METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

POLICY ADVISORY COUNCIL EQUITY & ACCESS SUBCOMMITTEE

THURSDAY, JUNE 23, 2022 1:00 PM

RANDI KINMAN, CHAIR: THANK YOU. THIS IS RANDI KINMAN, CHAIR OF THE POLICY ADVISORY COUNCIL JOINED BY ILAF ESUF OUR VICE CHAIR FOR THE MEETING OF JUNE 8TH. BROADCAST TEAM WOULD YOU PLEASE ROLL THE TAPE? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

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RANDI KINMAN, CHAIR: THANK YOU. IF I COULD HAVE THE CLERK PLEASE CALL ROLL.

CLERK, MARTHA SILVER: WILL DO. BALDINI?

MICHAEL BALDINI: HERE.

CLERK, MARTHA SILVER: CAMPOS?

SPEAKER: HERE.

CLERK, MARTHA SILVER: DEUTSCHE GROSS?

SPEAKER: HERE.

CLERK, MARTHA SILVER: ELDRED? ESUF?

SPEAKER: HERE.

CLERK, MARTHA SILVER: GLASER? GOTUACO?

CHRISTINA GOTUACO: PRESENT.

CLERK, MARTHA SILVER: HANKERSON?

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SPEAKER: PRESENT.

CLERK, MARTHA SILVER: KALLINS?

WENDI KALLINS: HERE.

CLERK, MARTHA SILVER: KINMAN?

RANDI KINMAN, CHAIR: HERE UPON.

CLERK, MARTHA SILVER: MARKHAM?

SPEAKER: HERE.

CLERK, MARTHA SILVER: PIMPLE?

SPEAKER: HERE.

CLERK, MARTHA SILVER: SCOTT?

TERRY SCOTT: HERE.

CLERK, MARTHA SILVER: WELT?

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CLERK, MARTHA SILVER: PRESENT.

CLERK, MARTHA SILVER: WONG?

HOWARD WONG: HERE.

CLERK, MARTHA SILVER: WE HAVE I QUORUM.

SPEAKER: GLASER IS HERE TOO.

RANDI KINMAN, CHAIR: NOTED. WITH THAT, AGENDA ITEM NUMBER TWO. WELCOME. FIRST, MARTHA, IS THERE ANY ATTENDEE FROM THE COUNCIL OR FROM THE PUBLIC IN THE BOARDROOM?

CLERK, MARTHA SILVER: NO. WE'RE NOT DOING THAT ANYMORE. IT'S FOR THE COMMISSION MEETING. THE FOURTH WEDNESDAY MEETING AND THE ABAG EXECUTIVE BOARD MEETING.

RANDI KINMAN, CHAIR: OKAY. THAT TAKES SOME SLACK OFF. I ALSO WANT TO NOTE THAT WE DID NOT ADD THE EQUITY AND ACCESS TO THE SUBCOMMITTEE REPORTS THIS TIME. SO, WHAT I'M GOING TO DO IS JUST -- YEAH, IT'S NOT THERE. I'M NOT SURE HOW WE MISSED IT.

CLERK, MARTHA SILVER: IS [INDISCERNIBLE] THERE?

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RANDI KINMAN, CHAIR: I JUST --

CLERK, MARTHA SILVER: AGENDA ITEM SIX.

RANDI KINMAN, CHAIR: OH, I SEE, YOU HAVE ANNE OLIVIA LISTED.

CLERK, MARTHA SILVER: I DID A NEW ONE.

RANDI KINMAN, CHAIR: MY BAD. ERASE ALL OF THAT. I AM SITTING HERE AMAZED THAT WE GOT STARTED ALMOST ON TIME. AND A HUGE SHOUT OUT TO COMMISSIONER RABBIT FOR GETTING US BACK ON SCHEDULE. BECAUSE THE MEETINGS THIS MORNING RAN EXTREMELY LONG. I'M ALSO GOING TO ASK STAFF, IN LIGHT OF THE MEETING, WITH THE LARGE DISCUSSION, TO SOMEHOW SCHEDULE ON OUR AGENDA THE CONVERSATION ABOUT THE BAY BRIDGE TOLL PLANS THAT ARE COMING UP, THAT HAS BEEN UNDER DISCUSSION. BECAUSE THE NEWSPAPER HAS ALREADY COME OUT, OR THE LOCAL NEWSPAPER HERE WITH THE HEADLINE THAT IT'S JUST GOING TO DEVASTATE PEOPLE, NOT PAYING ANY ATTENTION TO THE AMOUNT OF WORK THAT'S GOING INTO TRYING TO ALLEVIATE PEOPLE'S PAYING FOR THEIR OVERDUE BRIDGE TOLLS AND THE FINES THAT THEY HAVE SCHEDULE COLLECTED ON THOSE. SO, AS PART OF MY CHAIR'S REPORT, THAT'S -- THERE IS THAT. I ALSO WANT TO REMIND EVERYBODY TO KEEP STAFF UP-TO-DATE, IF YOU ARE PHYSICALLY MOVING YOUR ADDRESS. IF YOU ARE MOVING YOUR HOME, AND IF YOU ARE TRANSFERRING TO A NEW JOB,

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ESPECIALLY IF YOU ARE TRANSFERRING TO SOMETHING THAT MIGHT HAVE A CONFLICT WITH YOUR AGENCY MAKE SURE TO WORK THROUGH THE LEGAL DEPARTMENT, AND MARTHA WILL KEEP US UPDATED ON THAT. AND AN ANNOUNCEMENT THAT [INDISCERNIBLE] WILL BE STEPPING ASIDE AS AN APPOINTEE TO THE NEXT WORKING GROUP, AND MICHAEL BALDINI WILL BE STEPPING FROM ALTERNATE TO APPOINTEE, AND RACHEL ZACK WILL BE STEPPING INTO THE COMMITTEE AS AN ALTERNATE. WITH THAT, THAT'S WHAT I HAVE FOR THE CHAIR'S REPORT. BUT I SEE AT LEAST ONE HAND UP. RICH HEDGES.

RICHARD HEDGES: YES, RANDI, IF YOU HAVE A COPY OF THE ARTICLE SEND IT TO MARTHA SO SHE IS SEND IT TO US?

RANDI KINMAN, CHAIR: IT JUST HOPPED INTO MY NEWS HEADLINE TWO MINUTES AGO, LITERALLY.

RICHARD HEDGES: COULD YOU JUST FORWARD IT?

RANDI KINMAN, CHAIR: YEAH. I'LL FORWARD IT AFTERWARDS. WITH THAT, MARTHA IS THERE ANY -- THIS IS AN OPPORTUNITY FOR -- AND I WANT TO REMIND THE PUBLIC THAT MAY BE ONLINE WATCHING US, THAT, TO JOIN IN THE CONVERSATION ON ANY AGENDA ITEM, TO USE THE RAISED HAND FEATURE ON ZOOM OR DIAL STAR NINE TO COMMENT. MARTHA, WAS THERE ANY WRITTEN OR ORAL COMMUNICATION FROM THE PUBLIC ON THIS AGENDA ITEM?

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CLERK, MARTHA SILVER: THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: OKAY WITH THAT AGENDA ITEM NUMBER FOUR APPROVAL OF THE MAY 11TH, 2022 MEETING MINUTES. DO I HAVE -- I MOVE TO APPROVE THOSE -- A MOVE TO APPROVE THOSE MINUTES?

MICHAEL BALDINI: BALDINI SO MOVES.

RANDI KINMAN, CHAIR: IS THERE A SECOND?

VEDA FLOREZ: SECOND.

RANDI KINMAN, CHAIR: MOTION AND SECOND. MARTHA IS THERE ANY PUBLIC COMMENT ON THIS ITEM?

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

RANDI KINMAN, CHAIR: THANK YOU. ROLL CALL VOTE PLEASE.

CLERK, MARTHA SILVER: BALDINI?

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MICHAEL BALDINI: AYE.

CLERK, MARTHA SILVER: CAMPOS?

PAMELA CAMPOS: AYE.

CLERK, MARTHA SILVER: DEUTSCHE GROSS?

SPEAKER: AYE.

CLERK, MARTHA SILVER: ANNE OLIVIA ELDRED IS ABSENT. ISUF?

SPEAKER: AYE.

CLERK, MARTHA SILVER: FITZGERALD?

SPEAKER: AYE.

CLERK, MARTHA SILVER: FLOREZ?

SPEAKER: AYE.

CLERK, MARTHA SILVER: GLASER?

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SPEAKER: AYE.

CLERK, MARTHA SILVER: GOODWIN IS ABSENT. GOTUACO?

SPEAKER: AYE.

CLERK, MARTHA SILVER: HANKERSON?

SPEAKER: AYE.

CLERK, MARTHA SILVER: HEDGES?

RICHARD HEDGES: YES.

CLERK, MARTHA SILVER: KALLINS? HAD.

WENDI KALLINS: AYE.

CLERK, MARTHA SILVER: KINMAN?

RANDI KINMAN, CHAIR: AYE.

CLERK, MARTHA SILVER: LEVIN?

ADINA LEVIN: YES.

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CLERK, MARTHA SILVER: LIEU?

SPEAKER: YES.

CLERK, MARTHA SILVER: THANK YOU. MARKHAM?

SPEAKER: AYE.

CLERK, MARTHA SILVER: NICKENS?

RODNEY NICKENS: YES.

CLERK, MARTHA SILVER: ORANTEZ?

SPEAKER: YES.

CLERK, MARTHA SILVER: THANK YOU. PIERCE?

SPEAKER: YES.

CLERK, MARTHA SILVER: PIMPLE?

SPEAKER: YES.

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CLERK, MARTHA SILVER: SCOTT?

TERRY SCOTT: AYE.

CLERK, MARTHA SILVER: WELTE?

SPEAKER: NO.

CLERK, MARTHA SILVER: WILSON?

WALTER WILSON: YES.

CLERK, MARTHA SILVER: WONG? HOWARD WONG?

HOWARD WONG: AYE.

CLERK, MARTHA SILVER: THANK YOU. AND ZACK?

SPEAKER: YES.

CLERK, MARTHA SILVER: PASSES WITH 23 AYES AND ONE NO.

RANDI KINMAN, CHAIR: THANK YOU. ITEM FIVE PUBLIC COMMENT AND OTHER BUSINESS. THIS IS A CHANCE FOR THE PUBLIC TO SUBMIT

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COMMENTS ON ITEMS NOT ON THE AGENDA. WAS ANY WRITTEN CORRESPONDENCE SUBMITTED? AND ARE THERE ANY HAND RAISED?

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

RANDI KINMAN, CHAIR: THANK YOU. WE'LL MOVE INTO ITEM NUMBER SIX. SUBCOMMITTEE REPORTS. WE WILL GO TO THE POLICY ADVISORY EQUITY AND ACCESS SUBCOMMITTEE REPORT. ILAF?

ILAF ISUF: WE MET TWO WEEKS AGO, WHERE WE ELECTED THE CHAIR. I WILL BE SERVING AS CHAIR, GENAY MARKHAM WILL BE SERVING AS VICE CHAIR AND WE HAD DRENNAN SHELTON PRESENT ON THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE ACTION PLAN. WE'LL BE WORKING WITH HER, THE ENTIRE COUNCIL -- NOT JUST THE SUBCOMMITTEE WILL BE WORKING WITH HER MAKING SURE WE'RE REACHING OUT TO FOLKS, RELEVANT STAKEHOLDERS AND BROADENING THAT GROUP. WE ALSO IN THE SUBCOMMITTEE ENCOURAGE THEM TO PRIORITIZE DISABILITIES ACCESS BEYOND PARATRANSIT AND SEE IF THERE COULD BE POLICIES BROADENED BEYOND PARATRANSIT AND PRESENTATION ON THE NEXGEN FREEWAY STUDY WHICH RAISED CONCERNS ABOUT HOW THIS WOULD IMPACT LOW-INCOME COMMUNITIES IF THIS WERE TO BE IMPLEMENTED AND WE'RE REMINDED THIS IS A STUDY AT THIS TIME IT'S NOT GOING TO BE IMPLEMENTED BUT WE ARE AWAITING

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A LIST OF OTHER STUDIES THAT WE MIGHT BE ABLE TO INVEST OUR TIME IN INSTEAD OF THIS.

RANDI KINMAN, CHAIR: QUESTIONS FOR THE COMMITTEE? WALTER?

WALTER WILSON: GOOD AFTERNOON EVERYONE. I JUST WANTED TO CONGRATULATE ISUF AND GENAY AS THE CHAIR AND CO-CHAIR FOR THE EQUITY AND ACCESS SUBCOMMITTEE, AND LOOKING FORWARD TO WORKING WITH YOU GUYS. THANK YOU.

ILAF ISUF: THANK YOU. LIKEWISE.

RANDI KINMAN, CHAIR: THANK YOU, IS THERE ANY OTHER COMMENT FOR THIS PARTICULAR SUBCOMMITTEE? SEEING NO HAND RAISED. WE WILL GO TO THE FARE COORDINATION AND INTEGRATION. ADINA?

ADINA LEVIN: UH-HUH, YEAH. SO, AND SHOULD I ALSO TALK ABOUT THE NETWORK MANAGEMENT, AS WELL, UNDER THIS TITLE?

RANDI KINMAN, CHAIR: YES.

ADINA LEVIN: OKAY. SO, WITH REGARD TO FARE COORDINATION AND INTEGRATION, OUR SUBCOMMITTEE DID NOT MEET, BUT I DID REPRESENT AT THE FARE INTEGRATION TASK FORCE MEETING WHERE THERE WAS A STAFF REPORT ON THE ONGOING WORK TO MOVE, IN

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ADDITION TO MOVING FORWARD ON THE ALL AGENCY TRANSIT PASS PILOT, WHICH IS SLATED TO START IN AUGUST, THERE WAS A PROPOSAL THAT THE -- THAT THE TASK FORCE ACCEPTED TO MOVE FORWARD WITH PROGRESS ON THE FREE AND REDUCED PRICE TRANSFERS, WHICH WAS A PART OF THE FARE POLICY VISION THAT IS A FREE LOCAL TO LOCAL TRANSFER. SO, FOR EXAMPLE, IF YOU ARE GOING FROM VTA TO PARATRANSIT YOU PAY ONCE AND IF YOU ARE GOING, FOR EXAMPLE, YOU KNOW, BETWEEN SAMTRANS AND CALTRAIN, YOU WILL PAY FOR THE LONGER LEG OF THE TRIP, AND THAT IS NOW MOVING FORWARD WITH STAFF WORK INTENDED TO ROLL OUT WITH CLIPPER 2.0 IN 2023. IN ADDITION TO THAT WHICH IS AN UPDATE ON FARE INTEGRATION I ATTENDED AD-HOC COMMITTEES AND NETWORK MANAGEMENT BUSINESS CASE STUDY, SOME POSITIVE THINGS FROM THAT STUDY WHICH IS MOVING FORWARD IS THAT INTERESTS IN THE POLICY ADVISORY COUNCIL MAKING SURE THAT ACCESSIBILITY IS REPRESENTED AND THAT THE, YOU KNOW, VOICE OF TRANSIT RIDERS AND USERS IS, AND ACCOUNTABILITY TO THE USERS IS REPRESENTED. THOSE THINGS ARE INCLUDED IN THE REQUIREMENTS THAT THEY'RE LOOKING TO SOLVE FOR COMING FORWARD WITH PROPOSALS ON HOW THE NETWORK MANAGEMENT FUNCTION IN THE BAY AREA WOULD BE STRUCTURED. THOSE PROPOSALS FOR STRUCTURAL OPTIONS ARE EXPECTED TO BE COMING FORWARD OVER THE SUMMER. AT THE LAST MEETING THERE WERE TECHNICAL CONCERNS RAISED BY TRANSIT OPERATORS ABOUT DETAILS OF HOW THE ANALYSIS WILL BE DONE WITH REGARD TO COST BENEFIT ANALYSIS AND ORGANIZATIONAL ASSESSMENT AND THEY WERE TECHNICAL ASSESSMENT

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QUESTIONS THAT ARE, I THINK, A LITTLE BIT BEYOND WHAT I FULLY UNDERSTAND, BUT THAT WAS A TOPIC THAT DID ARISE. AND WOULD ALSO WELCOME ANY ADDITIONAL UPDATES FROM PEOPLE WHO ARE GOING TO ATTEND THAT MEETING AND OPEN TO ANY QUESTIONS.

RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA?

CHRISTINA GOTUACO: ADINA, DO YOU HAVE AN UPDATE ON WHY THE MEETINGS ARE GETTING CANCELLED? ARE THERE JUST NO CURRENTLY AGENDA ITEMS?

ADINA LEVIN: UH-HUH, YEAH, SO, BECAUSE THERE AREN'T -- SO, WE WERE GETTING A LOT OF FEEDBACK ON THE FARE INTEGRATION BUSINESS CASE AND THE POLICIES THAT THEY WERE COMING UP WITH, AND THERE HASN'T BEEN -- THE ONGOING WORK HAS BEEN MUCH MORE ABOUT THE SPECIFICS OF THE IMPLEMENTATION, HOW THEY'RE GOING TO ROLL OUT THE ALL-AGENCY PASS PILOT. I WOULD HOPE AND EXPECT THAT WHEN THERE ARE POLICY QUESTIONS ABOUT BOTH, HIKE, THE FEEDBACK FROM THE PILOT, ONCE IT IS IN THE FIELD, AND ANY POLICY QUESTIONS ABOUT THE FREE AND REDUCED PRICE TRANSFERS, THAT THAT WILL COME TO US. I HAVE ALSO REQUESTED AND AM SCHEDULED WITH -- WE HAVE ASKED TO HAVE THE PAYMENT TOPICS BROUGHT TO US, AS WELL, ESPECIALLY AS CLIPPER TWO IS BEING SCHEDULED TO ROLL OUT NEXT YEAR. AND I HAVE A MEETING WITH STAFF SCHEDULED FOR TOMORROW TO UNDERSTAND THEIR ROADMAP AND

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ANY POLICY QUESTIONS RELATING TO THEIR CLIPPER 2.0 ROADMAP. AND IF THERE ARE POLICY QUESTIONS ABOUT THAT, WHICH I EXPECT THERE WILL BE, I WILL ASK THAT SPECIFICALLY TO COME TO OUR BODY.

CHRISTINA GOTUACO: GOT IT. THANKS.

RANDI KINMAN, CHAIR: ADINA, BY THAT, YOU MEAN TO THAT PARTICULAR COMMITTEE. THAT'S ONE WHERE WE HAVE A LOT OF OUTSIDE INTEREST IN AND WE HAVE BEEN ASKING FOR A LARGER MEETING ON THAT, THAT THEY CAN ATTEND. OKAY.

ADINA LEVIN: YES. AND I EXPECT TOMORROW TO HAVE A BETTER SENSE OF WHAT THOSE POLICY DECISIONS ARE AND WILL USE THAT TO SAY -- ASSUMING THAT THERE ARE SUCH THINGS, TO ASK FOR A MEETING.

RANDI KINMAN, CHAIR: OKAY. THANK YOU. ANY OTHER QUESTIONS? OR IS THERE ANY PUBLIC COMMENT ON THIS? WALTER, GO AHEAD.

WALTER WILSON: I'M SORRY. ADINA I'M KIND OF CONFUSED. SO, FORGIVE ME. WHOSE POLICY DECISIONS ARE YOU REFERRING TO WHEN YOU SAID YOU ARE WAITING TO HEAR WHAT THEY ARE?

ADINA LEVIN: SO, FOR EXAMPLE, THERE IS WORK GOING ON ABOUT HOW TO IMPLEMENT THE FREE TRANSFERS. THERE IS ALSO WORK GOING ON

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ABOUT HOW TO IMPLEMENT OPEN PAYMENTS ALONG WITH CLIPPER 2.0. IN TERMS OF HOW THOSE POLICY DECISIONS ARE MADE, THAT'S ACTUALLY A FAIRLY DEEP QUESTION, BECAUSE THE WAY THAT THOSE POLICY DECISIONS ARE MADE RIGHT NOW, THERE IS A BODY THAT IS THE FARE INTEGRATION TASK FORCE AND THE CLIPPER EXECUTIVE BOARD, WHICH ARE VARIOUS DIFFERENT CONSOLATIONS TRANSIT AGENCY GENERAL MANAGERS THAT DO A LOT OF THE WORK IN SETS UP THOSE DECISIONS AND THEN THOSE DECISIONS COME AT THE END OF THE DAY TO ALL 27 TRANSIT AGENCY BOARDS. THE NETWORK MANAGEMENT BUSINESS CASE IS ASKING QUESTIONS ABOUT, IS THERE A DIFFERENT WAY OF MANAGING THOSE POLICY DECISIONS IN A WAY THAT IS MORE ACCOUNTABLE AND POTENTIALLY LESS BURDENSOME TO TRANSIT RIDERS BUT WHAT WE'RE WORKING ON RIGHT NOW IS THE TRANSIT GENERAL MANAGERS TODAY ARE WORKING ON THE HEAVY LISTING AND THEN EVENTUALLY COMES OUT TO THE 27 TRANSIT AGENCIES BOARDS.

WALTER WILSON: OKAY. I HAVE ONE OTHER QUESTION WITH THE NETWORK MANAGEMENT. DO WE, THIS GROUP, HAVE A POLICY AROUND -- I THINK I ASKED THIS ABOUT A YEAR AGO AND PEOPLE LOOK AT ME CRAZY -- I'M CURIOUS, DOES THIS GROUP HAVE A POLICY AROUND WHAT WE THINK WE WANT TO SEE AS FAR AS THE NETWORK MANAGER OR DO WE WANT TO SEE ONE AND IF WE DO WHAT MODEL WOULD THAT BE? WOULD IT BE METROPOLITAN TRANSPORTATION AGENCY? WOULD IT BE INDEPENDENT? ANY INFORMATION ON THAT?

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ADINA LEVIN: I CAN SAY WHAT WE HAVE SAID AND WHAT WE HAVE NOT YET WEIGHED IN ON. WHAT WE HAVE SAID IS THAT WE SUPPORT PROGRESS ON NETWORK MANAGEMENT. WE DO WANT A SYSTEM THAT IS BETTER CONVENIENT AND INTEGRATED AND AFFORDABLE FOR RIDERS AND THINK THAT THERE ARE WAYS TO IMPROVE THE WAY THAT THAT BODY OF WORK IS DONE. SO, WE ARE SUPPORTIVE OF NETWORK MANAGEMENT, INCLUDING HAVING A CAPACIOUS SET OF RESPONSIBILITIES RANGING FROM, YOU KNOW, ACCESSIBILITY, INTEGRATED FARES, INTEGRATED SCHEDULES. LIKE, WE'RE INTERESTED IN ALL THOSE THINGS. IN TERMS OF WHICH OPTION, WE HAVE NOT YET WEIGHED SPECIFICALLY IN. AND ONE OF THE THINGS THAT THE STUDY IS CURRENTLY DOING IS, IT'S GOING TO BE COMING FORWARD WITH OPTIONS IN MORE DETAIL OVER THE SUMMER. AND I THINK THIS MIGHT BE SOMETHING THAT OUR BODY IS INTERESTED IN WEIGHING IN. AND I WOULD LIKE US TO WEIGH IN WHEN THOSE OPTIONS ARE COMING FORWARD. BECAUSE, RIGHT NOW, THE OPTIONS WERE MUCH MORE, LIKE, THERE HAVEN'T BEEN REALLY CLEARLY STRUCTURED OPTIONS TO WEIGH IN ON YET, BUT THERE WILL BE, AND THAT WILL BE SOON.

WALTER WILSON: THANK YOU VERY MUCH.

RANDI KINMAN, CHAIR: THANK YOU. RICH?

RICHARD HEDGES: YEAH. THANKS. I JUST WANTED TO SPRING INTO THE DISCUSSION THE COST OVERRUNS WE SEE ON SO MANY OF THE BIG

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PROGRAMS WE HAVE HERE IN THE BAY AREA. AND I HAVE READ A LOT ABOUT WHAT PEOPLE THINK MAY PROCURE IT. AND ONE OF THE THINGS OF THE NETWORK WOULD BE THE CAPABILITY TO WORK WITH AGENCIES AND ACTUALLY RUN THIS. THE SAN FRANCISCO GRAND JURY REPORT TALKED ABOUT AN INDIVIDUAL WHO HAS LONG-TERM EXPERIENCE RUN BEING THESE WITH THE AGENCY. BECAUSE THESE ONCE IN 100 YEAR PROGRAMS WITH INEXPERIENCED AGENCY PEOPLE ON THIS IS PART OF THE PROBLEM, ACCORDING TO WHAT I HAVE READ. I PERSONALLY DON'T HAVE ENOUGH EXPERIENCE TO KNOW WHETHER THAT IS PART OF THE PROJECT -- PROBLEM. BUT WE FED TO LOOK AT OTHER WAYS TO SCOPE OUT THESE PROJECTS AND FIGURE WHAT THEY'RE GOING TO COST. BECAUSE ONE OF THE PROBLEMS THAT WE ARE HAVING OVER TIME IS PEOPLE NOT VOTING FOR THESE PROGRAMS BECAUSE THAT I THINK THE COST ARE ALWAYS SO MUCH HUGER THAN THEY'RE TOLD. SO WE'RE LOSING CREDIBLE. SO, THANK YOU.

ADINA LEVIN: YEAH AND THAT WAS ALSO SOMETHING THAT HAS COME UP AT THE NETWORK MANAGER. SO, WITH REGARD TO MEGA PROJECTS, THE -- IT HAS BEEN THE REQUEST OF THE MTC EXECUTIVE DIRECTOR TO NOT INCLUDE IN SCOPE THE MORE CONSTRUCTION-RELATED ISSUES OF PROJECT DELIVERY, GIVEN THE FACT THAT THE MTC HAD A TWO-DAY WORKSHOP THAT WAS ABOUT MEGA PROJECT DELIVERY, AND THERE IS A LOT OF WORK AND HEAVY LIFTING TO DO ABOUT HOW TO IMPROVE THAT IN THE REGION AND WHAT MTC'S ROLE SHOULD BE. AND, SO, IT WAS IN INTEREST TO NOT HAVE THE NETWORK MANAGEMENT DO THAT YET.

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HOWEVER, THERE ARE SOME ASPECTS OF MEGA PROJECTS THAT TO MY UNDERSTANDING ARE BEING INCLUDED THAT HAVE TO DO WITH THE PLANNING TO MAKE SURE THAT WE'RE DOING THE RIGHT -- A WELL-DESIGNED PROJECT TO BEGIN WITH. SO, FOR EXAMPLE, IF YOU ARE DESIGNING A HUB STATION THAT CROSSES MULTIPLE AGENCIES. WE DON'T WANT TO BE DESIGNING THAT THING DESIGNING A 15 MINUTE WALK FROM AGENCY A TO AGENCY B. WE WANT TO BE DESIGNING IT SO THAT IT WILL DO WHAT WE WANT FROM THE START, WHICH IS SOMETHING THAT CAN HELP. SO THOSE PLANNING TOPICS, ARE CONSIDERED IN SCOPE AND THE CONSTRUCTION DELIVERY ARE NOT. BUT, I THINK, ADVOCATING TO SAY WE NEED TO KEEP WORKING ON THOSE THINGS IN IS SOMETHING I SUPPORT AND THAT'S SOMETHING WE CAN DO AS A GROUP SO WE DON'T DROP THAT BALL.

