



METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript



JULY 8, 2022

**JOINT MTC PLANNING COMMITTEE WITH THE
ABAG ADMINISTRATIVE COMMITTEE
FRIDAY, JULY 8, 2022 9:40 AM**

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



JULY 8, 2022

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

8

9 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, JESS. I WOULD LIKE TO
10 CALL THE MTC PLANNING COMMITTEE WITH THE ABAG ADMINISTRATIVE
11 COMMITTEE TO ORDER. WE HAVE ABAG COMMITTEE CHAIR JESSE
12 ARREQUIN. GOOD MORNING.

13

14 **JESSE ARREGUIN, ABAG CHAIR:** GOOD MORNING.

15

16 **JAMES P. SPERING, MTC CHAIR:** WE HAD EDDIE AHN CHAIR OUR LAST
17 MEETING. WE DIDN'T HAVE ANY REVOLTS. THANK YOU FOR CHAIRING
18 THAT MEETING IN MY ABSENCE. WITH THAT, JESS IF IT'S OKAY WITH
19 YOU, I'LL DO THE MTC COMMITTEE ROLL CALL AND OUR CONSENT
20 CALENDAR. THEN I'LL TURN IT OVER TO YOU FOR YOUR ROLL CALL AND
21 COMPENSATION ANNOUNCEMENT AND CONSENT CALENDAR. SO WITH THAT,
22 IF YOU COULD, CALL THE ROLL FOR THE MTC PLANNING COMMITTEE?

23

24 **CLERK OF THE BOARD:** WILL DO. CHAIR SPERING?

25



JULY 8, 2022

1 **JAMES P. SPERING, MTC CHAIR:** PRESENT.

2

3 **CLERK OF THE BOARD:** VICE CHAIR AHN?

4

5 **EDDIE AHN, V. CHAIR:** PRESENT.

6

7 **CLERK OF THE BOARD:** COMMISSIONER CANEPA?

8

9 **DAVID CANEPA:** HERE .

10

11 **CLERK OF THE BOARD:** COMMISSIONER CONNOLLY?

12

13 **DAMON CONNOLLY:** HERE.

14

15 **CLERK OF THE BOARD:** DUTRA-VERNACI?

16

17 **CAROL DUTRA-VERNACI:** HERE.

18

19 **CLERK OF THE BOARD:** FLEMING?

20

21 **VICTORIA FLEMING:** HERE.

22

23 **CLERK OF THE BOARD:** DUTRA-VERNACI NON-VOTING?

24

25 **CAROL DUTRA-VERNACI:** HERE.



JULY 8, 2022

1

2 **CLERK OF THE BOARD:** COMMISSIONER SCHAFF? WE HAVE A QUORUM

3

4 **JAMES P. SPERING, MTC CHAIR:** NEXT IS COMMITTEE CONSENT

5 CALENDAR. I'LL ENTERTAIN A MOTION FOR CONSENT.

6

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

8

9 **CAROL DUTRA-VERNACI:** DUTRA-VERNACI SECONDS.

10

11 **JAMES P. SPERING, MTC CHAIR:** OKAY. IS THERE ANY SPEAKERS,

12 MARTHA FOR THIS ITEM?

13

14 **CLERK OF THE BOARD:** NO. THERE IS NO WRITTEN CORRESPOND

15 RECEIVED ON THIS ITEM AND NO MEMBERS OF THE PUBLIC WITH THEIR

16 HAND RAISED.

17

18 **JAMES P. SPERING, MTC CHAIR:** WITH THAT TAKE THE ROLL.

19

20 **CLERK OF THE BOARD:** CHAIR SPERING?

21

22 **JAMES P. SPERING, MTC CHAIR:** YES.

23

24 **CLERK OF THE BOARD:** VICE CHAIR AHN?

25



JULY 8, 2022

1 **EDDIE AHN, V. CHAIR:** YES.

2

3 **CLERK OF THE BOARD:** CANEPA?

4

5 **DAVID CANEPA:** YES.

6

7 **CLERK OF THE BOARD:** CONNOLLY?

8

9 **DAMON CONNOLLY:** YES.

10

11 **CLERK OF THE BOARD:** DUTRA-VERNACI?

12

13 **CAROL DUTRA-VERNACI:** AYE.

14

15 **CLERK OF THE BOARD:** FLEMING?

16

17 **VICTORIA FLEMING:** AYE.

18

19 **CLERK OF THE BOARD:** LICCARDO IS ABSENT. COMMISSIONER SCHAFF?

20 COMMISSIONER SCHAFF IS ABSENT. MOTION PASSES UNANIMOUSLY BY

21 ALL MEMBERS PRESENT

22

23 **JAMES P. SPERING, MTC CHAIR:** OKAY. I WOULD LIKE TO TURN IT

24 OVER TO JESSE.

25



JULY 8, 2022

1 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU. WILL THE ABAG CLERK OF
2 THE BOARD CONDUCT ROLL CALL TO CONFIRM QUORUM OF THE ABAG
3 ADMINISTRATIVE COMMITTEE IS PRESENT.

4

5 **CLERK OF THE BOARD:** MAYOR ARREGUIN?

6

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

8

9 **CLERK OF THE BOARD:** EKLUND?

10

11 **PAT EKLUND:** PRESENT.

12

13 **CLERK OF THE BOARD:** FLIGOR?

14

15 **NEYSA FLIGOR:** HERE.

16

17 **CLERK OF THE BOARD:** MAYOR HUDSON?

18

19 **DAVID E. HUDSON:** HERE.

20

21 **CLERK OF THE BOARD:** SUPERVISOR LEE?

22

23 **OTTO LEE:** LEE PRESENT.

24

25 **CLERK OF THE BOARD:** THANK YOU SUPERVISOR MITCHOFF.



JULY 8, 2022

1

2 **KAREN MITCHOFF:** HERE.

3

4 **CLERK OF THE BOARD:** PERALEZ?

5

6 **RAUL PERALEZ:** PRESENT.

7

8 **CLERK OF THE BOARD:** MITCHOFF ROMERO IS ABSENT. QUORUM IS

9 PRESENT

10

11 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH MOVING TO ITEM

12 TWO, THE ABAG COMPENSATION ANNOUNCEMENT. WILL THE CLERK PLEASE

13 MAKE THE ABAG COMPENSATION ANNOUNCEMENT?

14

15 **CLERK OF THE BOARD:** YES, SIR. ACCORDING TO STATE LAW I AM

16 MAKING THE FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG

17 BOARD IN ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE

18 PER DIEM AN AMOUNT OF \$100 AS A RESULT OF CONVENING A MEETING

19 FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK

20 YOU.

21

22 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH THAT BRINGS US

23 TO ITEM THREE ABAG ADMINISTRATIVE COMMITTEE CONSENT CALENDAR.

24 ITEM 3A: APPROVAL OF ABAG ADMINISTRATIVE COMMITTEE SUMMARY

25 MINUTES OF THE JUNE 10, 2022 MEETING. ITEM 3B: DISADVANTAGED



JULY 8, 2022

1 COMMUNITY AND TRIBAL INVOLVEMENT PROGRAM: AMENDMENT. TO LOTUS
2 WATER (\$50,000) ITEM 3C: DISADVANTAGED COMMUNITY AND TRIBAL
3 INVOLVEMENT PROGRAM: AMENDMENT TO WOODARD AND CURRAN
4 (\$50,000). I'LL ENTERTAIN A MOTION TO APPROVE THIS CONSENT
5 CALENDAR.

6

7 **PAT EKLUND:** MOTION.

8

9 **KAREN MITCHOFF:** SECOND.

10

11 **JESSE ARREGUIN, ABAG CHAIR:** MOTION AND SECOND. COMMITTEE
12 COMMENTS OR DISCUSSION? SEEING NONE. PUBLIC COMMENT?

13

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

17

18 **JESSE ARREGUIN, ABAG CHAIR:** OKAY IF WE CAN PROCEED TO ROLL
19 CALL VOTE ON THE MOTION.

20

21 **CLERK OF THE BOARD:** ON THE MOTION BY EKLUND, SECOND BY
22 MITCHOFF. MAYOR ARREGUIN?

23

24 **JESSE ARREGUIN, ABAG CHAIR:** YES.

25



**METROPOLITAN
TRANSPORTATION
COMMISSION
Meeting Transcript**

JULY 8, 2022

1 **CLERK OF THE BOARD:** COUNCILMEMBER EKLUND?

2

3 **PAT EKLUND:** AYE.

4

5 **CLERK OF THE BOARD:** COUNCILMEMBER FLIGOR?

6

7 **NEYSA FLIGOR:** YES.

8

9 **CLERK OF THE BOARD:** HUDSON?

10

11 **DAVID E. HUDSON:** YES.

12

13 **CLERK OF THE BOARD:** LEE?

14

15 **OTTO LEE:** YES MITCHOFF?

16

17 **KAREN MITCHOFF:** YES.

18

19 **CLERK OF THE BOARD:** PERALEZ?

20

21 **RAUL PERALEZ:** YES.

22

23 **CLERK OF THE BOARD:** RABBIT?

24

25 **DAVID RABBIT:** AYE .



JULY 8, 2022

1

2 **CLERK OF THE BOARD:** RAMOS?

3

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

5

6 **CLERK OF THE BOARD:** ROMERO IS ABSENT. MOTION PASSES

7 UNANIMOUSLY BY ALL MEMBERS PRESENT

8

9 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU VERY MUCH. I'LL TURN IT

10 BACK OVER TO CHAIR SPERING.

11

12 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, JESS. ITEM FIVE MTC

13 PLANNING COMMITTEE FOR APPROVAL REGIONAL ACTIVE TRANSPORTATION

14 NETWORK AND KARA ARE YOU GOING TO PRESENT THIS ITEM?

15

16 **KARA OBERG:** YES.

17

18 **JAMES P. SPERING, MTC CHAIR:** ALL RIGHT. I DON'T SEE ON YOU MY

19 SCREEN. OKAY YOU'RE HERE.

20

21 **KARA OBERG:** GOOD MORNING COMMISSIONERS I'M KARA OBERG FROM

22 PLANNING AND I'M HERE TO PROVIDE AN UPDATE ON THE REGIONAL

23 TRANSPORTATION NETWORK AND ADOPTION OF THE NETWORK. SLIDES

24 PLEASE. NEXT SLIDE. GREAT. THANK YOU. AS YOU ALL KNOW, A LOT

25 OF PUBLIC AND STAKEHOLDER ENGAGEMENT WENT INTO PLANNED BAY



JULY 8, 2022

1 AREA 2050. THROUGH THIS DIVERSE AND ROBUST ENGAGEMENT OVER
2 FOUR YEARS WE HEARD FROM THE PUBLIC THAT I WANT MTC TO HELP
3 BUILD A COMPLETE STREETS NETWORK AND ADVANCE REGIONAL VISION
4 ZERO POLICY THROUGH STREET DESIGNS AND REDUCED SPEEDS. THE
5 ACTIVE TRANSPORTATION PLAN OR THE AT PLAN FOR SHORT IS WORKING
6 TO HELP IMPLEMENT THESE TWO STRATEGIES YOU SEE HERE, T8 AND T9
7 THE AT NETWORK IS WORKING DIRECTLY TO IMPLEMENT T8 BUILD
8 COMPLETE STREETS NETWORK IMPLEMENTING THE TWO STRATEGIES
9 COMBINED WITH THE OTHER STRATEGIES MEANS WE CAN ACHIEVE A
10 VISION OF AFFORDABLE CONNECTED DIVERSE HEALTHY AND VIBRANT BAY
11 AREA. NEXT SLIDE. WE KICKED OFF THE T PLAN IN APRIL OF 2021
12 WITH OUR STAKEHOLDER ENGAGEMENT AND THIS ENGAGEMENT INFORMED A
13 COMPLETE STREETS POLICY UPDATE AS WELL AS THE ACTIVE
14 TRANSPORTATION NETWORK. I WAS LAST HERE IN MARCH, WHERE YOU
15 ADOPTED THE COMPLETE STREETS POLICY AND AS I MENTIONED I'M
16 SEEKING ADOPTION OF THE AT NETWORK TODAY. AND THE THIS IS
17 DIRECTLY TIED TO THE COMPLETE STREETS POLICY. LOOKING AHEAD,
18 WE WILL FINALIZE THE IMPLEMENTATION PLAN AND WE'LL BE SEEKING
19 ADOPTION OF THE FULL AT PLAN THIS FALL. NEXT SLIDE. SO, THE
20 ELEMENTS OF THE COMPLETE STREETS ACTIVE TRANSPORTATION NETWORK
21 -- ISSUE IS -- TO IDENTIFY THE ACTIVE TRANSPORTATION NETWORK
22 MTC INCORPORATED PREEXISTING LOCAL NETWORKS FROM AROUND THE
23 REGION WE INCLUDED ALL NINE CT TRANSPORTATION AGENCY NETWORKS
24 INCLUDED BIG CITIES OF SAN FRANCISCO SAN JOSE AND OAKLAND
25 INCLUDED BAY AREA TRAILS CLUB NETWORK A 2600 MILE NETWORK OF



JULY 8, 2022

1 TRAILS MOST IMPORTANTLY THE BAY TRAIL AS WELL AS CALIFORNIA
2 COASTAL TRAIL AND NAPA VINE TRAIL AS WELL AS OTHERS. WE
3 INCORPORATED CALTRANS DISTRICT FOUR LOCATION BASED NEEDS
4 IDENTIFIED FROM THE RECENT BIKE PLANS. LASTLY WE INCLUDED
5 FEEDBACK STAKEHOLDER FEEDBACK. WE RELEASED THE FIRST DRAFT OF
6 THE ACTIVE TRANSPORTATION NETWORK IN DECEMBER OF 2021 AND IT'S
7 GONE THROUGH FOUR ITERATIONS SINCE THEN WITH THE FEEDBACK
8 ENDING JUST BEFORE JUNE. NEXT SLIDE PLEASE. SO ALL OF THESE
9 ELEMENTS CREATE THE MAP THAT YOU SEE HERE. AND THIS IS ROUGHLY
10 3200 MILES OF CONNECTED CORRIDORS OF REGIONAL PRIORITY FOR
11 ACTIVE TRANSPORTATION. THIS MAP BEGINS THE PROCESS OF
12 IMPLEMENTATION OF THE PLAN STRATEGY T8. I WANT TO THE
13 HIGHLIGHT A COUPLE OF ELEMENTS OF THE NETWORK. SO IT'S
14 FLEXIBLE. THE NETWORK IS MADE UP OF REGIONAL CONNECTOR
15 CORRIDORS OF VARYING WIDTH DEPENDING ON LAND USE AND GEOGRAPHY
16 AND THIS ALLOWS JURISDICTIONS TO CHOOSE ALIGNMENTS THAT ARE
17 MOST APPROPRIATE FOR LOCAL CONDITIONS VARYING FROM 2,000 FEET
18 TO HALF MILE. THE NETWORK IS USER FOCUSED COMPLETE STREETS
19 POLICY REQUIRES PROJECTS LOCATED ON THE NETWORK TO INCORPORATE
20 ALL AGES AND ABILITIES DESIGN PRINCIPLES THIS FACILITATES THE
21 DELIVERY OF SAFER, CONNECTED CONVENIENT FACILITIES FOR PEOPLE
22 BIKING WALKING AND ROLLING. FOCUSED ON EQUITY SAFETY AND USING
23 PRIORITY DEVELOPMENT AREAS, TRANSIT ROUTES, PRIORITY
24 COMMUNITIES. WE RECOGNIZE THE EVOLVING NATURE OF THE ACTIVE
25 TRANSPORTATION IN ALL NETWORKS IN OUR REGION WHEN PROJECTS ARE



