

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



MAY 13, 2022

1 **JOINT MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE**

2 **FRIDAY, MAY 13, 2022 9:40 AM**

3

4 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, JESS. I WOULD LIKE TO

5 CALL THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG

6 ADMINISTRATIVE COMMITTEE TO ORDER. AND IF WE COULD RUN THE

7 MEETING NOTICE? [RECORDED MEETING PROCEDURES ANNOUNCEMENT]

8 THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM

9 WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR

10 IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON

11 THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE.

12 COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM,

13 WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL

14 STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE

15 TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST

16 FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC

17 SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING

18 SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS

19 RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL

20 BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD,

21 BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN

22 FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT

23 THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO GET THE FULL ZOOM

24 EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

25



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1 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. IF WE COULD, BELIA, I
2 THINK YOU'RE FILLING IN FOR JESSE, IS THAT CORRECT?

3

4 **BELIA RAMOS, ABAG V. CHAIR:** I AM.

5

6 **JAMES P. SPERING, MTC CHAIR:** I'LL DO THE ROLL CALL FOR MTC
7 THEN MOVE TO THE MTC CONSENT CALENDAR, THEN TURN IT OVER TO
8 YOU TO DO THE ABAG COMPENSATION AND ROLL CALL. WITH THAT ROLL
9 CALL FOR MTC COMMISSIONERS, PLEASE?

10

11 **CLERK, FRED CASTRO:** ROLL FOR THE MTC PLANNING COMMITTEE.
12 COMMISSIONER AHN?

13

14 **EDDIE AHN:** HERE.

15

16 **CLERK, FRED CASTRO:** COMMISSIONER CANEPA IS ABSENT.
17 COMMISSIONER CONNOLLY?

18

19 **DAMON CONNOLLY:** HERE.

20

21 **CLERK, FRED CASTRO:** COMMISSIONER DUTRA-VERNACI IS ABSENT.
22 COMMISSIONER FLEMING?

23

24 **VICTORIA FLEMING:** PRESENT.

25



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1 **CLERK, FRED CASTRO:** THANK YOU. COMMISSIONER GIACOPINI, NON-
2 VOTING?

3

4 **DORENE M. GIACOPINI:** HERE.

5

6 **CLERK, FRED CASTRO:** THANK YOU. COMMISSIONER LICCARDO? IS
7 ABSENT. COMMISSIONER SCHAFF?

8

9 **LIBBY SCHAFF:** HERE.

10

11 **CLERK, FRED CASTRO:** THANK YOU. COMMISSIONER SPERING?

12

13 **JAMES P. SPERING, CHAIR:** PRESENT.

14

15 **CLERK, FRED CASTRO:** QUORUM IS PRESENT.

16

17 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. I'LL ENTERTAIN A
18 MOTION TO APPROVE THE MTC COMMITTEE CONSENT CALENDAR. A MOTION
19 AND A SECOND?

20

21 **DAMON CONNOLLY:** I'LL MOVE.

22

23 **LIBBY SCHAFF:** SCHAFF SECONDS.

24



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1 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. IS THERE ANY PUBLIC
2 COMMENTS OR ANY WRITTEN COMMENTS FOR THE MTC CONSENT CALENDAR?

3

4 **CLERK, FRED CASTRO:** NO WRITTEN COMMENTS WERE RECEIVED FOR THIS
5 ITEM. MEMBERS OF THE ATTENDEES HAVE THEIR HAND RAISED, AND NO
6 MEMBERS OF THE PUBLIC ARE IN THE BOARDROOM READY TO SPEAK.
7 THANK YOU.

8

9 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. FRED, ROLL CALL
10 PLEASE.

11

12 **CLERK, FRED CASTRO:** MOTION CONNOLLY SECOND SCHAFF. SUPERVISOR
13 CANEPA IS ABSENT. CONNOLLY?

14

15 **DAMON CONNOLLY:** AYE.

16

17 **CLERK, FRED CASTRO:** COMMISSIONER FLEMING?

18

19 **VICTORIA FLEMING:** YES.

20

21 **CLERK, FRED CASTRO:** THANK YOU. COMMISSIONER LICCARDO IS
22 ABSENT. COMMISSIONER SCHAFF?

23

24 **LIBBY SCHAFF:** AYE.

25



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1 **CLERK, FRED CASTRO:** THANK YOU. COMMISSIONER SPERING?

2

3 **JAMES P. SPERING, CHAIR:** YES.

4

5 **CLERK, FRED CASTRO:** PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

6

7 **JAMES P. SPERING, MTC CHAIR:** ALL RIGHT. BELIA, I'M GOING TO
8 TURN IT OVER TO YOU FOR ITEMS 2 AND 3.

9

10 **BELIA RAMOS, ABAG V. CHAIR:** I'M GOING TAKE A STEP BACK. WILL
11 THE ABAG CLERK OF THE BOARD, PLEASE, CONDUCT A ROLL CALL AND
12 CONFIRM WHETHER A QUORUM IS PRESENT FOR THE ABAG
13 ADMINISTRATIVE COMMITTEE ARREGUIN IS ABSENT. COUNCIL MEMBER
14 EKLUND?

15

16 **PAT ECKLUND:** PRESENT.

17

18 **CLERK, FRED CASTRO:** COUNCIL MEMBER FLIGOR IS ABSENT. MAYOR
19 HUDSON?

20

21 **DAVID E. HUDSON:** HERE.

22

23 **CLERK, FRED CASTRO:** SUPERVISOR LEE?

24

25 **OTTO LEE:** PRESENT.



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1

2 **CLERK, FRED CASTRO:** SUPERVISOR MITCHOFF?

3

4 **KAREN MITCHOFF:** HERE.

5

6 **CLERK, FRED CASTRO:** COUNCILMEMBER PERALEZ? IS ABSENT.

7 SUPERVISOR RABBIT?

8

9 **DAVID RABBIT:** HERE.

10

11 **CLERK, FRED CASTRO:** SUPERVISOR RAMOS?

12

13 **BELIA RAMOS, ABAG V. CHAIR:** HERE.

14

15 **CLERK, FRED CASTRO:** COUNCILMEMBER ROMERO?

16

17 **CARLOS ROMERO:** PRESENT.

18

19 **CLERK, FRED CASTRO:** QUORUM IS PRESENT.

20

21 **BELIA RAMOS, ABAG V. CHAIR:** THANK YOU. WILL THE CLERK, PLEASE,

22 MAKE THE ABAG ADMINISTRATIVE COMMITTEE COMPENSATION

23 ANNOUNCEMENT? ACCORDING TO STATE LAW I AM MAKING THE FOLLOWING

24 ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN ATTENDANCE AT

25 THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN AMOUNT OF



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1 \$150 AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER
2 IS ENTITLED TO COLLECT PER DIEM. THANK YOU.

3

4 **BELIA RAMOS, ABAG V. CHAIR:** NEXT, IS ITEM THREE THE ABAG
5 ADMINISTRATIVE COMMITTEE CONSENT CALENDAR. AND WE'RE LOOKING
6 FOR APPROVAL OF OUR MINUTES OF THE APRIL 8TH, 2022.

7

8 **DAVID E. HUDSON:** MOTION.

9

10 **CARLOS ROMERO:** SECOND.

11

12 **BELIA RAMOS, ABAG V. CHAIR:** MOTION BY HUDSON, SECOND ROMERO.
13 ANY DISCUSSION FROM MEMBERS OF THE COMMITTEE. FRED, DO WE HAVE
14 ANY PUBLIC COMMENT SUBMITTED ON THIS? EITHER WRITTEN OR HANDS
15 RAISED?

16

17 **CLERK, FRED CASTRO:** NO WRITTEN COMMENTS RECEIVED FOR THIS
18 ITEM. NO MEMBERS OF THE ATTENDEES HAVE THEIR HAND RAISED, AND
19 NO MEMBERS OF THE PUBLIC QUEUED UP IN THE BOARDROOM FOR
20 COMMENT. THANK YOU.

21

22 **BELIA RAMOS, ABAG V. CHAIR:** THANK YOU. WOULD THE CLERK PLEASE
23 CONDUCT A ROLL CALL VOTE.

24



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1 **CLERK, FRED CASTRO:** MOTION BY HUDSON, SECOND ROMERO. MAYOR
2 ARREGUIN IS ABSENT. COUNCIL MEMBER EKLUND?

3

4 **PAT ECKLUND:** AYE.

5

6 **CLERK, FRED CASTRO:** COUNCIL MEMBER FLIGOR IS ABSENT. MAYOR
7 HUDSON?

8

9 **DAVID E. HUDSON:** AYE.

10

11 **CLERK, FRED CASTRO:** SUPERVISOR LEE?

12

13 **OTTO LEE:** AYE.

14

15 **CLERK, FRED CASTRO:** SUPERVISOR MITCHOFF?

16

17 **KAREN MITCHOFF:** YES.

18

19 **CLERK, FRED CASTRO:** COUNCIL MEMBER PERALEZ? IS ABSENT.
20 SUPERVISOR RABBIT?

21

22 **DAVID RABBIT:** AYE.

23

24 **CLERK, FRED CASTRO:** SUPERVISOR RAMOS?

25



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1 **BELIA RAMOS, ABAG V. CHAIR:** YES.

2

3 **CLERK, FRED CASTRO:** COUNCIL MEMBER ROMERO?

4

5 **CARLOS ROMERO:** YES.

6

7 **CLERK, FRED CASTRO:** PASSES UNANIMOUSLY BY ALL MEMBERS PRESENT.

8

9 **BELIA RAMOS, ABAG V. CHAIR:** THANK YOU. I'LL HAND IT BACK TO
10 YOU.

11

12 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I'LL REPORT TO JESSE
13 THE OUTSTANDING LEADERSHIP. THANKS, BELIA. NEXT TWO ITEMS ARE
14 INFORMATION ITEMS. THE FIRST ONE, 5A, IS EXPLORING THIS
15 SUCCESS AND SHORTCOMINGS OF SENATE BILL 375. A LOT OF US HAVE
16 BEEN LIVING SINCE 2008. WITH THAT, DAVE VAUTIN, ARE YOU GOING
17 TO PRESENT THIS? >DAVE VAUTIN: YES, I AM. I'M DAVE VAUTIN
18 ASSISTANT DIRECTOR FOR MAJOR PLANS. I'LL ASK STAFF TO PULL UP
19 THE SLIDE DECK. WITH PLANNED BAY AREA 2050 ADOPTED AND
20 IMPLEMENTATION UNDERWAY ON A VARIETY OF FRONTS, I'M EXCITED TO
21 BE HERE TO SHARE REFLECTIONS ON THE PAST PRESENT AND FUTURE OF
22 REGIONAL PLANNING IN CALIFORNIA. WHILE MANY OF YOU ARE LIKELY
23 AWARE THAT MUCH OF THIS LEGACY IS DRIVEN BY A SIGNATURE PIECE
24 OF LEGISLATION SENATE BILL 375 PASSED IN 2008. YOU MAY BE
25 AWARE THAT THERE ARE CONVERSATIONS HAPPENING AT THE STATE



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1 LEVEL ABOUT WHERE REGIONS AND THE STATE GO FROM HERE IN THE
2 DECADE AHEAD. NEXT SLIDE. I'M GOING TO START AT THE BEGINNING
3 OF THE STORY, OF COURSE. THE LAW'S PASSAGE IN 2008 BY A
4 DYNAMIC BIPARTISAN DUO THEN BY REPUBLICAN GOVERNOR
5 SCHWARZENEGGER AND DEMOCRATIC SENATE MAJORITY LEADER,
6 STEINBERG, WHO CAME TOGETHER ON THE ISSUE OF TACKLING CLIMATE
7 CHANGE. SB 375 WAS TRANSFORMATIVE IN TERMS OF HOW REGIONS IN
8 CALIFORNIA DO THEIR LONG-RANGE PLANNING, WHEREAS BEFORE
9 REGIONAL PLANS FOCUSED NEARLY ENTIRELY ON TRANSPORTATION
10 SUPPORTING A FIXED LAND-USE PATTERN. SB 375 CHALLENGED REGIONS
11 TO IMAGINE A CLIMATE FRIENDLY LAND USE PATTERN AND PAIR THAT
12 WITH A CLIMATE FRIENDLY TRANSPORTATION STRATEGIES TO ACHIEVE
13 STATE-MANDATED GREENHOUSE GAS TARGETS. ENTER THE CALIFORNIA
14 AIR RESOURCES BOARD, OR AS WE KNOW THEM, CARB, WHO HAS THEN
15 EMPOWERED TO SET TARGETS AND REVIEW AND APPROVE REGIONAL
16 PLANS. FOR EACH PLAN CYCLE, CARB'S REVIEW BEGINS BEFORE THE
17 PLAN OFFICIALLY KICKS OFF AND REVIEWS MONTHS AFTER THE BOARD
18 APPROVES THE REGIONAL PLAN. IN THE CASE OF PLANNED BAY AREA
19 2050, WE BEGAN CONSULTING WITH CARB IN THE SPRING 2019 ON
20 TECHNICAL METHODOLOGIES AND WE'RE STILL WAITING FOR CARB'S
21 APPROVAL OF PLANNED BAY AREA 2050 SEVEN MONTHS AFTER THE
22 COMMISSION AND BOARD TOOK FINAL ACTION ON THE PLAN. THIS
23 FRAMEWORK AND PROCESS WERE COMPROMISED WITH SB 375. WITH NO
24 SIGNIFICANT IMPLEMENTATION OR FUNDING PROVISIONS INCLUDED IN
25 THAT LAW, REGIONS WERE ASSIGNED THE JOB OF CREATING LAND USE



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1 AND TRANSPORTATION PLANS THAT WERE ROBUST AND TECHNICAL BUT
2 LACKED TOOLS TO IMPLEMENT THEM. SB375 CHALLENGED REGIONS TO
3 TAKE THEIR PLANNING TO THE NEXT LEVEL, BUT THE STATE LEFT
4 UNANSWERED HOW VISIONS COULD BE TURNED INTO REALITY. NEXT
5 SLIDE. WITH SB 375 IN PLACE REGIONS ACROSS THE STATE BEGAN
6 THEIR FIRST PLAN UNDER THE NEW PLANNING FRAMEWORK HERE IN THE
7 BAY AREA FIRST PLANNED BAY AREA WAS ADOPTED IN 2013 AND WAS
8 CERTAINLY NOT WITHOUT CONTROVERSY, BUT IT DID FIND A WAY TO
9 MEET THE NEW GREENHOUSE GAS TARGET. IN 2017 MTC ABAG ADOPTED
10 PLANNED BAY AREA 2040 WHICH ITERATED ON THE ORIGINAL PLAN AND
11 HAD A STRONG FOCUS ON THE WORSENING HOUSING CRISIS SETTING THE
12 STAGE FOR THE AGENCY'S HOUSING EFFORTS THAT ARE ONGOING TODAY.
13 OVER THE PAST FOUR YEARS, ALL OF YOU HAVE BEEN ENGAGED IN
14 CRAFTING PLANNED BAY AREA 2050 WHICH PRIORITIZED A BROAD RANGE
15 OF GOALS BEYOND CLIMATE, INCLUDING SOCIAL EQUITY AND
16 RESILIENCE IN A HIGHLY UNCERTAIN FUTURE INTEGRATING NEW
17 ELEMENTS INTO THE PLAN LIKE ECONOMIC DEVELOPMENT AND
18 ENVIRONMENTAL PROTECTION. EACH OF THESE PLANS REFLECTED A
19 STRATEGIC EVOLUTION FROM THE OLD SCHOOL APPROACH FOCUSED ON A
20 LENGTHY LIST OF TRANSPORTATION PROJECTS TO A COMPREHENSIVE
21 STRATEGY, STRATEGY FOCUSED VISION FOR THE BAY AREA'S FUTURE.
22 THE PLAN IS INCREASINGLY LINKING STRATEGIES TO NEAR-TERM
23 IMPLEMENTATION ACTIONS TO IDENTIFY HOW MTC ABAG IN PARTNERSHIP
24 WITH OTHER ORGANIZATIONS WOULD TURN THAT VISION INTO A
25 REALITY. NEXT SLIDE. PERHAPS MORE SO THAN OTHER REGIONS IN THE



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1 STATE, MTC ABAG HAS ALSO BEEN RECOGNIZED AS A LEADER IN
2 FINDING CREATIVE WAYS TO BEGIN TO FUND AND REALIZE THE LONG
3 RANGE PLANS VISION WITH STATE ASSISTANCE. WITH EFFORTS
4 HIGHLIGHTING OBAG GRANT PROGRAMS ENTERING ITS THIRD CYCLE
5 FOCUSED ON CROSS CUTTING INVESTMENTS AND SUPPORTING OUR LOCAL
6 PARTNERS WITH FLEXIBLE FUNDING THE REAP PROGRAM WITH HELPED
7 WITH HOUSING ELEMENTS, ZONING UPDATES, AND IMPLEMENTING
8 HOUSING STRATEGIES AND OF COURSE ADVANCE RHNA IMPLEMENTATION
9 AS WELL. AND THE BAHFA PILOT PROGRAM, THE LATEST EFFORTS TO
10 DEMONSTRATE THE TYPES OF PROGRAMS THAT THE REGIONAL AGENCIES
11 COULD PROVIDE TO HELP RESIDENTS AND LOCAL COMMUNITIES AND
12 ADVANCE PLANNED BAY AREA 2050 HOUSING STRATEGIES. NEXT SLIDE.
13 WHILE MUCH PROGRESS HAS BEEN MADE, IMPLEMENTATION NEEDS TO
14 ACCELERATE QUICKLY IF WE'RE GOING TO TACKLE OUR WORSENING
15 CLIMATE, EQUITY, AND HOUSING CRISIS. WITH THREE ITERATIONS OF
16 REGIONAL PLANS NOW COMPLETE, MANY, ACROSS THE STATE, ARE
17 REFLECTING WHAT'S NEXT FOR REGIONAL PLANNING IN CALIFORNIA,
18 WHAT'S WORKING, WHAT COULD BE IMPROVED WITH CHANGES TO OUR
19 SOCIETY AND OUR PLAN, IS THIS 2008 LAW STILL AS RELEVANT TODAY
20 AS IT WAS THEN. AT THE PROMPTING OF LEGISLATURE, DOZENS OF
21 STATE STAFF PRODUCED THE AB 285 REPORT WHICH EXPLORES PLANNING
22 AND FUNDING IN THE TRANSPORTATION ARENA AS WELL AS THE DRAFT
23 SB 150 REPORT, WHICH EXPLORES THE BROADER ARRAY OF LAND USE
24 AND TRANSPORTATION TOPICS. WHILE WE DO NOT AGREE WHAT'S LAID
25 OUT IN THE REPORTS THERE ARE TAKE-AWAY'S THAT ARE WELL



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1 GROUNDED WITH THOUGHTFUL CONSIDERATION HOW WE CAN PARTNER WITH
2 THE STATE AND TACKLE SHARED CHALLENGES. IN PARALLEL WITH THE
3 REPORTS SENATORS CORTESE AND ALAN CONTINUED TO ADVANCE SB 1217
4 THROUGH LEGISLATURE, A BILL DESIGNED TO EVOLVE THE REGIONAL
5 PLANNING PROCESS TO ESTABLISH 375 AND WE HAVE BEEN WORKING
6 WITH STAFF TO SEE A POTENTIAL AVENUE FOR DIALOGUE, REFOCUSING
7 REGIONAL STATE ENERGIES FROM PLANNING TO IMPLEMENTATION. I'LL
8 DIVE INTO A FEW FINDINGS FROM THE SUBSTANTIVE REPORTS AND TO
9 SOME OF OUR FEEDBACK TO POLICY MAKERS AND STAFF IN SACRAMENTO.
10 CENTRAL TO STATES CONCERNS, THE FACT THAT GREENHOUSE GAS
11 EMISSIONS AND VEHICLE MILES TRAVELED BOTH STATEWIDE AND IN
12 NEARLY ALL REGIONS ARE NOT DECLINING TO THE EXTENT NECESSARY
13 TO ACHIEVE CLIMATE GOALS. THIS GRAPH SHOWS STATEWIDE TREND
14 LINES BETWEEN 2001 AND 2019. WHILE OUR REGION AND MANY OTHERS
15 ACHIEVED THE 10% REDUCTION TARGETS IN 2020 THIS WAS PRIMARILY
16 DUE TO THE COVID-19 PANDEMIC AND STAY-AT-HOME ORDERS THAT
17 REDUCED AUTOMOBILE TRIPS THAT YEAR. ACTION AT ALL LEVELS OF
18 GOVERNMENT, REGIONAL, LOCAL, STATE AND FEDERAL IS REQUIRED IF
19 WE WANT TO MAKE HEADWAY IN TACKLING CLIMATE CHANGE. AB 285 IN
20 PARTICULAR, HINTS THAT TRANSPORTATION INVESTMENT DECISIONS ARE
21 AT THE CORE OF THIS SHORTCOMING. IT'S IMPORTANT TO UNDERSCORE
22 THAT LONG TIMELINES AND COMPLEX DELIVERY PROCESSES COBBLING
23 TOGETHER DIFFERENT FUNDING SOURCES AND APPROVALS, MAKING IT
24 DIFFICULT FOR TRANSPORTATION PROJECT SPONSORS TO CHANGE
25 DIRECTION ON A DIME AS STATE GOALS EVOLVE. MEGA PROJECTS TAKE