RICHARD HEDGES: WE HAVE HAD SEVERAL SETS OF CONSULTANTS ON THE CALTRAIN ELECTRICIAN WHICH JUST ADDS TO THE CONFUSION.

ADINA LEVIN: ONE OF THE OPTIONS MENTIONED AT THE TWO-DAY WORKSHOP WAS THE POTENTIAL TO HAVE A CENTRALIZED SET OF CIRCUIT RIDING PROFESSIONALS. SO THAT'S AN ONGOING DISCUSSION AT THE REGIONAL LEVEL. I SEE DWAYNE.

RANDI KINMAN, CHAIR: DWAYNE, GO AHEAD.

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DWAYNE HANKERSON: MY QUESTION, AND I HOPE I'M ON POINT WITH THIS IS REGARDING THE ACTUAL EQUIPMENT, DOES THE EQUIPMENT WORK. IS THIS PART OF THE COST OVERRUN? BECAUSE I LOOKED AT SOME OF THE COMMENTS ON THE SUBJECT AND A LOT OF PEOPLE SAID THEY HAVE A LOT OF PROBLEMS WITH THE ACTUAL -- LIKE THE INTEGRATION PART, WHEN THEY TRIED TO -- IT'S HARD FOR ME TO PINPOINT BECAUSE I DON'T KNOW THE ACTUAL TECHNOLOGY, BUT WHEN THEY TRY TO ACCESS THE ONLINE PART, HAVE SAID THEY COULDN'T ACCESS IT OR WHEN THEY COULDN'T ACCESS THE MONEY ON THE CARD.

ADINA LEVIN: IT'S NOT BEEN INTEGRATED YET SO THERE CAN'T BE ANY PROBLEMS IN THE REAL-WORLD BECAUSE IT HASN'T BEEN ROLLED OUT. IF PEOPLE ARE HAVING PROBLEMS, FOR EXAMPLE, WHEN I TRIED TO USE THE MOBILE APP IT WAS A LITTLE FLAKY, BUT THAT'S NOT RELATING TO FARE INTEGRATION.

DWAYNE HANKERSON: OKAY. SO THERE ARE PROBLEMS WITH THE APP. THERE WAS ANOTHER ISSUE THAT WE WERE TALKING ABOUT, AND I APOLOGIZE FOR NOT HAVING IT IN THE FRONT OF MY MIND, BUT IT HAD TO DEAL WITH SOMETHING ROLLED OUT AND IT DIDN'T WORK QUITE WELL. LIKE, I WOULD SAY IT WANT 100%. I'LL PROBABLY SEND YOU AN E-MAIL OF MY QUESTION.

ADINA LEVIN: THAT WOULD BE GOOD. BECAUSE I REALLY DO WANT TO HAVE THE ISSUES WITH THE PAYMENT SYSTEM COME TO US. SO I THINK

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THAT'S A GOOD THING FOR PEOPLE TO REPORT IN CASE THERE IS SOME KIND OF SYSTEMATIC ISSUE THAT WE WANT TO DIVE INTO.

DWAYNE HARSH HANKERSON: THANK YOU.

RANDI KINMAN, CHAIR: GERRY?

GERRY GLASER: WITH THE INTEGRATION AND EXTENSIONS THAT MIGHT OCCUR, I HOPE WE GET TO THE POINT WHERE WE ACTUALLY RECOGNIZE TRANSIT DISTRICTS AND LOOKING AT ACCESS.

ADINA LEVIN: THERE ARE SOME ELEMENTS OF THE FARE POLICY VISION THAT HAVE BEEN APPROVED THAT DO THAT. SO, FOR THE REGIONAL FARES, ONE OF THE APPROVED RECOMMENDATIONS IS TO STANDARDIZE THE REGIONAL FARES. HOWEVER, THERE ARE -- IT THE FARE AND THE WAYFINDING DID NO GO SO FAR AS TO STANDARDIZE THE LOCAL FARE WHICH YOU WOULD NEED TO DO IN ORDER TO, LIKE, NOT NOTICE AT ALL. IF YOU HAVE FREE TRANSFERS IT REDUCES THE LEVEL THAT YOU NEED TO NOTICE. BUT IN ORDER TO REALLY HAVE THE MOST INTEGRATIVE WAYFINDING TO BE ABLE TO GO TO THE SALESFORCE TRANCE PAY TRANSIT CENTER AND REALLY FOCUS ON THE DESTINATION ROUTE IN THE AGENCIES THAT WOULD REQUIRE STANDARDIZING THE LOCAL FARE BUT THAT ALSO HAS SOME SIGNIFICANT PUBLIC FUNDING IMPLICATIONS THAT WE WOULD NEED TO, AS A REGION, GRAPPLE WITH.

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SO, THAT IS SOMETHING THAT IS NOT YET BEING DONE AND IS SOMETHING FOR FUTURE ATTENTION.

RANDI KINMAN, CHAIR: HOWARD?

HOWARD WONG: IT WOULD BE GOOD TO DO CASE STUDIES FOR THE EXISTING INTEGRATED REGIONAL TRANSIT AND FARE INTEGRATION IN OTHER CITIES, MACKENZIE STUDIES RECENTLY ISSUED A REPORT ON THE TRANSIT AGENCIES AROUND THE WORLD AND THEY FOUND THE MOST CONVENIENT TRANSIT SYSTEM TO USE WAS TORONTO CANADA. AND THE [INDISCERNIBLE] FOR DECADES, BUT THE USE A SINGLE CAR FOR THE ENTIRE SYSTEM. YOU MIGHT WANT TO HAVE COMMISSIONERS LOOK AT THE MACKENZIE REPORT.

ADINA LEVIN: THAT SOUNDS GOOD TO SEND OUT A LINK AND SHARE AROUND THE FARE COORDINATION AND INTEGRATION STUDY DID A FAIR AMOUNT OF BACKGROUND WORK AND FOR ANYBODY WHO HAVE INTERESTED IN GETTING INTO THE DETAILS ABOUT WHAT WE STUDIED FOR THAT, I RECOMMEND READING THAT AND BECAUSE IT DOES HAVE A LOT OF RICH DETAIL.

RANDI KINMAN, CHAIR: OKAY. I SEE NO MORE HANDS RAISED. IT LOOKS LIKE WE HAVE COVERED BOTH ITEMS 6 AND 8. SO IF THERE IS ANY PUBLIC COMMENT ON ITEM SIX OR EIGHT, PLEASE RAISE YOUR

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HANDS. SEEING NO HANDS RAISED. BOUNCE BACK UP TO ITEM SEVEN, THE NEXGEN FREEWAY ADVISORY GROUP REPORT. ANNE OLIVIA?

CLERK, MARTHA SILVER: I DON'T SEE HER.

RANDI KINMAN, CHAIR: GERRY, RECAP?

GERRY GLASER: IT'S A SIMPLE ONE. WE STILL STRUGGLING, ACTUALLY IT WAS A VERY GOOD REPORT CREATED BY STAFF. ACTUALLY EXCELLENT. THE SURVEY WAS FOUNDER IN VARIOUS PLACES. BUT THE CONSENSUS SEEMS TO BE FROM MOST OF THE MEMBERS OF THE TASK FORCE IS, ARE WE STUDYING THE RIGHT THING. BECAUSE THE FOCUS ON TOLLS AND THE HIGHWAY, THERE WAS A LOT OF PUSH BACK. THERE IS MORE THAT HAS TO BE LOOKED AT THAN JUST TOLLS AND HIGHWAY BECAUSE THE NEXT GENERATION HIGHWAY SEEMS NOT TO BE THE FEATURE. THE REPORT THEY GAVE US ACTUALLY WAS INTERESTING, BECAUSE, IN ONE ELEMENT T SHOWS THAT IF YOU DON'T HAVE SUCCESSFUL TRANSIT AND ALTERNATIVES TO THE HIGHWAY, HEADING TOLLS DOESN'T DO ANYTHING IN MANY CASES IT DOESN'T EVEN COLLECT MONEY. WE'LL SEE WHAT STAFF DOES WITH THAT AFTER THE LAST MEETING AND WHERE THEY GO IN THE TIME FORWARD. THAT'S THE BASIC CONSENSUS.

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RANDI KINMAN, CHAIR: OKAY. THANK YOU. ARE THERE ANY QUESTIONS FROM THE COUNCIL? SEEING NONE. IS THERE ANY PUBLIC COMMENT? MARTHA WAS THERE ANY SUBMITTED?

CLERK, MARTHA SILVER: THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON THIS ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: THANK YOU. WITH THAT WE'LL NOW GO INTO ITEM NINE WHICH IS TRANSIT ORIENTED COMMUNITIES, THE TOC POLICY. KARA WILL BE PRESENTING ON THIS. I WANT TO REMIND PEOPLE, WE HAVE THREE PRETTY SIGNIFICANT ITEMS ON, SO WHAT WE WILL DO AFTER THE PRESENTATION IS GO TO QUESTIONS FROM THE COUNCIL FOR CLARITY AND GO TO QUESTIONS FROM THE PUBLIC AND THEN COME BACK FOR COMMENTS AND SUGGESTIONS. SO, KARA, I BELIEVE I SEE YOU. GO AHEAD AND TAKE IT AWAY.

KARA VULCICH: I HAVE A PRESENTATION. AS MANY OF YOU WILL RECALL, I PRESENTED THE DRAFT TRANSIT ORIENTED POLICY, TOC POLICY GENERAL APPROACH TO YOU ALL IN APRIL AND WE WENT BASED ON ALL COMMENT AND FEEDBACK THAT WE HAD DONE FROM LOCAL OUTREACH TO JURISDICTIONS AND BASED ON FEEDBACK THAT WE HAD GOTTEN FROM THE JOINT MTC AND ABAG PLANNING ADMINISTRATIVE COMMITTEE BACK IN JANUARY OF THIS YEAR WE PUT TOGETHER A FULL DRAFT POLICY. AND YOU HAVE A COPY OF THAT IN YOUR PACKET, AS

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WELL. WE WENT BACK TO -- WE PRESENT THAT FULL DRAFT POLICY TO THE JOINT PLANNING COMMITTEE IN MAY, AND THEY GAVE US A NUMBER OF COMMENTS AND DIRECTION AND I'LL TALK ABOUT WHAT THAT DIRECTION WAS AS I GO THROUGH THE SLIDES. AND WHAT I'M GOING TO DO FOR THE SLIDE DECK TODAY IS I'M GOING GO THROUGH THIS RELATIVELY QUICKLY IN THE INTEREST OF TIME BECAUSE AS RANDI SAID YOU HAVE A LOT ON YOUR AGENDA. I'M GOING TO HIT THE HIGHLIGHTS OF THE SLIDES BUT I'M HAPPY TO ANSWER DETAILED QUESTIONS IF YOU HAVE ANY AT THE END. NEXT SLIDE PLEASE. ALL RIGHT. SO I WANTED TO PROVIDE, ONE OF THE THINGS THAT WE DID IN THE FULL DRAFT OF THE POLICY IS WE SPENT SOME TIME TALKING ABOUT WHAT OUR TRANSIT ORIENTED COMMUNITY AND WHAT DOES THIS POLICY MEAN IN THAT BROADER CONTEXT OF WHAT TRANSIT ORIENTED COMMUNITIES ARE. YOU CAN SEE ON THIS SLIDE IN TERMS OF WHAT THE DEFINITION IS, AND THE TRANSIT ORIENTED COMMUNITIES REALLY ENCOMPASS A NUMBER OF DIFFERENT THINGS. HOWEVER, THE TOC POLICY DOESN'T ADDRESS ALL OF THOSE BULLET POINTS THAT YOU SEE ON THE SLIDE. IT IS REALLY FOCUSED ON THE CORE ELEMENTS OF LAND USE DENSITY, AFFORDABLE HOUSING, PARKING MANAGEMENT, AND COMPLETE STREETS AND MULTIMODAL ACCESS. AND THE REASON FOR THAT IS THAT IT'S REALLY FOCUSED ON IMPLEMENTING TWO KEY PLANNED BAY AREA STRATEGIES. SPECIFICALLY THOSE ARE THE STRATEGIES FOCUSED ON INCREASING HOUSING DENSITY NEAR TRANSIT AND INCREASING JOB DENSITY NEAR TRANSIT. AND BOTH OF THOSE STRATEGIES WERE FOUND TO BE REALLY HIGH IMPACT STRATEGIES FOR

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ACHIEVING THE PLAN'S GREENHOUSE GAS REDUCTION TARGET. NEXT SLIDE PLEASE. PROOF THE TOC POLICY GOALS THESE DIDN'T CHANGE MUCH FROM WHAT I PRESENTED TO YOU IN APRIL. YOU CAN SEE THESE GOALS REFLECT THE VERY TARGETED FOCUS ON INCREASING HOUSING DENSITY NEAR TRANSIT AS WELL AS AFFORDABLE HOUSING NEAR TRANSIT, INCREASING COMMERCIAL DENSITIES, AND THEN, REALLY, NOT ONLY LOCATING MORE JOBS IN HOUSING WITHIN THE HALF MILE AREA AROUND TRANSIT STATIONS BUT FOR PEOPLE WHO LIVE BEYOND THAT HALF MILE HOW CAN WE IMPROVE THEIR ACCESS TO STATIONS AND MAKE IT EASIER FOR EVERYONE TO BE ABLE TO ACCESS THOSE FACILITIES EVEN IF THEY'RE NOT ABLE TO -- DON'T LIVE OR WORK WITHIN A HALF MILE. AND THEN LASTLY TO CONTINUE SUPPORTING IMPLEMENTATION OF TRANSIT ORIENTED COMMUNITIES THROUGHOUT THE REGION. NEXT SLIDE PLEASE. WE HAVE REFINED THE DEFINITION OF WHERE THE TRANSIT ORIENTED COMMUNITIES POLICY WILL APPLY. SO, SPECIFICALLY, IT APPLIES TO PRIORITY DEVELOPMENT AREAS, OR TRANSIT-RICH AREAS, AND THOSE ARE BOTH TYPES OF GROWTH GEOGRAPHIES FROM PLANNED BAY AREA AND WE HAVE DEFINED THOSE IN THE DETAILED DRAFT POLICY. THAT'S GENERALLY THE HALF MILE AREA AROUND FIXED GUIDEWAY TRANSIT. AND BY FIXED GUIDEWAY TRANSIT, WHAT WE'RE REFERRING TO ARE, BASICALLY, ALL TYPES OF TRANSIT SERVICE THAT YOU SEE LISTED ON THE SLIDE, SO BASICALLY ALL TYPES OF RAIL, BUS RAPID TRANSIT, I MEAN FULL BUS RAPID TRANSIT. WE HAVE TWO OF THOSE PROJECTS IN THE BAY AREA RIGHT NOW AND SEVERAL MORE PLANNED FOR THE FUTURE, COMMUTER RAIL AND

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FERRY TERMINALS. NEXT SLIDE, PLEASE. ALL RIGHT. SO MOVING INTO THE REQUIREMENTS OF THE TRANSIT ORIENTED COMMUNITY POLICY. SO THE FIRST SET OF REQUIREMENTS, AGAIN, FOCUS ON INCREASING THE DENSITY OF HOUSING AND INCREASING THE DENSITY OF JOBS AROUND TRANSIT IN THE REGION. AND I'M NOT GOING TO GO OVER THIS IN GREAT DETAIL, BUT I'M HAPPY TO ANSWER QUESTIONS ABOUT IT. A COUPLE OF THINGS I WANT TO POINT OUT ABOUT THE DENSITY REQUIREMENT IS THE FOCUS IS ON THE DENSITY, NOT THE SPECIFIC LAND USE. SO THE REQUIREMENT DOES NOT PRESCRIBE OR REQUIRE A JURISDICTION TO ZONE FOR RESIDENTIAL OR ZONE FOR COMMERCIAL. IT'S JUST SAYING THAT IF A LOCAL JURISDICTION DOES ZONE FOR RESIDENTIAL OR MIXED USE, THAT INCLUDES RESIDENTIAL, IT NEEDS TO BE AT OR ABOVE THE DENSITY RANGES IN THE POLICY. THE OTHER THING THAT I WANT TO POINT OUT, ALSO, THAT'S IN THE POLICY, IS THAT THESE DENSITY RANGES WOULD NOT APPLY TO PARCELS THAT ARE CURRENTLY OCCUPIED BY DWELLING UNITS AND THAT WAS CONSCIOUSLY DONE IN ORDER TO AVOID ANTI-DISPLACEMENT PRESSURES THAT MIGHT HAPPEN THROUGH UPZONING. IN THAT CASE IT WOULD REALLY BE UP TO THE LOCAL JURISDICTION TO DETERMINE KIND OF WHAT THE APPROPRIATE ZONING WOULD BE FOR THOSE LOCATIONS. NEXT SLIDE PLEASE. THE COMMERCIAL OFFICE DENSITY REQUIREMENT IS STRUCTURED SIMILARLY TO THE RESIDENTIAL REQUIREMENT. AGAIN, IT'S NOT PRESCRIBING THAT A JURISDICTION, AGAIN, SAY YOUR COUNTY HAS TO ZONE FOR A PARTICULAR TYPE OR PLAN FOR A PARTICULAR TYPE OF LAND USE IN A STATION AREA WHAT IT'S SAYING

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IS OF THE NEEDS TO BE ABOVE DENSITY RANGES THAT ARE LISTED IN THE POLICY. AND THE DENSITY RANGES ARE BASED ON THE LEVEL OF TRANSIT SERVICE THAT'S AVAILABLE IN THE STATION AREA. NEXT SLIDE PLEASE. SO, AS A COMPLEMENT TO BOTH INCREASING COMMERCIAL DENSITY AND OFFICE DENSITY IS PARKING MANAGEMENT. AND SO THIS REQUIREMENT, THERE IS A LOT OF DETAIL IN THIS REQUIREMENT. SO I'M GOING TO HIT HIGHLIGHTS. THE FIRST IS ELIMINATING PARKING MINIMUMS AROUND ALL TRANSIT STATION AREAS, AND THIS IS PARKING AREAS FOR NEW DEVELOPMENT THE POLICY DOES NOT ADDRESS PARK AND RIDE FACILITIES ASSOCIATED WITH TRANSPORTATION. IT'S FOCUSED ON OFF-STREET PARKING THAT WOULD BE PART OF NEW OFFICE OR RESIDENTIAL DEVELOPMENT. BY ELIMINATING PARKING DOESN'T MEAN THAT PARKING CAN'T BE BUILT IT'S JUST LETTING THE DEVELOPMENT IN THE MARKET DECIDE THE MOST APPROPRIATE AMOUNT OF PARKING. WE REALLY WANT MAXIMIZE THE USE OF LAND FOR PEOPLE AND NOT FOR VEHICLES AND ALSO THIS REINFORCES OUR EMPHASIS ON PROVIDING MULTI-MODAL ACCESS AND CIRCULATION IN A STATION AREA AND REALLY FACILITATING AND ENCOURAGING TRANSIT RIDERSHIP. NEXT SLIDE PLEASE. SO THE NEXT REQUIREMENT IS FOCUSED ON POLICIES FOR AFFORDABLE HOUSING AND ANTI-DISPLACEMENT. AND THE WAY THIS REQUIREMENT IS STRUCTURED IS THAT A JURISDICTION WOULD NEED TO SELECT TWO OR MORE POLICIES FROM EACH ONE OF THESE CATEGORIES. SO, THEY WOULD HAVE TO HAVE TWO POLICIES THAT ADDRESS AFFORDABLE HOUSING PRODUCTION TO POLICY TWO POLICIES IS AND ADDRESS AFFORDABLE

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HOUSING PRESERVATION AND TWO THAT ADDRESS AFFORDABLE HOUSING PROTECTION THERE ARE POLICIES THAT DETAIL EACH OF THESE POLICIES, BUT THIS IS HIGH-LEVEL I REFER YOU TO THE FULL POLICY IF YOU WANT TO GET INTO DETAIL OF WHAT EACH OF THESE POLICY OPTIONS ARE. NEXT SLIDE PLEASE. ALONG ACCOMPANYING THE AFFORDABLE HOUSING AND ANTI-DISPLACEMENT IS A SIMILAR OPTION FOR ANTI-DISPLACEMENT FOR COMMERCIAL PROTECTION AND STABILIZATION THIS IS STRUCTURED IN A SIMILAR WAY WHERE A JURISDICTION WOULD HAVE TO SELECT ONE POLICY FROM THIS LIST IN ORDER TO ADDRESS ANTI-DISPLACEMENT FOR LOCAL AND BUSINESSES. THE PREVIOUS REQUIREMENTS ARE FOCUSED ON DEVELOPMENT WITHIN THAT HALF MILE AREA OF THE STATION, THIS REQUIREMENT FOCUSES ON HOW CAN WE IMPROVE ACCESS FOR PEOPLE WHO LIVE AND WORK BEYOND THAT HALF MILE. AND MAKE IT EASIER FOR THEM TO WALK, ROLL, BICYCLE, AND USE OTHER TYPES OF SHARED MOBILITY SERVICES TO ACCESS THE STATION INCLUDING BUS TRANSIT. IT REQUIRES THAT A JURISDICTION ADOPT POLICIES AND GUIDELINES THAT COMPLY WITH MTC'S RECENTLY ADOPTED COMPLETE STREETS POLICY THIS INCLUDES A NUMBER OF PROVISIONS FOR ENSURING THAT FACILITIES ARE FULLY ACCESSIBLE, PRIORITIZE IMPLEMENTATION OF PROJECTS FROM THE ACTIVE TRANSPORTATION PLAN, LOCAL PLANS AS WELL AS REGIONAL FORTHCOMING REGIONAL PLAN AS WELL AS ANY RELEVANT COMMUNITY-BASED TRANSPORTATION PLANS TO COMPLETE AN ACCESS GAP ANALYSIS THAT LOOKS AT HOW GEOGRAPHIC AREA BEYOND THE STATION CAN BE ENLARGED BY CLOSING ANY ACCESS GAPS AND THEN TO IDENTIFY

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OPPORTUNITIES FOR MOBILITY HUB PLANNING AND IMPLEMENTATION. NEXT SLIDE PLEASE. THAT CLOSES OUT ESSENTIALLY THE OVERALL REQUIREMENTS OF THE POLICY. NOW TO TALK ABOUT HOW ARE WE GOING TO IMPLEMENT THIS POLICY AND WHAT'S RELATIONSHIP OF THE POLICY TO FUNDING. SO, THERE IS QUITE A BIT OF DETAIL IN THE POLICY ITSELF. BUT, WE ARE PLANNING TO ISSUE FURTHER GUIDANCE IN TERMS OF HOW LOCAL JURISDICTIONS -- WHAT LOCAL JURISDICTIONS NEED TO DO AND THE TYPE OF DOCUMENTATION THEY'RE GOING TO NEED TO PROVIDE TO DEMONSTRATE THEY NEED TO COMPLY WITH THE POLICY. WE PLAN TO ISSUE WITHIN SIX MONTHS OF THE POLICY ADOPTION. BECAUSE OF MANY OF THE CHANGES, THE LAND USE CHANGES PRESCRIBED BY THE POLICY TAKE TIME FOR A LOCAL JURISDICTION TO IMPLEMENT WE'RE REALLY FOCUSING ON THE FIRST 4 TO 5 YEARS AFTER POLICY ADOPTION ARE FOCUSING ON POLICY IMPLEMENTATION. AND WE'RE PLANNING TO USE SOME OF OUR REGIONAL PLANNING AND TECHNICAL ASSISTANCE FUNDS TO HELP SUPPORT LOCAL JURISDICTIONS IN DOING WHAT THEY MAY NEED TO DO WHICH MIGHT BE UPDATES TO PLANS OR ZONING CODE OR OTHER TYPES OF STUDIES TO REALLY SUPPORT THEM IN IMPLEMENTING THE POLICY. AND THEN BEYOND THOSE FOUR OR FIVE YEARS, THE FOCUS WOULD BE ON PRIORITIZING FUNDING FOR PROJECTS THAT ARE LOCATED WITHIN PRIORITY DEVELOPMENT AREAS OR TRANSIT-RICH AREAS THAT ARE BOTH SUBJECT TO AND COMPLY WITH THE TOC POLICY. BECAUSE, AGAIN, MTC DOESN'T HAVE ANY LAND USE AUTHORITY OR CLOSELY SO THE ONLY WAY THAT WE CAN REALLY IMPLEMENT OR ENFORCE A POLICY IS THROUGH CONNECT TO

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REGIONAL DISCRETIONARY FUNDING SOURS THAT WE CAN CONTROL. LAST SLIDE, PLEASE. ALL RIGHT, AND THIS ONE CONCLUDES MY PRESENTATION. I KNOW I WENT THROUGH THAT QUICKLY. OUR NEXT STEPS HERE ARE WE'RE PLANNING TO BRING THE FINAL POLICY TO THE JOINT PLANNING COMMITTEE AT THEIR JULY 8TH MEETING AND WE'LL BE ASKING THEM TO RECOMMEND TO THE COMMISSION THAT THE COMMISSION APPROVE THE POLICY AT ITS MEETING ON JULY 27TH. AND I'M HAPPY TO TAKE ANY QUESTIONS.

RANDI KINMAN, CHAIR: YOU. I SEE HAND ALREADY GOING UP. WE'LL START WITH QUESTIONS ONLY. VEDA THEN WALTER. GO AHEAD, VEDA, AND UNMUTE.

VEDA FLOREZ: THANK YOU VERY MUCH FOR THE PRESENTATION. I'M PLEASED TO SEE THAT WE'RE CLOSING THE GAP ON AND HELPING WITH LAST MILE ISSUES ALONG THE WAY. IN MY AREA I JUST WANTED TO LET YOU KNOW WE HAVE A COUPLE OF SYSTEMS IN SONOMA AND MARIN COUNTY WHERE SONOMA AND MARIN BOTH HAVE THE EMERGENCY RIDE SYSTEM AND OVER THE WEEKEND I DIDN'T A VEHICLE SO I WAS USING THE UBER APP THAT, WHERE, AND THAT HAD THE MARIN CONNECT AND THROUGH MARIN TRANSIT, AND I'M LOOKING FORWARD TO SEEING HOW YOU CAN WORK WITH THE LOCAL JURISDICTION TO CLOSE THAT LAST MILE GAP.

RANDI KINMAN, CHAIR: THANK YOU. WALTER THEN RODNEY.