JULY 8, 2022

1 COMPLETED AND NEW PROJECTS ARE PLANNED STAFF ANTICIPATES
2 UPDATING THE NETWORK EVERY FOUR YEARS IN LINE WITH PLANNED BAY
3 AREA OR AS NEEDED WITH COORDINATION WITH PARTNER AGENCIES.
4 NEXT SLIDE. SO NOW I WOULD LIKE TO PROVIDE A COUPLE OF LOCAL
5 EXAMPLES IN THE STAFF MEMO I INCLUDED A WEB MAP LINK TO THE
6 ACTIVE TRANSPORTATION PLAN NETWORK WHICH ALLOWS YOU TO ZOOM IN
7 AND SEE THE NETWORK AT A JURISDICTION LEVEL. YOU HAVE THE ABLE
8 IN THAT WEB MAP TO TURN ON AND OFF THE CRITERIA WE USED SO YOU
9 CAN VIEW PLANNED BIKEWAYS CONNECTIONS TO OPEN SPACE PDAS
10 TRANSIT-RICH AREAS AND EQUITY PRIORITY COMMUNITIES AS WELL AS
11 MOBILITY HUBS. NEXT SLIDE. AND SAN RAFAEL IS CURRENTLY
12 CONSTRUCTING AN ALL AGES AND ABILITIES FACILITIES THROUGH
13 THEIR THIRD STREET REHABILITATION PROJECT THIS PROJECT
14 INCLUDES SAFETY LIGHTING TRAFFIC SIGNALS ACCESSIBLE UPGRADES
15 AND 2-WAY BIKE LANE THE PROJECT IS IN A PRIORITY DEVELOPMENT
16 AREA IN ADJACENT TO AN APC THIS PROJECT IS HAPPENING AND ON
17 THE ACTIVE TRANSPORTATION NETWORK AS YOU CAN SEE IN THE BOLD
18 LINE LISTED HERE. NEXT SLIDE. MOVING SOUTH, ANOTHER EXAMPLE IS
19 FROM SAN JOSE WHERE THEY'RE ALREADY IMPLEMENTING WHAT ALL AGES
20 AND ABILITIES ON THE AT NETWORK AS WELL, QUICK STICK PROJECT
21 INCLUDES SEVEN CORRIDORS INCLUDING 1 SHOWN HERE, 33RD STREET
22 THEY DID A FULL CAPITAL INTENSIVE PROJECT LIKE SAN JOSE SAN
23 RAFAEL AND EMPHASIZED TREATMENTS INCLUDING QUICK STRIKE AND
24 PINCH POINTS, THERE'S A SCHOOL ALONG THE CORRIDOR AND
25 CONNECTION TO LOWER SILVER CREEK TRAIL AND BERRYESSA PARK.



JULY 8, 2022

1 APPROPRIATE FOR ALL AGES. THE PROJECT ALIGNMENT AND THE DESIGN
2 FEATURE DEPEND ON SITUATION IN LOCAL CONTEXT WHICH IS WHY WE
3 CHOSE CONNECTED CORRIDORS FOR THE AT NETWORK SO JURISDICTIONS
4 ARE ABLE TO CHOOSE ALIGNMENT AND DESIGN FEATURES ALONG THE
5 NETWORK AND ALSO PROJECTS STATING WHAT OUR POLICY IS AND
6 NETWORK HAS THE VISION FOR IS ALREADY HAPPENING IN THE BAY
7 AREA. NEXT SLIDE. SO, THE AT NETWORK, WE HOPE TO BE THE
8 REGION'S PRIORITY NETWORK FOR ACTIVE TRANSPORTATION AND
9 RECREATION AND WE WANT TO SUPPORT THIS BY PRIORITIZING
10 PROJECTS ON THE NETWORK IN OUR FUNDING PROGRAMS. OUR REGIONAL
11 DISCRETIONARY FUNDS AS EXAMPLE ARE THE ONE BAY AREA GRANT
12 PROGRAM OR ABAG, THE ACTIVE TRANSPORTATION PROGRAM OR ATP AND
13 THEY WILL SUPPORT THE DELIVERY OF PROJECTS ON THIS NETWORK TO
14 IMPROVE THE ACTIVE TRANSPORTATION CONNECTIVITY IN A REGIONAL
15 GEOGRAPHY SUCH AS PRIORITY DEVELOPMENT AREAS, PRIORITY
16 COMMUNITIES, MOBILE HUBS AS WELL AS ACCESS TO RECREATION IN
17 THE REGION. AS I MENTIONED ALL PROJECTS ON THIS NETWORK MUST
18 INCORPORATE ALL AGES AND ABILITIES DESIGN PRINCIPLES. AND THEN
19 THE PROJECTS THAT ARE SEEKING \$250,000 OR MORE IN REGIONAL
20 DISCRETIONARY FUNDS OR ENDORSEMENTS MUST SUBMIT A COMPLETE
21 STREETS CHECKLIST. SO THE COMBINATION OF OUR COMPLETE STREETS
22 POLICY THAT WAS ADOPTED IN MARCH, THE CHECKLIST, AND THE
23 ACTIVE TRANSPORTATION NETWORK ARE ALL WORKING TOGETHER TO
24 CREATE MORE COMPLETE STREETS IN THE REGION, AND THEREFORE HELP
25 US MEET OUR MODE SHIFT SAFETY AND EQUITY GOALS. NEXT SLIDE.



JULY 8, 2022

1 SINCE THE COMPLETE STREETS POLICY WAS PASSED IN MARCH, AS I
2 MENTIONED, WE HAVE UPDATED OUR COMPLETE STREETS CHECKLIST
3 WHICH IS THE MAIN MECHANISM FOR TRANSPARENCY AND
4 IMPLEMENTATION OF THE POLICY. I HAVE THE REQUIRED RESPONSES
5 AND ELEMENTS LISTED HERE SO WE FOCUS ON BIKE, PED, AND TRANSIT
6 PLANNING, SAFETY AND COMFORT, TRANSIT COORDINATION, DESIGN AND
7 EQUITY, A STATEMENT OF EXEMPTION WITH A DIRECTOR LEVEL SIGN
8 OFF IF THAT'S WHAT A JURISDICTION IS SEEKING AND THEN A LOCAL
9 BICYCLE AND PEDESTRIAN COMMITTEE REVIEW ALSO KNOWN AS BPAC AND
10 WHAT I WANT TO HIGHLIGHT AGAIN AS I SAID MULTIPLE TIMES BUT
11 THE IMPORTANT PIECE OF THIS NETWORK IS WE'RE ASKING FOR A
12 HIGHER LEVEL OF DESIGN STANDARDS SO WE'RE LOOKING TO HAVE THE
13 CHECKLIST SHOW THE INCORPORATION OF ALL AGES AND ABILITIES
14 PRINCIPLES. AND LASTLY MTC STAFF WILL REVIEW THE CHECKLIST AND
15 PROVIDE AND/OR REPORT ON ANY EXCEPTIONS THAT IN. NEXT SLIDE.
16 AND THEN LASTLY, I WANT TO SHARE THE OVERLAP OF THE ACTIVE
17 TRANSPORTATION NETWORK WITH OTHER MTC POLICIES AND PROGRAMS.
18 SO, UP NEXT IS THE TRANSIT ORIENTED COMMUNITIES POLICY. AND WE
19 WILL COORDINATE WITH THE TOC POLICY STATION ACCESS AND
20 CIRCULATION REQUIREMENTS AND OVERLAY THE ACTIVE TRANSPORTATION
21 NETWORK WITH THE TRANSIT ORIENTED COMMUNITIES POLICY, PDAS,
22 AND TRAS FOR COORDINATION ON THE IMPLEMENTATION OPPORTUNITIES
23 THAT WILL ARISE. WE INCLUDED OUR MOBILITY HUBS IN OUR CRITERIA
24 FOR IDENTIFYING ACTIVE TRANSPORTATION NETWORK AND WE HOPE TO
25 IMPROVE THE CONNECTIVITY AROUND THESE MOBILITY HUBS BY



JULY 8, 2022

1 DELIVERING THESE ACTIVE TRANSPORTATION NETWORK PROJECTS. FOR
2 VISION ZERO, WE ARE INCLUDING IN OUR CHECKLIST TO UTILIZE HIGH
3 INJURY NETWORKS, LOCAL HIGH INJURY NETWORKS TO PRIORITIZE AT
4 IMPLEMENTATION. LAST BUT NOT LEAST THERE IS THE MAJOR PROJECT
5 ADVANCEMENT POLICY OR MAP. AND WE WILL IDENTIFY THE AT NETWORK
6 PROJECTS WITHIN THE MAP ACTIVE TRANSPORTATION INVESTMENT
7 CATEGORY. NEXT AND LAST SLIDE PLEASE. LOOKING AHEAD WE'RE
8 SEEKING RECOMMENDATION FROM MTC PLANNING COMMITTEE, SEEKING
9 ADOPTION OF THIS NETWORK. THE NETWORK HAS BEEN SHARED BUT WE
10 WOULD SHARE THE FINAL ADOPTED NETWORK WITH JURISDICTIONS TO
11 USE CURRENTLY RIGHT NOW IN THE OPEN OBAG THREE CALL FOR
12 PROJECTS APPLICATIONS AS WELL AS FUTURE MTC FUNDING PROGRAMS
13 WE'RE WORKING TO DEVELOP A FIVE YEAR PRIORITIZED MAP TO ALIGN
14 INVESTMENTS WITH EQUITY AND MODE SHIFTS AND SAFETY OBJECT IS
15 AND THE MAP SHOWS AREAS OF IMPORTANCE AS OPPOSED TO SPECIFIC
16 PROJECT ALIGNMENTS WE WILL UPDATE THE SAFE NETWORK TO ASSIST
17 WITH THE LOCAL PLANS. WITH THAT I'M LOOKING FORWARD TO
18 ANSWERING QUESTIONS

19

20 **JAMES P. SPERING, MTC CHAIR:** THANK YOU KARA FOR THAT REPORT. I
21 DON'T KNOW OF ANYTHING THAT REALLY SHOWS VISUAL CHANGE IN OUR
22 COMMUNITIES THAN THE ACTIVE TRANSPORTATION AND THE COMPLETE
23 STREETS. AND THIS IS JUST A GREAT PROGRAM. AND YOU KNOW, THAT
24 SENSE OF COMMUNITY AND THE ACTIVITIES WE WOULD LIKE TO SEE
25 GOING ON IN OUR COMMUNITIES, THESE TWO PROGRAMS REALLY DO



JULY 8, 2022

1 THAT. SO THANK YOU FOR THE PRESENTATION. ARE THERE COMMENTS
2 FROM COMMITTEE MEMBERS? OKAY. CAROLE, AND THEN PRESIDENT
3 ARREGUIN. CAROLE?

4

5 **CAROL DUTRA-VERNACI:** THANK YOU COMMISSIONER SPERING. I JUST
6 WANTED TO VERIFY WITH STAFF. IN TALKING WITH MY STAFF OF THE
7 ALAMEDA COUNTY TRANSPORTATION COMMISSION, THEY POINTED OUT TO
8 ME THAT SOME OF OUR SEGMENTS WERE MISSING. AND WE WERE TOLD BY
9 MTC STAFF THAT THAT WOULD BE ADDED. SO I JUST WANTED TO VERIFY
10 IF THAT WAS THE CASE.

11

12 **KARA OBERG:** THANKS COMMISSIONER. YES, THE ATC COMMENTS CAME IN
13 JUST A DISTRICT ATTORNEY LATE AND THERE WAS AN ERROR IN MAKING
14 SURE THOSE WERE UPDATED SO I HAVE BEEN WORKING WITH STAFF TO
15 ENSURE THAT WHAT CAME IN, IN MAY, AT THE END OF OUR FEEDBACK
16 SESSION WILL BE UPDATED.

17

18 **CAROL DUTRA-VERNACI:** ALL RIGHT. I APPRECIATE THAT. THANK YOU
19 SO MUCH.

20

21 **JAMES P. SPERING, MTC CHAIR:** JESS?

22

23 **JESSE ARREGUIN, ABAG CHAIR:** COMMISSIONER DUTRA-VERNACI
24 ANSWERED MY QUESTION. I DEFINITELY SUPPORT MOVING THIS FORWARD
25 AND APPRECIATE THE INCORPORATION OF THOSE SEGMENTS IN ALAMEDA



JULY 8, 2022

1 COUNTY WHICH INCLUDES IN SEGMENTS IN MY CITY OF BERKELEY.

2 THANK YOU.

3

4 **JAMES P. SPERING, MTC CHAIR:** OKAY MARTHA DO WE HAVE ANY PUBLIC
5 SPEAKERS?

6

7 **CLERK OF THE BOARD:** THERE WAS NO WRITTEN CORRESPONDENCE
8 RECEIVED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC
9 WITH THEIR HAND RAISED.

10

11 **JAMES P. SPERING, MTC CHAIR:** OKAY AIL ENTERTAIN A MOTION BY
12 THE MTC COMMITTEE.

13

14 **CAROL DUTRA-VERNACI:** DUTRA-VERNACI MOVES THE ITEM.

15

16 **NEYSA FLIGOR:** I'LL SECOND, FLIGOR.

17

18 **JAMES P. SPERING, MTC CHAIR:** I THINK IT HAS TO BE --

19

20 **NEYSA FLIGOR:** OH IT HAS TO BE MTC STAFF.

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU NEYSA. DAVID, DO YOU
23 WANT TO SECOND THAT MOTION?

24

25 **DAVID RABBIT:** I'M ON ABAG ON THIS ONE.



JULY 8, 2022

1

2 **JAMES P. SPERING, MTC CHAIR:** OH OKAY. I'M STRIKING OUT. EDDIE,
3 DID YOU --

4

5 **EDDIE AHN, V. CHAIR:** YES.

6

7 **JAMES P. SPERING, MTC CHAIR:** THANK YOU EDDIE. WITH THAT IF WE
8 HAVE NO OTHER COMMENTS, TAKE THE ROLL, PLEASE

9

10 **CLERK OF THE BOARD:** WILL DO. CHAIR SPERING?

11

12 **JAMES P. SPERING, MTC CHAIR:** YES.

13

14 **CLERK OF THE BOARD:** VICE CHAIR AHN?

15

16 **EDDIE AHN, V. CHAIR:** YES.

17

18 **CLERK OF THE BOARD:** CANEPA?

19

20 **DAVID CANEPA:** YES CONNOLLY?

21

22 **DAMON CONNOLLY:** YES.

23

24 **CLERK OF THE BOARD:** DUTRA-VERNACI?

25



JULY 8, 2022

1 **CAROL DUTRA-VERNACI:** AYE.

2

3 **CLERK OF THE BOARD:** FLEMING?

4

5 **VICTORIA FLEMING:** AYE.

6

7 **CLERK OF THE BOARD:** LICCARDO? IS ABSENT. COMMISSIONER SCHAFF?

8 COMMISSIONER SCHAFF IS ABSENT. MOTION PASSES UNANIMOUSLY BY

9 ALL MEMBERS PRESENT.

10

11 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. LET'S MOVE ON TO

12 ITEM NUMBER 5B, THIS IS THE TOC POLICY. AND OUR SECOND KARA,

13 THE KARA AND KARA TEAM, I BELIEVE, IS GOING TO PRESENT THIS.

14 KARA, ARE YOU READY? THERESE, DID YOU WANT TO MAKE SOME

15 COMMENTS BEFORE THE PRESENTATION?

16

17 **THERESE MCMILLAN:** YES IF THAT'S OKAY.