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1 DECADES OF EFFORT AND BILLIONS IN FUNDING; CASE IN POINT THE
2 IDEA OF BART GOING TO SILICON VALLEY WAS FIRST FLOATED AND
3 DISCUSSED IN THE 1960s BUT TOOK UNTIL 2020 FOR THE FIRST SOUTH
4 BAY BART STATION TO BECOME A REALITY. FURTHERMORE THE STATE'S
5 ANALYTICAL APPROACH ON THIS TOPIC DOES OMIT IMPORTANT FUNDING
6 SOURCES AND WOULD PROVIDE A PRECISE UNDERSTANDING OF THIS
7 FUNDING LANDSCAPE. NEXT SLIDE. BUT ALL THOSE CAVEATS BEING
8 SAID WE CAN SEE WHERE THE STATE'S FRUSTRATION IS COMING FROM.
9 MORE SO ELSEWHERE IN CALIFORNIA THAN HERE IN THE BAY AREA,
10 THERE IS A MEANINGFUL DIVERGENCE BETWEEN NEAR-TERM
11 TRANSPORTATION INVESTMENTS AND URGENT CLIMATE AND EQUITY
12 PRIORITIES. WHILE THE ERA OF NEW FREEWAYS IS OVER IN OUR
13 REGION IT DOES CONTINUE ELSEWHERE. THE ON SCREEN, YOU CAN SEE
14 WHAT TOOK PLACE IN BAKERSFIELD WHERE HUNDREDS OF HOMES
15 PRIMARILY OWNED BY PEOPLE OF COLOR WERE DEMOLISHED IN
16 PREPARATION FOR THE NEW SR58 FREEWAY WENT STRAIGHT THROUGH
17 THEIR RESIDENTIAL NEIGHBORHOOD. WHILE THIS SEEMS OUT OF THE
18 HISTORY BOOKS FROM THE '50S AND '60s STATE PLANNERS ARE
19 CONCERNED IT'S STILL HAPPENING IN CALIFORNIA IN BAKERSFIELD
20 ISN'T ALONE FOR EXAMPLE, EFFORTS ARE UNDERWAY THROUGH LOS
21 ANGELES TO ACCOMMODATE NEW TRAVEL LANES. IT'S CLEAR MORE
22 THOUGHT IS REQUIRED ABOUT HOW TO EVOLVE LONG-STANDING PROJECTS
23 ON THE BOOKS TO BETTER ALIGN WITH 21st CENTURY GOALS. NEXT
24 SLIDE. MOVING TO LAND USE THE SB150 REPORT CONNECTS THE DOTS
25 BETWEEN CLIMATE AND LAND USE DECISIONS PERHAPS A GREATER CAUSE



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1 FOR RISING EMISSIONS THAN THAT UP PROJECTS ALONE. THE LACK OF
2 HOUSING PRODUCTION IN COASTAL COMMUNITIES PLACES LIKE SANTA
3 MONICA AND OTHER WEST SIDE SOCAL CITIES WITH RELATIVELY GOOD
4 TRANSIT ACCESS IS PUSHING GROWTH TO INLAND COMMUNITIES LIKE
5 THE SUBURBAN EDGE OF RIVERSIDE COUNTY SHOWN ON THE RIGHT THESE
6 PLACES LACK FREQUENT CONNECTION AND REQUIRE LONG COMMUTES AND
7 AS PRICES RISE IN THE MOST CLIMATE EFFICIENT PLACES WHERE
8 GREEN TRANSPORTATION OPTIONS ALREADY EXIST THOSE VULNERABLE
9 LOW-INCOME RESIDENTS AND COMMUNITIES ARE COLOR ARE
10 DISPROPORTIONATELY IMPACTED. NEXT SLIDE. WE HAVE TO
11 ACKNOWLEDGE THE STATE DOES NOT BLAME -- DOES NOT PIN THE BLAME
12 FOR ALL OF THIS ON REGIONS ALONE AS THEY HAVE SOMETIMES
13 INCORRECTLY DONE IN THE PAST. BOTH REPORTS ACKNOWLEDGE THE
14 STATE ITSELF IS A KEY CONTRIBUTOR TO THE AFOREMENTIONED
15 TRANSPORTATION AND LAND USE CHALLENGES RELATED TO CLIMATE. FOR
16 EXAMPLE, MANY TRANSPORTATION PROJECTS HAVE ONLY A SMALL
17 FRACTION OF THEIR FUNDING READILY AVAILABLE UNLESS THEY MUST
18 COMPETE FOR STATE PROGRAMS TO BECOME FULLY FUNDED A HANDFUL OF
19 STATE PROGRAMS HIGHLY PRIORITIZE CLIMATE GOALS OTHER PROGRAMS
20 ARE LESS EVOLVED. TAKE FOR EXAMPLE, THE CENTRAL VALLEY AS YOU
21 CAN SEE THE STATE IS CURRENTLY FUNDING TWO PROJECTS THROUGH
22 TWO DIFFERENTLY AGENCIES RIGHT NEXT TO EACH OTHER IN THE SAME
23 CORRIDOR JUST OUTSIDE FRESNO. ON THE LEFT YOU CAN SEE SR99
24 WHICH WAS RECENTLY WIDENED USING STATE MONEYS TO SIX LANES TO
25 SUPPORT WORTHY MOBILITY AND ECONOMIC DEVELOPMENT GOALS. AND ON



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1 THE RIGHT YOU CAN SEE HIGH SPEED RAIL BEING CONSTRUCTED ALSO
2 USING A LARGE AMOUNT OF STATE DOLLARS ONE OF THESE INVESTMENTS
3 INCREASES GREENHOUSE GAS EMISSIONS IN THE CORRIDOR THE OTHER
4 REDUCES GREENHOUSE GAS EMISSIONS THIS VISUAL DEMONSTRATES HOW
5 THE STATE'S OWN FUNDING CAN SOMETIMES WORK AT CROSS PURPOSES.
6 AND IF IT TRULY DESIRES TO ACHIEVE CLIMATE GOALS, IT MAY NEED
7 TO GET ON THE SAME PAGE WITH ITSELF. NEXT SLIDE. PIVOTING BACK
8 TO THE BAY AREA BOTH REPORTS INCLUDE SOME KEY ACKNOWLEDGEMENTS
9 THE BAY AREA IS A LEADER. WE HAVE THE LEAST GREENFIELD
10 DEVELOPMENT OF ANY MAJOR METRO IN CALIFORNIA. OUR PLANS AND
11 OUR FUNDING PROGRAMS ARE TRULY PRIORITIZING TRANSIT OVER
12 HIGHWAY INVESTMENTS TO A LARGE EXTENT TO ADVANCE TOWARDS
13 CLIMATE GOALS. BUT OF COURSE OUR REGION IS NOT ENTIRELY IMMUNE
14 TO THESE STATEWIDE TRENDS WHETHER IT'S OUR CHALLENGES IN
15 BUILDING SUFFICIENT HOUSING AT ALL INCOME LEVELS IN THE RIGHT
16 PLACES, CHALLENGES IN DELIVERING TRANSPORTATION MEGA PROJECTS
17 NECESSARY TO GROW TRANSIT RIDERSHIP AND REDUCE EMISSIONS AND
18 MANY MORE CHALLENGES THAT ARE SHARED. NEXT SLIDE. THE GOALS TO
19 REALIGN PRIORITIES AT MULTIPLE LEVELS OF GOVERNMENT RELATED TO
20 OUR REGION'S PLAN AND SIMILARLY IN SAN DIEGO AS SAN DIEGO
21 FORWARD ARE CONSISTENT WITH THE SCALE OF WHAT'S TRULY REQUIRED
22 TO ACHIEVE GOALS TO SERVE BEST PRACTICES FOR OTHER REGIONS TO
23 FOLLOW. TURNING THOSE PLANS INTO REALITY IS TRULY THE HARDEST
24 PART. NEXT SLIDE. ALL OF THIS WILL REQUIRE GREATER PARTNERSHIP
25 BETWEEN ALL LEVELS OF GOVERNMENT ROWING IN THE SAME DIRECTION



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1 WE ASK THE STATE WORK CLOSELY WITH REGIONS AND LOCAL
2 GOVERNMENTS OTHER THAN PURSUING TOP DOWN ONE SIZE FITS ALL
3 SOLUTIONS. THE STATE NEEDS TO PRIORITIZE BETTER WHILE SUPPORT
4 OF CLIMATE GOALS IS KEY THERE ARE DOZENS OF DIFFERENT STATE
5 AGENCIES AND LACK OF CONSISTENT PRIORITIES WITHIN THE STATE
6 ITSELF BECAUSE CROSS CUTTING SOLUTIONS LINKING TRANSPORTATION,
7 HOUSING, ECONOMIC DEVELOPMENT AND ENVIRONMENTAL RESILIENCE ARE
8 REQUIRED TO SOLVE THESE THORNY CHALLENGES THE STATES MUST
9 BETTER TO FIND PRIMARY OBJECTIVES SO DEPARTMENTS CAN WORK IN
10 HARMONY RATHER THAN AT CROSS PURPOSES. NEXT SLIDE. THESE ARE
11 THE HIGHLIGHTS OF MANY REFLECTIONS INCLUDED IN THESE LENGTHY
12 NEW REPORTS FROM THE STATE. AND NOW WE'LL PIVOT QUICKLY TO
13 WHAT IDEAS AND SOLUTIONS WE'RE SUGGESTING TO THE STATE. IN
14 SHORT, REGIONS NEED TWO THINGS, MORE FUNDING AND MORE
15 AUTHORITY TO DELIVER OUR PLANS. WE WOULD ENCOURAGE THE STATE
16 TO CONTINUE INVESTS AND SUBSTANTIALLY GROWING FLEXIBLE
17 PROGRAMS LIKE REAP TO ENABLE A BROAD RANGE OF INVESTMENTS TO
18 ACCELERATE PLAN IMPLEMENTATION. REGIONS IN COMMUNITIES ARE ALL
19 UNIQUE AND SOME OF THE BEST SOLUTIONS ARE GOING TO BE
20 INNOVATIVE AND WON'T FIT INTO TRADITIONAL SILOS. AS MENTIONED
21 WE'RE ENCOURAGE THE STATE TO DECLARE ITS OWN PRIORITIES AND
22 CONDUCTING PLANNING WHILE THOUGHTFULLY CONSIDERING REALISTIC
23 FINANCIAL CAPACITY AND GIVEN THE STATE HAS AN ABILITY TO SHIFT
24 TRANSPORTATION MONEYS TO ADVANCE LOCAL PRIORITY PROJECTS THAT
25 BEST ADVANCE SUSTAINABILITY AND EQUITY, WE THINK WE WOULD BE



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1 WELL POSITIONED TO COMPETE IF THE STATE SET THOSE GOALS AS ITS
2 NORTH STAR GIVEN HOW COMMUNITIES IN OUR REGION HAVE BEEN
3 LEADERS ON THIS FRONT. NEXT SLIDE. WE WOULD ALSO SUGGEST THE
4 STATE THINK BEYOND FUNDING, AUTHORITY TO IMPLEMENT IS ANOTHER
5 CRITICAL SUCCESS FACTOR. AS MANY OF YOU ARE AWARE FROM PLANNED
6 BAY AREA 2050, TRANSPORTATION INVESTMENTS ACCOUNT FOR JUST A
7 COUPLE PERCENTAGE POINTS OUT OF THAT 19 PERCENTAGE POINTS
8 GREENHOUSE TARGET. IT'S THE MORE POWERFUL BUT POLITICALLY
9 CHALLENGING STRATEGY LIKE PRICING, SPEED LIMITS,
10 ELECTRIFICATION, TRAVEL DEMAND MANAGEMENT LAND USE AND MORE
11 THAT TRULY MOVE THE NEEDLE. TO DELIVER ON THE PLAN'S VISION
12 WE'LL NEED THE STATE'S STRONG SUPPORT TO GREEN LIGHT PILOTS
13 AND MODERNIZE POLICIES TO ADVANCE MANY OF THE IMPLEMENTATION
14 EFFORTS KICK STARTED IN RECENT MONTHS. NEXT SLIDE. LAST BUT
15 NOT LEAST, WE THINK THE STATE SHOULD EXPLORE REFORMS TO THE
16 LAW GUIDING THESE REGIONAL PLANS, SB 375, AS SENATORS CORTESE
17 AND ALAN ARE DOING WITH SB1217. IMPROVING AND ACCELERATING
18 IMPLEMENTATION MUST BE A TOP PRIORITY. THE EXCESSIVE EMPHASIS
19 ON PRECISE FORECAST DOWN TO THE DECIMAL POINT FOR GREENHOUSE
20 GAS EMISSIONS DISTRACT FROM THE BROADER GOAL CREATING CLIMATE
21 SMART PLANS THAT LIGHT THE PATH FORWARD AND IMPORTANTLY
22 IDENTIFY TANGIBLE NEAR-TERM ACTIONS TO DELIVER. 1217 WOULD
23 REQUIRE A WORKING GROUP TO EXPLORE IMPLEMENTATION PLANS JUST
24 LIKE WE DID WITH PLANNED BAY AREA 2050 TO TRACK PROGRESS AND
25 IN EXCHANGE OFFER A SIMPLIFIED PLANNING PROCESS STREAMLINED



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1 THAT CREATES A BAND WITH REGIONS TO JOINTLY IMPLEMENT THE BOLD
2 IDEAS THAT EMERGE FROM THESE PLANS, SB1217 IS OPPORTUNITY TO
3 CONSIDER KEY GOALS SUCH AS EQUITY CLIMATE RESILIENCE INTO
4 PLANS ACROSS THE STATE SIMILAR TO WHAT WE HAVE DONE HERE IN
5 THE BAY AREA. THE THERE IS A LOT TO DISCUSS IN THE COMING
6 MONTHS ESPECIALLY GIVEN THE UPDATE TO OUR PLAN IS MORE THAN A
7 YEAR AWAY WE'LL CONTINUE TO WORK WITH THE STATE AND ALSO WORK
8 TO POSITION OUR REGION AND OUR COUNTY AND LOCAL PARTNERS FOR
9 SUCCESS IN THE YEARS AHEAD. WITH THIS I'M HAPPY TO TAKE ANY
10 QUESTIONS AT THIS TIME.

11

12 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, DAVID. FRED, YOU'RE
13 GOING HAVE TO HELP ME. I DON'T KNOW THEY CAN SEE ANY HANDS
14 THAT ARE RAISED. DO YOU SEE ANY HAND RAISED?

15

16 **DAVID E. HUDSON:** EXCEPT THE ONE IN FRONT OF YOU.

17

18 **CLERK, FRED CASTRO:** [INDISCERNIBLE].

19

20 **JAMES P. SPERING, MTC CHAIR:** WE HAVE DAVE HUDSON HERE IN THE
21 ROOM. WHO DID YOU SAY, FRED?

22

23 **CLERK, FRED CASTRO:** COMMISSIONER PAPAN.

24

25 **JAMES P. SPERING, MTC CHAIR:** OKAY. GINA, GO AHEAD.



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1
2 **GINA PAPAN:** THANK YOU. DAVE, THAT WAS AMAZING. REALLY
3 APPRECIATE THAT PRESENTATION. I THINK THERE IS A GREAT
4 OPPORTUNITY HERE. YOU PUT A LOT OF EMPHASIS ON THE REGION,
5 AND, SO, FOR A REGION LIKE MINE, LEGISLATION, LIKE THE
6 SEAMLESS LEGISLATION ACTUALLY REQUIRING TRANSPORTATION TO
7 COORDINATE WOULD BE EXCEPTIONALLY HELPFUL HERE. RIGHT ON OUR
8 HORIZON, HERE, OF COURSE, WE HAVE AN INTERMODAL STATION WITH
9 THREE SEPARATE -- OR PROPOSED THREE SEPARATE TRANSIT STATIONS
10 WHEN IT SHOULD ACTUALLY BE ONE, WHERE WE'RE MAKING IT MORE
11 CONVENIENT FOR PEOPLE TO TRAVEL. THE DOLLARS SPENT, YOU SHOWED
12 HIGHWAY PRODUCTION AS OPPOSED TO HIGH SPEED RAIL, AND I THINK
13 THE -- WHAT'S HAPPENING IN SACRAMENTO RIGHT NOW IS, WE KNOW
14 HOW TO DO HIGHWAYS, BUT HIGH SPEED RAIL SEEMS TO BE A HUGE
15 MONEY SUCK. [LAUGHTER] AND NOT A LOT OF OVERSIGHT. WE WOULD
16 LIKE TO SEE HIGH SPEED RAIL WORK, BUT THERE JUST DOESN'T SEEM
17 TO BE ENOUGH -- IT'S EASIER FOR US TO DO THIS THAN THAT. SO, I
18 DON'T KNOW HOW THAT IS SOLVED. HOPEFULLY IT DOES GET RESOLVED,
19 BECAUSE THAT WOULD BE A WONDERFUL THING. THIS IS A GREAT
20 PRESENTATION, THOUGH. AND I WOULD LOVE TO HAVE IT SHARED
21 THROUGHOUT, KIND OF, THE LEGISLATURE. BECAUSE IT REALLY SPELLS
22 THINGS OUT. AND I WANTED TO EMPHASIZE, TOO, A LOT OF TIMES
23 HIGHWAY DEVELOPMENT FOLLOWS OTHER DEVELOPMENTS. SO, IN MY
24 LIFETIME, THE HIGHWAY 280 WAS BUILT AS THE PENINSULA STARTED
25 TO GROW. I REMEMBER BEING IN A SACRAMENTO HEARING AS A YOUNG



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1 PERSON, AND SOMEBODY FROM SAN DIEGO SAID WE DON'T WANT TO
2 BUILD MORE HIGHWAYS, BECAUSE PEOPLE WILL COME. THAT WAS
3 INTERESTING. [LAUGHTER] BUT NOT A GOOD ANALYSIS. SO WE HAVE
4 COME A LONG WAY, AND I REALLY -- I LIKE THIS APPROACH TO
5 TAKING THE BIGGER PICTURE. SO, I WANT TO THANK YOU. I THINK
6 THIS HAS HUGE OPPORTUNITIES, AND I WOULD LOVE TO SEE IT AGAIN.
7 THANK YOU.

8

9 **JAMES P. SPERING, MTC CHAIR:** DAVID HUDSON?

10

11 **DAVID E. HUDSON:** DAVE, YOU CAN PUT THAT GRAPH BACK UP? I WANT
12 TO MAKE SURE I UNDERSTAND WHAT YOU'RE SAYING. AS I'M
13 REMEMBERING, YOUR REPORT IS, YOU SHOW THE GRAPH WHEN WE
14 STARTED BACK IN 2008, 6-5, DEPENDING ON WHICH ONE OF THE
15 LEGISLATIONS YOU LOOKED AT, AND WE GOT GREENHOUSE GASSES DOWN
16 AND NOW WE'RE BACK TO WHERE IN 2008. AND IS WE THE BAY AREA OR
17 THE STATE OF CALIFORNIA? THE BLUE LINE. >DAVE VAUTIN: GOOD
18 QUESTION. LET ME EXPLAIN THIS GRAPH IT'S A STATEWIDE GRAPH
19 TREND STATEWIDE GREENHOUSE GAS EMISSIONS AND VEHICLE MILES
20 TRAVELED FROM THE CARB SB150 REPORT IT BASICALLY DESCRIBES HOW
21 GREENHOUSE GAS AND EMISSIONS AND VMT COMPARE TO 2005 LEVELS.
22 WHAT YOU CAN SEE IN THERE IS IN THE LATE 2000 AND THROUGH AT
23 THE GREAT RECESSION THERE WAS SIGNIFICANT REDUCTION IN PER
24 CAPITA GREENHOUSE GAS EMISSIONS AND VEHICLE MILES TRAVELED.
25 BUT AS THE ECONOMY OF THE STATE GREW THROUGHOUT THE 20 TENS,



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1 IT WAS GROWING IN A WAY THAT WAS YIELDING LONGER TRAVEL
2 DISTANCES AND ADDITIONAL AUTO USE AND THAT SPIKED IN THE
3 LATTER HALF OF THE LAST DECADE, AND THAT'S WHAT'S CREATING
4 QUITE A BIG GAP BETWEEN THE CLIMATE GOAL FOR 2020 AND WHERE WE
5 WERE JUST BEFORE COVID.

6

7 **DAVID E. HUDSON:** YOU CAN SEE WHY I'M GOING TO QUESTION SOME OF
8 THESE THINGS. BECAUSE THE EARLY DISCRETE ACTIONS BACK IN '07
9 AND '08 DROPPED THE MONEY INTO THE PORT WE WERE TRYING TO GET
10 DOWN TO 427 MILLION METRIC TONS OF CO2 EQUIVALENT BY 1990, AND
11 WE WERE DOWN TO ABOUT 369 NOW WHAT I'M READING ON THIS THING
12 IS WE'RE BACK UP OVER 427? AND WE HAVE BEEN ELECTRIFYING AND,
13 I MEAN, I HOPE SOMEBODY'S QUESTIONING THIS. BECAUSE IT ISN'T
14 JUST VEHICLE MILES TRAVELED. SOME OF THESE THINGS ARE ELECTRIC
15 VEHICLES. AND SOME OF THE OTHER THINGS WE HAVE DONE. AND THIS
16 MAKES US LOOK LIKE WE HAVEN'T DONE ANYTHING. I'LL JUST LEAVE
17 IT AT THAT.

18

19 **JAMES P. SPERING, MTC CHAIR:** FRED, DO YOU SEE ANY OTHER HANDS?

20

21 **CLERK, FRED CASTRO:** PEDROZA HAS HIS HANDS UP.

22

23 **JAMES P. SPERING, MTC CHAIR:** ALFREDO?