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WALTER WILSON: AMERICAN CULTURAL CENTER PROJECT AND THE ONLY ONE OF ITS KIND THAT USES MIXED USE DEVELOPMENT COMMERCIAL LOCATED ALONG HIGHWAY, EL CAMINO 82, CALIFORNIA 82, AND MUCH OF WHAT YOU TALKED ABOUT, IN TERMS OF THE POLICIES ARE ALREADY IMPLEMENTED. NOT JUST BECAUSE OF SAN JOSE, BUT BECAUSE THE POLICIES AROUND OUR PROJECT IN AND OF ITSELF. I AM CURIOUS HOW THE POLICIES THAT ARE IMPLEMENTED TIE BACK TO FUNDING. BECAUSE WE'RE IN THE PRE-DEVELOPMENT STAGES SO WE MAY WELL QUALIFY FOR THAT. THE OTHER THING I WANT TO SAY IS THAT REGARDING PEOPLE WHO MAY BE FORCED TO RELOCATE, AND TYPICALLY BUSINESSES, ONE OF THE THINGS MY COMPANY, MINORITY BUSINESS CONSORTIUM IS PART OF A GROUP CALLED THE SAG, THE STATIONARY ADVISORY GROUP, THIS IS WHERE HIGH SPEED RAIL, BART, AND ALL OF CALTRANS ARE COMING TOGETHER IN THE DIRIDON STATION WHAT WE'RE CALLING GRAND CENTRAL WEST IT'S DOWNTOWN SAN JOSE AND IT'S ALSO RIGHT THERE WHERE GOOGLE WILL BE SO WE'RE DETERMINING HOW ALL THESE THINGS WILL BE COMING TOGETHER ONE OF THE THINGS THAT WAS IMPORTANT TO US IS THE SMALL BUSINESSES WHO ARE IMPACTED BY THIS THAT MAY BE DISPLACED WE WANTED TO MAKE SURE WITH THE GOING -- EXCUSE ME -- OFFERS THEM THE OPPORTUNITY TO COME BACK AND BE PART OF THAT CAMPUS ONCE IT'S BUILT IN A WAY THAT'S FUNCTIONAL FROM A STANDPOINT OF FINANCIAL ABILITY. AND THE OTHER THING IS THAT, UNLIKE THE APPLE CAMPUS IN SANTA CLARA COUNTY, IN SAN JOSE, OUT THERE BY SANTA CLARA AND SUNNYVALE WE ASKED THEM TO

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MAKE THIS AN OPEN CAMPUS THAT'S WALKABLE SO PEOPLE CAN RIDE THEIR BIKES, AND SCOOTERS AND OTHER THINGS. ALL THESE THINGS ARE BEING CONSIDERED HAVE BEEN PUT INTO THE PLAN SO I APPRECIATE THE PRESENTATION HERE AND I'LL GET YOU MORE INFORMATION TO TALK MORE IN DETAIL ABOUT SOME OF THE THINGS THAT WE'RE DOING.

KARA VULCICH: THANK YOU.

RANDI KINMAN, CHAIR: RACHAEL THEN GABRIELA.

RODNEY NICKENS: WAS I NEXT, RANDI?

RANDI KINMAN, CHAIR: WHO WAS THAT?

RODNEY NICKENS: THIS IS RODNEY.

RANDI KINMAN, CHAIR: OH RODNEY. I DIDN'T SEE YOUR HAND. SORRY, RODNEY, THEN RACHEL.

RODNEY NICKENS: HI RACHAEL. GOOD AFTERNOON EVERYONE. I WANT TO THANK EVERYONE FOR MOVING THE POLICY FORWARD. THIS IS REALLY EXCITING TO SEE. I AM REALLY GRATEFUL TO STAFF FOR ALL OF THEIR HARD WORK TO GET THE POLICY THUS FAR. I STILL HAVE SOME CONCERNS IN TERMS OF THE AFFORDABLE HOUSING AND ANTI-

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DISPLACEMENT POLICY MENU OPTIONS I'M WONDERING, IF THEY ARE STILL CONSISTENT WITH IN TERMS OF THE NUMBER OF OPTIONS, I THINK IT'S GOING TO ALLOW JURISDICTIONS TO POTENTIALLY AVOID THE POLICY THAT WOULD ACTUALLY BE MOST IMPACTFUL. AND SO I'M WONDERING IF THE POLICY IS STILL CONSISTENT WITH PLANNED BAY AREA 2050 GROWTH TARGETS. AND, ALSO, I WOULD REALLY LIKE TO SEE THE MENU OF OPTIONS TIGHTENED TO REALLY THOSE THAT ARE GOING TO MAKE THE BIGGEST IMPACT, FOR EXAMPLE, BY RIGHT FOR HOUSING, AND NO NET LAWS AND BY RIGHT -- [INDISCERNIBLE] AND DEMOLISHED HOME I WOULD LIKE TO GET CLARITY WHETHER THE POLICY IS IN LINE WITH THE GROWTH TARGETS AND ALSO WHETHER STAFF COULD CLARIFY IF IN FACT FUNDING IS GOING TO BE CONTINUED ON IT. OC POLICY COMPLIANCE OR IF THERE IS GOING TO BE SOME OTHER FORMULA THAT IS GOING TO ENSURE THAT JURISDICTIONS ARE BEING HELD ACCOUNTABLE TO THOSE TARGETS AS WELL. THANK YOU VERY MUCH FOR ALL THE WORK AND REALLY LOOKING FORWARD TO SEEING -- [INDISCERNIBLE] THE POLICY.

KARA VULCICH: RANDI WOULD YOU LIKE ME TO ANSWER QUESTIONS NOW?

RANDI KINMAN, CHAIR: GO AHEAD.

KARA VULCICH: THOSE ARE ALL GOOD QUESTIONS. IN THE CONTEXT OF PLANNING. THE GROWTH TARGETS ARE RELATED TO THE DENSITY REQUIREMENTS MORE SO THAN THE AFFORDABLE HOURS REQUIREMENTS SO

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THOSE ARE STILL CONSISTENT WITH PLANNED BAY AREA IMPLEMENTATION AND WHAT WE WOULD NEED TO DO IN ORDER TO MEET OUR GREENHOUSE GAS REDUCTION TARGET FOR THE AFFORDABLE HOUSING POLICIES, I'M -- AS YOU CAN PROBABLY IMAGINE THAT'S, I THINK, THE ONE POLICY REQUIREMENT WHERE WE HAVE GOTTEN A VERY WIDE RANGE EVER COMMENTS. WE ARE -- WE HAVE BEEN WORKING WITH OUR HOUSING AND LOCAL PLANNING STAFF ON ADDING SOME FURTHER DETAIL, REFINING, AND THINKING ABOUT HOW WE CAN BEST KIND OF RESPOND TO THE COMMENTS THAT YOU PROVIDED TODAY WHICH ARE SIMILAR TO SOMETHINGS THAT WE RECEIVED AND BALANCE THOSE OUT WITH SOME OF THE OTHER COMMENTS WE HAVE GOT PEN AS WELL. AND I'M SORRY, IF YOU HAD ANOTHER QUESTION THEY MISSED, LET ME KNOW. IS.

RANDI KINMAN, CHAIR: THANK YOU. RACHEL IS THEN GABRIELA.

SPEAKER: THANK YOU FOR THE PRESENTATION. MY QUESTION IS SIMILAR TO ONE ALREADY ASKED MY BACKGROUND IS NOT IN AFFORDABLE HOUSING IT'S IN TRANSPORTATION, WHEN I SEE THE MENU OF THAT MANY OPTIONS MY POLICY SENSOR SPIDEY SENSORS GO UP, AND I AM CONCERNED OVER THE NUMBER OF OPTIONS AND REALLY THINK MTC SHOULD TAKE A LOOK AT WHAT THOSE COMBINATIONS MIGHT MEAN FOR THE ACTUALLY OUTCOME, AND I DON'T WANT TO SAY IN PRINCIPLE THERE SHOULD BE LESS IF THEY'RE ALL GOOD BUT I THINK WE SHOULD GO THROUGH IT WITH A FINE TOOTH COMB AND LOOK AT THE

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COMBINATIONS ARE WE MOST LIKELY TO GET OUT OF THIS AND IF THAT'S WHAT WE'RE REALLY LOOKING FOR.

RANDI KINMAN, CHAIR: THANK YOU. GABRIELA, DID YOU -- KARA, DID YOU HAVE A RESPONSE.

KARA VULCICH: DEFINITELY UNDERSTAND WHERE YOU'RE COMING FROM. IT'S BEEN CHALLENGING TO DRAFT A POLICY THAT FOR A REGION AS LARGE AS OURS. ONE OF THE DIRECTIVES WE RECEIVED FROM THE COMMITTEE AND A NUMBER OF DIFFERENT STAKEHOLDERS AND JURISDICTIONS AS WE WERE DOING OUTREACH TO FORMULATE THE DRAFT POLICY WAS THAT THE MENU OF AFFORDABLE HOUSING OPTIONS NEEDS TO BE EXPANDED. THAT'S WHY THAT MENU HAS GROWN SIGNIFICANTLY. AT THE SAME TIME WE HAVE GOTTEN A LOT OF FEEDBACK IN TERMS OF THE IMPORTANCE TO CALL OUT WHICH POLICIES MAY BE MORE IMPORTANT THAN OTHERS IN CONTEXT. I'M WORKING ON THAT NOW IN TERMS OF THE FINAL ITERATION OF THE DRAFT POLICY THE OTHER WAY WE'RE THINKING ABOUT RESPONDING TO THAT IS THROUGH SKWNT GUIDANCE AND AGAIN WORKING WITH THE HOUSING AND LOCAL PLANNING TEAM TO PROVIDE MORE COMPREHENSIVE GUIDANCE ON HOUSING POLICIES AND ENSURING THAT GUIDANCE IS CONSISTENT ACROSS ALL THE VARIOUS REGIONAL PROGRAMS.

SPEAKER: DOES THAT GUIDE COME WITH A LEVER OR IS THIS WE'RE ONLY USING CERTAIN CONTEXT?

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KARA VULCICH: IT DOESN'T COME WITH A LEVER THE GUIDANCE WOULD BE FURTHER EXPLAINING. IT WOULD BE THIS IS WHAT NEEDS TO BE IN THE POLICY IN ORDER FOR IT TO BE COMPLIANT WITH THE TRANSIT ORIENTED COMMUNITIES POLICY FOR EXAMPLE.

RANDI KINMAN, CHAIR: THANK YOU. GABRIELA THEN RICH?

GABRIELA ORANTES: THANK YOU. MY QUESTION WAS RELATED TO PAGE FOUR OF YOUR PRESENTATION. I FOUND IT VERY HELPFUL TO HAVE IT, THE SPECIFICS OF WHAT SYSTEMS WOULD BE AFFECTED BY THIS. THE DESCRIPTIONS IN THE ORIGINAL PACKET WERE GREAT. BUT IT'S GOOD TO SEE THINGS FROM MY AREA, IN THE NORTH BAY THEN, IT LOOKS LIKE SMART TRAIN STATIONS IS WHERE THIS WOULD BE IMPLEMENTED SO I'M CURIOUS IN NAPA WHERE THERE AREN'T ANY SMART TRAINS BUT I DO NOT SEE ANY -- CROONING CORRECT ME IF I AM WRONG, BUT I DO NOT SEE ANY SYSTEMS THAT FALL WITHIN THIS, BUT WOULD IT BE SPECIFIC TO THE COMMUNITY TRANSPORTATION PLANS?

KARA VULCICH: YOU'RE CORRECT IN THE WAY WE HAVE DRAFTED THE POLICY WOULD GOT COVER SYSTEMS IN NAPA BECAUSE THERE IS NO FIXED GUIDEWAY TRANSIT AND THEY'RE JUST BUS THAT'S ANOTHER PIECE OF FEEDBACK WE HAVE HEARD, IT'S BEEN A CONCERN THAT'S BEEN RAISED. THERE WAS, ONE OF THE THINGS THAT WE'RE THINKING ABOUT OR WORKING ON IS A POTENTIAL OPT IN PROVISION FOR AREAS

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THAT ARE ONLY SERVED BY BUS, AND, SO, WHILE THEY MAY NOT BE REQUIRED TO ADHERE TO EVERYTHING THAT'S IN THE TOC POLICY, THEY COULD OPT IN AND PORTABLE OPT IN AND GET MORE POINT FOR DIFFERENT FUNDING PROGRAMS IF THEY CHOOSE TO DO THAT AND WHY WE ENDED UP JUST FOCUSING ON FIXED GUIDEWAY, SOME OF THE COMMENTS WE RECEIVED FROM LOCAL JURISDICTIONS. THEY HAD A LOT OF CONCERN ABOUT INCLUDING BUS SERVICES BECAUSE BUS SERVICE ROUTES AND FREQUENCIES CAN CHANGE OFTEN MORE EASILY -- DEPENDING ON THE AREA FOR SURE -- BUT CAN BE MORE SUBJECT TO CHANGE THAN FIXED GUIDEWAY TRANSIT INVESTMENT, SO THERE WAS CONCERN ABOUT MAKING LONGER TERM LAND USE PLANNING CHANGES UNDER THOSE TYPES OF CONDITIONS.

RANDI KINMAN, CHAIR: THANK YOU. ANYTHING ELSE GABRIELA ORANTES?

GABRIELA ORANTES: NO FOR NOW.

RANDI KINMAN, CHAIR: AND THEN DWAYNE?

RICHARD HEDGES: THANK YOU RANDI. I LIKE THIS POLICY. I WAS ON THE ORIGINAL TOD RECOMMENDATIONS FOR THE OLD EDAC COMMITTEE. JUST A COUPLE OF QUESTIONS. THE DENSITY REQUIREMENTS LOOK PRETTY GOOD AND EVEN IN COMMUNITIES HIKE MINE THAT HAVE HEIGHT LIMITS WITH THE DENSITY BONUSES FOR BELOW MARKET RATE HOUSING

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WE GENERALLY GET PRETTY CLOSE TO 100 UNITS IN SOME DEVELOPMENTS CLOSE TO CALTRAIN. THE OTHER THING I WOULD LIKE TO ASK, WITH THE DENSITY REQUIREMENTS I'M VERY CONCERNED DEVELOPERS LIKE TO DO TOWN HOMES AND I'M HOPING THAT THESE DENSITY REQUIREMENTS WILL RULE OUT TOWN HOMES BECAUSE THEY ELIMINATE THE ABILITY FOR DISABLED PEOPLE TO LIVE IN THEM. THE HOUSING AT THE RICHMOND BART STATION HAS NO ABILITY FOR DISABLED PEOPLE TO LIVE THERE BECAUSE THEY'RE ALL OLD TOWN HOMES. SO I HOPE, AGAIN, AND IF YOU COULD CLARIFY, IT WOULD ELIMINATE THESE TRANSIT DEVELOPMENTS FOR TOWN HOMES. THE OTHER THING I WOULD EMPHASIZE. I DON'T SEE A REQUIREMENT FOR GRIDS, GRIDS ARE IMPORTANT. IN THE ORIGINAL COMMITTEE I WAS ON, I MADE A RECOMMENDATION THAT ALL TOD HAD TO BE GRID BUILT AND THE TWO PEOPLE ON THE COMMITTEE THAT OBJECTED TO IT WERE DEVELOPERS AND THE REASON WAS TO GET MORE UNITS PER ACRE. I THINK THERE IS A TRADEOFF FOR THAT. YOU MAY GET MORE UNITS PER ACRE, BUT IT NARROWS THE EFFICIENCY OF PEOPLE TO WALK AND BIKE. THANK YOU.

KARA VULCICH: THE SHORT ANSWER IS NO, IT DOES NOT RULE OUT TOWN HOMES. AND WE WERE NOT THAT PRESCRIPTIVE IN TERMS OF DEVELOPING REQUIREMENTS BECAUSE WE WERE TRYING TO BE RESPONSIVE TO THE WIDE VARIETY AND RANGE OF LAND USE CONTEXTS, TRANSIT SERVICE LEVELS, AND THE FLEXIBILITY THAT ALL OF THE JURISDICTIONS WE SPOKE TO DESIRED TO SEE. SO, I DO NOT -- SO,

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YEAH, JUST TO BE CLEAR IT DOESN'T SPECIFIC LEAVE RULE OUT TOWN HOMES BEING BUILT UNLESS THEY WERE DENSE ENOUGH TO FALL INTO THOSE RANGES WITH RESPECT TO STREET GRID WE DON'T SPECIFICALLY REQUIRE THAT A STREET GRID NEEDS TO BE CREATED BUT I WILL SAY THAT'S THE PURPOSE OF INCLUDING THAT ACCESS ANALYSIS IN THE STATION ACCESS AND CIRCULATION REQUIREMENT. SO IN SOME CASES YOU MAY BE ABLE TO IMPROVE DIRECT PEDESTRIAN ACCESS MAYBE GOT THROUGH CHANGE ROUTE BUT THROUGH PATHWAYS WALKWAYS AND THINGS LIKE THAT THAT'S REALLY THE PURPOSE OF THAT REQUIREMENT IS REALLY TO PROVIDE AS MANY PEOPLE AS POSSIBLE WITH AS DIRECTION A PATH OF TRAVEL AS POSSIBLE.

RANDI KINMAN, CHAIR: THANK YOU. DWAYNE, AND THEN PAM.

DWAYNE HANKERSON: FIRST I WANT TO SAY TO STAFF IT WAS A VERY INFORMATIVE PRESENTATION. IT COVERED A LOT AND I REALLY APPRECIATE IT. MY QUESTION IN REGARDS TO THE AFFORDABLE HOUSING AND MANAGEMENT OF THE AFFORDABLE HOUSING, YOU HAVE GOTTEN, AS FAR AS ARE YOU GOING TO BID THAT MANAGEMENT OUT TO CERTAIN COMPANIES? ARE YOU GOING MAKE IT NON-PROFIT? OR IS IT GOING TO BE MANAGED BY MTC?

KARA VULCICH: JUST TO CLARIFY THE POLICY DOESN'T KIND OF ADDRESS ACTUAL CONSTRUCTION OR MANAGEMENT OF AFFORDABLE HOUSING PROJECTS. IT'S REALLY AT A ONE STEP REMOVED WHERE IT'S

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REQUIRING LOCAL JURISDICTIONS TO HAVE CERTAIN POLICIES IN MACE THAT REALLY FACILITATE THE CONSTRUCTION OF NEW AFFORDABLE HOUSING, PROTECTION OF EXISTING AFFORDABLE HOUSING, AND PRESERVATION OF, YOU KNOW, NATURALLY OCCURRING OR EXISTING, OR ALREADY EXISTING AFFORDABLE HOUSING. DOES THAT ANSWER YOUR QUESTION?

DWAYNE HANKERSON: YES IT DOES. THANK YOU.

RANDI KINMAN, CHAIR: PAM THEN ADINA.

SPEAKER: I HAD A QUESTION ABOUT THE AFFORDABLE HOUSING AND I RELATE IT BACK TO A QUESTION I HAD DURING THE LAST PRESENTATION WITH REGARDS TO CHILD CARE BECAUSE IN THIS PRESENTATION I DIDN'T SEE ANY CONCRETE EXAMPLE OF HOW CHILD CARE WAS GOING TO BE RELATED TO THIS POLICY. AND I THINK IN THE LAST MEETING WE ASKED FOR SOME CONCRETE EXAMPLES FOR COMMUNITY BENEFITS. SO, I JUST WANTED TO ASK ABOUT THE POTENTIAL FUNDING THAT IS BEING OFFERED, IF WE CAN CONSIDER USING IT TO INCORPORATE TRAININGS FOR BEST PRACTICES TO PLANNERS AND CITIES SO THAT THEY CAN IDENTIFY A CHILD CARE FACILITY AND INFRASTRUCTURE NEEDS OR THEIR LAND USE PLANNING THAT MAY BE A BARRIER TO CREATING CHILD CARE, IDENTIFY DEVELOPER IMPACT FEE PRESIDENCY OR DENSITY BONUSES THAT COULD WORK IN THEIR CITIES AND THE IMPORTANCE FOR WORKFORCE AND

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ECONOMIC DEVELOPMENT IT'S A GENDER AND SOCIAL AND RACIAL JUSTICE ISSUE, AND IT'S IMPORTANT FOR ENVIRONMENTAL AND SMART GROWTH POLICIES AND COMMUNITY ESPECIALLY TRANSIT ORIENTED COMMUNITIES.

KARA VULCICH: GREAT QUESTION. IT'S NOT DIRECTLY ADDRESSED BY THE TRANSIT ORIENTED COMMUNITIES ALTHOUGH WE MENTION AND CALL THAT OUT AS A COMPLEMENT AND IT WAS A BALANCING ACT IN TERMS OF TRYING TO KEEP THE POLICY FOCUSED ON THE CORE THINGS. I DO WANT TO ACKNOWLEDGE THAT WE REALLY SEE THIS POLICY AS A COMPLEMENT TO THE PRIORITY DEVELOPMENT AREA PLANNING PROGRAM, AND THE PRIORITY DEVELOPMENT AREA PROGRAM PLANNING GUIDELINES ARE COMPREHEND AND I HAVE ADDRESS THINGS LIKE THE IMPORTANCE OF PROVIDING CHILD CARE AND OTHER TYPES OF NEIGHBORHOOD SURVEYING FACILITIES IN TRANSIT ORIENTED COMMUNITIES. SO I THINK THAT'S SOMETHING THAT WE CAN LOOK AT AS PART OF AS WE MOVE FORWARD WITH PROVIDING JURISDICTIONS FOR FUNDS PLANNING FOR IS FOR TECHNICAL ASSISTANCE IN THESE LOCATIONS AND OVERLAP WITH PLANNING PROGRAMS WHAT WE CAN DO WITH EMPHASIS ON THE IMPORTANCE EVER LOCATING CHILD CARE FACILITIES NEAR TRANSIT.

SPEAKER: THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. ADINA THEN ZACK?

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ADINA LEVIN: THANK YOU VERY MUCH. AND REALLY WANTED TO COMMEND STAFF IN THE PROCESS FOR COMING UP WITH THIS PLAN THAT HAS A NUMBER OF REALLY FANTASTIC THINGS IN TERMS OF THE EXPECTATIONS FOR DENSITY BY OUR MAJOR TRANSIT INVESTMENTS, THE PARKING THAT'S SUITABLE FOR SUCH LOCATIONS, THE ACCESS POLICIES, THE HOUSING POLICIES, JUST BIG COMPLEMENTS. I DO HAVE SOME QUESTIONS BUILDING ON THINGS THAT OTHERS HAVE SAID AND I KIND OF ECHOING ON THE ANTI-DISPLACEMENT, ESPECIALLY, THAT MR. NICKENS HAD RAISED. BECAUSE THAT'S A REALLY LONG LIST, AND IT ONLY REQUIRES TWO. IT WOULD BE POSSIBLE TO PICK A TENANT RELOCATION COMPENSATION AND ASSISTANCE AND THEREFORE ONLY HAVE POLICIES THAT WOULD MITIGATE DISPLACEMENT AND NOT PREVENT IT. SO I'M WONDERING WHETHER THERE ARE OPPORTUNITIES TO DO SOME THINGS TO ENSURE SOME OF THE STRONGER PROVISIONS THAT WOULD HELP TO PREVENT DISPLACEMENT. I HAVE A QUESTION ABOUT THE PROVISIONS ABOUT EXISTING HOMES AND, IF I UNDERSTAND RIGHT, IT'S ABOUT APPLYING TO PLACES WHERE THE JURISDICTION IS PLANNING TO DEVELOP, AND IF IT'S IN A PLACE WHERE THERE ISN'T UPZONING, THEN IT WOULDN'T APPLY IN ORDER TO POTENTIALLY PREVENT DISPLACEMENT IN KEY NEIGHBORHOODS, BUT IT SEEMS TO ME THAT, LIKE, SO, HAD, I THINK THAT MAY MAKE SENSE FROM A, YOU KNOW, A LOCAL ANTIDISPLACEMENT MEASURE, THERE ARE SOME PROVISIONS ABOUT THE CIRCULATION THAT EVERYWHERE WOULD BENEFIT INCLUDING PLACES THAT EXISTING HOUSING THAT HAS NOT BEEN UPZONED AND REALLY ANALYZING THAT IT IS POSSIBLE TO SAFELY GET

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AND CONVENIENTLY GET TO THIS TRANSIT. I'M WONDERING IF THERE MIGHT BE MODIFICATION FOR PLACES THAT MEET THOSE CRITERIA TO APPLY THE ACCESS POLICIES. THE OTHER QUESTION THAT I HAD IS ON THE QUESTION ABOUT BUS SERVICE. BECAUSE BRT IN RAPID BUS, THERE IS A CONTINUUM SO I DO THINK THAT MAYBE OPT IN MIGHT BE ONE WAY TO ADDRESS THAT, I THINK REQUIRING FULL-TIME BRT IS EXTREMELY STRICT AND DOESN'T INCLUDE PLACES THAT MIGHT HAVE REALLY GOOD BUS SERVICE. ALSO WONDERING, BECAUSE OF THE CONCERN ABOUT, LIKE, YOU CAN CHANGE THE BUS SERVICE. ON THE ONE HAND, WE HAVE THINGS LIKE, WITH CALTRAIN, AND BUT ONLINE HAVE HOURLY MIDDAY SERVICE AND HOURLY MIDDAY SERVICE AND THAT'S NOT GOOD EITHER SO I WONDER WHETHER THERE SHOULD BE SOME KIND OF NEED FOR A COMMITMENT FOR OPERATING FUNDING IN ORDER TO HAVE A COMMITMENT TO THE SERVICE AND THEN IF YOU HAVE A COMMITMENT TO THE SERVICE THEN IT DOESN'T MATTER AS MUCH WHAT TECHNOLOGY IT IS AS LONG AS YOU HAVE A COMMITMENT TO A FREQUENT SERVICE PATTERN. SO, LET'S SEE S I HAD ANOTHER COUPLE OF QUESTIONS AND THOUSAND WE'LL BE DONE. IN TERMS OF THE QUESTION ABOUT TOWN HOMES, I'M WONDERING, HAVING NO TOWN HOMES SEEMS PRESCRIPTIVE, BUT I WONDER WHETHER THERE IS OPPORTUNITY TO HAVE A CERTAIN REQUIREMENT FOR A CERTAIN NUMBER OF TOWN HOMES BEING ACCESSIBLE FOR PEOPLE WITH DISABILITIES, SO IF THERE'S A WALK UP MAYBE IT'S OKAY TO HAVE SOME OF THE HOMES REQUIRE STAIRS BUT HAVE SOME OF THE HOMES NOT REQUIRE STAIRS. IS THERE SOME POSSIBLE BASIC ACCESSIBILITY REQUIREMENT FOR

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SOME SHARE OF THE HOMES? AND LET ME SEE IF I HAD ANY -- MY OTHER QUESTION IS ABOUT ACCESS ANALYSIS. IT ELECTRONICS LIKE THE ACCESS ANALYSIS IS FOCUSING ON ACTIVE TRANSPORTATION, WHICH IS GREAT. BUT DOES THAT ACCESS ANALYSIS ALSO INCLUDE BUS SERVICE? FOR EXAMPLE, THERE ARE SOME AFFORDABLE HOUSING FOR SUSTAINABLE COMMUNITIES GRANTS THAT WENT TO LOCATIONS THAT ARE A BUS RIDE AWAY FROM THE TRAIN STATION. AND, SO DOING ANALYSIS TO SAY IS THIS BUS SERVICE REALLY ADEQUATE FOR MAKING THAT CONNECTION SEEMS LIKE I'M WONDERING WHETHER THAT IS BEING CONSIDERED. THOSE ARE ALL OF MY QUESTIONS. I LOOK FORWARD TO THE ANSWERS. AND THEN AS THIS DISCUSSION CONTINUES, I JUST WANT TO LET STAFF KNOW THAT I'M GOING TO BE DIALING IN FROM A DIFFERENT DEVICE FOR 10 TO 15 MINUTES BUT I WILL CONTINUE TO BE HERE FOLLOWING INTENTLY.