18

19 **JAMES P. SPERING, MTC CHAIR:** YES, PLEASE.

20

21 **THERESE MCMILLAN:** THANK YOU CHAIR SPERING. AND GOOD MORNING

22 BOTH OUR COMMISSIONERS AND ABAG EXECUTIVE BOARD MEMBERS. WHAT

23 I WOULD LIKE TO DO, AS I OFTEN DO, ACTUALLY, IS TO TABLE SET

24 THIS ITEM FOR YOU. AND START OUT WITH JUST A REMINDER OF HOW

25 MUCH AND HOW LONG WE HAVE BEEN WORKING ON THIS. STAFF STARTED



JULY 8, 2022

1 THINKING ABOUT AN UPDATE TO THE TOC POLICY BACK IN 2020. AND
2 HAD DONE A LOT OF GROUNDWORK IN THAT PARTICULAR AREA. BUT WE,
3 YOU KNOW, BROUGHT THIS FORWARD AS A SHAPED POLICY
4 RECOMMENDATION TO YOU IN JANUARY OF 2022 WITH A DRAFT TOC
5 POLICY APPROACH THAT WAS FOLLOWED BY A PRESENTATION AT
6 PRESIDENT ARREGUIN'S REQUEST TO THE ABAG EXECUTIVE BOARD IN
7 MARCH, RECOGNIZING THE IMPORTANT ROLE THAT CITIES AND COUNTIES
8 WOULD PLAY IN ANY IMPLEMENTATION OF A TOC POLICY. THERE WAS A
9 LOT OF FEEDBACK FROM THOSE TWO EARLY PRESENTATIONS, AND STAFF
10 HAD LAUNCHED, BASICALLY, BEGINNING IN FEBRUARY, EXTENSIVE
11 OUTREACH TO CITIES AND COUNTIES, AND COUNTY TRANSPORTATION
12 AGENCIES, AND OTHER STAKEHOLDERS ON THIS TOPIC, AND WE
13 RETURNED TO THIS COMMITTEE IN MAY WITH A REFINED POLICY
14 REFLECTING A LOT OF THE FEEDBACK THAT WE HAVE RECEIVED, AND,
15 FRANKLY, SOME SUBSTANTIVE ADJUSTMENTS TO OUR THINKING AT THAT
16 TIME. AND WE HAD ALERTED YOU ALL THAT OUR INTENTION THEN WAS
17 TO BRING BACK SOMETHING FOR APPROVAL IN JULY, AND WE RECEIVED
18 ADDITIONAL COMMENTS THAT WAS FOLLOWED UP BY STAFF WITH
19 ADDITIONAL OUTREACH. AND, SO, BASICALLY, WHAT WE -- WHAT WAS
20 INCLUDED IN YOUR PACKET, FOR APPROVAL, WAS THE REVISED POLICY
21 THAT YOU SAW IN THE PACKET. HOWEVER, AS IS OFTEN THE CASE,
22 WHEN AN AMBITIOUS AND GROUNDBREAKING PROPOSAL SUCH AS THIS IS
23 APPROACHING AN APPROVED MILESTONE, WE HAVE HEARD, AND SEVERAL
24 OF YOU HAVE WITNESSED FIRSTHAND, A WAVE OF ADDITIONAL COMMENTS
25 AND CONCERNS. WE BELIEVE THAT WE HAVE ADDRESSED A NUMBER OF



JULY 8, 2022

1 THOSE CONCERNS THAT WE HAVE HAD SINCE MAY. AND WE WOULD LIKE
2 TO PRESENT THOSE ADJUSTMENTS TO YOU IN A PRESENTATION THIS
3 MORNING. NOW, ALL THAT SAID, WE ARE PREPARED, AT THE
4 CONCLUSION OF OUR PRESENTATION, TO HEAR ADDITIONAL COMMENTS
5 FROM COMMITTEE MEMBERS AND EXECUTIVE BOARD MEMBERS AND RECEIVE
6 FURTHER DIRECTION AS TO WHAT ACTIONS YOU MAY OR MAY NOT BE
7 PREPARED TO TAKE TODAY. WITH THAT CONTEXT, I'LL TURN IT OVER
8 TO KARA AND WE CAN START THE PRESENTATION IF THAT'S OKAY,
9 CHAIR SPERING.

10

11 **JAMES P. SPERING, MTC CHAIR:** KARA, ARE YOU READY?

12

13 **KARA VUICICH:** YES. I'M READY. THANK YOU. ALL RIGHT. IF WE
14 COULD HAVE THE PRESENTATION QUEUED UP, PLEASE? AND I THINK --
15 THERE WE GO. THANK YOU SO MUCH. ALL RIGHT. LET'S GO AHEAD AND
16 ADVANCE TO THE NEXT SLIDE PLEASE. WE CAME TO YOU WITH A
17 PRESENTATION IN MAY ON THE DRAFT POLICY AND ARE BACK TODAY TO
18 PROVIDE A SUMMARY OF THE COMMENTS WE RECEIVED ON THE DRAFT
19 POLICY AND ATTACHMENT TO THOSE LETTERS IN YOUR PACKET. KEY
20 REVISIONS THAT WERE MADE TO THE DRAFT AS PRESENTED TO YOU
21 TODAY AND PROVIDE AN OVERVIEW AS WELL AS NEXT STEPS FOR THE
22 POLICY IMPLEMENTATION. I WANT TO POINT OUT THAT INCLUDED IN
23 THE PACKET IS A FULL DRAFT OF THE TEXT OF RESOLUTION NUMBER
24 4530. AGAIN, AS WELL AS THE COPIES OF THE COMMENT LETTERS, AND
25 ORIGINALLY OUR INTENTION WAS TO ASK THE COMMITTEE TO RECOMMEND



JULY 8, 2022

1 THAT THE RESOLUTION NUMBER 4530 BE REFERRED TO THE COMMISSION
2 FOR APPROVAL.

3

4 **KARA VUICICH:** SO, AGAIN, WE HAVE INCLUDED COMMENT LETTERS AS
5 ATTACHMENT A, AND THIS SLIDE PRESENTS A VERY HIGH-LEVEL
6 SUMMARY OF THE COMMENTS THAT WE RECEIVED. SO, AS REQUESTED BY
7 THE COMMITTEE, THE STAFF -- OUR STAFF SOUGHT FURTHER FEEDBACK
8 FROM THE TECHNICAL ADVISORY COMMITTEE THAT WE HAD CONVENED FOR
9 DEVELOPING THE TRANSIT ORIENTED COMMUNITIES POLICY TO DISCUSS
10 WITH THEM SOME OF THE QUESTIONS AND CONCERNS THAT HAVE BEEN
11 RAISED REGARDING THE POLICIES DENSITY AND PARKING
12 REQUIREMENTS. AND I'LL HIGHLIGHT THOSE CHANGES THAT WERE MADE
13 TO THE POLICY IN RESPONSE TO THE FEEDBACK THAT WE RECEIVED
14 FROM THEM.

15

16 **THERESE MCMILLAN:** I THINK WE NEED TO ADVANCE THE SLIDES, IF
17 I'M NOT MISTAKEN?

18

19 **KARA VUICICH:** OH YES. SORRY. LET'S ADVANCE THE SLIDES. SORRY.
20 THANK YOU, THERESE. YEAH. SORRY. STARTING WITH ADDRESSING THE
21 COMMENT AT THE TOP, WE RECONVENED WITH THE TECHNICAL ADVISORY
22 COMMITTEE TO SEEK FEEDBACK ON SPECIFIC QUESTIONS RAISED BY THE
23 COMMITTEE WITH RESPECT TO DENSITY AND PARKING REQUIREMENTS AND
24 GIVEN THE RANGE OF COMMENTS WE RECEIVED ON THE POLICIES OF
25 DENSITY, AFFORDABLE HOUSING, ANTI-DISPLACEMENT AND PARKING



JULY 8, 2022

1 REQUIREMENTS STAFF MADE RELATIVELY MODEST CHANGES TO THE DRAFT
2 THAT I'LL REVIEW AS I GO THROUGH THE NEXT SEVERAL SLIDES. I
3 WANT TO NOTE THAT STAFF PRESENTED THE DRAFT TRANSIT ORIENTED
4 COMMUNITIES POLICY TO THE POLICY ADVISORY COUNCIL AT THEIR
5 JUNE MEETING, AND THE COUNCIL VOTED ON A REQUEST FOR THE TOC
6 POLICY TO PROVIDE FOR UNIVERSAL DESIGN AND ACCESS ALIGNED WITH
7 THE AMERICANS WITH DISABILITIES ACT. AND IN RESPONSE, WE
8 MODIFIED THE DEFINITIONS SECTION OF THE TOC POLICY TO
9 UNDERSCORE THE NEED TO PRIORITIZE UNIVERSAL ACCESS AND DESIGN
10 COMPLIANCE WITH STATE AND FEDERAL ACCESSIBILITY LAWS AND CODES
11 AND GUIDELINES. NEXT SLIDE. MOVING INTO CHANGES THAT WERE MADE
12 TO THE POLICY THAT WAS PRESENTED IN MAY THE ONLY CHANGE TO
13 DEFINITION WHERE THE TOC POLICY WOULD APPLY IS TO ADD
14 PROVISION FOR PRIORITY DEVELOPMENT AREAS THAT ONLY HAVE BUS
15 SERVICE ESSENTIALLY THOSE THAT HAVE REGULAR BUS SERVICE THAT
16 OPERATES WITHIN TRAFFIC LANES. PROVISION SPECIFIES WHAT TOC
17 POLICY REQUIREMENTS COULD APPLY TO THESE LOCATIONS BUT DOESN'T
18 AFFECT FUNDING ELIGIBILITY FOR LOCAL JURISDICTIONS OR
19 PROJECTS. NEXT SLIDE PLEASE. SO MOVING ON TO THE DENSITY
20 REQUIREMENT FOR NEW RESIDENTIAL DEVELOPMENT. SO THERE ARE TWO
21 CHANGES TO THE DENSITY REQUIREMENT FOR BOTH NEW RESIDENTIAL
22 AND COMMERCIAL OFFICE DEVELOPMENT. FIRST, A PROVISION HAS BEEN
23 ADDED, AND THIS IS SECTION ONE C IN THE FULL DRAFT POLICY TO
24 ADDRESS CONCERNS RAISED ABOUT PARCELS WITHIN A PRIORITY
25 DEVELOPMENT AREA OR TRANSIT-RICH AREA THAT ARE SUBJECT TO THE



JULY 8, 2022

1 TOC POLICY THAT MAY NOT BE POSSIBLE OR FEASIBLE TO MEET THE
2 SPECIFIC TOC REQUIREMENT BECAUSE THE PARCEL IS TOO SMALL OR
3 OTHER ENVIRONMENTAL ISSUES OR CONFLICTS WITH AIRPORT NOISE
4 CONTOURS THINGS OF THAT NATURE. SO OUR APPROACH TO THIS WAS TO
5 ADDRESS THIS AS WELL AS OTHER CONCERNS THAT WERE RAISED WITH,
6 IN REGARD TO HAVING MORE FLEXIBILITY FOR HAVING SOME AREAS
7 WITH HIGHER DENSITY AND SOME AREAS WITH POTENTIALLY -- WITH
8 LOWER DENSITY ACROSS A PLANNED AREA WE MODIFIED THIS
9 REQUIREMENT TO ALLOW PLANNED OR ZONE DENSITY TO BE CALCULATED
10 ACROSS AS AVERAGE AREA. THIS MEANS THAT SOME LOTS OF PARCELS
11 COULD ARE FOR LOWER DENSITIES SOME FOR HIGHER DENSITIES SO
12 THAT AVERAGE DWELLING UNITS ARE ACRE FOR POLICY REQUIREMENT
13 SECOND CHANGE PROVIDED DEFINITIONS TO THE LEVEL OF TRANSIT
14 SERVICE BASED ON COMMENTS RECEIVED TIER ONE APPLIES TO
15 REGIONAL CENTERS MAINLY DOWNTOWN SAN FRANCISCO BART STATIONS
16 AND SALESFORCE TRANSIT CENTER FOR EXAMPLE, DOWNTOWN OAKLAND,
17 AND DOWNTOWN SAN JOSE. BABY BULLET SERVICE HAS BEEN REMOVED
18 FROM THE TIER DESCRIPTIONS SINCE CALTRANS ANTICIPATES
19 MODIFYING SERVICE ELECTRIFICATION IN THE NEXT FEW YEARS AND
20 CALTRAIN STATION DIFFERENT SERVICE LEVELS THAN OTHER CALTRAIN
21 STATIONS HAVE BEEN CLASSIFIED AS COMMUTER RAIL. NEXT SLIDE.
22 CHANGES WERE MADE TO DENSITY REQUIREMENTS FOR NEW OFFICE
23 DEVELOPMENT I'M GOING TO GO AHEAD AND MOVE TO THE NEXT SLIDE.
24 THANK YOU. FOR THE PARKING MANAGEMENT REQUIREMENT, THERE WERE
25 TWO CHANGES MADE TO THIS AS WELL. FIRST, SIMILAR TO MAKE SURE



JULY 8, 2022

1 THAT WE'RE CONSISTENT WITH HOW WE'RE DEFINING LEVEL OF TRANSIT
2 SERVICE TIERS THIS WAS ALSO REVISED FOR THE PARKING MANAGEMENT
3 RETIREMENT TO BE CONSISTENT THROUGHOUT THE POLICY. AND THEN,
4 SECOND, THE PARKING MAXIMUM FOR NEW OFFICE DEVELOPMENT IN TIER
5 ONE WHICH ARE NOW REGIONAL CENTERS WAS CHANGED FROM ZERO TO
6 0.25 SPACES PER 100 SQUARE FEET. NEXT SLIDE PLEASE. FOR THE
7 AFFORDABLE HOUSING IN ANTI-DISPLACEMENT POLICIES REQUIREMENT
8 RELATIVELY MINOR CHANGES WERE MADE TO CLARIFY SOME OF THE
9 HOUSING POLICY LANGUAGE AND TO PROVIDE REFERENCES WITHIN THE
10 TOC POLICIES -- WITHIN THE POLICY DOCUMENT THAT PROVIDE
11 ADDITIONAL INFORMATION OR RESEARCH ON THE EFFICACY OF SOME OF
12 THESE HOUSING POLICIES. NEXT SLIDE, PLEASE. AND THEN LASTLY,
13 FOR THE STATION ACCESS AND CIRCULATION REQUIREMENT, WE
14 CLARIFIED THAT THIS -- THAT THE REQUIREMENT TO COMPLETE AN
15 ACCESS GAP ANALYSIS DOES NOT NEED TO BE A STANDALONE STUDY OR
16 ANALYSIS BUT COULD ALSO BE ADDRESSED AS PART OF A SPECIFIC OR
17 AREA PLAN AS PART OF AN ACTIVE TRANSPORTATION PLAN, OR SOME
18 OTHER TRANSPORTATION PLAN OR STUDY. NEXT SLIDE PLEASE. SO
19 THAT'S -- THAT CONCLUDES THE OVERVIEW OF THE CHANGES,
20 MODIFICATIONS THAT WERE MADE TO THE TOC POLICY REQUIREMENTS.
21 SO NOW MOVING ON TO THE POLICIES RELATIONSHIP TO FUNDING.
22 THERE WERE NO MAJOR CHANGES REGARDING THE T TOC'S POLICY
23 RELATIONSHIP TO DISCRETIONARY REGIONAL FUNDING. AND, AGAIN,
24 AND YOU KNOW, THIS WAS WHAT WE PRESENTED IN MAY, IS THAT THE
25 FIRST FOUR YEARS AFTER POLICY ADOPTION OUR FOCUS ON



