METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

JOINT MTC ABAG LEGISLATION COMMITTEE

FRIDAY, MARCH 11, 2022 9:40 AM

JESSE ARREGUIN, CHAIR: GOOD MORNING. I'M BERKELEY MAYOR JESSE ARREQUIN, CHAIR OF THE JOINT MTC ABAG LEGISLATION COMMITTEE. I WOULD LIKE TO CALL THE MEETING OF THE COMMITTEE FOR MARCH 11TH, 2022 TO ORDER AND ASK THE TECHNICAL TEAM TO ROLL THE COVID-19 ANNOUNCEMENT RECORDING. [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.,

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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. 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.

JESSE ARREGUIN, CHAIR: THANK YOU. WILL THE CLERK PLEASE CALL THE ROLL TO CONFIRM WHETHER A QUORUM OF THE COMMITTEE IS PRESENT?

CLERK OF THE BOARD: OKAY. SO, CHAIR ARREGUIN?

JESSE ARREGUIN, CHAIR: PRESENT.

CLERK OF THE BOARD: VICE CHAIR LICCARDO?

SAM LICCARDO, V. CHAIR: PRESENT.

CLERK OF THE BOARD: MEMBER AHN?

EDDIE AHN: HERE.

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CLERK OF THE BOARD: MEMBER CANEPA?

DAVID CANEPA: HERE.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK OF THE BOARD: EKLUND?

PAT EKLUND: HERE.

CLERK OF THE BOARD: FLEMING?

VICTORIA FLEMING: HERE.

CLERK OF THE BOARD: MEMBER GIOCAPINI?

DORENE M. GIACOPINI: HERE.

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CLERK OF THE BOARD: HALLIDAY?

BARBARA HALLIDAY: YES. I'M HERE, AND I THINK I'M IN THE ZOOM MEETING, CORRECT?

JESSE ARREGUIN, CHAIR: YES. YOU'RE ON THE PANELIST SIDE.

BARBARA HALLIDAY: THANK YOU.

CLERK OF THE BOARD: OKAY. MEMBER HUDSON? MEMBER MAR? MEMBER MITCHOFF? MEMBER MITCHOFF?

KAREN MITCHOFF: HERE.

CLERK OF THE BOARD: THANK YOU. MEMBER PEDROZA? MEMBER RABBIT?

DAVID RABBIT: HERE.

CLERK OF THE BOARD: MEMBER RAMOS?

BELIA RAMOS, VICE CHAIR ABAG: HERE.

CLERK OF THE BOARD: MEMBER SCHAFF?

LIBBY SCHAAF: HERE.

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CLERK OF THE BOARD: SPERING?

JAMES P. SPERING:

CLERK OF THE BOARD: WE HAVE A QUORUM.

JESSE ARREGUIN, CHAIR: THANK YOU. QUORUM IS PRESENT. MOVING NOW TO ITEM TWO, THE CONSENT CALENDAR, CONSISTS OF SEVERAL ITEMS APPROVAL OF THE MINUTES OF FEBRUARY 11TH, 2022. A SUPPORT POSITION ON SENATE BILL 922, A SUPPORT AND SEEK AMENDMENTS POSITION ON A.B. 1944. ASSEMBLY BILL 2336, FRIEDMAN, SUPPORT POSITION, AND THE WASHINGTON, D.C. LEGISLATIVE UPDATE. I WANT TO NOTE THAT STAFF HAS REQUEST THAT WE CONCUR WITH THE EMERGENCY PROCEDURE TO COMMUNICATE A POSITION ON SB 922, A.B. 2336, PRIOR TO THE COMMISSION AND THE ABAG EXECUTIVE BOARD MEETING IN ADOPTING THESE POSITIONS. DO I HAVE A MOTION AND SECOND TO APPROVE THE CONSENT CALENDAR? OR IS THERE AN ITEM THAT A MEMBER OF LIKE TO PULL FOR DISCUSSION.

LIBBY SCHAAF: MOVE. SHAVLIK LICK SECOND.

JESSE ARREGUIN, CHAIR: COMMENT OR QUESTIONS FROM MEMBERS OF THE COMMITTEE ON THE CONSENT CALENDAR? SEEING NONE. TO THE PUBLIC FOR COMMENT.

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PAT EKLUND: I HAVE SOMETHING.

JESSE ARREGUIN, CHAIR: IS IT COUNCILMEMBER EKLUND NOW?

PAT EKLUND: YES IT IS. I DIDN'T REALIZE A.B. 1944 WAS ON THE CONSENT CALENDAR.

JESSE ARREGUIN, CHAIR: YES.

PAT EKLUND: OKAY. CAN I ASK A QUESTION OF STAFF?

JESSE ARREGUIN, CHAIR: YES, THIS IS THE TIME TO DO SO.

PAT EKLUND: GREAT. THANK YOU. SO, WHEN I READ THE BILL, IT APPEARS THAT THE BILL IS STILL LIMITING US TO ONLY HAVE TELECONFERENCING WHEN THERE IS A STATE OF EMERGENCY. AM I READING THAT WRONG?

REBECCA LONG: THANK YOU, DIRECTOR EKLUND. I HATE TO BE RUDE, BUT I THINK YOU ARE MISREADING THAT.

PAT EKLUND: I AM. OKAY.

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REBECCA LONG: IT MIGHT APPEAR THAT WAY BECAUSE IT'S AMENDING A STATUTE, THE A.B. 361 PORTION THAT STILL HAS THE EMERGENCY PROCEDURES, BUT IT'S ALSO AMENDING THE SECTION THAT'S JUST THE GENERAL BROWN ACT LANGUAGE AND IT DOES AUTHORIZE TELECOMMUTING AS IT'S REFERRED TO, IN A MORE FLEXIBLE MANNER SO THAT BOARD MEMBERS CAN DO SO FROM THE PRIVACY OF THEIR OWN HOME AS LONG AS THEY'RE ALSO PROVIDING A STREAMING OPTION TO THE PUBLIC.

PAT EKLUND: OKAY GREAT. I WAS HOPING I WAS READING IT WRONG. SO THANKS A LOT FOR CLARIFYING THAT.

JESSE ARREGUIN, CHAIR: OUR AMENDMENT THAT WE'RE SEEKING IS THAT WE ELIMINATE THE 30-DAY RENEWAL REQUIREMENT AND, INSTEAD, ESTABLISH A REQUIREMENT THAT THE EXTENSION OF THE AUTHORITY IS ALLOWED AT NEXT REGULARLY SCHEDULED MEETING SO THAT WOULD ENSURE THAT WE DON'T HAVE TO SCHEDULE SPECIAL MEETINGS TO REUP THE AUTHORIZATION UNDER 361. WE CAN DO THAT AT THE NEXT REGULARLY SCHEDULED MEETING. MAYOR HALLIDAY?

BARBARA HALLIDAY: THANK YOU. YEAH, I WAS A LITTLE BIT CONFUSED ABOUT THAT TOO, BECAUSE, I MEAN, IT DOESN'T MODIFY THE 30-DAY RENEWAL REQUIREMENT IN A.B. 361. ISN'T THAT A REQUIREMENT THAT WE FIND THAT AN EMERGENCY SITUATION EXISTS?

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JESSE ARREGUIN, CHAIR: YES. THE AMENDMENTS THAT WE'RE SEEKING WOULD BE THAT WE HAVE TO MAKE THE FINDINGS IT'S JUST A QUESTION OF WHETHER IT'S 30 DAYS FOR THE NEGATIVE REGULARLY SCHEDULED MEETING.

BARBARA HALLIDAY: I UNDERSTAND THAT, BUT IN ORDER TO DO THIS EVERY 30 DAYS BUT IF WE GET OUR AMENDMENT EVERY MEETING, MAKE A FINDING THAT EMERGENCY CONDITIONS EXIST TO MAKE THIS RECOMMENDED? OR, YOU KNOW, TO ACT IN THIS WAY? AND, I GUESS, MY QUESTION IS, IS THAT THE CASE, AND IF SO -- AND I HAVEN'T LOOKED AT THE ORIGINAL YET, WHAT CONSTITUTES AN EMERGENCY, BUT WHAT NEEDS TO BE HAPPENING IN ORDER FOR US TO MAKE THOSE FINDINGS EVERY 30 DAYS OR EVERY MEETING OR WHICHEVER IT TURNS OUT TO BE?

JESSE ARREGUIN, CHAIR: REBECCA, DO YOU WANT TO ANSWER THAT?

REBECCA LONG: THANK YOU, DIRECTOR HALLIDAY. YEAH, I THINK I MAY HAVE MISSPOKEN A BIT I APOLOGIZE. I HAVEN'T LOOKED AT THE BILL IN THE LAST COUPLE OF DAYS. I THINK THE LANGUAGE IS STRUCTURED IN TWO PARTS SO THERE'S THE PORTION THAT WAS AMENDED IN A.B. 361 THAT STAYS IN EFFECT THROUGH NEXT YEAR AND THAT'S WHERE WE'RE SEEKING THE AMENDMENT AROUND THE 30 DAY PIECE, AND THEN AFTER THAT, THE BILL WOULD PROVIDE FOR THE MORE FLEXIBLE OPTION, WHICH WOULD TAKE EFFECT IN 2024. DOES

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THAT MAKE SENSE? SO WE'RE KIND OF LIVING UNDER THE EMERGENCY PROCEDURE FOR, THROUGH NEXT YEAR, AND THEN AFTER THAT, THERE IS THIS NEWER OPTION THAT PROVIDES THE INCREASED FLEXIBILITY.

BARBARA HALLIDAY: WITHOUT MAKING A FINDING?

REBECCA LONG: YES.

BARBARA HALLIDAY: OKAY. AND WE KNOW THAT THE EMERGENCY ORDER IS GOING TO REMAIN IN PLACE?

REBECCA LONG: WELL, THE GOVERNOR EXTENDED IT. I DON'T BELIEVE HE PUT A TIME LIMIT ON IT.

JESSE ARREGUIN, CHAIR: YEAH.

BARBARA HALLIDAY: OKAY. THANK YOU.

JESSE ARREGUIN, CHAIR: BACK TO COUNCILMEMBER EKLUND.

PAT EKLUND: THANK YOU VERY MUCH. SO WHY DON'T WE JUST GET RID OF THAT 30-DAY NOTIFICATION? BECAUSE, YOU KNOW, FRANKLY -- AND I DON'T KNOW WHY WE'RE WAITING UNTIL JANUARY OF 2024 -- FRANKLY, EVERYBODY I SEE, HALF OF THE PEOPLE ARE WEARING MASKS WHEN THEY GO TO SHOPPING AND ARE NOT, SO MOST PEOPLE ARE

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THINKING THAT THIS THING IS OVER. SO, WHY DON'T WE JUST SAY, WELL, YOU KNOW, THAT WE DON'T -- WE DON'T NEED TO DO A 30-DAY RENEWAL. IT JUST SHOULD BE WHATEVER THE AGENCY DETERMINES. AND I DON'T KNOW WHY WE'RE WAITING UNTIL 2024. WHY CAN'T IT BE 2023?

REBECCA LONG: I THINK -- THROUGH THE CHAIR -- I THINK IT HAS TO DO WITH, YOU KNOW, THE FACT THAT A.B. 361 WAS JUST PASSED LAST YEAR, AND, SORT OF, HONORING THAT PROCESS THAT WAS CONTINGENT ON EMERGENCIES AND NOT IMMEDIATELY UNDOING THAT, SO IT'S MORE OF A POLITICAL COMPROMISE.

PAT EKLUND: BECAUSE, NOW, IF SOMEBODY, ON A COUNCIL, FOR EXAMPLE, TESTS POSITIVE FOR COVID, BUT DOESN'T HAVE ANY SYMPTOMS OR ANYTHING LIKE THAT, THEY HAVE TO QUARANTINE, I GUESS, AND, SO THEN DOES THE JURISDICTION THEN HAVE TO MAKE A DETERMINATION FOR THAT ONE COUNCILMEMBER, AN EMERGENCY EXISTS, AND SO SHE CAN OR HE CAN PARTICIPATE BY TELECONFERENCING?

REBECCA LONG: DIRECTOR EKLUND, I THINK THAT, YOU KNOW -- THROUGH THE CHAIR -- IF THE DIRECTION FROM THE COMMITTEE IS TO EVALUATE THE BILL AND TO RECOMMEND AMENDMENTS THAT SIMPLY ALLOW FOR THIS FLEXIBILITY WITHOUT ANY CONSTRAINTS, YOU KNOW, AS IT RELATES TO AN EMERGENCY, YOU KNOW, WE CAN CERTAINLY INCORPORATE THAT INTO OUR AMENDMENT, AND THAT'S, YOU KNOW,

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WHAT I'M HEARING FROM A FEW OF YOU. WE CAN SEE IF THAT'S VIABLE. BUT THAT'S CERTAINLY SOMETHING THAT WE COULD REQUEST OF THE AUTHOR.

PAT EKLUND: I WOULD REALLY SUGGEST THAT, BECAUSE I THINK THE LAST TWO YEARS IT'S REALLY SHOWN US THAT TELECONFERENCING FLEXIBILITY DOES NOT HAMPER PUBLIC ACCESS OR YOU KNOW, OPEN MEETING LAWS, OR WHATEVER. AND I THINK THAT BETWEEN -- WE'RE GOING TO BE LIVING WITH COVID, I THINK, FOR A LONG TIME, DEPENDING WHEN THE VARIANTS COME OR DON'T COME, YOU KNOW, THE ELECTED OFFICIAL SHOULD HAVE AN OPTION TO BE ABLE TO PARTICIPATE VIA TELECONFERENCING IF THEY'RE QUARANTINING OR TRYING TO PROTECT THEMSELVES OR PROTECT OTHER PEOPLE FROM MAYBE GETTING EXPOSED. SO I WOULD JUST GIVE -- I WOULD SUGGEST THAT WE GIVE REBECCA A LITTLE BIT MORE FLEXIBILITY ON WHAT SHE CAN TALK TO THE AUTHORS ABOUT:

JESSE ARREGUIN, CHAIR: IF I MAY, ON THAT, YOU KNOW, JUST GETTING 361 PASSED WAS A LIFT, AND ASSEMBLYMEMBER LEE HAD A BILL LAST YEAR THAT WOULD HAVE BROUGHT IN THE USE OF TELECONFERENCING FOR PUBLIC MEETINGS AND THAT WAS VETOED BY THE GOVERNOR, AND THE ARGUMENT THAT THE GOVERNOR MADE, WELL, IN ADDITION TRANSLATION REQUIREMENTS WE HAD THE GOVERNOR JUST SIGNED 361 SO WHY DO WE NEED ANOTHER BILL, I JUST WANT TO BE STRATEGIC AROUND OUR POSITION. SO, I GUESS I WOULD ASK

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REBECCA, HOW LIKELY IS IT FOR US TO GET THE BILL AMENDED AND PASSED IF WE DID WHAT COUNCILMEMBER EKLUND SUGGESTED. I'M NOT AGAINST WHAT SHE'S SUGGESTING. I THINK WE SHOULD JUST ALLOW THE FLEXIBILITY WITHOUT ANY REQUIREMENT THAT IT BE TIED TO A STATE OF EMERGENCY. I WOULD BE INTERESTED IN YOUR PERSPECTIVE AS OUR KIND OF LEGISLATIVE ADVOCATE.

REBECCA LONG: I THINK THAT WE'RE RECOMMENDING A SUPPORT AND SEEK AMENDMENT POSITION SO THAT MEANS THAT EVEN AS DRAFTED WE THINK IT'S GOING TO BE HELPFUL AND THAT WAY WE'RE STILL HELPING TO ADVANCE THE BILL AND BRINGING OUR INFLUENCE THERE AND WE CAN SEE. I THINK THAT THERE ARE A LOT OF PUBLIC AGENCIES OBVIOUSLY WHO ARE VERY SUPPORTIVE OF THIS CHANGE.

JESSE ARREGUIN, CHAIR: YEAH. SO THE MAKER OF THE MOTION WAS MAYOR SCHAFF. AND, SO, ARE YOU PROPOSING A FRIENDLY AMENDMENT COUNCILMEMBER EKLUND?

PAT EKLUND: YES. IT'S A FRIENDLY AMENDMENT JUST FOR STAFF TO TALK WITH THE AUTHOR TO SEE IF THAT IS POSSIBLE. AND IF IT'S GOING TO TANK THE WHOLE THING, FORGET IT. [LAUGHTER] BUT, I REALLY THINK THAT WE'RE GOING TO HAVE THIS VARIANT OR OTHER THINGS THAT COME UP, AND WE SHOULD HAVE THE FLEXIBILITY IF THE PERSON CAN STILL PARTICIPATE AND NOT HAVING ANY SYMPTOMS, WHY NOT?

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JESSE ARREGUIN, CHAIR: SO THAT WOULD BE TO PROVIDE DIRECTION TO STAFF TO EXPLORE WITH THE AUTHOR AMENDMENT TO THE BILL, IN ADDITION TO THE AMENDMENTS THAT WE ARE ADOPTING FORMALLY BY RECOMMENDING THIS POSITION, AMENDMENTS TO ALLOW TELECONFERENCING WITHOUT A DECLARED STATE OF EMERGENCY.

PAT EKLUND: EXACTLY.

LIBBY SCHAAF: IF I MAY, CHAIR, AS THE MAKER OF THE MOTION, I ABSOLUTELY ACCEPT THAT FRIENDLY AMENDMENT. I ALSO WANT TO ACKNOWLEDGE THAT DURING THIS PANDEMIC, WE HAVE MADE TREMENDOUS STRIDES IN CLOSING THE DIGITAL DIVIDE. I WOULD ARGUE THAT MORE PEOPLE HAVE ACCESS TO ONLINE MEETINGS THAN ARE ACTUALLY ABLE TO PHYSICALLY GET TO AN IN-PERSON MEETING. AND SO I BELIEVE IT'S IN THE INTEREST OF DEMOCRACY AND OPEN GOVERNMENT TO CONTINUE TO ALLOW ONLINE ACCESS, STREAMING ACCESS, AND FOR US DECISION MAKERS TO NOT GET IN OUR POLLUTING CARS -- ALTHOUGH I TAKE BART, BUT I KNOW MANY OF YOU DO NOT HAVE THAT OPTION, I ABSOLUTELY, FOR MANY REASONS, AGREE WITH THIS AMENDMENT, AND I THINK WE SHOULD PUSH FOR PERMANENT CHANGES TO ALLOW MORE TELECOMMUTING, TELECONFERENCING, ET CETERA. SO, THANK YOU FOR THAT COUNCILMEMBER EKLUND.

PAT EKLUND: AND THANK YOU VERY MUCH MAYOR SCHAFF.

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JESSE ARREGUIN, CHAIR: SECONDS OF THE MAYOR LICCARDO IS THAT FRIENDLY AMENDMENT ACCEPTABLE.

SAM LICCARDO, V. CHAIR: YES. THANK YOU.

JESSE ARREGUIN, CHAIR: SUPERVISOR CANEPA.

DAVID CANEPA: AS WE HAVE SPOKE ON IT I THINK ABOUT THE REGIONAL BOARDS JUST SPEAKING FROM THE LOOKED PERSPECTIVE, I WONDER WHAT THE ATTENDANCE WAS LIKE PREVIOUSLY DATED TO PEOPLE TRAVELING WHAT THE ATTENDANCE OF BOARD MEMBERS, I GUARANTEE YOU -- I LOOK AT THIS IT'S LIKE HOLLYWOOD SQUARES THAT'S GOOD FOR DEMOCRACY GIVING PEOPLE ACCESS TO WEIGH IN ON DIFFERENT ISSUES WHETHER YOU LIVE IN -- SORRY TO PICK ON SUPERVISOR SPERING, SOLANO COUNTY AND THESE PLACES THAT MAY BE FAR AWAY, WE SHOULD BE EMBRACING TECHNOLOGY AND I HOPE WHATEVER STATEMENT WE MAKE TODAY DOES THAT, AND I JUST HAVE SEEN A TOTAL INCREASE IN PARTICIPATION FROM THE PUBLIC AND THEN OF THE ELECTED FAMILY ON THESE MEETINGS. I CAN ONLY IMAGINE IF I LIVED IN SONOMA COUNTY AND HAD TO GO TO AN ABAG MEETING AT 7:00 P.M. AND THEN THAT DOESN'T GET DONE UNTIL LIKE 12 OR 1 THEN THE DRIVE HOME, I DON'T THINK THAT'S THE BEST. I DON'T THINK GOVERNMENT WORKS BEST THAT WAY. SO I'M IN SUPPORT OF THE

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OTHER SPEAKER'S COMMENTS, AND I APPRECIATE THE OPPORTUNITY TO SPEAK, MR. CHAIR.

JESSE ARREGUIN, CHAIR: THANK YOU. I DO WANT TO MOVE US ALONG WITH OUR AGENDA AS WE DO HAVE A VERY PACKED AGENDA FOR THIS MORNING'S MEETING. I'LL GO TO MAYOR HALLIDAY THEN COMMISSIONER GIOCAPINI THEN TAKE PUBLIC COMMENT.

BARBARA HALLIDAY: I AGREE ABOUT THAT 1944 BUT I ALSO WANT TO ASK A QUESTION ABOUT 2336.

JESSE ARREGUIN, CHAIR: GO AHEAD.

BARBARA HALLIDAY: HOW ARE THE TWO UNSPECIFIED CITIES LISTED IN THAT BILL GOING TO BE CHOSEN?

JESSE ARREGUIN, CHAIR: I CAN ADDRESS THAT BECAUSE I HAVE BEEN LOBBYING ASSEMBLYMEMBER FREEMAN TO GET BERKELEY INCLUDED.

BARBARA HALLIDAY: HOW CAN I DO THAT?

JESSE ARREGUIN, CHAIR: HERE IS THE ISSUE, I THINK AS MANY CITIES SHOULD BE INCLUDED AS POSSIBLE. IF YOU WERE THIS BILL WAS INTRODUCED LAST YEAR ASSEMBLY BILL 550 BY MEMBER CHU HE FACED A LOT OF OPPOSITION AND THE BILL DIDN'T ADVANCE MY

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UNDERSTANDING IS THERE IS A KIND OF AGREEMENT BETWEEN THE BILL AUTHOR AND PUBLIC SAFETY INTEREST GROUPS TO THAT THIS BILL WILL KIND OF GO FORWARD WITH THE INITIAL PILOT CITIES THAT WERE IDENTIFIED, AND SO SOME OF US HAVE BEEN TRYING TO GET THE BILL OPEN SO THAT OTHER CITIES CAN BE INCLUDED AND ASSEMBLYMEMBER FRIEDMAN AT THIS TIME IS NOT DOING THAT BECAUSE I THINK SHE IS TRYING TO GET THE BILL TO MOVE THROUGH COMMITTEE. SO AM I WRONG, REBECCA? THAT'S MY UNDERSTANDING OF THE STATE OF AFFAIRS.

REBECCA LONG: I THINK THAT'S VERY ACCURATE, CHAIR ARREGUIN.

JESSE ARREGUIN, CHAIR: I THINK WE SHOULD DEFINITELY EXPRESS SUPPORT FOR IT. I WOULD DEFER TO REBECCA AS TO WHETHER YOU THINK IT WOULD BE HELPFUL TO ASSEMBLYMEMBER FRIEDMAN OR NOT TO SUGGEST THAT WE REQUEST THAT THE BILL AUTHOR CONSIDER INCLUDING ADDITIONAL CITIES IN THE PILOT PROGRAM?

REBECCA LONG: YOU KNOW, I THINK THAT IN THIS CASE JUST TAKING A STRAIGHT-UP SUPPORT POSITION WOULD BE BEST AND I THINK IN OUR COMMUNICATION, TESTIMONY, AND OUR LETTERS WE CAN TALK ABOUT HOW STRONG THE SUPPORT IS FOR OUR JURISDICTIONS FOR THIS AND WE'RE EAGER TO SEE IT AS AN OPTION STATEWIDE, BUT I THINK THERE HAS BEEN SO MANY FAILED ATTEMPTS HERE, THE KEY IS TO

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HAVE IT IMPLEMENTED SOMEWHERE SO WE CAN SHOW THAT AS A DEMONSTRATION FOR A BROADER AUTHORIZATION.

JESSE ARREGUIN, CHAIR: I THINK THAT'S BEST. WE DON'T WANT TO UNDERMINE THE PASSAGE OF THE BILL, AND, CERTAINLY, I ENCOURAGE ANY CITIES, THROUGH YOUR LOBBYISTS OR DIRECT COMMUNICATIONS TO ASSEMBLYMEMBER FRIEDMAN'S OFFICE TO ADVOCATE THAT YOUR CITY GET INCLUDED. BECAUSE THE CITY OF BERKELEY IS DOING THAT. AND I THINK WE WANT TO GET AS MANY MORE CITIES INVOLVED. BUT IT'S IMPORTANT TO GET THIS STARTED. I THINK WE ALL AGREE THAT AUTOMATED SPEED ENFORCEMENT IS AN IMPORTANT TOOL TO ADDRESS TRAFFIC SAFETY IN OUR DIFFERENT COMMUNITIES I THINK WE PROCEED WITH THE SUPPORT POSITION AND ENCOURAGE INDIVIDUAL ELECTED INDIVIDUALS TO ADVOCATE THROUGH THE BILL AUTHOR TO OPEN UP THE NUMBER OF CITIES THAT CAN BE INCLUDED.

BARBARA HALLIDAY: I UNDERSTAND THAT. AND, REALLY, IF THERE WAS ANOTHER CITY IN ALAMEDA COUNTY, IF IT'S BERKELEY, THAT'S FINE. BUT THIS IS A FIVE YEAR PILOT PROGRAM. SO THAT MEANS FIVE YEARS UNTIL WE SEE IF THIS WILL BE OPENED UP. AND I WOULD JUST SAY THAT WITH ALL OF THE ADVOCACY THAT WE ARE DOING TO MOVE PEOPLE ON TO ACTIVE TRANSPORTATION, WE ARE DISCOURAGING THAT BY NOT ALLOWING CITIES TO HAVE MORE TOOLS TO ENFORCE SPEED BECAUSE THAT IS ONE OF THE BIGGEST THINGS THAT MAKE PEOPLE AFRAID TO GET OUT ON A BICYCLE OR WALK. I HEAR THAT A LOT.

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AND, YOU KNOW, IT JUST IS SO COUNTER TO -- I JUST DON'T THINK THE STATE IS RECOGNIZING HOW BIG A PROBLEM THIS IS FOR PEOPLE

JESSE ARREGUIN, CHAIR: TOTALLY.

BARBARA HALLIDAY: AND I JUST GOT A HEARTBREAKING E-MAIL FROM A WOMAN WHO LOST HER DOG BECAUSE SOMEONE SPEEDED THROUGH A STOP SIGN. ANYWAYS, I HAVE BEEN REALLY ADVOCATING FOR THIS. SO, YES, I AGREE THAT SOMETHING IS BETTER THAN NOTHING AND THAT WE SHOULD SUPPORT THE BILL BUT I HOPE THAT YOU WILL CONTINUE TO MAKE COMMENTS ALONG THE LINES OF WHAT YOU'RE HEARING FROM US, AND WE'LL GET OUR OWN LOBBYIST TO DO THAT TOO. THANK YOU.

JESSE ARREGUIN, CHAIR: I THINK, REBECCA, IN YOUR COMMUNICATIONS WITH ASSEMBLYMEMBER FRIEDMAN'S OFFICE, YOU CAN EXPRESS AT VARIOUS MEMBERS OF THE ABAG AND MTC WANT TO BE CONSIDERED TO BE ADDED TO THE BILL, THAT WOULD BE HELPFUL. AND I WOULD ENCOURAGE EVERY CITY TO TAKE A SUPPORT POSITION. AND IN YOUR SUPPORT POSITION TO SAY WE WOULD LIKE TO BE ADDED TO THE BILL OR AT LEAST ALLOW OTHER CITIES TO BE INCLUDED AS PILOT COMMUNITIES IN THE BILL. AND, CERTAINLY, BARBARA AND ALAMEDA COUNTY AND ALAMEDA COUNTY TRANSPORTATION COMMISSION CERTAINLY CAN TAKE A POSITION TO THAT EFFECT AS WELL.

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BARBARA HALLIDAY: YEAH WE CAN DO THAT. I HOPE I LIVE LONG ENOUGH TO SEE CITIES LIKE BERKELEY TAKE ADVANTAGE OF THIS OPPORTUNITY.

JESSE ARREGUIN, CHAIR: COMMISSIONER GIACOPINI?

DORENE M. GIACOPINI: I WANTED TO QUICKLY MENTION AGAIN HOW IMPORTANT IT IS FOR BOTH CITIZENS WITH DISABILITIES, AS WELL AS OFFICE HOLDERS WITH DISABILITIES TO BE ABLE TO PARTICIPATE VIRTUALLY. YOU KNOW, THERE ARE PEOPLE WHO ARE NOT ABLE, LIKE WE ARE, TO PHYSICALLY GO TO MEETINGS. AND THAT NEEDS TO BE TAKEN INTO ACCOUNT BY THE LEGISLATURE AS THEY ARE GOING FORWARD WITH THIS. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. I THINK THIS MIGHT BE A GOOD OPPORTUNITY TO HIGHLIGHT THE FACT THAT OUR MEETING NEXT MONTH WILL BE IN A HYBRID FORMAT, SO MEMBERS THAT WANT TO COME TO 375 BEALE TO PARTICIPATE CAN, OR YOU CAN PARTICIPATE ON ZOOM. AND I REALLY WANT TO THANK OUR STAFF. IT'S RELATED TO 1944, BUT THANK OUR STAFF FOR ALL THEIR WORK AND HELPING PREPARE FOR THE TRANSITION TO HYBRID MEETINGS. MAYOR LICCARDO?

SAM LICCARDO, V. CHAIR: THANK YOU. I WANT TO MENTION I'LL BE TESTIFYING IN SUPPORT OF THE BILL, 2336 SPEED ENFORCEMENT ON THE 28th OF MARCH. CERTAINLY WELCOME INSIGHTS FROM MY

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COLLEAGUES ABOUT THE BEST ARGUMENTS TO GET THE LEGISLATURE ON BOARD. IT'S BEEN AN UPHILL BATTLE FOR A FEW YEARS BUT HAPPY TO FIGHT IT WITH YOU.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH MAYOR LICCARDO. WE'LL GO TO PUBLIC COMMENT ON THE CONSENT CALENDAR. IF YOU WISH TO SPEAK PLEASE RAISE YOUR HAND OR DIAL STAR NINE. I SEE SPEAKERS.

CLERK OF THE BOARD: HOW MUCH TIME.

JESSE ARREGUIN, CHAIR: TWO MINUTES.

CLERK OF THE BOARD: FIRST IS GEORGE.

SPEAKER: MY NAME IS GEORGE SPEIS. I AM A RESIDENT OF OAKLAND SPEAKING IN SUPPORT OF ASSEMBLY BILL 2336 THIS IS AN IMPORTANT AND VALUABLE PEAS OF LEGISLATION. THE BILL LOOKS TO BE SENSITIVITY WRITTEN SO ITS IMPACTS ARE MORE EQUITABLE. AND AS OTHERS HAVE CITED ALREADY ON THE COMMISSION IT REALLY IS A MATTER OF LIFE AND DEATH THAT WE MOVE FORWARD. AND SO WHATEVER PATH CAN BE FOUND TO GET THIS LEGISLATION PASSED EVEN IF IT'S IN A MORE LIMITED TRIAL FORM, THEN THAT'S BETTER THAN NOT DOING IT. I AM -- I LIVE WITHOUT A CAR. I'M A CYCLIST AND TRANSIT USER AND PEDESTRIAN, AND THIS IS CRITICALLY IMPORTANT

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TO SAFETY OF FOLKS OUTSIDE OF CARS AND IN CARS. AND I BELIEVE THAT THIS IS ALSO GOING TO HAVE A SUBSTANTIAL RACIAL EQUITY COMPONENT, BECAUSE IT REALLY -- IT REMOVES WHAT IS CLEARLY DOCUMENTED -- WHAT'S THE RIGHT WORD -- UNEQUAL ENFORCEMENT OF OUR TRAFFIC LAWS. SO, I JUST 100 PERCENT SUPPORT. THANK YOU VERY MUCH.

JESSE ARREGUIN, CHAIR: THANK YOU.

CLERK OF THE BOARD: NEXT UP WE HAVE SEAMLESS BAY AREA. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: ADINA LEVIN, MEMBERS OF THE POLICY ADVISORY COUNCIL BUT SPEAKING FOR MYSELF. WANTING TO THANK THE COMMITTEE FOR THE SUPPORT AND DIRECTION ON THE BROWN ACT BILL. THIS IS SOMETHING THAT I WILL REPORT THAT THE POLICY ADVISORY COUNCIL HAD EXPRESSED AN INTEREST IN BEFORE AND I HAD MADE COMMENTS ON THIS BEFORE SO I'M GLAD TO SEE THE COMMISSION PROPOSING THIS POSITION. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. I DO NOT SEE ANY OTHER RAISED HANDS FOR PUBLIC COMMENT ON THIS ITEM. I'LL BRING IT BACK TO THE COMMITTEE AND ASK ARE THERE ANY FURTHER QUESTIONS OR COMMENTS? IF NOT, I'LL ASK THE CLERK TO PLEASE CALL THE ROLL ON THE MOTION TO APPROVE THE CONSENT CALENDAR.

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CLERK OF THE BOARD: WILL DO. THE MOTION WAS BY SCHAFF SECOND BY LICCARDO. CHAIR ARREGUIN?

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR LICCARDO.

SAM LICCARDO, V. CHAIR: AYE.

CLERK OF THE BOARD: AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

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

DAMON CONNOLLY: AYE. SORRY.

CLERK OF THE BOARD: THANK YOU.

CAROL DUTRA-VERNACI: AYE IN CASE YOU DIDN'T HEAR ME.

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CLERK OF THE BOARD: THANK YOU. MEMBER EKLUND?

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? HALLIDAY?

BARBARA HALLIDAY: YES.

CLERK OF THE BOARD: HUDSON? MEMBER MAR? MEMBER MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: MEMBER PEDROZA? MEMBER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: MEMBER RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: MEMBER SCHAFF?

LIBBY SCHAAF: AYE.

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CLERK OF THE BOARD: MEMBER SPERING?

JAMES P. SPERING: AYE.

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

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU VERY MUCH. WE'LL MOVE NOW TO THE NEXT AGENDA ITEM, WHICH IS ITEM 3A LEGISLATIVE HISTORY, AND REBECCA LONG WILL PRESENT ON THIS ITEM. THIS IS AN INFORMATION ITEM. NO ACTION IS BEING REQUESTED OF THE COMMITTEE TODAY.