KARA VULCICH: YEAH. FOR SOME OF YOUR QUESTIONS, I THINK I'M GOING TO NOTE THOSE AS KIND OF FEEDBACK THAT WE HAVE RECEIVED FROM THE COUNCIL. BUT I THINK THERE'S A COUPLE THOUGH THEY DO WANT TO ANSWER. SO, YEAH, QUICKLY, FOR THE LAST ONE, ACCESS ANALYSIS ALSO INCLUDES BUS AND OTHER TYPES OF MOBILITY SERVICE NOT JUST ACTIVE TRANSPORTATION AND THE INTENTION WAS TO APPLY NOT JUST TO THE PRIORITY PDA OR HALF MILE BOUNDARY BUT TO BE ALL ENCOMPASSES WHETHER SINGLE-FAMILY OR RESIDENTIAL, AND I WANTED TO RESPOND TO YOUR QUESTION ABOUT BUS SERVICE RECOGNIZE THERE IS CONTINUUM BETWEEN RAPID BUS AND BRT AND THE

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RELATIONSHIP BETWEEN OPERATING FUNDING. PART OF REASONS WE STRUCTURED DENSITY REQUIREMENTS THE WAY WE DID IS TO BE CONSISTENT WITH THE WAY IT WAS DONE AND MODELED IN PLANNED BAY AREA THAT WAS PART OF THE RATIONALE BUT YOUR FEEDBACK IS CERTAINLY NOTED. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. ZACH, AND THEN FRANK?

ZACH DEUTSCH-GROSS: THANKS RANDI, IS THANKS FOR BEARING WITH US IN ALL OF THESE QUESTIONS. TWO THINGS TO MY COMMENT. I WANT TO ECHO THE CONCERNS OF RODNEY AND THE TEAM AROUND OPTIONS AND MENU OF DISPLACEMENT AND THAT SEEMS TO ME NO NET LOSS AND RETURN TO MOST HOMES SEEMS LIKE BARE MINIMUM AND IF I WAS KING I WOULD MAKE THAT MANDATORY THEN GO FROM THERE WITH THE SHORTER LIST. THAT'S MY COMMENT, SHOCKINGLY. WITH PDAS VERSUS TRANSIT RICHMOND AREAS I DIDN'T TOTALLY UNDERSTAND THE SLIDES. LIKE WHAT DOES THAT OVERLAP LOOK LIKE AND THEN MY HOPE WOULD BE THAT WE ARE ENSURING THAT WE'RE HAVING THE WIDEST AREA POSSIBLE AND NOT JUST SELECTING THE SMALLER AREA PDA, TRANSIT-RICH VICE-VERSA. I WOULD LIKE TO KNOW MORE ABOUT HOW THAT PROCESS WORKS AND HOW POTENTIAL FUTURE PDAS AND THINGS COULD FIT INTO THAT AND MY OTHER QUESTION IS ABOUT CONDITIONING OBAG FUNDS. YOU MENTIONED THIS EARLIER AND I WANTED TO FOLLOW UP, CONDITIONING OBAG FUND STARTING IN TENT 26 THEN IT WOULD JUST BE SOME OBAG FUNDS THAT COULD BE LOST. I WANT TO CLARIFY WHY

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ARE WE WAITING UNTIL TENT 26 AND DO WE THINK THAT EVEN IN TENT 26 THIS WILL BE ENOUGH TO MOVE THE NOODLE WHEN IT COMES TO RESIDENTIAL AND COMMERCIAL DEVELOPMENT.

KARA VULCICH: THE REASON WE TOOK THAT APPROACH WAS THAT, A, WE WANTED TO RECOGNIZE THE PRIORITY DEVELOPMENT AREA PROGRAM THAT HAD BEEN IN EXISTENCE SINCE 2008 AND MANY OF THOSE PRIORITY DEVELOPMENT BOUNDARIES WERE DRAWN BECAUSE THOSE ARE AREAS WHERE NEW DEVELOPMENT IS MOST LIKELY ABLE TO OCCUR. AND, SO, WE WANTED TO HONOR AND RECOGNIZE THAT. SO THAT'S PARTLY WHY WE SAID IF A JURISDICTION HAS DESIGNATED A PRIORITY DEVELOPMENT AREA IT WILL APPLY TO THAT BOUNDARY AND IF THEY HAVE NOT DESIGNATED A PRIORITY DEVELOPMENT AREA IN THE STATIONARY THEN IT APPLIES TO THE ENTIRE TRANSIT-RICH AREA. THE HOPE IS THAT THIS POLICY WILL FURTHER INCENTIVIZE JURISDICTIONS TO GO THROUGH THE PDA PLANNING DESIGNATION PROCESS FOR THOSE STATION AREAS THAT HAVE NOT YET GONE THROUGH THAT. AND SO THERE CERTAINLY IS THAT OPPORTUNITY AND THAT ROOM FOR JURISDICTIONS TO COME IN AND DESIGNATE PDAS AFTER THE FACT. AND THEN WITH RESPECT TO CONDITIONING OF OBAG FUNDS ONE OF THE THINGS THAT WE HAVE HEARD LOUD AND CLEAR FROM JURISDICTIONS IS THAT THEY ARE OVERWHELMED RIGHT NOW WITH THEIR HOUSING ELEMENT UPDATES AND STAFFING AND THE -- WE HAVE ALSO CONDUCTED A VERY INITIAL SURVEY JUST TO TRY TO GET AN ASSESSMENT OF BASELINE PLANNING AND ZONING AND HOW IT COMPARES TO THE PROPOSED TOC POLICY

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REQUIREMENTS AND WILL SOME JURISDICTIONS LARGELY MEET THE REQUIREMENTS THERE MAY BE MAN THAT MEET SOME BUT SOME THEY DON'T THERE IS GOING TO BE WORK THAT A NUMBER OF JURISDICTIONS ARE GOING TO NEED TO DO IN ORDER TO COMPLY WITH THE POLICY. THE WORK IS GOING TO TAKE SEVERAL YEARS TO COMPLETE. SO THE DELAYED IMPLEMENTATION POLICY IS RECOGNIZING THAT IT IS SIMPLY GOING TO TAKE TIME AND EVERYBODY HAS LIMITED RESOURCES TO BE ABLE TO DO THAT. AND, SO, THAT'S THE REASON FOR THAT.

ZACH DEUTSCH-GROSS: AND DO YOU THINK THE OBAG FUNDS WILL BE SUFFICIENT TO GET -- TO MOVE THE NEEDLE THERE?

KARA VULCICH: IN TERMS OF CONDITIONING THOSE FUNDS? WOE HOPE SO. WE HAVEN'T -- I DON'T THINK I CAN SAY DEFINITIVELY. BUT I THINK THAT THE OTHER THING I HAD WILL SAY IS ONE OF THE PROVISIONS WE HAVE WRITTEN INTO THE POLICY IS WE WILL UPDATE IT EVERY FOUR YEARS. WE WANT TO BE MINDFUL OF THE FACT THAT THIS IS ESSENTIALLY A NEW POLICY AND WE WANT TO REVISIT IT FAIRLY FREQUENTLY, A, TO CHECK IF IT'S MEETING GOALS AND OBJECTIVES OR IS IT HAVING ANY UNINTENDED CONSEQUENCES THAT WE NEED TO ADDRESS THAT'S THE OTHER WAY WE WOULD ADDRESS THAT ISSUE.

SPEAKER: THANK YOU.

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RANDI KINMAN, CHAIR: FRANK, THEN GENAY.

SPEAKER: THANK YOU. I WANT TO THANK YOU FOR ADDRESSING THE QUESTIONS. I WANT TO FOLLOW UP THE ISSUE THAT RICH AND ADINA BROUGHT UP, THE AVAILABILITY OF WHEELCHAIR ACCESSIBLE HOUSING. BECAUSE AS FAR AS I CAN TELL, THE TOC PLAN DOESN'T HAVE STRATEGIES TO PROMOTE SPECIFICALLY THE INCREASED AVAILABILITY OF WHEELCHAIR ACCESSIBLE HOUSING IN TRANSIT ORIENTED COMMUNITIES EVEN THOUGH IT SEEMED TO ME THEY WOULD BE A NATURAL FIT. SO, I GUESS MY QUESTION IS, WHAT ARE THE FACTORS THAT SEEM TO BE LIMITING MTC AND OTHER PLANNERS FROM PUTTING FORTH STRATEGIES TO SPECIFICALLY PROMOTE WHEELCHAIR ACCESSIBLE HOUSING? AND IS IT JUST AN OVERSIGHT? OR ARE THERE LIMITATIONS ON YOUR AUTHORITY TO DO THAT? AND IF SO WHAT WOULD WE NEED TO ALLEVIATE THAT PROBLEM? STATE AND FEDERAL LEGISLATION? WOULD IT BE MTC BOARD RESOLUTION? WOULD IT BE ACTION IN LOCAL JURISDICTIONS? WHAT'S THE WAY THAT WE CAN GET FROM HERE TO THERE GIVEN THERE IS SUCH A SEVERE SHORTAGE OF WHEELCHAIR ACCESSIBLE HOUSING. AND IT SEEMS TO ME THAT PLANNED BAY AREA 2050 AND THIS PLAN ARE DOING A LOT TO WORK ON THE SHORTAGE OF AFFORDABLE HOUSING BUT DOESN'T SEEM TO BE TOUCHING THE ISSUE OF WHEEL CHAIR ACCESSIBLE HOUSING.

KARA VULCICH: THAT'S A REALLY GOOD QUESTION. I'M NOT PREPARED TO GIVE YOU A GOOD ANSWER. WHAT I WOULD LIKE TO DO IS TAKE

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NOTE THAT YOU AND OTHERS ON THE COUNSEL HAVE RAISED THIS ISSUE AND GO BACK AND SEE IF WE HAVE COME BACK AND GIVE YOU A MUCH MORE ROBUST RESPONSE THAN ANYTHING I CAN GIVE YOU RIGHT NOW.

SPEAKER: THAT SOUNDS TERRIFIC. THANKS.

RANDI KINMAN, CHAIR: THANK YOU. VINAY, THEN GERRY.

VINAY PIMPLE: I APPRECIATE YOUR ANSWERS, ALSO. BUT CAN YOU REMIND US OF THE DIFFERENCE BETWEEN A FULL STOP AND BUS THAT GOES EVERY TEN OR 15 MINUTES.

KARA VULCICH: IT CONSIDERS CERTAIN ELEMENTS OFF BOARD FARE PAYMENT LEVEL BOARDING DEDICATED RIGHT OF WAY IT'S ESSENTIALLY LIGHT RAIL ON WHEELS SO THOSE ARE SOME OF THE KEY DIFFERENCES BETWEEN FULL BUS RAPID TRANSIT AND RAPID BUS.

SPEAKER: BUT IT WILL STILL BE A BUS?

KARA VULCICH: YES. IT WILL STILL BE A BUS.

SPEAKER: THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. GERRY THEN WENDI.

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GERRY GLASER: I HAVE TWO QUESTIONS AND A COMMENT AND IF RANDI WANTS ME TO HOLD THE COMMENT UNTIL COMMENT TIME, I WILL. TWO QUESTIONS. I WANT TO MAKE SURE I UNDERSTOOD ALLOWABLE DENSITY. I READ THE WRITE UP ON WHAT ALLOWABLE DENSITY IS AND I HAD TO READ IT FOUR TIMES BEFORE I UNDERSTOOD IT, IS IT UNDERSTOOD IT'S ALLOWABLE DENSITY THAT ZONING MAY NOT CONSTRAIN DENSITY BELOW THIS LEVEL?

KARA VULCICH: THAT'S CORRECT.

GERRY GLASER: WHEN I READ THE PARKING REQUIREMENTS OR NON-REQUIREMENTS I COULDN'T FIGURE OUT HOW IT WAS APPLIED SO I NEED THAT ONE EXPLAINED AGAIN. AND.

RANDI KINMAN: -- IF YOU WANT THE COMMENT I CAN DO IT NOW.

RANDI KINMAN, CHAIR: LET HER ANSWER FIRST.

KARA VULCICH: JURISDICTIONS REQUIRE AIR DEVELOPMENT TO PROVIDE A MINIMUM AMOUNT OF PARKING IF A CITY SAYS YOU HAVE TO PROVIDE TWO SPACES FOR A BEDROOM FOR A MULTI- FAMILY HOUSING FOR EXAMPLE, YOU CAN'T HAVE A REQUIREMENT LIKE THAT. THE PARKING MAXIMUM THE SAY THAT YOU CAN'T BUILD MORE THAN ONE PACE PER BEDROOM FOR A MULTI- FAMILY HOUSING DEVELOPMENT.

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GERRY GLASER: I THINK THAT NEEDS CHANGING. THAT MAKES TOTAL SENSE. I HAVE WORKED ON FOR THREE YEARS, ANSWERING YOUR TENT 26 QUESTION, FOR THREE YEARS THE LAND USE AND TRANSPORTATION ELEMENTS FOR SUNNYVALE AS WELL AS THE CLIMATE ACTION PLAN AND IN THE DEVELOPMENT OF THAT -- BY THE WAY N THAT PLAN, IT ALSO GOT RID OF MINIMUM PARKING RIERNLTS AND STARTED PUTTING IN MAXIMUM PARKING REQUIREMENTS AND MOST CITIES ARE DOING THAT NOW. BUT THE POINT THAT ADINA MADE AND OTHERS MADE ABOUT THE SERVICE COMMITMENT IS MORE IMPORTANT THAN THE METHOD OF TRANSPORTATION. AND I RAN INTO THIS IN THE DEVELOPMENT AND LAND USE OF TRANSPORTATION, WE CAME UP WITH A PLAN IN SUNNYVALE FOR NEIGHBORHOODS AND VILLAGES, WITH WE TRIED TO DO WITH TRANSIT ORIENTED COMMUNITY WE DIDN'T HAVE THE TRANSIT BUT THE CONTENTIOUS PORTION OF THE MEETING WAS HEY YOU HAVE TO PUT IN LIGHT RAIL BEFORE WE AGREE TO MAKE THIS KIND OF CHANGE TO LAND USE. ADINA NAILED IT. IF WELL IS I WAY OF COMMITTING THE SERVICE, YOU'RE COMMITTING THE SERVICE BASED ON THE INFRASTRUCTURE. IS THERE ANOTHER WAY OF CONTRACTURALLY COMMITTING THE SERVICE SAME AS FAA DOES WHEN YOU PUT IN AN AIRPORT, YOU CAN'T TAKE THE FUN UNLESS THE COMMIT THE SERVICE FOR A CERTAIN PERIOD OF TIME YOU CAN DO IT THAT WAY FOR BUSES, IN PLACES LIKE SUNNYVALE WHERE THEY HAVE THE NEIGHBORHOOD VILLAGES THEY CAN GET THE TRANSIT THAT I WANT ONCE THEY DEMONSTRATE IT THEY MAY END UP WITH LIGHT RAIL AFTER THAT YOU

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CAN'T ESSENTIALLY BUILD AROUND LIGHT RAIL IT'S SUCH A CHICKEN AND EGG QUESTION. THANKS.

RANDI KINMAN, CHAIR: THANK YOU. WENDI THEN CHRISTINA?

WENDI KALLINS: YEAH. THANK YOU, AGAIN ACCIDENT FOR THIS REALLY IMPORTANT WORK. AND I'M GLAD THAT THERE IS A LOT OF ELEMENTS IN THIS, BUT MY QUESTION IS, WHY IS IT THAT NON-OFFICE COMMERCIAL ONLY RELEGATED TO ONE SENSE, AND THERE IS NO REQUIREMENTS AND IT'S STRONGLY ENCOURAGED BOTH NO GUIDELINES WHATSOEVER. AND I THINK THIS IS A REAL HOLE, BECAUSE IF YOU WANT TO HAVE GOOD TRANSIT ORIENTED COMMUNITIES, PEOPLE DON'T JUST GO HOME AND GO TO BED AND THEN GO TO WORK. THERE IS A LOT OF OTHER THINGS THAT THEY'RE DOING. AND I TAKE THE EXAMPLE OF MARKET STREET, WHICH, YOU KNOW, PUT IN ALL THIS WONDERFUL TRANSPORTATION INFRASTRUCTURE. THERE IS GOOD DENSITIES IN THERE AND OFFICES, AND IT'S A WASTE LAND. I MEAN, I WAS WALKING DOWN MARKET STREET AND THERE IS NOTHING THERE. AND IT'S NOT INVITING AT ALL. AND IF YOU DON'T MAKE A COMMUNITY INVITING, IT'S NOT A COMMUNITY. SO, IF YOU CAN'T MAKE REQUIREMENTS, CAN YOU AT LEAST GIVE SOME MORE DETAILS ON GUIDELINES? YOU SAY THAT IT'S IN PLANNED BAY AREA. BUT I THINK IT'S IMPORTANT TO BRING SOME OF THOSE ELEMENT SAYS INTO THIS DOCUMENT AS WELL.

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KARA VULCICH: YEAH. I DON'T DISAGREE WITH ANYTHING YOU SAID. IN TERMS OF GUIDELINES, WHERE THOSE GUIDELINES ARE, RIGHT NOW, WHERE THEY WILL CONTINUE TO BE, IS IN THE PRIORITY DEVELOPMENT AREA PLANNING GUIDELINES, WHICH REALLY ADDRESSES KIND OF COMPREHENSIVE COMMUNITY PLANNING IN THESE LOCATIONS. AND, SO WE ARE INTENDING TO GO ONCE THE TOC POLICY IS APPROVED BY THE COMMISSION WILL GO BACK AND SYNC UP THOSE TWO THINGS TO ENSURE THE PDA PLANNING GUIDELINES ARE SERVING TO COMPLEMENT THE TOC POLICY SO ANYTHING THAT'S NOT ADDRESSING THE TOC POLICY IS REALLY MORE FULLY ADDRESSED LIKE NON-OFFICERS COMMERCIAL LAND USE AND ALL OF THE THINGS THAT YOU REALLY NEED TO HAVE COMPLETE FOR A TRANSIT ORIENTED COMMUNITY.

WENDI KALLINS: THIS IS NOT ONLY PDAS IT'S ALSO TRANSIT-RICH AREAS.

KARA VULCICH: GOOD POINT AND WE CAN ALSO REFERENCE THAT AS PART OF THAT EFFORT AND STRONGLY ENCOURAGE CITIES TO CONSULT WITH AND APPLY THOSE GUIDELINES AS WELL.

WENDI KALLINS: JUST KNOWING THAT A LOT OF PEOPLE AREN'T GOING TO CLICK A LINK, I STILL THINK IT'S IMPORTANT TO HAVE A LITTLE MORE LANGUAGE IN HERE THAT STRESSES THIS, AND THAT WOULD BE MY RECOMMENDATION.

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RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA AND THEN MICHAEL?

CHRISTINA GOTUACO: HI. THANKS FOR THE PRESENTATION. I'M REALLY GLAD THERE IS A POLICY LIKE THIS UNDER DEVELOPMENT AND I WOULD LIKE TO SEE IT SUCCESSFULLY UTILIZED A LOT. SO I APPRECIATE YOU TAKING EVERYONE'S FEEDBACK. I THINK I HAVE TWO QUESTIONS AND TWO COMMENTS. SO TO WENDI'S RECENT COMMENT, ACTUALLY, AND KIND OF WHAT PAMELA WAS TALKING ABOUT BEFORE ABOUT SHELTER CENTERS, AND ADINA WHY NOT PRESCRIBE ZONING FOR MIXED USE? IT SEEMS INTERESTING TO BE SEGREGATING THE RESIDENTIAL, THE COMMERCIAL OFFICE, AND THE ONE LINE ABOUT OTHER TYPES OF COMMERCIAL, AND AS WELL AS DIFFERENT TYPES OF RESIDENTIAL, SO THAT -- SO, FOR EXAMPLE, AT THE MILLBRAE BART STATION I WAS TRYING TO SEE WHAT KIND OF DEVELOPMENT WAS HAPPENING THERE TO HAVE, LIKE, IF FRIEND WERE INTERESTED IN MOVING INTO A CONDO INSTEAD OF AN APARTMENT, BUT A LOT OF IT IS ONLY RENTAL, AND THEY'RE RENTING NOW, BUT, LIKE, IF THEY COULD LIVE NEAR THE BART STAYING THEN PORTABLY SOMEONE COULD LIVE CARLESS, WHICH WOULD BE NICE. AND THEN I WAS WONDERING IF MY DETAIL WISH ADDED TO THE LAST HALF MILE -- OR LAST MILE SECTION? JUST ABOUT POTENTIAL WAYS THAT THE SYSTEM CAN BE FULLY INTEGRATED SO THAT THERE IS TAX I VOUCHERS FROM BART STATIONS, FOR EXAMPLE, OR SOMETHING THAT'S REALLY SERVING PEOPLE WHO NEED THAT ACCESS TO GET TO THE TRANSIT ORIENTED AREA. I THINK THAT'S ONE LARGE FACTOR PREVENTING PEOPLE FROM RELYING SOLELY

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ON TRANSIT AND GOING COMPLETELY CARLESS BECAUSE THEY DON'T HAVE THAT KIND OF SUPPORT SOMETIMES WHEN IT'S NEEDED. AND I AGREE WITH FRANK THAT I THINK THAT MTC SHOULD PULL AS MUCH INFLUENCE AS IT CAN TO ENCOURAGE FOR MANDATE WHEELCHAIR ACCESSIBLE HOUSING IN MORE OF ITS POLICIES SINCE IT'S, AT LEAST, MINIMUM, LIKE, SOMEBODY WHO NEEDS IT CAN LIVE IN IT, AS WELL AS SOMEBODY WHO DOESN'T NEED IT. AND THEN MY LAST COMMENT IS JUST THAT, I KNOW THIS IS A TRANSIT ORIENTED POLICY, BUT I FEEL LIKE THE PARKING MAXIMUMS ARE QUITE LOW, AND I JUST -- JUST FOR WHERE THE BAY AREA IS AT RIGHT NOW, I DON'T KNOW IF IT'S MORE OF A BURDEN THAN, LIKE A CARROTS VERSUS STICKS, JUST IN TERMS OF, I WAS LOOKING AT THE NEW TOWN HOMES THAT ARE MEAN IF COLMA BART STATION AND TRYING TO SEE, LIKE, OH WOULD THAT BE AN INTERESTING PLACE TO LIVE, AND IF I WERE TO LIVE THERE CARLESS IT WOULD TAKE ME TRIPLE OR QUADRUPLE THE AMOUNT OF TIME TO GET TO FRIENDS, FAMILY, RELATIVES IN LIVERMORE, SAN JOSE, SAN BRUNO, WITHOUT A CAR. I COULD GET TO WORK, I COULD TAKE BART BUT AS OTHER PEOPLE WERE SAYING WITHOUT THE MIXED USE INFRASTRUCTURE NEAR THE STATION, I WOULD HAVE TO -- AND IT DOESN'T CHANGE FAMILY AND FRIENDS LOCATION BUT JUST FOR REGULAR SERVICE LIKE GROCERIES OR HAIR CUTS IT'S STILL GOING TO BE PROHIBITIVE SO MANDATING OR MANDATING A SHARED CAR SERVICE TO BE ON-SITE IN THE AREA OR INCREASING THESE LAST MILE OPTIONS.

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RANDI KINMAN, CHAIR: THANK YOU. MICHAEL AND THEN CHRISTINE?

MICHAEL BALDINI: THANKS VERY MUCH KARA, JUST GOING BACK TO MY COLLEAGUE GABRIELA ORANTES'S COMMENT I'M A RESIDENT REPRESENTING NAPA, WITH TERRY SCOTT, THERE ARE NO FIXED GUIDEWAYS BUT THERE ARE RIDE OF WAYS THAT SHOULD BE PROTECTED OR ENCOURAGED OR POTENTIAL HOUSING TRANSIT-RICH, CASE IN POINT, THE LINE THAT PRESENTLY RUNS FROM FAIRFIELD INTO NAP COUNTY AND THEN NAPA DOWN TO THE VAL OWE FERRY WITHIN A QUARTER MILE OR SO. IT JUST SEEMS THAT LOOKING FORWARD, PLANNING NOW, THOSE RIGHTS OF WAYS NEED TO BE LOOKED AT, AND CERTAINLY PROTECTED FOR FUTURE GROWTH. AND HOUSING. MY OTHER POINT WAS LOOKING AT THE MINIMUMS AS WE GO FARTHER AND FARTHER OUT, WITH SINGLE LINE THIS AND SINGLE LINE THAT, WHY NOT RAISE THE MINIMUMS IN THOSE AREAS AGAIN AS FAR AS HOUSING, AGAIN, LOOKING FORWARD TO THE HOUSING SHORTAGE THAT WILL PROBABLY EXIST FOR DECADES AS CALIFORNIA TRIES TO CATCH UP. THANK YOU VERY MUCH. APPRECIATE YOUR HELP. THANKS.

RANDI KINMAN, CHAIR: THANK YOU. CHRIS, YOUR TURN?

CHRISTINA FITZGERALD: THANKS. A COUPLE OF THINGS I HAVE TO ECHO A LITTLE BIT ABOUT WHAT HAS BEEN SAID ABOUT WHEELCHAIR ACCESSIBLE OUTING. BUT I WANT TO EXPAND ON THAT A LITTLE BIT MORE. IN THAT -- IT WOULD BE ABOUT TWO YEARS, ROUGHLY, SINCE

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GOVERNOR GAVIN NEWSOM HAS TWO PIECES OF LEGISLATION THAT INCREASES HOUSING FOR FOLKS WHO ARE DEAF OR HARD OF HEARING, AND BLIND AND VISUALLY IMPAIRED MAKING SURE THAT THE UNITS ARE ACCESSIBLE FOR WHAT THEY NEED, AND THEN I WOULD LIKE TO INTRODUCE A CONCEPT INTO THE DISCUSSION THAT WE SHOULD -- THAT IT SHOULD BECOME A MANTRA, AND THAT IS UNIVERSAL DESIGN. SO THAT MEANS THAT WHEREVER YOU ARE IN YOUR CONTINUUM OF LIVING, WHETHER AWE NEED A CHAIR, WHETHER YOU NEED A VISUAL, AUDIO CUES THAT CAN BE PUT IN. YOU KNOW, JUST BROUGHT TO THE FLOOR. ALSO I WOULD LIKE TO SUGGEST THAT WHATEVER POLICIES WE COME UP WITH, HAVE WITHIN, X NUMBER OF PARKS SPACES BEING MADE AVAILABLE FOR VANS AND CARS, VANS HAVING LIFTS, AND THE NEED FOR THE EXTRA ROOM ON THE RIGHT SIDE OR THE DEPLOYMENT OF RAMPS, BUT ALSO LOOKING AT HAVING SPECIFICALLY NOTED IN THE BILL OR POLICY THAT EACH OF THESE UNITS ALSO HAVE X NUMBER OF PARATRANSIT STOPS A PART OF THIS PROCESS. BECAUSE, AGAIN, NOBODY KNOWS EXACTLY WHAT A PERSON IS GOING TO NEED NOW OR IN THE FUTURE, BUT TO THINK ABOUT WHAT IF THAT PERSON HAS A CAREGIVER, HOW DOES THAT WORK, BOTH WITHIN THE CONFINES OF, YOU KNOW, AFFORDABILITY, BUT, ALSO, COMFORT FOR BOTH. SO YOU HAVE THE EMPLOYER, THE PERSON WHO NEEDS THE PHYSICAL ACCESS, THE CAREGIVER THAT WORKS FOR THEM, WHETHER PART-TIME OR FULL-TIME, YOU NEED TO MAKE SURE THINGS WORK FOR THEM AS WELL. AND I LIKE THE IDEA OF MIXED USE PROPERTIES, BECAUSE AS IT'S BEEN NOTED, TRYING TO GET FROM POINT A TO POINT B TO GET GROCERIES

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AND SUCH, CAN BE A HARDSHIP FOR A LOT OF PEOPLE. I HAVE HEARD A LOT OF DISCUSSION THAT TRANSIT STOPS SHOULD BE WITHIN A HALF MILE OF THE HOUSING. I WOULD LIKE TO SUGGEST MAYBE A QUARTER MILE. BECAUSE, AGAIN, WE'RE LOOKING AT FOLKS THAT MAY NOT HAVE THE STAMINA TO WALK A HALF MILE. BUT IF THERE IS A TRANSIT STOP, BUS OR LIGHT RAIL, OR WHATEVER WE'RE TALKING ABOUT, WITHIN A QUARTER MILE, RIGHT OUTSIDE THE DOOR EVEN BETTER, BUT IF MAY BE MORE WORKABLE FOR PEOPLE. THAT'S ALL I HAVE.