JULY 8, 2022

1 IMPLEMENTATION. WHICH INCLUDES USING ONE BAY AREA GRANT CYCLE
2 THREE FUNDS AND REGIONAL EARLY ACTION PLAN 2.0 FUNDING TO
3 SUPPORT JURISDICTIONS WITH TORQUE POLICY IMPLEMENTATION. THE
4 COMPLIANCE PHASE OF THE POLICY, WHEN SOME DISCRETIONARY
5 FUNDING ALLOCATIONS MAY BE CONTINGENT ON TOC POLICY COMPLIANCE
6 WOULD NOT START UNTIL APPROXIMATELY 2027 OR OBAG FOUR. AND THE
7 ONLY CHANGE FROM THE DRAFT TOC POLICY FROM THE COMPLIANCE
8 PHASE IS WAS THAT STAFF ADDED LANGUAGE TO THE DEFINITION OF
9 THE POLICY CLARIFYING THE RELATIONSHIP BETWEEN THE TOC POLICY
10 AND THE MAJOR PROJECT ADVANCEMENT POLICY WHICH IS CURRENTLY
11 BEING DEVELOPED. MORE SPECIFICALLY, THE TOC POLICY WILL ALSO
12 BE A CONSIDERATION IN MIRRORS'S MAJOR PROJECT ADVANCEMENT
13 POLICY WHICH WILL IDENTIFY DISCRETIONARY FUNDING SOURCES AND
14 CEQA'S FUNDING REQUEST TO SUPPORT DEVELOPMENT AND DELIVERY OF
15 REGIONALLY SIGNIFICANT PROJECTS, INCLUDED IN PLANNED BAY AREA
16 2050. NEXT SLIDE PLEASE. SO IN CLOSING, I WANT TO PROVIDE AN
17 OVERVIEW OF THE IMPLEMENTATION ACTIVITIES THAT MTC AND ABAG
18 WILL UNDERTAKE DURING THE IMPLEMENTATION PHASE OF THE TOC
19 POLICY THAT YOU SAW ON THE LAST SLIDE. SO THIS IS ESSENTIALLY
20 THE IMPLEMENTATION PHASE, AGAIN, IS THE FOUR YEARS AFTER THE
21 POLICY IS ADOPTED. SO THE FIRST IMPLEMENTATION ACTION IS TO
22 ISSUE GUIDELINES FOR LOCAL JURISDICTIONS THAT DETAIL THE TYPES
23 OF INFORMATION AND DOCUMENTATION THAT SHOULD BE PROVIDED TO
24 DEMONSTRATE TOC POLICY COMPLIANCE AND WE ANTICIPATE COMPLETING
25 THIS WITHIN SIX MONTHS AFTER THE POLICY IS ADOPTED. AND AS I



JULY 8, 2022

1 MENTIONED PREVIOUSLY A PORTION OF OBAG THREE AND REAP 2.0
2 PLANNING AND TECHNICAL ASSISTANCE FUNDING WILL BE USED TO
3 SUPPORT LOCAL JURISDICTIONS WITH TOC POLICY IMPLEMENTATION AND
4 GIVEN THE POLICY COMPLEMENTS REGIONAL PRIORITY DEVELOPMENT
5 AREAS PLANNING TECHNICAL ASSISTANCE PROGRAM WHICH PROVIDES
6 FUNDING AND TECHNICAL GUIDANCE FOR COMPREHENSIVE COMMUNITY
7 PLANNING IN PRIORITY DEVELOPMENT AREAS STAFF WILL UPDATE THE
8 PDA PLANNING GUIDELINES TO INCLUDE TORQUE POLICY REQUIREMENTS
9 AS WELL AS GUIDANCE HOW TO ACHIEVE POLICY COMPLIANCE. MTC
10 DEVELOPED DETAILED HOUSING POLICY GUIDANCE WHICH WILL INFORM
11 NOT ONLY TOC POLICY BUT ALSO HOUSING IMPLEMENTATION EFFORTS
12 SUCH AS PLANNING AND ZONING CHANGES AND OTHER POLICY
13 IMPLEMENTATION ACTIONS TAKING PLACE THROUGH 2026. THE
14 COMBINATION EFFORTS WILL ENABLE JURISDICTIONS TO UNDERTAKE
15 ACTIONS RELATED TO TOC POLICY IMPLEMENTATION IN CONJUNCTION
16 WITH HOUSING ELEMENT IMPLEMENTATION WHICH SHOULD TAKE PLACE
17 OVER THAT SAME TIME FRAME. LAST SLIDE. AND AGAIN THIS
18 CONCLUDES MY PRESENTATION. AND WHAT WE WERE REQUESTING TODAY
19 WAS THAT THE COMMITTEE REFER THE RESOLUTION TO THE COMMISSION
20 FOR APPROVAL. AND WITH THAT I'M HAPPY TO

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU CARE A. THERESE, IN OUR
23 CONVERSATION YESTERDAY, WE REFERENCED COMMENTS THIS PAST WEEK
24 SEEING THIS WAS COMING UP FOR RECOMMENDATION. DO WE HAVE TIME
25 THAT THIS COULD BE DEFERRED TO THE SEPTEMBER MEETING, OUR NEXT



JULY 8, 2022

1 MEETING OF THE PLANNING COMMITTEE TO ADDRESS SOME OF THESE
2 ISSUES. AND I'LL CERTAINLY STATE WHAT THEY ARE HERE IN JUST A
3 MINUTE. BUT I WANT TO GET THE CLARITY DO WE HAVE TIME TO DO
4 THAT?

5

6 **THERESE MCMILLAN:** YES, COMMISSIONER THERE CERTAINLY COULD BE
7 SOME TIME TO DO FURTHER WORK AS DIRECTED BY THE COMMISSION.

8

9 **JAMES P. SPERING, MTC CHAIR:** THIS POLICY IS VERY CRITICAL TO
10 THE WORK THAT WE'RE DOING. AND WE HAVE TO MAKE SURE IT'S DONE
11 RIGHT. BUT FIRST I JUST WANT TO THEY THINK STAFF. THIS IS JUST
12 TREMENDOUS WORK ON THIS TOC POLICY. AND WE HAVE BEEN WORKING
13 ON THIS FOR OVER A YEAR AND THE COMMITTEE HAS CERTAINLY BEEN
14 GIVING COMMENTS OVER THE PAST SIX MONTHS AND STAFF HAS BEEN
15 VERY RESPONSIVE. BUT YOU KNOW, I THINK THAT WE'RE ALL IN
16 AGREEMENT THAT WE, IN ORDER TO ACHIEVE OUR CLIMATE AND OUR
17 HOUSING GOALS, WE NEED TO HAVE A POLICY THAT PROVIDES THOSE
18 INCENTIVES TO ALL OUR JURISDICTIONS. AND THIS IS LARGE AND
19 SMALL. AND ONE OF THE AREAS WHERE I THINK THIS PLAN IS A
20 LITTLE DEFICIENT IS HOW WE'RE DEALING WITH THE SMALLER
21 COMMUNITIES IT HAS A FOCUS ON SOME OF THE LARGER COMMUNITIES.
22 I THINK IF WE'RE GOING TO ADDRESS SOME OF THE HOUSING ISSUES,
23 AND WHETHER WE LIKE IT OR NOT, MTC IS IN THE HOUSING BUSINESS
24 AND IT'S GOT TO BE MORE THAN JUST THE AFFORDABLE PIECE OF
25 THIS. SO WE HAVE TO MAKE SURE THAT IF WE CAN GET ALL 100



JULY 8, 2022

1 SOMETHING PLUS CITIES THAT REALLY PARTICIPATE AND ACTIVELY
2 HELP US ADDRESS THIS HOUSING COME, I THINK THIS IS AN
3 OPPORTUNITY WE SHOULDN'T SQUANDER. WITH THE VARIOUS COMMENTS
4 THAT I HEAR, I THINK WITH MINOR ADJUSTMENTS OR AT LEAST WITH
5 ADDRESSING SOME OF THESE ISSUES THAT ARE BEING RAISED, REALLY
6 NEED TO BE CONSIDERED. AND THIS ADDED TIME WILL ENSURE THAT
7 THE POLICY HAS ACHIEVABLE OUTCOMES FOR ALL THE JURISDICTIONS
8 AND ESPECIALLY IN THE RESIDENTIAL, COMMERCIAL DENSITIES
9 PARKING REQUIREMENTS. WHILE AT THE SAME TIME, NOT
10 INADVERTENTLY DISINCENTIVIZING HOUSING PRODUCTION OR
11 PREVENTING SUPPORT OF TRANSPORTATION INVESTMENTS FROM BOTH
12 OBAG AND ADDRESSING THE CHALLENGES THAT BOTH LARGE AND SMALL
13 COMMUNITIES ARE FACING. THESE ARE THE ISSUES. THERESE, I WOULD
14 HOPE THAT THE STAFF COULD PROVIDE A FEW MORE DATA POINTS IN
15 THE SEPTEMBER RELATED TO THE DEVELOPMENT FEASIBLE AS IT
16 RELATES TO THE HOUSING ELEMENTS. WHEREAS, YOU KNOW, MOST OF US
17 ARE CURRENTLY GOING THROUGH THAT, AND TAKE THAT INFORMATION,
18 IF IT'S AVAILABLE, AND MEASURE THAT AGAINST THE TOC THRESHOLDS
19 FOR JURISDICTIONAL SITES, WE'RE ALL HEARING ANECDOTALLY THAT
20 THIS MAY BE THE MOST CHALLENGING. SO, NAMELY, THE CURRENT
21 RECOMMENDED THEREIN AT TIER THREE. AND TIME IS RIGHT FOR US TO
22 BE BOLD. I I THINK EVERYBODY IS IN AGREEMENT, THIS IS THE TIME
23 TO DO IT. MANY OF THESE CHALLENGES ARE FACING US, AND WE NEED
24 TO ENCOURAGE ALL JURISDICTIONS AND THEY NEED TO FEEL THAT
25 THEY'RE PART OF THIS PROJECT AND THAT THOSE OPPORTUNITIES ARE



JULY 8, 2022

1 AVAILABLE TO THEM. THERE IS MANY ISSUES. I AM SURE YOU'RE
2 GOING TO HEAR FROM COMMISSIONERS, AND I WILL CERTAINLY ADD MY
3 AREAS OF CONCERN, YOU KNOW, AS THIS CONVERSATION GOES ON
4 TODAY. AND, SO, WITH THAT SAID, I WOULD LIKE TO GO AHEAD AND
5 OPEN IT UP TO OUR COMMISSIONERS AND ABAG BOARD MEMBERS. AND
6 LET'S SEE, RAUL, I'LL START WITH YOU.

7

8 **RAUL PERALEZ:** THANK YOU, CHAIR. WERE YOU REQUESTING HERE THAT
9 WE DEFER ACTION? I'M SORRY IF I HEARD THAT WRONG.

10

11 **JAMES P. SPERING, MTC CHAIR:** YES. THAT'S CORRECT. UNTIL
12 SEPTEMBER.

13

14 **RAUL PERALEZ:** I WOULD BE IN FAVOR OF THAT AND MAYBE THAT WILL
15 CHANGE A LITTLE BIT OF THE COMMENTARY THAT I WILL SHARE, JUST
16 BECAUSE I WAS CURIOUS ON STAFF'S RESPONSE IF THEY HAVE EVEN
17 HAD AN OPPORTUNITY TO -- THERE WAS A MORE RECENT COALITION
18 LETTER THAT CAME OUT. I WANT TO SAY, JUST A COUPLE OF DAYS
19 AGO, ON THE 6TH. SO, I DON'T KNOW IF STAFF HAS ANY RESPONSE TO
20 THAT? OR IF THERE WOULD BE -- OBVIOUSLY, THIS GIVES US MORE
21 TIME TO RESPOND TO FEEDBACK THAT WE HAVE HEARD MOST RECENTLY.
22 SO I'LL GIVE STAFF AN OPPORTUNITY TO CHIME IN REAL QUICK.

23

24 **JAMES P. SPERING, MTC CHAIR:** YEAH. THAT IS ONE OF THE REASONS
25 WHY I'M ASKING FOR IT, RAUL. THANK YOU FOR BRINGING THAT UP.



JULY 8, 2022

1 AND IF WE CAN, I'LL GO THROUGH THE COMMISSIONERS, AND THERESE
2 YOU AND STAFF COULD KEEP TRACK OF THE QUESTIONS BEING ASKED
3 THEN YOU CAN RESPOND. GO EDDIE?

4

5 **EDDIE AHN:** I APPRECIATE THE SUPPORT OF ANOTHER COMMITTEE
6 MEETING. ONE SPECIFIC QUESTION, AND A COMMENT, THEN A GENERAL
7 QUESTION. ONE IS ABOUT PARKING I APPRECIATE STAFF WORKING WITH
8 SF PLANNING SPECIFICALLY FOR THE DOWNTOWN CORE THAT
9 ESSENTIALLY, YOU KNOW, THAT, THERE IS LOW BUT MODEST PARKING
10 MINIMUM, THAT'S IMPORTANT FOR CAR SHARING, EV CHARGING, AND IN
11 THE LETTER I MENTIONED, CALL ESSENTIALLY THAT MAKING SURE
12 PARKING STANDARDS APPLY ACROSS THE BOARD TO ALL COMMERCIAL
13 PARCEL. I'LL ASK STAFF TO RESPOND TO THAT LATER. AND SECOND
14 QUESTION IS REALLY TO LARGER INFRASTRUCTURE PROJECTS I'M
15 CURIOUS HAS MTC STAFF IDS JURISDICTIONS THAT HAVE TO COMPLY
16 WITH THE TOC POLICY UPCOMING? AND DOES THIS, IN EFFECT, DELAY
17 -- POTENTIALLY DELAY, OR, YOU KNOW, MESS WITH OUR OWN APPROVAL
18 PROCESSES FOR FUNDING ON PROJECTS, SAY, THAT HAVE TO BE
19 APPROVED ACROSS MULTIPLE JURISDICTIONS OR SYSTEM WIDE TRANSIT
20 PROJECTS? I WOULD LIKE THAT KIND OF UNDERSTANDING ON APPROVAL
21 PROCESSES FROM STAFF.

22

23 **JAMES P. SPERING, MTC CHAIR:** GOOD QUESTIONS. THERESE, PLEASE
24 KEEP TRACK OF THESE QUESTIONS, IF YOU WOULD, PLEASE. CAROL,
25 THEN PAT EKLUND.



