WE HAVE LAURA. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: HI. LAURA FOOTE FROM YIMBY ACTION AND SPEAKING ON BEHALF OF ALL OF OUR BAY AREA CHAPTERS. WE'RE OBVIOUSLY PROHOUSING AND ARE GOING TO BE FOLLOWING THIS POLICY CLOSELY AS IT EVOLVES AND LOVE ALL THE WORK STAFF IS PUTTING INTO IT. SO MANY GREAT COMMENTS HAVE BEEN MADE AND SIN I'M LAST I'M NOT GOING TO REPEAT ANY OF THEM. ONE VERY SMALL THING THAT MIGHT BE WORTH NOTE SUGGEST WE ALSO TALK ABOUT THE CHALLENGES WITH INCLUSIONARY POLICIES WITH PUTTING THE INCLUSIONARY RATE TOO HIGH AND THAT COULD DISINCENTIVIZE HOUSING ONE THING TO TAKE INTO ACCOUNT IS GIVING CITIES CREDIT WHEN THEY DIRECTLY SUBSIDIZE HOUSING WHETHER THAT'S THROUGH LAND GRANTS OR ACQUIRING THERE IS A LOT TO BE DONE TO GET CITIES MORE CREDIT WHEN THEY'RE MORE DIRECTLY SUBSIDIZING HOUSING RATHER THAN PURSUING INCLUSIONARY POLICIES WHICH CAN BE COMPLICATE. RIGHT NOW THIS IS GOING TO BE A COMPLICATE SPRAWLING AMAZING HOPEFUL

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PRODUCING NOT SPRAWLING POLICY. APPRECIATE ALL THE WORK AND LOOK FORWARD TO FOLLOWING ALONG AS IT DEVELOPS.

CLERK OF THE BOARD: THANK YOU. LAST CALL PLEASE DIAL STAR NINE OR USE THE RAISED HAND FEATURE. JORDAN GRIMES.

SPEAKER: MY NAME IS JORDAN GRIMES LEAD MEMBERS OF THE PENINSULA FOR EVERYONE GRASSROOTS HOUSING AND TRANSIT ADVOCACY GROUP IN SAN MATEO AND SANTA CLARA COUNTY REALLY APPRECIATE ALL THE COMMENTS COMMISSIONER JOSEFOWITZ AND COUNCILMEMBER ROMERO. WE'RE EXCITED ABOUT HOW THE DRAFT FRAMEWORK HAS TURNED OUT AND SUPPORT THE EMBRACE OF THIS GOOD SMART AND VISIONARY PUBLIC POLICY WHICH IS COMPLETELY NECESSARY FOR THE BAY AREA'S FUTURE. THERE HAS BEEN SIGNIFICANT DISCUSSION OF COST TO THE MUNICIPALITIES TODAY SO I WANT TO TOUCH ON THIS QUICKLY WE NEED TO WEIGH IN AND KEEP AT TOP OF MIND THE SOCIAL AND ENVIRONMENTAL COST OF NOT EMBRACING AND IMPLEMENTING THESE POLICIES. COSTS LIKE RISING SEAS, RAGING WILDFIRES AND THE CONTINUED OUT-MIGRATION OF WORKING AND MIDDLE CLASS FAMILIES FROM THIS STATE AND FROM THE NINE COUNTY BAY AREA SPECIFICALLY. THIS FRAMEWORK REALLY GIVES WORKING AND MIDDLE INCOME FOLKS A FIGHTING CHANCE AT HAVING A FUTURE HERE WHILE I UNDERSTAND THE IMPORTANCE OF REGIONAL PLANNING I KNOW CLIMATE CHANGE AND DISPLACEMENT ARE NOT TAKING A PHASED APPROACH I WANT TO ENCOURAGE US TO MOVE FORWARD WITH A SENSE OF URGENCY

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THAT THE PROBLEMS WE FACE DESERVE. THANK YOU VERY MUCH FOR YOUR TIME TODAY.

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

JIM SPERING, MTC PLANNING CHAIR: OKAY THANK YOU MARTHA. I WANT TO THANK ALL THE SPEAKERS. THAT WAS VERY GOOD INFORMATION IN A MINUTE AND A HALF WE HEARD ALL THE OF YOU LOUD AND CLEAR AND THE CLARITY OF THE TESTIMONY IS VERY HELPFUL. THANK YOU. MATT, DID YOU HAVE ANYTHING FROM THE PUBLIC COMMENTS OR COMMISSIONERS THAT YOU WANT TO RESPOND TO BEFORE I CLOSE THIS UP?