24



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1 **ALFREDO PEDROZA:** THANK YOU, JIM. DAVE, GREAT PRESENTATION.
2 REALLY ENJOYED, KIND OF, YOUR FOCUS FROM BIG TO SMALL. AND
3 REALLY SUPPORT THESE REGIONAL GOALS AND THESE REGIONAL
4 OBJECTIVES. ONE THING I WANT TO MAKE SURE WE CONTINUE TO FOCUS
5 ON IS WHAT THIS MEANS AT THE LOCAL LEVEL. RIGHT? SO, AS WE
6 CONTINUE TO TALK ABOUT REGIONAL PLANNING, WHICH WE SUPPORT, WE
7 HAVE GOT TO MAKE SURE WE TALKS ABOUT THE INCENTIVES TO DELIVER
8 THOSE OUTCOMES AND VALUE AT THE LOCAL LEVEL. WE AS LOCALITY
9 ELECTED WE HEAR ABOUT IT IN TERMS OF WHAT IT MEANS LOCALLY.
10 CAN YOU SHARE MORE ABOUT THE EMPHASIS FOR OPPORTUNITY TO
11 CONTINUE TO FOCUS ON EXPANDING INCENTIVES WE CAN PUT TO
12 CONTINUE TO ADVANCE REGIONAL PLANNING. >DAVE VAUTIN:
13 DEFINITELY. BOTH OF THESE RECOMMENDATIONS BOTH ON THE FUNDING
14 AND IMPLEMENTATION SIDE THEY'RE NOT LIMITED TO THE REGIONAL
15 LEVEL BUT ALSO PROVIDING FLEXIBILITY FOR LOCAL GOVERNMENTS AND
16 MORE FUNDING FOR LOCAL GOVERNMENTS AS WELL. WITH THE REAP
17 PROGRAM THERE HAS BEEN DISCUSSION OF FUTURE SYKES PROPOSED FOR
18 REAP AND BROADENING MORE FUNDING TYPES ELIGIBLE WHETHER THAT'S
19 REAP OR SOME FUTURE REAP PROGRAM THAT COULD CONNECT LAND USE
20 TRANSPORTATION OPEN UP A WIDE RANGE OF DIFFERENT ELIGIBILITY
21 FOR THAT AND FUND LOCAL PROJECTS. SAME THING ON THE
22 IMPLEMENTATION SIDE. ONE EXAMPLE HERE WOULD BE WITH REGARDS TO
23 SPEED LIMIT WHICH IS A KEY SAFETY AND CLIMATE STRATEGY IN OUR
24 PLAN. AS YOU ARE PROBABLY AWARE, THERE IS EFFORTS TO HAVE
25 PILOTS AND OPEN UP THE OPPORTUNITY FOR LOCAL JURISDICTIONS TO



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1 HAVE SPEED CAMERAS AND SPEED ENFORCEMENT, WHICH IS REFLECTED
2 IN PLANNED BAY AREA 2050, BUT, ULTIMATELY, THAT WOULD BE THE
3 SORT OF THING THAT IT WOULD BE PROVIDING THE OPTION TO LOCAL
4 JURISDICTIONS TO CONSIDER. SO, THOSE ARE THE SORTS OF EXAMPLES
5 OF, YOU KNOW, IT ISN'T ALL ABOUT JUST, YOU KNOW, PROVIDING
6 FUNDING TO REGIONS, BUT ALSO PROVIDING FUNDING AND AUTHORITY
7 TO CITIES, AS WELL.

8

9 **ALFREDO PEDROZA:** I APPRECIATE THAT, DAVE. AND, AGAIN, WHEN WE
10 WENT THROUGH PLANNED BAY AREA IT EPITOMIZED THE TENSION LOCAL
11 CITIES AND COUNTIES ARE FEELING WHEN YOU ADDRESS GREENHOUSE
12 GAS EMISSIONS AND JOBS, EDUCATION, AND HOUSING AND CONFLICTING
13 WITH EACH OTHER. ACTING REGIONALLY GIVES US AN ABILITY TO
14 EFFECTUATE OUTCOMES BUT WE NEED THE RESOURCES AND ABILITY.
15 THANK YOU.

16

17 **CLERK, FRED CASTRO:** CHAIR SPERING, SUPERVISOR CONNOLLY HAS HIS
18 HAND RAISED.

19

20 **JAMES P. SPERING, MTC CHAIR:** SUPERVISOR CONNOLLY.

21

22 **DAMON CONNOLLY:** THANKS, JIM. JUST WANT TO FOLLOW UP ON
23 ELECTRIC VEHICLES. MORE OF A QUICK STATEMENT RATHER THAN A
24 QUESTION. THE STATE GETS TO TAKE CREDIT FOR MOST OF THE
25 GREENHOUSE GAS EMISSION REDUCTION RESULTING FROM THE



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1 TRANSITION TO ELECTRIC VEHICLES RIGHT NOW. WHICH MEANS THAT
2 MPOS DO NOT YET GET TO COUNT THIS TOWARD THEIR TARGETS.
3 DESPITE WIDESPREAD LOCAL AND REGIONAL INVESTMENT, AS WE ALL
4 KNOW, SO ONE OF THE PRIMARY TOOLS TO COMBAT GREENHOUSE GAS
5 EMISSIONS REDUCTION, TRANSPORTATION, THE STATE, AND MPOS NEED
6 TO RECONCILE WHO GETS TO TAKE CREDIT TO THESE REDUCTIONS,
7 ESPECIALLY SINCE LONGER TERM TRANSPORTATION AND HOUSING
8 INVESTMENTS TAKE TIME TO ADVANCE.

9

10 **JAMES P. SPERING, MTC CHAIR:** THAT'S A GOOD POINT. THANK YOU.
11 ANY OTHER HANDS?

12

13 **CLERK, FRED CASTRO:** COMMISSIONER PAPAN HAS HER HAND RAISED.

14

15 **JAMES P. SPERING, MTC CHAIR:** OKAY. GINA.

16

17 **GINA PAPAN:** ONE QUICK THING HERE. DAVE, IS THERE A WAY -- AND
18 I LOVE THE FLEXIBILITY AND THE FUNDING AND ALL THAT, THAT'S
19 GREAT -- BUT IS THERE A WAY TO INCORPORATE WHAT WE'RE ASKING
20 THE STATE TO DO WITH WHAT THE BLUE RIBBON TRANSIT RECOVERY
21 TEAM HAS ASKED FOR HERE BECAUSE WE AS REGIONAL OR LOCAL
22 JURISDICTIONS AS CHAIR PEDROZA POINTED OUT, WE CAN ONLY DO SO
23 MUCH IF WE CAN'T GET THE TRANSIT AGENCIES TO WORK WITH US, IT
24 BECOMES VERY, VERY DIFFICULT. SO, ANYTHING ALONG THOSE LINES
25 WOULD HELP US PUT THE PIECES TOGETHER. SO, I HOPE THAT ALL THE



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1 WORK WITH THE BLUE RIBBON TRANSIT RECOVERY TEAM COULD BE
2 INCORPORATED INTO SOME OF THIS. THANK YOU.

3

4 **CLERK, FRED CASTRO:** SHARE SPERING, COMMISSIONER --
5 COUNCILMEMBER ROMERO HAS HIS HAND RAISED.

6

7 **JAMES P. SPERING, MTC CHAIR:** OKAY.

8

9 **CARLOS ROMERO:** THANK YOU FOR RECOGNIZING ME. I WANT TO
10 RECOGNIZE IN THE PROCESS OF POTENTIALLY ADVOCATING FOR THE
11 REFORMATION OF SB 375, WE DON'T, IN ANY WAY, GO BACK ON THE
12 GOALS AND THE INTEGRATION THAT'S -- THAT HAS BEEN PRESENTED IN
13 THAT LEGISLATION. I MEAN, CLEARLY, THESE ARE TOUGH TARGETS TO
14 MEET, AND, YOU KNOW, CHANGING OUR CONSUMPTIVE BEHAVIORS IS
15 DIFFICULT. I HOPE WHEN OUR LEGISLATE COMMITTEES MEET WHEN WE
16 TALK WITH OUR RESPECTIVE LEGISLATORS UP IN SACRAMENTO, WE'RE
17 TALKING ABOUT STRENGTHENING OUR ABILITY TO MEET THESE GOALS,
18 YOU KNOW, THROUGH FUNDING, BUT THROUGH, IF NECESSARY,
19 ADDITIONAL MANDATES. I MEAN, CLEARLY, WE HAVE GENERATIONS TO
20 COME THAT WE OWE THAT ARE KIND OF RESPONSIBLE BEHAVIOR ON
21 INCREASING OUR WORK IN GETTING TO THESE GOALS. I KNOW IT IS
22 GOING TO BE CHALLENGING, BUT I CERTAINLY HOPE THAT NONE OF US
23 WOULD WANT TO REFORM SB 375 SO THAT IT IS LESS EFFECTIVE, AND,
24 CERTAINLY, SLOWS DOWN THE PROCESS OF EVENTUALLY GETTING TO A
25 CARBON NEUTRAL AND A MORE KIND OF GREEN FORM OF GROWTH IN



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1 TRANSPORTATION. SO, I JUST WANTED TO MAKE THAT COMMENT. I
2 DON'T THINK WE'RE GOING IN THAT DIRECTION, BUT, CLEARLY, THIS
3 REFORM ISSUES ON SB 375 COULD GO IN THE WRONG DIRECTION, AND I
4 HOPE THAT WE CAN AFFIRM THAT WE NEED TO CONTINUE GOING IN THIS
5 DIRECTION AND THAT WE NEED TO EVEN INCREASE THE SPEED AT WHICH
6 WE'RE TRYING TO GET THERE. THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** FRED, ANY OTHER HANDS?

9

10 **CLERK, FRED CASTRO:** NO OTHER PANELISTS WITH THEIR HAND RAISED
11 AT THIS MOMENT.

12

13 **JAMES P. SPERING, MTC CHAIR:** YOU KNOW, MY COMMENTS IS, WITH
14 THE SB217, WE HAVE AN OPPORTUNITY, AND, DAVID, AND I SEE
15 REBECCA IS HERE -- IS THAT WE REALLY NEED TO TAKE THE TIME TO
16 DO IT RIGHT. WE HAVE AN OPPORTUNITY TO REALLY HELP FACILITATE
17 MANY THINGS WE'RE TRYING TO DO. I APPRECIATE GINA BRINGING UP
18 THE BLUE RIBBON RECOMMENDATIONS. THEY CERTAINLY NEED TO BE
19 GOALS THAT ARE CONSISTENT WITH THIS NEW SB217. AND I HOPE THAT
20 THE DIALOGUE WE'RE HAVING WITH THE SENATOR IS, AGAIN -- AND I
21 AGREE WITH ONE OF THE COMMENTS, WE WANT TO -- DON'T DIMINISH
22 THE GOALS OF 375, BUT, THAT WE STRENGTHEN THEM. AND, SO,
23 HOPEFULLY WE JUST TAKE THE TIME TO DO IT RIGHT. AND, DAVID,
24 ONE THING I DO WANT TO SAY, YOU KNOW, IN YOUR SLIDES WHEN YOU
25 SHOWED THAT ROUTE 99 AND THE HIGH SPEED RAIL, I THINK WE HAVE



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1 TO BE CAREFUL SAYING THAT IS IN CONFLICT. BECAUSE 99 AND 5 ARE
2 THE TWO MAJOR CORRIDORS THAT RUN UP-AND-DOWN THIS STATE, THE
3 MOVEMENT OF GOODS IS JUST TREMENDOUS. BILLIONS OF DOLLARS GO
4 THROUGH THOSE CORRIDORS, AND 99 RUNS RIGHT THROUGH CITIES AND
5 THAT CONGESTION WAS CAUSING A LOT OF POLLUTION AND A LOT OF
6 TRAFFIC GETTING OFF OF 99 TRYING TO AVOID THE CONFLICT. SO,
7 SOME OF THOSE IMPROVEMENTS ARE BENEFICIAL. SO I THINK WE HAVE
8 GOT TO BE CAREFUL. YOU KNOW, THAT PENDULUM, WHERE WE'RE DOING
9 HIGHWAY CONSTRUCTION AND NOT INVESTING IN TRANSIT, WE'RE
10 TRYING TO BRING THE PENDULUM BACK. BUT WE SHOULDN'T THROW IT
11 SO FAR THE OTHER WAY THAT WE CAN'T REALLY FACILITATE THE NEEDS
12 OF OUR EXPRESS BUSES, CARPOOLING, AND ALL OF THOSE MODES THAT
13 ARE VERY BENEFICIAL TO REDUCING GREENHOUSE GAS EMISSIONS. AND,
14 SO, I JUST WOULD BE CAREFUL MAKING THOSE TYPES OF COMPARISONS.
15 BUT I THINK THIS IS AN OPPORTUNITY, AND HOPEFULLY, WE WILL GET
16 SOME OF THESE OPPORTUNITIES THAT LOCAL JURISDICTIONS CAN
17 PARTICIPATE A LITTLE BIT MORE AS ILLUSTRATED IN OUR PLANNED
18 BAY AREA 2050. SO, WITH THAT, FRED, IS THERE ANY PUBLIC
19 COMMENTS?

20

21 **CLERK, FRED CASTRO:** AT THE MOMENT, THERE ARE NO MEMBERS OF THE
22 ATTENDEES WITH THEIR HAND RAISED, NO WRITTEN COMMENTS
23 RECEIVED, AND IN THE BOARDROOM, IF STAFF CAN SHOW US?

24



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1 **JAMES P. SPERING, MTC CHAIR:** NO. THERE IS NONE IN THE
2 BOARDROOM.

3

4 **CLERK, FRED CASTRO:** NONE IN THE BOARDROOM. THANK YOU.

5

6 **JAMES P. SPERING, MTC CHAIR:** THIS IS AN INFORMATION ITEM, AND
7 WE WILL NOW MOVE ON FROM, NEXT, 5B, THIS IS TRANSIT ORIENTED
8 COMMUNITIES, POLICIES. THIS, AGAIN, IS AN INFORMATION ITEM.
9 AND KARA ARE YOU ONLINE HERE?

10

11 **KARA VULCICH:** YES, I AM. HI.

12

13 **JAMES P. SPERING, MTC CHAIR:** HI. ARE YOU GOING TO KICK US OFF?

14

15 **KARA VULCICH:** YES. I HAVE A PRESENTATION, IF WE CAN PULL THAT
16 UP, THAT WOULD BE GREAT. GREAT. THANK YOU SO MUCH. ALL RIGHT.
17 NEXT -- SO, SORRY -- [LAUGHTER] THANKS EVERYONE. LET ME JUST
18 GO AHEAD AND GET STARTED. SO, I THINK AS YOU RECALL, WE
19 PRESENTED AN INITIAL DIRECT, TRANSIT ORIENTED COMMUNITIES
20 POLICY APPROACH TO THE COMMITTEE AT YOUR JANUARY MEETING AND
21 WE'RE RETURNING TODAY WITH AN INFORMATIONAL ITEM TO PRESENT
22 THE REVISED DRAFT TOC POLICY THAT WAS DEVELOPED IN RESPONSE TO
23 THE OUTREACH AND FEEDBACK THAT WAS CONDUCTED OVER THE LAST
24 SEVERAL MONTHS AND I'M GOING TALK ABOUT THAT A LITTLE BIT IN
25 THIS PRESENTATION. SO THIS PRESENTATION REALLY PROVIDES A



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1 HIGH-LEVEL SUMMARY OF THE DRAFT POLICY AND THE FULL TEXT OF
2 THE DRAFT POLICY IS INCLUDED AS ATTACHMENT A FOR THIS AGENDA
3 ITEM. NEXT SLIDE PLEASE. AS I MENTIONED, WE DID QUITE A BIT OF
4 OUTREACH OVER -- SINCE WE LAST CAME TO YOU IN JANUARY. THE
5 FOCUS OF THAT OUTREACH WAS REALLY MEETING WITH PLANNING
6 DIRECTORS FROM LOCAL JURISDICTIONS, WE MET WITH THEM AS BOTH
7 GROUPS, AND, ALSO, MET WITH INDIVIDUAL CITIES AS WELL. I ALSO
8 WANT TO NOTE THAT WE WERE INVITED TO PRESENT AT SEVERAL
9 BOARDS, COMPRISED OF ELECTED OFFICIALS THAT INCLUDED THE ABAG
10 EXECUTIVE BOARD AS WELL AS THE BOARD FOR THE CONTRA COSTA
11 TRANSPORTATION AUTHORITY, AND, LAST NIGHT, WE MADE A
12 PRESENTATION TO THE CCAG BOARD OF DIRECTORS AS WELL. NEXT
13 SLIDE PLEASE. SO, ON THIS SLIDE, YOU SEE A VERY, VERY HIGH-
14 LEVEL SUMMARY OF SOME OF THE KEY FEEDBACK THAT WE HEARD OVER
15 THESE LAST COUPLE OF MONTHS, AND THAT HAS SHAPED THE DRAFT
16 POLICY THAT WE'RE PRESENTING TODAY. AND I'M GOING TO TALK
17 ABOUT THIS FURTHER, AS I GO THROUGH THE PRESENTATION, AND KIND
18 OF HIT THE HIGHLIGHTS OF WHAT'S INCLUDED IN THE DRAFT POLICY
19 THAT IS INCLUDED IN ATTACHMENT A. I ALSO WANT TO MENTION THAT
20 WE HAVE HAD SEVERAL QUESTIONS ABOUT HOW THIS POLICY MAY AFFECT
21 ACCESS TO OR PRIORITIES FOR REGIONAL DISCRETIONARY FUNDING.
22 AND I'M GOING TO BE TALKING ABOUT THAT FURTHER, AS WELL, A
23 LITTLE BIT LATER IN THE PRESENTATION. SO, NEXT SLIDE, PLEASE.
24 ALL RIGHT. SO, GETTING INTO THE MEAT OF THE DRAFT, TRANSIT
25 ORIENTED COMMUNITIES POLICY, I'M GOING TO FIRST TALK ABOUT THE



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1 POLICY DEFINITIONS AND GOALS. THEN TALK ABOUT WHERE THE POLICY
2 WILL APPLY. THE POLICY REQUIREMENTS THEMSELVES. AND THEN,
3 LASTLY, TOUCH ON POLICY IMPLEMENTATION AND THE POLICIES
4 RELATIONSHIP TO REGIONAL DISCRETIONARY FUNDING. NEXT SLIDE,
5 PLEASE. ALL RIGHT. SO STARTING WITH DEFINITIONS. SO, IN THE
6 DEFINITION SECTION OF THE DRAFT POLICY, WE HAVE DEFINED
7 SEVERAL KEY TERMS AND PERHAPS THE MOST IMPORTANT OF WHICH IS
8 THE TERM TRANSIT ORIENTED COMMUNITIES. SO I WANT TO START WITH
9 THIS AND TALK ABOUT THAT. YOU KNOW, THERE IS A NUMBER OF
10 ELEMENTS THAT DEFINE WHAT A SUCCESSFUL TRANSIT ORIENTED
11 COMMUNITY IS, AND THE TOC POLICY REALLY FOCUSES ON SOME OF THE
12 CORE ELEMENTS OF SOME OF WHAT YOU SEE ABOVE THAT ALIGN WITH
13 PLAN IMPLEMENTATION NAMELY INCREASING HOUSING AND JOB DENSITY
14 NEAR TRANSIT INCREASING AFFORDABLE HOUSING NEAR TRANSIT AND
15 SUPPORTING TRANSIT AND PARKING MANAGEMENT IMPLEMENTATION OF
16 COMPLETE STREETS AND MULTI-MODAL ACCESS IMPROVEMENTS. THIS
17 POLICY IS A COMPLIMENT TO THE PLANNED BAY AREA GROWTH
18 FRAMEWORK IMPLEMENTATION PARTICULARLY THE PRIORITY DEVELOPMENT
19 AREA PLANNING PROGRAM. SO THAT PROGRAM IS STILL GOING TO
20 MAINTAIN -- YOU KNOW, BE IN EXISTENCE AND WE'RE GOING TO BE
21 FOCUSING ON, ONCE THE TOC POLICY IS ADOPTED, UPDATING THE PDA
22 PROGRAM PLANNING GUIDELINES TO ALIGN WITH WHATEVER TOC POLICY
23 IS ADOPTED. NEXT SLIDE, PLEASE. SO THESE ARE THE PROPOSED
24 GOALS FOR THE DRAFT TOC POLICY, AND HOPEFULLY THESE SHOULD
25 LOOK QUITE FAMILIAR FROM WHAT WE PRESENTED IN JANUARY. DURING



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1 OUR OUTREACH THERE WAS GENERAL SUPPORT FOR THE GOALS AND
2 INTENT OF THE POLICY, SO THE GOALS THAT YOU SEE HERE ARE
3 LARGELY UNCHANGED FROM WHAT WE PRESENTED IN JANUARY. NEXT
4 SLIDE, PLEASE WHERE WE HAVE MADE MORE SIGNIFICANT CHANGES IN
5 RESPONSE TO THE FEEDBACK AND THE DISCUSSIONS THAT WE HAVE HAD
6 OVER THE PAST SEVERAL MONTHS, ARE ABOUT WHERE THE TOC POLICY
7 WILL APPLY. SO TO START WITH, THE POLICY ADDRESSES THE -- THE
8 DRAFT POLICY ADDRESSES THE HALF MILE AREA AROUND STATIONS,
9 STOPS, AND TERMINALS, FOR THE TYPES OF EXISTING AND PLANNED
10 FIXED GUIDEWAY TRANSIT THAT YOU SEE HERE LISTED ON THIS SLIDE.
11 AND WE HAD INITIALLY PROPOSE SAID THAT FREQUENT BUS SERVICE
12 ALSO BE INCLUDED IN THIS LIST. WE HEARD FROM SOME JURISDICTION
13 PLANNING STAFF AND THEY RAISED CONCERNS ABOUT MAKING PLANNING
14 AND ZONES CHANGES BASED ON BUS SERVICE SINCE BOTH ROUTES AND
15 FREQUENCIES ARE SOMETIMES SUBJECT TO CHANGE. I DO WANT TO NOTE
16 THAT NOT INCLUDING FREQUENT BUS SERVICE IN THE TOC POLICY
17 WOULD NOT ADVERSELY EFFECT PRIORITY DEVELOPMENT AREAS THAT ARE
18 BASED ON BUS SERVICE. AND WE HAVE A NUMBER OF THOSE THROUGHOUT
19 THE REGION. SO WHAT WE'RE PROPOSE SUGGEST THAT THOSE LOCATIONS
20 CONTINUE TO RECEIVE PRIORITY FOR OBAG FUNDING AND AGAIN I'M
21 GOING TO TALK ABOUT THIS IN MORE DETAIL LATER IN THE
22 PRESENTATION. NEXT SLIDE PLEASE. OKAY. SO CONTINUING ON WHERE
23 THE TOC, THE DRAFT TOC POLICY APPLIES. SO, FIXED GUIDEWAY
24 TRANSIT, AND THEN, WHAT WE'RE PROPOSING IS THAT IT WOULD APPLY
25 WITHIN TO PRIORITY DEVELOPMENT AREAS, AND TRANSIT-RICH AREAS