REBECCA LONG: THANK YOU, CHAIR ARREGUIN. GOOD MORNING COMMITTEE REBECCA LONG, MTC AND ABAG STAFF THIS ITEM WAS ON CONSENT BUT THERE WERE A FEW BILLS THAT WE WANTED TO FLAG THAT ARE HOT BILLS THAT WE'RE TRACKING ONE OF THOSE A.B. 25 NOR BY ASSEMBLYMEMBER TING THIS FOCUSES ON TOLL FACILITIES STATEWIDE BILL ALIGNS WITH A LOT OF WHAT BATA HAS BEEN DOING ALREADY RELATING TO REDUCING TOLL PENALTIES TRYING TO MAKE IT EASIER FOR THE UNBANKED TO GET FASTRAK TO LOAD FASTRAK AND ALSO TO CONSIDERATION OF THE PAYMENT PLAN. THE BILL IS CERTAINLY A WORK IN PROGRESS. WE HAVE MET WITH ASSEMBLYMEMBER TING AND WE'RE TALKING WITH THE OTHER TOLL AGENCIES, JUST TO MAKE SURE THAT, YOU KNOW, THE DETAILS OF THE BILL DON'T COMPROMISE THE FINANCES OF BATA. SOME OF THE LANGUAGE, RIGHT NOW, COULD

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POTENTIALLY RESULT IN US NOT BEING ABLE TO FULLY RECOVER OUR COSTS AS IT RELATES TO TOLL VIOLATIONS, BUT ASSEMBLYMEMBER TING HAS INDICATED HE CERTAINLY WANTS US TO BE ABLE TO RECOVER THE COST. SO STAY TUNED ON THAT WE'RE HOPEFUL THAT WE COULD NEGOTIATE SOME AMENDMENTS THAT COULD ENABLE US TO SUPPORT THE BILL BUT JUST WANTED TO GIVE YOU A HEADS UP ON THAT. THERE IS A BILL THAT'S BEEN INTRODUCED RELATED TO CLIMATE RESILIENCE NETWORKS. A.B. 1640, THIS LOOKS VERY FAMILIAR TO US. IT'S VERY SIMILAR TO THE LANGUAGE THAT WAS IN A.B. 2621 THAT MTC AND ABAG SUPPORTED IN 2020. IT ESSENTIALLY CREATES A FRAMEWORK FOR CREATING REGIONAL CLIMATE NETWORKS WHICH THEN COULD ESTABLISH REGIONAL CLIMATE ACTION PLANS, ET CETERA. I THINK THERE IS SOME DETAILS TO BE WORK OUT THERE, AND HOPEFULLY WE'LL BE ABLE TO BRING THAT BACK FOR A SUPPORT POSITION IN THE FUTURE IN EITHER APRIL OR MAY. THERE HAS BEEN A BILL INTRODUCED WE'RE HOPING TO SUPPORT INTRODUCED BY ASSEMBLYMEMBER NEW MAN PROVIDING FLEXIBILITY FOR THE LOW CARBON TRANSIT OPERATORS PROGRAM ALLOWING PROGRAM TO FUND DISCOUNT FARES ON AN ONGOING BASIS THOSE PROGRAMS FUNDED WITH CAP-AND-TRADE FUNDS WHICH HAVE TRADITIONALLY BEEN A NARROW ONGOING OPERATING FUNDING SUPPORT BUT AGAIN THIS PROVIDES FLEXIBILITY AND WE SEE OPPORTUNITY TO HELP PAY FOR OUR FARE INTEGRATION WE'RE WORKING ON AND THE OUTCOME OF THE BLUE RIBBON ON THE HOUSING SIDE. THERE ARE MANY BILLS BEING INTRODUCED IT BEING AN ELECTION YEAR AND WITH REDISTRICTING IT LOOKS LIKE THE LEGISLATURE IS

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NOT GOING TO BE SO ACTIVE IN THE UPZONING SPACE AND IS LOOKING MORE AT TECHNICAL CHANGES RELATED TO RHNA AND HOUSING ELEMENTS, BUT WE'LL BE TAKING A CLOSER LOOK OVER THE NEXT FEW MONTHS OVER HOW HOUSING BILLS ARE INTRODUCED AND IN THE NEXT FEW MONTHS TALKING ABOUT OUR ADVOCACY PRIORITIES FOR THIS STATE BUDGET AND WITH THAT I WILL CLOSE AND SEE IF FOLKS HAVE ANY QUESTIONS. THE LEG HISTORY IS A LONG ONE NOW, IT'S UP TO ABOUT 50 PAGES. [LAUGHTER] SO, I HOPE YOU ENJOY IT AT YOUR LEISURE.

JESSE ARREGUIN, CHAIR: THANK YOU SO MUCH. ARE THERE ANY QUESTIONS OR COMMENTS FROM MEMBERS OF THE JOINT COMMITTEE? MAYOR HALLIDAY?

BARBARA HALLIDAY: I'M ASKING THIS QUESTION ON BEHALF OF SOMEONE WHO WORKS WITH US ON OUR LOBBYING BUT IT HAS TO DO WITH WHY THIS BILL IS NECESSARY BECAUSE DOESN'T THE TRANSPORTATION -- YOU KNOW, DON'T WE ALREADY HAVE THAT AUTHORITY IN OUR ORGANIZATION TO ESTABLISH THE TOLLING FOR, YOU KNOW, FOR A NEW ROAD, LIKE, 37? I THINK THAT'S THE QUESTION. AND, YEAH, I'M SORRY. I JUST WANTED TO RAISE THAT, BECAUSE I WAS ASKED TO RAISE IT, BUT I'M NOT SURE I TOTALLY UNDERSTAND IT EITHER.

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REBECCA LONG: DIRECTOR HALLIDAY I HEARD YOU REFERENCE TOLLS THEN STATE ROUTE 37 SO IS IT POTENTIALLY ABOUT SB1050 WHICH IS LATER IN OUR AGENDA?

BARBARA HALLIDAY: I'M SORRY. YES, IT IS ABOUT THAT. [LAUGHTER] I WAS GOING TO -- I THINK I LOST MY CONCENTRATION. I'M SORRY. SAVE THAT QUESTION. OKAY. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. THERE ARE ANY OTHER QUESTIONS OR COMMENTS? OKAY. IF NOT, I'LL ASK IF THERE IS ANY COMMENT ON ITEM 3A?

CLERK OF THE BOARD: THERE IS NO PUBLIC COMMENT -- SORRY --

SAM LICCARDO, V. CHAIR: MOVE LICCARDO RECEIVE THE REPORT.

JESSE ARREGUIN, CHAIR: MAYOR LICCARDO NO ACTIONS REQUESTED OF THIS ITEM. IT'S JUST FOR INFORMATION PURPOSES. APPRECIATE YOUR HELP. NO PUBLIC COMMENT?

CLERK OF THE BOARD: CORRECT.

JESSE ARREGUIN, CHAIR: I'LL BRING IT BACK TO THE COMMITTEE FOR QUESTIONS OR COMMENTS? OKAY NEXT ITEM 3B FISCAL YEAR 2022,

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2023 STATE BUDGET UPDATE REBECCA LONG WILL PRESENT ON THIS ITEM. THIS IS AN INFORMATION ITEM.

REBECCA LONG: THANK YOU CHAIR ARREGUIN. YES THIS HAS BEEN A STANDING ITEM THIS YEAR ON THE AGENDA BECAUSE OUR BUDGET PRESENTS ROBUST OPPORTUNITY GIVEN THE GENERAL FUND SURPLUS BUT THERE ISN'T SO MUCH ACTION TO REPORT VERSUS CONVERSATIONS WE HAVE BEEN HAVING WITH THE BAY AREA CAUCUS WITH STAKEHOLDERS AROUND THE TRANSPORTATION PACKAGE. SO ALL OF THE BUDGET HEARINGS THAT HAVE BEEN HELD RELATED TO TRANSPORTATION AND CLIMATE RESILIENCE AND ALL OF THAT, THEY'RE GENERALLY HEARING THE PROPOSAL AND THEN NOT TAKING ANY ACTION, I THINK BECAUSE THE MAY REVISE IS GOING TO PROVIDE A WHOLE NEW LOOK AT WHAT GENERAL FUND REVENUES ARE AVAILABLE. BUT FOR THE MOST PART WE'RE HEARING SUPPORT FOR SIGNIFICANT GENERAL FUND AUGMENTATION OF TRANSPORTATION, A SENSE THAT THE GOVERNOR'S PROPOSAL IS TOO LOW, AND THE BAY AREA CAUCUS HAS DIRECTED TO US REALLY START WORKING WITH OUR SOUTHERN CALIFORNIA PARTNERS ON A STRATEGY THAT THEY WOULD SUPPORT, AS WELL. IN YOUR PACKET YOU WILL SEE A LETTER THAT MTC SIGNED ALONG WITH A LOT OF THE LARGE TRANSIT OPERATORS AND COUNTY TRANSPORTATION AGENCIES OUTLINING OUR ASK, WHICH WAS A $10 BILLION ASK FOR TRANSPORTATION WITH AT LEAST $5 BILLION FOR TRANSIT, SOUTHERN CALIFORNIA PARTICULARLY LA METRO AND SCAG HAS UPPED THE ANTI-TO ABOUT 19 MILLION AND WE'RE SITTING DOWN TO HAVE A TALK THIS

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AFTERNOON, WITH A MUTUAL ASK. SO STAY TUNED ON THAT. THAT'S THE UPDATE, AND THE NEXT ITEM YOU'RE GOING TO HEAR ABOUT OUR HOUSING BUDGET ADVOCACY. THANK YOU

JESSE ARREGUIN, CHAIR: ANY QUESTIONS OR COMMENTS FROM MEMBERS OF OUR COMMITTEE? IF SO PLEASE RAISE YOUR HAND. VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: THANK YOU. I JUST WANTED TO APPRECIATE HOW, SORT OF, STAFFS AND REBECCA'S ADVOCACY ON THESE INCREDIBLY IMPORTANT ISSUE THESE ARE HIGH STAKES NEGOTIATIONS WHERE PEOPLE ARE COMING AND PUTTING THEIR POLITICAL CAREERS ON THE LINE AND I'M GRATEFUL THAT WE HAVE SUCH TALENTED STAFF UP THERE DOING THE WORK. I WANT TO ADD THAT I THINK THERE IS AN OPPORTUNITY TO TRY AND HEAR, WHICH I HOPE WE KEEP IN MIND, IN THIS COMPLEX SET OF NEGOTIATIONS TO HELP FUND SOME OF OUR BLUE RIBBON PRIORITIES COMING OUT, WHICH ARE BEING, SORT OF, AGREED ON BY THE -- IN THE TRANSFORMATIVE ACTION PLAN. AND, SO I HOPE WE DON'T KIND OF LOSE THAT. BECAUSE THE FUNDING THAT MIGHT BE -- THAT WE COULD RECEIVE FOR THOSE PRIORITIES IS RELATIVELY LIMITED. IT'S RELATIVELY SMALL I SHOULD SAY COMPARED TO SOME OF THE BIG ASKS THAT ARE BEING MADE TO REBUILD LA'S TRANSPORTATION SYSTEM BUT COULD GO AN ENORMOUSLY LONG WAY.

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JESSE ARREGUIN, CHAIR: THANK YOU. ANY OTHER QUESTIONS OR COMMENTS? IF NOT WE'LL PROCEED TO PUBLIC COMMENT ON THIS ITEM. IF YOU WISH TO SPEAK PLEASE RAISE YOUR HAND OR PRESS STAR NINE IF YOU ARE PHONING IN. I SEE WE HAVE ONE RAISED HAND, MARTHA.

CLERK OF THE BOARD: THAT IS CORRECT. PAUL, YOU HAVE TWO MINUTES.

SPEAKER: THANK YOU VERY MUCH. MY NAME IS PAUL KRUPKA REPRESENTING THE CITY OF REDWOOD CITY HIGHWAY 101 WOODSIDE ROAD INTERCHANGE PROJECT THANK YOU VERY MUCH FOR THIS CRITICAL EFFORT THE CITY AND OUR COUNTY PARTNERS INCLUDING THE PORT OF REDWOOD CITY, CCAG AND SMCTA BELIEVE THE INCLUSION OF $2 BILLION FOR OTHER CRITICAL TRANSPORTATION NEEDS IS OF UTMOST IMPORTANCE FOR THE 101-84 PROJECT AND OTHERS, GIVEN THE 101-84 EMPHASIZES REDUCING CONGESTION FOR PORT INDUSTRY GOODS MOVEMENT BY TRUCK, RAILROAD GRADE CROSSING SAFETY AND BICYCLE AND PEDESTRIAN CONNECTIONS. THANK YOU, AGAIN.

JESSE ARREGUIN, CHAIR: THANK YOU. FLUSH ARE THERE ANY OTHER ATTENDEE THAT WISH TO SPEAK ON THIS ITEM? SEEING NO RAISED HANDS. I'LL BRING IT BACK TO THE COMMITTEE AND ASK IF THERE ARE QUESTIONS OR COMMENTS ON THIS ITEM? SEEING NO RAISED HANDS THAT COMPLETES THIS ITEM. NEXT ITEM IS 3C MTC ABAG HOUSING REQUEST FOR FISCAL YEAR 202223 BUDGET AND GEORGIA GANN

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DOHRMANN WILL PRESENT ON THIS ITEM. THIS IS AN INFORMATION ITEM NO ACTIONS REQUESTED OF THE COMMITTEE STAFF IS SEEKING COMMITTEE'S INPUT ON THIS PROPOSAL

GEORGIA GANN DOHRMANN: THANK YOU. GEORGIA GANN DOHRMANN MTC AND ABAG STAFF. THIS IS AN INFORMATION ITEM. WE REALLY ARE HOPING TO SEEK FEEDBACK FROM YOU ON OUR PROPOSED STRATEGY TO ADVOCATE FOR SIGNIFICANT NEW HOUSING AND HOMELESSNESS RESOURCES AND THIS YEAR'S STATE BUDGET. SO JUST A LITTLE BIT OF CONE TEXT IS THAT HOUSING, LIKE TRANSPORTATION, IS ONE OF THOSE AREAS WHERE THE LEGISLATURE MAY REALLY TAKE ADVANTAGE OF THE PROPOSED -- NOT PROPOSED, BUT PROJECTED REALLY LARGE SURPLUS WITHOUT EXCEEDING THE STATE'S CONSTITUTIONAL SPENDING CAP. SO, THE GOVERNOR'S BUDGET PROPOSAL IN JANUARY WAS A LITTLE DISAPPOINTING FOR -- FROM THE PERSPECTIVE OF, YOU KNOW, OURSELVES, AND MANY OF OUR HOUSING PARTNERS AROUND THE REGION IN THAT IT ONLY REQUESTED $2 BILLION OVER TWO YEARS FOR AFFORDABLE HOUSING, AND ANOTHER $2 BILLION OVER TWO YEARS FOR HOMELESSNESS ASSISTANCE. OUR RECOMMENDATION, AT THIS POINT, IS THAT ABAG AND MTC FOCUS OUR ADVOCACY FOR THIS YEAR ON THIS YEAR'S STATE BUDGET ON FIRST INCREASING AFFORDABLE HOUSING INVESTMENT. WE'RE PROPOSING TO TARGET $7 BILLION FOR AFFORDABLE HOUSING INVESTMENTS WHICH IS A COMMENSURATE WITH THE SCALE OF FUNDING REQUESTED BY SOME OF OUR STATEWIDE HOUSING COALITIONS AND REGIONAL AFFORDABLE HOUSING PARTNERS.

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I'M GOING TO TAKE A MOMENT TO WALK THROUGH WHERE WE'RE PROPOSING OR HOW WE'RE PROPOSING THAT $7 MILLION IS DISTRIBUTED. WE FOCUSED FIRST 5.5 BILLION FOR AFFORDABLE HOUSING PRODUCTION. THE BULK OF THAT 5 BILLION, WE'RE PROPOSING WOULD GO TO THE MULTI-FAMILY HOUSING PROGRAM AND THE CALIFORNIA HOUSING ACCELERATOR PROGRAM TO REALLY ALLOW THE GOAL IS TO MOVE THROUGH THE PIPELINE MANY OF THE HCD FUNDED PROJECTS THAT ARE READY BUT ARE WAITING. IT'S REALLY AN ATTEMPT TO AN OPPORTUNITY TO GET A LOT MORE HOUSING FROM THE GROUND UP AND SUPPORTING THE NEXT ROUND OF STATE SUPPORTED HOUSING PROJECTS WE'RE ALSO SUPPORTIVE OF $5 MILLION IN INCREASING THE STATE'S LOW-INCOME HOUSING TAX CREDIT THE PROGRAM IS CONSISTENT WITH WHAT OUR PARTNERS HAVE PUT OUT THERE AND ALSO IN A REALLY POSITIVE THING IT'S CONSISTENT WITH THE GOVERNOR'S BUDGET REQUEST WE'RE CONSISTENT WITH THE GOVERNOR'S BUDGET REQUEST. WE'RE RECOMMENDING ANOTHER 500 MILLION TO SUPPORT NATURALLY OCCURRING AFFORDABLE HOUSING TO BE DISTRIBUTED THROUGH A NEW COMMUNITY ANTI-DISPLACEMENT AND PRESERVATION PROGRAM. WITHIN THIS SPACE THIS IS A BIG POTENTIAL AREA OF OPPORTUNITY TO REALLY GET TO THAT PRESERVATION AND PROTECTION, P, OF THE THREE-PS AND WE ARE ALSO, HAVE IDENTIFIED THAT THERE COULD BE AN OPPORTUNITY FOR THE BAY AREA HOUSING FINANCE AUTHORITY TO PLAY A ROLE IN, SORT OF, SECURING SOME OF THESE FUNDS, AND HELPING TO DISTRIBUTE THEM ON THE GROUND. SO, WE WOULD ALSO ADVOCATE IN ADDITION

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JUST SUPPORTING THAT $500 MILLION FOR NATURALLY OCCURRING AFFORDABLE HOUSING, WE WOULD ALSO ADVOCATE THAT BAHFA BE ELIGIBLE TO APPLY FOR THE FUNDS. THE NEXT COMPONENT OF OUR PROPOSED HOUSING BUDGET ADVOCACY IS 500 MILLION FOR THE INFRASTRUCTURE GRANT PROGRAM THIS WOULD BE FUNDING TO SUPPORT THE GOVERNOR'S PROPOSED HOUSING AS A CLIMATE STRATEGY. THIS REQUEST IS CONSISTENT WITH THE GOVERNOR'S BUDGET AND IT'S ALSO REALLY CONSISTENT WITH OUR APPROACH IN PLANNED BAY AREA 2050 OF SMART GROWTH. AND THEN THE LAST COMPONENT OF OUR PROPOSED AFFORDABLE HOUSING BUDGET REQUEST IS 500 MILLION FOR OTHER AFFORDABLE HOUSING PRODUCTION PRESENTATION PROTECTION AND PRESERVATION INVESTMENTS INCLUDING POTENTIAL INVESTMENTS THAT BAHFA COULD MEET THIS IS REALLY A RECOGNITION THAT THERE ARE PROPOSALS THAT WE KNOW THAT A NUMBER OF OUR PARTNERS ARE WORKING ON AND SOLIDIFYING THEIR BUDGET REQUESTS AND ALSO WE WANT TO HAVE FLEXIBILITY TO RESPONSE TO PROPOSALS AND PARTNER REQUESTS AS IT RELATES TO HOMELESSNESS STAFF IS ALSO RECOMMENDING MTC AND ABAG ADVOCATE FOR A MINIMUM OF $2 BILLION OVER TWO YEARS TO SUPPORTING INDIVIDUALS EXPERIENCING HOMELESSNESS AND EXPLORING POTENTIAL OPPORTUNITIES TO SECURE ADDITIONAL EMERGENCY RENTAL ASSISTANCE IN THIS YEAR'S BUDGET. IT'S A VERY ACTIVE IN THE CONVERSATION THAT SKINNERS TEAM IS WORKING ON. THANK YOU. I'M OPEN TO QUESTIONS, AND LOOKING FORWARD TO HEARING FEEDBACK.

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JESSE ARREGUIN, CHAIR: THANK YOU. THIS DISCUSSION I'M REALLY APPRECIATIVE THIS RECOMMENDATION ON THE HOUSING BUDGET ADVOCACY PROPOSAL. I THINK THE SPECIFIC REQUEST OF NON-PROFIT HOUSING DEVELOPERS AND OTHER HOUSING ORGANIZATIONS IN THE STATE OF CALIFORNIA, EXCESSING SUPPORT FOR THE FUNDING FOR PRESERVATION OF EXISTING CURRENT AFFORDABLE HOUSING. I DIDN'T SEE MONEY IDENTIFIED IN THE GOVERNOR'S BUDGET FOCUSED ON THAT. I THINK PRESERVATION IS CRITICAL AND ANTI-DISPLACEMENT AND AFFORDABLE HOUSING STRATEGY IS ONE OF THE POLICY AREAS WE HAVE IDENTIFIED FOR PLANNED BAY AREA AND NOT JUST BUILDING AFFORDABLE HOUSING FOR PRESERVING AND CONVERTING EXISTING HOUSING TO KEEP -- JUST LIKE WE HAVE BEEN DOING ON THE FEDERAL LEVEL WITH SOME OF THE FEDERAL HOUSING GRANTS THAT MAY POTENTIALLY BE AVAILABLE MAKING SURE THAT BAHFA OR REALLY ANY REGIONAL HOUSING AGENCY, BECAUSE THERE MAY BE MORE IN THE FUTURE, IS AN ELIGIBLE RECIPIENT I THINK WILL ENABLE US TO HAVE FUNDS TO BE ABLE TO IMPLEMENT THE STRATEGIES THAT WE HAVE OUTLINED IN PLANNED BAY AREA AND TO HELP INCREASE THE SUPPLY OF AFFORDABLE HOUSING IN OUR REGION. SO I'M VERY STRONGLY IN SUPPORT OF THIS. AND THANKS STAFF FOR PUTTING IT TOGETHER. OKAY. I WILL GO TO MAYOR SCHAFF.

LIBBY SCHAAF: THANK YOU. YEAH, I ALSO WANT TO COMMEND THAT SUITE OF ASKS. THE ONE REQUEST I WOULD HAVE MY COLLEAGUES CONSIDER AND STAFF, IF THIS IS SOMETHING THAT YOU THINK WOULD

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BE ACCEPTABLE, THE BIG CITY MAYORS OF CALIFORNIA HAVE REALLY PRIORITIZED THIS FLEXIBLE FUNDING TO ADDRESS HOMELESSNESS IT'S BEEN CALLED [INDISCERNIBLE] IN THE PAST AND DIRECTS ALLOCATIONS TO CONTINUUM OF CARE TO COUNTIES AND ALSO THE BIG CITIES OBVIOUSLY THE THREE BIG CITIES OF THE BAY AREA RECEIVE A DIRECT ALLOCATION ON TOP OF THE COUNTY ALLOCATIONS. I BELIEVE THE BIG CITY MAYORS ARE GOING TO BE ASKING FOR 3 BILLION OVER THREE YEARS, I KNOW LAST YEAR WE ONLY GOT 2 BILLION OVER TWO YEARS. AND I'M JUST WONDERING, THROUGH THE CHAIR, TO STAFF, WHETHER 3 BILLION OVER THREE YEARS MIGHT BE AN ACCEPTABLE AMENDMENT? OR DO YOU HAVE SOME CONCERNS ABOUT EXPANDING THAT PARTICULAR REQUEST?

JESSE ARREGUIN, CHAIR: GEORGIA AND REBECCA, DO YOU HAVE ANY THOUGHTS?

GEORGIA GANN DOHRMANN: JUST, YOU KNOW, YOUR STAFF REACHED OUT, MAYOR SCHAFF, AND, SO, APPRECIATE THAT WE HAD A CHANCE TO THINK THROUGH IT. I DON'T -- OUR STAFF RECOMMENDATION IS A MINIMUM OF 2 BILLION, SO, I THINK THERE IS ABSOLUTELY ROOM TO GROW, AND I WOULD LIKE TO LEARN MORE, SPECIFICALLY, ABOUT THE PROPOSAL AND HOW IT ALL FITS IN. BUT, YEAH, WE ABSOLUTELY CAN DO THAT. THE.

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LIBBY SCHAAF: I APPRECIATE IT, JUST BECAUSE WE ALL ARE USING THIS MONEY TO ESSENTIALLY STAND UP EXPANDED SHELTER SYSTEMS. AND WE DID THAT BECAUSE -- I DON'T KNOW IF ANYONE REMEMBERS GAVIN NEWSOME'S STATE OF THE UNION ADDRESS -- STATE OF THE STATE ADDRESS BEFORE THE PANDEMIC COMPLETELY DEDICATED TO A PROMISE TO CREATE ONGOING SOURCES OF FEDERAL FUNDING FOR HOMELESSNESS, THEN THE PANDEMIC HAPPENED AND THE SCRAMBLE, AND TO SEE WHETHER WE'RE GOING TO BE ABLE TO KEEP OUR ENTIRE SHELTER SYSTEMS OPEN, AND MAIN THE OPERATIONS OF THE SYSTEM BETTER UNTIL THERE'S DELIVER ON THE ORIGINALLY PROMISED ONGOING FUNDING SOURCE. AND THE POLITICALLY VIABLE I WANTED TO SHARE THAT IT WOULD BE GREAT IF MTC ALIGNED WITH THE BIG CITY MAYOR'S ASK AND ALSO TRIES TO ADDRESS THIS ONGOING FISCAL CLIFF THAT WE ALL HAVE FOR OUR SHELTER SYSTEMS UNDER THE CURRENT KNEE-JERK ONE EVERY YEAR HAVING TO BEG SACRAMENTO. SO THANK YOU FOR LISTENING TO NEW CONCERNS. I APPRECIATE IT.

JESSE ARREGUIN, CHAIR: RELATED TO MAYOR SCHAFF'S COMMENTS. DO WE KNOW WHEN THE NEXT JOINT HOUSING COMMITTEE MEETING IS.

REBECCA LONG: I WILL CHECK.

JESSE ARREGUIN, CHAIR: THIS MAY BE A TOPIC THAT WE WANT TO DISCUSS AT THE JOINT BAHFA HOUSING COMMITTEE. BECAUSE I STRONGLY SUPPORT WHAT MAYOR SCHAFF'S ADVOCATES FOR. I RECALL

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PREPANDEMIC THERE WAS A BILL BY WICKS AND BONTA, I THINK WE HAD SPOKEN AT THAT PRESS CONFERENCE, LIBBY, TO LOOK AT PROGRESSIVE TAXATION AS A WAY TO FUND PERMANENT FUNDING SOURCE FOR HOMELESS SERVICES. PERHAPS THIS MIGHT BE SOMETHING THAT WE COULD TALK FURTHER ABOUT AT THE JOINT BAHFA OVERSIGHT COMMITTEE MEETING. BECAUSE, YOU KNOW, PART OF THE SCOPE OF OUR HOUSING COMMITTEE IS ALSO AROUND HOMELESSNESS AND PREVENTING HOMELESSNESS. SO I JUST WANTED TO SUGGEST THAT AS A POTENTIAL FOLLOW UP TO DISCUSS THE HOMELESSNESS FUNDING PROPOSALS AND ADVOCACY POSITIONS ON THAT.

GEORGIA GANN DOHRMANN: YEAH WE CAN ABSOLUTELY ADD THAT AND ALSO THE FOCUS ON EXTENDING MORE PERMANENCE, MORE CERTAINTY IS ABSOLUTELY, YOU KNOW, A REALLY ACTIVE PART OF ALL OF THE CONVERSATIONS WE WOULD HAVE, OF COURSE. SO WE'LL BRING THAT.

JESSE ARREGUIN, CHAIR: WE'LL GO TO COUNCILMEMBER EKLUND NEXT.

PAT EKLUND: THANK YOU VERY MUCH, MAYOR ARREGUIN. I THINK THAT SOME OF THE SUGGESTIONS HERE ARE FINE, BUT I DON'T THINK IT GOES FAR ENOUGH. I AGREE WITH MAYOR SCHAFF THAT THERE -- ABAG AND MTC SHOULD BE SUPPORTING MONEY AND IN MY OPINION DIRECTLY TO CITIES AND COUNTIES FOR HOMELESSNESS NOVATO IS A POOR PROPERTY CITY AND WE DO NOT HAVE ANY MONEY FOR HOMELESSNESS AND WITH THE FEDERAL FUNDS ARPA, OR WHATEVER THAT STUFF IS

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CALLED, WE PUT ASIDE A LOT OF MONEY TO HELP MAKE AN ENCAMPMENT THAT WE HAVE SAFER FOR THE PEOPLE THAT ARE THERE, AND WITH ALL AMENITIES OF BATHROOMS, OR PORTA POTTIES, HAND WASHING, TENTS AND ALL THAT KIND OF STUFF, AND THAT'S JUST ONE ENCAMPMENT. WE HAVE THAT FUNDED WITH FEDERAL MONEY, BUT NOT STARTING AN IN FY '23, WE HAVE NO MONEY FOR THAT. SO THAT WILL HAVE TO GO AWAY, AND THERE IS NO WAY THAT WE'RE GOING TO BE ABLE TO FIND SHELTERS OR ROOMS FOR THESE INDIVIDUALS TO GO. SOME OF THEM ARE HARD-CORE HOMELESS THAT WILL NEVER GO INTO A ROOM. SO, AND I THINK THAT THE MONEY SHOULD BE GOING DIRECTLY TO CITIES AND COUNTIES. BECAUSE SOMETIMES CITIES LIKE NOVATO ARE NOT COMPETITIVE AT A REGIONAL OR STATE LEVEL BECAUSE THEY LOOK AT THE INCOME OF THE COUNTY AND GO, WELL YOU GUYS CAN AFFORD IT. WE CAN'T. WE CAN'T. THESE PEOPLE ARE LIVING OUT, YOU KNOW, IN THE HILLS, BASICALLY. AND WE HAVE OTHER ENCAMPMENTS THAT WE'RE NOT ABLE TO DO ANYTHING ABOUT. THE OTHER THING THAT I THINK WE NEED TO DO IS ABAG AND MTC, IN MY OPINION, NEEDS TO APPEAR TO OUR MEMBERSHIP, TO OUR CITIES AND COUNTIES THAT WE'RE TRYING TO HELP THEM GET MONEY, DIRECTLY, TO HELP ACHIEVE RHNA. WHETHER IT IS AN OPPORTUNITY TO HELP BUY DOWN SOME OF THE MIDDLE INCOME OR BUY DOWN SOME OF THE UNITS TO GET SOME MORE VERY LOW AND LOW AFFORDABLE HOUSING UNITS. BUT, RIGHT NOW, WITH ALL THE MONEY THAT ABAG AND MTC IS LOOKING TO TRY TO GET, I DON'T THINK OUR CITY, NOVATO, WOULD BE VERY COMPETITIVE FOR ANY OF THAT. SO IT'S NOT GOING TO HELP US. AND I REALLY THINK

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THAT WE, ABAG AND MTC NEED TO REALLY HELP ADVOCATE FOR MONEY FOR OUR MEMBERSHIP TO HELP ACHIEVE THE RHNA, ESPECIALLY THE AFFORDABILITY. AND ANY MONEY THAT IS ACHIEVED OR RECEIVED BY ABAG AND MTC, SHOULD ALLOW CITIES TO HELP GET SOME OF THOSE FUNDS TO HELP PRESERVE HOUSING, BECAUSE THERE ARE SOME OLDER HOMES OR SOME RELATIVELY CHEAPER HOMES THAT WE WOULD LIKE TO BE ABLE TO KEEP AFFORDABLE, BUT WITH THE HOUSING MARKET THE WAY IT IS, IT GETS ON, FOR SALE, AND, MY GOODNESS, A HOUSE THAT WENT FOR 100,000 IS GOING FOR CLOSE TO 900. SO, THERE IS NO WAY WE'RE EVER GOING TO BE ABLE TO ACHIEVE OUR NUMBERS. SO I THINK WE NEED TO HAVE SOME MORE DISCUSSION ABOUT HOW SOME OF THIS MONEY COULD BE USED. AND WHETHER OR NOT IT SHOULD GO DIRECTLY TO CITIES AND COUNTIES OR COMPETITIVE. THANKS

JESSE ARREGUIN, CHAIR: OKAY THANK YOU. WE'LL GO NEXT TO MAYOR DUTRA-VERNACI?

CAROL DUTRA-VERNACI: YES, THANK YOU, CHAIR. THIS IS A LOT OF HOUSING TOPICS WE'RE COVERING BUT I MUST SAY THAT I'M CERTAINLY SUPPORTIVE THAT WE NEED TO GET THE FUNDING SO THAT WE CAN SUPPORT OUR HOMELESS COMMUNITIES. THIS IS AN EXCELLENT USE OF THE MONEYS. AND IN TERMS OF MEETING THE RHNA NUMBERS, CHAIR, YOU STARTED TALKING ABOUT THAT, AS WELL. I JUST WANTED TO SHARE MY EXPERIENCE AT MY COUNCIL MEETING ON TUESDAY EVENING. WE HAD A DEVELOPER IN FRONT OF US REQUESTING AN

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EXTENSION ON THEIR ENTITLEMENTS. WE FIRST GRANTED THEM AND APPROVED THIS PROJECT FIVE YEARS AGO IN 2017. IT'S IN OUR PRIORITY DEVELOPMENT AREA, A FEW FEET FROM BART. IT'S 450 TO 500 UNITS, THEY'RE STILL TRYING TO COBBLE TOGETHER THE MONEY THEY NEED TO MAKE THIS A GO. SO IT'S A REAL CHALLENGE AND IT'S AN ENTIRELY RENTAL PROJECT, AFFORDABLE, SO I THINK IT SPEAKS TO WHAT THIS MONEY COULD BE USED FOR. SO, CERTAINLY SUPPORTIVE OF IT. THANK YOU

JESSE ARREGUIN, CHAIR: THANK YOU. GOING NEXT TO SUPERVISOR SPERING.

JAMES P. SPERING: THANK YOU MR. CHAIR. AS SOMEONE WHO COMES FROM A SMALL COUNTY AND CITY I COULDN'T AGREE WITH MAYOR SCHAFF MORE. I THINK SAN FRANCISCO, SAN JOSE, AND OAKLAND, THOSE ARE GATEWAY CITIES TO THE BAY AREA. THE ECONOMY OF THOSE THREE CITIES IS THE ECONOMIC HEALTH OF THIS REGION, AND ALL THREE OF THOSE CITIES, I AM ALMOST SURE HAVE RESIDENTS FROM ALL NINE BAY AREA COUNTIES. AND I THINK THAT WE ALL HAVE A RESPONSIBILITY TO SEE THAT THOSE THREE LARGE CITIES THAT ARE TAKING THE BRUNT OF THIS HOMELESSNESS GET THE RESOURCES THAT THEY NEED TO WORK WITH IT. AND WE'RE MANAGING OURS, BUT I AGREE WITH MAYOR SCHAFF, I THINK THERE NEEDS TO BE A LARGE INVESTMENT IN THOSE COMMUNITIES TO REALLY START DEALING WITH THIS PROBLEM. AND SO I JUST APPLAUD THE THREE CITIES FOR

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TAKING THAT POSITION. AND I'M VERY SUPPORTIVE. THANK YOU, MR. CHAIRMAN.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH. NEXT WE'LL GO TO MAYOR LICCARDO.

SAM LICCARDO, V. CHAIR: YOU CAN PROBABLY PREDICT WHAT I'M GOING TO SAY. BUT I APPRECIATE THE COMMENTS OF SEVERAL OF MY COLLEAGUES, AND PARTICULARLY MAYOR SCHAFF. REALLY IMPORTANT TO EMPHASIZE THIS MONEY ISN'T JUST ABOUT THE 20,000 UNHOUSED RESIDENTS IN OUR CITIES BUT IT GOES TO COCS, TO COUNTIES AS WELL. SO THIS IS ABSOLUTELY ESSENTIAL FOR THE WHOLE BAY AREA AND THIS IS THE MOST FLEXIBLE MONEY WE HAVE GOT TO RAPIDLY DEPLOY SOLUTIONS. I THINK LIBBY IS DOING GREAT THINGS IN HER CITY. WE'RE BUILDING RAPIDLY APARTMENTS IN FIVE OR SIX MONTHS AND ABLE TO BUILD THEM AT $100,000 A UNIT GETTING PEOPLE OFF THE STREETS MUCH FASTER BECAUSE OF THIS MONEY. AND THE 2 BILLION OVER THE LAST YEAR WAS A VICTORY, AND I APPRECIATE THIS MAY BE THE LAST SURPLUS WE SEE IN OUR LIFETIME SO WE HAVE GOT TO DO EVERYTHING WE CAN TO GET TO THE ONGOING SOURCE FOR THESE CRITICAL PROGRAMS. I APPRECIATE THE CONSIDERATION OF MY COLLEAGUES.