RANDI KINMAN, CHAIR: THANK YOU. HOWARD?

HOWARD WONG: I AGREE THE TERM TEN MINUTE 15 MINUTE CITY WALKABLE AREA IS A VERY IMPORTANT CONCEPT. I'M GLAD TO SEE A LOT OF CRITERIA AND PARAMETERS BEING EXPLORED, INCLUDING DISPLACEMENT, TRANSPORTATION, BETTER STREET PROGRAMS WORKING WITH EXISTING COMMERCIAL FABRIC, ALL THESE THINGS ARE VERY IMPORTANT. I THINK THE -- WHAT MAY BE GUIDING -- A HELPFUL GUIDE IS TO LOOK AT GOOD PROJECTS AROUND THE WORLD AND AROUND THE COUNTRY THAT ARE SUCCESSFUL. AND NOT EVERY DEVELOPMENT, DENSE, TRANSIT ORIENTED, OR NOT, IS SUCCESSFUL. THERE ARE PLACES WE SEE IN SAN FRANCISCO WHERE STREETS ARE DESOLATE EVEN THOUGH THERE MAY BE LUXURY BUILDINGS, THE STREETS ARE BARREN, UNLIVELY, WHEREAS YOU SEE A LOT OF VIBRANT NEIGHBORHOODS IN A VERY GRUNGY AREA WITH SOME OF OUR TRANSIT AND MODERN DEVELOPMENTS. SO LOOKING AT A LIST OF PROJECTS THAT WORK WELL

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AND SEE HOW IT WAS ACHIEVED. ALSO, OF THE MIXED USE NEEDS TO SUPPLEMENT AND AUGMENT EXISTING COMMERCIAL AND RESIDENTIAL FABRIC, I THINK THAT WAS POINTED OUT IN YOUR REPORT THAT IT SHOULDN'T COMPETE AND DAMAGE, IT SHOULD JUST STAY IN COMMERCIAL CORRIDORS. I THINK THE -- IT'S IMPORTANT TO BRING IN REALLY GOOD ARCHITECTS, GOOD LANDSCAPE ARCHITECTS, GOOD URBAN DESIGNERS AND GOOD PLANNING DEPARTMENTS AND PLAN, YOU KNOW, IN A KIND OF HOLISTIC WAY THROUGHOUT THE AREA. I THINK THOSE TYPE OF CRITERIA SHOULD BE KIND OF OVERRIDING PRINCIPLE IN THE STUDY OR THE REPORT.

RANDI KINMAN, CHAIR: THANK YOU WE JUST STARTED ON ROUND TWO. I'M GOING TO STOP FOR PUBLIC COMMENT. BECAUSE WE RUNNING LATE.

CLERK, MARTHA SILVER: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED, AND WRITTEN CORRESPONDENCE, QUESTIONS FROM COUNCIL MEMBERS WAS RECEIVED ON THIS ITEM AS WELL AS RESPONSES AND THEY HAVE BEEN DISTRIBUTED TO ALL COUNCIL MEMBERS AND POSTED ONLINE.

RANDI KINMAN, CHAIR: OKAY. ANY FURTHER COMMENTS ARE GOING TO BE LIMITED TO 30 SECONDS BECAUSE WE HAVE GONE TWICE AS LONG AS WE NEEDED TO EVEN THOUGH WE NEEDED TO GO ON THIS TOPIC BECAUSE MOST PEOPLE PUT IN THEIR COMMENTS WITH THEIR QUESTIONS. RICH?

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RICHARD HEDGES: I WANTED TO ADD THAT I KNOW OF ONE TOWNHOME IN LONG BEACH THAT PUT IN ELEVATORS IN EVERY FOURTH TOWNHOME. SO IT CAN BE DONE. IT DOES RAISE THE OVERALL COST OF THE PROJECT BUT IT CAN BE DONE. I ALSO WOULD LIKE TO AGREE WITH CHRISTINE, AND I KNOW CHRISTINA, I AGREE WITH A LOT OF COMMENTS, ESPECIALLY ON THE DISABILITY UNIVERSAL DESIGN IS ALREADY BEING USED IN A LOT OF DEVELOPMENTS NEAR TRANSIT. AND ACCORDING TO THE POINT CHRISTINA RAISED ON PARKING ISSUES, THERE IS A DEVELOPMENT RIGHT AROUND THE CORNER FROM THE UTC BUILDING THAT PURCHASED AUTOMOBILES TO LEASE THAT THEY KEEP IN THEIR BASEMENT PARKING SO IT WOULD LIMIT THE AMOUNT OF PEOPLE THAT WOULD WANT THEIR OWN AUTOMOBILE. SO THAT CAN BE DONE.

RANDI KINMAN, CHAIR: THANK YOU. VINAY AND THEN WALTER.

VINAY PIMPLE: I THINK CONFINING COMMERCIAL PARKING IN TIER THREE AND TIER FOUR. AREAS, PARTICULARLY, A BUS CAN BE A FACTOR CAN BE A PROBLEM, BECAUSE BUSES JUST AREN'T DEPENDABLE. AND THE SECOND THING IS DOING BY SQUARE FOOTAGE WOULD BE FOR EXAMPLE, IN A WAREHOUSE EVERYONE IS IN A CALL CENTER AND NO ONE GETS TO PARK. THAT'S IT. THANKS.

RANDI KINMAN, CHAIR: THANK YOU. WALTER AND THEN VEDA.

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WALTER WILSON: IN WHAT I'M DOING IN SAN JOSE, WE'RE LOOKING AT 10-STORIES OF HOUSING ELI AND BLI. I WANT TO SAY WHEELCHAIR ACCESSIBILITY SHOULD NOT BE AN OPTION; IT SHOULD BE A PRIORITY IT SHOULD BE A GIVEN IT CERTAINLY IS IN OUR PROJECT ON THE BASEMENT FLOOR WHERE PARKING IS TO THE TOP 10th FLOOR. WHEELCHAIR ACCESSIBILITY IS A REQUIREMENT BECAUSE WE OWN THE PROJECT AND THIS IS WHAT WE SAY. DAINTY HAVE TO WAIT UNTIL IT'S LEGISLATED FOR SOMETHING WE BELIEVE IN. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. VEDA?

VEDA FLOREZ: I HAVE BEEN LISTENING TO THE COMMENTS AND IT SEEMS AS IF THE COUNCIL IS LIKE MINDED AND THE FACT THAT WE AGREE THAT MIXED USE HOUSING AND PROJECTS TO CREATE COMMUNITIES IS A GREAT IDEA. WE ALSO AGREE THAT IT'S IMPORTANT TO BAKE INTO WHATEVER WE'RE PRESENTING THAT ADA REQUIRED HOUSING SHOULD BE AN OPTION. THEY SHOULD BUILD SOME IN OR HAVE A FEW UNITS AVAILABLE. EVERYONE KNOWS THAT THOSE WITH -- THOSE WITH DISABILITIES HAVE A TENDENCY TO BE MORE QUIET. THEY DON'T HAVE AUTOMOBILES SO THAT WOULD HELP WITH THE PARKING ISSUES. AND SINCE WE ARE ALL IN AGREEMENT, I THINK THAT IT MIGHT BE A GOOD IDEA FOR US TO MAKE A MOTION TO THE COMMISSION THAT IT'S IMPORTANT THAT THE CONSIDERATION NEEDS TO BE INCLUDED WITH THIS PLAN. AND I'M WONDERING IF ANYONE WOULD HELP ME DEVELOP THIS IDEA TO MAKE THIS MOTION?

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RANDI KINMAN, CHAIR: SO I'M GOING TO PUT A HALT ON THAT BECAUSE I HAVEN'T HAD MY COMMENTS IN YET. AND I WANT TO MAKE SURE THAT WE'RE CAPTURING EVERYBODY'S HIGHEST CONCERNS. SO, JUST BEFORE -- AND I'LL COME BACK TO YOU, VEDA. I'M HEARING THAT THAT ON BOTH END OF THE LINE, WE NEED TO BE ESTABLISHING BETTER AND HIGHER CRITERIA FOR FULL ACCESS TO ANY BUILDING, THAT THAT MEANS THAT -- AND I'M TALKING BOTH END OF THE SYSTEM. IF SOMEBODY IS GOING TO WORK, THEY NEED TO SAY MAXIS ON THE OTHER END WHICH MEANS IF THEY NEED PARKING ON THE OTHER END OR THEY NEED ACCESSIBILITY, AND THAT INCLUDES -- WE GIVE BONUSES FOR LOW-INCOME HOUSING, WE GIVE BONUSES FOR DENSITY ON THAT AND A LOT OF OUR LOW-INCOME HOUSING THAT'S BEING BUILT IN MY AREA IS FOR FORMERLY UNHOUSED PEOPLE AND FOR SENIORS, AND WHEN YOU BUILD THOSE PARTICULAR FACILITIES WITHOUT BUILDING IN UNIVERSAL DESIGN, YOU ARE PRO-- YOU ARE DISCRIMINATING, IN MY MIND, AGAINST OF THE PEOPLE YOU THINK YOU ARE SERVING. SO THAT NEEDS TO BE KEPT IN MIND. AND I THINK THAT WE FEED TO CONTINUE TO PUSH THAT. I'M ALSO GOING TO SAY I CANNOT ACCEPT NOR WOULD I EVER RECOMMEND A LIST OF THE -- THE CHECKLIST THAT WE HAVE FOR GUIDANCE FOR PEOPLE ON THE HOUSING ISSUES TO HAVE POLICIES IN PLACE. SOME OF THESE NEED TO BE DEMANDS. SOME OF THESE NEED TO BE, NOT ONLY DO YOU HAVE A POLICY FOR FAIR HOUSING ENFORCEMENT, BUT THAT YOU STAFF T BECAUSE IT DOESN'T DO ANY GOOD TO HAVE A POLICY AND TO NOT STAFF IT. CODE ENFORCEMENT IS

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A SINGULAR ISSUE AROUND THE GLOBE WHERE THAT'S THE DEPARTMENT THAT GETS CUT. SO YOU WIND UP WITH HOUSING THAT IS NEVER -- IS NEVER ADDRESSED, AND THAT IT CONTINUES TO DEGRADE, AND CODE ENFORCEMENT CAN'T KEEP UP WITH BACKLOG, AND A BUYER COMES IN WHEN THE HOUSE IS FINALLY CITED AND IT TURNS OVER AND WINE WE WIND UP WITH DISPLACEMENT SO POLICIES HAVE TO COME IN WITH THE ABILITY TO FINANCE NO MATTER WHAT AND I DON'T SEE A WAY OF DOING THAT HAVING A POLICY IS USELESS WITHOUT HAVING THE TOOLS TO MAKE SURE THEY'RE CONTINUALLY IMPLEMENTED. I DON'T DISAGREE WITH PICKING TWO OUT OF 12 THINGS AND I'M GOING TO GET MY BONUS ON THAT. I'M GOING TO GET CREDENTIALED FOR TWO THINGS. I THINK THAT WE NEED TO COME BACK WITH A LIST OF THINGS THAT ARE -- THIS IS THE BASELINE WE NEED TO SET THE FLOOR ON THIS, THAT YOU HAVE TO HAVE THESE POLICIES IN PLACE IN ORDER TO QUALIFY. SO THAT'S -- AND I CAN'T TELL YOU HOW UPSET I AM TO SEE THESE SUGGESTIONS I'M GOING TO GO BACK TO CALLING AT THE PIRATE'S CODE. MUNICIPALITY CAN AGREE TO GUIDELINES AND AGREE WITH POLICIES BUT WHEN BUDGET CUTS COME AND WHEN THE POLITICAL CLIMATE CHANGES THOSE AGREEMENTS ARE LIKE THE PILOT'S CODE, THEY'RE KIND OF LIKE SUGGESTIONS, THEY'RE, LIKE, YEAH, I'M GOING TO AGREE WITH IT. AND I'M NOT DISMISSING THE INCREDIBLE AMOUNT OF WORK THAT'S BEEN DONE HERE. I THINK THE COMMUNITIES THAT COME TO YOU AND SAY WELL, WE JUST WANT A CHECKLIST, I'M NOT BUYING IT. I'M NOT BUYING THAT THEY CAN'T LIVE UP TO THESE EXPECTATIONS UNIVERSALLY. JUST AS I'M NOT BUYING THE FACT

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THAT, AFTER COVID, THEY'RE GOING TO TELL ME THAT THEY REALLY CAN'T GUARANTEE ANY BUS LINE ANYWHERE, BECAUSE COVID SHOWED THEM EXACTLY WHAT BUS LINES ARE ABSOLUTELY NEEDED IN ORDER TO KEEP PEOPLE WORKING AND KEEP PEOPLE ALIVE. SO, THEY CAN'T HAVE IT BOTH WAYS. THEY CAN'T SAY, YOU KNOW, WE NEEDED THIS MONEY TO MAINTAIN THESE ESSENTIAL BUS LINES, AND THEN SAY, WELL, THEY MAY NOT BE ESSENTIAL TEN YEARS FROM NOW. SO WE DON'T NECESSARILY WANT BUS LINES INCLUDED IN THESE POLICIES AND GUIDELINES. SO THAT'S MY VENT. SORRY. VEDA, GO BACK AHEAD TO WHAT YOU WERE SAYING.

VEDA FLOREZ: I HAD TO UNMUTE. SORRY ABOUT THAT DELAY. I WANTED TO MAKE A RECOMMENDATION, MOTION, THAT WE SPEAK TO THE COMMISSION AND REALLY MAKE A POINT OF INCLUDING THAT THERE SHOULD BE SOME GUTTER FOR UNIVERSAL ACCESS IN THESE PLANS.

RANDI KINMAN, CHAIR: OKAY. IS THERE A SECOND?

RICHARD HEDGES: SECOND RICH HEDGES.

RANDI KINMAN, CHAIR: CHRISTINE, YOU HAVE YOUR HAND UP?

CHRISTINA FITZGERALD: YES, MADAM CHAIR. TO ONE OF YOUR COMMENTS, YOU SAID ABOUT STAFFING THESE PROJECTS, WHICH I AGREE WITH. I'M GOING TO ADD TO IT WITH PEOPLE WITH LIVED

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EXPERIENCE, NOT JUST ANYBODY, BUT EVERYBODY THAT HAS LIVED EXPERIENCE IN THESE THINGS.

RANDI KINMAN, CHAIR: THANK YOU. HOWARD?

HOWARD WONG: AS AN ARCHITECT, I HAVE WORKED ON MANY, YOU KNOW, ACCESSIBLE PROJECTS. IN FACT, YOU KNOW, UNDER ADA, ALL PUBLIC AREAS ARE OBVIOUSLY ACCESSIBLE, AND THAT'S A REQUIREMENT IN TERMS -- I'M NOT EXACTLY SURE WHAT THE TERM UNIVERSAL ACCESS IS. IT SOUNDS, YOU KNOW, IT COULD MEAN A LOT OF DIFFERENT THINGS TO DIFFERENT PEOPLE. BUT I THINK NORMALLY WHAT'S THE ADA REQUIRES THAT ANY PROJECT, FOR INSTANCE, I HAVE WORKED ON AUDIO AUDITORIUMS OR MOVIE THEATRES AND AN EQUITABLE NUMBER OF AREAS AND SEATS HAVE TO BE DISTRIBUTED THROUGHOUT THE AUDITORIUM. AND I WOULD THINK THAT HOUSING, THE UNIVERSAL ACCESS SEEMS TO ME TO BE A GOOD EQUITABLE CROSS SECTION OF UNITS THAT ARE SPREAD OUT THROUGHOUT, YOU KNOW, THE BUILDING, THAT ARE INCLUDING VERY DESIRABLE LOCATIONS, QUARTERS, TOP FLOORS, THAT ARE 100% ACCESSIBLE. IS THAT WHAT YOU WOULD CONSIDER UNIVERSAL ACCESS?

RANDI KINMAN, CHAIR: YEAH. THANKS. SO, ARE THERE ANY MORE COMMENTS ON THE MOTION? WITH THAT, CAN I HAVE A ROLL CALL VOTE ON THE MOTION, PLEASE?

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CLERK, MARTHA SILVER: WILL DO. AGAIN, THE MOTION WAS BY FLOREZ, SECOND BY HEDGES. BALDINI?

MICHAEL BALDINI: AYE.

CLERK, MARTHA SILVER: CAMPOS?

SPEAKER: AYE.

CLERK, MARTHA SILVER: DEUTSCHE GROSS?

SPEAKER: AYE.

CLERK, MARTHA SILVER: ELDRED IS ABSENT. ISUF?

ILAF ISUF: AYE.

CLERK, MARTHA SILVER: FITZGERALD?

CHRISTINA FITZGERALD: AYE.

CLERK, MARTHA SILVER: FLOREZ?

VEDA FLOREZ: YES.

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CLERK, MARTHA SILVER: GOODWIN? WILLIAM GOODWIN IS ABSENT. GOTUACO.

GERRY GLASER: YOU SKIPPED GLASER.

CLERK, MARTHA SILVER: I ALREADY COUNT IT.

GERRY GLASER: AYE.

CLERK, MARTHA SILVER: GOTUACO?

CHRISTINA GOTUACO: AYE.

CLERK, MARTHA SILVER: DWAYNE HANKERSON IS ABSENT. HEDGES?

RICHARD HEDGES: YES.

CLERK, MARTHA SILVER: [INDISCERNIBLE].

SPEAKER: AYE.

CLERK, MARTHA SILVER: KINMAN?

RANDI KINMAN, CHAIR: AYE.

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CLERK, MARTHA SILVER: LEVIN?

ADINA LEVIN: YES.

CLERK, MARTHA SILVER: LIEU?

SPEAKER: AYE.

CLERK, MARTHA SILVER: MARKHAM?

SPEAKER: YES.

CLERK, MARTHA SILVER: NICKENS? ORANTEZ?

GABRIELA ORANTES: AYE.

CLERK, MARTHA SILVER: PIERCE?

SPEAKER: YES.

CLERK, MARTHA SILVER: PIMPLE? VINAY PIMPLE? ABSENT. SCOTT?

TERRY SCOTT: AYE.

CLERK, MARTHA SILVER: WELTE?

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FRANK WELTE: AYE.

CLERK, MARTHA SILVER: WILSON?

WALTER WILSON: YES.

CLERK, MARTHA SILVER: WONG?

SPEAKER: AYE.

CLERK, MARTHA SILVER: ZACK?

SPEAKER: AYE.

CLERK, MARTHA SILVER: IT PASSES.

RANDI KINMAN, CHAIR: THANK YOU VERY MUCH. NEXT TIME WE'RE GOING TO JUST BOOK YOU FOR THE WHOLE MEETING. THANK YOU VERY MUCH, AND WE'RE GOING TO RUSH INTO OUR NEXT ITEMS. I'M MAKING AN ANNOUNCEMENT THAT WE'RE GOING TO ITEM 11 AND IT'S GOING TO BE QUICK AND IT'S GOING TO BE HAPPENED BECAUSE REBECCA HAS TO BE AT ANOTHER MEETING THEN WE'LL BOUNCE BACK TO ITEM TEN. REBECCA?

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REBECCA LONG: THANK YOU CHAIR KINMAN GOOD AFTERNOON EVERYBODY REBECCA LONG LEGISLATION AND PUBLIC AFFAIRS DIRECTOR. IF WE COULD HAVE THE TECH TEAM PULL UP THE PRESENTATION, PLEASE? SO THIS IS ITEM 11 IN YOUR AGENDA. AND IT'S ACTUALLY A PREVIEW OF A PRESENTATION I'M GOING TO BE GIVING ON FRIDAY TO OUR JOINT LEGISLATION COMMITTEE, WHICH IS THE JOINT COMMITTEE OF MTC AND ABAG. AND, BASICALLY, WE'RE GOING TO WALK THROUGH WITH YOU, TODAY, AND WITH OUR LEGISLATION COMMITTEE ON FRIDAY, KIND OF THE LAY OF THE LAND FOR THINKING ABOUT A REGIONAL HOUSING MEASURE AND ALSO POTENTIAL FUTURE TRANSPORTATION MEASURE. NEXT SLIDE. OKAY. SO, THERE ARE REALLY TWO KEY QUESTIONS THAT ARE FACING ABAG AND MTC/BAHFA. AGAIN, BAHFA IS THE BAY AREA HOUSING FINANCE AUTHORITY, AND IT'S LISTED THERE NEXT TO MTC BECAUSE IT HAS THE SAME GOVERNING BOARD AS MTC. FIRST AND FOREMOST, SHOULD STAFF BEGIN THE WORK TO PURSUE A REGIONAL HOUSING MEASURE ON THE NOVEMBER 2024 BALLOT, WE HAVE THE AUTHORITY TO DO THAT THANKS TO A.B. 1487, AND WHILE 2024 IS A LITTLE BIT OF A WAYS OFF, IT'S A BIG ENDEAVOR. THAT'S THE FIRST QUESTION. AND THEN SECONDLY, SHOULD MTC AND OUR PARTNERS PURSUE STATE ENABLING LEGISLATION TO AUTHORIZE A REGIONAL TRANSPORTATION MEASURE FOR A TO-BE-DETERMINED FUTURE BALLOT AND TAKE OTHER STEPS TO ADDRESS FUTURE TRANSPORTATION NEEDS. NEXT SLIDE. THERE HAVE BEEN A NUMBER OF POLLS DONE BY OTHERS. CERTAINLY MTC HAS PAID FOR SOME OF THESE BUT A RECENT BAY AREA COUNCIL POLL OF BAY AREA VOTERS THAT IS AIMED AT JUST

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UNDERSTANDING KIND OF WHAT'S THEIR TEMPERATURE, WHAT ARE THEIR CONCERNS RIGHT NOW, FOUND THAT VOTERS ARE NOT SURPRISINGLY EXTREMELY CONCERNED ABOUT THE ECONOMY, AND ALMOST TWO THIRDS THINK THE BAY AREA IS ON THE WRONG TRACK. A COMBINED 45% THINK THAT HOMELESSNESS AND HOUSING COST AVAILABILITY ARE THE MOST IMPORTANT PROBLEMS FACING THE BAY AREA. AND THOSE WERE TWO SEPARATE ONES. ONE WAS HOMELESSNESS AND THE OTHER WAS HOUSING AFFORDABILITY SO COMBINED THOSE WERE THE TOP ITEMS THAT PEOPLE MENTIONED JUST ON THEIR OWN. AND ONLY 5% IDENTIFIED TRAFFIC AND CONGESTION AS THE MOST IMPORTANT PROBLEM. WHICH IS, AS MANY OF YOU MAY KNOW, IN THIS BUSINESS, AND IN POLICY AREA FOR A WHILE, THAT'S A BIG CHANGE FROM PREPANDEMIC. AND ONLY 57%, WHILE THAT'S A HEALTH MAJORITY SAID THEY WOULD SUPPORT A SALES TAX FOR TRANSPORTATION. AND THAT'S NINE PERCENTAGE POINTS BELOW A REQUIRED TWO THIRDS, WHICH IS 60% PLUS ONE. NEXT SLIDE. SO WHY THE URGENCY TO TALK ABOUT THIS RIGHT NOW AND TO AFFIRM PURSUIT OF A REGIONAL HOUSING MEASURE? WELL, OUR HOUSING PARTNERS, WE'RE HAVE A VERY ROBUST HOUSING ADVOCACY COMMUNITY IN THE BAY AREA. THEY GO UNDER THE UMBRELLA OF THE BAY AREA HOUSING FOR ALL COALITION. SO, BIG TENT COALITION INCLUDES THE NON-PROFIT HOUSING ASSOCIATION OF NORTHERN CALIFORNIA, INCLUDES A LOT OF TENANT ADVOCATES AND OTHERS. THEY FORMALLY REQUESTED THAT WE PROVIDE A CLEAR SIGNAL THAT BAHFA AND ABAG INTEND TO PURSUE A HOUSING BOND TO ASSIST THEM IN THEIR EFFORTS TO DO THE FUND RAISING THAT WILL BE NECESSARY

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IN A CAMPAIGN AT ALL OF THE -- JUST THE ORGANIZATION, THE GRASSROOTS WORK THAT WILL REALLY BE IMPORTANT TO GET TO A YES VOTE AND SO, OF COURSE, AS A PUBLIC AGENCY, ABAG BAHFA AND MTC, WE'RE NOT INVOLVED IN THE CAMPAIGN, WE'RE ALLOWED TO DO THE PUBLIC INFORMATION PIECE OF THIS BUT WELL IS A VERY IMPORTANT PARALLEL PROCESS THAT NEEDS TO HAPPEN TO SUCCEED, AND THESE ADVOCATES ARE SAYING WE NEED A SIGNAL NOW THAT WE UNDERSTAND YOU CAN'T SAY TODAY WITHOUT PULLING CLOSER TO THE ELECTION THAT YOU WANT TO PUT ON THE BALLOT THAT'S ESSENTIALLY THE GOAL OF BARRING ESSENTIALLY THAT POLLING CLOSER TO THE ELECTION. AND, YEAH, JUST THE SECOND BULLET IS JUST NOTING THAT THIS IS A MAJOR ENDEAVOR. WE HAVE NEVER DONE A REGIONAL HOUSING MEASURE BEFORE WE HAVE DONE A NUMBER OF BRIDGE TOLL INCREASES AND HAVE CUT OUR CHOPS WITH PURSUING A MEASURE AT THE BALLOT, WE KNOW WHAT'S ENTAILED THERE, BUT NOT FOR HOUSING. SO HAD IS A WHOLE DIFFERENT LEVEL OF COMMUNITY ENGAGEMENT, PUBLIC ENGAGEMENT, ET CETERA. SO WE NEED THAT DIRECTION, AS STAFF, TO ENSURE THAT WE'RE DOING APPROPRIATE WORK PLANNING AND BUDGETING TO GET THIS RIGHT. NEXT SLIDE. FROM THE TRANSPORTATION PERSPECTIVE, THERE ARE SOME SERIOUS NEAR-TERM CHALLENGES. SOME BAY AREA TRANSIT AGENCIES ARE FORECASTING MULTI-MILLION DOLLAR OPERATING DEFICIT BEGINNING PRIMARILY AS SOON AS THE NEXT FISCAL YEAR. SO, FISCAL YEAR '23/'24, WHEN THE CUSHION FROM THE FEDERAL COVID RELIEF FUNDS IS GOING TO START TO RUN OUT. THIS VARIES BY OPERATOR. SOME