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1 WITHIN THAT HALF MILE RADIUS AROUND THE STATION. LET ME SPEND
2 A LITTLE TIME EXPLAINING HOW THE POLICY IS APPROACHING THIS.
3 BECAUSE IT'S A BIT NUANCED. SO LET ME START WITH THE EXAMPLE
4 ON THE LEFT SIDE OF YOUR SLIDE WHICH IS THE NORTH BERKELEY
5 BART STATION. IN THIS CASE WHAT YOU SEE ARE THE RED AREAS ARE
6 PRIORITY DEVELOPMENT AREAS THAT FALL WITHIN THAT HALF MILE
7 STATION RADIUS. WHAT WE'RE PROPOSING IN THE DRAFT TOC POLICY
8 IS IN THE CASE WHERE A CITY HAS DESIGNATED PRIORITY
9 DEVELOPMENT AREAS THAT FALL WITHIN THAT AND A HALF MILE
10 RADIUS, THE POLICY WOULD APPLY ONLY TO THOSE PRIORITY
11 DEVELOPMENT AREAS. SO WHAT YOU SEE IN THE CASE OF NORTH
12 BERKELEY, IT WOULD APPLY TO THOSE RED AREAS THAT FALL WITHIN
13 THAT HALF MILE CIRCLE. SO, NOW, IN THE CASE WHERE A PRIORITY
14 DEVELOPMENT AREA HASN'T BEEN DESIGNATED, THIS APPLIES TO THE
15 CAMP THAT YOU SEE ON THE RIGHT OF YOUR SLIDE, THIS IS THE VTA
16 LIGHT RAIL STATION IN THE CASE OF THE PDA THAT YOU SEE IN RED
17 DOWN AT THE BOTTOM THERE THE MAJORITY OF THE HALF MILE AREA
18 AROUND THE STATION IS WHAT WE CALL A TRA OR TRANSIT-RICH AREA.
19 SO IT'S A LOCATION HALF MILE AROUND THE STATION WHERE A PDA
20 HAS NOT BEEN DESIGNATED IN THAT CASE THE TOCK POLICY
21 REQUIREMENTS APPLY TO THAT ENTIRE HALF MILE STATION AREA WITH
22 THE EXCEPTION WAS THE JURISDICTION DECIDED TO GO AHEAD
23 NOMINATING THE PDA THEN AGAIN THE REQUIREMENTS WOULD APPLY TO
24 THE PDA, THE DESIGNATED PDA AREA. NEXT SLIDE, PLEASE. MOVING
25 FORWARD TO TALK ABOUT THE SPECIFIC TOC POLICY REQUIREMENTS.



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1 SO, THE FIRST REQUIREMENT IS FOR DENSITY FOR NEW RESIDENTIAL
2 DEVELOPMENT. AND THIS REQUIREMENT SEEKS TO ENSURE THAT IF NEW
3 RESIDENTIAL DEVELOPMENT IS ALLOWED ON PARCELS NEAR TRANSIT
4 STATIONS, BUT IT IS BUILT AT DENSITIES HIGH ENOUGH TO SUPPORT
5 PLANNED BAY AREA IMPLEMENTATION. THE DENSITY RANGES THAT YOU
6 SEE ON THIS SLIDE CORRESPOND TO DIFFERENT LEVELS OF TRANSIT
7 SERVICE WITH TIER ONE BEING THE HIGHEST LEVEL OF SERVICE. THIS
8 WOULD INCLUDE ALL OF THE BART STATION IN SAN FRANCISCO WHICH
9 HAVE THREE OR MORE BART LINES, THE DALY CITY BART STATION, THE
10 MILLBRAE INTERMODAL STATION, AND IN THE EAST BAY, THE BART
11 STATIONS THAT COVER BASICALLY FROM McARTHUR DOWN TO BAY FAIR.
12 FOR EXAMPLE, TWO, THIS WOULD BE ALL THE OTHER BART STAYING IN
13 SAN MATEO COUNTY SERVED BY TWO BART LINES AS WELL AS OTHER
14 BART STATIONS ON THE RICHMOND TO BERRYESSA LINE INTO EAST BAY.
15 THEN TIER THREE SOME EXAMPLES OF THE BART STATIONS COVERED BY
16 THIS WOULD BE THE ROCK RIDGE BART STATION IS THEN ALL OF THE
17 STATIONS EAST OF THERE, AND THEN THE CASTRO VALLEY STATION AND
18 ALL OF THE STATIONS EAST OF THERE. IN ADDITION, IT WOULD ALSO
19 APPLY TO REGULAR CALTRAIN STATIONS WITH JUST REGULAR CALTRAIN
20 SERVICE, LIGHT RAIL TRANSIT, AND BUS RAPID TRANSIT. AND THEN
21 FOR TIER FOUR, I DO WANT TO NOTE THAT THIS REQUIREMENT WOULD
22 ONLY APPLY TO FERRY TERMINALS WHERE THE CITY HAS DESIGNATED A
23 PRIORITY DEVELOPMENT AREA AROUND THE TERMINAL. ALL RIGHT. SO
24 MOVING ON TO THE DENSITY RANGES THAT YOU SEE FOR EACH OF THESE
25 TRANSIT TIERS. AND, ESSENTIALLY, WHAT THIS REQUIREMENT IS



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1 PROPOSING IS THAT THERE IS A RANGE OF DENSITIES AT WHICH NEW
2 RESIDENTIAL DEVELOPMENT SHOULD BE BUILT IN THESE LOCATIONS.
3 SO, REQUIRED MINIMUM DENSITY MEANS THAT NEW DEVELOPMENT WOULD
4 NOT BE PERMITTED UNLESS IT MEETS OR EXCEEDS THE MINIMUM
5 DENSITY THAT YOU SEE ON THE TABLE. AND THEN FOR ALLOWABLE
6 DENSITY OR MAXIMUM ALLOWABLE DENSITY WHAT THIS MEANS IS THAT'S
7 MAXIMUM DENSITY THAT IS ALLOWED BY A JURISDICTION SHOULD NOT
8 BE LESS THAN THAT SPECIFIED BY THE TOC POLICY. IN OTHER WORDS
9 IT COULD BE THE SAME OR HIGHER, BUT NOT LOWER. NEXT SLIDE,
10 PLEASE. THE REQUIREMENT FOR COMMERCIAL OFFICE DENSITY IS
11 STRUCTURED IN A WAY VERY SIMILAR TO THAT FOR RESIDENTIAL
12 DENSITY AGAIN SEEKS TO ENSURE THAT IF NEW COMMERCIAL OFFICE
13 DEVELOPMENT IS ALLOWED NEAR TRANSIT STATIONS IT'S BUILT TO THE
14 DENSITY HIGH ENOUGH TO SUPPORT [INDISCERNIBLE] MEASURED BY
15 FLOOR AREA RATIO AS OPPOSED TO DWELLING UNITS PER ACRE THE
16 RATIO REFERS TO THE SIZE OR FLOOR AREA OF A BUILDING COMPARED
17 TO THE LOT AREA. FOR EXAMPLE, A FLOOR AREA RATIO OF ONE COULD
18 BE A SINGLE STORY BUILDING THAT COVERS THE ENTIRE LOT OR FOR
19 EXAMPLE, IT COULD BE A TWO STORY BUILDING THAT TAKES UP HALF
20 THE LOT. NEXT SLIDE, PLEASE. ALREADY MOVING ON TO THE NEXT FOR
21 AFFORDABLE HOUSING AND ANTI-DISPLACEMENT. AND THIS REQUIREMENT
22 IS SIMILAR TO WHAT YOU SAW IN JANUARY AND IT SEEKS TO ENSURE
23 THAT A JURISDICTION HAS POLICIES IN PLACE THAT ADDRESS THE
24 AFFORDABLE HOUSING PRODUCTION, PRESERVATION, AND PROTECTION,
25 PARTICULARLY IN THESE LOCATIONS. THE POLICY ALLOWS FOR THESE,



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1 THE TOC POLICY ALLOWS FOR THIS TO EITHER BE THESE POLICIES TO
2 EITHER BE JURISDICTION WIDE OR SETUP AS AN OVERLAY ZONE TO
3 REALLY FOCUS ON PREVENTING DISPLACEMENT AND ENCOURAGING THE
4 PRODUCTION AND PROTECTION OF AFFORDABLE HOUSING ADJACENT TO
5 TRANSIT STATION AREAS. SIMILAR TO WHAT WE SHOWED YOU IN
6 JANUARY THE REQUIREMENT IS THE SAME TYPE OF APPROACH BUT BASED
7 ON FEEDBACK WE HAVE ADDITIONAL MENU OPTIONS TO EACH OF THE
8 CATEGORIES SO JURISDICTIONS HAVE FLEXIBILITY TO ADOPT POLICIES
9 THAT BEST MATCH LOCAL CONDITIONS. SPECIFYING THE JURISDICTION
10 WOULD BE ABLE TO PICK ANY TWO FROM EACH OF THESE CATEGORIES. I
11 DO WANT TO NOTE THAT THERE IS FURTHER DETAIL DESCRIBING WHAT
12 EACH OF THESE HOUSING POLICY OPTIONS ARE IN THE DRAFT TOC
13 POLICY THAT'S INCLUDED IN ATTACHMENT A AND WE'RE CONTINUING TO
14 WORK WITH THE MTC LOCAL PLAN PROVIDE FURTHER GUIDANCE THAT'S
15 CONSISTENT ACROSS ALL REGIONAL HOUSING PROGRAMS. NEXT SLIDE,
16 PLEASE. THIS WAS AN ANTI-DISPLACEMENT PROVISION THAT FOCUSES
17 ON COMMERCIAL PROTECTION AND STABILIZATION WAS INCLUDED IN
18 WHAT WAS PRESENTED TO YOU IN JANUARY BUT WE HAVE FOLDED INTO
19 THE AFFORDABLE HOUSING AND ANTI-DISPLACEMENT, JUST TO MAKE IT
20 CLEARER AND EASIER TO UNDERSTAND. IN RESPONSE TO FEEDBACK WE
21 HAVE ADDED ADDITIONAL POLICY OPTIONS TO THIS MENU AND THE
22 REQUIREMENT WOULD BE THAT A JURISDICTION WOULD HAVE TO ADOPT
23 ONE OF THE FOLLOWING PARTICULAR AREAS AROUND THE FIXED
24 GUIDEWAY STATIONS. NEXT SLIDE PLEASE. ALL RIGHT. MOVING ON TO
25 PARKING MANAGEMENT. THE PARKING MANAGEMENT REQUIREMENT REALLY



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1 IS FOCUSED ON BETTER UTILIZING EXISTING PARKING IN TRANSIT
2 STATION AREAS, AND SEEKS TO MINIMIZE THE CONSTRUCTION OF NEW
3 PARKING THAT MAY BE BUILT AS PART OF NEW RESIDENTIAL AND
4 OFFICE DEVELOPMENT PROJECTS. ESPECIALLY IN LOCATIONS WITH THE
5 HIGHEST LEVELS OF TRANSIT SERVICE. THE BULLETS THAT YOU SEE
6 LISTED ABOVE THE TABLE WOULD APPLY ACROSS ALL OF THE FOUR
7 TRANSIT TIERS. AND THESE INCLUDE THE ELIMINATION OF MINIMUM
8 PARKING REQUIREMENTS WHICH MEANS THAT PARKING CAN BE BUILT BUT
9 THAT IT CAN'T BE REQUIRED. AS WELL AS SPECIFYING MINIMUM
10 BICYCLE PARKING REQUIREMENTS ALLOWING SHARING OF PARKING AND
11 ADOPTING ADDITIONAL POLICIES AND PROGRAMS TO BETTER MANAGE
12 EXISTING ON AND OFF-STREET PARKING RESOURCES. ON THE TABLE YOU
13 SEE, AGAIN, DEPENDING ON THE LEVEL OF TRANSIT SERVICE, THERE
14 WOULD ALSO BE PARKING MAXIMUMS AGAIN WITH THE IDEA BEING THAT
15 THE FOCUS OF THIS REQUIREMENT IS ON BETTER UTILIZING EXISTING
16 PARKING AND REALLY TRYING TO MIN MUSE THE CONSTRUCTION OF NEW
17 PARKING ASSOCIATED WITH A NEW RESIDENTIAL OR NEW OFFICE
18 DEVELOPMENT IN THESE LOCATIONS. LAST SLIDE, PLEASE. --
19 [LAUGHTER] NEXT SLIDE PLEASE. ALL RIGHT. SO, FOR THE STATION
20 ACCESS AND CIRCULATION REQUIREMENT, THERE IS RELATIVELY LITTLE
21 CHANGE, OR MORE MINOR CHANGES TO THIS REQUIREMENT FROM WHAT WE
22 SHOWED YOU IN JANUARY. WHAT WE HAVE DONE IS REALLY KIND OF
23 CLARIFIED THE RELATIONSHIP TO COMPLETE STREETS, AND THE ACTIVE
24 TRANSPORTATION PLAN, AND, FURTHER, SPECIFIED THAT, YOU KNOW,
25 FOCUSED ON IDENTIFYING OPPORTUNITIES FOR MOBILITY HUB PLANNING



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1 AND IMPLEMENTATION. I DO WANT TO NOTE THAT THIS PARTICULAR
2 REQUIREMENT WOULD APPLY TO ALL FERRY TERMINALS, WHETHER OR NOT
3 A PRIORITY DEVELOPMENT AREA HAS BEEN DESIGNATED. WHEREAS WITH
4 THE PREVIOUS REQUIREMENT FOR FERRY TERMINALS, AT LEAST,
5 WHETHER OR NOT THE REQUIREMENT WOULD APPLY WOULD DEPEND ON
6 WHETHER OR NOT A PDA HAS BEEN DESIGNATED AROUND THE TERMINAL.
7 NEXT SLIDE PLEASE. ALL RIGHT. SO THAT CONCLUDES THE
8 DESCRIPTION OF THE VERY HIGH-LEVEL DESCRIPTION OF THE POLICY
9 REQUIREMENTS. AND, SO, MOVING ON NOW TO HOW THE POLICY WOULD
10 BE IMPLEMENTED. SO, FIRST I WANT TO TALK ABOUT HOW THE POLICY
11 WOULD BE IMPLEMENTED IN LOCATIONS WITH EXISTING STATIONS. SO
12 THIS IS EXISTING TRANSIT SERVICE AND IMPROVEMENTS, WHICH MIGHT
13 INCLUDE INFILL STATIONS ALONG EXISTING TRANSIT LINES. SO, THE
14 FOCUS, REALLY, HERE IS ON EXISTING WITH POLICY IMPLEMENTATION
15 IN THE INITIAL YEARS AFTER POLICY ADOPTION AND THAT REALLY
16 INCLUDES PROVIDING FUNDING TO SUPPORT JURISDICTIONS THAT MAY
17 NEED TO DO SOME ADDITIONAL PLANNING AND ZONING TO MEET
18 REQUIREMENTS AND ALSO ON OUR SIDE TO PROVIDE FURTHER GUIDANCE,
19 PARTICULARLY, INITIALLY, AFTER THE POLICY IS ADOPTED TO LOCAL
20 JURISDICTIONS SO THAT THEY'RE CLEAR IN TERMS OF WHAT THEY NEED
21 TO SUBMIT TO DEMONSTRATE COMPLIANCE AND EXACTLY WHAT
22 COMPLIANCE MEANS. SO MOVING NOW TO TALKING ABOUT FIXED
23 GUIDEWAY TRANSIT EXTENSIONS. SO I'M GOING START WITH TALKING
24 ABOUT THOSE EXTENSION PROJECTS THAT WERE PART OF THE ORIGINAL
25 2005 TRANSIT ORIENTED DEVELOPMENT POLICY. MANY OF THOSE --



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1 SOME OF THOSE ARE STILL MOVING FORWARD, OR PLAN TO MOVE
2 FORWARD IN THE FIRST HALF OF PLANNED BAY AREA. AND THE
3 EXPECTATION IS THAT JURISDICTIONS WOULD COMMIT TO COMPLYING
4 WITH THE TRANSIT ORIENTED COMMUNITY POLICY REQUIREMENTS BY THE
5 ADOPTION OF OBAG FOUR, WHICH IS ROUGHLY EXPECTED IN 2026.
6 OTHERWISE, JURISDICTIONS WOULD BE EXPECTED TO COMPLY WITH THE
7 TOC POLICY PRIOR TO THE ALLOCATION OF REGIONAL DISCRETIONARY
8 CAPITAL FUNDING OR ENDORSEMENT. SO, AGAIN, THE EXPECTATION IS
9 WE DO HAVE A FEW TRANSIT EXPANSION PROJECTS THAT ARE EXPECTED
10 IN THE OUTER YEARS OF PLANNED BAY AREA, AND THE EXPECTATION IS
11 THAT A JURISDICTION WOULD BE IN COMPLIANCE WITH THE TOC POLICY
12 CLOSER TO WHEN THOSE PROJECTS ARE ACTUALLY MOVING FORWARD WITH
13 CONSTRUCTION AND THEN BECOMING OPERATIONAL. NEXT SLIDE,
14 PLEASE. SO THIS SLIDE WAS PRESENTED LAST MONTH, AS PART OF
15 DANIEL SAVER'S PRESENTATION ON REGIONAL GROWTH FRAMEWORK
16 IMPLEMENTATION FUNDING OPTIONS. AND WE ALSO WANTED TO INCLUDE
17 IT IN TODAY'S PRESENTATION TO ANSWER SOME OF THE QUESTIONS
18 ABOUT FUNDING PRIORITIES RELATED TO THE TOC POLICY. THERE ARE
19 A NUMBER OF OTHER FUNDING PRIORITIES IN ADDITION TO TOC POLICY
20 IMPLEMENTATION. AS YOU CAN SEE HERE, THIS REALLY SHOWS YOU
21 WHERE TOC POLICY IMPLEMENTATION WOULD BE SUPPORTED WITHIN OBAG
22 THREE AND REAP 2.0. WE'RE NOW WORKING ON FURTHER REFINING THE
23 CONCEPT THAT WERE PRESENTED TO THE COMMITTEE IN APRIL SO THERE
24 IS GOING TO BE MORE DETAIL FORTHCOMING AS TO EXACTLY, YOU
25 KNOW, WHAT THE FUNDING REQUIREMENTS, AND WHAT THESE PROGRAMS



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1 ARE GOING TO CONSIST OF. NEXT SLIDE, PLEASE. ALL RIGHT, AND
2 FINISHING UP THE PRESENTATION -- FINISHING UP THE DISCUSSION
3 OF IMPLEMENTATION AND FUNDING, AGAIN, THE FOCUS FOR OBAG THREE
4 AND REAP 2.0 IS REALLY ON POLICY IMPLEMENTATION AND SUPPORTING
5 IMPLEMENTATION. BECAUSE WE REALIZE THAT IT TAKES TIME TO MAKE
6 THESE CHANGES. FOR THE NEXT CYCLE OF THE ONE BAY AREA GRANT
7 PROGRAM FOR OBAG FOUR WE'RE PROPOSING THAT'S COUNTIES LOCAL
8 PROGRAM INVESTMENT FOCUSED ON PRIORITY DEVELOPMENT AREAS AND
9 TRANSIT-RICH AREAS THAT ARE SUBJECT TO AND COMPLIANT WITH THE
10 TOC POLICY, AS WELL AS PRIORITY DEVELOPMENT AREAS, BUT DO NOT
11 HAVE FIXED GUIDEWAY TRANSIT FOR EXAMPLE, HAVE FREQUENT BUS
12 SERVICE/ FOCUSING ON FUNDING IMPROVEMENTS IN PDAS AND TRA'S
13 THAT ARE COMPLYING WITH THE TOC POLICY AS WELL AS GUIDE WAYS.
14 NEXT IS POLICY ADOPTION. WE ARE BRINGING THIS TO YOU AN AS
15 INFORMATIONAL ITEM TODAY. WE'RE DEFINITELY SEEKING ADDITIONAL
16 OUTREACH, DEFINITELY SEEKING ADDITIONAL FEEDBACK IN MAY. WE
17 ARE PLANNING TO GO TO THE MTC POLICY ADVISORY COUNCIL IN JUNE,
18 AND THEN ARE ANTICIPATING COMING BACK WITH A DRAFT FINAL
19 POLICY FOR THE COMMITTEE TO CONSIDER IN JULY. AND THAT
20 CONCLUDES MY PRESENTATION.