JESSE ARREGUIN, CHAIR: SUPERVISOR CANEPA?

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DAVID CANEPA: PROJECT HOMEKEY, WE PURCHASED FIVE HOTELS AND WERE WITH THE GOVERNOR WITH OPENING UP A NAVIGATION SITE OUR GOAL IS AMBITIOUS AND FUNCTIONAL TO GET TO VISION 0, MY QUESTION IS RELATIVE TO THE HOUSING FOR ALL ACT, AND IF THAT IS REALLY SOMETHING -- I KNOW SENATOR PADILLA, THE BIG CITY MAYORS HAVE SIGNED ON TO, I KIND OF WANT JUST A LITTLE FLAVOR IS THAT, SORT OF, A LONG-TERM BILL? IS THAT SOMETHING THAT CAN HAPPEN RIGHT AWAY? I'M JUST CURIOUS, GEORGIA, IF YOU COULD JUST PROVIDE JUST A LITTLE BIT OF AN UPDATE ON THAT? I DO THINK -- IN TERMS OF HOUSING, WE'RE STILL IN A HOUSING DEFICIT IN THE NATION, THE STATE, WE DO, SORT OF, NEED A MARTIAL PLAN AND REALLY SEEING WHAT WE CAN DO. THE PRESERVATION PIECE, I THINK JESSE SPOKE ABOUT THAT, THAT'S A SENSIBLE PIECE AND MAKES A LOT OF SENSE TO DEAL WITH EXISTING LOCATIONS AND SITES, BUT I'M JUST CURIOUS TO YOUR PERSPECTIVE, GEORGIA, ON THE HOUSING FOR ALL ACT, AND WHAT THAT MAY MEAN, OR IS THAT SOMETHING, YOU KNOW, THAT MIGHT BE TWO OR THREE YEARS DOWN THE ROAD?

GEORGIA GANN DOHRMANN: THROUGH THE CHAIR?

JESSE ARREGUIN, CHAIR: YES. THANK YOU.

GEORGIA GANN DOHRMANN: THANK YOU, COMMISSIONER CANEPA. JUST FOR THE CONTEXT SETTING FOR THE GROUP, SENATOR PADILLA AND A

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NUMBER OF HIS COLLEAGUES INTRODUCED LAST YEAR AND A REINTRODUCTION THIS YEAR ON A PRETTY AMBITIOUS HOUSING BILL TO REALLY RATCHET UP THE AMOUNT OF AFFORDABLE INVESTMENT FEDERAL INVESTMENT IN AFFORDABLE HOUSING AND HOMELESSNESS RESOURCES. IT IS A -- WHAT'S CALLED A MARKER BILL WHERE IT'S, YOU KNOW SENATOR PADILLA IS GOING OUT THERE SAYING THIS IS A TOP PRIORITY, VERY IMPORTANT, I THINK, UNFORTUNATELY WHEN THE BUILD BACK BETTER ACT, SORT OF, TANKED, I GUESS FOR LACK OF A BETTER WORD, SORRY, THAT WAS REALLY GOING TO BE THE BIG OPPORTUNITY FOR THIS SET OF SCALE INVESTMENT FOR AFFORDABLE HOUSING AND HOMELESSNESS. I WILL SAY THAT ONE OF THE THINGS THAT IS, YOU KNOW, WHAT WE CAN LOOK AT FROM OUR FEDERAL ADVOCACY PERSPECTIVE AND HAVE BEEN WORKING WITH SENATOR PADILLA'S STAFF ON IS HOW TO PULL OUT THE COMPONENTS OF THIS BILL THAT HE'S IDENTIFIED AS TOP PRIORITIES AND ADVOCATE FOR THEM THROUGH THE ANNUAL APPROPRIATIONS PROCESS WHICH IS WHERE THE BIG FEDERAL HOUSING GAME IS GOING TO BE.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH. WE HAD A GOOD DISCUSSION. I THINK I HEARD GENERAL SUPPORT FOR THIS. THIS PARTICULAR, SORT OF, ADVOCACY PLATFORM AND A DESIRE TO TALK FURTHER ABOUT HOW WE CAN SUPPORT COLLECTIVELY EFFORTS TO EXPAND LOCAL FUNDING FOR HOMELESSNESS. WE'LL PROCEED TO PUBLIC COMMENT ON THIS ITEM. IF THERE IS ANY MEMBER OF THE PUBLIC THAT WISHES TO SPEAK ON ITEM 3C, PLEASE RAISE YOUR HAND. OKAY.

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I DO NOT SEE ANY RAISED HANDS, I'LL BRING IT BACK TO THE JOINT COMMITTEE AND ASK IF THERE ARE ANY QUESTIONS OR COMMENTS. IF NOT, THANK YOU VERY MUCH GEORGIA. I THINK THIS WAS HELPFUL FEEDBACK, AND WITH THAT, WE CAN PROPOSED TO THE NEXT ITEM. WHICH IS ITEM 3D, ASSEMBLY BILL 2120, LOCAL BRIDGE FUNDING AND GEORGIA GANN DOHRMANN WILL ALSO PRESENT ON THIS ITEM.

GEORGIA GANN DOHRMANN: THANK YOU. SO, THIS IS A REQUEST FOR A SUPPORT POSITION FOR MTC TO TAKE A SUPPORT POSITION ON A.B. 2120, WARD BILL AND REQUESTING THE COMMISSION EXERCISE AN EMERGENCY PROCEDURE SO WE CAN COMMUNICATE WITH THE LEGISLATION COMMITTEE IN ADVANCE OF THE DEADLINE FOR GETTING SUPPORT POSITIONS TO THE COMMITTEE INCLUDING THEIR HEARING -- EXCUSE ME -- INCLUDED IN THEIR HEARING WRITE UP. THIS BILL WOULD CODIFY A LONG-STANDING STATE PRACTICE THAT 55% OF FEDERAL BRIDGE FUNDS ARE DIRECTED TO THE LOCAL ASSISTANCE HIGHWAY BRIDGE PROGRAM WITH THE REMAINING 45% OF FUNDS RESERVED FOR STATE BRIDGES. THE IMPETUS OF THIS BILL IS REALLY THE FEDERAL TRANSPORTATION AUTHORIZATION THAT WE'RE GOING TO BE DISCUSSING LATER TODAY CREATED A NEW BRIDGE PROGRAM AND IT'S FUNDED AT $4.25 BILLION FOR CALIFORNIA OVER FIVE YEARS. THE EXISTING STATUTES GUIDING THE LOCAL STATE SPLIT IS OUT OF DATE SO THIS IMPLEMENTING BILL WOULD UPDATE THE STATUTE REFERENCE. IMPORTANT COMPONENT IS THE INCLUDED MAINTENANCE OF PROVISIONS TO ENSURE THAT NEW FEDERAL BRIDGE FORMULA FUNDING AUGMENTS

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RATHER THAN SUPPLEMENTS EXISTING HIGHWAY BRIDGE PROGRAM FUNDS. THE IMPACT PERSPECTIVE IS THE HIGHWAY BRIDGE PROGRAM IS INCREDIBLY IMPORTANT AND SOURCE FOR LOCAL BRIDGES THAT WOULD FUND SOURCES MORE THAN DOUBLE WITH THIS PROPOSED LEGISLATION AND GIVEN THE OPPORTUNITY TO SHORE UP THE CONDITION OF THE VARIOUS LOCAL BRIDGE NETWORK AND ALIGNMENT WITH THE LONG-STANDING FIRST AMENDMENT WE ARE RECOMMENDING A SUPPORT POSITION AND AGAIN REQUEST THAT WE EXERCISE EMERGENCY PROCEDURE.

JESSE ARREGUIN, CHAIR: AS GEORGIA NOTED STAFF HAS REQUEST THAT WE CONCUR WITH THE EMERGENCY PROCEDURE TO COMMUNITY A POSITION ON A.B. 2120 PRIOR TO THE MTC COMMISSION TAKING ACTION ON THE BILL. I'M LOOKING FOR A MOTION.

JAMES P. SPERING: MOTION.

DAVID RABBIT: SECOND.

JESSE ARREGUIN, CHAIR: MOTION AND SECOND. TO CLARIFY THIS IS FOR ALL MEMBERS. I'LL ASK FOR PUBLIC COMMENT ON ITEM 3D ASSEMBLY BILL 2120 AWARD LOCAL BRIDGE. SEEING NONE. I'LL BRING IT BACK TO THE COMMISSION. COMMENTS OR QUESTIONS. SEEING NONE. I'LL ASK FOR ROLL CALL.

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

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: LICCARDO.

SAM LICCARDO, V. CHAIR: YES.

CLERK OF THE BOARD: MEMBER AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

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CLERK OF THE BOARD: EKLUND?

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? HALLIDAY?

BARBARA HALLIDAY: YES.

CLERK OF THE BOARD: HUDSON? MAR? MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: PEDROZA? MEMBER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: MEMBER RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAAF: YES.

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CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: YES.

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

JESSE ARREGUIN, CHAIR: OKAY THANK YOU. WE'LL PROCEED NOW TO KNOW AGENDA ITEM 3E, SENATE BILL 1050 DODD AUTHORIZATION TOLLING ON STATE ROUTE 37. REBECCA LONG WILL PRESENT ON THIS ITEM.

REBECCA LONG: THANK YOU CHAIR ARREGUIN. THIS BILL SB1050 IS SENATOR DODD'S SECOND BILL ON THIS SUBJECT IT IS VERY ALIGNED WITH OUR 2022 ADVOCACY PROGRAM AND BASICALLY IT'S AUTHORIZING TOLLS ON A SPECIFIC SEGMENT OF STATE ROUTE 37 FROM MARE ISLAND CAN STATE ROUTE 121 THE PURPOSE OF THIS IS TWOFOLD A CONGESTION MANAGEMENT TOOL TO HELP FUND AN EXPANSION OF THE ROADWAY ON A SEGMENT WHERE IT'S REALLY JUST ONE LANE IN EACH DIRECTION AND TO FACILITATE FOR THE FIRST TIME AN HOV LANE IN EACH DIRECTION DURING THE PEAK PERIOD THAT WOULD ENABLE TIME SAVINGS FOR TRANSIT. CURRENTLY THERE IS NO TRANSIT IN THE CORRIDOR, BECAUSE IT IS SUCH A TIGHT AND HIGHLY CONGESTED CORRIDOR. THERE IS VERY LITTLE INCENTIVE FOR ANYBODY TO TAKE TRANSIT SO THAT'S A KEY BENEFIT AND THE TOLLS WOULD HELP PAY FOR THE INTERIM PROJECT WHICH IS THIS MOBILITY FOCUSED PROJECT

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AS WELL AS PROVIDE MATCHING FUNDS ON WHAT'S KNOWN AS THE ULTIMA PROJECT, THE CITY LEVEL RISE RESILIENT PROJECT WHICH IS IN PLANNED BAY AREA IDENTIFIED AS A VERY COSTLY PROJECT, MEGA PROJECT, PICK YOUR TERM, I THINK IT HAS AN INITIAL ESTIMATE OF $5 BILLION. CLEARLY THE TOLLS AREN'T GOING TO FULLY FUND THAT, BUT IT IS GOING TO NEED TO LOOK TO COMPETITIVE FEDERAL FUNDS, POTENTIALLY SOME COMPETITIVE STATE FUND, AND SO HAVING THIS MATCHING FUND SOURCE IN THE FORM OF TOLLS WOULD BE RELATIONSHIP HELPFUL FOR THIS CRITICAL PROJECT. THE BILL AUTHORIZES, ESTABLISHING A STATE ROUTE 37 TOLLING AUTHORITY THAT WOULD BE ADMINISTERED BY, ESSENTIALLY, MTC, SERVING AS THE BAY AREA INFRASTRUCTURE FINANCING AUTHORITY, OR BAIFA. WE HAVE BROUGHT A PROPOSAL FORWARD, I THINK IT'S GOING TO BE ACTUALLY AN ACTION ITEM, NEXT MONTH, TO CHANGE THE GOVERNANCE OF BAIFA WHICH IS CURRENTLY KIND OF A SUBSET OF THE COMMISSION TO BE COTERMINUS WITH THE FULL COMMISSION SO THAT THE NORTH BAY COUNTIES WOULD BE FULLY REPRESENTED ON BAIFA. THE BILL LISTS OUT THE ELIGIBLE EXPENDITURES AS I MENTIONED FOR THE INTERIM PROJECT AS WELL AS THE ULTIMATE SEA LEVEL RISE PROJECT AND ALSO ALLOWS FOR RESTORATION PROJECTS. SO, LAND ACQUISITION RELATED TO WETLAND MITIGATION OTHER TYPES OF ENHANCEMENT PROJECTS THAT CAN SERVE AS NEAR-TERM FLOOD PROTECTION. AS FOR TOLLING POSITIONS THE BILL HAS SOME FLEXIBILITY RIGHT NOW. IT DOESN'T SPECIFY EXACTLY WHAT THE TOLL IS, BUT IT PROVIDES KIND OF A RANGE, IF YOU WILL. SETS A MINIMUM OF $1, AND A MAXIMUM

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OF THE EQUIVALENT OF WHAT BATA CHARGES. SO IT ALSO SAYS THAT THE TOLLS COULD NOT GO INTO EFFECT UNTIL AFTER 2020 -- JANUARY 1ST, 2026, BY WHICH POINT THE TOLLS WOULD BE $8. ON THE BATA FACILITIES. AND IT ALLOWS FOR A DISCOUNT FOR HOV LANES, OR RATHER IT REQUIRES A DISCOUNT FOR HOV LANES OF 50% AND IT REQUIRES THE ESTABLISHMENT OF A LOW-INCOME MEANS BASED DISCOUNT FOR RESIDENTS OF THE NORTH BAY COUNTIES. IT DOESN'T DEFINE LOW-INCOME. THAT'S SOMETHING THAT WE'RE WORKING ON. WE WANT THAT TO BE CONSISTENT WITH THE DEFINITION THAT WE'RE GOING TO USE FOR THE 880 EXPRESS LANE PILOT THAT WE'RE WORKING ON, AND ALSO THE -- IT PROVIDES A RANGE FOR WHAT THAT DISCOUNT WOULD BE FOR LOW-INCOME MOTORISTS. SO IT'S BETWEEN 25 TO 50%. LASTLY, THE BILL REQUIRES THAT THE TOLLS BE REMOVED AFTER FULL REPAYMENT OF ANY BONDS AND RELATED OBLIGATIONS UNLESS THE AUTHORITY DETERMINES BY A 230S VOTE THAT TOLLING IS NECESSARY TO CONTINUE TO REDUCE VEHICLE MILES TRAVELED, AND SUPPORT INCENTIVES FOR TRANSIT AND CARPOOLING. SO FAR THAT'S A SUMMARY OF THE BILL. AND WE'RE ASKING FOR A RECOMMENDATION OF SUPPORT TO MTC AND ALSO AUTHORIZATION TO COMMUNICATE THAT POSITION AFTER TODAY SO WE CAN ALSO SHARE THAT WITH THE COMMITTEE, WHICH IS VOTING ON THE BILL MARCH 22ND. AND THAT CONCLUDES MY PRESENTATION. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. WE'LL GO TO VICE CHAIR JOSEFOWITZ.

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NICK JOSEFOWITZ: THANK YOU. I'M OBVIOUSLY VERY SUPPORTIVE OF THIS. IT'S SUCH AN IMPORTANT PROJECT, AND IT'S VERY ENCOURAGING TO SEE THE SENATOR AND ALL THE STAKEHOLDERS WANTING TO INTEGRATE THE TOLLING INTO THE EXISTING TOLLING STRUCTURES WE HAVE THE BAY AREA OR NOT. LIKE, MY COUNTY AND OTHERS WANT TO GO AND SETUP THEIR OWN TOLLING SYSTEMS WHICH DON'T NECESSARILY INTEGRATE WITH THE OTHERS. I THOUGHT IT WAS GREAT TO, SORT OF, SEE THE BILL IN ITS CURRENT STATE ADDRESSING MEANS BASED TOLLING AS SOMETHING THAT WE'RE ALSO REALLY DRIVING FORWARD ON 880, ALTHOUGH OBVIOUSLY 880 THE TOLLS ARE MUCH LOWER THAN THEY WOULD BE ON THIS STATE ROUTE. I WAS WONDERING HOW MUCH FLEXIBILITY WE WOULD HAVE TO HAVE, TO EXPAND THE LOW-INCOME DISCOUNTS TO RESIDENTS OUTSIDE OF THE NORTH BAY? BECAUSE IT DOES FEEL A LITTLE -- I'M NOT SURE HOW I'M -- HOW -- I DON'T KNOW WHETHER THE ECONOMICS -- OR WHAT IMPACT WOULD HAVE ON THE ECONOMICS, WHICH IS IMPORTANT, BUT IT DOES FEEL A LITTLE ODD THAT IF YOU LIVE IN NORTHERN CONTRA COSTA COUNTY AND YOU HAVE TO DRIVE ACROSS 37, AND YOU'RE LOW-INCOME, YOU HAVE GOT TO PAY THE FULL FREIGHT, AND IF YOU LIVE NORTH OF CONTRA COSTA COUNTY, SONOMA, YOU CAN GET A 75% DISCOUNT. JUST HOW -- IS THERE FLEXIBILITY ON THAT? OR DOES IT NECESSARILY NEED TO BE PART OF THE LEGISLATION? IS THERE FLEXIBILITY ON THAT?

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REBECCA LONG: I THINK THIS'S A GOOD QUESTION. I WOULD WANT TO GO BACK AND LOOK AT THE SPECIFIC WAY THE LEGISLATION IS WRITTEN. I THINK RIGHT NOW IT REQUIRES A DISCOUNT FOR THOSE COUNTIES. AND WHETHER IT COULD BE SOMETHING THAT THE AUTHORITY COULD EXPAND. YOU KNOW WE COULD LOOK AT STRUCTURING IT THAT WAY. I THINK THE RATIONALE FOR THE GEOGRAPHIC LIMITATIONS THERE IS IT'S REALLY TRYING TO PROVIDE AN ASSURED DISCOUNT FOR LOW-INCOME DISCOUNT FOR REGULAR USERS OF THE FACILITY. AND AS YOU POINT OUT TO THE EXTENT THAT YOU'RE SIGNIFICANTLY EXPANDING THE ELIGIBILITY YOU'RE GOING TO REDUCE THE REVENUE. IT'S SOMETHING WE CAN CERTAINLY LOOK AT I IMAGINE OUR TRAVEL MODEL CAN HELP US IDENTIFY WHERE ARE THOSE USERS OF THE FACILITY ORIGINATING FROM AND DO A SENSITIVITY ANALYSIS THERE. SO HAPPY TO LOOK INTO THAT FURTHER.

NICK JOSEFOWITZ: I APPRECIATE THAT. THIS IS A REALLY BIG ISSUE IN SAN FRANCISCO AROUND TREASURE ISLAND TOLLS WHERE THIS IS COMPLETELY BLOWN UP, YEARS AND YEARS OF WORK. I THINK EVERYTHING IN THE REGION SHOULD GET THE DISCOUNTS NOT JUST LOW-INCOME IN SAN FRANCISCO. I THINK THAT WAS THE RIGHT THING TO DO.

JESSE ARREGUIN, CHAIR: THANK YOU. COUNCILMEMBER EKLUND?

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PAT EKLUND: THANK YOU VERY MUCH MAYOR ARREGUIN. I HAD THE SAME ISSUE THAT COMMISSIONER NICK RAISED. I DON'T THINK IT SHOULD JUST BE LIMITED TO THOSE RESIDENTS WHO LIVE IN MARIN, NAPA, SOLANO, OR SONOMA COUNTIES. I KNOW FOLKS THAT DO COMMUTE FROM ALAMEDA COUNTY, FOR AN EXAMPLE, THAT WORK OVER HERE IN MARIN AND SONOMA. AND, SO, FRANKLY, I THINK IT DOESN'T PASS THE TEST IN MY OPINION BY JUST LIMITING RESIDENTS WHO LIVE IN MARIN, NAPA, SOLANO, OR SONOMA COUNTIES. I THINK IT SHOULD BE ANY LOW-INCOME RESIDENT IN THE BAY AREA. I WOULDN'T LIMIT IT TO THOSE FOUR COUNTIES. AND I UNDERSTAND THAT IT HAS POTENTIAL LIMIT -- IMPLICATIONS FOR PAYING OFF ANY POTENTIAL BONDS, BUT, FRANKLY, LOW-INCOME FOLKS ARE HAVING TO MOVE FURTHER AND FURTHER OUT OF THE BAY AREA, AND THEY'RE STILL COMMUTING BACK IN. SO, I TOTALLY AGREE WITH ELIMINATING THOSE FOUR COUNTIES, AND JUST HAVE IT FOR ALL LOW-INCOME PEOPLE. WE GOT TO REALLY HAVE A -- WE HAVE GOT TO HELP THEM MOVE ON THE LADDER AND BY DOING THESE KINDS OF THINGS, I THINK REALLY MAKES A DIFFERENCE.

JESSE ARREGUIN, CHAIR: THANK YOU. NEXT SUPERVISOR CONNOLY.

DAMON CONNOLLY: THANK YOU. JUST A COUPLE OF QUICK ITEMS, ONE IS AROUND FLEXIBILITY ON USE OF THE TOLL REVENUES TOWARDS SEGMENT A, WHICH IS THE MARIN SEGMENT RELATED TO FLOODING, WHICH, AS WE KNOW HAS BEEN AN ISSUE. IN THE PAST, THE PREVIOUS

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ITERATION OF THE BILL ACTUALLY DID INCLUDE SOME FLEXIBLE LANGUAGE THAT RECOGNIZED THAT SEGMENT E CERTAINLY IS TEED UP AS THEY'RE FINDING PRIORITY THROUGH THIS CORRIDOR BUT DID ENABLE SOME POTENTIAL FUNDING TO FLOW TOWARD THE SEGMENT A PROJECT. IT LOOKS LIKE THE REVISIONS, THIS TIME, DO NOT INCLUDE THAT FLEXIBILITY. SO, ALTERNATIVELY, I GUESS, QUESTIONS I WOULD HAVE AROUND THIS, AND IT'S A LARGER CONVERSATION, WOULD BE WHAT IS THE THINKING ON HOW SEGMENT A WILL GET FUNDED? IS THERE A WAY TO INCORPORATE SOME OF THAT LANGUAGE BACK INTO THIS BILL? AND, ALTERNATIVELY WHAT STEPS CAN MTC TAKE TO ENSURE THAT FUNDING WILL BE PURSUED AND ULTIMATELY OBTAINED FOR SEGMENT A? THE SECOND IS AROUND MEANS BASED FARES I THINK THAT'S A CRUCIAL COMPONENT OF THE BILL, GOING TO MY COLLEAGUE'S POINTS, YOU KNOW, ARE THERE SOME ADDITIONAL OUTREACH, ADDITIONAL ANALYSIS THAT CAN OCCUR TO ROUND OUT THAT IMPORTANT COMPONENT?

JESSE ARREGUIN, CHAIR: IS THAT A QUESTION FOR STAFF? REBECCA, DO YOU WANT TO RESPOND TO THAT?

DAMON CONNOLLY: YEAH, AND PARTICULARLY -- WELL, BOTH, BUT PARTICULARLY THE SEGMENT A PIECE.

REBECCA LONG: YES, CERTAINLY, THANK YOU, COMMISSIONER CONNOLY. I THINK CONSIDERATION WAS MADE AS TO THE ELIGIBILITY FOR

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SEGMENT A THAT THE OVERALL PROJECTS THAT ARE ALREADY LISTED ARE ALREADY SO OVERSUBSCRIBED EVEN FOR THE SEGMENT THE MOBILITY ORIENTED SEGMENT WITH ON THE BRIDGE ITSELF AS WELL AS THE ULTIMATE PROJECT THAT IT REALLY MADE SENSE TO FOCUS THE RESOURCES WITHIN THAT CORRIDOR WHERE THE TOLL PAYERS ARE CERTAINLY PAYING AND WITH THE SEGMENT A PIECE, THERE IS AN OPPORTUNITY FOR FOLKS TO NOT PAY. BECAUSE OF THE, SORT OF, GEOGRAPHY AND OPPORTUNITY TO DIVERT AND HEAD UP TOWARDS NAPA ON HIGHWAY 121 ASSOCIATION TOTALLY RECOGNIZE THE IMPORTANCE OF SEGMENT A AS WE HAVE DISCUSSED WITH MARIN TRANSPORTATION OFFICIALS. YOU KNOW, WE'RE VERY INTERESTED IN WORKING WITH THEM IN PURSUIT OF SOME STATE DOLLARS FOR THAT SEGMENT. WE THINK IT'S CRITICAL THAT THAT GET FUNDING AND WE DO ACTUALLY HAVE SOME CONCERNS THAT IF IT'S ELIGIBLE WITHIN THE TOLL REVENUE THAT THE STATE COULD USE THAT AS A RATIONALE TO NOT CONTRIBUTE AS MUCH THROUGH THE SHOP OR OTHER MEANS. SO WE REALLY WANT TO WORK WITH YOU AND MARIN OFFICIALS TO HELP SECURE THOSE FUNDS BUT RIGHT NOW WE FEEL IT'S MORE APPROPRIATE TO FOCUS ON THE CORE SEGMENTS BUT CERTAINLY FOR THE RESTORATION PROJECTS THAT ALSO COULD HAVE SOME FOOD PREVENTION BENEFITS THAT THAT SEGMENT WOULD ALSO BE ELIGIBLE JUST NOT THE TRANSPORTATION PORTION OF THE PROJECT, PER SE.

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DAMON CONNOLLY: REBECCA, JUST TO FOLLOW UP, AND I APPRECIATE THAT, AND JUST FOR ASSURANCES, WHAT STEPS DO ON YOU BELIEVE MTC CAN TAKE TO HELP SECURE FUNDING FOR SEGMENT A?

REBECCA LONG: I THINK THAT'S PROBABLY A CONVERSATION BETTER HAD OUTSIDE THE COMMITTEE, BUT I THINK, SITTING DOWN, WITH THE MARIN STAFF, IDENTIFY OTHER KIND OF A GAME PLAN AND WHAT THOSE FUNDING SOURCES COULD BE AND MUTUALLY WORKING ON A PLAN, AND AN ADVOCACY STRATEGY FOR HOW TO SECURE THEM.

DAMON CONNOLLY: AND MTC IS COMMITTED TO THAT?

REBECCA LONG: [LAUGHTER] I THINK SO. I CAN SAY THAT. I MEAN, IT'S NOT A DECISION FOR ME TO MAKE. I THINK THAT'S THE FULL COMMISSION. I DON'T KNOW IF THERESE WANTS TO JUMP IN THERE, BUT I THINK IT -- AS I SAID, IT'S A VERY IMPORTANT PROJECT AND WE WANT TO SUPPORT MARIN IN GETTING THOSE FUNDS.

THERESE MCMILLAN: I WOULD AGREE COMMISSIONER CONNOLY. WE ABSOLUTELY RECOGNIZE THE NEEDS RELATED TO SEGMENT A. I THINK THE QUESTION IS, HOW TO PUT TOGETHER THE BEST PACKAGE TO DO THAT. IT ALSO COMES DOWN, AS YOU -- AS I'M SURE YOU WELL KNOW -- THE DISTINCTIONS THROUGH DISCRETIONARY MONEY, STATE MONEY, AND CONTRIBUTIONS AND LAYING OUT THE OPTIONS FOR THE MOST

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STRATEGIC GAME PLAN AND RALLYING AROUND ADVOCACY AND TIMING ATTACHED TO THAT.

JESSE ARREGUIN, CHAIR: THANK YOU. MAYOR HALLIDAY?

BARBARA HALLIDAY: FIRST I REALLY AGREE WITH WHAT EVERYBODY HAS HAD TO SAY ABOUT THE ISSUE OF THE DISCOUNTS AND FOR LOW-INCOME PEOPLE. AND I -- EVEN THOUGH THAT'S NOT A REGULAR PART OF MY ROUTE NOW IT USED TO BE YEARS AGO, AND I WENT BACK RECENTLY LIKELY LAST YEAR AND IT WAS JUST SO MUCH INCREDIBLY IMPACTED AND CONGESTED THAT, YOU KNOW, I HAVE AN APPRECIATION FOR WHY IT'S NEEDED. SO THE QUESTION IS DOES THIS HAVE TO BE DONE THROUGH STATE LEGISLATION? OR DOES THE -- CALIFORNIA TRANSPORTATION COMMISSION, THERE CAN BE AN APPLICATION THROUGH THAT? WHY IS THIS BEING DONE THROUGH A STATE -- YOU KNOW, THROUGH A BILL?

REBECCA LONG: THANK YOU, DIRECTOR HALLIDAY. THAT'S A GOOD QUESTION. AND OUR DETERMINATION IS THAT UNDER THE EXISTING AUTHORITY THAT DOES RUN THROUGH THE CTC THAT DOESN'T AUTHORIZE TOLLING ON AN EXISTING LANE. SO IT ALLOWS FOR NEW CONSTRUCTION. SO, LANE WIDENING, TO BUILD A TOLL LANE OR AN HOV CONVERSION TO AN EXPRESS LANE. THIS IS A SIGNIFICANT PROPOSAL IN THAT WE WOULD BE TOLLING AN EXISTING FACILITY AND THAT IS CURRENTLY NOT AUTHORIZED AS WE READ IT IN STATE LAW.

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AND THE OTHER ISSUE IS THAT SOME OF THE CONSTITUTIONAL ISSUES THAT HAVE BEEN RAISED, AS IT RELATES TO TOLLING, IN GENERAL, I THINK A PRUDENT APPROACH IS TO GET VERY CLEAR DIRECTION THAT TOLLING IS AUTHORIZED HERE, AND THAT'S WHY THE BILL IS STRUCTURED IN THE WAY THAT IT IS, THAT IT'S THE STATE ESTABLISHING THIS AUTHORITY, AND THE STATE ESSENTIALLY REQUIRING THE TOLLING ON THE FACILITY.

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. SUPERVISOR SPERING?

JAMES P. SPERING: THANK YOU, MR. CHAIRMAN. YOU KNOW, I DO SUPPORT ALL LOW-INCOME HAVING ACCESS TO IT. THERE IS A LOT OF HISTORY BETWEEN WHY THIS HAS COME FORWARD. BUT I JUST WANT TO REFERENCE SEGMENT A. CALTRANS HAS INVESTED A LOT INTO SEGMENT A TO AVOID SOME OF THE FLOODING THAT WE HAVE. THERE'S A MULTI-MILLION DOLLARS SHOP PROJECT GOING INTO MEASURE, AND IF ALL FOUR COUNTIES, IF THAT SEGMENT FAILS THE WHOLE CORRIDOR FAILS. A STRONG EMPHASIS ON ADDRESSING THAT. WE NEED TWO LANES AND WE HAVE RESIDENTS IN SOLANO COUNTY SITTING IN 1 TO 3 HOUR TRAFFIC AND A LOT OF THESE ARE MIDDLE AND LOW-INCOME FAMILIES THAT ARE EXPERIENCING THAT. SO THE TOLLING HAS -- IT TAKES LEGISLATION TO HAVE THE TOLLING AUTHORITY, WHICH WE APPRECIATE SENATOR DODD CARRYING THAT. AND THIS IS JUST A FIRST STEP IN DOING A MASSIVE IMPROVEMENT IN THIS WHOLE CORRIDOR BUT THIS FIRST STEP WHERE WE THINK THIS STRATEGY IS AFFORDABLE TO FIX THE SEGMENT

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THAT NEEDS THE ATTENTION IN THE SHORT-TERM AND THIS HELPS US ACCOMPLISH THOSE SHORT-TERM OBJECTIVES AS YOU SEE IN THE BILL IT TALKS ABOUT NEAR-TERM AND LONG-TERM FUNDING. SO THAT'S ONE OF THE ADVANTAGES OF THIS BILL. SO I REALLY ENCOURAGE EVERYONE TO SUPPORT IT THE WAY IT'S BEING PROPOSED. THANK YOU, MR. CHAIRMAN.

JESSE ARREGUIN, CHAIR: SO, ON THAT, DO I HAVE A MOTION AND SECOND TO REFER A SUPPORT POSITION ON SB1050 TO THE COMMISSION?

JAMES P. SPERING: SPERING WILL MOVE.

CAROL DUTRA-VERNACI: DUTRA-VERNACI SECONDS.

DAVID RABBIT: SECOND.

JESSE ARREGUIN, CHAIR: SECONDED BY SUPERVISOR RABBIT. THIRD BY MAYOR DUTRA-VERNACI. COUNCILMEMBER EKLUND?

PAT EKLUND: THANK YOU VERY MUCH, PRESIDENT ARREGUIN. SO DOES THAT MOTION INCLUDE EXPLORING THE OPPORTUNITY OF CHANGING THE RESTRICTION ON THE LOW-INCOME TO JUST MARIN, SONOMA, NAPA AND SOLANO COUNTY?

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JAMES P. SPERING: YES. WE'LL TAKE THAT TO THE SENATOR. WE HAVE A MEETING COMING UP WITH HIM, TOO, AND I'LL EXPRESS THAT TO HIM. BUT IT COULD BE INCLUDED IN THE MOTION. YES.

PAT EKLUND: GREAT. WOULD THE MAKER AND SECONDER AGREE WITH THAT?

JESSE ARREGUIN, CHAIR: THE MAKER AGREED. SUPERVISOR RABBIT IS THAT ACCEPTABLE?

PAT EKLUND: THANK YOU VERY MUCH FOR CLARIFYING THAT. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. SEEING NO OTHER HANDS. WE'LL GO TO PUBLIC COMMENT ON THIS ITEM. SEEING A RAISED HAND.

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

SPEAKER: THANK YOU VERY MUCH. I'M VERY SUPPORTIVE OF THIS EMOTION BASED ON THE CHANGE. JUST PINT SOMEONE MAKING 20 BUCKS AN HOUR WHICH IS UNUSUALLY HIGH FOR LOW-INCOME PEOPLE WOULD HAVE BEEN 3,400 A MONTH IN INCOME, AND IF YOU SUBTRACT STATE AND LOCAL AND SOCIAL SECURITY AND MEDICARE TAXES YOU'RE LOOKING ABOUT $20,900 2,000 FOR AN APARTMENT, AND YOU HAVE SOMEONE COMING FROM CONTRA COSTA COUNTY CROSSING THE CARQUINEZ

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BRIDGE AND TAKING THE 37, AND THEIR JOB IN MARIN, IT'S EXPENSIVE TO LIVE THERE IN SONOMA PEOPLE COME FROM OUTSIDE THE AREA FOR ESSENTIAL WORK LOW-INCOME PEOPLE. I KNOW PEOPLE HAVE A DIFFICULT TIME GETTING HOME CARE FOR THEIR OLDER RELATIVES AND THAT'S A PROBLEM AND THE DECREASE IN JOB OPPORTUNITIES FOR LOCATION PEOPLE.

JESSE ARREGUIN, CHAIR: FURTHER COMMENTS?

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, CHAIR: LOOKING FAIR MOTION TO POSITION SB10 FOO. ROLL CALL.

CLERK OF THE BOARD: STAFF TO CONCUR WITH THE EMERGENCY?