MATT MALONEY: NO. I JUST AGREE. I APPRECIATE ALL OF THE COMMENTS AND QUESTIONS TODAY OF COMMISSIONERS AND BOARD MEMBERS AND MEMBERS OF THE PUBLIC IT'S SUPER HELPFUL FOR US AS STAFF WE HAVE OUR WORK CUT OUT FOR US OVER THE NEXT FEW MONTHS AND CERTAINLY ON THE ENGAGEMENT FRONT WE DEFINITELY HEAR YOU ABOUT ENGAGING MORE DEEPLY WITH LOCALITY JURISDICTIONS. THERE WAS A REQUEST TO GO TO THE FULL ABAG EXECUTIVE BOARD BY THE CHAIR. WE CAN CERTAINLY DO THAT. AND, ALSO, I THINK THERE IS AN OPPORTUNITY TO USE THE, WHAT WE HAVE SETUP THROUGH THE REGIONAL HOUSING TECHNICAL ASSISTANCE PROCESS WHERE WE HAVE JUST A LOT OF AVENUES WITH LOCAL PLANNING DIRECTORS TO KIND OF

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USE THAT AS A VENUE TO HAVE MORE ACTIVE DISCUSSION ABOUT THIS ESPECIALLY AS ALL THE HOUSING ELEMENT WORK PROCEEDS. SO I THINK THAT'S A GREAT IDEAS. THOSE ARE MY TAKE-AWAY'S. AND WE'LL BE BACK IN A FEW MONTHS WITH MORE.

JIM SPERING, MTC PLANNING CHAIR: OKAY. JUST SOME CLOSING OBSERVATIONS. AND FIRST I WANT TO SAY THAT THIS IS A FIRST STEP IN A LONG JOURNEY THAT WE'RE GOING TO BE O BUT A VERY IMPORTANT STEP. AND I APPRECIATE STAFF BRINGING ALL OF THESE ISSUES FORWARD. AND AS I SAID, THEY'RE IN OUR PLAN. THEY ALL NEED TO HAVE CONSIDERATION. I WANT TO THANK PRESIDENT ARREGUIN. YOU KNOW, HIS SUGGESTION OF ENGAGING ABAG IS, I THINK, ABSOLUTELY CRITICAL. ABAG TOUCHES EVERY CITY AND EVERY COUNTY AND TO ENGAGE THEM INTO THIS PROCESS IS REALLY IMPORTANT. FOR US TO HAVE SUCCESS, WE HAVE GOT TO HAVE BUY-IN. SO JESS THANK YOU FOR THAT SUGGESTION. THAT'S GOING TO BE VERY HELPFUL. STAFF, I WOULD LIKE TO AT LEAST WE CONSIDER TWO PHASES. THERE IS SO MANY STRATEGIES THAT NEED TO BE IMPLEMENTED RIGHT AWAY. SOME WE HAVE BROAD CONSENSUS, WE OUGHT TO PUT THOSE IN PLACE RIGHT AWAY, AND THE SECOND PHASE ARE PROBABLY GOING TO NEED A LITTLE BIT MORE ANALYSIS AND DISCUSSION AND MORE CONSENSUS BUILDING. SO TAKE A LOOK AT THAT AND MAYBE GIVE US A TIMELINE OF HOW THESE STRATEGIES CAN BE IMPLEMENTED. THE THIRD IS THAT, I THINK IT'S VERY IMPORTANT WHEN YOU COME BACK THAT YOU IDENTIFY WHAT FUNDING SOURCES