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU KARA. THAT'S A VERY,
23 VERY GOOD PRESENTATION. AND THE LISTENING TOUR THAT YOU'RE ON
24 LOOKS LIKE YOU HAVE A LOT OF GOOD DATA AND HAVE MADE



MAY 13, 2022

1 SIGNIFICANT CHANGES. FRED YOU CAN TELL ME HOW MANY SPEAKER WE
2 HAVE?

3

4 **CLERK, FRED CASTRO:** AT THE MOMENT THERE ARE TWO PERSONS WITH
5 THEIR HAND RAISED IN ATTENDEES AND CHAIR MITCHOFF IN
6 PANELISTS.

7

8 **JAMES P. SPERING, MTC CHAIR:** WITH THE COMMITTEE MEMBERS
9 COMMISSION I WOULD LIKE TO TAKE PUBLIC TESTIMONY AND THEN COME
10 BACK TO THE BOARD MEMBERS.

11

12 **CLERK, FRED CASTRO:** THERE ARE SIX COMMENTS NOW. WOULD YOU LIKE
13 TO GIVE TWO MINUTES?

14

15 **BRAD PAUL:** WE ALSO HAVE A SPEAKER IN THE BOARDROOM WITH A
16 CARD.

17

18 **JAMES P. SPERING, MTC CHAIR:** THANK YOU.

19

20 **CLERK, FRED CASTRO:** LET ME START MY TIMER.

21

22 **JAMES P. SPERING, MTC CHAIR:** KARA CAN YOU TAKE NOTES ON
23 QUESTIONS THAT ARE ASKED THAT YOU MIGHT BE ABLE TO ANSWER?

24

25 **KARA VULCICH:** YES. DEFINITELY.



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1

2 **CLERK, FRED CASTRO:** FIRST SPEAKER IS 350 EAST BAY.

3

4 **SPEAKER:** THIS IS JACK FLEX SORRY I DIDN'T CHANGE MY NAME I
5 WANTED TO FOLLOW ON DAVE'S EXCELLENT PRESENTATION ON 375
6 BECAUSE WE MADE MANY POINTS RELATED TO TRANSIT ORIENTED
7 COMMUNITIES BUT WE'RE AT THE CLIMATE ACTIVIST ORGANIZATION AND
8 WE SUPPORT THE TRANSIT ORIENTED COMMUNITIES PROGRAM AS PART OF
9 PLANNED BAY AREA AND WORK WITH DAVE ON THE PLANNED BAY AREA,
10 THESE ARE ALL GOOD THINGS. I LIVE IN OAKLAND, AND THIS IS A
11 GREAT EXAMPLE OF HOW TRANSIT ORIENTED COMMUNITIES ACCOUNTED BE
12 AFFECTED AND POSITIVE ESPECIALLY WITH ALL OF THE COMMENTS THAT
13 WERE MADE ABOUT AVOIDING DISPLACEMENT REALLY KEY TO MAKING
14 SURE HOUSING IS AFFORDABLE, NOT ALL OF IT, BUT A HIGH
15 PERCENTAGE OF IT, AND PRIORITIZING AREAS THAT ARE SERVED BY
16 BUSES IT DOESN'T HAVE TO BE ALL FIXED GUIDEWAY SO IF MTC CAN
17 PUT ITS FUNDING IN THIS DIRECTION THAT WOULD BE TERRIFIC. OF
18 COURSE, THERE ARE REGIONAL AREAS, THE WHOLE SAN FRANCISCO, SAN
19 JOSE, BERKELEY HAS BEEN DOING A GOOD JOB -- I DON'T MEAN JUST
20 OAKLAND, BUT I DO URGE TO YOU FOCUS ON THAT. I DID WANT TO
21 MENTION QUICKLY, ONE POINT, DAVE SAID ABOUT THE MEANINGFUL
22 DIVERGENCE, I THINK IT WAS DAVE HUDSON POINTED OUT WE'RE NOT
23 REACHING OUR CLIMATE GOALS THAT'S A REALLY SERIOUS PROBLEM.
24 BUT I WOULD LIKE TO URGE MTC TO ADD ELECTRIFICATION
25 INFRASTRUCTURE TO ALL ITS VISION OF ALL THE WORK THAT IT'S



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1 DONE, VEHICLE LAND USE AND VEHICLE MILES TRAVELED REDUCTION IS
2 EXTREMELY IMPORTANT AND SUPPORTING FUNDING FOR ELECTRIFICATION
3 THEY'RE BOTH IMPORTANT IF WE'RE GOING TO REACH OUR CLIMATE
4 GOALS. THANK YOU SO MUCH.

5

6 **CLERK, FRED CASTRO:** THANK YOU. OUR NEXT SPEAKER IS LISA
7 VORDERBRUEGGEN.

8

9 **SPEAKER:** GOOD AFTERNOON, I'M LISA, AND I REPRESENT THE
10 BUILDING INDUSTRY ASSOCIATION OF THE BAY AREA AND I AM PLEASED
11 TO BE A MEMBER OF THE TOD TECHNICAL ADVISORY COMMITTEE. THE
12 REVISED VERSION OF THE POLICY SHOWS GREAT PROGRESS
13 CONGRATULATING STAFF FOR WANDERING THROUGH MANY OF THE
14 COMPETING VIEWS COMING UP WITH SIGNIFICANT IMPROVEMENTS. WE
15 HAVE ONE RECOMMENDATION, THOUGH, THE OPTIONS FROM THE
16 AFFORDABLE HOUSING AND ANTI-DISPLACEMENT CATEGORIES ONLY TWO
17 OF THE OPTIONS REPRESENT THE TANGIBLE HOUSING PRODUCTION
18 BENEFITS MINISTERIAL APPROVAL OF RESIDENTIAL DEVELOPMENTS AND
19 THE AFFORDABLE HOUSING OVERLAY ZONES. THE OTHER PROPOSALS FOR
20 INCLUSIONARY AND JUST CAUSE EVICTIONS AND SOME OF THESE OTHER
21 SOCIAL JUSTICE ISSUES REPRESENT MORE COST AND MORE RISK TO THE
22 HOUSING DEVELOPMENT PROCESS. SO WE WOULD SUGGEST, IN ORDER TO
23 BALANCE OUT SOME OF THESE ADDITIONAL BURDENS ON HOUSING
24 PRODUCTION, THAT AT MINIMUM, YOU REQUIRE THAT JURISDICTIONS
25 THAT WISH TO COMPLY WITH THE POLICY ADOPT MINISTERIAL APPROVAL



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1 OF CERTAIN RESIDENTIAL DEVELOPMENTS NEEDED FOR COMPLIANCE AS
2 WELL AS THE AFFORDABLE HOUSING OVERLAY ZONES. WE KNOW WE'RE IN
3 A SEVERE HOUSING SHORTAGE AND OUR MEMBERS SUPPORT ALL POLICIES
4 THAT SUPPORT HOUSING PRODUCTION IS MAKE IT EASIER AND CHEAPER
5 TO BUILD FOR FAMILIES OF ALL INCOME LEVELS AND OF ALL AGES.
6 WITH THAT, I DID SUBMIT A LETTER BUT I DIDN'T MAKE IT BY YOUR
7 5:00 P.M. DEADLINE. SO HOPEFULLY THE CLERK WILL BE ABLE TO
8 PASS THAT ON TO YOU AT A LATER DATE. IF YOU HAVE ANY QUESTIONS
9 I'M ALWAYS AVAILABLE. THANK YOU.

10

11 **CLERK, FRED CASTRO:** THANK YOU. OUR NEXT SPEAKER IS MATT REGAN.
12 GO AHEAD, PLEASE.

13

14 **SPEAKER:** THANK YOU, FRED. COMMISSIONERS, MATT REGAN, MEMBER OF
15 THE BAY AREA COUNCIL AND REGIONAL PLANNING AND SERVED ON THE
16 METHODOLOGY COMMITTEE I WOULD LIKE TO GO BACK TO DAVE'S
17 PRESENTATION ON SB 375 AND OUR INABILITY TO MEET THE
18 GREENHOUSE GAS REDUCTION TARGETS. I WOULD ARGUE THAT OUR
19 INABILITY TO DO THAT IS A DIRECT RESULT OF OUR INABILITY OR
20 UNWILLINGNESS TO BUILD HOUSING IN TRANSIT SERVED LOCATIONS.
21 80% TARGETS FOR PDAS REVISED, I DON'T THINK WE HAVE GOTTEN A
22 BUCK 50 WE ARE NOT BUILDING IN TRANSIT-RICH COMMUNITIES
23 PRECISELY BECAUSE WE MAKE IT MORE AND MORE DIFFICULT TO BUILD
24 IN THE PLACES. WE NEED TO CREATE INCENTIVES WE NEED TO MAKE IT
25 EASIER FOR THE DEVELOPMENT OF HOUSING IN TRANSIT SERVED



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1 COMMUNITIES RATHER THAN HARDER. IF YOU'RE GOING TO IMPOSE OUR
2 ASK FOR A 15% INCLUSIONARY RATE IN THESE AREAS, YOU HAVE TO
3 BALANCE THAT OFFSET IT WITH MINISTERIAL APPROVAL FOR THOSE
4 PROJECTS. HOUSING -- AFFORDABLE HOUSING OVERLAYS, DENSITY
5 BONUSES, ANYTHING THAT MAKES IT EASIER OR MORE ACCESSIBLE FOR
6 DEVELOPMENT IN THOSE AREAS IS WHAT IS REQUIRED TO BRING OUR
7 GREENHOUSE GAS NUMBERS DOWN TO THE TARGETS THAT WE HAVE SET
8 FOR OURSELVES, AND TO STOP US FROM PUSHING DEVELOPMENT OVER
9 THE HILL TO THE CENTRAL VALLEY, WHICH IS WHERE WE HAVE DONE
10 OUR GREENFIELD DEVELOPMENT. AGAIN, I'M NOT GOING TO CRITICIZE
11 DAVE'S PRESENTATION, BUT WE DO MORE GREENFIELD DEVELOPMENT
12 THAN WE PRETEND, TO WE JUST DO IT OUTSIDE OUR REGION AND THE
13 COMMUTERS HAVE TO DRIVE INTO OUR REGION THAT'S A FACT. I URGE
14 TO YOU ADOPT THE POLICIES THAT MAKE IT EASIER IN IN-FIELD
15 AREAS AND THEN WE MIGHT MAKE GOOD THE GOALS WE SET FOR
16 OURSELVES.

17

18 **CLERK, FRED CASTRO:** NEXT IS JANINE AUBREY.

19

20 **SPEAKER:** I'M JANA E AUBREY. I'M THE SENIOR POLICY MANAGER AT
21 MPH. I WOULD LIKE TO ASSOCIATE MYSELF WITH THE LETTER
22 SUBMITTED ON MAY 12TH IN PART WITH MY COLLEAGUES AT ENTERPRISE
23 TRANSFORM. I WOULD LIKE TO THANK STAFF FOR ALIGNING THIS
24 POLICY WITH PLANNED BAY AREA 2050 THE PATH IS TOWARDS
25 ACHIEVING OUR SHARED EQUITY GOALS WE MUST CONTINUE TO WORK



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1 TOGETHER, WHERE EVERYONE HAS ACCESS TO AFFORDABLE HOUSING
2 WHICH WILL HELP IMPROVE OUR HEALTH AND ENVIRONMENT AND KEEP
3 THE BAY AREA EQUITABLE WE BELIEVE A STRONG TRANSIT ORIENTED
4 COMMUNITIES POLICY CAN HELP ACHIEVE THIS VISION. WE WANT TO
5 ENSURE LOCAL JURISDICTIONS ARE SUPPORTIVE TO COMPLY WITH THIS
6 POLICY. THAT'S IN ALIGNMENT WITH THE HOUSING ELEMENT PROCESS
7 THAT'S HAPPENING RIGHT NOW. WE URGE MTC LEADERSHIP TO CONSULT
8 WITH STATE POLICY EXPERTS TO LEVERAGE THE WORK HAPPENING NOW
9 AS DRAFTING ELEMENTS AND ASSOCIATED ZONING CHANGES AND CHANGES
10 WILL IMPACT FOR THE NEXT EIGHT YEARS WE BELIEVE NOW IS THE
11 TIME TO GET THE ZONING RIGHT WE LOOK FORWARD TO WORKING WITH
12 YOU TO ENSURE THE DEVELOPMENT OF A STRONG EFFECTIVE TOC POLICY
13 THANK YOU FOR YOUR CONSIDERATION AND CONTINUED LEADERSHIP ON
14 THIS ISSUE.

15

16 **CLERK, FRED CASTRO:** THANK YOU NEXT SPEAKER IS JONATHON KASS.

17

18 **JONATHON KASS:** JONATHON KASS FROM SPUR, AND I WANT TO AGREE
19 WITH THE COMMENTS MPH JUST MADE SPUR SUPPORTS THE GENERAL
20 DIRECTION OF THE TOC POLICIES AND WE HAVE BEEN IMPRESSED BY
21 STAFF'S RESPONSIVENESS TO COMMISSIONERS CONCERNS TO THE
22 FEEDBACK FROM LOCAL JURISDICTIONS AND TO COMMENTS FROM
23 ADVOCATES. WE'RE ALSO GRATEFUL TO MANY OF YOU WHO TOOK TIME TO
24 SPEAK WITH ADVOCATES ABOUT THE POLICY. BROADLY, THE CURRENT
25 DRAFT IS NOT PERFECT FOR ANY OF US, BUT IT DOES WALK THE LINE



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1 OF RESPONDING TO CONCERNS WHILE STILL HONORING THE FOUR YEARS
2 OF INTENSE AND ROBUST ANALYTIC WORK OF PLANNED BAY AREA. AND
3 THE ENGAGEMENT OF MANY THOUSANDS OF RESIDENTS AND JURISDICTION
4 STAFF, AND ELECTED'S IN THAT PROCESS. AND YOU KNOW, A PROCESS
5 THAT ULTIMATELY TOLD US HOW WE NEED TO GROW IF WE'RE SERIOUS
6 ABOUT CLIMATE, EQUITY AND QUALITY OF LIFE IN OUR REGION. AND
7 IT WASN'T A PIE IN THE SKY VISIONARY PLAN IT'S A FISCALLY
8 CONSTRAINED HIGHLY TECHNICAL AND DEEPLY PUBLIC THOUGHT EFFORT
9 AND YOU'RE SEEING ONE PIECE TODAY'S OF WHAT WE NEED DO. IN YOUR
10 LAST AGENDA ITEM YOU HEARD SB 375 DOES NOT INCLUDE TOOLS TO
11 INFLUENCE REQUIRED LAND USE CHANGES WHILE STAFF DID THEIR BEST
12 TO CREATE SUCH A TOOL AND HERE IT IS. IT'S IMPORTANT THAT
13 OTHER CERTAINLY PLANNED BAY AREA STRATEGIES ARE COMING DOWN
14 THE PIKE FOR EXAMPLE, VITAL HOUSING AND TRANSIT FUNDING
15 STRATEGIES AND TOOLS TO EXPEDITE HOUSING DELIVERY. THESE OTHER
16 ACTIONS ARE CERTAINLY FOR TAKING ADVANTAGE OF THE
17 OPPORTUNITIES THAT THE TOC POLICY WOULD OPEN. BUT THE TOC
18 POLICY HAPPENS TO BE ONE OF THE EARLY IMPLEMENTATION
19 STRATEGIES BEFORE YOU. SO, IN ASKING FOR FINAL REFINEMENTS
20 TODAY, WE ASK THAT YOU HONOR THE PROCESS THAT GOT US HERE.
21 THANK YOU SO MUCH FOR YOUR CONSIDERATION.

22

23 **CLERK, FRED CASTRO:** THANK YOU. NEXT SPEAKER IS AMY THOMPSON.

24



MAY 13, 2022

1 **AMY THOMPSON:** HI THERE. GOOD MORNING. THIS IS AMY THOMPSON
2 WITH TRANSFORM. I WANT TO ECHO THE COMMENTS OF THE ADVOCATES
3 ON THE LINE WHO HAVE BEEN IN TOUCH WITH ANALYZING THIS DRAFT
4 POLICY OVERALL WE'RE GRATEFUL FOR THE HARD WORK AND ATTENTION
5 THAT WAS PUT TOWARDS THIS DRAFT. AS MENTIONED THIS, POLICY
6 WHILE JUST ONE PIECE IS A REALLY IMPORTANT PIECE TO ACHIEVING
7 THE GOALS THAT WE OUTLINED IN THE BAY AREA AND ADOPTED. AND
8 WE'RE PARTICULARLY IMPRESSED WITH THE OUTREACH AND WORK THAT'S
9 BEEN DONE TO SET THE BAY AREA UP FOR BEING AN AFFORDABLE PLACE
10 TO LIVE AND TRAVEL WITH CONNECTION TO OPPORTUNITY. I WANTED TO
11 HIGHLIGHT ONE THING THAT WAS MENTIONED IN THE LETTER WE
12 SUBMITTED YET, WHICH WAS TO ENSURE THAT THIS POLICY, IN ITS
13 NEWEST FORM WITH THE LIMITED GEOGRAPHIC SCOPE, AND THE FACT
14 THAT WITHIN THE STATION, ACCESS ELEMENT PIECE, THERE ARE NO
15 MODE SHIFT TARGETS, NOR ARE THERE STRONG MANDATES TO COMPLETE
16 INFRASTRUCTURE IMPROVEMENTS TO IMPROVE ACCESS TO THE STATIONS
17 VIA CLEAN TRANSPORTATION MODES. I WANT TO MAKE SURE THAT THESE
18 CHANGES STILL SUPPORT US HITTING THE MODE SHIFT TARGETS
19 IDENTIFIED WITHIN PLANNED BAY AREA AS WELL AS THE HOUSING
20 PRODUCTION AND AFFORDABILITY THAT WAS HIGHLIGHTED BY MY
21 COLLEAGUES. PLANNED BAY AREA REQUIRES A SERIES DROP IN SINGLE
22 OCCUPANCY VEHICLE TRAVEL, AND A SHIFT TOWARDS LOW AND ZERO
23 EMISSION TRAVEL OPTIONS. AND THIS CHANGE WILL NOT ONLY MAKE
24 THE BAY AREA MORE AFFORDABLE, BUT WILL SIGNIFICANTLY IMPROVE
25 PUBLIC HEALTH, DISPROPORTIONATELY FOR THOSE LIVING NEAR



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1 HIGHWAYS AND HIGH TRAFFIC AREAS. SO, AGAIN, WE WANT TO THANK
2 YOU FOR YOUR WORK ON THIS AND PRIORITIZING THE HEALTH AND
3 LIVABILITY OF THE BAY AREA RESIDENTS, THIS IS A REALLY STRONG
4 TOC POLICY DRAFT AND WE LOOK FORWARD TO COLLABORATING. THANK
5 YOU.

6

7 **CLERK, FRED CASTRO:** THANK YOU. OUR NEXT SPEAKER IS GIST
8 JUSTINE MARCUS. GO AHEAD, PLEASE.

9

10 **SPEAKER:** HI. GOOD MORNING. MY NAME IS JUSTINE MARCUS. I AM THE
11 POLICY DIRECTOR AT ENTERPRISE COMMUNITY PARTNERS. I WOULD LIKE
12 TO ASSOCIATE MYSELF WITH THE LETTER SUBMITTED YESTERDAY ON
13 BEHALF OF OUR ORGANIZATION AS WELL AS OTHER PARTNERS SPEAKING
14 ON THE LINE. I WANT TO REITERATE OUR APPRECIATION AND THANKS
15 TO STAFF FOR THEIR DILIGENT WORK ON THIS NEW DRAFT OF THE
16 POLICY. THERE HAS CLEARLY BEEN A LOT OF OUTREACH TO COMMUNITY
17 ORGANIZATIONS AND LOCAL JURISDICTIONS AND WE'RE REALLY
18 IMPRESSED WITH HOW THIS POLICY IS WORKING TO BE RESPONSIVE TO
19 THIS FEEDBACK, AND, ALSO, KEEPING US CONSISTENT WITH THE GOALS
20 AND STRATEGIES LAID OUT IN PLANNED BAY AREA 2050. WE'RE
21 GENERALLY SUPPORTIVE OF THE POLICY DIRECTION, AND,
22 SPECIFICALLY WANT TO COMMEND THE STAFF FOR THE ROBUST
23 IMPROVEMENTS THAT HAVE BEEN MADE TO THE AFFORDABLE HOUSING
24 PROVISIONS OF THE POLICY. WE ARE REALLY, YOU KNOW, CONCERNED
25 WITH MAKING SURE THAT AFFORDABILITY STAYS CENTRAL TO THIS



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1 POLICY. WE DO THINK THAT THERE IS ADDITIONAL ROOM TO NARROW
2 AND FOCUS THESE AFFORDABLE HOUSING PROVISIONS OF THE POLICIES,
3 REALLY FOCUSING ON HIGH IMPACT POLICIES THAT WILL DELIVER THE
4 AFFORDABLE HOUSING GOALS OUTLINE IN PLANNED BAY AREA, AND I
5 ALSO WANT TO UNDERSCORE A POINT THAT WAS RAISED BY SOME OF MY
6 COLLEAGUES AROUND IMPLEMENTATION. WE CAN CRAFT, YOU KNOW, AN
7 EXCELLENT POLICY, BUT WE DON'T WANT IT TO GO UNUSED OR HAVE
8 SERIOUS BARRIERS GET IN THE WAY OF IMPLEMENTATION. WE NEED
9 ADEQUATE TIMELY INCENTIVES INCLUDING AND EXPANDING ON THE
10 STANDARDS SET BY THE 2005 POLICIES WHICH CONDITIONED
11 DISCRETIONARY FUNDS FOR TRANSIT EXPANSION, AND WE, ALSO, URGE
12 STAFF TO COORDINATE WITH THE FANTASTIC TEAM THAT'S BEEN
13 WORKING ON HOUSING ELEMENTS TO REALLY THINK ABOUT HOW THE
14 ZONING AND HOUSING ELEMENT UPDATES CAN SYNC AS BEST AS
15 POSSIBLE WITH THIS TOC POLICY UPDATE. THANK YOU, AGAIN.