JESSE ARREGUIN, CHAIR: YES. AND I WANT TO CONFIRM THAT AS PART OF THE MOTION WE'RE ALSO AUTHORIZING THE AUTHORIZATION TO USE THE EMERGENCY PROCEDURE TO COMMUNICATE A POSITION ON THE BILL PRIOR TO THE MTC COMMISSION TAKING ACTION? SOME SPERING, IS THAT ACCEPTABLE? SUPERVISOR RABBIT?

DAVID RABBIT: YES.

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JESSE ARREGUIN, CHAIR: OKAY. SO THAT, ALSO, IS INCLUDED IN THE MOTION.

CLERK OF THE BOARD: THANK YOU. CHAIR ARREGUIN?

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR LICCARDO?

SAM LICCARDO, V. CHAIR: YES.

CLERK OF THE BOARD: MEMBER AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

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CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: EKLUND?

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? MEMBER HALLIDAY?

BARBARA HALLIDAY: YES.

CLERK OF THE BOARD: HUDSON? MEMBER MAR? MEMBER MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: MEMBER PEDROZA? MEMBER RABBIT?

DAVID RABBIT: AYE. YES.

CLERK OF THE BOARD: MEMBER RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: SCHAFF?

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LIBBY SCHAAF: AYE.

CLERK OF THE BOARD: SPERING? I THINK HE LOST CONNECTION. IT PASSES.

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU VERY MUCH. WE'LL PROCEED TO THE NEXT ITEM. AGENDA ITEM THREE F. SENATE BILL 1049 DODD TRANSPORTATION RESILIENCE FUNDING PROGRAM. AND GEORGIA GANN DOHRMANN WILL PRESENT ON THIS ITEM. AND ACTION IS REQUESTED OF THE COMMITTEE TODAY.

GEORGIA GANN DOHRMANN: GOOD AFTERNOON MORNING GEORGIA GANN DOHRMANN MTC STAFF. ACTION REQUESTING WE'RE REQUESTING OR RECOMMENDING THAT MTC SUPPORT AND SPONSOR SB1049 AND ALSO EXERCISE EMERGENCY PROCEED TO POSITION IN ADVANCE OF THE FIRST HEARING ON THIS BILL. SO, THIS BILL RELATES ACTUALLY TO THE PREVIOUS CONVERSATION ABOUT THAT LARGE FUNDING NEED FOR PRESSING RESILIENCE INVESTMENTS SB1049 IS OPPORTUNITY TO BRING FUNDING FOR THAT TABLE IT ESTABLISHES A STATE PROGRAM TO INVEST IN TRANSPORTATION RESILIENT PLANNING PROJECTS AND TO BE FUNDED FROM THE FEDERAL DOLLARS CONTRACTS TO FEDERAL COMMITMENT TO CLIMATE ADAPTATION RESILIENCE PERHAPS THE MOST IMPORTANT COMING UP IN THE TRANSPORTATION BILL AND IT PROVIDED RESILIENCE FUNDS AND COFUNDING PROGRAMS TO RESOURCE FOR TRANSPORTATION, AND THIS TAKES ADVANTAGE OF THAT ALLOWANCE BY

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ESTABLISHING A TRANSPORTATION RESILIENCE PROGRAM WITHIN THE STATE OF CALIFORNIA IT WOULD BE FUNDED FROM NEW DEDICATED RESILIENCE DOLLARS AND A PORTION OF THE CORE TRANSPORTATION PROGRAMS INCREMENTAL GROWTH AND A TOTAL OF $2.5 BILLION OVER FIVE YEARS AND WOULD BE AN ESTABLISHED PROGRAM IT WOULD BE $2.5 BILLION EVERY FIVE YEARS THE STRUCTURED CTC WOULD ALLOCATE GRANTS TO IMPLEMENT SOME OF THE RESILIENCE PROJECTS THAT HAVE ALREADY BEEN IDENTIFIED IN MULTI-STAKEHOLDER CLIMATE ADAPTATION PLANS LIKE STATE ROUTE 37 CORRIDOR PROGRAM OR THE PLANS THAT HAVE BEEN DEVELOPED IN THE BAY AREA THROUGHOUT THE STATE AND IT ACKNOWLEDGES THERE IS A LOT OF ROBUST CLIMATE ADAPTING A WORK THAT STILL NEEDS TO HAPPEN SO I PORTION OF THE RESOURCES WOULD STILL BE RESERVED TO FUND PLANNING RESILIENCE AROUND THE STATE TO IDENTIFY MULTI-STAKEHOLDER PROJECTS AND MOBILITY ASSESSMENT ET CETERA TO GET THOSE PROJECTS WHERE THEY BEING GO TO RECEIVE RESOURCES FROM PROJECT IMPLEMENTATION PORTIONS OF THE GRANT PROGRAM. THIS PROVIDES DETAILS ON HOW FUNDS WOULD BE DISTRIBUTED AND PROJECTS WOULD BE EVALUATED HIGHLIGHTS HERE ARE THAT I THINK IT'S REALLY IMPORTANT THAT THE PROPOSED PROGRAM WOULD INTEGRATE THE EXTENSIVE CLIMATE ADAPTATION PLANNING WORK THAT'S ALREADY BEING UNDERTAKEN IN THE STATE FOR INFRASTRUCTURE, ALSO DIRECTING CTC TO DIRECT FUNDING TO PROTECT HIGH PRIORITY VULNERABLE ASSETS. $2.5 BILLION EVERY FIVE YEARS IS A GREAT START BUT NOT NEAR THE FUNDING NEEDED FOR THIS APPROACH DISTRIBUTING RESOURCES AND IN

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LINE WITH THE PLANNED BAY AREA 2050 AND ADDITIONALLY DIRECTED TO PRIORITIZE PROJECTS THAT HELP THE STATE MEET GREENHOUSE GAS EMISSION REDUCTIONS GOALS. WE'RE RECOMMENDING THE MTC SPONSOR TAKE A SUPPORT POSITION AND SPONSOR AND I'M HAPPY TO ANSWER ANY QUESTIONS.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH QUESTIONS OR COMMENTS FROM THE COMMITTEE ON THIS BILL? IF NOT -- VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ: COULD YOU MENTION, IN THE END, IT WASN'T EXPLICITLY IN THE WRITE UP, THE DISCRETIONARY TRANSPORTATION INVESTMENT SHOULD HAD BEEN FURTHERING GREENHOUSE GAS PUBLIC HEALTH AND CLIMATE PUBLIC HEALTH AND EQUITY GOALS, AND THE CTC HASN'T DONE A VERY GOOD JOB OF FOLLOWING THAT EXECUTIVE ORDER, AND, SO, I WAS WONDERING IF YOU COULD JUST BE A LITTLE -- HELP EXPLAIN WHY, EXACTLY HOW THAT'S INCORPORATED IN THIS BILL, AND WHY WE ARE GIVING THE CTC, WHICH IS NOT NECESSARILY THE AGENCY THAT A LOT OF PEOPLE WOULD PICK TO DRIVE CLIMATE RESILIENCE OR CLIMATE MITIGATION OR PUBLIC HEALTH OR EQUITY GOALS THE DISCRETION?

GEORGIA GANN DOHRMANN: LET ME START, FIRST, WITH HOW THE CRITERIA SELECTION WOULD WORK. SO THE BILL EXPLICITLY DIRECTS THE CTC TO PRIORITIZE RESILIENCE IMPROVEMENT PROJECTS THAT

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ADDRESS A RISK TO THE NATION'S HIGHEST PRIORITY VULNERABLE ASSETS AND THAT IDENTIFIES WHAT THAT IS AND THE THREE MAIN QUESTIONS IS, HOW VULNERABLE IS THE ASSET HOW CRITICAL IS THE TRANSPORTATION ASSET IS PROTECTED AND NEXT WHAT ARE THE BENEFITS OF THE PROJECT AND SECONDLY IT SAYS IN ADDITION THIS BASE CRITERIA THAT EVERY PROJECT MUST MEET THE CTC SHALL ADDITIONALLY PRIORITIZE PROJECTS BASED ON THE EXTENT THE PROJECT WILL MEET STATE GREENHOUSE GAS EMISSIONS REDUCTION GOALS AND UTILIZING NATURAL INFRASTRUCTURE AND ADVANCING EQUITY. IT'S A TWO TIER BASIC ELIGIBILITY CRITERIA AND ADDITIONAL PRIORITIZATION DIRECTION AND THE RATIONALE BEHIND THE CALIFORNIA TRANSPORTATION COMMISSION DISTRIBUTING THE RESOURCES IS REALLY THE CALIFORNIA TRANSPORTATION COMMISSION'S HISTORY OF DISTRIBUTING THE FEDERAL PROGRAMMATIC RESOURCES THAT COME IN AND PULL IN FEDERAL FORMULA PROGRAMS AND STATE RESOURCES.

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. SO, STAFF IS REQUESTING THAT WE REFER A SPONSOR AND SUPPORT POSITION ON SENATE BILL 1049 TO THE METROPOLITAN TRANSPORTATION COMMISSION AND REQUESTING THAT WE CONCUR WITH THE EMERGENCY PROCEDURE TO COMMUNICATE A POSITION ON THE BILL PRIOR TO COMMISSION ACTION. IS THERE A MOTION TO THAT EFFECT?

DAVID RABBIT: SO MOVED, RABBIT.

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JESSE ARREGUIN, CHAIR: MOVED BY SUPERVISOR RABBIT.

JAMES P. SPERING: SECOND.

JESSE ARREGUIN, CHAIR: THANK YOU. ANY FURTHER DISCUSSION? I'LL ASK IF THERE IS ANY PUBLIC COMMENT ON AGENDA ITEM THREE F SENATE BILL 1049? IF SO PLEASE RAISE YOUR HAND. I DO NOT SEE ANY RAISED HANDS, I'LL BRING IT BACK TO THE COMMITTEE. ANY FURTHER COMMENTS? OKAY. IF NOT, I'LL ASK THE CLERK TO PLEASE CALL THE ROLL ON THE MOTION

CLERK OF THE BOARD: WILL DO. THERE WAS NO WRITTEN CORRESPOND RECEIVED ON THIS ITEM. CHAIR ARREGUIN?

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR LICCARDO?

SAM LICCARDO, V. CHAIR: YES.

CLERK OF THE BOARD: THANK YOU. COMMISSIONER AHN?

EDDIE AHN: YES.

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CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: EKLUND?

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? HALLIDAY?

BARBARA HALLIDAY: YES.

CLERK OF THE BOARD: HUDSON? MEMBER MAR? MEMBER MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: MEMBER PEDROZA?

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ALFREDO PEDROZA: MEMBER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: THANK YOU. MEMBER SCHAFF?

LIBBY SCHAAF: AYE.

CLERK OF THE BOARD: MEMBER SPERING?

JAMES P. SPERING: AYE. MARTHA COULD YOU PUT ME DOWN AS AN AYE FOR 1050. I LOST INTERNET SERVICE. SO PUT ME DOWN AS AN AYE.

CLERK OF THE BOARD: WILL DO THAT AS WELL. PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU VERY MUCH. WE'LL PROCEED TO AGENDA ITEM THREE G SENATE BILL 917 BECKER'S SEAMLESS TRANSIT TRANSFORMATION ACT AND REBECCA LONG WILL PRESENT THIS ITEM.

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REBECCA LONG: SENATOR BECKER'S BILL SB 917 BUILDS ON THE WORK OF THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE THE BILL SETS REQUIREMENTS RELATED TO A NUMBER OF THE EARLY ACTION REQUIREMENTS -- EXCUSE ME -- THE EARLY ACTION ITEMS FROM THE TRANSIT TRANSFORMATION ACTION PLAN INCLUDING MAPPING AND WAY FINDING AND INTEGRATED FARES. IT ALSO REQUIRES A SPECIFIC DATE FOR MTC TO ADOPT AND COMPLETE A CONNECTED NETWORK PLAN AND SETS SOME REQUIREMENTS RELATED TO REALTIME TRANSIT INFORMATION THAT YOU HEARD ABOUT EARLIER TODAY IN THE PRESENTATION FROM THE 511 TEAM. WHILE WE CERTAINLY AGREE WITH SENATOR BECKER'S OVERALL GOALS HERE AND ARE EXCITED TO HAVE ANOTHER LEGISLATOR AFTER ASSEMBLY MEMBER CHU CONTINUE TO CARRY THE TORCH WE'RE CONCERNED THAT SOME OF THE REQUIREMENTS TO GO BEYOND WHERE OPERATORS ARE COMFORTABLE PARTICULARLY AS IT RELATES TO FARE INTEGRATION AS YOU RECALL IN PARALLEL WITH THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE MTC AND BART JOINTLY CONVENED A FARE INTEGRATION STUDY THAT DID A VERY DEEP DIVE INTO A NUMBER OF OPTIONS AND DID A BUSINESS CASE ANALYSIS AND THE ONE THAT WAS FOUND MOST BENEFICIAL IN THE NEAR-TERM IS THE LOW -- EXCUSE ME -- NO COST TRANSFERS FROM LOCAL TO LOCAL, SO IF YOU'RE ON ONE BUS ON ONE SYSTEM TO ANOTHER BUS, NO COST OR LOW COST ON THE SECOND FARE THEN NO COST FOR LOCAL TO REGIONAL. SO A BUS GOING TO BART, A BUS GOING TO FERRY IS A SIGNIFICANT CHANGE AND OPERATORS AND MTC HAVE AGREED THAT THIS IS

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SOMETHING WE WANT TO IMPLEMENT NEXT YEAR CONSISTENT WITH THE ROLL OUT OF CLIPPER NEXGEN. THE BILL REQUIRES THAT THAT BE IMPLEMENTED ON ACTUALLY A SLOWER TIME FRAME THAN WE'RE PLANNING ON, SO WE THINK THAT'S COMPLETELY ACCEPTABLE. BUT IN A COUPLE OF OTHER AREAS THAT WERE STUDIED THAT CERTAINLY HAVE MERIT THE BILL SETS REQUIREMENTS THAT ARE JUST MORE AGGRESSIVE THAN I THINK MTC FIND REASONABLE. AND THOSE ARE WITH THE INDIVIDUAL TRANSIT PASS, AND THE REGIONAL FARE INTEGRATION. SO WHEN WE TALK ABOUT REGIONAL FARE INTEGRATION THAT IT WOULD MEAN INTEGRATING CALTRAIN'S FARES WITH BART'S FARES, WITH THE FERRY'S FARES SO THEY'RE ALL, SORT OF, ON A COMMON PLATFORM, IF YOU WILL, THAT ALSO COULD INVOLVE SOME COMPLEX REVENUE SHARING AGREEMENTS. OUR ANALYSIS OF THOSE TWO OPTIONS FOUND THAT TO DO THE REGIONAL FARE INTEGRATION AT A FARE RATE THAT WOULD BE AFFORDABLE ENOUGH AND ATTRACT MORE RIDERS WOULD COST ABOUT $70 MILLION A YEAR, AND ON AN INDIVIDUAL PASS TO HAVE A PASS PRICED IN AN AMOUNT THAT'S GOING TO GENERATE MORE RIDERS WHICH IS THE GOAL OF THIS WOULD BE ABOUT $30 MILLION A YEAR. SO ATTACHED TO THE MEMO AS JUST MORE BACKGROUND IS A FARE VISION POLICY STATEMENT THAT WAS ADOPTED BY THE FARE COORDINATION TASK FORCE AND MTC'S EXECUTIVE COMMITTEE THAT COMMITS TO THE LOW -- EXCUSE ME -- THE NO COST TRANSFERS, A PILOT OF AN ALL AGENCY PASS THAT WOULD OPERATE THROUGH INSTITUTIONS, BUT ON THE LAST TWO, THE REGIONAL FARE INTEGRATION AND THE INDIVIDUAL PASS AVAILABLE TO THE PUBLIC

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SAYS THOSE SHOULD BE CONTINUED TO BE PURSUED, BUT AFTER THE IMPLEMENTATION OF NEXGEN CLIPPER, NEXT YEAR, ESSENTIALLY TRYING TO BUY SOME TIME, DO A LITTLE BIT MORE OF THE ACTUAL DETAILS IMPLEMENTATION, WHAT WOULD BE PRICING BE, HOW WOULD REVENUE SHARING WORK, AS WELL AS IDENTIFY THE FUND THAT CAN HELP ENSURE THAT THIS ISN'T A SIGNIFICANT FINANCIAL IMPACT ON OPERATORS THAT, YOU KNOW, WE DO NEED TO RECOGNIZE ARE STILL VERY MUCH IN RECOVERY MODE FROM COVID. SO, OUR RECOMMENDATION TODAY IS THAT WE TAKE A SUPPORT IF AMENDED POSITION. THERE IS A HAND OUT THAT WALKS THROUGH KIND OF OUR RATIONALE, AND WHAT OUR AMENDMENTS ARE. SO I'LL JUST QUICKLY WALK THROUGH THAT. AGAIN, ON THE FARE INTEGRATION PIECE, WE ARE SUPPORTIVE OF THE PROVISIONS IN THE BILL THAT REQUIRE THE NO COST TRANSFERS. WE THINK THAT'S REASONABLE. FOLKS HAVE AGREED TO IT; LET'S HOLD OURSELVES AND THE OPERATORS ACCOUNTABLE, AND HAVE THAT REMAIN. THERE ARE SOME OTHER PROVISIONS RELATED TO FARES THAT HAVE TO DO WITH HAVING COMMON DEFINITIONS OF FOLKS ELIGIBLE FOR DISCOUNTS, WHETHER IT BE YOUTH, SENIOR, SO THAT THAT'S STANDARDIZED ACROSS THE REGION. ON THE CONNECTED NETWORK PLAN, WE'RE WOULD LIKE TO HAVE A BIT OF TIME TO FIGURE OUT WHAT THE APPROPRIATE DEADLINE IS. THE BILL, YOU KNOW, DEFINES THE SCOPE OF THAT, AND SETS A REQUIREMENT THAT WE'RE JUST NOT SURE WE CAN DELIVER ON A SOLID PLAN THAT IT WILL ACHIEVE THE GOALS THAT WE WOULD LIKE TO HAVE. SO WE WANT A LITTLE BIT OF TIME FOR THE DEADLINE BUT WE'RE COMFORTABLE HAVING A DEADLINE IN

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THE BILL. ON MAPPING AND WAYFINDING UNFORTUNATELY WE DO THINK THAT THE SCHEDULE LAID OUT IN THE BILL IS NOT ACHIEVABLE GIVEN WHERE THE PROJECT IS AT. WE JUST LAUNCHED THE -- EXCUSE ME -- WE'RE IN THE PROCESS OF INTERVIEWING THE POTENTIAL CONSULTANTS TO DESIGN THE MAPPING AND WAYFINDING SYSTEM, AND SO, WE JUST THINK THAT THERE NEEDS TO BE A LITTLE BIT OF ADDITIONAL TIME THERE, AND THEN ON THE REALTIME TRANSIT INFORMATION PIECE, THE BILL WAS VERY MUCH CARRIED OVER FROM THE ASSEMBLYMENBER CHU'S BILL AND IT SETS A DEADLINE FOR OPERATORS TO COMPLY WITH THESE NEW REQUIREMENTS THE DAY THE BILL TAKES EFFECT. SO JANUARY 1ST, 2023, WE THINK THAT CLEARLY IS A BIT TOO SOON, AND IT MAY HAVE BEEN A DRAFTING ERROR. WE THINK IT'S POSSIBLE THAT EVEN SIX MONTHS HENCE COULD WORK. SO WE JUST WANT A BIT MORE TIME TO WORK WITH OPERATORS ON THAT. SO I THINK THAT SUMMARIZES THE PROPOSED AMENDMENTS, AND WE WANT TO ALSO -- ACTUALLY, WE DON'T NEED URGENCY PROCEDURES. EXCUSE ME. YES. THE BILL IS NOT GOING TO BE HEARD UNTIL APRIL, SO WE JUST ASK THAT YOU ADOPT A SUPPORT IF AMENDED POSITION, AND I'M LOOKING FORWARD TO HEARING ANY QUESTIONS OR COMMENTS YOU MAY HAVE. THANKS

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH. QUESTIONS OR COMMENTS FROM MEMBERS OF THE COMMITTEE? OKAY. VICE CHAIR JOSEFOWITZ?

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NICK JOSEFOWITZ: THANK YOU. AND I, YOU KNOW, I THINK THIS LEGISLATION IS AN OPPORTUNITY FOR US TO FORMALIZE -- FOR THE STATE TO HELP US FORMALIZE THE COMMITMENTS THAT WE HAVE MADE TO EACH OTHER AS A REGION THROUGH THIS TRANSFORMATIVE ACTION PLANNING PROCESS AND THAT WE WILL MAKE TO EACH OTHER AS PART OF THE NETWORK BUSINESS -- NETWORK MANAGEMENT BUSINESS CASE PROCESS. AND, SO, I THINK THIS IS AN IMPORTANT PART OF WHAT WE NEED TO BE -- WHAT WE NEED TO BE NOURISHING. AND I'M GLAD THAT WE'RE TAKING A SUPPORT POSITION AT THE HIGHEST -- AT, SORT OF, THE BROAD LEVEL. I DO THINK, THOUGH, THAT SOME OF THE AMENDMENTS THAT HAVE BEEN SUGGESTED BY STAFF ARE A LITTLE BIT AGGRESSIVE IN TERMS OF HOW MUCH THEY ROLL BACK SOME OF WHAT THE BILL IS TRYING TO DO. AND I UNDERSTAND THAT WE WANT TO CREATE A BILL WHICH CREATES DEADLINES THAT ARE FEASIBLE, BUT RATHER THAN, IN SOME CASES, ESPECIALLY AROUND THE INDIVIDUAL PASS PROGRAM, FOR INSTANCE, ELIMINATE ANY KIND OF REQUIREMENT OR DEADLINE COMPLETELY, AND JUST REQUIRE A REPORT TO ON THE LEGISLATURE, I WOULD, AT LEAST, ARGUE THAT WE SHOULD BE PUTTING IN PLACE A DEADLINE, AND THEN GIVING US -- GIVING THE REGION THE ABILITY TO POSTPONE THAT DEADLINE IF, YOU KNOW, THERE ARE EX-10IATING CIRCUMSTANCES, OR IF WE HAVEN'T BEEN ABLE TO FIND THE FUNDING TO DELIVER ON THOSE COMMITMENTS. AND, SO, I THINK THAT IS SOMETHING THAT I -- YOU KNOW, I'M NOT IN THIS COMMITTEE I'M NOT GOING TO MAKE AN AMENDMENT BUT ON THE FARE PROGRAMS THAT'S THE APPROACH I WOULD MUCH RATHER SEE US

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TAKE AND I THINK THAT ACKNOWLEDGES THE LEGITIMATE CONCERNS THAT STAFF AND THE OPERATORS HAVE BROUGHT UP THAT, YOU KNOW, THAT THIS MAY NOT BE FEASIBLE. BUT IT MAY BE FEASIBLE TOO, ESPECIALLY GIVEN ALL THE FUNDING WE'RE GETTING FROM THE FEDERAL GOVERNMENT, WHICH WE HAVE TO DECIDE HOW WE PRIORITIZE, BUT THE TRANSFORMATIVE ACTION PLAN HAS BEEN SUCH A PRIORITY FOR THE COMMISSION. THE OTHER THING I WANTED TO BRING UP IS I WOULD REALLY LIKE US TO -- I WAS DISAPPOINTED TO SEE THESE AMENDMENTS TO THIS BILL DID NOT INCLUDE ANYTHING AROUND TRANSIT PRIORITY, WHICH WAS SUCH AN IMPORTANT PART OF THE TRANSFORMATIVE ACTION PLAN AND I WAS HOPEFUL THAT WE COULD ALSO DEVELOP SOME THOUGHTS ON WHAT AMENDMENTS WOULD BE APPROPRIATE TO INCLUDE IN THIS BILL TO ACKNOWLEDGE THE IMPORTANCE OF TRANSIT PRIORITY IN THE TRANSFORMATIVE ACTION PLAN. ONE PLACE FOR IT TO FIT COULD BE IN THE CONNECTED NETWORK PLAN, BUT I THINK IT IS REALLY IMPORTANT THAT WE ARE CONTINUING TO ELEVATE TRANSIT PRIORITY AND THAT IT DIDN'T JUST BECOME SOMETHING, OH YEAH, THAT'S JUST PART OF THE PLAN.

JESSE ARREGUIN, CHAIR: SUPERVISOR SPERING?

JAMES P. SPERING: THANK YOU, MR. CHAIRMAN. I HOPE THAT WE CAN MOVE THIS RECOMMENDATION FORWARD TODAY. BUT I JUST WANT TO GIVE A LITTLE BACKGROUND. MYSELF, AS THE CHAIR OF THE BLUE RIBBON, AND CHAIR PEDROZA, WE DID MEET WITH SENATOR BECKER AND

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REALLY APPRECIATE HIM BRINGING THIS BILL FORWARD, BUT WE EXPRESSED SOME CONCERNS THAT WE HAD. MYSELF, AND MANY COMMISSIONERS, WE DIDN'T EVEN KNOW THIS BILL WAS BEING INTRODUCED AND I THINK MAYBE OUR STAFF DOES, AND NONE OF THE OPERATORS DID EITHER AND THAT WAS JUST A CONCERN THAT WE HAD. AND, YOU KNOW, WE ARE NOT BACKING AWAY FROM THE COMMITMENTS THAT WE HAVE MADE THROUGH THE BLUE RIBBON, AT ALL, BUT, YOU KNOW, WE DON'T WANT TO GO THROUGH WHAT WE HAVE BEEN DEALING WITH FOR THE PAST 30 YEARS AND JUST BRINGING BILLS THAT DON'T GIVE THIS BROAD SUPPORT THAT WE CAN PASS AND THAT'S ONE MORE STEP BACKWARDS. THE STATUTORY REQUIREMENTS CAN BE VERY DISRUPTIVE AND ALMOST IMPOSSIBLE TO DELIVER. I THINK THE OPERATORS RIGHTLY SO ARE CONCERNED BECAUSE IT HAS A FINANCIAL IMPACT ON THEIR ABILITY TO PROVIDE SERVICES SO WE HAVE TO WORK THAT OUT WITH THEM. I DON'T WANT THIS BILL TO HAVE DEVASTATING CONSEQUENCES WHERE IT DOESN'T ACCOMPLISH OUR OBJECTIVES. THE PURPOSE OF THE BLUE RIBBON WAS TO BUILD THIS RELATIONSHIP BETWEEN THE ADVOCATES, THE OPERATORS, MTC, AND YOU KNOW, THE SMALL AND LARGE OPERATORS AND WE DID A GOOD JOB DOING THAT, BUT TO HAVE A BILL INTRODUCED WHERE THE OPERATORS AREN'T EVEN INFORMED ABOUT THIS BILL, I THINK IS NOT HELPFUL. SO WHAT WE'RE PROPOSING TODAY IS, AT LEAST TAKE THIS FIRST STEP, YOU KNOW, THE RECOMMENDATIONS WE'RE MAKING TODAY, THEY'RE GOING TO CHANGE A LITTLE BIT. WE'RE ALL GOING TO NEGOTIATE, BUT I THINK IT'S EXTREMELY IMPORTANT THAT WE PUT THE CONCERNS THAT WE

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HAVE, OUT FRONT RIGHT NOW, BECAUSE THESE ARE SERIOUS CONCERNS. AND, I THINK, TO BRING FORTH A BILL THAT WE CAN ALL GET BEHIND, WE'RE NOT GOING TO AGREE ON EVERYTHING IN THIS BILL, BECAUSE I THINK THERE ARE THINGS THAT THE BLUE RIBBON WANTS THAT THE OPERATORS ARE A LITTLE UNCOMFORTABLE WITH BUT THEY'RE GOING TO HAVE TO DEAL WITH THAT. BUT IT HAS TO BE A BILL THAT EVERYBODY'S HAD OPPORTUNITY TO PARTICIPATE IN THE DEVELOPMENT OF AND BRING SOMETHING FORWARD THAT WE CAN HAVE BROAD SUPPORT AND RIGHT NOW IT DOESN'T HAVE THAT. IT NEEDS TO BE REASONABLE AND IT NEEDS TO BE THE FIRST STEP TO DEALING WITH THIS SEAMLESS SYSTEM THAT WE ALL WANT. I URGE THAT WE TAKE THIS FIRST STEP IT PUTS EVERYBODY'S RADAR WHAT NEED TO BE ADDRESSED I THINK THESE DEADLINES DEFINITELY COULD HAVE MORE DISCUSSION AND I CAN'T AGREE MORE WITH MY COLLEAGUE, COMMISSIONER JOSEFOWITZ, I WAS SO DISAPPOINT TO SEE TRANSIT PRIORITY, WHICH IS ONE OF OUR NUMBER ONE PRIORITIES, IT'S DELIVERABLE AND WITHIN OUR REACH AND WITH A MODEST INVESTMENT, AND IT'S NOT EVEN MENTIONED IN THIS BILL. THERE IS SERIOUS CONCERNS ABOUT IT. I'M NOT THREATENED BY THE LANGUAGE THAT'S BEING PROPOSED TODAY WE'RE GOING TO CERTAINLY NEGOTIATE WITH ALL OUR PARTNERS BUT IT'S EXTREMELY IMPORTANT THAT THE ADVOCATES, THE OPERATORS, AND MTC, WITH MY ABAG COLLEAGUES, THAT WE ALL WORK TOGETHER TO TRY AND BRING A BILL FORWARD THAT REALLY WILL BRING ABOUT THE CHANGE THAT WE ALL HAVE BEEN WORKING FOR MANY YEARS. AND I UNDERSTAND, COMMISSIONER JOSEFOWITZ, YOUR CONCERN

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ABOUT THIS, BUT I THINK IT'S A STARTING POINT. THESE DATES HAVE TO BE NEGOTIATED A LITTLE BIT MORE. BUT I THINK THIS AT LEAST PUTS THE SERIOUS ISSUES ON THE TABLE. SO I WOULD ENCOURAGE THAT WE MOVE FORWARD WITH THE WAY THE LANGUAGE IS BEING PRESENTED. AND LET'S START THE DISCUSSION. AND, YOU KNOW, I AM GOING TO WORK VERY HARD. WE MET WITH THE TRANSIT OPERATORS, NONE OF THEM HAVE BACKED AWAY FROM THESE STRATEGIES. THEY'RE JUST CONCERNED ABOUT SOME OF THE TIMELINES AND SOME OF THE FINANCIAL IMPACTS IT'S GOING TO HAVE ON THEIR SERVICES, AND THESE ARE SERIOUS ISSUES, AND ARE REAL ISSUES. AND SO WE HAVE TO AT LEAST GO THROUGH THAT DISCUSSION AND DIALOGUE, AND AS I SAID, WE'RE NOT GOING TO AGREE ON EVERYTHING. BUT WE HAVE TO AT LEAST HAVE A BASIS OF HOW WE'RE GOING FORWARD TOGETHER. SO, THOSE ARE MY COMMENTS, MR. CHAIRMAN. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. WE'LL GO TO COMMISSIONER PAPAN NEXT.

GINA PAPAN: THANK YOU, MR. CHAIR. APPRECIATE IT. AND ALL THE PRIOR COMMENTS, AS WELL. I DO WANT TO EMPHASIZE. I SPOKE TO FORMER ASSEMBLYMEMBER CHU YESTERDAY, I THINK HAVING A BILL LIKE THIS IS IMPORTANT. AND AS COMMISSIONER SPERING SAID, WORKING WITH ALL THE PARTIES IS VERY IMPORTANT HERE. I WAS A LITTLE TAKEN BACK BY THE LANGUAGE IN THE DRAFT ANALYSIS,

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ELIMINATE, WHEN IS SAYS FARE INTEGRATION, WHEN, IN FACT, BLUE RIBBON, THE PARTIES HAVE ALL BEEN FOR THAT. SO SOME OF THOSE WORDS I'M REALLY NOT COMFORTABLE WITH HERE. I KNOW WE'RE GOING TO WORK WITH THE SENATOR AND THE PARTIES. I'M REALLY CONFIDENT ABOUT THAT. AND I THINK IF YOU LEAVE WORDS LIKE E "ELIMINATE" IN, IT REALLY DOESN'T SEND THE MESSAGE THAT THE BLUE RIBBON WANTED TO SEND AND THAT MTC HAS ALREADY VOTED ON, THE FARE INTEGRATIONS. I CAN'T EMPHASIZE ENOUGH, I'M NOT GOING TO WORDSMITH EVERYTHING HERE, BUT THAT REALLY SENDS THE WRONG MESSAGE ALL THE WAY ACROSS THE BOARD. SO, I AGREE, THE STARTING POINT, THIS IS GREAT. THIS IS WONDERFUL, BUT WE NEED TO LEAVE THE DOOR OPEN TO THE THINGS MTC HAS ALREADY PROMOTED AND THE OPERATORS HAVE ALREADY PROMOTED IN THE ACTION PLAN. SO I DO ASK THAT A WORD LIKE THAT IS TAKEN OUT, HERE. AND I WANT TO REALLY SEE US GET TO THINGS THAT I THINK WE CAN EASILY GET TO WITH THE HELP OF SENATOR BECKER AND THE LEGISLATURE HERE. THE MAPPING AND WAYFINDING. YOU KNOW, I DON'T THINK THAT'S A DIFFICULT ONE. AND I THINK I'M REALLY HOPING WE CAN GET THERE SOONER RATHER THAN LATER. WORKING WITH DATES, WOULD BE WONDERFUL, AND WORKING FURTHER WITH THE OPERATORS. SO, PLEASE, LET'S JUST TONE THINGS DOWN A BIT HERE, LET'S MAKE THIS A REALLY WORKABLE STARTING POINT SO THAT WE CAN MOVE FORWARD IN A CONSTRUCTIVE MANNER. BECAUSE I DO THINK WE HAVE GOTTEN AS FAR AS WE HAVE GOT BECAUSE WE HAD DAVID CHIU'S PRIOR LEGISLATION. AND I THINK THIS WILL ASSIST US IN GETTING TO

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WHERE WE WANT TO BE. ALL THAT WORK THAT WENT INTO THE BLUE RIBBON AND THE ACTION PLAN, I REALLY WANT US TO GET THERE. SO IF WE CAN TONE THINGS DOWN A LITTLE BIT AND REALLY BRING EVERYBODY TOGETHER, I THINK WE'LL BE MORE PRODUCTIVE. SO IF WE CAN, JUST TAKE OUT WORDS LIKE "ELIMINATE" AND WORK W I THINK WE WOULD BETTER POSITION OURSELVES MOVING FORWARD HERE. BECAUSE MTC HAS MADE MOVES ALREADY IN THIS DIRECTION. SO I ASK THAT, PLEASE, IF WE ARE GOING TO MOVE THIS IN ANY WAY SHAPE OR FORM LET'S DO THIS IN A WAY THAT WE CAN BE POSITIVE AND REALLY MAKE THIS A GOOD STARTING POINT. THANK YOU

JESSE ARREGUIN, CHAIR: THANK YOU. GOING NEXT TO COMMISSIONER WORTH.