JULY 8, 2022

1

2 **CAROL DUTRA-VERNACI:** THANK YOU, JIM. I FIRST AGREE WE SHOULD
3 HOLD OFF UNTIL OUR NEXT MEETING IN SEPTEMBER BECAUSE THERE ARE
4 SO MANY ISSUES AROUND THIS. BUT I DO WANT TO THANK STAFF FOR
5 ALL OF THEIR HARD WORK ON THIS. BECAUSE GETTING ALL OF THESE
6 DIFFERENT THOUGHTS AND TRYING TO SYNTHESIZE THEM DOWN TO
7 SOMETHING WORKABLE SUCH A TREMENDOUS TASK. NOW WE'RE HEARING
8 MTC HAS COMMITTED TO COMPLETING A BASELINE ANALYSIS OF THE
9 PROPOSED POLICY CHANGES AND HOW THAT COMPARES WITH THE
10 EXISTING CONDITIONS IN OUR APPROVED PDAS WITHIN A YEAR OF
11 ADOPTION TO THE TOD POLICY. SO, WITH THAT BEING SAID, I AM
12 WONDERING OR REQUESTING, AS PART OF THE THOUGHT PROCESS, THAT
13 WE CLEARLY DEFINE AN AMOUNT OF FUNDING TO BE AWARDED TO
14 JURISDICTIONS TO COMPLETE THE PLANNING WORK TO ALLOW TO
15 ATTEMPT TO BECOME COMPLIANT WITH THE POLICY AND SUPPORT THE
16 POLICY IMPLEMENTATION BECAUSE SLIDE TEN IN THE PRESENTATION
17 DID TALK ABOUT FUNDING BUT I WASN'T CLEAR THAT IT WAS IN
18 RELATION TO AWARDING JURISDICTION FUNDING TO BECOME COMPLIANT.
19 SO, THAT'S THE FIRST THING. THEN THE SECOND THING I'M
20 WONDERING ON THIS IS, IN TERMS OF STATE LEGISLATION THAT'S OUT
21 THERE IN RELATION TO WHAT WE'RE TRYING TO DO, BECAUSE I CAN'T
22 HELP BUT THINK BACK TO WHAT WE JUST WENT THROUGH WITH TING'S
23 OFFICE AS WE'RE TRYING TO MOVE FORWARD WITH THAT POLICY, I
24 WANT TO MAKE SURE WE'RE COMPARING WITH STATE LEGISLATION SO WE
25 DON'T RUN INTO THOSE KIND OF ISSUES.



JULY 8, 2022

1

2 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. PAT, THEN AMY.

3

4 **PAT EKLUND:** THANK YOU, CHAIR SPERING. I WANT TO SAY I'M NOT ON
5 MTC. [LAUGHTER] BUT AS AN ABAG MEMBER, I HAD EXPRESSED
6 CONCERNS LAST TIME. AND I APPRECIATE STAFF'S ATTEMPT TO
7 ACCOMMODATE SOME OF THOSE, BUT WHEN I LOOK AT THE POLICY,
8 ITSELF, I DO NOT SEE THE WORDS "ON AVERAGE" RELATIVE TO THE
9 DENSITY. I MAY HAVE MISSED IT. BUT IT LOOKS LIKE IT'S 25 UNITS
10 PER NET ACRE, BUT THERE IS NO EXPLANATION THAT IT'S ON
11 AVERAGE. AND DOES THAT ALSO APPLY TO COMMERCIAL, WHICH IS THE
12 -- A NEW COMMERCIAL AND OFFICE DEVELOPMENT DENSITIES, AND
13 THEN, ALSO, MY OTHER QUESTION IS, ON THE LEVEL OF SERVICE FOR
14 TIER ONE, SO THAT ONLY APPLIES TO AREAS THAT ARE AROUND RAIL
15 STATIONS THAT SERVE REGIONAL CENTERS, AND THE QUESTION IS, ARE
16 ALL THE REGIONAL CENTERS IDENTIFIED ON THAT POLICY? THOSE ARE
17 TWO QUESTIONS. AND I AGREE WITH ALLOWS US A LITTLE BIT MORE
18 TIME. I DO INTEND TO SEND THIS OUT TO OUR ABAG DELEGATES AND
19 SO THAT WE CAN AT LEAST GET A LITTLE BIT MORE INPUT ON THE
20 PLANNING SIDE. I KNOW TAM WILL MAKE -- PROBABLY COMMENT ON THE
21 TRANSPORTATION SIDE, BUT I THINK THAT PLANNING ALSO NEEDS TO
22 BE INVOLVED. THANKS. BYE.

23

24 **JAMES P. SPERING, MTC CHAIR:** THANK YOU FOR THAT. AMY.

25



JULY 8, 2022

1 **AMY R. WORTH:** THANK YOU. I APPRECIATE STAFF TO CONTINUE THE
2 DISCUSSION ON THESE POLICIES. AND CAROL THANK YOU VERY MUCH
3 FOR REACHING OUT TO OUR PLANNING DIRECTORS IN CONTRA COSTA
4 COUNTY. AND I KNOW THE 19 DIRECTORS APPRECIATED THE CHANCE TO
5 MEET WITH YOU AT THE BEGINNING OF THIS FEEDBACK PROCESS AND
6 CONTINUE TO BE LOOKING AT THE POLICIES. AND REALLY HAVING THAT
7 FEEDBACK ON THE GROUND IS REALLY SO IMPORTANT IN BEING ABLE TO
8 DEVELOP POLICIES THAT REALLY, YOU KNOW, WILL ENCOURAGE THE
9 DEVELOPMENT OF HOUSING AND ENCOURAGE ROBUST USE OF OUR TRANSIT
10 SYSTEM AND HAVING WALKABLE COMMUNITIES THAT REDUCE OUR
11 RELIANCE ON SINGLE CARS AND, YOU KNOW, IT WAS GREAT TO SEE THE
12 ACTIVE TRANSPORTATION NETWORK. AND THE REALITY IS, THESE FUN
13 WE'RE TALKING ABOUT ARE SO IMPORTANT TO OUR CITIES. THEY
14 CANNOT EXIST WITHOUT THESE FUNDS. THERE ARE NO OTHER FUNDS FOR
15 BIKE INVESTMENTS. I THINK WE ARE SEEING A LOT OF ENGAGEMENTS
16 IN THIS PROCESS BECAUSE THESE ARE LIFELINE FUNDS FOR THESE
17 INVESTMENTS. SO, I WILL -- I HAD SOME DETAILED COMMENTS ABOUT
18 THE POLICY, BUT I THINK I WILL DEFER THOSE AND ADD SOME
19 HIGHLIGHTS. I THINK WE'RE AT A CRITICAL TIME, AND I THINK ONE
20 OF THE DATA POINTS, AS OUR CHAIR POINTED OUT, IS CITIES ARE
21 ENGAGED RIGHT NOW IN THE RHNA PROCESS, AND I THINK WE ARE
22 SEEING THAT, BY NATURE OF THE INCREASED RHNA NUMBERS, WE ARE
23 ALREADY SEEING INCREASED DENSITIES IN OUR COMMUNITIES
24 DOWNTOWNS. AND I THINK IT WILL BE REALLY HELPFUL FOR STAFF TO
25 HAVE THAT INFORMATION AND TO COMPARE IT WITH THESE POLICIES SO



JULY 8, 2022

1 WE CAN SEE THE ALIGNMENT. THE SECOND THING IS, IN FACT, THE
2 ABILITY TO FUND THESE ACTIVE TRANSPORTATION PROGRAMS. THE
3 THIRD PIECE OF IT, AND I CONTINUE TO LOOK AT THIS, THERE IS
4 NOT ENOUGH PDA LAND TO BUILD ALL OF THE AFFORDABLE HOUSING
5 PROJECTS WE NEED. AND WE NEED TO BE ABLE TO ACCOMMODATE AND
6 REWARD AND SUPPORT THE PRODUCTION OF AFFORDABLE HOUSING
7 PROJECTS TO A FULL PERCENTAGE THAT ARE OUTSIDE OF PDAS. SO,
8 FOR EXAMPLE, A LOT OF CITIES ARE ZONING FOR AFFORDABLE HOUSING
9 PROJECTS ALONG CORRIDORS IN NEIGHBORHOODS THAT AREN'T
10 NECESSARILY IN PDAS AND GIVEN THE FORMULAS, WE NEED TO BE ABLE
11 TO PROVIDE SIDEWALKS AND BIKE PED PROJECTS AROUND THOSE
12 PROJECTS ALSO. SO, I THINK THAT'S SOMETHING. THE PARKING,
13 AGAIN, THE PARKING IN SOME OF THE SUBURBAN AREAS WHERE PEOPLE,
14 BY NATURE, THEIR PROFESSIONS WHERE THEY WORK AND LIVE, THEY
15 DON'T HAVE TRANSIT OPTIONS. SO, I THINK WE NEED TO BE -- WE
16 CANNOT PENALIZE THOSE INDIVIDUALS. THE FINAL PIECE, AND I
17 APPRECIATE THE PUBLIC CORRESPONDENCE THAT I HAVE RECEIVED WITH
18 REGARDS TO COMMERCIAL. I THINK EVERYBODY'S INTENT, WHEN WE'RE
19 TALKING ABOUT DENSITY FOR HOUSING, DENSITY FOR OFFICE
20 CONSTRUCTION NEAR, IN OUR PDAS NEAR TRANSIT, THAT ALSO REALLY
21 NEEDS TO APPLY TO ALL KINDS MUCH COMMERCIAL. SO, AND I
22 APPRECIATE THAT WE, IN CONTRA COSTA COUNTY, OF COURSE,
23 APPRECIATE THE JOBS, HOUSING IMBALANCE PROVIDING THE
24 OPPORTUNITY TO HAVE MORE JOBS IN THE EAST BAY, BUT I ALSO
25 THINK THAT NEEDS TO INCLUDE ALL SORTS OF COMMERCIAL, AS WELL



JULY 8, 2022

1 AS WELL AS OFFICE, WHEN WE LOOK AT COMMERCIAL PROJECTS TOO.
2 SO, I REALLY APPRECIATE STAFF GIVING US MORE TIME TO GET MORE
3 DETAIL. AND IN LIGHT OF THIS, I THINK WHAT WE'RE SEEING AS WE
4 DRILL INTO THESE TIERS, THAT THERE IS TREMENDOUS DIVERSITY
5 WITHIN A PARTICULAR TIER. SO, HOW DO WE ACCOMMODATE THAT
6 DIVERSITY IN ORDER TO ENCOURAGE HOUSING PRODUCTION IN ORDER TO
7 ENCOURAGE ALL THE GOALS THAT WE HAVE FOR THIS REGION TO
8 MAXIMIZE THE INVESTMENT. AND, SO, THAT, I THINK, IS ONE OF THE
9 BIGGEST CHALLENGES THAT WE NEED TO OVERCOME IN TERMS OF
10 DEVELOPING A POLICY THAT WILL BE EQUITABLE IN TERMS OF
11 ALLOCATING RESOURCES AND WILL ENCOURAGE AND SUPPORT THE
12 PRODUCTION OF THIS MUCH NEEDED HOUSING AND, YOU KNOW, COMPACT
13 DEVELOPMENT IN OUR REGION. SO, THANK YOU, AGAIN, FOR STAFF,
14 FOR ALL OF YOUR WORK. AND, IN THIS PROCESS. SO, THANK YOU. AND
15 THANKS TO OUR CHAIR, CHAIR SPERING, FOR YOUR LEADERSHIP IN
16 MOVING US FORWARD.

17

18 **JAMES P. SPERING, MTC CHAIR:** OKAY. PRESIDENT ARREGUIN AND THEN
19 DAVE HUDSON.

20

21 **JESSE ARREGUIN, ABAG CHAIR:** THANK YOU CHAIR. I AGREE
22 ADDITIONAL TIME WILL BE BENEFICIAL, AND NOT ONLY TO HEAR
23 COMMENTS FROM SMALLER CITIES IN THE REGION BUT INPUT WE HEARD
24 FROM STAKEHOLDERS WE RECEIVED A LETTER FROM A NUMBER OF
25 ENVIRONMENTAL STAKEHOLDERS FOR REVISING THE MODIFICATIONS AND



JULY 8, 2022

1 POLICY. ONE PARTICULAR MODIFICATIONS WANT TO LIVE UP IS
2 LOOKING AT THE AFFORDABLE HOUSING AND ANTI DISPLACEMENT
3 POLICIES AND LOOKING AT CONSOLIDATING OPTIONS TO MAKE SURE WE
4 CAN DELIVER IMPACT AND SCALE. I AGREE NO NET LOSS AND RIGHT TO
5 RETURN SHOULD BE INCLUDED AS A BASELINE REQUIREMENT SHOULDN'T
6 BE JUST AN OPTION BUT A REQUIREMENT. LOOKING AT
7 RECOMMENDATIONS, BEYOND THE PDAS BEYOND THE BROADER TRANSIT-
8 RICH AREA SURROUNDING FIX GUIDEWAY TRANSIT, AND I THINK THIS
9 POLICY IS ONE OF THE CRITICAL WAYS WE CAN ACHIEVE THE GOALS OF
10 PLANNED BAY AREA. NOT JUST THROUGH HELPING ENCOURAGE THE TYPE
11 OF DENSITY WE NEED TO SUPPORT TRANSIT, WHICH IS CRITICAL TO
12 SUPPORT OUR TRANSIT OPERATORS WHO ARE STRUGGLING BECAUSE OF
13 THE PANDEMIC, BUT, ALSO, TO CREATE THE KIND OF COMPACT AND
14 SUSTAINABLE GROWTH THAT WE NEED IN THE REGION. AND HOW WE CAN
15 INCENTIVIZE THAT. BUT, REALLY, KEY TO ACHIEVING THAT IS GOING
16 TO BE ALIGNING THIS WITH THE WORK TO DEVELOP AND IMPLEMENT THE
17 HOUSING ELEMENTS, AND HAVING THAT PLANNING MONEY, AND THAT
18 TECHNICAL ASSISTANCE TO SUPPORT LOCAL GOVERNMENT SO THAT THEY
19 CAN IMPLEMENT THIS. BECAUSE, AT THE END OF THE DAY, WE WANT TO
20 ENCOURAGE LOCAL GOVERNMENTS TO COMPLY WITH THIS POLICY, TO BE
21 COMPETITIVE FOR THE REGIONAL MONEY. BUT WE NEED TO CREATE A
22 POLICY AND WE NEED TO CREATE THE TECHNICAL ASSISTANCE AND
23 SUPPORT TO ENABLE THAT TO HAPPEN. SO, HOPE THAT WILL BE A KEY
24 PART OF WHAT STAFF WILL BE LOOKING AT AS THIS POLICY IS
25 FURTHER REFINED. BECAUSE, YOU KNOW, ULTIMATELY, A ONE SIZE



JULY 8, 2022

1 FITS ALL APPROACH IS NOT GOING TO WORK IN SUCH A DIVERSE
2 REGION WHERE YOU HAVE CITIES OF DIFFERENT SIZES, DIFFERENT
3 TYPES OF DEVELOPMENT PATTERNS, AND I THINK WE CAN ACHIEVE THE
4 GOALS OF PLANNED BAY AREA, AND LOOK AT PROVIDING FLEXIBILITY
5 GIVEN THE DIFFERENT TYPES OF -- THE DIFFERENT TYPES OF, SORT
6 OF, ENVIRONMENTS IN DIFFERENT PARTS OF THE REGION. BUT I DO
7 WANT TO SPEAK GENERALLY IN SUPPORT OF THE POLICY. STAFF HAS
8 DONE A GREAT JOB IN BALANCING A LOT OF THE INPUT THIS IS WHERE
9 THE RUBBER MEETS THE ROAD IN TERMS OF WHETHER PLANNED BAY AREA
10 IS GOING TO BE A PLAN THAT SITS ON THE SHELF OR ACTUALLY IS
11 GOING TO BE REALIZE SAID. AND THE RHNA ALLOCATIONS AND THE
12 WORK UPDATE FOR HOUSING ELEMENTS IS ONE PART OF IT, BUT HOW WE
13 CAN INCENTIVIZE AND ENCOURAGE THE DEVELOPMENT WE NEED IN OUR
14 REGION THROUGH THE ALLOCATION AND DISCRETIONARY TRANSPORTATION
15 DOLLARS IS ANOTHER ELEMENT OF IT. AND WE HAVE APPROVED MUCH
16 MORE EXPANSIVE GROWTH GEOGRAPHIES IN THIS PLAN THAN BEFORE.
17 AND THE RHNA IS NOT JUST FOCUSED ON PDA, BUT LOOKED AT
18 TRANSIT-RICH AREAS AND HIGH-RESOURCE AREAS. AND IF WE'RE
19 ACTUALLY GOING TO SEE AND ENCOURAGE THAT TYPE OF DEVELOPMENT
20 IN THOSE AREAS WE NEED TO MAKE THE FUNDING AVAILABLE, NOT JUST
21 FOR THE TRANSIT, BUT FOR THE HOUSING AND INFRASTRUCTURE TO
22 SUPPORT THAT HOUSING AND TRANSIT. SO, I WANT TO THANK STAFF
23 FOR ALL THEIR WORK. I DO THINK SOME ADDITIONAL TIME IS
24 BENEFICIAL. BUT THIS S I THINK, A REALLY CRITICAL POLICY TO
25 HELP US REALIZE THE TYPE OF VISION THAT WE ALL EMBRACED WHEN



JULY 8, 2022

1 WE ADOPTED PLANNED BAY AREA. AND I THINK SOME OF THE
2 MODIFICATIONS THAT HAVE BEEN PROPOSED ARE GOOD. I THINK WHAT'S
3 REALLY GOING TO BE KEY IN TERMS OF NEXT STEPS IS THE MONEY FOR
4 PLANNING AND TECHNICAL ASSISTANCE TO MAKE SURE THOSE LOCAL
5 GOVERNMENTS CAN ADOPT THESE POLICIES AND BE IN A POSITION TO
6 BE COMPETITIVE FOR THIS MONEY. SO, THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, JESS. THOSE ARE VERY
9 GOOD COMMENTS, YOU SAID IT MUCH BETTER THAN I. THANK YOU FOR
10 THAT. DAVE HUDSON.