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ARE LOOKING AT A FISCAL CLIFF COMING SOONER, SOME A LONGER RUNWAY. BUT IT IS CLEAR THAT THERE IS A FISCAL CLIFF AND THERE IS NO CURRENT PLAN TO ADDRESS THAT. SO THAT IS A BIG CONCERN. AND BALANCING THOSE BUDGETS IS GOING TO BE NEED TO REQUIRE LOOKING AT REDUCING OPERATING EXPENSES AND SECURING NEW REVENUE. SO A REGIONAL MEASURE MAY BE ONE STRATEGY, BUT IT CAN'T BE THE ONLY ONE THAT'S EXPLORED AND PURSUED BECAUSE WE CAN'T COUNT ON THAT BEING THE ONLY ONE -- OUR ACCOUNT CAN'T COUNT ON IT [INDISCERNIBLE] OPERATING -- NUB LEGISLATURE WANTED TO DO THIS YEAR FOCUSING ON CONSTRAINTS RELATED TO CAPITAL EXPENDITURES ARE ONE WAY TO ADDRESS THAT FURTHER EXPENDITURES ON OPERATING, IF THERE WAS A CLEAR GAME PLAN THAT THE BAY AREA HAD FOR HOW WE WERE GOING TO HAVE A SUSTAINABLE TRANSIT OPERATING ASSISTANCE THERE MIGHT BE SUPPORT FOR ADDITIONAL ONE TIME MONEYS NEXT YEAR. NEXT SLIDE. ON THE CAPITAL SIDE WE HAVE BEEN VERY FORTUNATE TO HAVE SOME ADDITIONAL FUNDING FROM THE FEDERAL GOVERNMENT, OBVIOUSLY, CAN THE INFRASTRUCTURE BILL, AND WE'RE ALSO, FINGERS CROSSED, ANTICIPATING QUITE A BIG INFUSION OF GENERAL FUND DOLLARS TO HELP WITH BOTH PUBLIC TRANSIT SHORTFALLS, ACTIVE TRANSPORTATION, OTHER NEEDS. BUT, THE VOTERS KNOW THAT, AND SO GOING TO THE VOTERS AGAIN ASKING FOR MORE CAPITAL FUNDING IS LIKELY NOT TO BE WELL-RECEIVED AND THERE IS ALSO THE ISSUE THAT RM3 IS STILL PENDING IN THE COURTS. SO WE HAVE GONE TO THE VOTERS A FEW YEARS AGO, WE HAVE ASKED THEM TO RAISE THE

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BRIDGE TOLLS, THEY DID AND WERE COLLECTING THAT TOLL REVENUE AT THIS POINT WE'RE NOT ABLE TO SPEND IT SO THEY'RE NOT SEEING THAT BENEFIT YET WHICH MAKES FOR A VERY DIFFICULT MESSAGE TO SAY NOW WE'RE COMING BACK TO YOU AGAIN ASKING FOR MORE DOLLARS FOR CAPITAL PROJECTS. SO, THERE IS, I WOULD SAY SOME SERIOUS HEADWINDS AS IT RELATES TO CAPITAL FUNDING. NEXT SLIDE. THE BLUE RIBBON TRANSIT RECOVERY TASK FORCE I AM SURE YOU HAVE HEARD A FAIR AMOUNT ABOUT. THAT BODY ADOPTED A TRANSFORMATION ACTION PLAN THAT HAD 27 DIFFERENT RECOMMENDATIONS COMING OUT OF IT, THE NUMBER OF NEAR-TERM ITEMS INCLUDE THE MAPPING AND WAYFINDING PROJECT INTEGRATED FARES, RAPID TRANSIT, THOSE NEAR-TERM ACCELERATED ACTIONS HAVE SOME SIGNIFICANT CAPITAL COST LOOKING AT SOMEWHERE AROUND 200 FIRST MILLION DOLLARS TO FULLY DELIVER ON THOSE AND THERE ALSO ONGOING OPERATING COST ASSOCIATED WITH INTEGRATED FARES. OUR FARE STUDY WE DID IN CONJUNCTION WITH BART FOUND THAT IF WE ARE GOING TO REVISE THE FARES IN SUCH A WAY THAT WOULD MAKE THEM MORE AFFORDABLE AND ATTRACT RIDERSHIP, THAT WILL COME AT A HIT TO THE OPERATORS. AND SO WE NEED TO FIND A FUND SOURCE TO BACKFILL FOR THAT LOSS OF REVENUE. NEXT SLIDE. I THINK WE MIGHT HAVE SKIPPED ONE. IF WE'RE GOING TO PURSUE A TRANSPORTATION MEASURE WE DON'T HAVE THE AUTHORITY IN STATE LAW WE WOULD HAVE TO GO TO THE STATE LEGISLATURE TO WRITE A BILL JUST LIKE WE DID WITH A.B. 1487, HOW MIGHT WE GO ABOUT THAT? HOW ARE WE GOING TO DECIDE WHAT TO PUT IN A BILL AND THAT'S WHERE POLLING COULD BE QUITE HELPFUL.

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FOR INSTANCE, FIND BEING OUT WHAT ARE VOTERS BIGGEST PRIORITIES WHEN IT COMES TO TRANSPORTATION FUNDING RIGHT NOW. ARE THEY MOST EXCITED ABOUT AND MOST CONCERNED ABOUT PRESERVING EXISTING TRANSIT SERVICE LEVELS? ARE THEY MOST CONCERNED ABOUT AFFORDABILITY, IS THIS IS IDEA OF BUS TRANSIT PRIORITY SOMETHING THAT REALLY APPEALS TO THEM. SO THINKING ABOUT WHAT DO WE AS PROFESSIONAL TRANSPORTATION PLANNERS KNOW ARE SOME GOOD IDEAS COMBINING WITH LEARNING WHAT THE VOTERS CARE ABOUT THAT TYPE OF POLLING CAN BE HELPFUL WHEN WE GO TO SACRAMENTO AND START THINKING ABOUT HOW TO SHAPE A BILL. POLLING, RIGHT NOW, TO ACTUALLY FIND OUT WHAT DO VOTERS FEEL ABOUT DIFFERENT TYPES OF REVENUE OPTIONS AND IS THERE SUPPORT FOR THAT, YOU SAW THE FIRST SLIDE THAT WE'RE NOT GOING TO GET ANYTHING ENCOURAGING THERE. GIVEN INFLATION AND THE PRICE OF GAS IT WOULD BE VERY SURPRISE FIGURE VOTERS WOULD HAVE MUCH MORE THAN A 50% SUPPORT FOR ANYTHING WHICH IS NOT GOING TO BE SUFFICIENT BECAUSE IT WILL TAKE A TWO THIRDS VOTE IT'S MORE ABOUT THE CONTENTS OF A MEASURE TO TEST THE VIABILITY OF A TAX IN THE NEAR-TERM. NEXT SLIDE. SO, IF WE WERE TO GO THIS ROUTE, I THINK THERE IS A FEW THINGS WE'RE CONSIDERING WOULD BE KEY FEATURES OF A BILL THAT WE COULD TRY TO PURSUE NEXT YEAR. WE WANT TO HAVE IT STRUCTURED SO THE TIMING OF WHEN WE BRING A MEASURE TO THE BALLOT SO IT WOULD BE FLEXIBLE SO NOT BOXING US INTO ANY PARTICULAR ELECTION THAT'S HOW IT WORKS IN A.B. 1487. IT'S A BROAD AUTHORIZATION IT'S AN OPEN AUTHORIZATION TO GO

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BACK MULTIPLE TIMES. THAT'S KEY. AND THEN WITH THAT, THAT, OBVIOUSLY, RAISES SOME QUESTIONS ABOUT, WELL, IF YOU ARE NOT SURE WHEN YOU'RE GOING TO PURSUE THE BALLOT MEASURE, YOU KNOW, HOW DO YOU KNOW THE EXPENDITURE PLAN IS GOING TO MAKE SENSE, RIGHT? IN A FUTURE YEAR, IF WE WERE TO GO IN 2024, FOR INSTANCE, THERE WOULD PROBABLY BE A LOT OF DIFFERENT PROJECTS THAN WE MIGHT PURSUE IN 2028 OR 2026. AND I THINK WHAT THAT SUGGESTS IS HAVING MUCH MORE OF A PROGRAMMATIC APPROACH RATHER THAN A PROJECT SPECIFIC APPROACH. AS YOU KNOW, PROJECT SPONSORS ARE PURSUING GRANTS ALL THE TIME SO IT WOULD MAKE SENSE TO HAVE A LAUNDRY LIST OF PROJECTS WHERE THE MEASURE IS CLOSING THAT PARTICULAR FUNDING GAP WHEN IT MIGHT GET POSTPONED FOR A NUMBER OF ELECTION CYCLES. AND MULTIPLE REVENUE OPTIONS IS SOMETHING WE MAY WANT TO MODEL ON A.B. 1487 THAT BILL PROVIDED FOR A FEW DIFFERENT TYPES OF TAX WHICH SOME ARE PROPERTY OWNERS SOME ON THE PRIVATE SECTOR. SO I THINK WE WANT TO HEAR FROM YOU ALL TODAY TO GET FEEDBACK ON THAT, AND CERTAINLY BE TALKING TO OUR KEY PARTNERS AND ADVOCACY ORGANIZATIONS ABOUT WHAT REVENUE OPTION WE SHOULD BE POTENTIALLY POLLING ON O AGAIN, INVOLUNTARY THAT WOULD EXPECT TO SEE OVER A TWO THIRD'S SUPPORT BUT MAYBE A RELATIVE INTEREST RELATIVE TO ONE ANOTHER, AND POTENTIALLY INCLUDING AN AUTHORIZING BILL. AND OF COURSE, A KEY COMPONENT THERE TOO IS HOW MUCH REVENUE DOES A GIVEN TAX GENERATE. YOU KNOW IT'S NOT JUST HOW MUCH DO YOU LIKE THIS -- OR HOW DO YOU FEEL ABOUT

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THIS TAX IN GENERAL, WE WOULD HAVE TO A GIVEN REV MEASURE IN ORDER TO GENERATE MEANINGFUL GOALS. STAFF ARE BRIMMING TO THE LEGISLATION COMMITTEE ON FRIDAY, IT'S PRETTY HIGH-LEVEL AND PRELIMINARY, IT'S REALLY SAYING LEGISLATION COMMITTEE, WE WOULD LIKE TO SEE YOU REFER THIS TOPIC TO VARIOUS BODIES SO IT SORT OF BIFURCATED GIVEN THE DIFFERENT AGENCIES THAT STAFF REPORTS TO, SO FOR ABAG EXECUTIVE BOARD AND THE BAY AREA HOUSING FINANCE AUTHORITY WHICH EACH MEET SEPARATELY WE'RE RECOMMENDING THEY DIRECT THE ABAG HOUSING COMMITTEE AND THE BAHFA OVERSIGHT COMMITTEE TO COLLABORATE ON OVERSEEING THE PREPARATIONS FOR A REGIONAL HOUSING BOND ON THE NOVEMBER 2024 BALLOT, AND THAT THEY DIRECT, THAT MTC DIRECT THE PROGRAMMING AND ALLOCATIONS COMMITTEE, WHICH IS REALLY THE COMMITTEE THAT OVERSEES OUR FUNDING PROGRAMS AND FUNDING POLICIES. AND TOUCH POINTS, THE JOINT MTC ABAG LEG COMMITTEE ADDRESSING OUR TRANSPORTATION NEEDS INCLUDING DISCUSSIONS INFORMING SPENDING PRIORITIES, AND TRANSPORTATION MEASURES, AND OPPORTUNITIES TO BRIDGE THE TIME GAP UNTIL A MORE STABLE REVENUE SOURCE IS AVAILABLE. AND I THINK THAT IS THE LAST SLIDE. SO, IF YOU CAN END THE SLIDE SHOW AND OPEN IT UP TO QUESTIONS AND COMMENTS? THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. SO, REALLY THE MEAT OF THE PRESENTATION IS THE LAST SLIDE AND REBECCA ASKING US FOR INFORMATION THAT WE COULD PROVIDE FOR WHETHER OR NOT WE

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SUPPORT THE STAFF RECOMMENDATION. I SEE A LOT OF HANDS GOING UP. TERRY SCOTT?

TERRY SCOTT: THANK YOU. MY QUESTION RELATES TO BOTH OF THESE THINGS IN TERMS OF THE NEED FOR AFFORDABLE HOUSING AND THE POTENTIAL ONE-TIME REQUIREMENT FOR TRANSPORTATION REVENUE FOR SOME OF THESE PARTICULAR PROJECTS. IS THERE ANY POSSIBILITY UTILIZING THE STATEWIDE BUDGET SURPLUS OR PORTIONS OF THAT? THAT DOESN'T HAVE TO GO THROUGH ANY KIND OF ELECTION OR PROCESS. IT'S BASICALLY DETERMINATION BY THE GOVERNOR AND THE CURRENT EXECUTIVE STAFF.

REBECCA LONG: UH-HUH. THANK YOU TERRY. YOU KNOW, WE ARE ABSOLUTELY PURSUING AFFORDABLE NOUNGSDING AND TRANSPORTATION FUNDING FROM THE STATE BUDGET BUT THE NEEDS ARE SO E ENORMOUS FOR THE BAY AREA. I MEAN, AND STATEWIDE, THAT WE JUST KNOW THAT WE'RE NOT GOING TO FULLY SOLVE FOR THEM IN SACRAMENTO. AND SIMILAR TO, JUST OUR TRANSPORTATION STRATEGY IS TO ALWAYS LOOK AT DIFFERENT FUNDING SOURCES, FEDERAL, STATE, REGIONAL. WE DON'T HAVE THAT YET AT THE HOUSING LEVEL. RIGHT? ALL WE HAVE IS STATE FUNDING, FEDERAL FUNDING, AND THEN THERE ARE SOME LOCAL SOURCES. THAT THE'S THE RATIONALE FOR PURSUING A REGIONAL HOUSING MEASURE BUT YOU CAN BET WE'RE TRYING TO GET AS MUCH AS WE CAN OUT OF THE SURPLUS.

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TERRY SCOTT: IT'S THERE AND IT NEEDS TO BE USED. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. NEXT UP IS ADINA.

ADINA LEVIN: YEAH, SO IN THE INTEREST OF BEING ABLE TO TALK ABOUT OUR OPINIONS BEFORE REBECCA LONG TURNS INTO A PUMPKIN, I WOULD LIKE TO PUT A MOTION ON THE ABLE TO SUPPORT THE STAFF RECOMMENDATION, AND I'LL TALK A LITTLE BIT ABOUT WHY AND I HAVE SOME COMMENTS BUT FIRST I WANTED TO PUT THAT ON THE TABLE IN CASE THERE IS A SECOND?

RANDI KINMAN, CHAIR: IS THERE A SECOND?

ZACH DEUTSCH-GROSS: SECOND.

RANDI KINMAN, CHAIR: I SEE ZACK SECONDING. GO AHEAD ADINA WITH YOUR COMMENT. WE'RE TAKING COMMENTS ON THE MOTION.

ADINA LEVIN: SO THE COMMENTS ARE HECK YES, AND HECK YES. THE NEED FOR AFFORDABLE HOUSING IS EXTREMELY SIGNIFICANT. GLAD TO SEE THIS MOVING FORWARD. HAVING THAT LEGISLATION FROM 2019 REALLY PUT US AHEAD OF THE GAME IN BEING ABLE TO KEEP THAT NOW, AND THEREFORE WORKING ALSO AHEAD OF THE GAME ON AUTHORIZING LEGISLATION FOR TRANSPORTATION FUNDING IS A REALLY GOOD IDEA. IN TERMS OF ALSO ENDORSE THE FOCUS ON OPERATING

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FUNDING THERE IS A LOT OF CAPITAL FUNDING FROM THE FEDERAL GOVERNMENT AND FROM THE STATE AND MOST MEETS MOST OF THE NEED FOR THE FISCAL CLIFF AND THE OPERATING FUNDING IN THE PREVIOUS AGENDA WHERE WE NEED TO HAVE THAT SUPPORT FOR THE TRANSIT ORIENTED COMMUNITIES I'M HAPPY TO SEE THE FOCUS ON MULTIPLE FUNDING MECHANISMS, FUNDING FOR THE TRANSFORM EDUCATION ACTION PLAN AND THE STAKEHOLDER ENGAGEMENT WHERE THE STAKEHOLDER ENGAGEMENT IS IMPORTANT TO BUILD AGREEMENT AND SUPPORT FOR MULTIPLE STAKEHOLDERS, HAVING DIFFERENTLY STAKEHOLDERS THAT ARE ALREADY WORKING TOGETHER TO GET SOMETHING PASSED IS REALLY PERSONALITY. AND THE WITH ALL OF THOSE, I SUPPORT.

RANDI KINMAN, CHAIR: THANK YOU. WE'RE TAKING COMMENTS ON THE MOTION, WHICH IS A GENERAL MOTION TO SUPPORT THE STAFF RECOMMENDATIONS, KEEPING IN MIND THIS IS NOT A MEAT AND POTATOES EXACTLY WHAT WE WOULD LIKE TO SEE, SO, PLEASE CONTAIN YOUR COMMENT TO THAT. THERE WILL BE LOTS OF OPPORTUNITY TO SPEAK ON THESE TOPICS WHEN THEY COME BACK AROUND. HOWARD THEN ZACK.

HOWARD WONG: REGARDING POLLING, THERE A LOT OF EXISTING POLLINGS, AND SURVEYS WITH MTA'S CONNECT SF SHOWED THAT MOST RIDERS JUST WANT RELIABLE TRANSIT. A LOT OF POLLING SHOWS THAT PEOPLE NEED HOUSING. THERE ISN'T ANY HOUSING. SO, AFTERDECK AIDS OF NEGLECT, AFTER BILLIONS AND BILLIONS OF DOLLARS TO

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EXPEND IT, VOTERS WANT TO SEE RESULTS AND NOT MORE, JUST POURING MORE MONEY INTO AGENCIES THAT HAVEN'T REALLY DELIVERED AFTER SO MANY DECADES OF TRYING. THE MANY OF THE THINGS THAT WE WANT CAN BE ACHIEVED FROM SIMPLER MEANS. SO EVEN BEFORE POLLING OR EVEN BEFORE FUNDS OR REGIONAL MEASURES, TRANSIT AGENCIES, HOUSING AGENCIES HAVE TO START DEMONSTRATING THE SMALL WAYS THAT THEY CAN ACHIEVE RESULTS THROUGH TRANSIT DESIGN OF STREETS, OF BUS SHELTERS, OF SCHEDULING, OF USING AVAILABLE RESOURCES AND THEN OUR GOVERNMENT HAS TO START LOOKING FOR WAYS TO INCREASING HOUSING STOCK THROUGH ZONING, THROUGH HOW IT PUTS TOGETHER A BUILDING THAT MIGHT HOUSING TEN PEOPLE AND TURN INTO A SHARED UNIT THAT HOUSES 50. SO THERE ARE MANY THINGS THAT YOU SEE AROUND THE WORLD. I THINK MTC SHOULD BE, AGAIN, LOOKING AT EXAMPLES AROUND THE WORLD TO SEE HOW TRANSIT AND HOUSING HAVE BEEN ACHIEVABLE IN MANY OTHER COUNTRIES AND CITIES. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU ZACK THEN RICH.

ZACH DEUTSCH-GROSS: THANK YOU. YES TO A 2024 HOUSING MEASURE. WE ARE IN A HOUSING CRISIS. IT'S TOUGH FOR VOTERS I DO NOT SEE THAT CHANGING IN THE NEXT TWO YEARS AND I SEE THE REAL URGENCY IN A HOUSING BOND. I WOULD LIKE TO SEE EXPLICIT INTENT BY MTC TO PURSUE ENABLING LEGISLATION FOR A FUTURE TRANSPORTATION FUNDING MEASURE IN MY MIND MOVING FORWARD WITH A HOUSING

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MEASURE ON THE BALLOT SHOULD NOT CONFLICT WITH GETTING ENABLING LEGISLATION AND ENABLING LEGISLATION EARLY ALLOWS MORE FLEXIBILITY TO TASK THE RIGHT MEASURE AND WIN AT THE BALLOT, AS WE MOVE FORWARD. REBECCA, YOU ASKED ABOUT POTENTIAL TAXES. AN ITEM YOU HAVE SEEN, SILICON VALLEY COMMUNITY FOUNDATION RESEARCH AND TOLLING ON VARIOUS TAX OPTIONS. PERSONALLY FOR ME, INCOME TAXES SEEMS TO RAISE A LOT OF MONEY AND POLLS WELL, AND IS ONE OF THE MOST PROGRESSIVE EQUITABLE SOURCES WE HAVE, AND SINCE WE'RE SEEKING [INDISCERNIBLE] LEGISLATION WE'RE GOING THERE ANYWAY. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. RICH THEN GERRY.

RICHARD HEDGES: THANK YOU. VERY WELL-CRAFTED PROGRAM. I AGREE WITH MOST OF THE CONCEPTS. I HAVE RUN THREE TAX MEASURES WHERE I SIT ON CITIZENS COMMITTEES AND PASS THEM BY 80 AND 70%. IT'S IMPORTANT WHEN GOING INTO THIS AND REBECCA HAS SEEN THAT WE HAVE A STRONG ECONOMY AND LOWER INFLATION. I THINK THE LOWER TURN OUT IN THE BAY AREA, WHICH IS UNUSUAL, MY COUNTY WAS AT 13% TIED WITH LA WHICH IS ALWAYS LOW, IN SOME CASES PEOPLE JUST DON'T THINK IT HELPS TO VOTE. SO THAT'S DANGEROUS FOR US. WE NEED TO DO IT IN THE PRESIDENTIAL ELECTION AS SHE'S TALKING ABOUT BECAUSE THAT'S WHEN THE RENTERS VOTE. THEY REALLY DON'T VOTE IN PRIMARY OR OFF- YEAR ELECTIONS TO THE NUMBERS THAT WE'LL NEED. SO I THINK EVERYTHING IS GEARED RIGHT. I'M OKAY

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WITH EITHER A TRANSIT OR A HOUSING. I THINK THE HOUSING IS MORE IMPORTANT, ACTUALLY, BUT ALSO IS TRANSIT FUNDING. OVERALL I THINK WE'RE ON THE RIGHT TRACK. AND I'M GOING TO VOTE YES ON THIS. THANK YOU.

RANDI KINMAN, CHAIR: GERRY AND VEDA?

GERRY GLASER: I PROBABLY WON'T SUPPORT THE MOTION. LOOKED SOME THINGS UP EARLIER BETWEEN 1959 AND NOW, WE HAVE A 1,000% IN INFLATION. ONE OF THE HOUSES I WAS IN HAS INFLATED IN VALUE 161,000% IN THE SAME PERIOD OF TIME. SO, WE HAVE BEEN TRYING TO BUILD MORE AND MORE HOUSING IN ORDER TO SOLVE THE PROBLEMS. THE PROBLEM IS DEEPER THAN JUST BUILDING AND MAKING MORE AVAILABLE. WITHOUT KNOWING WHERE THE BOND MONEY WOULD BE SPENT AND HOW IT WILL IMPACT THE RAPID INFLATION WE HAVE IN HOUSING, WE DON'T HAVE THAT SAME INFLATION IN FUEL OR MILK OR BREAD, BUT IN HOUSING. I CAN'T SUPPORT THE MEASURE. ABSOLUTELY, WE HAVE A PROBLEM IN HOUSING. BUT I DON'T THINK JUST GETTING A BOND WITHOUT A PLAN IS --

RANDI KINMAN, CHAIR: JUST TO CLARIFY, DO WE WANT STAFF TO PURSUE NOT A BOND BECAUSE THEY CAN'T DO THAT, BUT DO WE WANT THEM TO MOVE FORWARD TO LOOK AT THE PROS AND CONS. SO, THAT -- JUST SO EVERYBODY IS AWARE.

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GERRY GLASER: I MIGHT NEED IN MORE OF A CLARIFICATION RANDI.

REBECCA LONG: JUST TO RESPOND TO GERRY'S KIND OF COMMENT. SO THE RECOMMENDATION THAT WE'RE BRINGING FORWARD TO ABAG AND THE BAHFA IS FOR THEM TO DIRECT THEIR COMMITTEES THAT DEAL WITH HOUSING, TO BASICALLY TELL STAFF TO PROCEED TOWARD THIS. AND IT IS SPECIFIC TO A HOUSING BOND. BECAUSE THAT IS WHAT, YOU KNOW, THE HOUSING COMMUNITY HAS DETERMINED, AT-LARGE, IS GOING TO BE THE MOST IMPACTFUL. THEY'RE TARGETING A BOND BETWEEN 10 TO $20 BILLION, AND THERE'S A WHOLE, VERY DETAILED FRAMEWORK THAT'S PROVIDED FOR IN A.B. 1487 FOR HOW THOSE FUNDS WOULD BE SPENT AND I'M HAPPY TO FOLLOW UP WITH ANY OF YOU AFTERWARDS WITH SOME BACKGROUND ON THAT. BUT, I THINK WHAT WOULD BE PARTICULARLY OF INTEREST, PROBABLY, IS THAT 80% OF THE REVENUES ARE REQUIRED TO BE A RETURN TO THE COUNTY OF ORIGIN. SO, FOR EXAMPLE, YOU WOULD KNOW WHAT THE OVERALL ASSESSED VALUE OF MARIN COUNTY GETTING BACK THEIR 80% CONTRIBUTION AND WITHIN EACH COUNTY THERE'S A PORTION TO THE REGIONAL LEVEL BOTH SPECIFIC BREAK DOWN FOR HOW MUCH TO BE SPENT ON HOUSING PRODUCTION FOR AFFORDABLE HOUSING HOW MUCH IS SPENT ON HOUSING PRESENTATION BASICALLY PRESERVING EXISTING AFFORDABLE HOMES MAKING THAT AFFORDABLE, AND PROVIDING TENANT PROTECTION COMPONENTS THAT'S DIFFICULT WITH BOND PROCEEDS, AND REQUIRING SOME FURTHER WORKING POTENTIALLY ALTERNATIVE FUNDING SOURCES.

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IT'S NOT A BLANK CHECK LIKE YEAH LET'S GET A BUNCH OF MONEY, IT'S PRESCRIBED IN 1487.