AMY R. WORTH: THANK YOU, MR. CHAIR, AND I APPRECIATE -- ALTHOUGH I'M NOT A MEMBER OF THE COMMITTEE, I APPRECIATE BEING ABLE TO MAKE SOME COMMENTS, HAVING SERVED ON THE BLUE RIBBON TASK FORCE AS WELL AS SITTING ON A TRANSIT BOARD. FIRST I WANT TO ASSOCIATE MY COMMENTS WITH COMMISSIONER SPERING IN TERMS COMMENTS THAT HE MADE BOTH IN TERMS OF THE PROCESS AND MOVING FORWARD. I HAVE BEEN INVOLVED IN THE TRANSPORTATION FOR A LONG TIME AND I HAVE NEVER SEEN THE KIND OF COOPERATION AND UNPRECEDENTED COLLABORATION BETWEEN ALL OF THE TRANSIT AGENCIES AND COMMISSION BEFORE COVID AND THE BLUE RIBBON TASK FORCE. I THINK IT'S INCREDIBLE TO BE CLEAR ABOUT ALL OF THE

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CONNECTION THAT OUR TRAIT AGENCIES HAVE TOGETHER. WITH OUR BUS SCHEDULES ALL AGENCIES COORDINATE CLOSELY WITH BART SCHEDULES. THIS IS HOW WE LINKING PEOPLE TO THE REGIONAL EFFORT. AND I RECOGNIZE THERE MAY BE OPPORTUNITIES TO ALLOCATE RESOURCES ACROSS THE SYSTEM TO DO WHAT WE WANT GIVEN THE EXISTING FUNDS. BUT IF WE'RE GOING TO PROVIDE THE FUND FOR DAY-TO-DAY NEIGHBORHOOD COMMUNITY TRANSIT TO THE NEIGHBORHOOD DEPENDENT THAT ARE SUCH A HIGH PRIORITY FOR US AS WELL AS EXPANDING OPPORTUNITIES FOR REGIONAL TRANSPORTATION THAT HAVE BEEN IDENTIFIED IN SOME OF THE DISCUSSIONS WE ABSOLUTELY NEED ADDITIONAL REVENUE. AND I DON'T THINK ANYBODY -- I WOULD BE VERY CONCERNED ABOUT SOME OF THE FINANCIAL IMPLICATIONS IN SOME OF THESE IN TERMS OF THE FINAL OF THE BILL. IT'S THE DEADLINES THAT ARE THE CHALLENGE. THE DATES. LOOKING AT THAT SENTENCE, TAKE OUT ALL THE TEXT AND IT'S THE DEADLINES WE'RE TALKING ABOUT. WITH TRANSIT, WE HAVE ARE HAVE IMPORTANT ROLE IN THE FEDERAL CIVIL RIGHTS LEGISLATION. AND THAT IS FOUNDATIONAL IN TERMS OF THE KIND OF SERVICE DECISIONS THAT THE TRANSIT AGENCIES MAKE AND THAT WE IN THE REGION NEED TO MAKE. SO THERE ARE A NUMBER OF SPECIFIC THINGS THAT CREATE CHALLENGES FOR US TO BE ABLE TO TRY TO IMPLEMENT ON THIS PARTICULAR TIME SCHEDULE. I ALSO SHARE THE CONCERN THAT THIS WAS A SURPRISE, THIS BILL WAS A SURPRISE WHEN IT CAME FORWARD. BECAUSE, AGAIN, I THINK THAT THE INTENT -- AND I KNOW ALL OF OUR STAFF WAS ARE WORKING SO HARD TO IMPLEMENT THE KINDS OF

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RECOMMENDATIONS THAT CAME OUT OF THE BLUE RIBBON TASK FORCE. AND THAT THE STAFF ARE PUTTING IN P WE'RE PUTTING IN TREMENDOUS RESOURCES IN THIS PROCESS. I BELIEVE OUR REGION IS WORKING CLOSELY TOGETHER TO ACHIEVE THESE GOALS BUT WE NEED TO BE ABLE TO DO THEM IN A CONTEXT SO WE'RE ABLE TO ACHIEVE THE GOALS AND IMPROVE AND ENHANCE THE SERVICES, AS OPPOSED TO SOME OF THE ELEMENTS THAT MAY IN FACT -- I WOULD CONCUR WITH STAFF'S RECOMMENDATIONS RELATIVE TO THE RECOMMENDATIONS FOR THE AMENDMENTS, AND LOOK FORWARD TO WORKING WITH THE SENATOR IN ACHIEVING THE GOALS THAT WE ALL SHARE IN TERMS OF INCREASING TRANSIT'S ACCESS, CONNECTIONS, AND MOBILITY, AND RECOGNIZING AS WE MOVE FORWARD TO ACHIEVE OUR GREENHOUSE GAS EMISSIONS STANDARDS AND GOALS FOR OUR PLANNED BAY AREA, TRANSIT IS GOING TO BE THE FUTURE. SO, I WANT TO THANK STAFF AND JUST, AGAIN, CONCUR WITH THE STAFF RECOMMENDATION.

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. SUPERVISOR CANEPA?

DAVID CANEPA: I JUST WANT TO RISE IN SUPPORT OF STAFF'S RECOMMENDATION. I THINK IT'S QUITE CONCERNING TO ME THAT THIS BODY -- AND YOU KNOW, I TRUST, JIM, THAT WE WEREN'T NOTIFIED OF THIS BILL, THAT WE FOUND OUT ABOUT THIS BILL. THERE ARE A LOT OF PEOPLE ON THIS CALL, THE TASK FORCE AND STAFF THAT HAVE DEDICATED HUNDREDS AND HUNDREDS OF HOURS. I THINK THE APPROACH OF SUPPORT WITH AMENDMENT IT'S CRITICAL. IF WE DON'T HAVE

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TRANSIT OPERATORS ON BOARD, THAT'S, YOU KNOW, THAT'S, SORT OF -- THAT'S A RED FLAG. SO WE'LL WORK -- YOU WILL WORK WITH SENATOR BECKER, COME TO A SOLUTION THAT WORKS FOR THE RIDERS MOST IMPORTANTLY, THE AGENCY, I'M JUST A LITTLE DISAPPOINTED THAT -- I DON'T KNOW WHERE THE MISCOMMUNICATION WAS, BUT THAT A BILL WOULD BE PUT FORWARD WITHOUT OUR STAFF BEING APPRISED, WITHOUT, YOU KNOW, THE CHAIR AND VICE CHAIR, BUT ALL WE CAN DO IS MOVE FORWARD ON THIS. AND I THINK THE WAY WE MOVE FORWARD IS, IS WITH THE STAFF RECOMMENDATION, AND REALLY IMPROVE THE LINE OF COMMUNICATION. AND REALLY DEVELOP A BILL THAT REALLY MAKES SENSE FOR THE RIDERS. AND I'M OPTIMISTIC. I THINK WE'LL GET THERE. BUT, YOU KNOW, THIS ISN'T THE BEST START, BUT WE COULD ALWAYS IMPROVE. AND HOPEFULLY WHAT WE'LL BE ABLE TO DO IS TO MAKE SURE THAT WE HAVE A BILL THAT REFLECTS TRANSIT, REGIONALLY, TRANSIT REGIONALLY, AND THAT REALLY MAKES SENSE. SO, I APPRECIATE THE STAFF'S WORK. I APPRECIATE THE TASK FORCE'S WORK, AND LET'S KEEP MOVING FORWARD IN A WAY THAT MAKES SENSE. AND THAT'S COLLABORATIVELY, WITH OUR TRANSIT OPERATORS. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. WE'LL GO BACK TO SUPERVISOR SPERING.

JAMES P. SPERING: YEAH. THANK YOU, MR. CHAIR. JUST FOR CLARIFICATION, I'M NOT SURE WHAT OUR STAFF KNEW. YOU KNOW? AND

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I BELIEVE REBECCA -- AND SHE CAN SPEAK FOR HERSELF -- I BELIEVE SHE WAS INVOLVED IN IT. MYSELF, THE COMMISSIONERS, THE OPERATORS WERE NOT NOTIFIED, AND I REALLY FELT THAT THAT WAS A RESPONSIBILITY OF THE ADVOCATES. AND BAY AREA COUNCIL. I REALLY THINK THEY SHOULD HAVE, AT LEAST, NOTIFIED US. AND THAT WASN'T DONE. AND SO THEY HAD SOME RESPONSIBILITY THERE. WE HAVE TALKED ABOUT BAY AREA COUNCIL, YOU KNOW, THEY ARE FULLY BEHIND THIS BILL. AND THEY UNDERSTAND SOME OF THE CONCERNS THAT WE HAVE. AND SO I THINK WE'RE BUILDING THIS WORKING RELATIONSHIP NOW. I JUST REALLY WANT TO BE CAUTIOUS THAT WE DON'T BREAK DOWN THE WORK THAT WE HAVE DONE AND BRINGING EVERYBODY TOGETHER THROUGH THAT BLUE RIBBON. AND, BUT I DO FEEL STRONGLY THAT THIS LANGUAGE IS IMPORTANT THE WAY IT'S BEING PRESENTED. IT'S A STARTING POINT. AND A LOT OF THESE THINGS HAVE TO BE ADDRESS. YOU KNOW, MAYBE -- [AUDIO DIFFICULTIES] [INDISCERNIBLE]

JESSE ARREGUIN, CHAIR: IS IT ME? OR IS SUPERVISOR SPERING FROZEN?

CLERK OF THE BOARD: HE IS FROZEN.

JESSE ARREGUIN, CHAIR: OKAY. JIM, YOU FROZE A LITTLE BIT.

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JAMES P. SPERING: I WAS SAYING THAT, I DON'T KNOW -- I DON'T WANT TO REPEAT EVERYTHING I SAID, JUST TO -- I THINK IT'S VERY IMPORTANT THAT, YOU KNOW, WHAT WE HAVE SET FORTH HERE IS A GOOD STARTING POINT. YOU CAN SOFTEN SOME OF THIS LANGUAGE, AS COMMISSIONER PAPAN SAID, BUT, YOU KNOW, THE INTENT OF IT REALLY SHOULDN'T BE CHANGED. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. REBECCA?

REBECCA LONG: THANK YOU, CHAIR ARREGUIN. YEAH. I JUST FEEL IT'S IMPORTANT, FOR THE RECORD, TO SHARE THAT SENATOR BECKER'S STAFF ABSOLUTELY REACHED OUT TO ME. I WAS IN CONVERSATIONS WITH SEAMLESS BAY AREA ABOUT THIS, AND, YOU KNOW, THE DIRECTION OF THIS BILL WAS VERY MUCH IN LINE WITH THE 2022 ADVOCACY PROGRAM THAT WE ADOPTED, THAT WAS TO SUPPORT LEGISLATION THAT WOULD HELP US IMPLEMENT THE TRANSIT TRANSFORMATION ACTION PLAN. SO IF THERE WAS A BREAK DOWN IN COMMUNICATION, THEN I WANT TO OWN THAT, AND I DON'T WANT FOLKS TO HAVE THE IMPRESSION THAT SENATOR BECKER'S OFFICE DIDN'T DO THAT. AND, AGAIN, I THINKING TO SOME EXTENT AS WE GOT DIRECTION AS YOUR LEGISLATIVE TEAM TO WORK ON THIS SUBJECT, WE WERE ADVISING THAT THE BILL NOT INCLUDE ALL OF THE LANGUAGE THAT IT DOES, BUT THAT'S HOW, YOU KNOW, THE LEGISLATE OF PROCESS GOES. YOU ARE ENGAGED AND YOU SHARE THAT THERE ARE PROBABLY GOING TO BE AMENDMENTS THAT MTC MIGHT WANT TO SEE.

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AND I ALSO BELIEVE THAT THE STAFF DID SHARE AND REACH OUT ON A TECHNICAL BASIS TO POLICY STAFF AT THE OPERATORS. SO I DON'T BELIEVE THAT THERE WAS QUITE THE BLINDSIDING THAT MAYBE IS FELT AT THE ELECTED OFFICIAL GM LEVEL. I JUST WANTED TO SHARE THAT. SENATOR BECKER IS A NEW MEMBER. WE'RE VERY GRATEFUL FOR HIS ENGAGEMENT AND I DON'T WANT TO LEAVE THE IMPRESSION THAT HE WAS, SORT OF, ACTING WITHOUT CONSULTATION. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. MAYOR LICCARDO?

SAM LICCARDO, V. CHAIR: YEAH. APPRECIATE REBECCA'S COMMENTS, AND JUST ALSO APPRECIATE THE VERY THOUGHTFUL SUGGESTIONS FOR AMENDMENTS. I SUPPORT THE STAFF POSITION, AND I THINK, LOOK, I THINK WE ALL UNDERSTAND THAT THE LEGISLATIVE PROCESS IS MESSY. IT'S GOOD FOR US TO GET IN EARLY AND SEE WHAT WE CAN DO TO MAKE IT A LITTLE BETTER. THANKS.

JESSE ARREGUIN, CHAIR: THANK YOU. OKAY. DON'T SEE ANY OTHER RAISED HANDS, I'LL GO PUBLIC COMMENT. WE HAVE SIX RAISED HANDS. IF YOU WOULD LIKE TO SPEAK ON THIS ITEM, ITEM THREE G SENATE BILL 917, SEAMLESS TRANSIT TRANSFORMATION ACT. PLEASE RAISE YOUR HAND. OKAY. EACH SPEAKER WILL HAVE TWO MINUTES.

CLERK OF THE BOARD: OKAY. AND OF WE RECEIVED WRITTEN CORRESPONDENCE, A JOINT LETTER FROM SEAMLESS BAY AREA AND

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TRANSFORM. IT WAS POSTED ONLINE AND DISTRIBUTED TO MEMBERS. FIRST UP WE HAVE JASON BAKER. FOLLOWED BY FRANK WELTE.

SPEAKER: THANK YOU. MY NAME IS JASON BAKER, SEEN YOUR VICE PRESIDENT OF INFRASTRUCTURE AT THE SILICON VALLEY LEADERSHIP GROUP THANK YOU TO MTC STAFF COMMISSIONERS AND ALL THOSE WHO WORKED HARD ON THE BLUE RIBBON TASK FORCE AND TRANSFORMATION ACTION PLAN THAT INCLUDED ROBUST DISCUSSION AND AGREEMENT ON THE IMPORTANCE AND UNDERLYING GOALS OF SB 917. SBLG IS NOT YET SUPPORTING 917 WE'RE INTERESTED IN TAKING MORE TIME TO HEAR CONCERNS FROM OPERATORS AND HOW THIS BILL HAS WRITTEN WOULD WORK IN THE REAL-WORLD IT'S CLEAR TO ME THE UNDERLYING GOALS OF 917 ARE IMPORTANT AND IN THE VIEW OF MANY LONG OVERDUE WE HOPE WE CAN REACH COMMON GROUND TO REACH THE GOALS OF 917. TO ATTRACT MORE RIDERS TO ENCOURAGE VOTERS AND CAMPAIGN SUPPORTERS TO SUPPORT MORE REGIONAL FUNDING AND TO GIVE RIDERS THE EXPERIENCE THEY DESERVE WE CANNOT TAKE OUR EYE OFF THE BALL OF CREATING A SEAMLESS INTEGRATED TRAVEL SYSTEM THROUGHOUT THE BAY AREA IF WE NEED TO FIND THINGS LIKE FARE INTEGRATION OR MTC STAFFING LET'S DO THAT. I'M CONFIDENT MEMBERS WILL SUPPORT THE STATE AND FEDERAL LEVELS TO MAKE THE GOALS OF 917 POSSIBLE. THE PROPOSED AMENDMENTS GO TOO FAR AND RISK NOT GETTING US TO WHERE WE WANT TO GO. I WOULD STRONGLY FAVOR THE ORIGINAL BILL OR THE BILL AS RECOMMENDED TODAY IF THOSE TWO CHOICES ARE OFFERED WE HOPE THIS GETS US TO A GOAL

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THAT MAKES IT SEAMLESS FOR RIDERS TO GET OUT OF THEREFORE CARS AND ON TO TRANSIT. I SUPPORT TRANSIT PRIORITY AS COMMISSIONER JOSEFOWITZ. THAT'S CERTAINLY AN OMISSION IN THE BILL THAT WE WOULD HOPE WOULD GET FIXED. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS FRANK WELTE FOLLOWED BY [INDISCERNIBLE]

SPEAKER: THANK YOU. THIS IS FRANK WELTE. IN THE INTEREST OF FULL DISCLOSURE I'M A MEMBER OF THE MTC POLICY ADVISORY COUNCIL BY I'M SPEAKING STRICTLY FOR MYSELF TODAY I'M SPEAKING IN SUPPORT OF THE POSITION OF SEAMLESS BAY AREA AND TRANSFORM REGARDING THE AMENDMENTS TO THIS BILL. I THINK THAT WE SHOULD SUPPORT THIS BILL AS IT IS, AND RATHER THAN TRYING TO RELAX THE DEADLINES, I THINK WE SHOULD LEAN INTO THIS AND MAKE THIS A HIGH PRIORITY TO MOVE THE INTEGRATION OF OUR SYSTEMS FORWARD AS QUICKLY AS WE CAN.

CLERK OF THE BOARD: WERE YOU DONE, FRANK?

SPEAKER: YES. THANK YOU.

CLERK OF THE BOARD: OKAY. GEORGE, GO AHEAD AND UNMUTE YOURSELF. FOLLOWED BY IAN GRIFFITHS

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SPEAKER: GEORGE SPEIS OAKLAND CALIFORNIA. I WANT TO SPEAK IN SUPPORT OF MOVING FORWARD WITH 917 AS WRITTEN. ALTHOUGH, I DO ALSO AGREE THAT MTC URGING SENATOR BECKER TO INCLUDE TRANSIT PRIORITY IN THE BILL IS IMPORTANT, BUT THE TIMELINE ISSUE, I THINK, IS REALLY WHAT I WANTED TO COMMENT ON, AND YOU KNOW, BACK IN JULY OF 2021, MTC SIGNED OFF ON THIS TRANSFORMATION PLAN THAT INCLUDED THESE SAME TIMELINES, AND I COMPLETELY UNDERSTAND THAT STAFF HAS BEEN WORKING HARD TO EFFECTUATE THE PLAN AND HAS CONCERNS. I THINK NEGOTIATIONS ARE ENTIRELY REASONABLE. BUT I WOULD AGREE WITH THE FIRST PUBLIC COMMENTER THAT THE WAY TO ADDRESS SCHEDULE AND TOO MANY LINE CONCERNS IS POTENTIALLY TO SEEK MORE FUNDING AS NECESSARY, IN ORDER TO MAINTAIN THE SCHEDULE. I THINK THAT TIMING IS EVERYTHING, ESPECIALLY IN BEING ABLE TO DELIVER A VALUABLE AND IMPORTANT IMPROVEMENT TO TRANSIT SERVICE FOR BAY AREA, TO PURSUE CLIMATE GOALS, AND TO PROVIDE A BETTER USER EXPERIENCE AS A 100% BICYCLING AND TRANSIT USER MYSELF, THIS IS GOING TO BE A TRANSFORMATIVE CHANGE THAT SIMPLY CANNOT COME SOON ENOUGH. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. OKAY. NEXT UP IS IAN GRIFFITHS FOLLOWED BY JONATHON KASS. IAN, GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: GOOD MORNING OR GOOD AFTERNOON, IAN GRIFFITHS SEAMLESS BAY AREA ONE OF THE COSPONSORS OF THIS BILL. WE THINK

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THE TRANSFORMATION ACTION PLAN IS AN EXCELLENT BLUEPRINT AND WE HAVE BEEN WORKING WITH SENATOR BECKER'S OFFICE AND A NUMBER OF FOLKS ON DEVELOPING THIS IDEA OF THIS BILL FOR SOMETIME. YOU KNOW, IF YOU RECALL, A.B. 629 FROM DAVID CHU, THAT WAS A TWO-YEAR BILL THAT WAS INTRODUCED LAST YEAR, AND PEOPLE EXPECTED IT TO BECOME A TWO-YEAR BILL. THIS IS REALLY, YOU KNOW, AN EVOLUTION OF THAT BILL, CONSIDERING THAT MEMBER CHU LEFT THE ASSEMBLY, AND WE HAVE WORKED WITH MTC STAFF SINCE THE FALL AND ALSO A NUMBER OF STAFF AT OPERATORS ON SOME OF THE DETAILS GETTING FEEDBACK. WE KNOW THAT SOMETIMES THOSE MESSAGES DON'T MAKE IT ALL THE WAY UP TO GENERAL MANAGERS AND SOME GENERAL MANAGERS HAVE EXPRESSED SHOCK BUT REALLY OUR INTENTION WITH THIS WAS NOT TO SURPRISE ANYONE AND WE THINK SOME ASSIST OF THE PROPOSED AMENDMENTS FROM STAFF ARE REASONABLE SUCH AS THE DEADLINE ON REALTIME INFORMATION SOME OF THE OTHER DETAILS, AND THOSE TYPES OF AMENDMENTS. WE THINK REMOVING DEADLINES ENTIRELY IN FAVOR OF JUST A REPORT IS NOT GOOD ENOUGH. I THINK THE PUBLIC EXPECTS MORE AGGRESSIVE ACTION ON THESE THINGS. WE WOULD LOVE TO WORK WITH STAFF TO FIGURE OUT A WAY OF PERHAPS SCALING DOWN SOME OF THESE DEAD LYNN INTO A PILOT. YOU KNOW, HAVING A DEADLINE TOWARDS A REGIONAL FARE INTEGRATION BUT JUST FOR A TIME BOUND PERIOD OF TIME OR WITH CONDITIONS UPON WHICH, YOU KNOW, IF THERE IS SPENDING AVAILABLE RATHER THAN STRIPPING OUT THESE DEADLINES ENTIRELY. AND FINALLY ON THE CONNECTED NETWORK PLAN THIS IS SOMETHING

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WHERE THE STAFF AMENDMENT DOES PROPOSE REMOVING THE DEADLINE ENTIRELY FROM THE PLAN EVEN THOUGH THERE'S A TARGET DEADLINE IN THE TRANSFORMATION ACTION PLAN I THINK AT MINIMUM THEY SHOULD STILL BE ABLE TO REINFORCE THE SAME DEADLINE ALREADY STATED IN THE TRANSFORMATION ACTION PLAN. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS JONATHON KASS. YOU HAVE TWO MINUTES.

SPEAKER: JONATHON KASS TRANSPORTATION POLICY MANAGER SPUR IS STILL FINALIZING THEIR OWN RECOMMENDED AMENDMENTS ON 917 BUT CERTAINLY PUSHING FOR INCLUSION OF LANGUAGE TO WORK FASTER IN IMPLEMENTATION OF THE TRANSIT PRIORITY INVESTMENTS. SB 917 IS EVIDENCE OF STRONG INTEREST AND COMMITMENT ON THE PART OF STATE LEADERS TO THE CONSENSUS ACHIEVED IN THE TRANSFORMATION ACTION PLAN THAT WE ALL WORKED SO HARD ON. DURING THAT LONG EFFORT WE ALL LEARNED THAT WE FEED TO BE BOLD AND DO THINGS DIFFERENTLY THAN WE HAVE IN THE PAST. WE KNOW THAT THE PROPOSED CHANGES WILL REQUIRE RESOURCES AND FLEXIBILITY, BUT MTC'S ENGAGEMENT HERE SHOULD BE TO GUIDE A PATH TO MAKE IT FEASIBLE TO IMPLEMENT THE BOLD SPIRIT AND TIMELINE OF THE TRANSFORMATION ACTION PLAN'S COMMITMENTS. AND ULTIMATELY, WE NEED TO FOLLOW THE PATH TO GET TO 230S -- TWO THIRDS OF THE VOTERS TO APPROVE THE STRONG FINANCIAL SUPPORT FOR PUBLIC

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TRANSIT AND THAT MEANS BEING BOLD ON THE MEASURE IN THIS BILL. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS RICH HEDGES FOLLOWED BY DAVE SORRELL. RICH, GO AHEAD.

SPEAKER: THANK YOU VERY MUCH. I HAVE ACTUALLY LISTENED TO ALL OF THE COMMENTS OF THE COMMISSIONERS AND I AGREE WITH MOST. I WOULD SAY MOSTLY AGREE WITH COMMISSIONER DAVID CANEPA AND GINA PAPAN, AS WELL AS COMMISSIONER SPERING. I'M ALSO THANKFUL OF WHAT REBECCA SAID THAT SHE'S ACTUALLY BEEN CONTACTED AND WORKING WITH SENATOR BECKER'S STAFF. HE'S MY SENATOR AND I FIND HIM ALWAYS INTERESTED IN HEARING WHAT PEOPLE HAVE TO THINK ABOUT HIS WORK. I WOULD ENCOURAGE THE STAFF TO CONTACT SENATOR BECKER'S OFFICE AND WORK WITH HIM. I WOULD SAY ONE THING ON DEADLINES, JUDGE FOR YOURSELF, BUT TO ME, DEADLINES ARE IMPORTANT. THEY MOVE ME TOWARD ACTION TO GET THINGS COMPLETED. DON'T THINK I'M IN FAVOR OF REMOVING DEADLINES, THEY CAN BE A TRIAGE IF I CAN USE THAT WORK, TO MAKE THEM MORE SENSIBLE. BUT WE DO NEED DEADLINES. THANK YOU VERY MUCH FOR LISTENING TO ME. I'LL CONCLUDE NOW.

CLERK OF THE BOARD: THANK YOU, RICH. DAVE SORRELL FOLLOWED BY WENDI KALLINS. DAVE, GO AHEAD AND UNMUTE YOURSELF.

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SPEAKER: THANK YOU VERY MUCH, MARTHA AND GOOD AFTERNOON LADIES AND GENTLEMEN OF THE JURY. DAVID SORRELL. NORTHERN CALIFORNIA ASSOCIATION FOR COMMUTER TRANSPORTATION. REPRESENTING UNIVERSITIES AND EMPLOYERS -- -- THROUGHOUT THE NINE COUNTY AREA AT MINIMUM, THROUGHOUT THE -- MOST OF THE STATE. IN SUPPORT OF SB 917, AS WRITTEN, I THINK THAT WE NEED TO ACTUALLY STAY THE COURSE, KNOWS THAT WE REALLY SHOULD BE FOCUSING ON THE DEADLINES AND ADHERING TO THEM AS A POINT OF PUBLIC POLICY TO MAKE SURE THAT WE ARE DELIVERING A HIGH CLASS TRANSPORTATION SYSTEM TO NOT ONLY OUR EMPLOYEES, OUR ESSENTIAL WORKERS, BUT ALSO OUR STUDENTS THAT WILL BE FUTURE RIDERS FOR YEARS TO COME. WHAT WE WILL BE SEEING OVER THE NEXT COUPLE OF YEARS, A LOT OF OUR UNIVERSITIES WILL BE DELVING INTO LONG RANGE DEVELOPMENT PROJECTS INCLUDING TRANSPORTATION DEMAND MANAGEMENT. ONE OF THOSE COMPONENTS WILL REQUIRE US TO LEAN INTO TRANSIT AGENCIES, AND PROVIDING REGIONAL PASSES, CONSIDERING THAT HOUSING INSECURITY HAS ACTUALLY INCREASED TO A POINT WHERE FOLKS ARE MOVING FROM FURTHER AWAY THAN OUR LOCAL COMMUNITIES IN JURISDICTIONS. WE HAVE TO BE COGNIZANT ABOUT THE TIME THAT WE ARE SPENDING, NOT SO MUCH DEBATING ABOUT THE ASSETS IN THE ISSUES WITHIN THE BILL, BUT WE NEED TO ACTUALLY LEAN IN, DOUBLE DOWN, AND ACTUALLY PRESS FORWARD WITH NOT ONLY COMING UP WITH A FUNDING MECHANISM WHETHER IT BE THROUGH A REGIONAL MEASURE OR ADDITIONAL FUNDING FROM THE STATE OR THE FEDS BUT ALSO LOOKING WITHIN OURSELVES THAT, YOU

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KNOW, TIME IS OF THE ESSENCE. WE TALK ABOUT $SIX GALLONS OF GAS, AND WE DON'T KNOW WHAT THE TIMING LOOKS LIKE MOVING FORWARD TO ACTUALLY CREATE A BETTER QUALITY OF LIFE. SO WITH THAT IN MIND, I WOULD SAY, CONTINUE AS WRITTEN. THANK YOU FOR YOUR TIME. I YIELD.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS WENDI, FOLLOWED BY RANDI KINMAN.

SPEAKER: THANK YOU. MY NAME IS WENDI KALLINS, PRESENT OF SUSTAINABLE MARIN. I AM ALSO A MEMBER OF THE POLICY ADVISORY COUNCIL AND VICE CHAIR OF THE FARE INTEGRATION SUBCOMMITTEE, AND IN MY DAY JOB I'M THE PROGRAM COORDINATOR FOR MARIN SAFE ROUTES TO SCHOOLS AS SOMEONE WHO PROMOTES PUBLIC TRANSIT AND IS TRYING TO GET MORE PEOPLE TO USE TRANSIT, I CAN TELL YOU THAT WE NEEDED A LOT OF THESE THINGS YESTERDAY. IT'S VERY DIFFICULT TO CONVINCE PEOPLE TO RIDE PUBLIC TRANSIT WHEN IT DOESN'T WORK AND IT'S NOT EASY TO UNDERSTAND. THINGS LIKE FARE INTEGRATION AND WAYFARING ARE ABSOLUTELY NECESSARY. I UNDERSTAND THERE ARE CONCERNS ABOUT DEADLINES AND THERE ARE NEGOTIATION POSSIBLE THERE I DON'T THINK ANYTHING SHOULD BE ELIMINATED IF ANYTHING THERE SHOULD BE ADDING TO THE BILLS TIME IS OF THE ESSENCE WE NEED TO LURE PEOPLE BACK INTO TRANSIT. WE HAVE SKY HIGH GAS PRICES WHICH MEANS THIS BECOMES AN EQUITY ISSUE FOR PEOPLE WHO CAN'T AFFORD TO DRIVE ANYMORE

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AND MOST IMPORTANT IS CLIMATE CHANGE. GOVERNMENT IS WORKING AT A GLACIAL PACE BUT THE GLACIERS ARE MELTING AND THEY'RE NOT GOING TO WAIT FOR US. YOU HAVE INVESTED A LOT OF TIME DEVELOPING THIS BLUEPRINT AND WE NEED TO BRING THIS BILL FORWARD. WHAT I SUGGEST IS THAT YOU SUPPORT THE BILL, NOT WITH THE AMENDMENTS PROPOSED BY STAFF, BUT SIMPLY TO STAY THAT THERE WILL BE CONTINUED NEGOTIATIONS TO LEAVE SOME FLEXIBILITY SO THAT THERE IS NOTHING CAST IN STONE AT THIS POINT IN TIME, BUT IT LEAVES ALL PARTIES THE ABILITY TO BE ABLE TO NEGOTIATE A BILL THAT WORKS FOR EVERYONE. THANK YOU. NEXT UP IS RANDI KINMAN. FOLLOWED BY MARK.

SPEAKER: I'M RANDI KINMAN, I AM CHAIR AND WAS REELECTED TO CHAIR MTC POLICY ADVISORY COUNCIL THIS WEEK. I ALSO SAT ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE WHERE ALL OF THE STEPS LISTED IN SB 917 WERE AGREED TO BY A UNANIMOUS VOTE. I'M SURPRISED THAT OUR COUNCIL RECEIVED A LEGISLATIVE REPORT ON WEDNESDAY THAT DID NOT INCLUDE THESE STAFF RECOMMENDATIONS, BECAUSE WE CERTAINLY WOULD HAVE HAD COMMENTS ON IT, AND THIS ACTUALLY SHOULD CIRCLE BACK TO US, SINCE WE DO WEIGH IN ON THESE ISSUES AND HAVE BEEN WORKING ON THEM FOR DECADES IN SOME CASE -- CASES. OUR COUNCIL HAS WORKED ON PROMOTING ALL OF THESE ISSUES FOR A.

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REBECCA LONG: TIME. WHEN THE PANDEMIC HIT, RIDERSHIP WAS AT AN ALL-TIME LOW RESULTING IN ROUTES BEING REDUCED AT OVERWHELMINGLY TRANSIT DEPENDENT RIDERS AND THE PANDEMIC BROUGHT REGIONAL INEQUITIES INTO FOCUS AND WE SUPPORTED MOVING ALL OF THESE ITEMS FORWARD. THE FOCUS OF THE TASK FORCE WAS TWOFOLD IT WAS TO IMMEDIATELY SAVE OUR REGIONAL TRANSIT SYSTEM AND SECOND TO ENSURE THAT WE MOVE REQUEST WILL TO REBUILD OUR SYSTEM ON A REGIONAL LEVEL THAT ADDRESSES REGIONAL NEEDS, AND I, AS AN ELECTED OFFICIAL, I APPRECIATE THERE IS ALWAYS A NEGOTIATION PROCESS AND REALITY CHECK IN MOVING LEGISLATION FORWARD BUT THIS BODY IS BEING ASKED RIGHT NOW TO TAKE A POSITION WITHOUT HEARING FROM THE PUBLIC BECAUSE THESE RECOMMENDATIONS WEREN'T AVAILABLE PRIOR TO TODAY. THE USE OF THE WORD "ELIMINATION" FOR INSTANCE REGARDING A DEADLINE FOR FARE INTEGRATION SEEMS EXCESSIVE COMPARED TO THE GOALS OF THE TASK FORCE AND WHAT WAS PREVIOUSLY DISCUSSED. I'M MAKING THAT STATEMENT BASED WITH NO BACKGROUND INFORMATION OTHER THAN THE STAFF INFORMATION. DEADLINES ARE THE ONLY THING THAT DRIVES THINGS FORWARD. THE TASK FORCE WAS A NEGOTIATION PROCESS BETWEEN THE PUBLIC OPERATORS AND MTC. THE PUBLIC NEEDS TO BE BROUGHT BACK INTO THIS.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH.

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CLERK OF THE BOARD: MIKE CERRONE FOLLOWED BY SEAMLESS BAY AREA, AND I THINK THAT MIGHT BE ADINA. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: THIS IS MIKE SERRONI ON THE BOARD OF LIVABLE SUNNY SAIL SPEAKING FOR MYSELF I FULLY SUPPORT THE LETTER FROM SEAMLESS BAY AREA AND TRANSFORM. IF ANYTHING, I THOUGHT THE LETTER WAS POSSIBLY A LITTLE TOO COURTEOUS. I WAS AMAZED AT THE COMMENTS THAT THESE -- THAT THIS BILL AND ITS OBJECTIVES CAME COMPLETELY OUT OF THE BLUE AND WERE UNEXPECTED AND UNPREPARED FOR. I HAVE NOT NECESSARILY FOLLOWED EMISSIONS THAT CLOSELY, BUT I HAVE BEEN AWARE OF THE ISSUES BEING ADDRESSED BY THIS BILL FOR MANY YEARS, AND I FELT IT WAS, SORT OF, OBVIOUS THAT BETTER COORDINATION BETWEEN TRANSIT AGENCIES AND THE SPECIFICS ADDRESSED IN THE BILL WERE LONG OVERDUE OBJECTIVE, THAT NEEDED TO BE ADDRESSED. SO, I -- NOW, IT IS POSSIBLE, SOME OF THE DEADLINES OR THE WORDING MAY NEED TO BE ADJUSTED AND THAT CAN HAPPEN, BUT, IN GENERAL, REMOVING ALL DEADLINES, OR TIMELINES, IS GOING WAY TOO FAR IN THE OTHER DIRECTION. SO, AGAIN, I FULLY SUPPORT SEAMLESS BAY AREA AND TRANSFORM AND THEIR RECOMMENDATIONS. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS SEAMLESS BAY AREA FOLLOWED BY DENIS MULLIGAN.