11

12 **DAVID E. HUDSON:** I WANT TO SAY D, BUT I CAN'T GO ABOVE THREE
13 MINUTES. OBVIOUSLY PARKING IS ONE OF THE THINGS WE'RE GOING TO
14 FOCUS ON AND I DON'T ENVY STAFF BECAUSE PARKING IS EVERY PIECE
15 OF LEGISLATION THEY LOOK AT THESE DAYS THAT I WANT THAT IN
16 THERE SOMEHOW. WITH THE PERCENTAGES IF YOU WANT TO DO 100%
17 AFFORDABLE HOUSING YOU GET PERCENTAGE PLUS THREE EXTRA
18 STORIES. IF WE DO THIS NO MINIMUM PARKING WE HAVE DONE THESE
19 TWO EXTRA INCENTIVES AND I'M NOT SURE THAT'S THE DIRECTION WE
20 WANT TO GO. WHAT HAS ME MOST CONCERNED IS DISPLACEMENT. DOES
21 THIS POLICY, WHEN WE'RE THROUGH WITH IT, FOCUS THE GROWTH
22 WHERE IT DOES THE MOST FOR JOBS/HOUSING BALANCE. AND THAT'S
23 WHY WE GOT STARTED ON THIS AT THE BEGINNING. IF YOU HAVE A
24 JOBS/HOUSING BALANCE WE'RE SUPPOSED TO BE REDUCING VEHICLE
25 MILES TRAVELED. THAT'S THE ONLY THING WE GET TO DEAL WITH IN



JULY 8, 2022

1 TRANSPORTATION IN THE SUSTAINABLE COMMUNITIES STRATEGY. AND
2 I'M NOT SURE IF THERE IS AN ANSWER. YOU'RE CERTAINLY NOT GOING
3 TO GET FROM ME, BECAUSE LIKE WHAT JIM SAID, JESSE YOU SAID IT
4 BETTER. AND I'M GOING TO, I HAVE A REAL CONCERN WHEN I LOOK AT
5 POPULATIONS COMING OUT OF THE DEPARTMENT OF FINANCE IT'S LIKE
6 A LOT OF OUR CHARTS SHOWING A DECREASE OVER THE LAST TWO YEARS
7 AND WE HAVE DOUBLED THE RHNA NUMBERS, IDEALLY DEALING WITH THE
8 LARGER CITIES IF WE DID SOMETHING WITH OVERLAY WHERE THIS IS
9 FOR CITIES OVER \$100,000 WE WOULD PROBABLY STILL HAVE TO DEAL
10 WITH SOME KIND OF A DEGREES OF 2% A YEAR. I'M NOT SURE THERE
11 IS AN ANSWER BUT I'M ASKING TAKE IT OUT-OF-THE-BOX AT OUR
12 LARGER CITIES, TAKE A LOOK AT CITIES THAT ARE LESS THAN 2 TO 1
13 JOBS/HOUSING BALANCE ARE WE GOING TO HAVE THE SAME KIND OF
14 POLICY? AND UNLESS WE CAN DO THIS BY BREAKFAST ON TUESDAY, I
15 SAY WE PROBABLY DO NEED TO HAVE ANOTHER MEETING. BECAUSE I
16 DON'T HAVE A COT IN MY OFFICE HERE. BUT THERE IS A LOT MORE TO
17 THIS AND PEOPLE ARE NOTICING T SO, I, TOO, WOULD SAY LET'S DO
18 ANOTHER ONE AND BE PREPARE.

19

20 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, DAVID. DAVID CANEPA,
21 AND THEN COMMISSION CHAIR PEDROZA.

22

23 **DAVID CANEPA:** THANK YOU. I THINK WE ARE MOVING IN THE RIGHT
24 DIRECTION. I THINK ADDRESSING THE THREE PS, AS THEY HAVE BEEN
25 CALLED, IS ACTUALLY CRITICAL. I THINK, YOU KNOW, I AGREE WITH



JULY 8, 2022

1 THE CHAIR, I THINK EXTENDING THIS TO SEPTEMBER TO REALLY HAVE
2 A MORE ROBUST CONVERSATION, YOU KNOW, I DO HAVE A COUPLE OF
3 CONCERNS. I YOU THINK ONE OF THE CONCERNS THAT I HAVE IS THAT
4 THE BENEFIT, AT ONE TIER, THE REGIONAL CENTER TIER, THEY
5 ALREADY HAVE EXISTING ZONING AND DENSITY -- DENSITIES IN
6 PLACE. AND HOW DOES THAT, SORT OF, CREATE A LEVEL PLAYING
7 FIELD? I THINK WE NEED TO REALLY LOOK AT JURISDICTIONS, YOU
8 KNOW, REGIONALLY, IN HOW THOSE DOLLARS ARE GOING TO BE SPENT.
9 I THINK THIS ISSUE OF PROVIDING TECHNICAL SUPPORT IS REALLY
10 GOING TO BE CRITICAL FOR US MOVING FORWARD. AND THE RESOURCES
11 FOR CITIES AND COUNTIES TO REALLY IMPLEMENT. AND, SO, I THINK
12 IT'S, SORT OF, UNFAIR, IF I COULD USE THAT HARSH LANGUAGE, TO
13 REALLY JUST -- IT'S UNFAIR TO PUT ALL OF THE ONUS ON THE
14 LARGER CITIES, BUT AT THE SAME TIME, I THINK, SORT OF, SPREAD
15 IT OUT, TO MAKE SURE WE HAVE OUR POLICIES IN PLACE, WHETHER
16 THEY'RE IN PDA AREAS, WHETHER THEY'RE NOT. BUT I WANT TO ASK
17 STAFF TO COME BACK. AND I DO HAVE A COUPLE OF QUESTIONS, AND
18 MAYBE THEY CAN COME BACK AT THE NEXT MEETING OR BEFORE HAND TO
19 REALLY ANSWER THEM, AND I GUESS ONE IS AROUND, WHAT'S LINKAGE
20 BETWEEN THE TOC AND THE MAP? AND WHY AREN'T WE VIEWING IT AND
21 APPROVING THEM BOTH AT THE SAME TIME? HOPEFULLY WE'LL DO THAT.
22 AND THEN MY SECOND IS, YOU KNOW, HOW MANY PDAS ARE THERE IN
23 THE BAY AREA? AND HOW MANY OF THEM WILL BE AFFECTED BY THE
24 DRAFT TOC? HOW MANY ACRES WILL HAVE TO BE REZONED? I JUST
25 REALLY WANT TO, SORT OF, UNDERSTAND THAT. BECAUSE WHAT WE'RE



JULY 8, 2022

1 GOING TO BE DOING IS, REALLY, YOU KNOW, MOVING FORWARD WITH A
2 POTENTIAL PLAN THAT IS REALLY GOING TO HAVE, YOU KNOW,
3 POSITIVE OUTCOMES OR ADVERSE CONSEQUENCES. AND I THINK US
4 TAKING THIS DELIBERATE ACTION TO REALLY KIND OF TAKE SOME MORE
5 TIME, I THINK IS THE APPROPRIATE COURSE. SO I JUST WANT TO
6 THANK YOU, MR. CHAIR, FOR THE OPPORTUNITY TO SPEAK ON THIS
7 ITEM.

8

9 **JAMES P. SPERING, MTC CHAIR:** THANK YOU, DAVID. CHAIR PEDROZA?
10 AND THEN VICTORIA.

11

12 **ALFREDO PEDROZA:** THANK YOU CHAIR SPERING. AND I'LL BE BRIEF.
13 CONCURRING WITH A LOT OF COMMENTS THAT WERE SHARED. AND I JUST
14 WANT -- [AUDIO DIFFICULTIES]

15

16 **JAMES P. SPERING, MTC CHAIR:** ALFREDO, YOU'RE MUTED.

17

18 **JAMES P. SPERING, CHAIR:** ALFREDO YOU'RE BREAKING UP WE'RE
19 LOSING YOU HERE.

20

21 **ALFREDO PEDROZA:** CAN YOU HEAR ME NOW?

22

23 **JAMES P. SPERING, MTC CHAIR:** YES.

24



JULY 8, 2022

1 **ALFREDO PEDROZA:** I CONCUR WITH COMMISSIONERS. I WANT TO BE
2 CLEAR, TAKING MORE TIME IS TO GET THIS RIGHT, NOT TO WATER IT
3 DOWN OR DELAY THE OUTCOMES; IT'S TO GET IT RIGHT. I WANT TO BE
4 CLEAR ON THAT. THE COMMENTS THAT PRESIDENT ARREGUIN SHARED ON
5 SPOT ON AROUND TECHNICAL STANCE, MAYOR ARREGUIN WHEN YOU AND I
6 DID THE LISTENING TOUR IN THE REGION WE HEARD FROM A LOT OF
7 SMALL COUNTIES AND CITIES THE CHALLENGES THEY FACE. AND THAT'S
8 THE CRISIS THE HOUSING ISSUE IS A BIG ISSUE IN ALL THE BAY
9 AREA. AND MAKING SURE WE INCENTIVIZE THAT WHETHER BIG OR SMALL
10 I THINK IS CRITICAL. SO I APPRECIATE THOSE COMMENTS. WE
11 MENTIONED OUTCOMES QUITE A BIT. HOW ARE WE GOING TO MEASURE
12 WHETHER WE'RE PRODUCING THE TOC POLICIES. WE NEED TO PUT THAT
13 ON THE TABLE: THAT WAY WHETHER IT'S -- [INDISCERNIBLE] WHY
14 WE'RE TAKING THESE POLICY STEPS TO PRODUCE THESE OUTCOMES.
15 THANK YOU, MR. CHAIR.

16

17 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. VICTORIA, THAT WAS THE
18 LAST HUG YOU GAVE THAT YOUNG LADY, SO MAYBE YOU HAVE ONE FOR
19 THE REST OF US.

20

21 **VICTORIA FLEMING:** YEAH, I HAVE ALL THE HUGS TO GIVE. I WILL BE
22 PROBABLY BE THE OUTLIER. I TOTALLY UNDERSTAND THAT WE NEED
23 MORE TIME, BUT I ALSO AM CONCERNED ABOUT WAITING. BECAUSE IF
24 WE WERE ABLE TO DO THIS SOONER, I KNOW HERE, IN SANTA ROSA,
25 WHERE WE'RE WORKING ON OUR HOUSING ELEMENT AND SOME OF THIS



JULY 8, 2022

1 STUFF WOULD FIT INTO IT IF WE WERE ABLE TO HAVE STUFF ON THE
2 BOOKS SOONER RATHER THAN LATER BUT I'M NOT GOING TO HOLD TO
3 THAT. I UNDERSTAND THAT'S WHERE WE'RE GOING. I HAVE CONCERN,
4 MAYOR ARREGUIN AND WORTH'S COMMENTS, I SECOND, BUT I WANT TO
5 PULL OUT IN PARTICULAR ABOUT ANTI-DISPLACEMENT AND NO NET
6 LOSS. IN MY MIND, THE INCENTIVE AROUND POTENTIALLY GOING WITH
7 PDAS INSTEAD OF TRAS, I PREFER TRAS, BUT I WOULD SAY IN OUR
8 AREA, AND OTHER AREAS BESIDES SONOMA COUNTY WHERE THIS
9 APPLIES, I THE CARVE OUTS AROUND THE TRANSIT RESOURCE
10 FLOODPLAINS AND WILDLAND URBAN INTERFACE. I HAVE GREAT
11 CONCERNS ABOUT THAT. IT NEEDS TO BE NUANCED AND THOUGHTFUL,
12 BUT IT ALSO NEEDS TO BE IN MY MIND, A POLICY THAT DOESN'T
13 ALLOW US TO REALLY UNDERCUT WHAT WE'RE TRYING TO ACHIEVE HERE.
14 AND THEN THE OTHER THING IS, AROUND THE PARKING. I WOULD LIKE
15 TO SEE THAT TO APPLY TO AREAS THAT ARE NOT JUST COMMERCIAL
16 OFFICE SPACE, BUT OTHER COMMERCIAL USES. AND ALLOW FOR GREATER
17 DENSIFICATION. I KNOW HERE WE HAVE SOME AREAS LIKE MALLS, FOR
18 EXAMPLE, THAT ARE NOT OFFICE SPACE, BUT DEFINITELY NEED TO BE
19 REDEVELOPED AND WOULD LIKE TO ENCOURAGE THE PARKING POLICY TO
20 BE APPLICABLE IN THOSE AREAS AS WELL. AND WITH STAFF, I CANNOT
21 IMAGINE THE DIFFICULT JOB YOU DO TO WRANGLE ALL OF THIS. SO
22 I'LL BE SUPPORTIVE OF US TAKING MORE TIME BECAUSE I KNOW A LOT
23 GOES INTO PLEASING THIS MANY PEOPLE WITH THIS MANY
24 STAKEHOLDERS THAT WE EACH HAVE. THANK YOU VERY MUCH.

25



JULY 8, 2022

1 **JAMES P. SPERING, MTC CHAIR:** THANK YOU VICTORIA. GOOD
2 COMMENTS. MAYOR SCHAFF. GOOD TO SEE YOU THIS MORNING.