GERRY GLASER: I HAVE A PROBLEM SUPPORTING THE MOTION I CAME IN A LITTLE LATE WITHOUT LOOKING AT THE DETAILS AND THE SPENDING.

RANDI KINMAN, CHAIR: VEDA?

VEDA FLOREZ: I'M ALL FOR THIS BUT TIMING IS EVERYTHING. ONCE WE START THIS BOAT SAILING DOWN THE RIVER MOST LIKELY IT WILL CONTINUE MOVING. SO, MY -- I HAVE BEEN SPEAKING TO THE COMMUNITY QUITE A BIT OVER THE LAST COUPLE OF MONTH THE FROM CLOVERDALE TO SAN RAFAEL AND THE QUESTIONS THAT COME UP IS WHAT'S HAPPENING WITH REGIONAL MEASURE THREE. SO THE PUBLIC CONFIDENCE IS NOT YET THERE WITHOUT SETTLING THE TASK THAT HAS ALREADY BEEN SET IN MOTION WITH THE LAWSUIT. AND I'M WONDERING IF YOU BEING UPDATE ON THAT. ARE WE GETTING CLOSE? IS IT IN STATE FEDERAL COURT? YOU KNOW, WHEN WILL THAT BE LOOKED AT OR SETTLED AND IN ORDER FOR ME TO SUPPORT THIS, IT'S IMPORTANT FOR ME TO KNOW HOW WE CAN CLOSE THE LOOP ON REGIONAL MEASURE THREE. THANK YOU.

REBECCA LONG: THROUGH THE CHAIR, WOULD YOU LIKE ME TO RESPOND TO THAT RANDI. OUR REGIONAL MEASURE THREE IS IN THE STAGES WITH THE CALIFORNIA STATE SUPREME COURT. IT'S BEEN LINKED

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TOGETHER WITH ANOTHER CASE THAT HAS TO DO WITH THE CITY OF OAKLAND KNOWN AS THE DOLLY, THE COURT DID HAVE A HEARING ON THAT RECENTLY AND IN THE MOST OPTIMISTIC SCENARIO THAT WOULD HAVE DISPENSED WITH OUR CASE AND WE WOULD HAVE BEEN DONE FREE AND CLEAR BUT IT WASN'T THE WORST-CASE SCENARIO. WE'RE LOOKING AT POTENTIALLY THE END OF THIS YEAR TO HAVE RESOLUTION BUT WE CAN'T KNOW FOR CERTAIN. BUT IT IS AT THE FINAL STAGE OF THE PROCESS.

RANDI KINMAN, CHAIR: THANK YOU. WALTER AND THEN VINAY. GABRIELA ORANTES I'M SORRY. YOU'RE UP.

GABRIELA ORANTEZ: WITH REGARDS TO STAKEHOLDERS AND THE POLLING AND VOTERS I REALLY WOULD WANT TO BE CONCRETE THAT AROUND CONVENING STAKEHOLDERS IN ADVANCE AND NOT JUST RELYING ON THE POLLING. AND I THINK SOMEONE ELSE ALREADY MENTIONED THIS, BUT I WANT TO ECHO WHAT WAS SAID WITH REGARDS TO CONVENING FOLKS BEFORE HAND. AND REMINDING OURSELVES THAT VOTERS, EVEN THOUGH THEY'RE THE ONES WITH THE POWER TO -- IF THIS MEASURE GOES TO LEGISLATION, AND BECOMES LEGISLATION, THAT THE REST OF THE RESIDENTS OF CALIFORNIA, YOUNG AND FOLKS WHO DON'T VOTE ARE STILL IMPACTED BY THIS KIND OF TAXES. SO, IF WE WERE TO GET AHEAD OF IT AND CONVENED ALL SORTS OF STAKEHOLDERS WHO WOULD BE IMPACTED BY THE DECISION OF VOTERS, I THINK THAT WE WOULD MAKE A LOT OF HEADWAY IN THE NARRATIVE AND IN TAKING INTO

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ACCOUNT YES THE TIMING. BUT I THINK IT'S IMPORTANT TO BRING THOSE FOLKS OF ALL AGES AND VOTING POWERS INTO THE CONVERSATION IN ADVANCE.

RANDI KINMAN, CHAIR: THANK YOU. WALTER AND THEN VINAY?

WALTER WILSON: I COULD NOT AGREE MORE IT'S EXTREMELY IMPORTANT WE GET OUR YOUNG PEOPLE INVOLVED AND WE GET MANY PEOPLE A CROSS SECTION OF FOLKS IN THE STATE BE EDUCATED BY THIS. MORE OFTEN THAN NOT GREAT MEASURES GO DOWN BECAUSE PEOPLE ARE NOT EDUCATED AND DON'T UNDERSTAND THEM I'M LISTENING TO CONVERSATIONS AND I'M TELLING YOU THERE ARE PEOPLE IN THIS ROOM WHO DON'T UNDERSTAND JUST BY WHAT I HEARD A FEW MINUTES AGO BUT I'M GOING TO SAY TO YOU, I'M HEARING PEOPLE SAY THE TAXPAYERS WANT TO KNOW WHERE THEY MONEY IS GOING AND ALL THIS OTHER STUFF I'M TELLING YOU STRAIGHT UP BOND MONEY FOR HOUSING WORKS. THAT BOND MONEY FOR HOUSING IS WHAT ILL HAVE IN MY PROJECT MEASURE A FUND CAME FROM SANTA CLARA COUNTY WHICH IS A $950 MILLION BOND WHICH IS HOUSING IN THE AFRICAN AMERICAN COMMUNITY CULTURAL CENTER PROJECT WITHOUT THAT BOND FUNDING NONE OF THE SUPPORTIVE HOUSING OR ANYTHING WOULD BE HAPPENING. SOMEBODY MENTIONED THIS I'M A SIGNER ON WHAT'S CALLED MEASURE B. MEASURE B SAYS WE WANT TO MOVE THE MAYOR'S ELECTION TO THE PRESIDENTIAL YEAR BECAUSE PEOPLE COME OUT IN SUCH SMALL NUMBERS AND THE ARGUMENT IS EVERYBODY HAS THIS STUFF GOING TO

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THEIR MAILBOX IT IS DOESN'T MAKE A DIFFERENCE WE KNOW THROUGH THE PRESIDENTIAL YEAR THE NUMBERS ARE HIGHER. I WOULD LIKE TO SUPPORT THIS AND I WOULD LIKE TO SEE THEM DURING THE PRESIDENTIAL YEAR. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. VINAY AND THEN FRANK.

VIN SMITH: YEAH, SO I WOULD JUST WANT TO WATCH PEOPLE I THINK IT'S FISCALLY PRUDENT TO ISSUE A BOND WHEN THE INTEREST RATES ARE LIKELY TO BE VERY HIGH. MANY OF YOU MAY KNOW THAT INFLATION IS PRETTY HIGH NOW, VERY LIKELY, LIKE, INTEREST RATES HAVE ALREADY STARTED GOING UP SHARPLY. IN TWO YEARS TIME. WHAT HAPPENS IS THAT MOST OF THE MONEY THAT IS TAXED IS GOING TO GO INTO PAYING INTEREST. IT'S NOT GOING TO GO INTO BUILDING THE HOUSING. AND I JUST FEEL THAT THE HOUSING POLICIES WE HAVE ARE A HUGE PART OF THE PROBLEM, WHY WE DON'T HAVE ENOUGH HOUSING SUPPLY SO WE NEED TO FIX THOSE POLICIES. HOWEVER WHEN IT COMES TO THE ENABLING LEGISLATION FOR TRANSPORTATION BOND, I WANT TO SUPPORT THAT ONE. BECAUSE SOME OF OUR OPERATORS ARE APPROACHING A FISCAL CLIFF. AND WE DON'T WANT SOMETHING HORRENDOUS HAPPENING TO THOSE OPERATORS. SO I WOULD SAY NO ON THE HOUSING BOND BUT YES ON THE ENABLING LEGISLATION FOR TRANSPORTATION BOND. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. FRANK?

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FRANK WELTE: I DEFINITELY SUPPORT THE MOTION. I WOULD MAKE A COMMENT QUICKLY I HOPE THAT THE HOUSING MEASURE INCLUDE SOME SPECIFIC LANGUAGE TO WORK ON THE SHORTAGE OF ACCESSIBLE HOUSING.

RANDI KINMAN, CHAIR: THANK YOU. I'M SEEING SECOND HANDS COMING UP. I'M NOT GOING TO CALL ON A WHOLE LOT OF PEOPLE. ADINA. UNMUTE.

ADINA LEVIN: ADDRESS A COUPLE OF THE QUESTIONS OR COMMENTS THAT PEOPLE HAD MADE. ONE IS IN TERMS OF RM3 THAT REBECCA LONG HAD CLEARLY SAID THAT SHE DIDN'T THINK THAT A TRANSPORTATION MEASURE WOULD OR SHOULD GO ON TO THE BALLOT UNTIL RM3 IS ADDRESSED SO THAT'S ALREADY BAKED INTO THE STAFF RECOMMENDATION. AND, ALSO, IN TERMS OF HOUSING MEASURE, THE TIME THAT'S BEING TALKED ABOUT IS 2024. AND CERTAINLY THERE IS INFLATION NOW AND NEGATIVE SENTIMENT NOW, AND BEFORE 2024, THERE WAS A POLL DONE THAT CAME BACK AT 45%, THEN THEY WON'T GO AHEAD WITH THE MEASURE, AND OUR MOTION IS STARTING THE PROCESS TO GIVE US THAT MOTION. SO THAT'S WHAT THIS MOTION IS DOING.

RANDI KINMAN, CHAIR: THANK YOU. HOWARD?

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HOWARD WONG: QUICK IDEA, LET ME CONSIDER A COMBINED 100% AFFORDABLE HOUSING AND TRANSIT EQUITY MEASURE. PUT THEM TOGETHER IN SOME WAY. BUT FOCUS ON THE LOW END OF A SOCIETY.

RANDI KINMAN, CHAIR: THANK YOU. REBECCA, DID YOU HAVE ANY CLOSING COMMENTS? BECAUSE I WANT TO CALL THE VOTE.

REBECCA LONG: YEAH. I DID WANT TO SAY GOODBYE BEFORE A DISAPPEAR BECAUSE I NEED TO HOP TO ANOTHER MEETING. REALLY QUICK IN RESPONSE TO HOWARD'S COMMENT IT'S SOMETHING WE TALKED ABOUT A LOT IN 2020 WHEN THERE WAS THIS IDEA OF FASTER MEASURES FOR TRANSPORTATION AND THE HOUSING COMMUNITY, AND WE TALKED ABOUT SHOULD WE DO A COMBINED MEASURE. RIGHT NOW WE HAVE A BIRD IN THE HAND WITH A.B. 1487 TO PURSUE A HOUSING BOND SO REALLY WHAT'S PROPOSED TO, I THINK, AS ADINA SAID, ELOQUENTLY, BEGIN THE PROCESS TO TAKE ADVANTAGE OF THAT TOOL FOR HOUSING. THAT'S WHERE THE VOTERS ARE AT. THAT'S A HUGE NEED AND THEN SEPARATELY PURSUE THIS ENABLING LEGISLATION. I WANT TO BE TRANSPARENT, WE'RE NOT, AS STAFF, RECOMMENDING FURTHER CONVERSATION ABOUT PURSUING A COMBINED ENABLING STATUTE BECAUSE THAT SETS US BACK FROM WHERE WE ARE ALREADY. AND I APPRECIATE ALL THE GREAT COMMENTS AND QUESTIONS AND STAFF WILL FILL ME IN ON FURTHER DISCUSSIONS. SO, THANK YOU.

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RANDI KINMAN, CHAIR: THANK YOU. IS THERE ANY PUBLIC COMMENT ON THIS ISSUE, MARTHA?

CLERK, MARTHA SILVER: THERE ARE NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED, AND THERE WAS QUESTIONS RECEIVED ON THIS ITEM. THEY WERE POSTED EARLIER TODAY AND DISTRIBUTED TO ALL COUNCIL MEMBERS.

RANDI KINMAN, CHAIR: THANK YOU. WITH THAT I'LL CALL FOR THE VOTE, PLEASE?

CLERK, MARTHA SILVER: WILL DO. AND THE MOTION WAS BY LEVIN AND SECOND BY DEUTSCH-GROSS. BALDINI?

MICHAEL BALDINI: AYE.

CLERK, MARTHA SILVER: CAMPOS?

DAVID CAMPOS: AYE.

CLERK, MARTHA SILVER: DEUTSCH-GROSS?

ZACH DEUTSCH-GROSS: AYE.

CLERK, MARTHA SILVER: ELDRED IS ABSENT. ISUF?

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ILAF ESUF: AYE.

CLERK, MARTHA SILVER: FITZGERALD?

CHRISTINE FITZGERALD: AYE.

CLERK, MARTHA SILVER: FLOREZ?

VEDA FLOREZ: YES.

CLERK, MARTHA SILVER: GLASER?

GERRY GLASER: NOPE.

CLERK, MARTHA SILVER: GOODWIN? WILLIAM GOODWIN IS ABSENT. GOTUACO?

CHRISTINA GOTUACO: AYE.

CLERK, MARTHA SILVER: HANKERSON? HANKERSON IS ABSENT. HEDGES?

RICHARD HEDGES: YES.

CLERK, MARTHA SILVER: KALLINS?

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WENDI KALLINS: AYE.

CLERK, MARTHA SILVER: KINMAN?

RANDI KINMAN, CHAIR: AYE.

CLERK, MARTHA SILVER: LEVIN?

ADINA LEVIN: YES.

CLERK, MARTHA SILVER: LIEU? CARINA LIEU? ABSENT. MARKHAM?

GENAY MARKHAM: AYE

CLERK, MARTHA SILVER: RODNEY NICKENS IS ABSENT. ORANTES?

GABRIELA ORANTES: AYE.

CLERK, MARTHA SILVER: PIERCE? PHILIPPE PIERCE? ABSENT. PIMPLE?

VINAY PIMPLE: NO ON HOUSING, AND YES ON TRANSPORTATION.

CLERK, MARTHA SILVER: THEY WEREN'T SEPARATED. SO YOU HAVE GOT TO PICK ONE.

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VINAY PIMPLE: NO.

CLERK, MARTHA SILVER: OKAY. PIERCE, I SAW YOU UNMUTE YOURSELF.

JULIE PIERCE: NO.

SPEAKER: I TRIED TO VOTE AYE.

CLERK, MARTHA SILVER: AYE. THANK YOU. SCOTT? TERRY SCOTT?

TERRY SCOTT: AYE.

CLERK, MARTHA SILVER: WELTE?

FRANK WELTE: AYE.

CLERK, MARTHA SILVER: WILSON?

WALTER WILSON: AN ENTHUSIASTIC YES.

CLERK, MARTHA SILVER: THANK YOU. WONG?

HOWARD WONG: AYE.

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CLERK, MARTHA SILVER: ZACK. RACHEL ZACK?

RACHEL ZACK: AYE.

CLERK, MARTHA SILVER: PASSES WITH 19 AYES AND TWO NOS.

RANDI KINMAN, CHAIR: THANK YOU VERY MUCH. REBECCA HAS POPPED OFF. SHE HAD A MEETING TO GET TO. WE HAVE ONE MORE ITEM FOLKS AND KARA HAS BEEN WAITING PATIENTLY. WITH THAT, THE ACTIVE TRANSPORTATION NETWORK AND FIVE-YEAR IMPLEMENTATION PLAN. KARA, GO AHEAD.

KARA OBERG: THANKS RANDI. GOOD AFTERNOON, COUNCIL MEMBERS. I'M KARA OBERG, PLANNING SECTION, MTC HERE TO TALK ABOUT THE ACTIVE TRANSPORTATION PLAN. I WAS LASTLY IN FEBRUARY COLLECTING YOUR INPUT ON THE COMPLETE STREETS POLICY. THANK YOU FOR YOUR INPUT. THAT HAS SINCE BEEN ADOPTED. NOW, WE'RE ON TO OUR NEXT ITEM, WHICH IS THE ACTIVE TRANSPORTATION NETWORK. NEXT SLIDE. AS A REMINDER, THE ACTIVE TRANSPORTATION PLAN IS WORKING OFF OF THE FOUR YEARS OF PUBLIC AND STAKEHOLDER ENGAGEMENT FROM PLANNED BAY AREA, WHICH WAS ADOPTED IN THE FALL OF 2021. THE AT PLAN IS WORKING TO IMPLEMENT T8 AND T9. OUR STRATEGIES BUILD COMPLETE STREETS NETWORK AND ADVANCE REGIONAL VISION ZERO POLICY THROUGH STREET SIGN AND REDUCED SPEEDS TOGETHER WITH OTHER STRATEGIES FROM PLANNED BAY AREA

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WE'RE HOPING TO CREATE AN AFFORDABLE, CONNECTED, HEALTHY, DIVERSE, AND VIBRANT REGION BY 2050. NEXT SLIDE. AS I MENTIONED. WE'RE WORKING SPECIFICALLY ON TWO OF THESE STRATEGIES AND THE ACTIVE TRANSPORTATION NETWORK IS WORKING DIRECTLY TO IMPLEMENT THE COMPLETE STREETS STRATEGY. NOW, WE'RE CALLING IT THE ACTIVE TRANSPORTATION NETWORK INSTEAD OF COMPLETE STREETS NETWORK. THIS NETWORK IS SUPPORTING PLANNED BAY AREA GOALS BY FOCUSING THE REGION'S EFFORTS ON THREE THINGS. ONE PROVIDING HIGH COMFORT ACTIVE TRANSPORTATION CONNECTIONS IN AREAS WITH THE HIGHEST POTENTIAL FOR SHIFTING AUTO TRIPS TO BIKING AND WALKING TRIPS. WHERE THERE IS GREATEST NEED FOR TRANSPORTATION OPTIONS AND WHERE ACTIVE TRANSPORTATION CONNECTS PEOPLE WITH TRANSIT. NEXT SLIDE. WE HAVE BEEN TALKING ABOUT THE ACTIVE TRANSPORTATION NETWORK SINCE AUGUST OF 2021 THAT IS WHEN RELEASED AND RECEIVED CONFIRMATION ON OUR CRITERIA FOCUSED ON EQUITY MODE SHIFT AND SAFETY IN JANUARY OF THIS YEAR WE RELEASED A DRAFT NETWORK AND INTRODUCED A WEB MAP TOWER FOR COMMENTS. WE COLLECTED COMMENTS AND A MONTH LATER WE INCORPORATED COMMENTS AND SHARED WHAT WE HEARD AND PROPOSED A RECALIBRATED APPROACH. WE THEN RESPONSIBILITY OUT THE APPROACH, ASKED FOR FEEDBACK AND THE DEADLINE WAS MAY FOR THE FINAL FEEDBACK THAT WE HEARD FROM OUR JURISDICTIONS AND OUR STAKEHOLDERS AND THEN NOW IN JUNE WE'RE WORKING FOR TOWARDS A NETWORK FINALIZATION FOR JULY ADOPTION. NEXT SLIDE. ALL OF THE NETWORKS THAT ARE -- THE DATA SOURCES

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ARE PART OF THE TRANSPORTATION NETWORK ARE PREEXISTING. WE WORKED OFF LOCAL BIKE NETWORKS FROM THE THREE BIG CITIES SAN JOSE OAKLAND AND SAN FRANCISCO COLLECTED DATA FROM COUNTY BIKE NETWORKS RIDING REGIONAL TRAILS CALTRANS DISTRICT BIKE AND PEDESTRIAN NEEDS FOR REGIONAL TRANSIT WE OVERLAID GEOGRAPHY SPECIFICALLY FOR MOBILITY AND PRIORITY DEVELOPMENT AREAS AND COMMUNITIES AS WELL AS BRINGING COMMENTS FROM USERS ON SPECIFIC ADDITIONS OR DELETIONS FOR A NETWORK. NEXT SLIDE. SO THE NETWORK HAS EVOLVED A LITTLE BIT WE ORIGINALLY PROPOSED TO HAVE SPECIFIC ALIGNMENT. SO, SPECIFIC STREETS, AS PART OF THE NETWORK. BUT WE HAVE SINCE HEARD FROM OUR STAKEHOLDERS AND OUR PARTNERS THAT HAVING A REGIONAL CONNECTED CORRIDOR IS A BETTER APPROACH FOR THE REGION. SO WE'RE LOOKING AT DIFFERENT VARYING CORRIDORS BASED ON LAND USE CONTACT. THIS IS THE NORTH WAY SHOWING THE ACTIVE TRANSPORTATION NETWORK IN DIFFERENT SIZES FOR DIFFERENT WIDTH OF THE CORRIDOR. FOR INCORPORATED COMMUNITIES WE HAVE A QUARTER MILE, FOR BATC STANDS FOR BAY AREA TRAILS COLLABORATIVE, WHICH INCLUDES 100% OF THE BAY TRAIL. SO, WE'RE LOOKING AT A THOUSAND FEET. AND FOR ALL OTHERS, WE'RE LOOKING AT A HALF MILE. WE HEARD FROM ALL JURISDICTIONS THAT THEY'RE SEEKING FLEXIBILITY TO DETERMINE WHERE IN THIS CORRIDOR IT MAKES THE MOST SENSE FOR THEM TO INCLUDE THEIR ALL AGENCY AND ABILITIES FACILITY IN BALANCING LOTS OF DIFFERENT CONFLICTS WITH LAND USE AND HOUSING AND TRANSIT AND STAKEHOLDER ENGAGEMENT. SO THE NETWORK DEFINES

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CORRIDORS WITHIN PDAS AS I MENTIONED PCS IN MOBILITY HUBS ALSO MAKING CONNECTIONS BETWEEN PARKS AND OPEN SPACE AND LASTLY MENTIONED INCORPORATING CONNECTIONS IDENTIFIED BY STAKEHOLDERS. NEXT SLIDE. SO, THE NEXT STEPS ON THE AT NETWORK IS TO CREATE A WEB MAP. OUR DATA TEAM IS IN THE PROCESS OF CREATING A WEB MAP THAT WOULD MAKE IT EASY FOR JURISDICTIONS TO DETERMINE IF THEY'RE ON THE NETWORK OR NOT. WE'RE SEEKING PLANNING AND ADMIN COMMITTEE ADOPTION IN JULY AND AFTER THAT WE WOULD DO A PRIORITIZED HEAT MAP OF THE NETWORK FOR FIVE YEARS FOCUSING ON EQUITY MODES SHIFT AND SAFETY AS I MENTIONED BEFORE AND THEN THE FULL ACTIVE TRANSPORTATION PLAN WILL HAVE A STORY MAP. A STORY MAP IS A NEWER WAY AND FEATURE IN PLAN FORMS TO VIEW PLANS THAT IS EASIER TO READ, EASIER TO INTERACT AND SPECIFICALLY WITH THE AT NETWORK TRIMMING OFF LAYERS AND ZOOMING THIS IS ONE OF THE GOALS. SO THOSE ARE THE NEXT STEPS RELATED TO THE NETWORK. NEXT SLIDE PLEASE. LASTLY UPDATE ON THE FIVE YEAR IMPLEMENTATION PLAN, WORKING OFF THE PLANNED BAY AREA STRATEGY SAME AS HORIZON BUT THE IMPLEMENTATION PLAN IDENTIFIES NEAR-TERM STEPS TO ACHIEVE EARLY GAINS TO ACCELERATE THE PACE THAT WE FEED TO IMPLEMENT THIS AT PLAN BY 2050. THESE FIVE YEAR IPS, IMPLEMENTATION, FOCUSING ON INTERNAL MTC ACTIONS WHICH ARE LISTED HERE UNDER SUPPORT AND COLLABORATE WITH MTC PROGRAMS, AS WELL AS PARTNERSHIPS OF PUBLIC NON-PROFIT AND PRIVATE ORGANIZATIONS. SOME MTC PROGRAMS AND PLANS THAT WE WILL BE SUPPORTING AND COLLABORATING ARE

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WHAT YOU JUST HEARD FROM KARA, THE TRANSIT ORIENTED POLICY MOBILITY HUB WORK REGIONAL WAYFINDING REGIONAL VISION ZERO IS BAY TRAIL. ADDITIONALLY WE'LL BE BUILDING A ROBUST TECHNICAL ASSISTANCE WORKSHOP PROGRAM TO ASSIST WITH STAKEHOLDERS HELPING TO IMPLEMENT THE PIECES OF THE PLAN COMPLETE STREETS POLICY AS WELL AS THE ACTIVE TRANSPORTATION NETWORK. NEXT SLIDE. SO THIS IS MY LAST SLIDE. IN TERMS OF PLAN ADOPTION WE ARE SEEKING PLANNING ADMINISTRATIVE COMMITTEE ADOPTION OF THE PLAN IN JULY INCLUDING THE FIVE YEAR PLAN INCLUDING THE FIVE YEAR PLAN BACK TO THE COMMITTEE AND THE FULL COMMISSION IN FALL MOST LIKELY IN SEPTEMBER OR OCTOBER. NEXT SLIDE SAYS QUESTIONS AND DISCUSSIONS. SO HAPPY TO DIVE INTO THAT.

RANDI KINMAN, CHAIR: THANK YOU. YOU WILL BE COMING BACK TO US BEFORE THE LAST STEP ON THIS?

KARA OBERG: IF IT'S REQUESTED, YES.

RANDI KINMAN, CHAIR: IT'S ALWAYS REQUESTED. WE WANT TO SEE YOU EVERY TIME WE CAN. ARE THERE QUESTIONS OR COMMENTS? GERRY?

GERRY GLASER: IT'S A COMMENT I HAVE TO CONGRATULATE YOU ON SOMETHING. PEOPLE READ COMPLETE STREETS AND DON'T ACT ON ANYTHING WITHOUT READING ANYTHING ABOUT THE DETAILS CHANGING THE NAME TO ACTIVE TRANSPORTATION IS TERRIFIC. AND THE REASON

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IS THAT IN MANY CASES WHEN PEOPLE DID COMPLETE STREETS, THEY PUT IT ON THE STREETS, AND FOR BICYCLES, I DON'T WANT TO GO ON THE STREET WITH A BICYCLE, I WANT TO GO SOME PLACE THEY FEEL SAFER AND I THINK THAT'S TRUE FOR MOST PEOPLE. WALKING, OTHER MODES. SO, LAY ON YOUR ACTIVE TRANSPORTATION, AND USE THAT A LOT. I THINK THE TERM IS GOING TO TAKE US IN THE RIGHT DIRECTION.

RANDI KINMAN, CHAIR: THANK YOU. HOWARD AND THEN CHRISTINE?

HOWARD WONG: WILL THE PLAN REFERENCE OTHER CORRIDOR-TYPE OF GREENWAYS, LIKE THE BLUE GREENWAY IN SAN FRANCISCO WHICH HUGS THE SHORELINE OF SAN FRANCISCO? OR THE BAY TRAIL? OR OTHER PLANS THAT ARE FINER GRAIN, LIKE, CITY GREEN CORRIDORS, LIKE SAN FRANCISCO HAS PLANNED, BEEN LOOKING AT A NETWORK OF GREEN STREETS, HOW FINE OF DETAIL IS THIS PLAN GOING TO REFERENCE?