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SPEAKER: THIS IS ADINA LEVIN ACTUALLY SPEAKING WITH SEAMLESS BAY AREA AT THIS TIME. AND WANTED TO SPEAK TO A FEW POINTS THAT HAVE BEEN MADE IN THIS DISCUSSION. FIRST OF ALL, WITH A LOT OF APPRECIATION ON ALL THE PROGRESS THAT THE REGION HAS MADE WITH THE TRANSFORMATION ACTION PLAN, AND THE SUPPORT OF THE INTENT OF THE BILL TO ADVANCE THE TRANSFORMATION ACTION PLAN. ONE THING WE HAVE A LOT OF CONCERN ABOUT IS THE REMOVAL OF ANY DEADLINE FOR A CONNECTED NETWORK PLAN. MANY OF THE COMMISSIONERS AND SPEAKERS HAVE MENTIONED FUNDING, AND HAVING A CONNECTED NETWORK PLAN TELLING THE PUBLIC, TELLING VOTERS WHAT THEY WOULD GET FOR FUNDING INTO THE TRANSPORTATION SYSTEM, IN TERMS OF DELIVERING FREQUENT WELL INTEGRATED AFFORDABLE TRANSIT IS THE THING THAT WOULD ELEVATE THE VOTER CONFIDENCE TO VOTE FOR FUNDING FOR TRANSIT. SO REMOVING ANY DEADLINE OF THAT IS REALLY GETTING IN OUR OWN WAY, TAKING US AWAY FROM THE ABILITY TO RAISE VOTER MONEY TO IMPROVE THE PUBLIC TRANSPORTATION SYSTEM. IN TERMS OF AMENDMENTS, SPONSORS OF THE BILL WERE EXPECTING AMENDMENTS TO ADD FLEXIBILITY TO MAKE SURE THAT WHAT IS IN THE BILL IS FEASIBLE, BUT AS MANY HAVE SAID, WE THINK THAT THIS GOES TOO FAR AND WOULD WELCOME OPPORTUNITIES FOR FURTHER NEGOTIATION TO PROVIDE ENOUGH FLEXIBILITY AND FEASIBILITY WHILE PROMOTING THE GOALS OF THE TRANSFORMATION ACTION PLAN. LASTLY, E JAR TO SEE PROGRESS AT A REGION FALL LEVEL ON TRANSIT PRIORITY, BUT THE GROUNDWORK HASN'T BEEN LAID TO DO SOMETHING AMBITIOUS AND I'M AFRAID THAT

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WE'RE GOING TO HAVE 100 CITIES COMING TO US IF WE DON'T DO THE GROUNDWORK FOR THAT FIRST. THANK YOU.

CLERK OF THE BOARD: LAST SPEAKER IS DENIS MULLIGAN.

SPEAKER: THANK YOU MR. CHAIR MEMBERS OF THE COMMITTEE AND MEMBERS OF THE PUBLIC MY NAME IS DENIS MULLIGAN GENERAL MANAGER FOR THE GOLDEN GATE HIGHWAY TRANSPORTATION DISTRICT REGIONAL BUS FERRY OPERATOR CONNECTION TO SAN FRANCISCO. I AM ONE OF THE SURPRISED GM'S IF CONSULTED WE WOULD HAVE STRONGLY ADVOCATED FOR TRANSIT PRIORITY WE ARE A PROUD PARTICIPANT WORKING WITH ALL OF YOU AND THE STAKEHOLDERS ON THE BLUE RIBBON TASK FORCE, THAT WAS KEY TO THINGS AND FELT WAS BENEFICIAL COMING OUT OF IT. THIS BILL AS CRAFTED WOULD HAVE UNINTENDED CONSEQUENCES IT'S LOFTY GOALS BUT ONE UNINTENDED CONSEQUENCE IN ADDITION TO THE TIGHT TIME DEADLINES IS WE WOULD RISK LOSING MONEY ON AN ONGOING BASIS BECAUSE THERE IS NO BACKFILLING REGIONAL FARES IF THEY'RE CURRENTLY LOWER THAN WE HAVE IF WE DON'T HAVE FARE REVENUE WE DON'T HAVE MONEY TO OPERATE SERVICE IN ORDER TO MEET OBLIGATIONS OF OUR COLLECTIVE BARGAINING AGREEMENT AND WE WORK TO WORK COLLABORATIVELY WITH EFFORT AND THE TRANSIT OPERATORS AND STAKEHOLDERS, BUT AS CURRENTLY CRAFTED THIS BILL IS PROBLEMATIC IT WOULD AFFECT THE DOLLARS WE HAVE TO FUND THE TRANSIT SYSTEM. JIM SPERING AND I

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ENCOURAGE YOU TO MOVE FORWARD ON A POSITION AS OUTLINED IN THE STAFF REPORT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. AND THERE ARE NO MORE MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED.

JESSE ARREGUIN, CHAIR: THANK YOU. I WOULD LIKE NOW TO ASK IS THERE A MOTION AND SECOND TO REFER A SUPPORT POSITION IF AMENDED ON SB 917?

JAMES P. SPERING: MR. CHAIRMAN I'M MAKE THAT MOTION BUT I WOULD LIKE TO ASK STAFF TO SOFTEN SOME OF THAT LANGUAGE.

JESSE ARREGUIN, CHAIR: OKAY.

JAMES P. SPERING: BUT I DO WANT TO SAY, MR. CHAIRMAN, I'M HEARING FROM THE ADVOCATES, THEY PUT THOSE DEADLINES IN WITHOUT CONFERRING WITH MTC OR THE TRANSIT OPERATORS AND THEY SHOULD HAVE DONE THAT, AND THEY DID NOT. AND, SO, THERE IS A FISCAL IMPACT ON MTC, THERE'S A FISCAL IMPACT ON THESE OPERATORS THAT NEEDS TO BE DISCUSSED AND THAT HAS NOT GONE THROUGH ANY PROCESS AT ALL. I THINK IT'S VERY IMPORTANT, LET'S ALL BE HONEST F WE'RE NOT ALL TOGETHER ON THIS BILL, IT PROBABLY WON'T GO ANYWHERE. SO I WOULD PROBABLY HAVE A BILL THAT TAKES US TO THE FIRST STEP TO WHERE WE WANT TO GO AND

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LEADS TO THESE OTHER VERY IMPORTANT ISSUES. THAT WOULD BE THE MOTION, MR. CHAIRMAN.

CAROL DUTRA-VERNACI: DUTRA-VERNACI SECONDS, AND JUST A QUICK COMMENT THEY THAT I AGREE ON THE DEADLINES. THEY WERE CREATED WITHOUT TALKING TO THE PEOPLE THAT HAVE TO IMPLEMENT T SO IT'S PRETTY RIDICULOUS, I THINK, BUT I DO SECOND THE ITEM AND THE AMENDMENT.

JESSE ARREGUIN, CHAIR: THANK YOU. COMMISSIONER PAPAN?

GINA PAPAN: THANK YOU, MR. CHAIR. AND I REALLY WANTED TO EMPHASIZE HERE, I APPRECIATE EVERYBODY WILLING TO WORK TOGETHER, AND WE CAN MOVE FORWARD ON THIS. AND SOFTENING THE LANGUAGE IS VERY, VERY IMPORTANT HERE. I THINK WE HAVE A LOT OF BRUISED E GOES. IT'S LIKE, WE ALWAYS WANT EVERYONE AT THE TABLE HERE. AND THAT'S WHY, I THINK RANDY'S TESTIMONY WAS VERY IMPORTANT HERE. WE HAVE A FARE INTEGRATION COMMITTEE. WE HAVE PILOT PROGRAMS GOING ON, AND YET THEY DIDN'T GET TO SEE SOME OF THE LANGUAGE HERE. SO WE WANT TO TRY TO, WORKING WITH REBECCA AND THE SENATOR'S OFFICE AND EVERYBODY, I THINK THE MOST IMPORTANT THING, SO WE CAN MOVE FORWARD, BRINGING EVERYBODY TO THE TABLE -- BECAUSE NOBODY EVER INTENDED BANKRUPTING ANY OPERATORS, THEY HAVE TO BE THERE. SO, PLEASE, LESSONING THAT AND BEING CONSISTENT WITH OUR PLAN. WE'RE

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WORKING TOWARD FARE INTEGRATION AND MAPPING AND WORKING TOGETHER IS IMPORTANT AND IT REQUIRES MORE THAN JUST A SIMPLE REPORT FOUR YEARS OR WHATEVER. I HOPE THAT WE CAN MOVE TOGETHER HERE. I THANK EVERYBODY FOR THEIR HARD WORK AND EFFORT. AND IT SADDENS ME THAT WE'RE AT THIS POINT WHEN WE HAVE A GOOD PIECE OF LEGISLATION, THAT I KNOW SENATOR BECKER WANTS TO MAKE WORK. AND HE'S ON THE TRANSPORTATION COMMITTEE. SO, LET'S WORK WITH HIM AND GET THE OPERATORS TO WORK WITH HIM TOO. THANK YOU

JESSE ARREGUIN, CHAIR: SUPERVISOR CONNOLY?

DAMON CONNOLLY: YEAH, I WANT TO CONCUR WITH, AND REALLY EMPHASIZE. YOU KNOW, THIS COMMISSION, AND CERTAINLY, I, ARE VERY COMMITTED TO PURSUING THE PRINCIPLES OF SEAMLESS MOBILITY. THE TIMING IS RIGHT. I THINK THIS HAS BEEN A GOOD DISCUSSION, AND REALLY WHAT IT POINTS TO IS THAT WE HAVE MORE WORK TO DO ON THIS AND MORE DISCUSSION. SO, I CONCUR WITH THE DIRECTION THAT, LET'S KEEP WORKING THROUGH THESE ISSUES. AND LET'S GET A PACKAGE DONE AND MAKE SURE THAT EVERYONE NECESSARY IS AT THE ABLE TO DO SO.

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. WE HAVE A MOTION BY SUPERVISOR SPERING TO RECOMMEND A SUPPORT POSITION, BUT ASKING

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STAFF TO SOFTEN THE LANGUAGE. SECOND BY MAYOR DUTRA-VERNACI. I'LL ASK THE CLERK TO CALL THE ROLL ON THE MOTION.

CLERK OF THE BOARD: CHAIR ARREGUIN?

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR LICCARDO.

SAM LICCARDO, V. CHAIR: YES.

CLERK OF THE BOARD: AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

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CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: EKLUND.

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? AL DAY?

BARBARA HALLIDAY: YES.

CLERK OF THE BOARD: HUDSON? MAR? MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: PEDROZA? MEMBER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAAF: AYE.

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CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: YES.

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

JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. BEFORE I PROCEED TO THE NEXT ITEM, WHICH I IMAGINE WILL ILLICIT EXTENSIVE DISCUSSION. TO THE MTC STAFF THE EVENT OF CALIFORNIA FINANCING AUTHORITY MEETING WAS SCHEDULED TO BEGIN AT 1:30 THE SCHEDULED ABAG EXECUTIVE BOARD MEETING WAS SCHEDULED TO BEGIN AT 1:45 I DON'T BELIEVE THAT WE'RE GOING TO MEET THAT TIMELINE SO IF THERE CAN BE AN E-MAIL SENT TO MEMBER OF THE COMMITTEE TO INFORM THEM THAT WE'RE STILL IN THE PRECEDING MORNING COMMITTEE MEETINGS AND ONCE WE HAVE A BETTER SENSE OF WHEN WE GOING TO START TO GIVE PEOPLE HEADS UP. BUT WE DO NEED QUORUM TO BE ABLE TO PASS THE AUTHORIZATION UNDER A.B. 361. SUPERVISOR MITCHOFF? YOU'RE MUTED.

KAREN MITCHOFF: THANK YOU, MR. CHAIR. I CHAIR THE AIR RESOURCES BOARD MEETING THAT'S SUPPOSED TO START AT 2:30 A VERY CRITICAL TIME FRAME, AND I THINK YOU'RE WORKING UNDER EXTREME ISSUES. I'M JUST WONDERING IF ABAG, IF WE CAN RESCHEDULE THAT ACFA MEETING TO PERHAPS ONE DAY NEXT WEEK. I

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DON'T KNOW WHAT THE 30 DAY STING S BUT BOARD STAFF HAVE WORKED VERY HARD TO GET PEOPLE ON THE LINE AT 2:30. IT'S JUST CRITICAL THAT WE START RIGHT AT 2:30 I CAN'T BE MORE --

JESSE ARREGUIN, CHAIR: YES. YOU'RE THE CHAIR.

KAREN MITCHOFF: WE HAVE A VERY IMPORTANT ISSUE AND I'M TRYING TO HOLD QUORUM TOGETHER. SO IF ABAG STAFF CAN MOVE THAT 1:45 MEETING, BECAUSE I KNOW OUR NEXT ITEM IS EXTENSIVE, AND POSSIBLY EVEN THE OTHER ABAG MEETINGS TO ONE DAY NEXT WEEK -- I DON'T KNOW -- I'LL JUST ASK THAT THEY LOOK INTO IT AND LET US KNOW.

JESSE ARREGUIN, CHAIR: YEAH, TO THE MEMBERS OF THE JOINT COMMITTEE. THANK YOU FOR -- I DO WANT TO PROCEED TO THE NEXT ITEM. KATHLEEN, ARE YOU HERE? AND THERESE? THIS ITEM IS PRETTY IMPORTANT. THE NEXT ITEM, 4A, AND YOU KNOW, WE MAY -- IT MAY BE 45 MINUTES OR AN HOUR OF DISCUSSION AND PUBLIC COMMENT, AND THAT'S REALLY PUSHING ON SOME OF THESE OTHER MEETINGS. WHAT -- WHEN IS OUR 30 DAYS UP?

KATHLEEN KANE: I DON'T ACTUALLY HAVE THE CALENDAR UP. MARTHA OR FRED, IF THEY'RE AROUND MAY BE ABLE TO ANSWER THAT QUESTION MORE QUICKLY.

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JESSE ARREGUIN, CHAIR: I DON'T THINK FRED IS HERE.

CLERK OF THE BOARD: FRED IS NOT HERE TODAY, AND IT WAS FEBRUARY 11TH THAT IT WAS ON THE AGENDA FOR -- YEAH, IT FALLS ON THE SAME DAY.

JESSE ARREGUIN, CHAIR: OKAY. I WILL TRY TO MOVE US THROUGH.

KAREN MITCHOFF: I KNOW. THANK YOU, JESSE.

JESSE ARREGUIN, CHAIR: AS QUICKLY AS POSSIBLE. BECAUSE ABAG NEEDS TO REUP THE AUTHORIZATION OF THE 361 BEFORE 2:30 TODAY.

CLERK OF THE BOARD: MAY I MAKE A SUGGESTION. HOW WE BROKE UP THE COMMISSION MEETING LAST MONTH, WE BREAK UP THIS MEETING, THEN COME BACK INTO IT ONCE WE TAKE THOSE QUICK ACTIONS.

JESSE ARREGUIN, CHAIR: HOWEVER WE CAN DO IT.

CLERK OF THE BOARD: ONCE IT HITS TO THE 1:30 LINK FOR THE START TIME.

JESSE ARREGUIN, CHAIR: I THINK IF THIS MEETING IS DONE AT OR AROUND 1:30 WE CAN GO TO THE ABAG MEETING QUICKLY. BECAUSE

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IT'S ONE ACTION ITEM AND THEN WE CAN GO TO ADMIN. I DEFER TO CHAIR SPERING ABOUT THAT IF THAT'S AMENABLE. SO UNLESS --

KATHLEEN KANE: I BELIEVE HE'S MUTED RIGHT NOW.

KAREN MITCHOFF: ONE OF THE THINGS I UNDERSTAND, MAYOR ARREGUIN, IS THE PLATFORM CAN'T BE SHARED.

JESSE ARREGUIN, CHAIR: YEAH. WE HAVE TO GO OFF THE ZOOM THEN GO ON THE OTHER ZOOM THEN COME BACK ON THE ZOOM. WHY DON'T WE PROCEED TO THE NEXT ITEM. AND I CAN ANNOUNCE HOW WE'RE GOING TO PROCEED AT SOME POINT IN THE DISCUSSION, OR AT THE CONCLUSION OF THE DISCUSSION OF THE ITEM. I DON'T WANT TO HOLD UP MOVING TO THE NEXT ITEM. SO, WE'LL NOW PROCEED TO AGENDA ITEM 4A BIPARTISAN INFRASTRUCTURE LAW REGIONAL GRANT STRATEGY.

THERESE MCMILLAN: MR. CHAIR, BEFORE WE BRING UP THE PRESENTATION, I WOULD LIKE TO MAKE SOME OPENING COMMENTS AND I KNOW JUST GIVEN THE LAST DISCUSSION ON TIMING. I DO BELIEVE, THOUGH, THAT THE HIGH PROFILE NATURE OF THIS ITEM WOULD BENEFIT FROM SOME TABLE SETTING ON THREE IMPORTANT POINTS THAT WE WANT THE COMMISSION TO UNDERSTAND AS WE BRING THIS FORWARD. THE FIRST IS THAT THE FEDERAL PROGRAM THAT WE'RE TALKING ABOUT IS ONE PIECE OF A VALUABLE SET OF FUNDING OPPORTUNITIES AND THE BIL DISCRETIONARY PROGRAMS ARE NOT GOING TO BE THE ONLY

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CHANCE FOR PROJECT TO GET DOLLARS. AND WE HAVE TO STRATEGICALLY LEVERAGE OPPORTUNITIES ACROSS THE BOARD. SO THAT'S ONE REALLY IMPORTANT POINT. THE SECOND IS THAT THE FEDERAL DISCRETIONARY ECOSYSTEM, IF YOU WILL, IS COMPETITIVE AND FIERCE. AND ONE OF THE THINGS THAT WE HAVE TRIES TO DO IS ACKNOWLEDGE AND USE THE RULES OF ENGAGEMENT THAT IT'S GOING TO TAKE TO BE SUCCESSFUL ON THE NATIONAL STAGE AND WE WANT TO BE ABLE TO MAKE SURE THAT YOU ALL APPRECIATE THAT. THE THIRD POINT IS THAT THE SET OF PROJECTS AND PROGRAMS THAT WE'RE GOING TO BE BRINGING FOR YOU HAVE BEEN EXTENSIVELY VETTED WITH OUR PARTNERS, NOT JUST SING LATERAL, BUT AS A PACKAGE, TRYING TO REFLECT THE ABOVE TWO POINTS THEY MADE. AND, SO, AGAIN, WHERE NOT EVERYONE IS GOING TO BE HAPPY, IT'S REALLY IMPORTANT TO, I THINK, UNDERSTAND HOW WE'RE TO BE STRATEGIC TO BE SUCCESSFUL. THE BIL PROVIDE TREMENDOUS FUNDING CAPACITY TO THE NATION'S TRANSPORTATION SYSTEM. IT'S A PIECE THAT'S VERY IMPORTANT TO UNDERSTAND THAT THE BIL DID A HUGE LIFT ON FORMULA FUNDING WHICH WAS DISCUSSED AT THE PROGRAMMING COMMITTEE LAST WEDNESDAY THE REASON I RAISE THAT IS THAT THE FORMULA FUND HUGE PLUS-UP FOR TRANSIT, SIGNIFICANT FOR BRIDGES, SIGNIFICANT FOR IN HIGHWAYS, IS THAT THAT MONEY IS GUARANTEED AS A FORMULA PROGRAM THAT'S SOMETHING WE HAVE. BUT, TODAY, WHAT WE'RE LOOKING AT IS THE POTENTIAL, CAPITAL P, OF ADDITIONAL BIL FUNDING OPPORTUNITIES FROM IF THE DISCRETIONARY COMPETITIVE PROGRAMS, WHICH WERE OUTLINED AT SOME LENGTH LAST

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MONTH IN TERMS OF THE STRUCTURE SO WE WON'T REPEAT THAT FOR YOU TODAY. BUT COMPETITION IS OBVIOUSLY NOT A GUARANTEED OUTCOME. AND, AS I SAID, STRATEGIC CHOICES ARE GOING TO HAVE TO BE MADE BECAUSE EVERY PROJECT DESIRING AND DESERVING OF DOLLARS WILL NOT GET FUNDED IN THIS PROGRAM. SO TO MAKE THE STRATEGIES MORE EFFECTIVE IS, WE NEED TO CONSIDER THE OTHER IMPORTANT PUZZLE PIECES OF HOW WE BRING DOLLARS TO THE TABLE. THE KEY ONES THERE TO RECALL ARE THE TCIP SECOND WAVE THAT WE TALKED ABOUT LAST MONTH, WHERE WE WERE HOPEFULLY GETTING A SIGNIFICANT PLUS-UP IN THAT STATE PROGRAM. THE SB1 FUNDING PROGRAMS, ALSO AT THE STATE LEVEL, ARE COMING FORWARD. THE POTENTIAL TRANSPORTATION DIRECTS FROM THE FY '22 STATE GENERAL FUND SURPLUS THAT REBECCA JUST TALK ABOUT, SIGNIFICANT OPPORTUNITY BEING NEGOTIATED RIGHT NOW. THE MEGA PROJECT INVOLVEMENT POLICY TO FURTHER REFINE AND LEVERAGE MULTIPLE FUNDING OPTIONS IS SOMETHING WE WANT TO GET DONE BY THE SUMMER. IS THEN OBAG THREE, WHICH WAS JUST DISCUSSED, IS ANOTHER OPPORTUNITY POTENTIALLY, DEPENDING ON PROJECT SCALE, WHERE PROJECTS CAN GET FUNDED. SO THE WHOLE POINT OF THAT IS TO SAY, THIS ISN'T A LIVE OR DIE POSITION ON THE BIL STRATEGIC RECOMMENDATIONS WE'RE MAKING FOR PROJECTS TO FIND FUNDING. IN TERMS OF RULES OF ENGAGEMENT THERE ARE NUMEROUS FACTOR IN PLACE WITHIN DC WITH THE DISCRETIONARY COMPETITIVE PROGRAMS BOTH IN THE USDOT BUILDING AND WITHIN THE HILLS IN THE HALLS OF CONGRESS AS ELECTED OFFICIALS UNDERSTAND BRINGING EMPHASIS

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AGAIN TO THE TERMS OF THE CONSIDERATIONS BRINGING TO BEAR BRINGING FORWARD A COMPETITIVE PROGRAM. FIRST OF ALL ELIGIBILITY IS DIFFERENT FROM COMPETITIVENESS FIRST IT WILL GET YOU IN THE DOOR BUT WILL DETERMINE IF YOU SIT AT THE HEAD OF THE TABLE IT'S REALLY IMPORTANT TO UNDERSTAND THAT. USDOT DISCRETIONARY PROGRAMS FIRST AND FOREMOST WILL REFLECT THE ADMINISTRATION'S PRIORITIES IN THE CASE OF BIDEN ADMINISTRATION THAT IT WOULD BE CLIMATE, EQUITY, MULTI-MOBILITY AND THAT IN ADDITION TO WHAT THE STATUTE MAY REQUIRE AS ELIGIBLE CRITERIA. AND THE THIRD POINT IS THE PRIORITIES THAT THE ADMINISTRATION HAVE ALSO HAVE A DISTINCT MODAL FLAIR. THE FEDERAL TRANSIT ADMINISTRATION LOOKS AT PROJECTS VERY DIFFERENTLY THAN THE FEDERAL RAILROAD ADMINISTRATION, WHICH LOOKS AT THEIR PROJECTS VERY DIFFERENTLY THAN THE FEDERAL HIGHWAY ADMINISTRATION AND SO ON. AND THAT'S REALLY IMPORTANT, BECAUSE THOSE DISTINCTIONS WEAVE DOWN TO RELATIONSHIPS AND PARTS THAT NEED TO BE PLAYED IN TERMS OF PUTTING TOGETHER THESE PACKAGES. THE FTA AS AN EXAMPLE HAS A VERY STRONG RELATIONSHIP AT THE REGIONAL AND LOCAL LEVEL. BUT FRA AND FHWA LEAN HEAVILY ON THE STATES THAT THERE'S A REALLY IMPORTANT NEED TO MAKE SURE WE KNOW THOSE IN TERMS OF WHO IS GOING TO BE MAKING INFLUENCING POLICY CHOICES AND AT THEN OF THE DAY, THE SECRETARY'S OFFICE ALWAYS HAS THE LAST SAY, A FOND SAYING, FIGURATIVELY, AND LITERALLY, THERE IS A U.S. MAP AND A LIST OF CONGRESSIONAL MEMBERS IN EVERY MEETING WHEN THEY'RE MAKING

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THESE DECISIONS ON WHAT PROJECTS GET WHAT MONEY FROM WHAT POTS. IN CONCLUSION, OUR CONGRESSIONAL DELEGATION IS MINDFUL OF AND NEEDS TO ADEPTLY MANEUVER THESE INTENSIVELY COMPETITIVE ENVIRONMENT TAKING ALL THINGS INTO ACCOUNT AND FOR THEM WHAT'S YOUR BOTTOM LINE BECOMES THE DRIVING QUESTION AND IF WE GIVE OUR MEMBERS THEORETICALLY 15 NUMBER ONE PRIORITY FOR EVERY SINGLE DISCRETIONARY PROGRAM IT DIFFUSES AND IMPACTS AND WEAKENS OUR VOICE SO WE NEED TO HELP OUR DELEGATION BY ACKNOWLEDGING THE RULES OF ENGAGEMENT AND PLANS GIVING THEM A PACKAGE THAT BEST FOCUSES THE POSITION WITHIN THE BAY AREA WITHIN THAT ENVIRONMENT. I WANT TO SET THAT CONTEXT SO YOU HAVE A SENSE OF HOW THE CHOICES WE ARE SUGGESTING TO YOU IN THE PROPOSED LINE UPS, YOU KNOW, SHAPE UP, AND WITH THAT, LET ME TURN IT OVER TO GEORGIA TO DIVE INTO WHAT THOSE LOOK LIKE.

GEORGIA GANN DOHRMANN: THANK YOU, THERESE. AND GOOD AFTERNOON. GEORGIA GANN DOHRMANN, STILL, MTC AND ABAG STAFF. COULD WE BRING UP THE PRESENTATION FOR THIS ITEM, PLEASE? THAT POWERPOINT? ALSO GOING TO ASK THAT YOU MOVE ALONG IN THE POWERPOINT TO ABOUT PAGE -- OR SLIDE -- SLIDE SIX OR SO. I'M GOING TO ADVANCE THROUGH UNTIL WE BET TO THE PROJECTS. SORRY, COULD YOU KEEP GOING? ONE MORE. OR TWO MORE. THERE YOU GO. ONE BACK. SORRY ABOUT THAT. CAN YOU GO BACK TO THE PREVIOUS SLIDE, PLEASE? THERE WE GO. SO, YOU KNOW, FIRST, AGAIN, JUST REITERATE, THERESA, THANKS TO OUR PARTNERS. WE HAVE HAD MANY,

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MANY, MANY MEETINGS OVER THE LAST FEW MONTHS TO HELP SHAPE THIS ADVOCACY THAT I'M ABOUT TO WALK THROUGH, AND WHAT IT REFLECTS WHAT WE HEARD CONSISTENTLY FROM OUR PARTNERS IS THAT WE'RE GOING TO BE STRONGER TOGETHER AND SUPPORT OUR PROJECTS THAT'S GOING TO BE CONSISTENT WITH PLANNED BAY AREA 2050. AS WE JUMP INTO THE PROJECTS I'M GOING TO WALK THROUGH THE INDIVIDUAL PROGRAMS AND PROPOSED PROJECTS IN THIS PRESENTATION BUT ALSO FOR YOUR REFERENCE, WE HAVE, IN YOUR HANDOUTS, A MAP OF ALL THE PROPOSED PROJECTS AND PROJECT LIST AS WELL AS THE LAST ITEM IN YOUR HANDOUT IS DATED, SORT OF, CHEAT SHEET ON WHICH OF THE HUNDRED BILLION DOLLARS PLUS OF FEDERAL DISCRETIONARY GRANT RESOURCES WE'RE PROPOSING BE PART OF THIS REGIONAL FOCUSED ADVOCACY STRATEGY AND THEN ALSO WHICH OF THE GRANTS FOR LOCAL PRIORITIZATION. AND IN THAT SPACE WHAT MTC IS PROPOSING IS THAT FOR LOCAL PRIORITIZATION WE PROVIDE LETTERS OF SUPPORT AND ACT AS A PARTNER VERSUS MORE LEADING ON THE REGIONAL FOCUS STRATEGY. I WANT TO REORIENT FOCUS TO THIS CHART THAT'S GOT A LOT OF INFORMATION ON IT. THE COLUMNS FROM LEFT TO RIGHT START WITH THE PROGRAMS IDENTIFIED FOR REGIONAL ENDORSEMENT. THE MIDDLE COLUMN IS THE FIVE-YEAR NATIONAL TOTAL OF RESOURCE THAT IS GUARANTEED TO COME TO THE PROGRAM, AND THEN THE LAST COLUMN IS THE DISCUSSION WHICH ARE THE PROPOSED PROJECT OR PROJECT CATEGORIES WE'RE RECOMMENDING AND REQUESTING THAT THE COMMITTEE APPROVE AND, FORWARD TO THE COMMISSION -- SORRY -- SUPPORT AND GO TO THE COMMISSION FOR

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APPROVAL THIS MONTH. SO TO START WITH THE CAPITAL -- THE FIRST PROGRAM ON HERE IS THE CAPITAL INVESTMENT GRANT PROGRAM RELATED TO RAIL EXPANSION AND MODERNIZATION. IS THIS IS WITHIN THE, SORT OF, LARGE PROJECT CATEGORY FOR CIG. SO, YOU KNOW, MANY OF YOU ARE ALL VERY FAMILIAR WITH THIS PROGRAM. IT'S A HIGHLY STRUCTURED PROCESS TO SECURE GRANTS FOR THIS PROGRAM THAT PROCESS WILL LIMIT GRANTS WITHIN THE FIVE YEARS OF THE BIPARTISAN INFRASTRUCTURE PERIOD. WE THINK IT MAKES SENSE TO REORIENT AND REITERATE OUR PRIORITIES HERE. SO FOR REGIONAL PRIORITIZATION, WE'RE SUPPORTING PROJECTS WITH EXISTING FULL FUNDING GRANT AGREEMENTS THAT'S CALTRAIN ELECTRIFICATION AND BART CORE CAPACITY AND PART OF THIS ADVOCACY STRATEGY IS RECOMMENDING TO SEEK SUPPLEMENTARY FUNDING FROM FUTURE YEAR APPROPRIATIONS TO OFFSET COST INCREASES. WITH RESPECT, WE'RE ALSO RECOMMENDING THAT WE ENDORSE PROJECTS THAT ARE ALREADY IDENTIFIED IN THE OFFICIAL CAPITAL INVESTMENT GRANT PROGRAM PIPELINE AND THAT ARE SEEKING GRANT AGREEMENTS BEFORE 2026 AND THIRDLY WITH RESPECT TO NEW ENTRANTS LOOKING TO DEFER INCLUSION OF ADDITIONAL PROJECTS PRIOR TO DEVELOPMENT OF THE MAJOR PROJECT ADVANCEMENT POLICY THIS SUMMER THAT THERESE REFERENCES THIS WILL ALLOW FOR ROBUST DISCUSSION ABOUT NEW ENTRANTS WE HAVE HEARD FROM VALLEY LINK AND MODERNIZATION INTEREST IN THAT SPACE. NEXT SLIDE PLEASE. THIS SLIDE COVERS THE COVER CATEGORY OF EXPANSION AND MODERNIZATION PROGRAMS. THE FIRST ON HAD THIS LIST IS THE SMALL STARTS PROGRAM A

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COMPONENT OF THE CAG, ONE WE DISCUSSED EARLIER FOR SMALLER SCALE TRANSIT EXPANSION PROJECTS IN THIS SPACE THERE IS LESS OF A CLEAR PIPELINE OF PROJECTS THAT ARE PRIMED TO COMPETE WELL OVER THE NEXT FIVE YEARS SO FOR THIS AND THE OTHER BUS MODERNIZATION PROGRAMS WE'RE RECOMMENDING A PROGRAMMATIC APPROACH. IN THIS SPACE WE'RE THINKING IT WOULD ALLOW FOR ENTRANTS LIKE VRT OR OTHER PRIORITY PROJECTIONS IDENTIFIED IN COMING YEARS. NEXT RELATED TO BUS AND BUS FACILITIES REPLACEMENTS. SO WE BELIEVE THAT THE BIPARTISAN INFRASTRUCTURE LAW IS A HUGE OPPORTUNITY TO HELP THE BAY AREA MEET OUR TRANSIT ELECTRIFICATION GOALS. THE REGION HAS NOT HISTORICALLY FARED ESPECIALLY WELL IN EITHER OF THESE PROGRAMS. AND THIS HAS BEEN PROBABLY ONE OF THE SINGLE MOST LARGEST GROWTH AREAS IN THE FEDERAL BILL. SOME OF THESE PROGRAMS, ESPECIALLY THE LOW AND ZERO-EMISSIONS BUS PROGRAM GREW 20 FOLD OVER THE NEXT FIVE YEARS. SO WE THINK THAT IT'S AN IMPORTANT OPPORTUNITY AND THAT A FOCUSED NARRATIVE ON THIS FUNDING CAN HELP MEET OR EVEN ACCELERATE FLEET TRANSITION IN THIS AREA AND PART OF THE NARRATIVE THERE WILL BE TO COMPLETE OR ACCELERATE TRANSITION TO ONE OF THE BIGGEST TRANSIT MARKETS IN HISTORY IS SOMETHING THAT WE BELIEVE COULD HELP REALLY MAKE THE CASE FOR THE BAY AREA TO RECEIVE A PROPORTIONATELY LARGE SHARE OF THESE RESOURCES. A NUANCE HERE IS THAT THIS ACKNOWLEDGES THE NOTICE OF FUNDING OPPORTUNITY FOR THE -- THIS CURRENT FISCAL YEAR 2022 TO 2023 FOR BOTH OF THESE PROGRAMS WAS RELEASED EARLIER

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THIS WEEK. SO THIS YEAR WE'RE PROPOSING THAT WE SEEK AGREEMENT AMONG OPERATORS TO LIMIT APPLICATIONS TO THEIR TRANSITION RELATED PROJECTS AND NEEDED APPLICATIONS AS POSSIBLE THEN GIVE TIME TO WORK WITH THE OPERATORS TO DEVELOP THE BAY AREA ZERO-EMISSION TRANSITION STRATEGY IN COORDINATION WITH THE BAY AREA PARTNERSHIP AND FROM THERE DEFINE THAT STRATEGY TO GRANT PRIORITIES FOR THE FOLLOWING YEARS. NEXT SLIDE. THESE NEXT SLIDE ARE GOING TO FOCUS ON RAIL THAT ARE ADMINISTERED BY FEDERAL RAILROAD ADMINISTRATION WHICH IS A VERY STRONG PARTNERSHIP AND HISTORY WITH STATES MORE SO THAN LOCALS AND MPOS. ONE THING TO NOTE ABOUT THE -- AND SO IN ALL OF THESE GRANTS AND THE NEXT GRANTS WE'RE GOING TO DISCUSS RELATED TO THAT ARE UNDER THIS FEDERAL RAILROAD ADMINISTRATION PURVIEW IT'S GOING TO BE VERY IMPORTANT THAT WE ALIGN OUR STRATEGY AND OUR FOCUS ADVOCACY WITH OUR STATE PARTNERS. THAT CONVERSATION HAS ALREADY BEGUN BUT IT WILL BE SOMETHING WE NEED TO CONTINUE. SO ON TO THIS GRANT PROGRAM. IT'S THE FEDERAL STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL IT IS THE LARGEST RAIL GRANT PROGRAM IN THE ENTIRE INFRASTRUCTURE BILL. IT'S $36 BILLION TOTAL WITH 12 BILLION FOR PROJECTS DEDICATED OUTSIDE OF NORTHEAST CORRIDOR AND THEN REALLY IMPORTANTLY THIS PROGRAM NEWLY ALLOWS HIGH SPEED RAIL TO COMPETE FOR RESOURCES. SO WITH THE BIDEN ADMINISTRATION'S STRONG SUPPORT FOR HIGH SPEED RAIL AND THE REALLY STRONG INTEREST AND INCENTIVE FROM LEADER IN WASHINGTON TO SUPPORT SUCCESSFUL HIGH SPEED RAIL INTO THE BAY