3

4 **LIBBY SCHAAF:** GOOD TO BE SEEN, AS MY GRANDMOTHER USED TO SAY.
5 THANK YOU, CHAIR SPERING. I KIND OF SHARE VICTORIA'S COMMENTS.
6 LIKE, I WOULD LOVE TO SEE THIS ADOPTED BUT I THINK IT'S
7 IMPORTANT TO GET IT RIGHT AND SO RESPECT THE IDEA OF KEEPING
8 IT IN COMMITTEE. I WANT TO, AGAIN, KEEP PRAISE ON THE
9 FANTASTIC STAFF AT MTC AND ABAG. REALLY APPRECIATE MANY OF THE
10 ISSUES THAT I RAISED LAST TIME HAVE ACTUALLY BEEN ADDRESSED.
11 SO WANT TO RECOGNIZE THE INCREDIBLE WORK. I WANT TO ADD MY
12 VOICE TO SUPPORTING THIS CONCEPT OF NO NET LOSS AND RIGHT OF
13 RETURN REQUIREMENTS. THEY ARE IN STATE LAW, SO THEY SHOULD BE
14 MANDATORY REQUIREMENTS IN OUR POLICY. THE SECOND ISSUE I
15 WANTED TO LIFT UP IS, THAT WAS RAISED IN THE LETTER FROM THE
16 GROUP OF ADVOCATES, HAS TO DO WITH THE USE OF PDAS AND THE
17 FACT THAT THEY ARE NOT AUTOMATICALLY KIND OF EXTENDED TO ALL
18 TRANSIT-RICH AREAS. SO, ONE KIND OF COMPROMISE IDEA I WANTED
19 TO THROW OUT FOR CONSIDERATION IS THAT WE COULD REQUIRE
20 JURISDICTIONS TO ACCOMMODATE THE FULL DEVELOPMENT CAPACITY OF
21 THE TRANSIT-RICH AREAS, BUT GIVE LOCAL FLEXIBILITY IN HOW THAT
22 DENSITY IS ALLOCATED WITHIN THAT AREA. AND SO THAT MIGHT KIND
23 OF RESOLVE WHAT MAY -- YOU KNOW, WE'RE ALWAYS TRYING TO
24 GRAPPLE WITH LOCAL CONTROL, AND NO ONE SIZE FITS ALL, THAT
25 MIGHT BE A WAY OF ADDRESSING THE CONCERN THAT ADVOCATES HAVE



JULY 8, 2022

1 RAISED, BUT STILL PRESERVING SOME LOCAL CONTROL AND KNOWLEDGE
2 OF LOCAL CONDITIONS. THE THIRD ISSUE I WANTED TO HIGHLIGHT
3 WAS, I AM CONCERNED THAT NOW RECENT CHANGES HAVE MADE THE
4 POLICY APPLY ONLY TO OFFICE DEVELOPMENT AND NOT ALL COMMERCIAL
5 DEVELOPMENT. SO, FOR EXAMPLE, YOU KNOW, A SHOPPING MALL, OR,
6 LIKE, A SINGLE STORY RETAIL DEVELOPMENT NEAR, LIKE, REALLY
7 RICH TRANSIT, COULD STILL BE ALLOWED TO BE SURROUNDED BY
8 SURFACE PARKING. THAT DOESN'T SEEM LIKE IT'S ACCOMPLISHING OUR
9 GOAL. AND, SO, JUST, I WANT TO LIFT UP THAT AS A PROBLEM AND
10 ASK THAT STAFF MIGHT DEVELOP SOME OTHER OPTIONS FOR DENSITY
11 AND PARKING REQUIREMENTS FOR COMMERCIAL DEVELOPMENT THAT GO
12 BEYOND JUST OFFICES. AND THEN LAST, WE ALSO NOTICED THAT THE
13 RESIDENTIAL DEVELOPMENT REQUIREMENTS EXEMPT LOTS THAT ALREADY
14 HAVE HOUSING ON THEM. SO THAT WE'RE NOT CREATING INCENTIVES TO
15 REMOVE EXISTING HOMES, BUT, EXISTING HOMES ARE NOT EXEMPTED
16 FROM THE COMMERCIAL DEVELOPMENT REQUIREMENTS. AND SO THAT
17 COULD CREATE AN INCENTIVE TO DEMOLISH SOME HOMES IN MIXED USE
18 HOMES TO CREATE COMMERCIAL DEVELOPMENT. AND WE WOULD NOT WANT
19 TO DO THAT. SO JUST A SUGGESTION THAT WE MIGHT CONSIDER
20 EXEMPTING EXISTING HOMES FROM THE COMMERCIAL DEVELOPMENT
21 REQUIREMENTS SO THAT WE DON'T END UP HAVING THAT UNINTENDED
22 CONSEQUENCE. SO THOSE ARE JUST SOME VERY SPECIFIC IDEAS FOR
23 STAFF AND YOUR CONSIDERATION, MY FELLOW COMMISSIONERS. AND I
24 APPRECIATE YOUR TIME, AND JUST THE INCREDIBLE THOUGHTFUL



JULY 8, 2022

1 CONVERSATION WE'RE HAVING ON THIS SUPER IMPORTANT ISSUE TODAY.
2 THANKS.

3

4 **JAMES P. SPERING, MTC CHAIR:** GOOD COMMENTS. THANK YOU, MAYOR.
5 DAVID RABBIT IS THEN NATE MILEY. DAVID?

6

7 **DAVID RABBIT:** THANK YOU VERY MUCH, CHAIR. APPRECIATE THE
8 COMMENTS TODAY. TAKING TIME TO GET IT RIGHT IS APPROPRIATE AT
9 THIS POINT. I THINK WE COULD ALL PUSH OUR JURISDICTIONS AND BE
10 THAT HOUSER THAT I KNOW EVERYONE ON THIS COMMITTEE REALLY IS.
11 THE THING I WANT TO BRING UP AS AN ARCHITECT IT PUZZLES ME THE
12 PARKING REQUIREMENT PER RESIDENTIAL UNIT. I THINK WE NEED TO
13 BE MORE IMAGINATIVE, INCENTIVIZE WHAT WE WANT TO ACHIEVE. I
14 GET WE DON'T WANT TO OVERPARK ANY PARTICULAR AREA BUT AS SON
15 AS YOU START ASSIGNING PER UNIT, CERTAINLY THE STUDIO IS
16 DIFFERENT THAN A ONE BEDROOM OR TWO BEDROOM OR THREE BEDROOM.
17 AND PLACES ESPECIALLY ON THE MARKET RATE WITH NEW CONSTRUCTION
18 YOU'RE GOING TO HAVE LOTS OF ROOMMATES SHARING THOSE PLACES
19 THEY'RE GOING TO HAVE MORE CARS THE MORE BEDROOMS. HOW WE GET
20 THERE IS REALLY IMPORTANT: GUEST OR STREET PARKING,
21 CONVERTIBLE PARKING SPACES CENTRALIZED PARKING STRUCTURES
22 KNOWING THAT RATIO COULD CHANGE OVER TIME. WE HAD
23 REDEVELOPMENT THAT WE DID IN PETALUMA WE HAVE TWO PARKING
24 GARAGES THAT SERVE MULTIPLE RESIDENTIAL PROPERTIES IF THE
25 PARKING RATIOS CHANGE OVER TIME YOU BEING TAKE MORE OF THE



JULY 8, 2022

1 PARKING GARAGE AND CONVERT TO OTHER SPACE. I THINK LONG-TERM
2 THAT WAY ASSIGNING UNITS PER RESIDENTIAL UNIT THERE ARE
3 CONSEQUENCES AS WELL PEOPLE WITHOUT CARS THEN RENTING THEM OUT
4 THEN INCOME INCREASING RENTS AND WHAT NOT. I THOUGHT THERE WAS
5 A BETTER WAY TO ACCOMMODATE PARKING AND ESPECIALLY ON THE
6 RESIDENTIAL UNIT SIDE. EVEN ON THE OFFICE AND RETAIL SIDE, AS
7 WELL. SO THAT'S MY COMMENT THERE. AND I DO APPRECIATE THE
8 INCENTIVIZING THOSE APPROPRIATE DENSITIES, ALLOWING MANY PATHS
9 TO GET THERE, I THINK IS VERY MUCH APPROPRIATE. AND REALLY
10 KIND OF POINTING PEOPLE TOWARDS THOSE OVER THE HORIZON AND
11 BEST PRACTICES THAT I THINK AS TIMES CHANGE DENSITIES WILL
12 DIMINISH ON THE -- ON THE PARKING SIDE, HOW CAN WE ACCOMMODATE
13 THAT, AND NOT SKIP A BEAT WITHIN THOSE COMMUNITIES. SO THANK
14 YOU.

15
16 **JAMES P. SPERING, MTC CHAIR:** THANK YOU DAVID. AND GOOD TO SEE
17 YOU. NATE MILEY, AND AFTER WILL BE GINA.

18
19 **NATHAN MILEY:** THANK YOU, YOUR HONOR, SPERING. THANK YOU.

20
21 **JAMES P. SPERING, MTC CHAIR:** THANK YOU.

22
23 **NATHAN MILEY:** I, TOO, SUPPORT THIS REQUEST BE CONTINUED. I
24 ALSO WOULD LIKE TO ASK A QUESTION. I MIGHT SOUND LIKE A BROKEN
25 RECORD HERE. I MISSED THE SLIDE PRESENTATION. BUT I WAS



JULY 8, 2022

1 INFORMED THAT VALLEY LINK WAS NOT THERE, AND I'M TRYING TO
2 UNDERSTAND WHERE DOES VALLEY LINK FIT INTO THE TIERS?

3

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

5

6 **NATHAN MILEY:** ANY CLARIFICATION ON THAT?

7

8 **JAMES P. SPERING, MTC CHAIR:** NATE, WHAT WE'RE GOING TO DO IS
9 WE'RE JUST GETTING ALL THE QUESTIONS AND THEN STAFF WILL
10 RESPOND TO THAT. OKAY?

11

12 **NATHAN MILEY:** OKAY. GREAT. THANK YOU.

13

14 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU. OKAY. GINA?

15

16 **GINA PAPAN:** THANK YOU, MR. CHAIR. AND THANK YOU TO ALL MY
17 COLLEAGUES. FABULOUS COMMENTS, I GREATLY APPRECIATE IT, AND
18 THE TIME TO GET THIS RIGHT. REAL QUICK, I HOPE THIS APPLIES TO
19 OUR JURISDICTIONS HERE, THE OPERATORS, WHAT'S THE IMPACT ON
20 SOME OF THE OPERATORS HERE THAT ARE NOW IN THE HOUSING
21 BUSINESS? SO, MAYBE IT'S JUST MY JURISDICTION, BUT WHEN BART
22 HAS A PARKING STRUCTURE AND THEY REMOVE PARKING FROM THAT
23 STRUCTURE FOR DEVELOPMENT, IT DOES IMPACT AN END OF THE LINE
24 STATION. AND YES WE WANT THE DEVELOPMENT. BUT NOR CAN WE
25 AFFORD TO BUILD PARKING IN AN AREA, LIKE AN INTERMODAL CENTER.



JULY 8, 2022

1 SO, JUST GETTING ALL THE PIECES RIGHT, OUT OF CURIOSITY, I
2 KNOW SOME OF THE OTHER JURISDICTIONS THAT NOW HAVE END OF THE
3 LINE STATIONS ARE HAVING TO THEN BUILD PARKING FOR PEOPLE
4 COMING IN FROM THE SURROUNDING AREAS. YES. WE WANT PEOPLE ON
5 PUBLIC TRANSIT. JUST WONDERING HOW THOSE COME TOGETHER. AND
6 THEN THE FINAL QUESTION IS, THAT ON SOME OF THESE ITEMS IN
7 HERE, I WOULD LIKE TO KNOW HOW STATE LAW IMPACTS THEM. BECAUSE
8 I THINK THE STATE LEGISLATURE HAS TAKEN ON SOME OF THESE
9 CATEGORIES THAT WE'RE TALKING ABOUT HERE, AND WE DON'T HAVE
10 THE BENEFIT OF A LEG COUNCIL ANALYSIS OR THE DEPARTMENT OF
11 FINANCE ANALYSIS, AND HOW THAT WOULD IMPACT -- WHICH WAS
12 POINTED OUT -- LITTLE CITIES OR SMALLER JURISDICTIONS. SO, IF
13 STAFF COULD JUST IDENTIFY FOR US WHICH OF SOME OF THE
14 CATEGORIES HAVE ALREADY BEEN ADDRESSED BY THE LEGISLATURE, AND
15 WHAT HAPPENED THERE? MAYOR SCHAFF POINTED OUT, NO NET LOSS AND
16 RIGHT OF RETURN IS ALREADY STATE LAW. THAT'S WONDERFUL. GREAT.
17 BUT WHAT ABOUT SOME OTHER AREAS HERE. THAT WOULD BE GREAT
18 INFLUENCE AND INFORMATIONALLY SPEAKING FOR SOME OF US TO KNOW
19 THAT. THANK YOU VERY MUCH, AND I APPRECIATE THE ADDITIONAL
20 TIME. THANK YOU

21

22 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. I SEE NO OTHER HANDS
23 RAISED, OF BOARD MEMBERS, OR -- AND I -- AND, MARTHA DO WE
24 HAVE PUBLIC SPEAKERS

25



JULY 8, 2022

1 **CLERK OF THE BOARD:** YES WE DO. WE RECEIVED WRITTEN CORRESPOND
2 COMBINED LETTER FROM NON-PROFIT HOUSING ASSOCIATION OF
3 NORTHERN CALIFORNIA, SB AT HOME, SAN FRANCISCO HOUSING ACTION
4 COALITION ENTERPRISE COMMUNITY PARTNERS, TRANSFORM, GREENBELT
5 ALLIANCE, SPUR, GENERATIONAL HOUSING, CALIFORNIA YIMBY, AND
6 ANOTHER ONE FROM ADINA LEVIN. SO FAR THERE ARE FIVE MEMBERS OF
7 THE PUBLIC WITH THEIR HANDS RAISED. HOW MUCH TIME WOULD YOU
8 LIKE TO GIVE THEM?

9

10 **JAMES P. SPERING, MTC CHAIR:** HOW MUCH TIME? GIVE THEM TWO
11 MACHINES. HOW MANY PEOPLE?

12

13 **CLERK OF THE BOARD:** NINE NOW.

14

15 **JAMES P. SPERING, MTC CHAIR:** MINUTE AND A HALF.

16

17 **CLERK OF THE BOARD:** FIRST UP WILL BE ERICA PINTO.

18

19 **SPEAKER:** GOOD MORNING COMMISSIONERS MY NAME IS ERICA PINTO
20 SPEAKING ON BEHALF OF SPUR. SPUR IS GRATEFUL TO STAFF FOR THE
21 TERRIFIC ONGOING ENGAGEMENT ON THIS POLICY I ASSOCIATE MYSELF
22 WITH THE COMMENTS ONE REGARDING THE IMPORTANCE OF PASSING THIS
23 TO JULY BECAUSE IT'S INTEGRATED IN THE CURRENT HOUSING ELEMENT
24 AND IMPROVING THE PDA COMPONENTS. STAFF NARROWED THE POLICY TO
25 ADDRESS ONLY OFFICE RATHER THAN ALL COMMERCIAL LAND BECAUSE



JULY 8, 2022

1 THIS IS THE GREATEST WHERE TRANSIT RIDERSHIP CAN BE GAINED
2 THIS IS GREAT BECAUSE WE WANT TRANSIT RIDERS BUT THIS IS POSED
3 TO BE A TRANSIT ORIENTED COMMUNITIES POLICY SUPPOSED TO HELP
4 COMMUNITIES NOT JUST TRANSIT RIDERS. UNDER THIS POLICY STRIP
5 MALLS AND LOW DENSITY RETAIL AND ENTERTAINMENT SERVICE PARKING
6 ARE IMPORTANTLY CONTINUING TO BE BUILT ADJACENT TO TRANSIT
7 STATIONS. [INDISCERNIBLE] NOT OFFICE OR RESIDENTIAL THERE ARE
8 NO STANDARDS WE NEED AN OPTION THAT APPLIES TO ALL COMMERCIAL
9 DEVELOPMENT AS PROPOSED IN JANUARY WE ENCOURAGE A VOTE TODAY
10 TO MOVE THIS POLICY FORWARD TO THE FULL COMMISSION BUT INCLUDE
11 SPECIFIC DIRECTION TO STAFF TO BRING ALTERNATIVE OPTIONS ON
12 THESE KEY ISSUES TO THE FULL COMMISSION FOR CONSIDERATION.
13 THANK YOU SO MUCH FOR YOUR TIME.