16

17 **CLERK, FRED CASTRO:** THANK YOU. THE NEXT SPEAKER IS ZOEY.

18

19 **SPEAKER:** HI MY NAME IS ZOEY SIEGEL, AM [INDISCERNIBLE] I WANT
20 TO THANK STAFF FOR DOING A GREAT JOB ON OUTREACH AND REACHING
21 SO MANY JURISDICTIONS WHILE STRIVING TO BE TRUE TO MTC'S FOUR
22 YEAR PLANNED WORK. [INDISCERNIBLE]. I THINK THE TOC POLICY
23 WILL HELP US ACHIEVE HOUSING AND CLIMATE GOALS. AND
24 PARTICULARLY, WE REALLY APPRECIATE THE PARKING POLICIES ARE
25 STRONG AND I BELIEVE THAT THE POLICY REMAINS STRONG AS WE VERY



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1 MUCH SUPPORT THIS INITIATIVE I THINK THE IMPORTANT QUESTIONS
2 RELATE TO IMPLEMENTATION AND WE WANT TO MAKE SURE THAT THE
3 POLICY ENCOURAGES COMPLIANCE FOR MOST JURISDICTIONS. WE ALSO
4 WANT TO MAKE SURE THAT THE TOC POLICY SETS US UP TO MEET OUR
5 PLANNED BAY AREA GOALS FOR HOUSING PRODUCTION AND MODE SHIFT.
6 WE RECOMMEND THAT STAFF CONFIRM THAT THE TOC POLICY WILL ALIGN
7 WITH THE BROADER TRANSIT ORIENTED HOUSING AFFORDABLE HOUSING
8 AND JOBS GOALS AND CONFIRM THEY'RE CONSISTENT WITH OUR HOUSING
9 AND ANTI-DISPLACEMENT COMMITMENTS. CONNECTED TO HOUSING
10 ELEMENTS WE RECOMMEND MTC WORK CLOSELY WITH HCD AND OTHER
11 STATE EXPERTS TO ENSURE JURISDICTIONS ARE MEETING HOUSING
12 ELEMENTS AND THE ASSOCIATE ZONING CHANGES SO WE CAN ALIGN WITH
13 ALL THE WORK THAT NEEDS TO HAPPEN ON THE TOC POLICY. OVERALL
14 THANK YOU VERY MUCH FOR YOUR LEADERSHIP ON THIS ISSUE, AND
15 GREENBELT ALLIANCE LOOKS FORWARD TO WORKING WITH YOU.

16

17 **CLERK, FRED CASTRO:** THANK YOU. NEXT IS CALLUM WEEKS.

18

19 **SPEAKER:** GOOD MORNING. MY NAME IS CALLUM WEEKS. I AM THE
20 POLICY DIRECTOR WITH GENERATION HOUSING. I WON'T CONSUME TOO
21 MUCH AIR TIME, BECAUSE QUITE FRANKLY MY COLLEAGUES HAVE DONE
22 AN EXCELLENT JOB IN KIND OF AIRING SOME OF OUR CONCERN, AND,
23 ALSO, AIRING OUR APPRECIATION FOR STAFF'S, YOU KNOW, EFFORT IN
24 TERMS OF REALLY, I THINK, DOING SOME REALLY ROBUST OUTREACH.
25 AND I THINK REPRESENTING WHAT THE JURISDICTION'S CONCERNS ARE,



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1 ESPECIALLY AS IT RELATES TO, YOU KNOW, THE EQUITY CLIMATE AND
2 LIVEABILITY GOALS THAT WE ARE SEEKING. ONE THING I WOULD
3 HAMMER HOME HERE IS WE ARE HEAVILY FOCUSED AS IS ALL OF
4 CALIFORNIA ON ENSURING THAT THE AFFORDABLE HOUSING IS BUILT
5 AND THAT WE ARE MEETING OUR PRODUCTION NUMBERS ESPECIALLY AS
6 IT RELATES TO OUR TRANSIT STATIONS. I WOULD LIKE TO
7 ACKNOWLEDGE, AS ZOEY DID THAT WE ARE VERY MUCH PLEASED WITH
8 THE PARKING POLICIES. THOSE WERE VERY STRONG, AND WE WELCOME,
9 ALSO, THE I THINK THE FOCUS ON MODE SHIFT, AND REALLY MOVING
10 PEOPLE AWAY FROM SINGLE OCCUPANT VEHICLES ESPECIALLY IN
11 TRANSIT-RICH AREAS. AS KIND OF A SUBURBAN RING REGION, WE ARE
12 WORKING STEADFAST TO OPERATIONALIZE OUR SMART TRAIN AND ENSURE
13 THAT IT BECOMES THE SPINE OF SONOMA COUNTY IN TERMS OF MOVING
14 PEOPLE ACROSS OUR REGION. SO, I'LL JUST CLOSE, AGAIN, BY
15 REALLY JUST EMPHASIZING HOW MUCH WE APPRECIATE STAFF'S WORK ON
16 THIS, AND WE LOOK VERY MUCH FORWARD TO WORKING WITH YOU
17 MOREOVER THE NEXT FEW MONTHS. THANK YOU, AND FEEL FREE TO
18 REACH OUT.

19

20 **CLERK, FRED CASTRO:** THANK YOU. IF WE COULD GO TO THE BOARDROOM
21 FOR JAYNE KRAEMER?

22

23 **SPEAKER:** IS IT ON? OKAY. JAYNE KRAEMER. THIS IS ON THE TOC
24 POLICY. I HAVE A CONCERN. IF YOU GO BACK TO SUMMARY OF
25 FEEDBACK, ET CETERA, AND YOU SAY CLARIFY DENSITY REQUIREMENTS



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1 TO REFLECT DIFFERING LEVELS OF TRANSIT SERVICE ACROSS THE
2 REGION. MY CONCERN IS, HOW DO YOU DEFINE "COMMUNITY-BASED?" IS
3 IT CLARIFYING DENSITY REQUIREMENTS DOES MY COMMUNITY OR COUNT
4 AS LARGER ENVIRONMENTS, CONCERNED WITH THE DEFINITION OF THE
5 TOC COMPLIANCE POLICY. THAT'S AN ISSUE THAT POLICY MAKERS HAVE
6 TO RESOLVE IN THEIR HEADS. BECAUSE WHAT WE'RE REALLY TALKING
7 ABOUT IS HAVE NOTS, HAVES, WHO PRESUME THEY HAVE CERTAIN
8 PREROGATIVES OVER HAVE NOTS. AND THAT DOESN'T WORK FOR ME. AND
9 THE PART I'M THINKING ABOUT, THE HOMELESS AND THE CURRENTLY
10 DISPLACED. HOW DOES THAT FIT INTO YOUR THINKING? DO YOU REALLY
11 WANT TO REHAB THEM? WHICH MEANS YOU HAVE TO INCLUDE THEM IN A
12 POSITIVE SENSE. NOT ISOLATE THEIR NEW HOUSING SOME PLACE OUT
13 IN THE BOON DOCKS, BUT WITH INTENT INTEGRATE THEM INTO
14 SOCIETY. AND THAT'S A BIG CHORE, AND A LOT OF THINKING NEEDS
15 TO GO INTO TO. THANK YOU.

16

17 **JAMES P. SPERING, MTC CHAIR:** THANK YOU FOR THOSE COMMENTS.
18 FRED, THERE ARE ANY OTHER?

19

20 **CLERK, FRED CASTRO:** CHAIR SPERING, THERE WERE TWO WRITTEN
21 COMMENTS RECEIVED ONE FROM THE CITY OF MORGAN HILL, AND A
22 SECOND FROM SIX ORGANIZATIONS, TRANSFORM, MPH, SPURS, SV AT
23 HOME, GREENBELT, AND ENTERPRISE THESE TWO LETTERS WERE POSTED
24 ONLINE AND WERE SENT TO COMMITTEE MEMBERS. THANK YOU.

25



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1 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. AND I HAVE KAREN,
2 DAVID, PAT, AND THEN VICTORIA. SO, KAREN, GO HOLD.

3

4 **KAREN MITCHOFF:** THANK YOU, MR. CHAIR. I'M LOOKING AT SLIDE
5 NINE, AND I JUST NEED SOME CLARIFICATION HERE.

6

7 **KARA VULCICH:** YES.

8

9 **KAREN MITCHOFF:** IT'S WHERE THE TRANSIT OCCUPANCY POLICY APPLY,
10 PDAS OR TRAS. AND THE -- I'M CALLING IT A VISUAL, BUT THE --
11 IT SHOWS, IN BERKELEY, THE BART STATION IS A HALF MILE IN
12 RADIUS, AND THAT THERE ARE SOME TRANSIENT -- SOME PDAS WITH
13 ONES OUTSIDE OF THE HALF MILE, AND THE MAJORITY OF ANOTHER IS
14 WITHIN IT. SO, I UNDERSTAND THE BERKELEY ONE, THE ONE ON THE
15 RIGHT, THE VTA REAMWOOD, THIS BECOMES A TRA BECAUSE IT'S A
16 TRANSIT-RICH AREA, MY RECOLLECTION, YOUR COMMENT IS SO THE
17 ENTIRE CIRCUMFERENCE OF THAT AREA, IS THERE NO DEVELOPMENT
18 THAT IS THERE? IS THAT WHY IT'S CONSIDERED TRANSIT-RICH? AS
19 OPPOSED TO THE BERKELEY ONE, BECAUSE THAT'S TRANSIT-RICH TOO,
20 BUT I'M ASSUMING THAT THERE IS ALL THIS OTHER DEVELOPMENT
21 THAT'S ALREADY BEEN BUILT, WHEREAS IN THE VTA ONE IT HASN'T
22 BEEN BUILT. IS THAT THE DIFFERENCE?

23

24 **KARA VULCICH:** CHAIR SPERING WOULD YOU LIKE ME TO ADDRESS THE
25 QUESTION NOW?



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1

2 **JAMES P. SPERING, MTC CHAIR:** GO AHEAD AND ADDRESS IT.

3

4 **KARA VULCICH:** THAT'S A TERMINOLOGY ISSUE. AND BY VTA I'M
5 REFERRING TO THE SPECIFIC TERMINOLOGY THAT WE USE IN THE
6 FRAMEWORK SO THE TERM TRANSIT-RICH AREA HAS A SPECIFIC MEANING
7 IN THOSE LOCATIONS AROUND THE TRANSIT STATIONS WHERE A
8 PRIORITY DEVELOPMENT AREA HAS NOT BEEN DESIGNATED BUT
9 POTENTIALLY COULD BE.

10

11 **KAREN MITCHOFF:** SO COULD BE. SO, IN THE BERKELEY ONE, WHY
12 WOULDN'T THAT ALSO BE A TRA? IT'S BECAUSE THERE IS ALREADY
13 DEVELOPMENT -- IF THEY DEMOLISH WHAT'S THERE, AND THEN MADE IT
14 A PDA THAT'S WHAT I DON'T GET THE DIFFERENCE ON.

15

16 **KARA VULCICH:** IT DOESN'T REALLY HAVE TO DO WITH THE
17 DEVELOPMENT THAT'S ON THE GROUND RIGHT NOW IT'S REALLY
18 DEPENDING ON, SO IN THE BERKELEY CASE, THERE IS ACTUALLY SOME
19 SURROUNDING TRANSIT-RICH AREA ALSO IN THAT HALF MILE BUT THE
20 CITY HAS DESIGNATED PRIORITY DEVELOPMENT AREAS. AND THE REASON
21 THAT WE SORT OF CHOSE TO GO WITH THIS APPROACH IS THAT IN MANY
22 CASE, PRIORITY DEVELOPMENT AREA BOUNDARIES WERE DRAWN
23 SPECIFICALLY TO CAPTURE LOCATIONS WHERE NEW DEVELOPMENT WAS
24 REALLY KIND OF MOST FEASIBLE, AND MOST LIKELY TO OCCUR. AND
25 SO, THAT'S WHY WE OPTED IN THE CASE OF -- IN LOCATIONS WHERE



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1 THE CITY HAD GONE THROUGH THE PROCESS AND DESIGNATED A PDA, WE
2 DEFERRED TO THAT PROCESS, BECAUSE IT'S ALREADY IDENTIFIED
3 LOCATIONS WHERE NEW DEVELOPMENT WAS GOING TO BE MOST
4 APPROPRIATE. WE DO HAVE, NOT -- IT'S DEFINITELY A MINORITY OF
5 LOCATIONS WHERE NO PDA HAS BEEN DESIGNATED SO THOSE ARE THE
6 ONES WHERE THE REQUIREMENTS WOULD POTENTIALLY APPLY TO THE
7 ENTIRE AREA UNLESS THE CITY GOES, AGAIN, GOES THROUGH THE
8 PROCESS OF DESIGNATING A PDA. I DO WANT TO CLARIFY ONE THING,
9 ONE POINT I FORGOT TO MENTION FOR THE DENSITY REQUIREMENTS
10 THIS IS IN THE POLICY DOCUMENT ITSELF: THOSE REQUIREMENTS
11 WOULD NOT APPLY TO PARCELS THAT ARE CURRENTLY OCCUPIED
12 EXISTING DWELLING UNITS WE WROTE THAT PROVISION INTO THE DRAFT
13 POLICY TO MINIMIZE DISPLACEMENT OF EXISTING DWELLING UNITS.

14

15 **KAREN MITCHOFF:** THANK YOU. MR. CHAIR, AND MY COLLEAGUES, I'M
16 LEAVING THIS ZOOM MEETING TO GET INTO THE CAR TO GO TO ANOTHER
17 MEETING, BUT I AM RESUME -- NO PUN INTENDED -- I MADE THAT UP
18 ON MY OWN -- AS SOON AS I GET IN MY CAR. I'LL SEE YOU IN THE
19 CAR.

20

21 **JAMES P. SPERING, MTC CHAIR:** THANK YOU KAREN. DAVID RABBIT
22 THEN PAT EKLUND. DAVID?

23

24 **DAVID RABBIT:** I HAVE ONE QUESTION AND ONE OBSERVATION AND MY
25 OBSERVATION HAS TO DO -- MAYBE IT'S MY SENSITIVITY TO



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1 ARCHITECTURE THIS ISSUE HAS BECOME HOT AND HEAVY MERE IN
2 SONOMA COUNTY, WITH THE PRESERVATION TALKING ABOUT PREVENTION
3 OF DISPLACEMENT FROM SUBSTANDARD HOUSING CODE ENFORCEMENT I
4 WOULD BE CAREFUL WHAT WE'RE ADVOCATING FOR THERE BECAUSE WE
5 HAVE TWO STANDARDS ON THE BUILDING CODE, FOR PEOPLE ON THE
6 LOWER SOCIO-ECONOMIC FOOTING DOESN'T MEAN YOU SHOULD HAVE
7 SUBSTANDARD HOUSING. CODE ENFORCEMENT IS REALLY THE
8 RESPONSIBILITY GIVEN TO US BY THE COUNTIES, BY THE STATE, TO
9 MAKE SURE THAT WE UPHOLD THE BUILDING CODE AND ENSURE THAT
10 FIRE LIFE SAFETY ISSUES ARE CONSISTENT AND SAFE. AND I
11 UNDERSTAND IN THEORY WHAT WE'RE TRYING TO DO BUT AT THE SAME
12 TIME, THERE IS A FINE LINE AND I KNOW STAFF KNOWS THAT. SO I
13 WANT TO POINT THAT OUT. BECAUSE IT'S WRITTEN, YOU KNOW, LET'S
14 LOOK THE OTHER WAY ON THOSE SUBSTANDARD STRUCTURES BECAUSE
15 IT'S AT LEAST A HOME AND THAT'S NOT REALLY THE ATTITUDE THAT I
16 THINK IS SAFE GOING FORWARD. MY SECOND ONE IS A QUESTION, AND
17 IT'S IN MY CAPACITY AS A SMART RAIL CHAIR, IS IT THE MINIMUM
18 NUMBER OF RESIDENTIAL UNITS OR THE MINIMUM SQUARE FOOTAGE OF
19 COMMERCIAL OFFICE SPACE? OR BOTH? AND IT GOES TO THE ISSUES
20 THAT WE HAVE EXPERIENCED HERE IN SONOMA COUNTY AND UNDOUBTEDLY
21 EVEN IN MARIN WHERE THE DOWNTOWN STATIONS TOTALLY UNDERSTAND
22 THE MIXED USE OF RESIDENTIAL UNITS AND COMMERCIAL RETAIL USES,
23 BUT WE STILL HAVE, FOR INSTANCE, BUSINESS PARKS THAT ARE HEAVY
24 EMPLOYMENT CENTERS THAT DON'T HAVE RESIDENTIAL UNITS AROUND
25 THEM, BUT THERE STILL COULD BE, YOU KNOW, IN THE NORTH END OF



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1 PETALUMA FOR INSTANCE, SIX OR 7,000 PEOPLE WORKING THERE,
2 WHICH IS NOT A BAD AUDIENCE TO ATTRACT OUR CUSTOMER BASE TO
3 ATTRACT FOR RAIL COMMUTE. SO, I'M CURIOUS ABOUT THAT, BECAUSE
4 I KNOW IN THE PREVIOUS YEARS, WE HAVE HAD TO PLAY WITH THE
5 NUMBERS TO MAKE SURE THAT WE COMPLY, AND I JUST THINK THAT IN
6 THAT LAST TIER, IT SHOULD BE A LITTLE BIT MORE RELATIVE TO
7 WHAT WE'RE ALL TRYING TO ACHIEVE WHICH IS REALLY GETTING MORE
8 PEOPLE TO USE PUBLIC TRANSIT WHETHER THEY'RE GOING FROM WORK
9 TO RESIDENCE, OR RESIDENCE TO WORK AND NOT EVERY STOP ALONG
10 THE WAY IS GOING TO BE GOING FROM RESIDENTIAL AREA TO
11 RESIDENTIAL AREA TO RESIDENTIAL AREA IT DOESN'T MAKE SENSE TO
12 ME ESPECIALLY IN THE OUTLYING AREAS OF THE BAY AREA. BUT I
13 VERY MUCH APPRECIATE THE WORK AND JUST WANTED TO MAKE THOSE
14 OBSERVATIONS.

15

16 **JAMES P. SPERING, MTC CHAIR:** THANK YOU DAVID. PAT EKLUND. PAT?

17

18 **PAT ECKLUND:** THANK YOU VERY MUCH. SO, CARE A COULD YOU BRING
19 UP SLIDE 10? SO I RECOGNIZE YOU HAVE ELIMINATED THE DEFINITION
20 TO CLARIFY LEVEL OF SERVICE, AND, SO, ON TIER THREE, WHERE YOU
21 SAY "BUS RAPID TRANSIT" DOES THIS APPLY TO ALL CITIES AND
22 COUNTIES WHERE THERE IS BUS SERVICE, BUT YOU'RE NOT DEFINING
23 WHAT THE LEVEL OF SERVICE IS? SO IT COULD BE ONE BUS AN HOUR?

24



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1 **KARA VULCICH:** JUST TO CLARIFY QUICKLY. BUS RAPID TRANSIT IS
2 NOT REGULAR BUS SERVICE WE'RE TALKING ABOUT FIXED GUIDEWAY
3 WITH DEDICATED LANES, STATIONS, OFF-BOARD FARE PAYMENTS.
4 CURRENTLY IN THE REGION, WE HAVE TWO BUS RAPID TRANSIT
5 PROJECTS THE ONE IN TEMPO AND THE EAST BAY AND THE VAN NESS
6 SBRT AND THE PLANT VRT PROJECTS RIGHT NOW THERE ARE SEVERAL
7 UNTIL SAN FRANCISCO ONE IN EL CAMINO REAL, AND ONE IN SAN
8 PABLO.

9

10 **PAT ECKLUND:** ON SLIDE TELL -- I'M COMPETING WITH KAREN'S
11 MUSIC, I THINK. [LAUGHTER] SO, ON THIS ONE, I'M VERY CONCERNED
12 CITIES, ESPECIALLY, THAT HAVE TO PUT TOGETHER THESE POLICIES
13 AND ACTUALLY ENFORCE THEM, BECAUSE WE DON'T NECESSARILY GET
14 MONEY TO HAVE -- TO BE ABLE TO PAY FOR LEGAL ASSISTANCE, OR
15 PROVIDE FORECLOSURE ASSISTANCE OR RENTAL ASSISTANCE OR RENT
16 STABILIZATION OR TENANT RELOCATION ASSISTANCE, WE DON'T GET
17 FUNDING FOR THAT. I RECOGNIZE WE'RE TALKING ABOUT GRANTS TO
18 SET THEM UP CITIES NEED ONGOING MONEY TO BE ABLE TO IMPLEMENT
19 THOSE OVER TIME. YOU JUST CAN'T SET IT UP AND THEN NOT
20 IMPLEMENT IT. CITIES DO NOT HAVE THE FUNDING TO BE ABLE TO DO
21 THAT. I'M CONCERNED ABOUT INCREASING ANY OF THE REQUIREMENTS
22 FOR CITIES IN THIS CATEGORY FOR AFFORDABLE AND ANTI-
23 DISPLACEMENT WITHOUT ONGOING FUNDING COMING FROM EITHER THE
24 COG OR MTC OR STATE OR FEDERAL. BECAUSE CITIES JUST DON'T HAVE
25 IT. THE OTHER COMMENTS I HAVE IS THAT I APPRECIATE THE



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1 FLEXIBILITY AND SOME OF THE CHANGING OF THE REQUIREMENT -- THE
2 MINIMUM DENSITY REQUIREMENTS. I STILL THINK THAT CITIES NEED
3 TO HAVE A LITTLE BIT MORE OF FLEXIBILITY ON THAT. BECAUSE THE
4 QUALITY OF LIFE IS SOMETHING REALLY HUGE. AND I HAVE RECEIVED
5 SEVERAL CONCERNS FROM CITIES, IN CONTRA COSTA COUNTY, I
6 RECEIVE E-MAILS AND PHONE CALLS FROM CITIES IN ALAMEDA COUNTY
7 AND ALSO IN CONTRA COSTA COUNTY, CONCERN ABOUT THE REQUIRED
8 MINIMUM DENSITY, NOT NECESSARILY HE MEETING WITHIN THEIR
9 QUALITY OF LIFE. SO, I JUST THINK THAT WE NEED TO GIVE A
10 LITTLE BIT MORE FLEXIBILITY THERE. AND, SO, I GUESS THAT ENDS
11 MY COMMENTS. I STILL HAVE CONCERNS ABOUT THIS. BUT INTERESTED
12 TO HEAR WHAT SOME OF THE OTHER CONCERNS ARE FROM THE LOOKED
13 OFFICIALS.