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AREA WE THINK THE REGION CAN MAKE A STRONG CASE TO COMPETE FOR THIS PROGRAM. AGAIN, AS I MENTIONED, IT'S GOING TO BE VERY IMPORTANT HERE TO BE ALIGNED WITH THE STATE AND THEN TO INTEGRATE OUR BAY AREA PRIORITIES INTO THE STATE'S ADVOCACY PLATFORM AS MUCH AS PRACTICAL SO IN LINE WITH THAT CALIFORNIA HIGH SPEED RAIL IS IDENTIFIED, PROPOSED AS A RECOMMENDED PROJECT. THE SECOND ELEMENT IS THAT WE'RE PROPOSING TO INCLUDE A NUMBER OF JOINT BENEFIT PROJECTS THAT SUPPORT BRINGING HIGH SPEED RAIL INTO THE BAY AREA. SO THE DELINEATION HERE RELATED TO PROJECT DEVELOPMENT AND CONSTRUCTION IMPLEMENTATION -- I JUST WANT TO TAKE A SECOND TO WALK THROUGH -- ONE OF THE KEYS WITH THIS FEDERAL STATE PARTNERSHIP PROGRAM IS THAT IT'S STRUCTURED TO SUPPORT EARLY PHASES OF PROJECTS AND COULD POTENTIALLY SERVE AS A MATCH FOR FUTURE GRANT. VERSUS SOLELY SERVING AS THAT LAST DOLLAR IN THAT'S REALLY TYPICAL OF OTHER FEDERAL GRANT PROGRAMS. SO THAT'S WHY THIS IS A GOOD CANDIDATE FOR THE DOWNTOWN RAIL EXTENSION AND FOR DIRIDON STATION. THE TWO HIGH SPEED RAIL BENEFIT PROJECTS THAT ARE FULL FULLING A FUNDING PLAN BUT STILL HAVE SUBSTANTIAL FUNDING NEEDS. THERE IS A REQUEST THAT WE PROVIDE CLARIFICATION AROUND THIS PROJECT DEVELOPMENT TERMINOLOGY I JUST WANT TO CONFIRM FOR FOLKS THAT'S NOT INTENDED TO LIMIT ACTIVITIES TO -- ACTIVITIES ARE ELIGIBLE UNDER ONLY WHAT ARE CALLED -- WHAT I THINK FOLKS ARE REALLY FAMILIAR WITH RELATED TO A CAPITAL INVESTMENT GRANT PROJECT DEVELOPMENT PHASE IT'S ACKNOWLEDGING THAT RESOURCES

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COULD BE USED FOR THINGS LIKE PLANNING DESIGN RIGHT OF WAY ACQUISITION AND OTHER ELEMENTS THAT ARE NEEDED TO PULL TOGETHER A PLAN. THE THIRD PROJECT IN THIS SPACE IS ELECTRIFICATION CALTRAIN BENEFIT PROJECT. AND MOVING TO INTERCITY RAIL PRIORITIES. CAPITAL CORRIDOR SOUTH BAY CONNECT IS LISTED AS A TOP PRIORITY HERE THAT'S THE ROUTE RELOCATION PROJECT TO FACILITATE PASSENGER AND GOODS MOVEMENT BETWEEN THE BAY AREA UP THROUGH ROSEVILLE AND DOWNTOWN CENTRAL VALLEY IDENTIFIED AS A MEGA REGIONAL PRIORITY FOR THE WORKING GROUP AND MTC PARTNERS IN THE SACRAMENTO AREA AND SAN JOAQUIN'S IT'S A REGION NAMELY SIGNIFICANT PROJECT, AND THE LAST PROSED PROJECT IN THIS LIST IS LINK 21. EARLY PLANNING AND DESIGN FOR LINK 21 THAT WOULD BE CONDITIONED ON GRANT GUIDELINES REALLY INCLUDING SET-ASIDE FOR PROJECT DEVELOPMENT. NEXT SLIDE PLEASE. THESE ARE TWO FREIGHT AND INTERCITY RAIL SAFETY PROGRAMS WE'RE RECOMMENDING ALAMEDA COUNTY RAIL ENHANCEMENT PLAN RELATED TO GRADE RAIL CROSSINGS FOR THE CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENT PROGRAM, WHICH IS QUITE A FLEXIBLE [AUDIO DIFFICULTIES] [INDISCERNIBLE] PROGRAM AND GRADE RAIL CROSSINGS CAN COMPETE WELL THERE AND THE OTHER AREA RELATED TO GRADE SEPARATION IS THIS IS A PROJECT CATEGORY WHERE WE HAVE HEARD A LOT OF BREAST AND DEMAND FROM PARTNERS FOR GOODS MOVEMENT, MOBILITY PRIORITIES, OF COURSE SAFETY, AND PROJECTS THAT CAN HELP ADVANCE HIGH SPEED RAIL UP THROUGH THE PENINSULA. SO, IN THIS AREA, WE HAVE HAD A NUMBER OF

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CONVERSATIONS WITH CALIFORNIA STATE TRANSPORTATION AGENCY. WE EXPECT THAT THERE WILL BE STRONG STATE LEADERSHIP IN THIS AREA, AND ESPECIALLY AS IT RELATES TO UTILIZING THE POTENTIAL STATE BUDGET GRADE SEPARATION FUNDING TO LEVERAGE FEDERAL RESOURCES. SO, GIVEN THIS STATE INVOLVEMENT WE ARE RECOMMENDING A PROGRAMMATIC APPROACH WHICH WOULD ENABLE CONSULTATION AND COORDINATION WITH CALSTA ON THE BEST CANDIDATES FOR BAY AREA GRANT FUNDS. WE ANTICIPATE THAT THE STATE PRIORITIZATION WILL INCLUDE SOME OF THESE CATEGORIES RELATED TO HIGH SPEED RAIL RELATED GOODS MOVEMENT AND HIGH PERFORMING GOODS MOVEMENT -- SORRY -- HIGH SPEED RAIL GRADE RELATED SEPARATION AND HIGH PERFORMING GOODS MOVEMENT THIS IS AN AREA WHERE WE EXPECT TO BE WORKING WITH POTENTIAL PROJECT SPONSORS TO IDENTIFY 5 TO 10 BAY AREA GRADE CROSSING SEPARATION PROJECTS TO SHARE WITH THE STATE, AND WE AIM TO HAVE THAT IDENTIFIED BEFORE THE MARCH COMMISSION MEETING FOR INCORPORATION INTO THE OVERALL BILL GRANT STRATEGY. NEXT SLIDE PLEASE. BIPARTISAN INFRASTRUCTURE LAW ALSO AUTHORIZES A NEW NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE PROGRAM USDOT IS CALLING IT MEGA. SO THIS PROGRAM IS MODELED AFTER THE CAPITAL INVESTMENT GRANT PROGRAM WE'LL CALL IT NEW STARTS IN THE BAY AREA. IT'S GOING TO PROVIDE GRANTS FOR LARGE AND FOR SMALLER SCALE PROJECTS. ALSO, LIKE THE CAPITAL INVESTMENT GRANT PROGRAM IT WILL PROVIDE MULTI-YEAR GRANT AGREEMENTS FOR LARGE PROJECTS THAT ARE AKIN TO A FULL FUNDING GRANT AGREEMENT. SO

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SIMILAR IN THAT SPACE IT REQUIRES A HIGH LOCAL MATCH AND STRUCTURED TO BE THE LAST DOLLAR IN. THIS PROGRAM IS PRETTY UNIQUE. IT'S NOT SILOED BY MODE AND IT CAN FUND PROGRAMS OF PROJECTS AND IN THAT SPACE WE BELIEVE THAT IT'S -- PROPOSING OPPORTUNITY TO INNOVATE 680 AT MULTI-MODAL PROGRAM OF PROJECTS WITHIN THE LARGE MEGA GRANT CATEGORY THIS IS A PROJECT THAT COULD BUILD-OUT A REGIONAL EXPRESS LANE NETWORK BE PAIRED WITH NEW ZERO-EMISSION EXPRESS BUS PROJECT TO RELIEVE CONVERSATION AND TO PROVIDE RELIABLE TRANSIT OPTION FOR RESIDENT IN CONTRA COSTA'S EQUITY PRIORITY COMMUNITIES AND FOR RAIL COMMUTERS IN AND OUT OF THE BAY AREA AND THE PROJECT INCLUDES SHARED MOBILITY HUBS AND INTEGRATION INTO THE CONNECTED AND AUTONOMOUS VEHICLE DEPLOYMENT IN THE COUNTY. SO THIS, SORT OF, UNIQUE AND STRATEGIC PROGRAMMING OF PROJECTS CAN ALIGN VERY WELL WITH THE GRANT'S FOCUS ON ENHANCING MOBILE, COMBATTING CLIMATE CHANGE, IMPROVING EQUITY AND QUALITY OF LIFE AND INNOVATION, THOSE ARE ALL EXPLICIT EVALUATION CRITERIA IN THE GRANT. AND THEN, IMPORTANTLY, YOU KNOW, THIS PROJECT CAN ALSO BE ABLE TO PRESENT A VERY STRONG LOCAL MATCH WHICH IS PROBABLY THE BIGGEST IN THE COMPETITIVENESS IN THE PROGRAM. THERE, AS WE GO DOWN TO THE SMALL MEGA PROJECTS, 100 MILLION TO $500 MILLION THERE HAS BEEN A LOT OF INTEREST FROM OUR PARTNERS IN THIS SMALLER GRANT CATEGORY THIS IS ONE OF THE ONLY AREAS IN THE REGIONAL GRANT SPACE WHERE WE SEE AN OPPORTUNITY TO FUND BICYCLE AND PEDESTRIAN PROJECTS. AND SO WE'RE INTERESTED IN

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INCORPORATING MULTIMODAL PROJECTS INTO THIS SPACE. WE BELIEVE THAT THE CITY OF OAKLAND, CITY OF OAKLAND'S PROJECT FOR IMPROVEMENTS ALONG THE WATERFRONT AS PART OF THE TOWN OR THE TRANSFORMING OAKLAND WATERFRONT NEIGHBORHOODS PROJECT COULD BE A VERY COMPETITIVE CANDIDATE. WE ARE STILL WORKING WITH THE TEAM TO CONFIRM ELIGIBILITIES THERE, BUT THAT'S A PLACE HOLDER FOR THAT PROJECT PROPOSED. AND THEN WE ARE CONTINUING TO EXPLORE WITH PARTNERS OTHER PROJECTS TO INCLUDE IN THIS CATEGORY. SOME EXAMPLES ARE ACTC AND SAN PABLO AND GAP CLOSURES IN SOUTH BAY SO WE DO INTEND TO COME BACK TO THE COMMISSION WITH A RECOMMENDATION FOR THIS SMALL GRANT CATEGORY FOR 1 TO 2 PROJECTS. [INDISCERNIBLE] [AUDIO DIFFICULTIES] NEXT SLIDE PLEASE. THE BIPARTISAN INFRASTRUCTURE BILL CREATES A NEW BRIDGE INVESTMENT PROGRAM THIS IS -- IT SEEMS LIKE THE FEDS CREATED AND GAVE A LOT OF FUNDING TO BRIDGES IN THE INFRASTRUCTURE BILL. IT'S BECAUSE THEY D SO THIS IS ON TOP OF THAT BRIDGE FORMULA PROGRAM THAT WE DISCUSSED EARLIER WITH THE LOCAL BRIDGE BILL. SO THIS IS A -- [AUDIO DIFFICULTIES] [INDISCERNIBLE] INTERCITY IT'S GOING TO BE MODELED OR BROKE UP INTO THE LARGE GRANT CATEGORY AND SMALL GRANT CATEGORY FOR THE LARGE PROJECTS THERE ARE PROJECTS OVER $100 MILLION WE ARE RECOMMENDING THAT THE BAY AREA PRIORITIZE THE GOLDEN GATE BRIDGE SEISMIC RETROFIT PROJECT AND BAY BRIDGE REHABILITATION. AND THEN WE HAD ORIGINALLY, IN FEBRUARY, WHEN WE CAME HERE, PROPOSED THAT THE SMALL BRIDGE CATEGORY BE ALSO PART OF THE

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REGIONAL PRIORITIZATION ADVOCACY STRATEGY, BUT WE DID HEAR BACK FROM QUITE A FEW PARTNERS THAT IT MIGHT BE CHALLENGING TO NARROW DOWN, NARROW THE LIST DOWN TO A FEW PROJECTS AND A PREFERENCE THAT THE SMALL BRIDGE PROGRAM SHIFT TO LOCAL PRIORITIZATION SO THAT IS REFLECTED IN THIS PROPOSAL. NEXT SLIDE PLEASE. REGARDING [INDISCERNIBLE] NATIONALLY SIGNIFICANT FREIGHT PROJECTS PROGRAM WE HAVE HEARD -- WE'RE RECOMMENDING THAT THE REGION SUPPORT THE I80 CLEAN FREIGHT TRUCK SCALES PROJECT TO RELIEVE A CHOKE POINT ON I-880 AT CORDELIA BY RELOCATING THE EXISTING FACILITY AND TO ADD ZERO-EMISSION CHARGING INFRASTRUCTURE AT BOTH THE WEST END FACILITY AND EASTBOUND FACILITY THIS IS A COMPONENT OF THE EAST BAY CLEAN FREIGHT CORRIDOR PROGRAM AND IT'S ALSO LISTED IN THE -- [INDISCERNIBLE] A PROJECT OF REGIONAL SIGNIFICANCE AND MEGA REGIONAL SIGNIFICANCE IN THIS SPACE WE'RE ALSO RECOMMENDING -- WE ALSO HEARD ABOUT A NUMBER OF OTHER POTENTIAL CANDIDATE. I JUST WANT TO ACKNOWLEDGE THAT -- [AUDIO DIFFICULTIES] LOOKING AT PUTTING OUT THERE NOTICE OF FUNDING OPPORTUNITIES RELATED TO FREIGHT IS REALLY NOT GREAT IN ALIGNING WITH WHERE THE STATE IS AT. STATE IS LOOKING NOW FOR THEIR -- THE STATE CYCLE FOR THE TRADE CORRIDOR ENHANCEMENT PROGRAM IS UNDERWAY, AND MANY PROJECT SPONSORS THAT WE NOTED THAT THEY WERE INTERESTED IN THIS PROGRAM ALSO NOTE THAT THEY WERE EITHER DEPENDING ON IT. CEP FUNDS TO EITHER PROVIDE THE MATCH NEEDED TO BE ABLE TO MEET THE MATCH REQUIREMENTS OR TO COMPLETE THE PROJECT. SO,

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GIVEN THAT, WE ARE RECOMMENDING HERE A PROGRAMMATIC CATEGORY FOR FUTURE AND FOR CANDIDATES SUBJECT TO NEED FOLLOWING THE STATE AND FEDERAL GRANT AWARDS FOR THIS CYCLE. AND THEN NEXT ARE TWO IMPORTANT GRANTS. THAT WERE BOTH -- SORRY. GO BACK PLEASE. THANK YOU. THE NEXT -- THESE ARE TWO IMPORTANT PROGRAMS THAT ARE RECOMMENDING WE SUPPORT ELECTRIFICATION AND MODERNIZATION PROJECTS. THIS HAD ORIGINALLY -- THESE TWO CORE PROGRAMS HAD ORIGINALLY BEEN PROPOSED TO BE IN THE LOCAL POTS AND THAT IS WHAT WE REFLECTED BOTH IN YOUR PRESENTATION LAST MONTH, AND IN MATERIALS THAT WERE POSTED EARLIER THIS WEEK. SO SORRY ABOUT THE DISCREPANCY. WE DID RECEIVE FEEDBACK FROM A RANGE OF STAKEHOLDERS TO PULL AT THE REQUEST TO PULL THE PORT PROGRAM INTO THE REGIONAL PRIORITIZATION AND THAT REFLECTS THAT CHANGE. NEXT SLIDE PLEASE. THIS IS THE LAST SLIDE WALKING THROUGH A PROPOSED PROJECTS OR RECOMMENDED PROJECTS. THIS SLIDE IS REALLY THE STATE ROUTE 37, SO WE HAVE HEARD A LOT OF INTEREST FROM OUR COUNTY TRANSPORTATION AUTHORITY PARTNERS IN THE NORTH -- [INDISCERNIBLE] AND RESILIENCE PROGRAM FOR STATE ROUTE 37 REFLECTED HERE ALSO HEARD A SUGGESTION THAT AFTER THE IMPORTANT REGIONAL PRIORITY SECURITY FUNDING WE MOVE THE GRANT PROGRAM TO THE LOCAL PRIORITIZATION CATEGORY THAT PROPOSAL REFLECTS THAT RECOMMENDATION. NEXT SLIDE PLEASE. LET'S TAKE A MOMENT TO WALK THROUGH, THIS IS A LOT OF GRANTS THAT WE'RE PROPOSING BE INCORPORATED INTO THE REGIONAL PRIORITIZATION CATEGORY. IT'S 13 GRANTS. THERE ARE GRANTS PROPOSED TO STAY IF

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THE LOCAL CAT PRIORITIZATION CATEGORY THERE ARE PROJECTS SEEKING LOCAL GRANT FUNDING ONLY IF THOSE PROJECTS ARE CONSISTENT WITH PLANNED BAY AREA 2050. THESE $25 BILLION PLUS OF GRANTS THAT WE'RE PROPOSING TODAY REMAIN UP FOR LOCAL PRIORITIZATION ARE REALLY GRANTS THAT ARE ORIENTED TOWARDS FUNDING THOSE 10,000,020, MILLION, 50 MILLION PROJECTS AREN'T FIT FOR THE LARGER SCALE GRANT PROGRAMS NOT THAT THEY'RE NOT IMPORTANT BUT THEY CAN FACILITATE VISION ZERO FACILITY UPGRADES ACTIVE TRANSPORTATION AND OTHER INNOVATIVE MOBILITY PROJECTS. THERE IS A LIST IN YOUR HAND OUT FOR YOUR REFERENCE, AND JUST FOR GOOD TIME SENSITIVE NEWS IS THIS -- I NEVER LIKE FOR POWERPOINTS TO BE OUT OF DATE BUT THIS 25 BILLION IS OUT OF DATE BECAUSE LAST NIGHT AROUND MIDNIGHT THE SENATE PASSED A FISCAL YEAR 2022 APPROPRIATIONS BILL THAT ACTUALLY RATCHETS THIS NUMBER UP IT PROVIDES ANOTHER THREE QUARTERS OF A BILLION DOLLARS FOR THE MULTI-MODAL LOCAL PRIORITY GRANTS, WHICH IS EXCITING NEWS. AND I THINK THAT, AGAIN, IT CAN BE A GOOD POT OF FUNDING FOR THOSE OTHER REALLY IMPORTANT REGIONAL PRIORITIES THAT JUST AREN'T FIT FOR THE LARGE-SCALE GRANT PROGRAM. SO, THAT'S -- WITH THAT WE'LL JUST CLOSE AND OPEN FOR DISCUSSION.

JESSE ARREGUIN, CHAIR: THANK YOU SO MUCH. I'M JUST TRYING TO FIGURE OUT HOW WE'RE GOING TO DEAL WITH THESE BACK TO BACK

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MEETINGS. SO, LET'S OPEN UP FOR QUESTIONS AND COMMENTS. WE'LL GO FIRST TO COMMISSIONER AHN.

EDDIE AHN: THANK YOU, CHAIR. COUPLE COMMENTS. FIRST OF ALL, I'M EXCITED TO SEE PORT OF OAKLAND ELECTRIFICATION BEING LISTED HERE. THAT SERVES KEY ENVIRONMENTAL JUSTICE GOALS THAT MTC SHOULD PRIORITIZE AND CLEAN UP THE REGION'S INDUSTRIAL WATER FRONTS I'M ALSO EXCITED TO SEE THE GERRY RAPID TRANSIT BUS AND THE 38 AND THE WEST SIDE AND SAN FRANCISCO DON'T HAVE A LOT OF LIGHT RAIL OPTIONS. AND WITH DTX I'M GLAD IT'S LISTED AS THE CAPITAL INVESTMENTS GRANT PROGRAM, AND FEDERAL STATE PARTNERSHIP FOR INTERCITY PASSENGER RAIL PROGRAM I WANT TO MAKE SURE THOSE CONVERSATIONS CONTINUE TO HAPPEN BETWEEN STAFFS AS YOU ARE CREATING THIS LIST THAT WE MAKING SURE TO CONSOLIDATE THE INFRASTRUCTURE IN THE SAFETY IMPROVEMENT GRANT PROGRAM AS WELL AS CONSTRUCTION PHASE BEING INCLUDED IN THE FEDERAL STATE PARTNERSHIP FOR THE INTERCITY PASSENGER GRANT PROGRAM THOSE ARE NOTES I HAVE ON DTX PLEASE FOLLOW UP, STAFF AS I MENTIONED WITH VTA AND SFMTA. THANK YOU VERY MUCH.

JESSE ARREGUIN, CHAIR: THANK YOU VERY MUCH. SUPERVISOR MILEY?

NATHAN MILEY: THANK YOU. I HAVE A COUPLE OF QUESTIONS IF THEY CAN BE ANSWERED. FIRST OF ALL, HOW DOES THIS PROGRAM AFFECT VALLEY LINK? AND THEN THE OTHER QUESTION IS -- EXCUSE ME -- I

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JUST CAME FROM THE DENTIST, AND SO MY MOUTH IS STILL A LITTLE NUMB, AND ALSO I'M NOT A PART OF THIS COMMITTEE. I HAVE BEEN ON MTC FOR ABOUT A YEAR. BUT THE OTHER QUESTION I HAVE IS, I BELIEVE THE COMMISSION VOTED TO HAVE VALLEY LINK AS PART OF THE PROJECT WITH PLANNED BAY AREA 2050 SO HOW DOES THIS PROGRAM ALIGN WITH THAT PRIORITIZATION? THOSE ARE MY TWO QUESTIONS, MRS. CHAIR.

JESSE ARREGUIN, CHAIR: THANK YOU SUPERVISOR. GEORGIA? OR THERESE CARE TO RESPOND?

GEORGIA GANN DOHRMANN: I'LL TAKE THE FIRST STAB. VALLEY IS LINK, WE HAVE HAD CONVERSATIONS WITH VALLEY LINK AND THEY ARE INTERESTED WITH POTENTIALLY BEING A CANDIDATE FOR CAPITAL INVESTMENT GRANT PROGRAM AS A NEW START ONE OF THE LARGE CAPITAL INVESTMENT GRANT PROGRAMS. AS WE SHARED THAT'S A PRETTY -- A RIGOROUS PROGRAM AND VERY PRESCRIPTIVE. YOU NEED TO FIRST GO THROUGH AN ENTIRE PROCESS WITH FTA, IN ORDER TO -- FIRST STEP IS TO BECOME OFFICIALLY ON THE CAPITAL INVESTMENT GRANT PIPELINE LIST AND AFTER THAT YOU'RE IN LINE TO RECEIVE A FULL FUNDING GRANT FROM THE FEDERAL TRANSIT ADMINISTRATION FOR THIS PROGRAM. AND SO THIS IS WHERE WE'RE RECOMMENDING THAT THE -- WITH RESPECT TO NEW ENTRANTS INTO THE CIG PIPELINE THAT WE DEFER INCLUSION OF ANY ADDITIONAL PROJECTS UNTIL WE CAN GO THROUGH THE DEVELOPMENT OF THE MAJOR PROJECT ADVANCEMENT

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POLICY WHICH IS EXPECTED THIS SUMMER. THAT WILL ALLOW FOR A MORE ROBUST DISCUSSION ABOUT INTEREST LIKE VALLEY LINK. AND THE CONSIDERATION THERE IS THAT IN ORDER TO RECEIVE A FULL FUNDING GRANT AGREEMENT THERE NEEDS TO BE A HUGE AMOUNT OF LOCAL MATCH THAT NEEDS TO BE PART OF THE BROADER CONVERSATION AS TO WHERE THAT LOCAL MATCH IS GOING TO PULL IN AS THERESE MENTIONED IN HER OPENING REMARKS.

NATHAN MILEY: IS IT POSSIBLE FOR VALLEY IS LINK TO BE INCLUDED NOW?

THERESE MCMILLAN: AS I SAID BEFORE IN MY OPENING COMMENTS, IS IT GOING TO COMPETE WELL? AND JUST STRAIGHT UP, WE CAN INCLUDE TONS OF PROJECTS ON ALL THESE LISTS BUT WILL THEY COMPETE WELL? AND READINESS AS REBECCA POINTED OUT IS ONE OF THOSE BRIGHT LINES IN THE SANDS OF EVALUATION CRITERIA THAT THE FEDS BRING TO BEAR SO WE TRY TO LOOK AT THAT IN TERMS OF WHAT'S BEST FIT. WHICH IS ANOTHER REASON TO SAY, YES, REBECCA SAID, WITH THE MEGA PROJECT -- EXCUSE ME -- DO I HAVE THAT RIGHT -- MEGA PROJECT ACCELERATION, THE MAP THIS WE'RE GOING TO BE DOING LATER ON TODAY, IS TO LOOK, AGAIN, NOT JUST AT FEDERAL PROGRAMS, BUT WHAT ELSE IS OUT THERE THAT BEST WRAPS AROUND VALLEY LINK'S NEEDS, SCALE, AND TIMING. AND SO, AGAIN, THAT WHOLE POINT OF, THIS IS ONE OF A PIECE KEY DISCRETIONARY PROGRAMS THAT WE HIGHLIGHTED AMONG OTHER THINGS NA PLANNED BAY

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AREA 2050 BUT IT'S NOT THE ONLY AREA FOR UNDERWRITING THE PROJECTS THAT NEED FUNDING.

NATHAN MILEY: THIS ALIGNS WITH THE PRIORITIZATION? BAY AREA 2050 EMISSIONS?

THERESE MCMILLAN: YES. ALL THE PROJECTS THAT WE HAVE HERE. BUT, AGAIN, PLANNED BAY AREA 2050 DID NOT LOOK, NOR EXPECT THAT EVERY SINGLE PROJECT WOULD BE ABLE TO GET THIS SET OF DOLLARS IT'S NOT BIG ENOUGH SO TO SAY WE'RE LOOKING TO FIND THE RIGHT FUNDING SOURCES FROM THE RIGHT POTS AT THE RIGHT TIME FOR THE PROJECTS THAT WE HAVE HIGHLIGHTED AND THAT'S THE LARGER STRATEGIC EFFORT THAT THE MAP IN PARTICULAR IS GOING TO BE TACKLING IN THE SUMMER.

NATHAN MILEY: LAST QUESTION. IF VALLEY LINK IS READY TO MOVE FORWARD, WILL THIS PROGRAM IMPEDE VALLEY LINK'S ABILITY TO PROCEED? IT'S MY UNDERSTANDING IT'S READY.

THERESE MCMILLAN: WELL, AGAIN, MAYBE WE CAN DISCUSS -- IT WOULD BE IMPORTANT TO SPEAK WITH YOU, COMMISSIONER MILEY, ON THAT POINT, AND TO UNDERSTAND EXACTLY, READY FOR WHAT PHASE, THERE IS A LOT OF LARGER QUESTIONS TO UNPACK.

NATHAN MILEY: OKAY. THANK YOU.

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JESSE ARREGUIN, CHAIR: OKAY. THANK YOU. MAYOR DUTRA-VERNACI?

CAROL DUTRA-VERNACI: YES. THANK YOU. AND I APPRECIATE COMMISSIONER MILEY'S COMMENTS. BECAUSE I SEE HANDS FROM BARBARA HALLIDAY AS WELL, SO I THINK ALL OF US IN ALAMEDA COUNTY HAVE SEVERAL ISSUES TO DISCUSS ON THIS. SO, SINCE COMMISSIONER MILEY HAS ALREADY COVERED VALLEY LINK, AND I WILL TALK ABOUT THE MEGA, SMALL MEGA PROJECTS, IF YOU WILL, AND THE 100 MILLION TO THE 500 MILLION CATEGORY. IT IS ALREADY LISTED AS RECOMMENDED PROJECTS IN TERMS OF SUPER HIGHWAY, AND THE BAY TRAIL GAP CLOSURES IN TERMS OF THE MULTI-MODAL ASPECTS. SO, ANOTHER PROJECT IN ALAMEDA COUNTY THAT WE HAVE BEEN WORKING ON OUR WHAT WE CALLING HIGHWAY TO BOULEVARD PROJECTS. A COUPLE SPECIFICALLY RUNNING A LARGE LENGTH OF ALAMEDA COUNTY IS THE EAST BAY GREENWAY PROJECT EAST 14th MISSION BOULEVARD PROJECT AND NORTH BAY SAN PABLO. I APPRECIATE THERESE YOUR OPENING COMMENTS ABOUT THIS BECAUSE AS YOU TALKED ABOUT THE BIDEN PROGRAM, EQUITY AND MULTIMODAL I FEEL THE PROJECT I'M TALKING ABOUT DO FIT THAT. IN TERMS OF THE COMMENT ABOUT THE COMPETITIVENESS SINCE I DON'T KNOW WHAT ELSE IS OUT THERE I CAN'T SPEAK TO THAT BUT I THINK THIS IS SOMETHING ALAMEDA COUNTY HAS BEEN IN THE PROCESS OF GETTING READY FOR A FEW YEARS AND I DON'T THINK IT'S AN ISSUE IF IT'S NOT READY. SO I WANT TO ADD MY SUPPORT FOR GETTING THAT ON THE LIST.

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GEORGIA GANN DOHRMANN: I CAN PROVIDE CLASSIFICATION? WE'RE IN A LOT OF CONVERSATIONS WITH ALAMEDA COUNTY ABOUT THIS. ONE OF THE IMPORTANT COMPONENTS ABOUT THIS PROJECT, ABOUT THIS PROGRAM IS REALLY RELATED TO ELIGIBILITY IN ORDER TO BE ELIGIBLE A PROJECT MUST BE LOCATED ON A SPECIFIC FACILITY ON THE NATIONAL HIGHWAY SYSTEM. SO, FOR EXAMPLE, FOR THAT REASON QUITE A BIT OF THE EAST BAY GREENWAY WOULDN'T QUALIFY FOR THIS GRANT PROGRAM WOULDN'T BE ELIGIBLE TO COMPETE AND THAT'S WHY THERE IS THIS PLACE HOLDER IN THE RECOMMENDATION FOR TODAY THAT WE BE DIRECTED TO CONTINUE TO WORK WITH PROJECT SPONSORS TO IDENTIFY THE BEST CANDIDATES FOR THAT GRANT PROGRAM. AND WORKING WITH ACTC AROUND, IS THERE IS WAY TO PACKAGE IS OF THE SAN PABLO BENEFITS WITH ELIGIBLE COMPONENTS OF THE EAST BAY GREENWAY THAT'S CERTAINLY SOMETHING THAT'S ON THE LIST.

CAROL DUTRA-VERNACI: CAN I GET CLARIFICATION ON THAT? BECAUSE, FOR EXAMPLE, THE MISSION BOULEVARD COMPONENT IS PART OF THE CALIFORNIA HIGHWAY SYSTEM, IT'S A STATE ROUTE. SO ARE YOU SAYING THAT THAT'S SOMETHING THAT IS NOT IN THE ELIGIBLE CATEGORY?

GEORGIA GANN DOHRMANN: I WOULD HAVE TO PULL UP THE PROJECT MAP. ACTC STAFF SENT OVER SOME INFORMATION ABOUT THE PROJECT LOCATION ALIGNS WITH PROJECT ELIGIBILITIES AND WORK RELATED TO

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WHAT ARE THE COST COMPONENTS OF PROJECTS, ELIGIBILITY AND NOT ELIGIBILITY IT'S AN AREA WHERE THERE NEEDS TO BE MORE WORK THAT WE NEED IN TIME. DUTRA-VERNACI DO THE TO THAT POINT SINCE THIS IS A PROPOSED LIST WHICH IS THE DROP DEAD DATE OF SUCH A THING THAT EXISTS BECAUSE YOU'RE SAYING YOU NEED MORE TIME TO ANALYZE THAT PROGRAM SO HOW DOES THAT FIT INTO THE TIMELINE OF EVERYTHING.

GEORGIA GANN DOHRMANN: WE ARE PROPOSING THAT WE BRING THE FINAL LIST COMPLETE LIST TO THE COMMISSION, FOR COMMISSION APPROVAL, IN MARCH. SO THIS IS A LITTLE BIT OF AN ODD REQUEST IN THAT WE'RE RECOMMENDING SUPPORT FOR THIS PROPOSED LIST AS IS, HOWEVER THE PROPOSED LIST HAS A COUPLE OF AREAS SO IT'S LIKE WE NEED DO MORE WORK. MOST OF THE GRANT PROGRAMS ARE FULLY FLESHED OUT AND THE SMALL MEGA IS AN AREA WHERE WE NEED TO DO MORE WORK AND THE AREA WHERE WE NEED TO CONSULT WITH PROJECT SPONSORS IS IN THE GRADE SEPARATION AREA.

CAROL DUTRA-VERNACI: THANK YOU FOR THOSE ANSWERS AT THIS POINT.

JESSE ARREGUIN, CHAIR: OKAY THANK YOU. MAYOR HALLIDAY?

BARBARA HALLIDAY: YES. I'LL SUPPORT THE PREVIOUS SPEAKERS, AS ALAMEDA COUNTY TRANSPORTATION COMMISSION MEMBER FOR VALLEY

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LINK AND THE EAST BAY GREENWAY WHICH IS IN THE PROCESS OF CHANGING, SO I CAN UNDERSTAND WHY THAT MIGHT QUITE ARE READY. BUT WHAT I WANT TO DO IS RECOMMEND A PROJECT BEING TAKEN OFF THIS LIST. I HAVE NOT HAD A CHANCE TO TALK ABOUT THIS PROJECT WITH THIS BODY BECAUSE I'M ON ABAG AND NOT MTC, BUT I -- THERE IS A LOT OF VERY STRONG OPPOSITION IN ALAMEDA COUNTY TO THE SOUTH BAY CONNECT PROJECT. AND HERE WE ARE. AND I KNOW THAT I WAS TOLD BY COMMISSIONER DUTRA-VERNACI THAT WHEN IT HAD BEEN BROUGHT UP EARLIER AT MTC, IT WAS MERELY AS -- I CAN'T REMEMBER THE EXACT -- IT WAS, SORT OF, LIKE, AS A PLACE HOLDER, OR SOMETHING, AND THAT'S THE SAME THING THEY GET WHEN I TRY TO TALK ABOUT THIS PROJECT AT THE ALAMEDA COUNTY TRANSPORTATION COMMISSION AND HERE WE ARE ASKING FOR THIS HUGE AMOUNT OF FEDERAL FUNDING. THIS IS A PROJECT THAT IS COUNTER TO SO MANY OF OUR -- YOU KNOW, THE VALUES THAT WE SAY THAT WE SUPPORT, LIKE, EQUITY, AND CONCERN ABOUT THE ENVIRONMENT, AND THE NEED TO ADAPT TO SEA LEVEL RISE, AND CONNECTIVITY, TRANSIT ORIENTED DEVELOPMENT IT WOULD ELIMINATE A STATION IN HAYWARD THAT IS A TRANSIT ORIENTED DEVELOPMENT AND ALSO IN A COMMUNITY OF CONCERN AND IT WOULD PUT THAT STATION OUT UNDER THE DUMBARTON BRIDGE, AND IT IS NOT MULTI-MODAL. THEY MIGHT HAVE SOME BUSES, BUT IT'S A VERY CAR ORIENTED, AS OPPOSED TO RAIL ORIENTED PROJECT. IT IS WALKABLE FROM THE STATION WHERE IT IS NOW TO THE HAYWARD DOWNTOWN BART STATION OR EASILY CONNECTED BY A SHORT SHUTTLE. I THINK IT'S LESS THAN A MILE IT'S

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DEFINITELY WALKABLE. I HAVEN'T HAD A CHANCE TO TALK ABOUT THIS PROJECT OTHER THAN TALKING ABOUT IT AT THE HAYWARD CITY COUNCIL. AND I KNOW THAT AN EARLY -- WHAT'S THAT THING THAT PEOPLE PUT OUT SOMETHING AND THEY ALL SIGN ON TO IT DID ISSUE, THERE WERE A LOT OF SIGNATURES FOR A PROJECT, I DON'T BELIEVE THIS PROJECT HAS BEEN VETTED AND IT'S COUNTER TO SO MANY OF THE VALUES THAT WE HAVE, AND YOU KNOW, I DO SEE MAYOR LICCARDO LOOKING AT ME. BECAUSE I DO KNOW THAT WHAT THIS PROJECT DOES IS IT CUTS OFF 13 MINUTES OF A COMMUTE RIDE BETWEEN SAN JOSE AND OAKLAND. AND FOR 13 MINUTES THE CITY OF HAYWARD LOSES ITS TRANSIT STATION. THE PEOPLE IN THE TRANSIT ORIENT DEVELOPMENT, AND NEAR A BART STATION THAT ALREADY EXISTS, YOU KNOW, LOSE THAT CONNECTIVITY, AND THE NEW ROUTE, IT DOES HAVE DEFINITELY HAVE WETLANDS AND SEA LEVEL RISE ISSUES OUT THERE THAT HAVE TO BE DEALT WITH, AND THERE ARE SO MANY OTHER GOOD PROGRAMS GOOD PROJECTS ON THIS LIST. THAT'S MY COMMENT. I DON'T KNOW IF YOU HAVE ANY RESPONSES TO THAT. WHY IS IT ON THE LIST, I GUESS, IS MY MAJOR QUESTION.