KARA OBERG: RANDI WOULD YOU LIKE ME TO --

RANDI KINMAN, CHAIR: GO AHEAD.

KARA OBERG: BECAUSE WE STARTED AT THE COUNTY LEVEL SAN FRANCISCO IS SPECIFICALLY THE CITY, WE RECEIVED THEIR ACTIVE COMMUNITIES LAYER OF WHERE THEY SEE PEOPLE BIKING, WALKING, AND PRIORITY, FOR PEOPLE BIKING, WALKING, AND ROLLING. SO I'M

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NOT SPECIFICALLY SURE OF ALL THE TRAILS YOU REFERENCED, BUT REGARDING THE BAY TRAIL, 100% OF THE BAY TRAIL IS INCLUDED IN THE ACTIVE TRANSPORTATION NETWORK. SO WE WORKED WITH ALL THE COUNTIES AND WE ACTUALLY COLLECTED THE CITY-SPECIFIC LAYERS OF SAN FRANCISCO, OAKLAND, AND SAN JOSE. SO THERE IS MORE DETAIL THERE JUST GIVEN THE CITY LEVEL.

RANDI KINMAN, CHAIR: THANK YOU. CHRISTINE, AND THEN WENDY?

CHRISTINA FITZGERALD: THANK YOU. OUT OF CURIOSITY. AND I CAN'T REMEMBER YOUR PRESENTATION A FEW TIMES BEFORE, WHAT IS BEING DONE FOR WAYFINDING FOR FOLKS WHO ARE BLIND OR VISUALLY IMPAIRED?

KARA OBERG: YEAH, SO WAYFINDING IS NOT A SPECIFIC DELIVERABLE IN THE ACTIVE TRANSPORTATION PLAN BUT WE HAVE IT LISTED IN OUR FIVE-YEAR IMPLEMENTATION PLAN AS A KEY STRATEGIES THAT WE NEED TO FOCUS IN ON IN THE NEXT FIVE YEARS. SO MTC IS LEADING A WAYFINDING PROGRAM COMING OUT OF OUR TECHNOLOGY SERVICES THROUGH TRANSIT, AND WE'RE CALLING THAT OUT OF WORKING TOGETHER UNDER THAT SCOPE THAT CALLS OUT ACTIVE TRANSPORTATION AND MAKING SURE THAT WE'RE ALIGNED THERE, AND THAT WE ARE MAKING SURE, YOU KNOW, WE'RE INCLUDING REALLY ROBUST WAYFINDING FOR PEOPLE THAT ARE NOT IN CARS.

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RANDI KINMAN, CHAIR: WENDY AND THEN VEDA?

WENDI KALLINS: YEAH, THIS IS SOMETHING, IN READING FRANK'S COMMENT, AND YOUR RESPONSE TO IT, IT TRIGGERED -- IT REMINDED ME THAT HE WAS TALKING ABOUT, YOU KNOW, THE SITUATION FOR HANDICAPPED PEOPLE, BLIND PEOPLE, WHEN THERE IS BICYCLES ON THE SIDEWALK. CHILDREN RIDE THEIR BIKES ON THE SIDEWALK, AND WE NEVER DID DISCUSS ANYTHING OF THAT NATURE WHEN WE WERE IN THE COMMITTEE, AND, OBVIOUSLY, THIS COULD BE AN ISSUE, BUT A LOT OF TIMES THE CHILDREN GOING TO SCHOOL DO NEED TO BE ON THE SIDEWALK. SO I JUST WANTED TO BRING THAT UP AS SOMETHING WE MIGHT NEED TO INCORPORATE INTO THIS.

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

VEDA FLOREZ: THANK YOU FOR THE PRESENTATION. I'M VERY EXCITED TO SEE THE SLIDE OF MARIN COUNTY, WHERE I LIVE. AND I NOTICED THAT THERE WERE MANY PATCHES OF YELLOW. SO, THAT MEANS THE SECONDARY SIZE OF THE STREET OR WALKING PATH. AND I KNOW THAT THE SMART TRAIN HAS SIX DIFFERENT PROJECTS, CURRENTLY, THAT ARE READY TO MOVE FORWARD. AND I WONDER IF YOU ARE CONTACTING AGENCIES SUCH AS SMART WHO WILL CREATING THE PATHWAY ALL ALONG THE SMART TRAIN ROUTE AND CONTINUALLY UPDATING THESE MAPS? AND, SECOND THING, I JUST WANTED TO TOUCH BASE WITH YOU, THAT I KNOW THAT LOCAL JURISDICTIONS TAKE CARE OF THE ROADWAYS AND

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I'M A BIG ADVOCATE FOR PROTECTED BIKE LANES. I THINK THEY'RE SO IMPORTANT AND THEY HELP OUT THE ENTIRE COMMUNITY, CHILDREN, THOSE IN WHEELCHAIRS, PEOPLE WHO WANT TO RIDE THEIR BICYCLES AND DON'T HAVE TO STAY ON THE SIDEWALKS. SO, I'M HOPING THAT YOU CAN ENCOURAGE LOCAL JURISDICTIONS TO CREATE PROTECTED BIKE LANES. I KNOW THAT MARIN TRANSPORTATION AUTHORITY OF MARIN JUST -- OR LAST YEAR -- GAVE QUITE A BIT OF MONEY TO WORK ON SOME BIKE LANES. HOWEVER THEY DIDN'T CREATE PROTECTED BIKE LANES AND I THINK THERE IS GREAT OPPORTUNITY THERE. AND I'LL JUST LEAVE IT THERE BECAUSE OF THE HOUR.

KARA OBERG: THANKS VEDA. JURISDICTIONS ARE NOT JUST CITIES, IT INCLUDES TRANSIT AGENCIES, AS WELL. WE HAVE BEEN WORKING WITH THE TRANSIT AGENCIES RELATED TO A COMPLETE STREETS POLICY THAT YOU GUYS PROVIDED AND PUT ON DURING FEBRUARY. ONE OF THE PIECES IS MAKING SURE THAT TRANSIT AGENCIES ARE REVIEWING COMPLETE STREETS CHECKLISTS IF THEY'RE -- IF TRANSIT IS PART OF THEIR -- IF THEIR OPERATIONS WOULD BE AFFECTED. IT'S A LITTLE BIT DIFFERENT THAN BUILDING A TRAIL. TO YOUR QUESTION WE HAVE BEEN AND WILL BE WORKING WITH AGENCIES. AND WE PLAN TO UPDATE THE MAP, AT MINIMUM, EVERY TWO YEARS.

RANDI KINMAN, CHAIR: THANK YOU. ADINA AND THEN CHRISTINA?

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ADINA LEVIN: YEAH. I HAVE A COMMENT AND A SUPER NARROW QUESTION. THE COMMENT IS BUILDING ON THE WAYFINDING WHERE I WAS REALLY GLAD TO SEE, ON THE SLIDE, THAT THERE IS AN INTENT TO DOVETAIL THE WAYFINDING TO THE TRAILS AND ACTIVE TRANSPORTATION ROUTES WITH THE WAYFINDING PROJECT FOR TRANSIT, WHICH, ITS SCOPE DOES INCLUDE FINDING ACCESSIBILITY FOR PEOPLE WITH DISABILITIES SO THAT WILL CARRY OVER. AND ONE THING I WANTED TO ADD TO THAT COMMENT, WHICH IS THAT IN THE WAYFINDING, REALLY NEEDS TO INCLUDE THE DESTINATIONS THAT PEOPLE ARE TRYING TO GET, TO NOT JUST RECREATION FOR TRAILS. I -- HAVING USED THE TRAILS IN SAN JOSE, WHERE THE SIGNS ARE ALL ABOUT RECREATIONAL DESTINATION. AND I HAVE MADE COMMENTS OVER TIME SAYING, HEY, I'M TRYING TO USE THIS TRAIL TO GET TO SOME PLACE IN THE CITY. I'M JUST USING IT AS A TRANSPORTATION MODE, BUT I'M GOING SOMEWHERE IN THE CITY. AND THEY SAY, OH NO. THIS IS FOR RECREATION. AND SO IF YOU ARE USING THE TRAIL TO ACTUALLY GET SOMEWHERE, YOU'RE DOING IT WRONG. THAT'S NOT HOW THEY SET IT. BUT AT ANY RATE, THEY WERE ONLY THINKING OF WAYFINDING AS RELATED TO RECREATION, AND I THERE ARE REALLY PEOPLE TRYING TO GET TO A VARIETY OF LOCATIONS, TRYING TO GET TO A UNIVERSITY OR MALL OR SOMETHING. SO PLEASE, PLEASE, PLEASE HAVE A WAY FOR PEOPLE PERTAINING TO DESTINATIONS. THEN THE SUPER NARROW QUESTION IS, THERE IS A TO RADIUS OF A QUARTER MILE AND HALF MILE AND 1,000 FEET, AND I DIDN'T UNDERSTAND WHY IT'S THE NARROWEST RADIUS FOR THE BAY TRAIL.

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AND MAY BE MISSING SOMETHING REALLY ELEMENTARY, IF YOU COULD EXPLAIN WHAT THAT MEANS, THAT WOULD BE WELCOME.

KARA OBERG: WE CHOSE THE NARROWEST FOR THE BAY TRAILS COLLABORATIVE WHICH INCLUDES 100% OF THE BAY TRAIL BECAUSE THAT'S HAD THE LONGEST AND MOST ROBUST PLANNING. NOT TO SAY ALL THE ALIGNMENTS ARE FIGURED OUT BY ANY MEANS, BUT BECAUSE THERE IS A LOT MORE KNOWLEDGE TO WHERE THE ALIGNMENT AND LOCATION MAY OCCUR, NOT IN EVERY CASE. BUT COMPARING THAT TO, YOU KNOW, COUNTIES THAT EITHER MIGHT NOT EVEN HAVE AN ADOPTED BIKING NETWORK, WE WANTED TO PROVIDE THEM MORE FLEXIBILITY OF THAT HALF MILE TO FIGURE OUT WHERE THE ALIGNMENT MAY BE, IS THEN WE'RE GOING BE FLEXIBLE EVEN WITHIN THE ALIGNMENTS WE'RE NOT GOING TO BE CUTTING IT OFF AT A THOUSAND FEET OR CUTTING IT OFF AT EXACTLY A QUARTER OF A MILE IT'S ULTIMATELY TO BALANCE THE FLEXIBILITY JURISDICTIONS HAVE ASKED FOR BUT ALSO THINKING ABOUT MAKING SURE THEY STILL HAVE THE MOST DIRECT MEANS FROM POINT A TO POINT B.

ADINA LEVIN: SO IT'S NOT JUST ALIGNS, IT'S ACCESS. THANK YOU.

RANDI KINMAN, CHAIR: CHRISTINA THEN RICHARD?

CHRISTINA GOTUACO: ACTUALLY, WENDI TOOK THE COMMENT OUT OF MY MOUTH. BUT I WANT TO UPLIFT FRANK'S WRITTEN COMMENTS, THE

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HAZARDS TO THE VISUALLY IMPAIRED AND THE SCOOTERS ON BIKES ON THE SIDEWALKS. I JUST MOVED NEAR A BUSY STREET WHERE KIDS FROM THE JR. HIGH ARE BIKING ON THE SIDEWALKS ON THE SIDE OF THE ROAD TO THEIR SCHOOL IS ON, AND IT'S JUST A LOT SAFER FOR THEM INSTEAD OF BEING ON THE ROAD. I SEE PEOPLE BIKING ON THE ROAD IN THE PAINTED LANE HAVE ON THEIR VESTS AND THEIR GEAR AND STUFF, SOME OF THEM. AND I JUST HAD A ROOMMATE WHO, LIKE, MANGLED HIS ARM ON THE MUNI TRACKS WITH HIS BIKE, JUST FROM A REGULAR BIKE TO WORK SO IT IS -- YEAH, LIKE GERRY SAID, IT WOULD BE NICE TO BIKE SAFELY AND ALSO TO NOT BE CAUSING HAZARDS FOR THE VISUALLY IMPAIRED. I JUST WANT TO UPLIFT UP THE MUNICH MODEL OF THE DUAL SIDEWALKS THAT I MENTIONED PREVIOUSLY, WHERE THERE IS A DOUBLE WIDE A LANE FOR PEDESTRIAN AND THEN THERE'S A LANE FOR PEOPLE ON WHEELS.

RANDI KINMAN, CHAIR: I SAW RICH WITH A HAND UP. DID YOU HAVE A COMMENT?

RICHARD HEDGES: NO. I'M GOING TO SAVE IT.

RANDI KINMAN, CHAIR: THANK YOU. SO MY COMMENTS ARE, THERE IS, FIRST I'M LAUGHING AT ADINA'S COMMENT, BECAUSE I COMMUTED ON THE TRAIL SYSTEM FOR A LONG TIME. AND YOU'RE RIGHT, THERE IS NOBODY ALONG THE ENTIRE TRAIL SYSTEM THAT CONSIDER IT IS ANYTHING OTHER THAN RECREATIONAL. SO WHEN YOU COMMUTE FROM LAS

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GATOS TO SAN JOSE ON THE TRAIL YOU'RE ACTUALLY JUST OUT RECREATING. THOSE TRAILS ALONG THE CREEK SIDE PARK WERE COUNTED AS PARK SPACE EVEN THOUGH THERE IS NOT A PARENT OUT THERE WITH A BRAIN THAT WOULD TAKE THEIR KIDS TO PLAY ON THE EDGE OF THE CREEK CLIFF. SO THE QUESTION IS WOULD THE MAPPING INCLUDE SEVERE ELEVATION CHANGES THAT MIGHT BE AN IMPEDIMENT TO PEOPLE WHO ARE EITHER IN WHEELCHAIRS OR ON WALKERS WHO CAN'T MAKE THAT, SO THAT THEY CAN MAKE AN ALTERNATE ROUTE AND CAN AGENCIES UPDATE WHEN, FOR ANY REASON -- YOU SAID THAT THE MAP WOULD BE CHANGED EVERY TWO YEARS, BUT ONLINE, WILL WE BE FLAGGING, LIKE, CONSTRUCTION UPDATES? OR OTHER THINGS THAT CLOSE THE TRAILS?

KARA OBERG: YOUR FIRST QUESTION REGARDING ELEVATION, YES. WE ARE TAKING INTO ACCOUNT ELEVATION. THE BAY AREA TRAILS COLLABORATIVE IS A 2600 MILE PLANS AND ACTUAL NETWORK IN THE REGION AND ALSO INCLUDES THE RIDGE TRAIL. WE'RE NOT INCLUDING THE RIDGE TRAIL, FOR EXAMPLE, IN THE ACTIVE TRANSPORTATION NETWORK PRIMARILY GIVEN THE ELEVATION. SO ELEVATION IS BEING APPLIED. AND THEN IN TERMS OF UPDATES, YOU KNOW, THIS IS A PLANNING IMPLEMENTATION MAP, AND NOT NECESSARILY AN OPERATIONS MAP, SO I'M NOT SURE IF IT'S THE BEST PLACE FOR CONSTRUCTION UPDATES ON TRAILS, BUT WELL NOTED, AND WE'LL BRING IT BACK AND THINK ABOUT IT. IT WASN'T INTENDED TO BE THAT. BUT I THINK

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IT'S REALLY IMPORTANT IN TERMS OF THE EDUCATION OF, YOU KNOW, ACCESS.

RANDI KINMAN, CHAIR: YEAH. IT'S -- BECAUSE I CAN POINT YOU -- AND THE REASON I BROUGHT THIS UP, AND I TALKED TO THE BAY TRAIL PEOPLE ABOUT IT, ALSO, IS BECAUSE THE CEO OF OUR LOCAL BIKE GROUP ORGANIZATION FOUND HERSELF TRYING TO TAKE THE BAY TRAIL AND RUNNING INTO CONSTRUCTION AND RUNNING INTO CLOSURES AND RUNNING INTO ALL KINDS OF OTHER THINGS, AND IF SHE, WHO IS A PROFESSIONAL BIKE ADVOCATE CAN'T MANAGE IT, I WANT TO MAKE SURE THAT SOMEBODY WHO IS OUT THERE AND GETS STRANDED HAS A WAY OUT. AND ALSO WITH THE SIGNAGE, I WOULD ALSO BE REQUESTING, ALONG REALLY ISOLATED ROUTES, EMERGENCY, SOME TYPE OF EMERGENCY -- YOU KNOW, PART OF THE PROBLEM IS PEOPLE WILL EITHER DIAL 911 OR DIAL SOMETHING, BUT WHEN YOU SEE SOMETHING THAT NEEDS TO BE REPORTED AND, LIKE, A MILE DOWN THE ROAD THE TRAIL CHANGES TO A DIFFERENT AGENCY, THEN YOU'RE CALLING THE WRONG PEOPLE. SO I WANT TO JUST MAKE SURE THAT AS THAT HAPPENS, THAT THERE IS AT LEAST SOME ACKNOWLEDGMENT THAT THIS IS WHO YOU REPORT THE PROBLEM TO, OR THIS IS, YOU KNOW, THE OTHER AGENCY. BUT I'M REALLY EXCITED TO SEE THIS MOVING FORWARD. THANK YOU FOR HANGING IN HERE ALL DAY LONG WITH US AND GETTING TO THIS. I DON'T SEE ANY OTHER HANDS RAISED. MARTHA, IS THERE ANY PUBLIC COMMENT?

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CLERK, MARTHA SILVER: NO MEMBERS OF THE PUBLIC WITH THEIR HANDS RAISED, AND THE WRITTEN COMMENTS WERE DISTRIBUTED TO COUNCIL MEMBERS AND DISTRIBUTED ONLINE.

RANDI KINMAN, CHAIR: THANK YOU. WITH THAT WE'LL MOVE TO ITEM 13, COUNCILMEMBER REPORTS. MEMBERS OF THE COUNCIL MAY REPORTS ON LOCAL RELEVANT ISSUES OR EVENTS. PAM CAMPOS?

PAMELA CAMPOS: HI EVERYBODY. I'M REPORTING ON A CAMPAIGN THAT'S ACTIVELY HAPPENING IN THE SOUTH BAY AND PENINSULA REGION. IT'S A SOCIAL MEDIA CAMPAIGN WHERE WE ARE CONNECTING CHILD CARE PROVIDERS WITH INFORMATION TO ADVOCATE FOR AFFORDABLE HOUSING, ESPECIALLY RELATED TO THE HOUSING ELEMENTS THAT ARE BEING WORKED ON, BY JANUARY OF NEXT YEAR. SO, HOPEFULLY IN THE FOLLOW-UP E-MAIL, I CAN SEND A LINK SO THAT YOU CAN ALL HAVE THAT SOCIAL MEDIA CAMPAIGN. IT HAS GRAPHICS. IT HAS SOME SOCIAL MEDIA SAMPLE TEXT THAT YOU CAN USE INCLUDING HASH TAGS AND THERE IS A LINK TO A GOOGLE FORM WHERE YOU CAN ENTER YOUR INFORMATION, AND THEN BE INFORMED OF CITY AND LOCAL RELATED HOUSING ELEMENT POLICIES THAT YOU CAN ADVOCATE FOR. AGAIN, IN THE SOUTH BAY, AND THE PENINSULA, AND SO I JUST WANT TO RAISE THIS, IN ADDITION TO THE POINT I MADE EARLIER WITH THE TRANSIT ORIENTED COMMUNITIES AND JUST TRYING TO INTERCONNECT CHILD CARE FACILITIES WITH THE WORK THAT MTC DOES. BECAUSE IT IS SO INTERRELATED WITH THINGS LIKE

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AFFORDABLE HOUSING AND TRANSIT AND IT'S VERY CRITICAL TO ADDRESSING ISSUES OF SOCIAL AND RACIAL AND GENDER, EQUITY. SO, HOPEFULLY THAT WE CAN FIND A WAY AS AN MTC POLICY ADVISORY COUNCIL TO INTEGRATE MORE CHILD CARE RELATED ISSUES AND ADVOCACY INTO OUR WORK. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. VEDA AND THEN ILAF.

VEDA FLOREZ: I WANTED TO REPORT THAT IN THE NORTH BAY, THE TRANSIT AGENCIES, GOLDEN GATE TRANSIT, MARIN TRANSIT, AND THE SMART TRAIN HAVE BEEN WORKING TOGETHER TO PROVIDE GREATER CONNECTIONS. AND STARTING IN, ON THE 13th OF JUNE, THEY WILL START HAVING A SEAMLESS TRANSPORTATION OPPORTUNITIES TO PROVIDE TRANSIT USERS TO GET TO LOCATIONS, SUCH AS MUIR WOODS, SO YOU COULD TAKE THE TRAIN OR THE BUS, TO CATCH THE, YOU KNOW, THE MARIN TRANSIT ROUTE OUT TO MUIR WOODS ON WEEKENDS AND HOLIDAYS. AND, ALSO, THE SMART TRAIN IS CONNECTING WITH GOLDEN GATE TRANSPORTATION, OR THE FERRY COMPANY, TO PROVIDE AN EXTRA TRAIN TO GET TO GIANTS GAMES, AND ON A PILOT PROGRAM. SO, THE GAMES ARE IN JUNE. GIANTS GAMES, WHERE YOU COULD TAKE THE TRAIN, AND THEN TAKE THE FERRY ALL THE WAY TO THE GIANTS PARK. AND THEN ON THE RETURN ROUTE, THE SMART TRAIN WILL WAIT 30 MINUTES AFTER THE GAME ENDS IS RUN A SPECIAL TRAIN BACK. AND THE SMART TRAIN IS ALSO LOOKING TO PROVIDE EXTRA TRANSPORTATION FOR THE MARIN COUNTY FAIR. SO THERE IS LOTS OF

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THINGS HAPPENING IN THE NORTH BAY TO PROVIDE SEAMLESS TRANSPORTATION AND GET US OUT OF OUR CARS AND INTO PUBLIC TRANSPORTATION.

RANDI KINMAN, CHAIR: THANK YOU. ILAF THEN CHRISTINA.

ILAF ISUF: I WANTED EVERYONE TO KNOW SOMETHING THAT IS RELATED TO OUR WORK. I RECENTLY GOT A JOB WORKING WITH ASSEMBLYMEMBER WICKS AS THE SENIOR FIELD REPRESENTATIVE, REPRESENTING WEST CONTRA COSTA COUNTY. AND I WANT TO LET YOU KNOW THAT, BECAUSE WHILE I'M NOT WEARING THAT PARTICULAR HAT DURING THESE MEETINGS I AM HAPPY TO BE A RESOURCE SO I WANTED YOU TO FEEL FREE TO REACH OUT, AND ALSO THERE'S A RICHMOND CHERRY FESTIVAL HAPPENING IN RICHMOND THIS SATURDAY AND IF YOU WANT TO COME CHECK IT OUT, I WILL BE THERE.

RANDI KINMAN, CHAIR: THANK YOU. CHRISTINA?

CHRISTINA GOTUACO: CONGRATULATIONS, ILAF. I WANTED TO ANNOUNCE, THE PLACE I WORKED AT THE CALIFORNIA HOUSING PARTNERSHIP LAST MONTH DURING AFFORDABLE HOUSING MONTH RELEASED COUNTY LEVEL HOUSING NEED REPORTS FOR ALL THE BAY AREA COUNTIES AS WELL AS THE OTHER COUNTIES OF CALIFORNIA SO YOU CAN CHECK THEM OUT AT CHPC.NET/HOUSING NEEDS AND JUST A NOTE REGARDING THE REGIONAL BOND MEASURE. SO CALIFORNIA, WE

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ALSO TRACK FUNDING STATE AND FEDERAL FUNDING FOR AFFORDABLE HOUSING, SO YOU CAN SEE THAT IN THAT HOUSING NEEDS DASHBOARD. BUT CALIFORNIA, THIS PAST YEAR ONLY FUNDED 16% OF THE AFFORDABLE HOMES IT NEEDED TO BASICALLY CLOSE THE GAP. THE HOUSING GAP THIS YEAR PRIOR WAS 21% WHICH IS STILL A STEP UP FROM THE YEAR BEFORE THAT WHICH WAS ONLY 6%. SO THERE IS ONE REASON WHY WE SHOULD -- [INDISCERNIBLE] FUNDING FROM THE FEDERAL GOVERNMENT. THANK YOU.

RANDI KINMAN, CHAIR: THANK YOU. SEEING NO MORE HANDS RAISED. AND I DON'T BELIEVE THERE IS ANY PUBLIC COMMENT ON THIS ITEM, NO PUBLIC COMMENT. WE NEED TO CIRCLE BACK, BECAUSE I SKIPPED ITEM 12 WHICH WAS THE STAFF LIAISON REPORT.

TEDDY KY-NAM MILLER: WHICH WILL BE MERCIFULLY SHORT. TWO QUICK ITEMS. WE HAVE INCORPORATED THE FOLLOW-UP E-MAIL OR PREVIOUS MONTH STAFF LIAISON REPORT, YOU CAN FIND THOSE AT THE BOTTOM OF EACH STAFF LIASON REPORT. ALSO, IF YOU WANT TO APPLY FOR THE U.S. DEPARTMENT OF TRANSPORTATION ADVISORY COMMITTEE FOR TRANSPORTATION EQUITY, THE DEADLINE IS WEDNESDAY JUNE 15TH. IF YOU OR SOMEONE YOU KNOW WOULD LIKE TO BE CONSIDERED FOR IT THEY JUST NEED A LETTER OF INTEREST AND A RESUMÉ, AND I WOULD BE HAPPY TO LOOK AT IT FOR PEOPLE WHO NEED SUPPORT. I'LL SEND THAT IN A FOLLOW UP E-MAIL AFTER THIS MEETING. AND I WANT TO THANK EVERYONE FOR STICKING THROUGH THIS MEETING, ESPECIALLY

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JESS, YURI, ALEX, AND MARTHA, AND THE BROADCAST TEAM FOR KEEPING THINGS MOVING BEHIND THE SCENES AND FOR YOUR SUPPORT WITH A LONG DAY.

CLERK, MARTHA SILVER: AND PHILIPPE.

RANDI KINMAN, CHAIR: THANK YOU. ITEM 14, NEW BUSINESS. IS THERE ANY NEW BUSINESS THAT PEOPLE WANT TO BRING UP? I SEE NO HANDS. IS THERE ANY PUBLIC COMMENT?

CLERK, MARTHA SILVER: THERE WAS NO WRITTEN CORRESPOND RECEIVED ON THIS ITEM AND THERE WAS NO MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED.

RANDI KINMAN, CHAIR: THANK YOU FOR THAT. THANK YOU EVERYBODY FOR HANGING IN WE HAD A LITTLE BIT OF A LATE START. WE HAD A REALLY DEEP AGENDA. AND BROADCASTING TEAM, YOU THE BEST. YOU ARE ABSOLUTELY THE BEST. I HAVE BEEN WITH YOU ALL DAY. SO, I DON'T KNOW HOW YOU'RE MANAGING IT, BUT BRAVO. THANK YOU FOLKS, AND OUR MEETING IS ADJOURNED. OUR NEXT MEETING OF THE POLICY ADVISORY COUNCIL WILL BE HELD WEDNESDAY JULY 13TH, 2022 AT 1:30 P.M. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. THANKS EVERYBODY AND HAVE A GREAT WEEKEND.

[ADJOURNED]

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