14

15 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, PAT. VICTORIA?

16

17 **VICTORIA FLEMING:** THANK YOU, CHAIR. I HAVE A QUESTION AROUND
18 HOW IT WAS DETERMINED TO LEAVE OFF BUS ROUTES THAT YOU DON'T
19 DEFINE AS FIXED ROUTE.

20

21 **KARA VULCICH:** YEAH, THERE WAS A GOOD BIT OF DEBATE ON THAT.
22 AND I THINK ONE WAS TO BE RESPONSIVE TO SOME OF THE CONCERNS
23 THAT WE HEARD ABOUT, JUST THE FACT THAT, YOU KNOW, FOR JUST
24 SORT OF REGULAR FIXED BUS ROUTE SERVICE THOSE ROUTES AND
25 FREQUENCIES COULD CHANGE SO CITY STAFF DID HAVE CONCERN ABOUT



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1 MAKING LONGER TERM LAND USE PLANS ABOUT TRANSIT SURROUND THAT
2 MAY NOT BE THERE IN THE FUTURE. THIS DOESN'T APPLY TO ALL OF
3 THE CORRIDORS IN THE REGION BUT WE DID HEAR THAT CONCERN. WE
4 HAVE THOSE LOCATIONS SUPPORTED IN THE PRIORITY DEVELOPMENT
5 PROGRAM AND WOULD CERTAINLY ENCOURAGE THEM TO VOLUNTARILY USE
6 THE TOC POLICY AND GUIDELINES FOR THE PLANNING AND ZONING
7 THEY'RE DOING IN THOSE LOCATIONS AND WE'LL CONTINUE TO SUPPORT
8 PLANNING AND ZONING AND PROJECTS IN THOSE LOCATIONS, AGAIN,
9 THROUGH OBAG AND THE REAP PROGRAMS AS WELL. SO THEY'RE NOT
10 GOING TO BE LEFT OUT. WE'RE JUST NOT GOING TO HOLD THEM TO THE
11 SAME LEVEL, JUST BECAUSE OF THOSE CONCERNS THAT WE HEARD.

12

13 **VICTORIA FLEMING:** OKAY, AND CAN YOU -- IT SOUND LIKE THERE IS
14 NO PRACTICAL DIFFERENCE FOR THE EXISTING HIGH QUALITY BUS
15 SERVICE VERSUS FIXED ROUTES IN THE IMPLEMENTATION OF THE END.
16 AM I MISSING ANYTHING THERE IN TERMS OF FUNDING OR AVAILABLE
17 RESOURCES FOR AREAS THAT HAVE HIGH QUALITY OR GOOD HEADWAYS IS
18 ESSENTIALLY WHAT WE'RE TALKING ABOUT VERSUS THOSE WITH FIXED
19 ROUTE?

20

21 **KARA VULCICH:** SO FIXED ROUTE -- OH YOU MEAN FIXED GUIDEWAY.
22 NO. THE WAY WE CRAFT THIS AGAIN IS TO ACKNOWLEDGE THAT WE HAVE
23 PRIORITY DEVELOPMENT AREAS THAT ARE FOCUSED ON HIGH QUALITY
24 BUS SERVICE THAT DON'T HAVE BUS RAPID TRANSIT OR LIGHT RAIL OR
25 OTHER TYPES OF RAIL AND WE DO WANT TO CONTINUE TO SUPPORT



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1 THOSE AND DON'T WANT THEM TO BE, FOR LACK OF A BETTER WORD
2 PENALIZED IN ANY WAY. SO, YES, THE WAY WE HAVE FRAMED THESE
3 POLICIES THOSE CONTINUE TO BE SUPPORTED IN THE SAME WAY THAT
4 WE HAVE.

5

6 **VICTORIA FLEMING:** OKAY. THE CHALLENGE FOR ME IS JUST THE LOGIC
7 AROUND IT, AND THAT THERE IS OTHER TYPES OF THE FIXED
8 GUIDEWAYS COULD CHANGE IN OTHER AREAS. SO, IN NORTH BAY A LOT
9 OF OUR JURISDICTIONS DON'T HAVE ACCESS TO FERRIES OR TO RAIL,
10 AND SO I JUST WANT TO MAKE SURE THAT WE'RE NOT BEING LEFT
11 BEHIND OR DISCOURAGING AREAS OF HAVING HIGH QUALITY BUS
12 TRANSIT SERVICE WHERE IT MAKES SENSE. THANK YOU FOR ALL YOUR
13 WORK. IT LOOKS REALLY GOOD.

14

15 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. CARLOS?

16

17 **CARLOS ROMERO:** THANK YOU. I WOULD LIKE TO ADDRESS MY COMMENTS
18 TO AFFORDABLE HOUSING AND ANTI-DISPLACEMENT COMPONENTS OF THIS
19 POLICY WHICH HAS IMPROVED GREATLY FROM WHAT WE PREVIOUSLY HAD
20 AROUND TOD, BUT I WOULD LIKE TO ADVOCATE FOR, AND WE HAVE THIS
21 ADVOCATES THAT SAID THE SAME THING -- THAT WE SHOULD HAVE NO
22 NET LOSS AND RIGHT OF RETURN FOR DEMOLISHED HOMES. IT REALLY
23 SHOULD BECOME A BASELINE REQUIREMENT WITHIN THIS TOC POLICY.
24 IT SHOULD NOT BE AN ELECTABLE REQUIREMENT, BUT RATHER THAN AN
25 ELECTABLE OPTION, BUT RATHER WE SHOULD REQUIRE ANY OF THE



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1 FOLKS THAT ARE PURSUING THESE POLICIES OR PURSUING THESE
2 POLICIES AND TRYING TO GET ADDITIONAL FUNDING FOR CARROTS AND
3 STICKS AND THEY ACTUALLY HAVE BUILT IN NO NET LOSS. THERE'S
4 BEEN A SIGNIFICANT AMOUNT OF DIRECT DISPLACEMENT OVER THE LAST
5 15 YEARS FOLKS MOVING OUT OF THE CENTER VALLEY COMMUNITY
6 LONGER DISTANCES AND HAVING A POLICY THAT'S MANDATORY AROUND
7 DISRESPECT DISPLACEMENT AND RIGHT OF RETURN. THERE ARE OPTIONS
8 LISTED HERE, I THINK WE TALKED ABOUT AT ONE POINT SELECTING
9 THREE AS OPPOSED TO TWO. NOW WE'RE DOWN TO TWO. IT MAY MAKE
10 SENSE TO GO THROUGH THAT LIST OF PRESERVATION, PROTECTION AND
11 PRODUCTION, OF THOSE THREE CATEGORIES TO SEE WHICH WE MIGHT
12 WANT TO TAKE OUT JUST SO THEY'RE BASIC AND MINIMAL THAT THEY
13 SHOULD NOT REALLY COUNT TOWARDS THE TWO OPTIONS THAT WOULD GET
14 YOU TO COMPLY WITH THIS POLICY. I WOULD HOPE THAT STAFF WOULD
15 GO BACK, LOOK AT THOSE OPTIONS AND WORK WITH SOME OF THE
16 ADVOCATES TO ACTUALLY CALL OUT SOME OF THOSE THAT ARE JUST
17 SUCH, SUCH, SUCH LOW-HANGING AND UNIMPACTFUL FRUIT THAT REALLY
18 DON'T BELONG IN THERE. THANK YOU.

19

20 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I HAVE GINA, MAYOR
21 SCHAFF, DAMON, AND ALFREDO. I HOPE I HAVEN'T MISSED ANYBODY.
22 GINA?

23

24 **GINA PAPAN:** I'LL LISTEN TO EVERYBODY ELSE FIRST. SORRY. THANK
25 YOU.



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1

2 **JAMES P. SPERING, MTC CHAIR:** OKAY. MAYOR SCHAFF?

3

4 **LIBBY SCHAFF:** THANK YOU. FIRST AND FOREMOST, AND I KNOW OTHERS
5 HAVE SAID IT, BUT IT SHOULD BE SAID AGAIN, THIS IS INCREDIBLY
6 IMPORTANT WORK, AND THE STAFF IS ABSOLUTELY ON THE RIGHT
7 TRACK, AND HAS DONE SOME FANTASTIC PROFESSIONAL WORK. THIS IS
8 CRITICAL FOR IMPLEMENTING OUR PLANNED BAY AREA 2050. WE WILL
9 NOT REACH OUR TRANSPORTATION OR CLIMATE GOALS WITHOUT THIS
10 POLICY. SO, IT IS CLEARLY NECESSARY. I DO, HOWEVER, ENCOURAGE
11 STAFF TO CONTINUE WORKING WITH THE TECHNICAL ADVISORY
12 COMMITTEE TO REFINE THOSE DEVILISH DETAILS. AND I WANT TO
13 HIGHLIGHT TWO OF THEM. AS A CITY THAT HAS KIND OF A
14 COMPLICATED INFILL ENVIRONMENT, BUT IS TRULY DEDICATED TO
15 THESE GOALS, I HOPE SOME OF OAKLAND'S EXPERIENCE AND
16 CONDITIONS COULD BE INSTRUCTIVE. I AM CONCERNED THAT REQUIRING
17 INDIVIDUAL PROJECTS TO MEET A MINIMUM DENSITY MAY DISCOURAGE
18 DEVELOPMENT. AND, SO, WE HAVE TO OPERATE A LITTLE BIT IN THE
19 WORLD OF REALITY. FOR EXAMPLE, WE HAVE SOME EXTREMELY SMALL
20 SITES WHERE YOU MIGHT NOT BE ABLE TO GET A HIGH DENSITY OR
21 TALL BUILDING IN IT, JUST BECAUSE IT'S TOO SMALL OF A SITE,
22 AND, YET, SOMEONE MIGHT BE WILLING TO DO A TRIPLEX, OR A
23 FOURPLEX, YOU KNOW, TO REPLACE THE SINGLE-FAMILY HOME. SO,
24 JUST TO BE SURE THAT ODD SITES, YOU KNOW, FOR EXAMPLE, WE HAVE
25 SINGLE-FAMILY NEIGHBORHOODS NEAR THE FRUITVALE BART STATION



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1 WITH EXTREMELY SMALL LOT SIZES. SO I THINK WE SHOULD LOOK AT
2 KIND OF THE TOTALITY OF HIGH DENSITY, AS WELL AS TAKING INTO
3 ACCOUNT DIFFERENT LOT SIZES AND CONDITIONS. AND A SIMILAR
4 CONCERN IS WITH PARKING. AND IF YOU KNOW ME, I HAVE BEEN A
5 HUGE CHAMPION FOR LIMITING PARKING. BUT, RIGHT NOW, THERE IS A
6 COMPLETE PROHIBITION ON PARKING FOR COMMERCIAL DEVELOPMENT IN
7 TIER ONE LOCATION, WHICH BASICALLY INCLUDES DOWNTOWN OAKLAND.
8 AND THAT WOULD EVEN PROHIBIT US FROM CREATING THE NEEDED
9 ONSITE ADA PARKING SPACES. SO, AGAIN, SOME FLEXIBILITY TO
10 PROVIDE A MINIMAL AMOUNT OF PARKING, I THINK, WOULD BE
11 ADVISABLE, AND PRACTICAL. AND THEN THE LAST THING I JUST
12 WANTED TO HIGHLIGHT IS THE TIMING. IT IS TOO BAD THAT THIS
13 WASN'T READY FOR OBAG THREE, BUT, OBVIOUSLY GETTING IT RIGHT
14 IS IMPORTANT. AND A MUCH BIGGER TINY CONCERN IS THAT WE'RE
15 ALL, RIGHT NOW, UPDATING OUR HOUSING ELEMENT TO MEET THE
16 STATE-MANDATED DEADLINES. AND, REALLY, BY THE TIME THIS IS
17 FINALIZED, IT'S PROBABLY GOING TO BE TOO LATE FOR CITIES TO
18 INCORPORATE INTO THEIR HOUSING ELEMENTS. AND I WONDER IF WE
19 MIGHT APPROACH THE STATE AND REQUEST AN EXTENSION FOR
20 JURISDICTIONS THAT ARE WILLING TO INCORPORATE A NEWLY ADOPTED
21 TOC POLICY INTO THEIR HOUSING ELEMENT, IF WE COULD GET A STATE
22 EXTENSION ON THE DEADLINE. AND THAT MIGHT ALSO BE A REAL
23 INCENTIVE FOR CITIES TO START TAKING THE TOC POLICY AND
24 ACTUALLY INCORPORATING IT INTO OUR OWN PLAN. SO THAT'S KIND OF
25 THE SUGGESTION. CURIOUS IF STAFF THINKS, AND MAYBE WE CAN TALK



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1 ABOUT IN THE LEDGE COMMITTEE, THAT THAT'S A PRACTICAL ONE.
2 THERE IS A LOT GOING ON IN SACRAMENTO, PARTICULARLY TODAY, AND
3 I JUST MOST HE REALLY WANT TO APPRECIATE STAFF'S WORK, AND
4 UNDERSCORE WHAT ALL OF MY COLLEAGUES HAVE SAID IS THE
5 IMPORTANCE OF THESE POLICIES. THANK YOU.

6

7 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, MAYOR. COMMISSIONER
8 CONNOLLY?

9

10 **DAMON CONNOLLY:** THANK YOU, CHAIR. AND I ALSO WANT TO JOIN IN,
11 IN THE THANKS TO STAFF FOR THE GOOD WORK. I WANT TO GO BACK TO
12 THE LINKAGE OF FUNDING. AS YOU KNOW, PDA PLANNING FUNDS ARE
13 NEEDED TO ADDRESS A WIDE RANGER OF ISSUES SUCH AS EQUITY, SEA
14 LEVEL RISE, ADAPTIVE REUSE OF MALLS, AND OTHER THINGS. AND
15 FUNDING SHOULD NOT BE REPRIORITIZED WITHOUT CONSIDERING THESE
16 OTHER NEEDS. I THINK THAT'S THE THING YOU'RE HEARING. THE
17 POLICY REVISIONS ARE NOT CLEAR ON HOW PDA PLANNING FUNDS WOULD
18 BE INVESTED IN THE NEXT FEW YEARS. SO, I GUESS THE
19 QUESTION/COMMENT IS THAT WE NEED CLARITY ON HOW PDA PLANNING
20 FUNDS WOULD BE INVESTED IN THE NEXT FEW YEARS.

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. KARA, MAYBE YOU CAN
23 ANSWER THAT HERE IN A MINUTE. ALFREDO?

24



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1 **ALFREDO PEDROZA:** I WANT TO COMMENT COMMEND STAFF FOR LISTENING
2 TO COMMISSIONERS AND THE COMMUNITIES GATHER TOGETHER FOR
3 FEEDBACK. AS MUNICIPALITIES ARE TRYING TO PLAN FOR THE
4 INCREASING IN HOUSING NUMBERS FOR THE RHNA NUMBERS, THIS IS
5 OPPORTUNITY TO LOOK AT RESOURCES THAT ARE GOING TO BE OUT
6 THERE. THIS IS THE RIGHT MOMENT. IT'S NOT PERFECT, BUT IT'S
7 ANOTHER TOOL AS WE KEEP MOVING FORWARD ON IMPLEMENTING THE
8 OUTCOMES WE ARE TRYING TO ACHIEVE IN PLANNED BAY AREA. SUPPORT
9 TO THE ADVOCATES FOR BEING PATIENT BUT ALSO ACKNOWLEDGING THAT
10 WE NEED TO COLLABORATE. THIS IS A JOURNEY NOT THE DESTINATION.

11

12 **JAMES P. SPERING, MTC CHAIR:** DAVID?

13

14 **DAVID E. HUDSON:** DON'T CHANGE THE PARKING MANAGEMENT. YOU HAVE
15 THAT ONE. LEAVE IT ALONE IT'S GOOD. SECOND ONE UNDER GOALS. IF
16 YOU READ THE FIRST SENTENCE ON THE FIRST PAGE IT'S A FAIRLY
17 IMPORTANT POSITION IT READS MTC TOC POLICY SEEKS TO SUPPORT
18 THE REGION'S TRANSIT INVESTMENTS BY CREATING COMMUNITIES
19 AROUND TRANSIT STATIONS AND ALONG TRANSIT CORRIDORS THAT NOT
20 ONLY SUPPORT TRANSIT RIDERSHIP, THAT ARE PLACES WHERE BAY AREA
21 RESIDENTS OF ALL INCOMES CAN LIVE, WORK, AND ACCESS SERVICES.
22 AND THAT'S WHAT I WANT TO FOCUS ON I THINK WE MISSED ONE WORD,
23 SUCH AS "EDUCATION, CHILD CARE, HEALTH CARE, AND I WOULD THROW
24 IN GROCERIES OR SHOPPING CENTER" I'LL TELL YOU WHY. I JUST
25 APPROVED 4500 HOMES IN A BUSINESS BARK AND AN ADDITIONAL 404



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1 UNITS WITHIN WALKING DISTANCE, THEY HAVE THEIR OWN BIKESHARE
2 PROGRAM, THEY'RE DOING THEIR OWN TRANSIT PROGRAM THAT WILL
3 TAKE PEOPLE RIGHT TO THE AREA I'M SPEAKING OF, BUT THE
4 QUESTION IS GOING TO BECOME THE DEVELOPER WANTS TO KNOW OF THE
5 SHOPPING CENTER, CAN I MAKE MORE MONEY BUILDING HOUSING THERE.
6 BUT IF I PUT IN 5,000 HOMES AND TAKE AWAY THE SERVICES THAT
7 YOU TALK ABOUT -- AND BY THE WAY, THERE IS HEALTH CARE AND
8 DAYCARE WITHIN THAT SHOPPING CENTER AND WITHIN A MILE OF K
9 THROUGH 12 -- I MEAN, DOES IT SERVICE THE COMMUNITY? I KNOW
10 IT'S GOING TO BE A BATTLE BECAUSE OF SB 330, BUT IF YOU WANT
11 YOU TO CONSIDER IF YOU ONLY DO HOUSING AND NOT FOCUS ACCESSING
12 SERVICES THAT ARE ALSO CLOSE BY AND BECAUSE OF SOME LAW, I
13 HAVE GOT TO SHUT DOWN A SHOPPING CENTER WHICH MEANS EVERY ONE
14 OF THESE NEW PEOPLE I PUT IN THE EXISTING 25 OR 3500 HOMES
15 AROUND THAT SHOPPING CENTER WILL HAVE TO DRIVE FIVE MILES TO
16 SHOP. NO WAY AROUND IT. SO DO WE DECREASE VMT? IT SHOULD BE
17 CONSIDERED. SAME THING WITH REAL ESTATE, IT COMES DOWN TO
18 THREE THINGS. LOCATION, LOCATION, LOCATION, AND IF THE
19 LOCATION IS RIGHT, WHY WOULD WE DECREASE SOMETHING THAT THE
20 COMMUNITY NEEDS, SIMPLY TO FULFILL SOME OTHER THING THAT
21 TARGET COMMUNITIES NEED? I'LL LEAVE IT AT THAT.

22

23 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, DAVID. GINA, YOU'RE
24 THE LAST ONE I HAVE ON MY LIST.