JESSE ARREGUIN, CHAIR: ANYONE WANT TO RESPOND?

GEORGIA GANN DOHRMANN: THROUGH THE CHAIR. YOU KNOW, THIS LIST WAS DEVELOPED IN CONSULTATION WITH ALL OF OUR TRANSPORTATION PARTNERS AROUND THE REGION, CAPITAL CORRIDOR, THE KEY INTERCITY RAIL PARTNER IN THE REGION SO IT WAS RECOMMENDED BY

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CAPITAL CORRIDOR TO BE ON THE LIST IT'S ALSO ON THE MEGA REGION DOZEN WHICH MTC IS PART OF THE MEGA REGION WORKING GROUP WITH PARTNERS IN SAN JOAQUIN AND SACRAMENTO AREA SO THAT'S, SORT OF, HOW THIS O ORIGINATED TO BECOME ON THE LIST. AND, THEN, YOU KNOW, OUR TEAM CERTAINLY DID A QUITE THOROUGH ASSESSMENT AND EVALUATION OF CONSISTENCY WITH PLANNED BAY AREA 2050, INCLUDING PERFORMANCE AND EQUITY CONCERNS, AND, SO, YOU KNOW, I THINK THIS IS REALLY IMPORTANT TO HEAR AND TO KNOW. AGAIN, THAT'S JUST THE BACKGROUND ABOUT WHY IT'S ON THE LIST. AND IT WAS NOT RAISED AS AN EQUITY ISSUE OR HAD PERFORMANCE CHALLENGES IN THE PLAN ASSESSMENT.

JESSE ARREGUIN, CHAIR: SUPERVISOR CANEPA?

DAVID CANEPA: THANK YOU TO STAFF FOR PRIORITIZING CALTRAIN, REALLY PRIORITIZING BART. BUT I DO HAVE A -- I DON'T KNOW IF IT'S APPROPRIATE, A CHRISTMAS WISH LIST. I KNOW YOU WOULD APPRECIATE THAT, MR. CHAIR. I DO THINK, YOU KNOW, IF I COULD WORK WITH OUR STAFF, AND I UNDERSTAND THAT THE REGIONAL APPROACH. I GET IT. LOOKING AT THE MANAGED LANES NORTH OF I 380 THAT AREA RIGHT BY THE SAN FRANCISCO AIRPORT AND THEN LOOKING AT ANOTHER MEGA CATEGORY, THE MANAGED LANES DIRECT CONNECTOR. AND THEN I THINK WE QUALIFIED FOR THE 101 WOODSIDE INFRAFUNDING, AND OBVIOUSLY A PASSION OF MS. PAPAN'S IS GRADE SEPARATIONS, AND WE BELIEVE THAT IN BURLINGAME, SOUTH SAN

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FRANCISCO, SAN BRUNO, THERE IS TREMENDOUS OPPORTUNITY. AND THEN BUS FLEET ELECTRIFICATION, WHEN WE LOOK AT BUS FLEET ELECTRIFICATION, I THINK TAKING IN ITS TOTALITY WHICH YOU HAVE DONE FOR THE REGION I THINK IS REALLY, SORT OF, A PRUDENT APPROACH. AND SO, WHY DO WE THINK THIS? I THINK WE THINK ABOUT THESE THINGS IN TERMS OF US BEING A CORRIDOR FOR BUSINESS, OBVIOUSLY, WITH FACEBOOK, VISA, AND HUGE GROWTH AMONGST BIOTECH. WE WANT TO PLACE EMPHASIS IN THIS AREA WE ALSO PLAYED A KEY ROLE IN PROVIDING $55 MILLION FOR THE EXPRESS LANES UNDER CONSTRUCTION THAT WAS DONE THROUGH THE TA, AND THROUGH A MAJOR PRIVATE CONTRIBUTION FOR EXPRESS LANES. SO, I ROME WASN'T BUILT IN A DAY, BUT CONSIDERING THE PROJECTS I THINK BENEFITS NOT ONLY THE COUNTY, BUT BENEFITS THE REGION BECAUSE OF THE JOBS IN THE AREA. THANK YOU FOR THE OPPORTUNITY TO SPEAK ON THESE ITEMS.

JESSE ARREGUIN, CHAIR: THANK YOU. COUNCILMEMBER EKLUND?

PAT EKLUND: THANK YOU VERY MUCH, CHAIR ARREGUIN. SO, GREAT PRESENTATION. WHOOPS, I HAVE A LOT MORE UNDERSTANDING ABOUT WHAT THIS IS ABOUT. GLAD TO SEE THE BAY TRAIL GAPS IN THERE. BIG THUMBS UP ON THAT. IT WOULD BE NICE TO GET THAT TAKEN CARE OF. I JUST WANT TO CONFIRM THE SAN RAFAEL RICHMOND BRIDGE IS STILL A CONCERN AND I GUESS IT'S NOT A PROJECT READY. IS THAT WHY IT'S NOT ON THE LIST? SIMPLE YES OR NO IS FINE.

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GEORGIA GANN DOHRMANN: YES.

PAT EKLUND: THANK YOU. THE OTHER COMMENT I HAVE REALLY QUICK IS THAT IT MAY NOT BE APPROPRIATE FOR THIS PARTICULAR PROJECT, MAYBE THE ADDITIONAL MONEY FOR MULTI-MODAL OR SOMETHING LIKE THAT, BUT CITIES AND COUNTIES ARE ALWAYS LOOKING FOR RESURFACING, ESPECIALLY WHEN WE WANT TO DO MORE BIKE OR PEDESTRIAN ROUTES, AND THEN, SECONDLY, AT LEAST IN OUR TOWN, WE HAVE HAD A LOT MORE UNFORTUNATE DEATHS DUE TO CROSSINGS THAT ARE NOT QUITE SAFE. AND WE DON'T HAVE THE MONEY TO DO EVERYTHING THAT WE REALLY NEED TO DO. SO, IF THERE IS ANY FUNDS IN ANY OF THESE TRANSPORTATION IMPROVEMENT PROJECTS WHERE WE -- CITIES AND COUNTIES CAN GET SOME OF THIS MONEY, EITHER COMPETITIVELY, OR BY RIGHT, YOU KNOW, JUST DIRECTED TO US, WE COULD MAKE OUR STREETS A LOT MORE SAFE IF WE GOT MORE FUNDING. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. SUPERVISOR RABBIT.

DAVID RABBIT: THANK YOU. TO ALL STAFF AND THE EXECUTIVE DIRECTOR, I THINK IT'S INDICATIVE THERE IS A PENT-UP DEMAND OF THE BIPARTISAN INFRASTRUCTURE BILL AND IF YOU DON'T GET YOUR PROJECT IN, IF YOU DON'T GET IT DONE NOW, WHEN ARE YOU GOING TO GET IT DONE THAT'S PART OF WHAT WE'RE DEALING WITH. AND I

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HAVE TO ADMIT TOBIAS, I WAS CONFIRMED BY THE SENATE FOR A THIRD FOUR YEAR TERM AT THE STATE SEISMIC SAFETY COMMISSIONER AND WITH THE GOLDEN GATE BRIDGE AS A PROJECT ON THERE FOR THE SEISMIC UPGRADE, UPGRADE OF THE MID-SPAN I'M HAPPY TO SEE THAT ON THERE. AND THE BAY BRIDGE WESTERN SPAN HAS ALREADY BEEN SEISMICALLY UPDATED AND BETWEEN THE 2 REPLACING THE ROAD DECK VERSUS SEISMICALLY UPGRADING A STRUCTURE, PERSONALLY I KNOW WHERE I WOULD GO WITH THAT. I'LL LEAVE IT AT THAT. AND MY NEXT QUESTION IS, IS THIS THE IDEA TO PARE DOWN THE LIST OR LOOK FOR EXPECTATIONS ON THE COMPETITIVENESS. AND WHILE I APPRECIATE THE ADMINISTRATION'S CRITERIA FOR PROJECTS GOING FORWARD NEVER UNDERESTIMATE A BELOVED LANDMARK THAT'S RENOWNED NATION-WIDE. AND I WANT TO MAKE SURE WE DON'T LEAVE THAT OFF THE LIST WE WOULD BE LEAVING MONEY ON THE TABLE FOR ONE OF OUR LOCAL BRIDGES GOING FORWARD. THANK YOU SO MUCH.

JESSE ARREGUIN, CHAIR: MAYOR LICCARDO?

SAM LICCARDO, V. CHAIR: THANK YOU, MR. CHAIR. I JUST WANT TO THANK YOU GEORGIA AND REBECCA AND THERESE FOR REALLY BRINGING US A REALLY STRATEGIC APPROACH HERE. I THINK ALL OF US, AS ELECTED OFFICIALS HAVE BEEN ON THE HILL, AND WE KNOW THE FEELING WHEN YOU'RE TALKING TO A MEMBER OF CONGRESS, AND THEIR EYES ARE GLAZING OVER BECAUSE THEY HAVE GOT A CONFLICTING SET OF PRIORITIES THAT THEY WANT US TO ADVOCATE FOR. AND FOCUS IS

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SO CRITICALLY ESSENTIAL, I THINK, FOR OUR REGION TO BE SUCCESSFUL. SO I APPRECIATE THE FACT THAT WE ARE TRYING TO STRATEGIC HERE SO WE CAN ALL LINE UP AND GET WHAT WE ALL WANT WHICH IS THE MOST AMOUNT OF RESOURCES FOR OUR REGION TO GET AS MANY PROJECTS MOVING FORWARD AS POSSIBLE. I HAD A DETAILED QUESTION. BUT LET ME FIRST RESPOND TO MAYOR HALLIDAY AND SAY, I ACTUALLY DON'T HAVE PARTICULARLY STRONG OPINIONS. I KNOW YOU MAY HAVE MISREAD MY FACIAL EXPRESSION. THAT'S JUST USUALLY THE PUZZLED LOOK I GIVE WHENEVER I'M OUT OF MY DEPTH, BUT I'M ACTUALLY QUITE HAPPY TO WORK WITH ADVOCATES IN HAYWARD AND ELSEWHERE TO MAKE SURE THAT PROJECT IS ONE THAT MORE EMBRACED BY THE COMMUNITY. OBVIOUSLY WE GENERALLY SUPPORT ANY PROJECT THAT WILL IMPROVE TRANSIT SERVICE TO THE SOUTH BAY, BUT I DON'T HAVE STRONG OPINIONS ABOUT ANY OF THOSE SPECIFICS. SO I WELCOME A CONVERSATION, MAYOR. I WANTED TO JUST TALK ABOUT THE CIG PROJECTS IN THE NEW STARTS CORE CAPACITY CATEGORY. I'M GUESSING THIS IS A FRAMING QUESTION PROBABLY NOT SUBSTANTIVE I WANT TO ASK ABOUT THE PLUS-UP. IF WE COULD GO TO THE LANGUAGE IN THE SLIDE WHERE YOU LOOK AT THE CATEGORY THE NEW STARTS CORE CAPACITY? AND IF -- LET ME SEE HERE. I'M GOING TO TRY TO FIND THE SLIDE IF IT'S NOT UP ALREADY. BUT THE LANGUAGE, AS I RECALL, RECITES -- OH BOY. IT SUGGESTS THAT THERE IS GOING TO BE AN ADVOCACY FOR ESSENTIALLY A PLUS-UP FOR THOSE PROJECTS THAT HAVE FFGA AGREEMENTS IN HAND, BUT IT SUGGESTS IT MAY NOT BE ADVOCACY FOR PLUS-UPS FOR PROJECTS THAT ARE SIMPLY IN THE

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QUEUE, THE TWO BEING DTX, I THINK, AND BART. SAN JOSE. I JUST WANT TO UNDERSTAND, WAS THAT INTENTIONAL? OR WAS THAT JUST A MINOR TYPE GRAPHICAL OVERSIGHT?

THERESE MCMILLAN: DO YOU WANT TAKE THAT GEORGIA?

GEORGIA GANN DOHRMANN: CERTAINLY. SO, WHAT THE WAY THAT WE HAVE, SORT OF, STRUCTURED THIS IS TO KIND OF CREATE CATEGORIES. SO, ONE ADVOCACY STRATEGY IS GOING TO BE AROUND SUPPORTING PROJECTS THAT HAVE EXISTING FULL FUNDING GRANT AGREEMENTS. YOU KNOW, SECURE THE GRANT AGREEMENT RESOURCES THAT THEY HAVE BEEN GUARANTEED THROUGH THEIR FULL FUNDING GRANT AGREEMENTS AND ALSO SEEK TO AUGMENT THOSE FULL FUNDING GRANT AGREEMENTS TO OFFSET SOME OF THE COST INCREASES. SO THAT IS AN ADVOCACY STRATEGY THAT WE WERE REALLY INVOLVED IN IF FISCAL YEAR 2022, AND HAVE BEEN REQUESTED BY THE SPEAKER'S OFFICE TO HELP LEAD FOR FISCAL YEAR 2023.

THERESE MCMILLAN: GEORGIA ONE QUICK THING TO HELP YOUR -- COMMISSIONER LICCARDO, THIS IDEA OF SEEKING SUPPLEMENTARY FUNDING IS AN APPROPRIATIONS COMMITTEE ONE NOT AN AUTHORIZING ONE. SO WHAT WE HAVE TALKED ABOUT IN TERMS OF THE BIL THE BASIC SET OF THINGS NOW WAS CREATED THROUGH THE AUTHORIZATION, THE AUTHORIZING COMMITTEES FOR THE BIL AND SO FOR NEW STARTS THE PROJECTS THAT ARE IN THE PIPELINE, THAT IS BASICALLY THE

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FUNDAMENTAL GROUND PROGRAM FOR NEW STARTS THAT NOW WE'RE HOPING WOULD BE 18 MILLION OVER THE SIX YEAR PERIOD OR WHATEVER. WHAT GEORGIA IS TALKING ABOUT IS A VERY SPECIFIC SIDE BAR. [LAUGHTER] OF AN -- AND GEORGIA, INTERRUPT ME IF I HAVE THIS WRONG -- BUT THE APPROPRIATIONS COMMITTEE WAS SEEKING A DISTINCT, ALMOST, SORT OF, ANNUAL PLUS-UP FOR A DISTINCT --

SAM LICCARDO, V. CHAIR: IS THAT THE PATTY MURRAY LEGISLATION?

GEORGIA GANN DOHRMANN: THAT'S THE PATTY MURRAY LEGISLATION. IF I COULD ADD THIS DOESN'T PRECLUDE WORKING ON AN AREA OF INTEREST GOING INTO THE EXPEDITED PROJECT DELIVERY PROGRAM AND POTENTIALLY REVAMPING THE 25%. JUST TO CALL THAT OUT SPECIFICALLY BECAUSE IT IS SO UNUSUAL TO GO IN AND AUGMENT A PROJECT THAT HAS A FULL FUNDING GRANT AGREEMENT WE FELT IT WAS IMPORTANT TO BE TRANSPARENT ABOUT THAT.

SAM LICCARDO, V. CHAIR: RIGHT. LOOK, I APPRECIATE YOU HAVE TO LEVEL ALL OF YOUR CHILDREN EQUALLY, ALL OF THESE TRANSIT PROJECTS. I JUST WANTED TO MAKE SURE WE WEREN'T ON -- BY "WE" I WOULD SAY THE BART PROJECT TO THE SOUTH BAY IS NOT PRECLUDED FROM THOSE DISCUSSIONS ABOUT HOW TO DEAL WITH PANDEMIC ERA COST INFLATION JUST BECAUSE WE'RE ON THE VERGE OF THE FFGA AND

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WE HAVEN'T QUITE GOTTEN THERE YET. IS THAT -- IS IT -- IS MY CONCERN WARRANTED OR ARE WE ALL KIND OF ALIGNED?

GEORGIA GANN DOHRMANN: I THINK THAT WE ARE -- WHAT I WOULD HAVE TO SAY, I DO NOT BELIEVE IT'S STRATEGIC TO -- OR THAT THERE IS I PATHWAY IN DC TO GETTING, ADDRESSING COST OVERRUN OR COST INCREASES FOR PROJECTS THAT HAVE NOT YET SIGNED THEIR FFGA, BECAUSE THAT'S MORE APPROPRIATE TO BE A CONVERSATION THAT'S HAPPENED BEFORE YOU SIGN THE DOCUMENT SAYING THIS IS WHAT OUR SHARE IS GOING TO BE. HOWEVER THAT DOESN'T PRECLUDE THE STATE STRATEGY THAT REBECCA HAS BEEN WORKING ON CLOSE COORDINATION WITH THE VTA TEAM TO TRY TO ADDRESS SOME OF THE COST TO OFFSET PANDEMIC COSTS RELATED TO THE STATE BUDGET.

SAM LICCARDO, V. CHAIR: OF COURSE WE'LL ALL BE PUSHING FOR THE TIRCP FUNDING FOR THE BAY AREA. I WOULD BE HAPPY TO TAKE THIS OFFLINE BECAUSE IT SOUND LIKE YOU ALL KNOW QUITE A BIT MORE ABOUT THE PATTY MURRAY BILL THAN I DO AND KNOW WHAT IT CAN AND CAN'T DO. I WOULD BE HAPPY TO HAVE THAT CONVERSATION OFFLINE. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. ANY OTHER QUESTIONS OR COMMENTS AT THIS TIME? I'LL JUST MAKE A COMMENT. AS ONE OF THE REPRESENTATIVES OF ALAMEDA CAN'T CITIES ON ABAG'S EXECUTIVE DIRECTOR I WANT TO JOIN THE COMMENTS OF MY FELLOW ALAMEDA

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COUNTY REPRESENTATIVES. JUST NOTE THAT VALLEY LINK HAS A $400 MILLION COMMITMENT THROUGH OUR MEASURE B SALES TAX. WE PRIORITIZED THAT PROJECT. WE REPROGRAMMED MONEY THAT WAS ACTUALLY GOING TO GO TO THE BART TO LIVERMORE EXTENSION SO THAT PROJECT COULD MOVE FORWARD. AND IT ALSO WAS A PROJECT THAT WE SPECIFICALLY IDENTIFIED IN PLANNED BAY AREA. SO JUST SPEAKING FOR MY FELLOW ALAMEDA COUNTY CITIES, WE WANT TO MAKE SURE THAT IT'S IN A POSITION TO BE COMPETITIVE FOR FEDERAL FUNDING. AND THEN, IN ADDITION, I WANT TO ALSO AGREE WITH MAYOR DUTRA-VERNACI'S COMMENTS AROUND THE IMPORTANCE OF MAKING SURE THAT SOME OF THE CORRIDOR, MULTI-MODAL CORRIDOR PROJECTS THAT WE HAVE BEEN MOVING FORWARD IN ALAMEDA COUNTY SUCH AS THE SAN PABLO AVENUE CORRIDOR WHICH IS PART OF A MUCH BIGGER VISION TO CONNECT CONTRA COSTA TO ALAMEDA COUNTY LOOKING AT HOW WE CAN IMPROVE THE EFFICIENCY OF THE POTENTIAL OF BUS RAPID TRANSIT ON SAN PABLO AVENUE TO MOVE PEOPLE MORE EXPEDIENTLY DOWN THAT CORRIDOR IS REALLY IMPORTANT IF MY CITY OF BERKELEY WHERE STAN PABLO AVENUE STATE HIGHWAY IS PARTICULARLY UNSAFE FOR PEDESTRIAN AND BICYCLISTS, AND SO THE IMPROVEMENTS AS PART OF THAT PLAN, THAT VISION, IS NOT JUST AROUND HOW TO MOVE BUSES, BUT HOW TO MAKE THE CORRIDOR SAFER FOR EVERYONE. AND THEN THERE IS OBVIOUSLY, IN ALAMEDA COUNTY, THE EAST BAY GREENWAY'S 14th MISSION BOULEVARD PROJECT THIS IS ALSO INCREDIBLE FOR THE IMPLEMENTATION FOR THE PDAS THAT HAVE ALREADY BEEN DESIGNATED, IN THOSE CITY OF HAYWARD AND BERKELEY

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I WANT TO EMPHASIZE THE IMPORTANCE OF THE MULTI-MODAL CORRIDOR PROJECTS TO BE CONSIDERED FOR THE MEGA PROGRAM SMALL PROJECTS CATEGORY. SO THOSE ARE MY COMMENTS. WE'LL NOW TAKE PUBLIC COMMENT ON THIS ITEM. IN THE INTEREST OF TIME AND GIVEN THE LATENESS OF THE HOUR I'LL BE LIMITING PUBLIC COMMENT TO ONE MINUTE PER SPEAKER. IF YOU CAN GO TO THE FIRST SPEAKER, PLEASE, JASON BAKER.

SPEAKER: THANK YOU. JASON BAKER WITH SLG THANK YOU FOR WORKING WITH STAFF AND AGENCIES AND STAKEHOLDERS ON THIS IMPORTANT ELEMENT TO COORDINATE AN APPROACH TO MAKE IT EASIER FOR US TO APPROACH STATE AND FEDERAL PARTNERS WE APPLAUD THE OVERALL REGIONAL THINKING WE FED TO BE SMART FLEXIBLE AND TAKE INTO ACCOUNT PROJECT READINESS AND AVAILABILITY OF LOCAL MATCH AND WORKING TOGETHER ON ALL OUR REGIONAL PRIORITIES IS THE BEST WAY WE CAN GO FORWARD. IT'S -- WE WANT TO APPLAUD THE PROPOSED SUPPORT FOR BART, CALTRAINA, DIRIDON STATION AND DTX IT'S IMPORTANT WE WORK TO COMPLETE THESE PROJECTS OF REGIONAL SIGNIFICANCE IN ADDITION WITH CALTRAIN ELECTRIFICATION UNDERWAY THE BUSINESS ADOPTED NOW IS THE TIME TO PURSUE FEDERAL FUNDING TO COMPLETE PROJECTS AND TO COMPLIMENT PROGRAMS LIKE DIRIDON STATION. THANK YOU FOR YOUR, WORK. I AM COMPLETE.

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JESSE ARREGUIN, CHAIR: THANK YOU, JASON. OKAY. THE NEXT SPEAKER IS PAUL KRUPKA

SPEAKER: THANK YOU VERY MUCH. I'M PAUL REPRESENTING THE CITY OF REDWOOD CITY HIGHWAY 10184 WIDE SIDE INTERCHANGE PROJECT WE AND COUNTY PARTNERS CCAG AND SFCTA ARE GRATEFUL FOR THIS EFFORT TO THE FOCUS REGIONAL FUNDING PURSUITS AND DELIVER PRIORITY PROJECTS WE WISH TO ECHO THE WRITTEN RECOMMENDATION BY COMMISSIONERS PAPAN AND CANEPA MARCH 10TH TO INCLUDE THE 10184 PROJECT IN THE PROGRAM THE 101 PROJECT IS SIGNIFICANT AND HAS HISTORIC AT SIGNIFICANCE, IT HAS A LIST OF PROJECTS SINCE 1988 TO IMPROVE INTER-REGIONAL SR84 MOVEMENTS BETWEEN DUMBARTON BRIDGE 101 AND SAN MATEO COUNTY AND SILICON VALLEY. THE PROJECT FITS IN FOR PROGRAM, IT'S READY TO PROCEED WITH RIGHT OF WAY AND CONSTRUCTION. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. NEXT SPEAKER IS MONIQUE WEBSTER.

SPEAKER: HI THIS IS MONIQUE WEBSTER REGIONAL GOVERNMENT AFFAIRS MANAGER WITH SFMTA. THE BIPARTISAN INFRASTRUCTURE LAW PRESENTS AN EXCITING AND HISTORIC OPPORTUNITY HAVING A FOCUSED STRATEGY WILL HELP TO ENSURE AND MAGNIFY THE BAY AREA'S SUCCESS WITHIN THESE HIGHLY COMPETITIVE PROGRAMS. WITH THAT IN MIND I WANT TO EXPRESS OUR SUPPORT FOR THIS APPROACH AS WELL

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AS DEEP APPRECIATION TO MTC STAFF FOR ALL OF THEIR WORK. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. OKAY. THE NEXT SPEAKER IS JESSICA MANZI

SPEAKER: GOOD AFTERNOON I'M JESSICA THE TRANSPORTATION MANAGER FOR THE CITY OF REDWOOD CITY IN SAN MATEO COUNTY. THANK YOU FOR YOUR STRATEGIC LEADERSHIP ADVOCATES FOR FEDERAL FUNDING AND I WANT TO HIGHLIGHT TWO PROJECTS OF REGIONAL SIGNIFICANCE THAT CAN BENEFIT FROM FEDERAL FUNDING FIRST 184 INTERCHANGE PROJECT IS A MULTI-MODAL PROJECT THAT WILL LEVERAGE THE REGION'S INVESTMENT IN THE 101 EXPRESS LANES RECONNECT REDWOOD CITY EQUITY PRIORITY COMMUNITIES AND SERVICE INCREASED SAFETY FOR ROAD USERS AND WE ENCOURAGE THE COMMISSION TO INCLUDE THE PROJECT IN THE PROGRAMMATIC CATEGORY FOR IN FRONT OF OTHER RELEVANT PROGRAMS, AND -- -- BUILDING A FOUR TRACK STATION WILL REQUIRE MULTIPLE GRADE SEPARATION IN REDWOOD CITY OR CROSSING HAS BEEN TOP TEN OF THE STATE'S SECTION PRIORITY LIST AND OUR MAIN STREET CROSSING WAS RECENTLY LISTED ON THE TOP 100 LIST NATIONALLY DUE TO THE FOUR FATALITIES AT THE CROSSING SINCE 2018. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. ADINA LEVIN.

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SPEAKER: ADINA LEVIN WITH SEAMLESS BAY AREA AND PARTNER FRIENDS OF CALTRAIN TRANSBAY COALITION. SUPPORTING EVERYTHING JASON BAKER SAID EARLIER SUPPORTING A WHOLE FAMILY OF PROJECTS THAT CREATE A CONNECTED RAIL NETWORK COMPLETING CALTRAIN ELECTRIFICATION, CALTRAIN STATION REDWOOD CITY INCREASES CORRIDOR CAPACITY DOWNTOWN EXTENSION DIRIDON STATION AND CONNECTING TO BART IN SAN JOSE GETTING THAT PROJECT DONE, AND TAKING THE NEXT STEP FORWARD WITH LINKING 21. ALSO, SUPPORT MTC'S EFFORTS THROUGH THE REGIONAL RAIL STUDY TO DO ANYTHING THAT WE CAN DO AT THE REGIONAL LEVEL TO HAVE THESE PROJECTS BE MOVED FOR IN AS COST EFFECTIVE WAY AS POSSIBLE SO THAT OUR MONEY GOES AS FAR AS POSSIBLE AND LASTLY SUPPORT MAYOR ARREGUIN ON MULTI-MODAL PROJECTS ON MAJOR CORRIDOR. THANK YOU.

JESSE ARREGUIN, CHAIR: THANK YOU. NEXT RICHARD RICARDO ORTIZ. YOU'RE CURRENTLY MUTED. IF YOU WISH TO SPEAK PLEASE UNMUTE YOURSELF.

SPEAKER: I'M SORRY. THANK YOU MR. CHAIR. I APPRECIATE THE TIME. THANK YOU TO ALL YOU THE WORK YOU GUYS DO. THANK YOU TO SUPERVISOR CANEPA FOR INCLUDING US ON HIS CHRISTMAS LIST. THANK YOU FOR PAPAN FOR ADVOCACY FOR THE SEPARATION AT BROADWAY WE HAVE FREQUENT ACCIDENTS AND INCREASED FREQUENCY OF TRAINS IT WOULD BECOME WORSE. I ASK THAT YOU PAY SPECIAL ATTENTION TO OUR REQUEST AND WITH THAT THANK YOU VERY MUCH.

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JESSE ARREGUIN, CHAIR: THANK YOU. OUR NEXT SPEAKER IS EMILY LOPER BAY AREA COUNCIL.

SPEAKER: GOOD AFTERNOON COMMISSIONERS. EMILY LOPER BAY AREA COUNCIL. WE'RE VERY SUPPORT OF THIS PROCESS TO DO REGIONAL PRIORITIES AND ADVOCACY AROUND A SIGNIFICANT SHARE OF THE FEDERAL GRANT FUNDING. THIS WILL MAKE US MORE COMPETITIVE AS A REGION AND ENSURE THE DELEGATION IS WORKING WITH A SINGLE PROJECT LIST AND NOT COMPETING AGAINST EACH OTHER WE LOOK FORWARD TO WORKING WITH YOU TO SECURE THESE FUNDS IN ADVANCE OF THE PROJECTS. THANK YOU.

JESSE ARREGUIN, CHAIR: NEXT SPEAKER IS RICH HEDGES.

SPEAKER: THANK YOU. I'LL KEEP IT SHORT. I JUST WANT TO LET YOU KNOW I'M IN COMPLETE SUPPORT OF ADINA LEVIN'S COMMENTS FOR SEAMLESS BAY AREA COMMISSIONERS PAPAN AND CANEPA'S COMMENTS AND I WOULD HAVE TO SAY WITH THE BROADWAY INTERCHANGE AND BURLINGAME IT'S THE MOST DANGEROUS INTERCHANGE OF ALL I HAVE BEEN SITTING ACROSS FROM A SEMI-TRUCK STRADDLING THE TRACKS JUST BEFORE A CALTRAIN WAS SCHEDULED TO COME BY AND WAITING FOR THE LIGHT TO CHANGE AND PRAYING FOR IT TO CHANGE BEFORE THIS SEMI TOOK OUT ABOUT EIGHT CARS. THANK YOU VERY MUCH.

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JESSE ARREGUIN, CHAIR: THANK YOU. THERE ARE ANOTHER ATTENDEES THAT WISH TO SPEAK ON THIS ITEM? IF SO PLEASE RAISE YOUR HAND. THANK YOU VERY MUCH FOR YOUR COMMENTS. I'LL BRING IT BACK TO THE JOINT COMMITTEE. A MOTION IS IN ORDER. WOULD SOMEBODY LIKE TO MAKE A MOTION ON THIS ITEM?

CAROL DUTRA-VERNACI: DUTRA-VERNACI WILL MOVE THE ITEM.

SAM LICCARDO, V. CHAIR: I'LL SECOND. LICCARDO.

JESSE ARREGUIN, CHAIR: MOVED BY MAYOR DUTRA-VERNACI. SECOND BY MAYOR LICCARDO TO REFER A SUPPORT POSITION ON THE BIPARTISAN INFRASTRUCTURE LAW REGIONAL GRANT STRATEGY TO THE MTC COMMISSION. ANY FURTHER DISCUSSION ON THE MOTION? OKAY. SEEING NO RAISED HANDS. ROLL CALL ON THE MOTION.

CLERK OF THE BOARD: WE RECEIVED WRITTEN CORRESPOND FROM INNOVATION TRI-VALLEY LEADERSHIP GROUP AS WELL AS A COMBINE COMMENT LETTER FROM COMMISSIONER PAPAN AND CANEPA.

CLERK OF THE BOARD: ARREGUIN?

JESSE ARREGUIN, CHAIR: YES.

CLERK OF THE BOARD: LICCARDO.

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SAM LICCARDO, V. CHAIR: YES.

CLERK OF THE BOARD: AHN?

EDDIE AHN: AYE.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: AYE.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: EKLUND?

PAT EKLUND: AYE.

CLERK OF THE BOARD: FLEMING? HALLIDAY?

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BARBARA HALLIDAY: YEAH, I WILL VOTE YES ON THIS, BECAUSE I -- YES, I REALIZE THERE IS A LOT AT STAKE HERE, BUT I JUST WANT TO REGISTER AGAIN MY STRONG OPPOSITION TO THE SOUTH BAY CONNECT AND MAY A PLEA FOR FURTHER CONSIDERATION OF THAT PROJECT. BUT, I WILL VOTE YES.

CLERK OF THE BOARD: THANK YOU. MEMBER HUDSON? MEMBER MAR? MITCHOFF?

KAREN MITCHOFF: YES.

CLERK OF THE BOARD: PEDROZA? RABBIT?

DAVID RABBIT: YES.

CLERK OF THE BOARD: RAMOS?

BELIA RAMOS: YES.

CLERK OF THE BOARD: SCHAFF? SPERING?

JAMES P. SPERING: YES.

CLERK OF THE BOARD: IT PASSES.

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JESSE ARREGUIN, CHAIR: THANK YOU. WE'RE GOING TO MOVE AT A RAPID CLIP HERE. NEXT ITEM 4B IS FOR INFORMATION I DON'T THINK WE NEED A PRESENTATION. ANY QUESTIONS ON THIS ITEM? IF NOT, IS THERE ANY PUBLIC COMMENT ON ITEM 4B RAISE YOUR HAND. SEEING NONE. WE'LL PROCEED TO PUBLIC COMMENT ON NON-AGENDA MATTERS ITEM FIVE ANY MEMBER OF THE PUBLIC THAT WISHES TO ADDRESS ANYTHING GOT ON OUR AGENDA TODAY IF SO PLEASE RAISE YOUR HAND. SEEING NO RAISED HANDS. ANY WRITTEN COMMENTS SUBMITTED?

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. OR THE LAST ITEM.

JESSE ARREGUIN, CHAIR: THAT BRINGS US TO ITEM SIX ADJOURNMENT. THE NEXT MEETING OF THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE COMMITTEE LEGISLATION WILL BE APRIL 8TH, 2022 AT 9:40 A.M. THAT WILL BE A HYBRID MEETING MEMBERS CAN ATTEND IN PERSON OR VIRTUALLY. [ADJOURNED]

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