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WE'RE TALKING ABOUT. IF THERE IS ONE QUESTION THEY HAVE BEEN ASKED THIS PAST WEEK SINCE THIS HAS BEEN RELEASED IS, WHAT FUNDING ARE YOU GUYS GOING TO CONDITION THIS TO. WE NEED TO HAVE CLARITY ON THAT. THAT'S VERY IMPORTANT. NUMBER FOUR, THERE IS A LOT OF PLANNING MONEY COMING INTO THIS REGION BUT WITH ALL THE CITIES AND COUNTIES WE HAVE DONE ONE HELL OF A LOT OF PLANNING AND WE HAVE GOT PROJECTS THAT ALREADY NEED NO BE DELIVERED WE HAVE GOT TO GET TO THE POINT WHERE WE'RE STARTING TO DELIVER PROJECTS WE CAN'T JUST BE STUDYING AND PLANNING WE HAVE GOT TO HAVE DELIVERY ON SOME OF THESE THINGS IT'S REALLY PERSONALITY. AND LASTLY WE NEED TO BE AWARE THAT WE SHOULD DO NO HARM. TALKING TO SOME OF THE DEVELOPERS SINCE THIS CAME OUT, THEY HAVE INCREASES BETWEEN 20 AND 30% OF MATERIALS. THE CONDITIONS THAT CITIES AND COUNTIES ARE LAYING ON DEVELOPMENT, WE HAVE GOT TO BE CAREFUL THAT WE DON'T MAKE IT SO DIFFICULT THAT NOBODY'S BUILDING AND ESPECIALLY THAT NOBODY'S BUILDING AFFORDABLE HOUSING. WE DESPERATELY NEED THAT WORKFORCE AND AFFORDABLE LOW-INCOME HOUSING AND WE NEED TO HAVE INCENTIVES THAT REALLY HELP DEVELOPERS AND HELP THE COMMUNITIES PRODUCE THAT HOUSING. THOSE ARE MY CLOSING COMMENTS, COMMISSIONERS AND BOARD MEMBERS. I CAN'T THANK YOU ENOUGH FOR THE INPUT TODAY IT'S VERY ENCOURAGING. STAFF YOU GOT MY ATTENTION BUT THE WAY THIS IS BEING BROUGHT FORWARD AND PHASED AND THE OUTREACH AND THE WILLINGNESS TO HAVE MORE DISCUSSION ON THIS IS EXTREMELY IMPORTANT. PEOPLE ARE NOT

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GOING TO FEEL THREATENED BY WHAT WE'RE TRYING TO DO. BUT THIS IS AN EXTREMELY IMPORTANT FIRST STEP. AND TO BRING ALL OF THESE ISSUES FORWARD AND PUT THEM IN THE LIGHT, I THINK HAD TO BE DONE. AND SO, STAFF, THANK YOU FOR THAT. I'M GOING TO BE VERY CAUTIOUS IN THE FUTURE WHEN I ASK YOU TO BE BOLD AND UNFLINCHING, THAT I'M GOING TO TEMPER THAT A LITTLE BIT. AND THERESE, I JUST WANT TO THANK YOU, FOR UNDERSTANDING AND SENSITIVITY OF THIS, AND YOUR INTRODUCTION, I THINK IS EXTREMELY IMPORTANT. FOR THAT, THANK YOU. WITH THAT, UNLESS ANYBODY HAS ANY LAST BURNING COMMENTS, I THINK WE'RE AT THE END OF OUR AGENDA. MARTHA IS THAT CORRECT?

CLERK OF THE BOARD: THAT IS CORRECT. WE JUST NEED TO TAKE GENERAL PUBLIC COMMENT.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: CHAIR, I WANT TO MAKE AN ANNOUNCEMENT FOR THE ABAG MEMBERS.

JIM SPERING, MTC PLANNING CHAIR: OH YEAH. I WAS GOING TO ASK YOU ABOUT THAT.

JESSE ARREGUIN, ABAG ADMINISTRATIVE CHAIR: WE HAVE THE ADVANCING CALIFORNIA FINANCING AUTHORITY. THAT SHOULD BE QUICK THEN WE'LL DO THE ABAG EXECUTIVE BOARD MEETING. SOME PEOPLE ARE WAITING TO GET INTO THE ZOOM BUT JUST WANTED TO -- AS SOON

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AS WE'RE DONE WITH THIS, TO GO TO THE ZOOM LINK FOR THE ABAG MEETING.

JIM SPERING, MTC PLANNING CHAIR: THANKS JESS. I WAS GOING TO ASK YOU ABOUT THAT I'M GLAD YOU REMEMBERED. WITH THAT DO WE HAVE PUBLIC COMMENT?

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

JIM SPERING, MTC PLANNING CHAIR: ALL RIGHT. GREAT. IT SOUNDS LIKE WE DID A GOOD JOB, TEAM. SO, THANK YOU. SO WITH THAT, YOU KNOW, KEEP WORKING AND MONITORING THIS CLOSELY, BUT I THINK THIS IS A GOOD FIRST STEP. THANK YOU EVERYONE. AND THIS MEETING IS ADJOURNED. [ADJOURNED]

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