25



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1 **GINA PAPAN:** THANK YOU VERY MUCH. AND THANK YOU TO STAFF FOR
2 REACHING OUT TO THE COMMUNITIES. WE HAVE A VERY ROBUST
3 DISCUSSION LAST NIGHT AT CCAG. ACCORDING TO THE AFFORDABILITY
4 MENU REQUIREMENTS, IF YOU COULD BRING THAT UP AGAIN REAL
5 QUICK. WHAT WAS MENTIONED DURING OUR DISCUSSION IS SOME OF
6 THESE ARE ALREADY EXISTING LAW, AND AS WAS POINTED OUT, HAVE A
7 SUNSET. FOLLOWING THE SUNSET ON SOME OF THOSE REQUIREMENTS,
8 LOCAL JURISDICTIONS, MUCH SMALLER JURISDICTIONS, ARE GOING TO
9 BE STUCK WITH AN UNFUNDED MANDATES. AND I'M NOT SURE -- I'M
10 SURE THAT'S NOT THE GOAL THAT'S TRYING TO BE PRESENTED HERE.
11 IT'S SLIDE 12, I THINK. THERE WE GO. ALONG THE PROTECTION
12 LINE. IT WOULD BE NICE TO KNOW RIGHT NOW WHICH ONES ARE
13 ALREADY STATE LAW, AND WHEN THEY SUNSET HERE. THIS IS GOING TO
14 IMPACT LOCAL JURISDICTIONS. AS POINTED OUT BY COMMISSIONER
15 RABBIT, AS FAR AS THE CODE ENFORCEMENT AND CONDITIONS THAT'S
16 VERY, VERY CONCERNING. BECAUSE WE DO WANT TO MAINTAIN SAFE
17 HOUSING, BUT TO BURDEN THE LOCAL JURISDICTIONS THEN THEREAFTER
18 BECOMES A PROBLEM. WE DID HAVE SOME CALLERS LAST NIGHT FROM
19 SFO, AND WHAT NEEDS TO BE BUILT IN HERE IS THE AIRPORT LAND
20 USE RESTRICTIONS, AS FAR AS AIR AND NOISE AND ALL OF THAT. WE
21 ARE IN MANY TIMES IN DIRECT CONFLICT WITH AIRPORT LAND USE
22 WHEN WE BUILD HOUSING, BUT WE'RE REQUIRED TO BUILD HOUSING AND
23 WE WILL CONTINUE TO BUILD HOUSING BUT THERE HAS TO BE SOME
24 FLEXIBILITY IN THERE AS TO HEIGHT REQUIREMENTS AND SOUND, JUST
25 THE IMPACTS. ENVIRONMENTAL IMPACTS THERE. BECAUSE IT DOES



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1 IMPACT THE QUALITY OF LIFE. WE, ALSO -- IT WAS BROUGHT UP,
2 WHEN YOU HAVE THIS LIST OF PROTECTIONS, WHERE IS THE
3 SUPPORTING DATA FOR THAT? BECAUSE YOU HAVE GOT SAN FRANCISCO
4 PROBABLY WITH THE MOST RESTRICTIVE RENT CONTROL LAWS YET IT'S
5 BEEN REPORTED THEY HAVE THE MOST VACANCIES IN RENT-CONTROLLED
6 UNITS AND THEY HAVE THE HIGHEST RENTS IN THE ENTIRE REGION.
7 SO, SUPPORTING DATA WOULD HELP US IN UNDERSTANDING, DO THESE
8 PROTECTIONS ACTUALLY WORK? ARE THEY WORKING IN THE APPROPRIATE
9 MANNER? OR ARE WE IMPACTING LOCAL JURISDICTIONS, LIKE MINE,
10 WHO ARE REALLY TRYING TO BUILD MORE AFFORDABLE HOUSING? MORE
11 LOCAL HOUSING? THE CITY OF BEALL METROPOLITAN JUST -- 125
12 UNITS OF LOW AND VERY LOW WERE JUST APPROVED. IT'S GOING TO BE
13 GREAT. WE'RE TRYING TO DO WHAT WE CAN HERE, BUT IF WE'RE
14 RESTRICTING FUNDING TO SOME OF THESE PROTECTIONS IT'S GOING TO
15 BE MUCH MORE DIFFICULT AS WE PROGRESS HERE. THE PARKING
16 REQUIREMENTS, AS MAYOR SCHAFF POINTED OUT, AT AN INTERMODAL
17 CENTER, WE WANT PEOPLE TO TAKE TRANSIT. YOU NEED TO HAVE
18 PARKING, AND IF YOU'RE EVEN GOING TO HAVE HOUSING AT AN
19 INTERMODAL CENTER, THAT'S GOING REMOVE PARKING AND ACCESS FOR
20 OTHERS TO TAKE TRANSIT. SO, REMOVING PARKING REQUIREMENTS AT
21 AN INTERMODAL CENTER IS EXCEPTIONALLY COUNTERPRODUCTIVE. WE
22 NEED TO REALLY ADD IN THAT FLEXIBILITY FOR CERTAIN ARENAS. THE
23 TIER ONE IS DEFINITELY MY CITY. AND I WANT PEOPLE ON PUBLIC
24 TRANSIT, AND I WANT TO BUILD HOUSING TOO, BUT IF THEY'RE NOT
25 GOING TO BE ABLE TO GET TO PUBLIC TRANSIT, THEY'RE NOT GOING



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1 TO TAKE T SO, THE REALITY AT THIS POINT IN TIME AND PROBABLY
2 THROUGHOUT NEXT CYCLE IS GOING TO BE YOU NEED TO ALLOW FOR
3 SOME HOUSING, JUST SO -- I MEAN, PARKING. EXCUSE ME. BUT WE
4 WANT TO DO HOUSING TOO. THE SECOND THING HERE WAS THE HALF
5 MILE RADIUS REALLY MAKES THE PRESUMPTION, AND I THINK AN
6 UNFAIR PRESUMPTION THAT EVERYBODY CAN WALK, RIDE, OR RIDE A
7 BICYCLE TO TRANSIT. AND WITH AN AGING POPULATION, THAT BECOMES
8 VERY DIFFICULT. YOU'RE MAKING AN ASSUMPTION THAT'S NOT REALLY
9 REALISTIC. I UNDERSTAND WHY IT'S BEING MADE, BUT IT'S
10 DISCRIMINATORY AGAINST THOSE WHO ARE MOBILITY IMPAIRED, AND WE
11 NEED TO HAVE SOME FLEXIBILITY THERE. SO, STAFF IS DOING A
12 GREAT JOB THERE. THEY'RE HEARING A LOT OF THINGS. OR HAVE JUST
13 HEARD IT LAST NIGHT FROM OUR JURISDICTION. WE WOULD GREATLY
14 APPRECIATE THE DATA AS IT RELATES TO SOME OF THESE
15 PROTECTIONS. BECAUSE WE WANT TO DO THE RIGHT THING HERE, BUT
16 IF YOU'RE JUST GOING TO REQUIRE ANY ONE OF THOSE TWO, INSTEAD
17 OF REDUCING THE LIST, AS MY COLLEAGUE SAID, MR. ROMERO, WE
18 WOULD LIKE TO SEE SOME THAT WILL ACTUALLY WORK TO BENEFIT WHAT
19 THIS IS THAT WE CAN PROVIDE MORE HOUSING AND ANTI-DISPLACEMENT
20 THINGS, ELEMENTS HERE. SO, I'M LOOKING FORWARD TO, AGAIN, SOME
21 TWEAKS IN THE GOALS HERE TO BE MORE REALISTIC, AND MORE
22 BENEFICIAL. WE DO NEED FUNDING TO MAKE THIS STUFF HAPPEN. SO
23 APPROXIMATE THAT COMES ALONG W THEN HOPEFULLY WE CAN MAKE ALL
24 OF THIS A SUCCESS. BUT THE INTERCONNECTIVITY, AND, ALSO, THE



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1 STATION MOBILITY STUFF NEEDS TO BE EXPANDED MORE SO. THANK
2 YOU.

3

4 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, GINA. OUR LAST SPEAKER
5 IS NICK JOSEFOWITZ.

6

7 **NICK JOSEFOWITZ:** I JUST WANT TO COMMEND STAFF ON JUST A
8 TERRIFIC, TERRIFIC WORK. YOU KNOW, THIS REGION IS GOING TO BE
9 SPENDING BILLIONS OF DOLLARS ON TRANSIT OVER THE NEXT DECADES,
10 AND MAKING SURE THAT THE TRANSIT IS SURROUNDED BY COMMUNITIES
11 WHERE PEOPLE CAN OPT TO LIVE IN THOSE COMMUNITIES AND WORK IN
12 THOSE COMMUNITIES AND CENTER THEIR LIVES AROUND TAKING THAT
13 TRANSIT IS GOING TO BE ABSOLUTELY CERTAINLY TO MAKING THOSE
14 INVESTMENTS WORTHWHILE. AND IT WOULD BE VERY EASY TO KIND OF
15 COME UP WITH A BIT OF A NOTHING BURGER SORT OF PERFORMANCE OF
16 TOC POLICY AND THAT'S VERY MUCH NOT WHAT THIS IS. THIS IS
17 SOMETHING WHICH IS REALLY GOING TO DRIVE CHANGES IN THE AREAS
18 AROUND TRANSIT. AND THESE ARE JUST VERY UNIQUE PLACES. WE
19 DON'T HAVE MUCH LAND THAT IS WHERE YOU CAN WALK TO HIGH
20 QUALITY TRANSIT IN THIS AREA, AND THIS IS GOING TO MAKE SURE
21 WE'RE GOING TO BUILD MUCH MORE HOUSING ESPECIALLY IN THE
22 NEEDED COMMUNITIES. I WANT TO PICK UP ON WHAT PEDROZA AND
23 SCHAFF SAID, I'LL STOP IF THERE IS POSSIBILITY OR ANY HOPE IN
24 GETTING THE STATE TO PROVIDE AN EXTENSION FOR JURISDICTIONS TO



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1 MEET THEIR HOUSING ELEMENT REQUIREMENTS, IF THEY DID COMMIT TO
2 MEET THESE TOC POLICY REQUIREMENTS.

3

4 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. KARA, DID YOU
5 HEAR ANY QUESTIONS THAT YOU WOULD LIKE TO ANSWER?

6

7 **KARA VULCICH:** YEAH. THE FIRST ONE I NOTED WAS FROM
8 COMMISSIONER RABBIT REGARDING THE LOCATION AROUND SMART
9 STATIONS AND SORT OF HOUSING VERSUS COMMERCIAL OFFICE. SO, I
10 JUST -- I WANT TO CLARIFY THAT, SO, UNLIKE THE 2005TOD POLICY
11 WITH SPECIFIC REQUIREMENTS FOR HOUSING UNITS AROUND TRANSIT
12 STATIONS THE TOC POLICY DOES NOT SPECIFY REQUIREMENTS TO THE
13 PLAN, IF A RESIDENTIAL JURISDICTION IS ALLOWING PLANNING AND
14 ZONING FOR COMMERCIAL OFFICE IT NEEDS TO MEET THESE DENSITY
15 REQUIREMENTS THAT'S IN RESPONSE TO SOME OF THE CONCERNS RAISED
16 ABOUT THE 2005TOD POLICY AND RECOGNIZING THAT SOME OF THESE
17 STATION AREAS ARE GOING TO BE MORE JOB ORIENTED SOME ARE GOING
18 TO BE MIXED IS SOME MORE RESIDENTIAL. WE WANT TO PROVIDE
19 FLEXIBILITY FOR THAT TYPE OF IT LAND USE PLANNING AT THE
20 JURISDICTION LEVEL. THE OTHER QUESTION I HAD NOTED WAS, WHERE
21 ASKING FOR FURTHER CLARITY ON PDA PLANNING FUNDS, AND I'M
22 GOING TO LET MATT ANSWER THAT.

23

24 **MATT MALONEY:** HI EVERYONE. MATT MALONEY DIRECTOR OF REGIONAL
25 PLANNING. COMMISSIONER CONNOLY ASKED A LITTLE BIT ABOUT THE



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1 FUTURE OF THE PDA PLANNING PROGRAM AND WANTED A LITTLE MORE
2 SPECIFICS ABOUT HOW THOSE MONEYS WOULD BE SORT OF AWARDED TO
3 JURISDICTIONS. SO, I WANTED TO KIND OF POINT EVERYBODY'S
4 ATTENTION TO SLIDE 17. WE DON'T NECESSARILY HAVE TO PUT IT UP
5 ON THE SCREEN RIGHT NOW, BUT THAT WALKS THROUGH SOME OF THE
6 POTENTIAL PROGRAMS, AND YOU ACTUALLY SAW THIS IN A
7 PRESENTATION LAST MONTH AT THIS COMMITTEE, SORT OF, THESE REAP
8 2.0 PROGRAMS TO SUPPORT IMPLEMENTATION OF THE TOC POLICY. SO,
9 THE FIRST LINE ITEM WE'RE TALKING ABOUT SORT OF A \$25 MILLION
10 AUGMENTATION OF PDA PLANNING. AND THE ONE THING I'LL SAY ABOUT
11 THAT PROGRAM IS THE LAST TIME WE PUT THAT OUT, ABOUT A YEAR
12 AGO, IT WAS VERY OVERSUBSCRIBED. SO THERE WERE SOME REALLY
13 GOOD PROJECTS ON THE LIST THAT WE WEREN'T ABLE TO FUND. SO
14 THERE IS KIND OF A SHORT LIST EMERGING THERE. YOU KNOW, AND I
15 THINK IT WOULD BE GREAT TO SORT OF FUND SOME OF THOSE
16 PROJECTS, AND WE WILL BRING THIS BACK TO THIS COMMITTEE IN A
17 FEW MONTHS WITH A LITTLE MORE INFORMATION ON GUIDELINES AND
18 HOW THESE MONEYS WILL BE SPENT. THE OTHER POINT I KIND OF
19 WANTED TO MAKE ON THE FUNDING IS IT'S NOT JUST LIMITED TO PDAS
20 PLANNING AND THE WHOLE DENSITY PART, THERE WERE ALSO QUESTIONS
21 ABOUT FUNDING FOR CITIES TO GET TO SOME OF THESE POLICY GOALS
22 ON THE THREE PS AS WELL. SO PART OF WHAT WE'RE TRYING TO LAY
23 OUT AGAIN WITH THE REAP 2.0 FUNDS AND WE'RE TRYING TO CARVE
24 OUT ABOUT 15 MILLION FOR THIS, IS SORT OF ADDITIONAL POTENTIAL
25 FUNDING, MAYBE TECHNICAL ASSISTANCE, OR MAYBE KIND OF RACE TO



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1 THE TOP TYPE OF PROGRAM, WHERE WE CAN KIND OF SUPPORT
2 JURISDICTION THAT IS IMPLEMENTING SOME OF THESE POLICIES THAT
3 YOU SEE IN THE LIST. SO, I THINK THE FUTURE IS KIND OF WIDE
4 OPEN ON SOME OF THOSE THINGS. THE LAST THING I WANTED TO MAKE
5 NOTE OF WERE SOME OF MAYOR SCHAFF'S COMMENTS AND OTHERS KIND
6 OF BROUGHT UP SOME OF THESE ISSUES WITH EXEMPTIONS. AND, YOU
7 KNOW, I THINK TO US, I THINK THAT THAT'S A PRETTY IMPORTANT
8 COMMENT THAT WE'RE GOING TO TAKE BACK AND LOOK MORE CLOSELY ON
9 THAT. THERE ARE SPECIFIC PARCELS THAT ARE VERY SMALL AND IT
10 MIGHT BE DIFFICULT TO GET UP TO THOSE SORT OF DENSITY LEVELS
11 AND THAT'S A COMMENT THAT WE HAVE HEARD IN OTHER PLACES. BY
12 AND LARGE WE'RE NOT TRYING TO BE SORT OF THE POLICE OF EVERY
13 PARCEL, BUT BY AND LARGE WE'RE LOOKING FOR SORT OF THE ZONING,
14 THE SORT OF HIT THESE AMENDS OR ALLOWABLE MAXES, BUT ALSO
15 THINGS LIKE PARKING, WE HAVE HEARD THINGS ABOUT ADA AND
16 SERVICE VEHICLES AND DELIVERY VEHICLES, IS THINGS LIKE THAT, I
17 DO THINK THOSE ARE IMPORTANT CONSIDERATIONS AND I THINK THAT'S
18 SOMETHING STAFF WILL TRY TO BRING BACK AND MAYBE INCORPORATE
19 BEFORE THE FINAL COMES TO YOU IN JULY. THANK YOU.

20

21 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, MATT. KARA CAN YOU --

22

23 **KARA VULCICH:** I WAS GOING TO SAY COMMISSIONER PAPAN HAD ALSO
24 ASKED ABOUT FOR THE HOUSING POLICIES, WHICH ONES ARE STATE LAW
25 AND WHEN DO THEY SUNSET. I THINK WE MADE SOME NOTES THAT IN



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1 THE DRAFT POLICY ITSELF IN ATTACHMENT A BUT THAT'S SOMETHING
2 WE CAN DIVE INTO FURTHER AND INTO MORE DETAIL AS WELL. BUT I
3 WANTED TO NOTE THAT WAS ANOTHER QUESTION.

4

5 **JAMES P. SPERING, MTC CHAIR:** YOU CAN GIVE CLARIFICATION ON THE
6 SUBSTANDARD AND CODE ENFORCEMENT EXEMPTIONS? I HAD THE SAME
7 QUESTION COMMISSIONER RABBIT HAD.

8

9 **KARA VULCICH:** WITH THAT, WE HAVE SOME BRIEF DESCRIPTIONS IN
10 ATTACHMENT A. IT SAYS POLICIES PROGRAMS PROCEDURES ARE
11 DESIGNED TO MINIMIZE RISK DISPLACEMENT CAUSED BY SUBSTANDARD
12 CONDITIONS INCLUDING LOCAL CODE ENFORCEMENT ACTIVITIES MAY
13 INCLUDE BUT NOT LIMITED TO PROACTIVE RENTAL INSPECTION
14 PROGRAMS STANCE TO LAND OR PROPERTY IMPROVEMENT IN EXCHANGE
15 FOR ANTI-DISPLACEMENT COMMITMENTS AND RELOCATION ASSISTANCE
16 REQUIREMENTS FOR TEMPORARY DISPLACEMENT DUE TO SUBSTANDARD
17 CONDITIONS. THE INTENTION THERE CERTAINLY IS NOT TO PERPETUATE
18 SUBSTANDARD CONDITIONS BUT CERTAINLY WE CAN GO BACK AND WORK
19 ON ADDING FURTHER CLARIFICATION.

20

21 **JAMES P. SPERING, MTC CHAIR:** I THINK MORE CLARIFICATION ON IT
22 WOULD BE VERY IMPORTANT.

23

24 **MATT MALONEY:** CHAIR SPERING, I HAVE ONE MORE THING THEY FORGOT
25 TO MENTION THAT I THINK IS IMPORTANT AND IT'S THE QUESTION



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1 ABOUT SORT OF REQUESTING AN EXTENSION FROM THE STATE ON THE
2 HOUSING ELEMENTS. AND THIS IS ACTUALLY A CONVERSATION WE HAD
3 YESTERDAY AT THE BAHFA OVERSIGHT COMMITTEE, ABAG HOUSING
4 COMMITTEE, AS WELL, AS WE KIND OF WALKED THROUGH SORT OF THE
5 HOUSING ELEMENTS AND ALL OF THE CHALLENGES THAT LOCAL
6 JURISDICTIONS ARE FACING THERE. SO WE'RE CERTAINLY HEARING
7 THAT ACROSS THE REGION, AND OF COURSE THERE IS A DUE DATE FOR
8 THE HOUSING ELEMENT AND A LATER DUE DATE TO ACTUALLY DO THE
9 REZONING. I THINK THAT'S ALSO IMPORTANT TO KEEP IN MIND. I
10 WOULD SAY THE CHANCES OF GETTING AN EXTENSION FROM THE STATE
11 ARE PRETTY LOW, BUT WE'RE ALSO HEARING THAT, BUT ALSO HAPPY TO
12 ENGAGE HCD OR PERHAPS EVEN THE LEGISLATURE IF THAT'S SOMETHING
13 THE COMMISSION AND BOARD WANT TO DO TO KIND OF REQUEST AN
14 EXTENSION. BECAUSE WE DO APPRECIATE THAT CITIES ARE VERY
15 STRAPPED TO GET THE WORK DONE. AND THERE IS JUST A HIGH BAR
16 THIS TIME.

17

18 **JAMES P. SPERING, CHAIR:** YEAH. I WOULD HAVE SOME CONCERNS
19 ABOUT THE EXTENSION. I THINK WE'RE MAKING PROGRESS, WE'RE
20 KEEPING PEOPLE'S FEET TO THE FIRE. COMMITMENT, SO WOULD LIKE
21 TO KEEP AS MUCH PRESSURE ON AS WE CAN. SO, KARA, AND STAFF,
22 JUST OUTSTANDING WORK. AND I VERY MUCH APPRECIATE THAT YOU
23 LISTEN TO THE COMMUNITIES, AND TO THE CHANGES THAT WERE MADE,
24 THE MANY THAT WE HAVE HEARD CONCERNS ABOUT. AND JUST REALLY
25 GOOD WORK, AND THIS IS GOING TO SET THE FRAMEWORK OF THE



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1 FUTURE OF US ACCOMPLISHING OUR GOALS AND PLANNED BAY AREA
2 2050. AGAIN, TO ALL STAFF, GOOD JOB. WELL DONE. ALL RIGHT.
3 LET'S MOVE ON TO OUR -- I THINK THAT WAS OUR LAST ITEM, WASN'T
4 IT? YEAH. PUBLIC COMMENTS. WE'LL MOVE TO PUBLIC COMMENTS.

5

6 **CLERK, FRED CASTRO:** THERE ARE NO MEMBERS OF THE ATTENDEES WITH
7 THEIR HAND RAISED, NOR COMMENTS FOR THIS ITEM AND IN THE
8 BOARDROOM I SEE NO MEMBERS OF THE PUBLIC QUEUED UP FOR PUBLIC
9 SPEAKING. COMMISSIONER GIAOCIPINI WAS PRESENT AT THIS MEETING
10 AND ALSO THE PREVIOUS MEETING.

11

12 **JAMES P. SPERING, MTC CHAIR:** DAVID RABBIT, DID YOU HAVE A
13 COMMENT?

14

15 **DAVID RABBIT:** NO.

16

17 **JAMES P. SPERING, MTC CHAIR:** WITH THAT IF THERE IS NO PUBLIC
18 COMMENT.

19

20 **CLERK, FRED CASTRO:** THIS IS FRED -- ONE HAND WENT UP -- ONE
21 HAND WENT DOWN. THERE ARE NO MEMBERS OF THE ATTENDEES WITH
22 THEIR HAND RAISED.

23

24 **JAMES P. SPERING, MTC CHAIR:** THEY WOULDN'T DARE. ALL RIGHT.
25 WITH THAT, THIS MEETING IS ADJOURNED. THANK YOU EVERYONE FOR



MAY 13, 2022

1 THE COMMENTS. IT WAS VERY HELPFUL. AND GOOD WORK FROM STAFF.

2 THANK YOU. [ADJOURNED]

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