14

15 **CLERK OF THE BOARD:** THANK YOU. NEXT UP IS RICH HEDGES,
16 FOLLOWED BY JUSTINE MARCUS. RICH UNMUTE YOURSELF.

17

18 **RICHARD HEDGES:** THANK YOU MARTHA. SIMPLY, I SUPPORT THE
19 POLICY. ANXIOUS TO SEE WHAT COMES OUT IN SEPTEMBER. BUT I HAVE
20 A QUESTION I WOULD LIKE HOPEFULLY TO BE ANSWERED TODAY. THERE
21 IS A DEVELOPMENT WITHIN A BLOCK OF MY HOUSE 100 UNITS PER ACRE
22 THERE IS A SMALL COMMERCIAL SPOT WITH A GROCERY STORE AND
23 OTHER ENTITIES ACROSS THE STREET FROM IT. THERE IS A BUS THAT
24 STOPS RIGHT IN FRONT OF IT THAT RUNS EVERY 15 MINUTES. IT'S 12
25 MINUTE TO EITHER A CALTRAIN STATION AT DOWNTOWN SAN MATEO OR



JULY 8, 2022

1 HILLS DALE WOULD THIS QUALIFY AS TOC DEVELOPMENT. I HOPE YOU
2 SAY YES BECAUSE I'M VERY SUPPORTIVE THIS DEVELOPMENT. THANK
3 YOU.

4

5 **CLERK OF THE BOARD:** THANK YOU, RICH. NEXT UP IS GOING TO BE
6 JUSTINE MARCUS FOLLOWED BY DWAYNE HANKERSON. JUSTINE?

7

8 **SPEAKER:** HI. GOOD MORNING. MY NAME IS JUSTINE MARCUS WITH
9 ENTERPRISE COMMUNITY PARTNERS. I WANT TO, ONCE AGAIN, THANK
10 STAFF FOR ALL THE INCREDIBLE WORK THEY HAVE PUT INTO THIS
11 POLICY AND THEIR CONTINUED ENGAGEMENT WITH US. ENTERPRISE WAS
12 ONE OF THE ORGANIZATIONS THAT SUBMITTED THE LETTER THAT A
13 NUMBER OF YOU HAVE DISCUSSED. AND I WANT TO THANK MEMBERS OF
14 THE COMMISSION AND THE ABAG BOARD FOR RAISING MANY OF THOSE
15 COMMENTS ALREADY. WHILE IT SEEMS LIKE THE COMMISSION IS -- OR
16 THE COMMITTEE -- EXCUSE ME -- IS MOVING TOWARDS A DELAY IN THE
17 VOTE I DID JUST WANT TO UNDERSCORE THE URGENCY THAT I THINK A
18 NUMBER OF OUR ORGANIZATIONS ARE BRINGING TO PASSING THIS
19 POLICY IN ORDER TO DO OUR BEST TO TRY TO HAVE AS MUCH
20 INTEGRATION BETWEEN THE HOUSING ELEMENT UPDATES AND THE TOC
21 POLICY ESPECIALLY AROUND REZONING. WHICH IS WHY, WHEN WE KIND
22 OF SENT IN OUR FINAL RECOMMENDATIONS, WE WERE WORKING TO
23 IDENTIFY NOT ONLY PROBLEMS THAT WE SAW WITH THE POLICY BUT
24 ALSO THINGS THAT WE FELT LIKE OTHER TARGETED AND COULD BE
25 ADDRESSED THIS MONTH. WITH THAT BEING SAID, I WANT TO JUST



JULY 8, 2022

1 UNDERSCORE THE TRA AND PDA ISSUE THAT WAS OUR SECOND
2 RECOMMENDATION IN THE LETTER. THIS IS SOMETHING WE WORKED
3 CLOSELY WITH ALL OF ON YOU THE RHNA PROCESS, AND I THINK
4 IDENTIFIES THAT AREAS THAT ARE TRANSIT-RICH AND HIGH
5 OPPORTUNITY ARE REALLY AREAS WHERE WE NEED TO BE DOUBLING DOWN
6 ON OUR REQUIREMENTS. THANK YOU VERY MUCH.

7

8 **CLERK OF THE BOARD:** THANK YOU. THERE IT IS. DWAYNE HANKERSON
9 FOLLOWED BY GENAY A. DWAYNE, GO AHEAD AND UNMUTE YOURSELF.

10

11 **DWAYNE HANKERSON:** THANK YOU. I APPRECIATE THE COMMENTS THAT
12 ARE MADE IN THE PRESENTATIONS AND IN THE INFORMATION. BUT MY
13 REAL CONCERN, RIGHT NOW I'M WORKING IN A TRANSIT-RICH
14 ENVIRONMENT, AND WE DO NEED AFFORDABLE HOUSING, BUT I DON'T
15 WANT TO DISPLACE -- I DON'T WANT TO HAVE MORE HOUSING AND LESS
16 PARKING. I KNOW THAT WE'RE ENCOURAGING PUBLIC TRANSPORTATION
17 AND OTHER MODES OF TRANSPORTATION, BUT IF WE BUILT MORE
18 HOUSING AND WE HAVE LESS PARKING, ARE WE CREATING A BIGGER
19 ISSUE DOWN THE LINE? THAT'S MOST OF MY COMMENT. LIKE, I WANT -
20 - LIKE, THE PEOPLE IN THIS MEETING HAVE THE POWER TO NOT MAKE
21 MINIMUM PARKING, BUT TO MAKE PARKING THAT'S ACTUALLY IN
22 ASSOCIATION WITH THE AMOUNT OF UNITS THAT WE HAVE, SO WE DON'T
23 HAVE PEOPLE OVERPARKING, WE DON'T HAVE, LIKE, DISADVANTAGED
24 COMMUNITIES WITH MORE POLICING. IT GOES INTO A LOT OF
25 DIFFERENT ISSUES. AND I KNOW MY TIME IS SHORT TO SPEAK, BUT I



JULY 8, 2022

1 REALLY NEED TO BRING THAT TO THE FOREFRONT. BECAUSE I THINK IT
2 SAY REAL, REAL BIG ISSUE. THANK YOU.

3

4 **CLERK OF THE BOARD:** THANK YOU DWAYNE. NEXT UP IS GENAY AUBREY
5 FOLLOWED BY KEN CHAN. GENAY?

6

7 **SPEAKER:** THANK YOU. MY NAME IS GENAY AUBREY SENIOR POLICY
8 MANAGER AT MPH I WOULD LIKE TO ASSOCIATE MYSELF WITH THE
9 COMMENT LETTER SUBMITTED ON JULY 6TH AND I WOULD LIKE TO THANK
10 STAFF FOR ALL YOUR HARD WORK IN DEVELOPING THIS TORQUE POLICY
11 IT'S A CRITICAL STEP TOWARD ACHIEVING OUR GOALS A DIVERSE
12 SUSTAINABLE ACCESSIBLE HOUSING. WHILE WE'RE EXCITED ABOUT THE
13 PROGRESS OF THIS POLICY WE BELIEVE THERE IS ROOM FOR
14 IMPROVEMENT AND TO STRENGTHEN THE POLICY WE HAVE PROPOSED
15 THREE RECOMMENDATIONS THAT HAVE BEEN REFERENCED. I WOULD LIKE
16 TO EMPHASIZE THE RECOMMENDATION ARE THE TRANSIT POLICY TO
17 TRANSIT-RICH AREAS RATHER THAN JUST LIMITED TO PDAS. I
18 APPRECIATE THE COMMITTEE'S DESIRE TO ADDRESS THESE ISSUES BUT
19 I ENCOURAGE YOU NOT TO DELAY AND VOTE TODAY TO MOVE THE POLICY
20 FORWARD WITH DIRECTION TO STAFF TO ADDRESS THESE OPTIONS IN
21 JULY. THANK YOU FOR YOUR TIME.

22

23 **CLERK OF THE BOARD:** THANK YOU. NEXT UP IS KEN CHAN FOLLOWED BY
24 CONSTANTINE HATCHER. KEN GO AHEAD AND UNMUTE YOURSELF.

25



JULY 8, 2022

1 **SPEAKER:** HELLO. MY NAME IS KEN CHAN. AND I AM AN ORGANIZER
2 WITH THE HOUSING LEADERSHIP COUNCIL OF SAN MATEO COUNTY WE
3 WORK WITH COMMUNITIES AND LEADERS TO PRESERVE QUALITY
4 AFFORDABLE HOUSING. I APPRECIATE STAFF'S HARD WORK FOR YOUR
5 WORK TO DEFINE THE TRANSIT ORIENTED COMMUNITIES POLICY UP FOR
6 DISCUSSION TODAY. I WOULD LIKE TO STATE THAT WE'RE EXCITED TO
7 SEE THE PROGRESS THE TOC POLICY HAS MADE SINCE INITIALLY DRAFT
8 SO MUCH MORE CAN BE DONE IN ADDITION TO WHAT'S UNDER
9 CONSIDERATION WHAT'S BEEN MENTIONED BY OTHERS, WE ENCOURAGE --
10 [AUDIO DIFFICULTIES] [INDISCERNIBLE] NO NET LOSS AND RETURN
11 TO, TO HAVE THE POLICY FOR TRANSIT-RICH AREAS SCOPE OF LOCALLY
12 SELECTED PRIORITY DEVELOPMENT AREAS IS FINALLY REQUIRE CURRENT
13 PARKING CENTERS TO APPLY TO ALL COMMERCIAL DEVELOPMENT. THESE
14 CHANGES WILL PLUG HOLES CURRENTLY NOT COVERED BY THE TOC
15 POLICY AND HELPS TO REALIZE THE POTENTIAL IT MAKE OUR
16 COMMUNITIES EQUITABLE AND SUSTAINABLE FOR OUR RESIDENCES WE
17 URGE THE POLICY TO MOVE FORWARD TODAY AND BRINGING THE OPTIONS
18 TO THE FULL COMMISSION FOR CONSIDERATION. THANK YOU VERY MUCH.

19

20 **CLERK OF THE BOARD:** THANK YOU. NEXT UP IS CONSTANTINE HATCHER
21 FOLLOWED BY MARIO FROM TRANSFORM. CONSTANTINE?

22

23 **SPEAKER:** I WANT TO EXPENDITURE APPRECIATION FOR THE COMMISSION
24 AND STAFF FOR THE REFINED POLICY. MY NAME IS CONSTANTINE
25 HATCHER SENIOR DIRECTOR OF COMMUNITY IMPACT FOR CALIFORNIA AND



JULY 8, 2022

1 YIMBY. WHILE WE'RE ENCOURAGED BY THE PROGRESS OF THE TOC
2 POLICY, THERE ARE STILL CRACKS [INDISCERNIBLE] GOALS THE
3 [INDISCERNIBLE] IN THE RECOMMENDATIONS, WE FEEL THESE DO NOT
4 CHANGE THE DIRECTION OF THE FRAMEWORK OF THE POLICY BUT WOULD
5 ALLOW THE POLICY TO ACHIEVE GOALS. FIRST AFFORDABLE HOUSING
6 POLICY AND ANTI-DISPLACEMENT SHOULD CONSOLIDATE FOR EFFICIENCY
7 AND SCALE OF NO NET LOSS AND RETURN, REQUIREMENTS FOR TRANSIT-
8 RICH AREA FIXED GUIDEWAY RATHER THAN LOCALLY SELECTED PDA THIS
9 WAS IN THE PROPOSED DRAFT AND WE THINK IT SHOULD BE IN THIS
10 NEW -- IT SHOULD RETURN. LASTLY THE POLICY SHOULD REQUIRE THE
11 DENSITY PARKING STANDARDS CURRENT SPECIFIED FOR OFFICE
12 DEVELOPMENT APPLY TO ALL COMMERCIAL DEVELOPMENT -- LASTLY WE
13 URGE THE COMMITTEE NOT TO DELAY THIS POLICY STAFF CAN BRING
14 OPTIONS FOR FURTHER REFINEMENTS BUT WE ENCOURAGE THE POLICY TO
15 MOVE FORWARD TODAY TO REFER THE POLICY TO THE FULL COMMISSION.
16 THANK YOU.

17

18 **CLERK OF THE BOARD:** THANK YOU. NEXT UP IS MARIO FROM TRANSFORM
19 FOLLOWED BY ADINA LEVIN. MARIO, GO AHEAD AND UNMUTE. MARIO,
20 ARE YOU THERE?

21

22 **SPEAKER:** GOOD MORNING. GOOD AFTERNOON. GOOD MORNING. MARIO
23 WITH TRANSFORM AND ALSO IN COLLABORATION WITH THE OTHER
24 ORGANIZATIONS THAT ARE HERE SPEAKING FOR THE RECOMMENDATIONS
25 THAT WERE PROVIDED IN THE LETTER ON JULY 6TH. WE ARE EXCITED



JULY 8, 2022

1 TO SEE THE PROGRESS THAT THE TOC POLICY HAS MADE BUT THERE ARE
2 CERTAINLY GAPS THAT WILL UNDERMINE OUR ABILITY TO MEET THE
3 PLANNED BAY AREA GOALS FOR 2050. SPECIFICALLY I WOULD LIKE TO
4 HIGHLIGHT THE POLICY REQUIRING DENSITY AND PARKING STANDARDS
5 CURRENTLY SPECIFIED FOR OFFICE DEVELOPMENT APPLY TO ALL
6 COMMERCIAL DEVELOPMENTS AND ALL PARCELS THAT ALLOW COMMERCIAL
7 USES NOT CURRENTLY OCCUPIED BY EXISTING RESIDENTIAL UNITS. I'M
8 HAPPY TO HEAR THIS HAS BEEN BROUGHT UP BY SEVERAL
9 COMMISSIONERS ALREADY. AND ALSO WANT TO REITERATE THAT THE
10 POLICY SHOULD APPLY TO ALL TRANSIT-RICH AREAS, NOT ONLY
11 PRIORITY DEVELOPMENT AREAS. THIS GEOGRAPHIC SCOPE CREATES
12 MISSED DEVELOPMENT OPPORTUNITIES THAT DIMINISH THE IMPACT OF
13 THE POLICIES SINCE PDAS DO NOT OFTEN COVER THE ENTIRE EXTENT
14 OF TRANSIT-RICH AREAS. AND I ALSO WANT TO HIGHLIGHT THE
15 URGENCY NOT TO DELAY, AS WE MISS A CRITICAL OPPORTUNITY TO
16 INTEGRATE THE TOC POLICY WITH HOUSING ELEMENT WORK, AND WHAT -
17 - RECOMMEND A VOTE TAKEN TODAY. THANK YOU.

18
19 **CLERK OF THE BOARD:** THANK YOU, MARIO. NEXT UP IS ADINA.

20
21 **ADINA LEVIN:** GOOD MORNING, COMMISSIONERS. ADINA LEVIN, A
22 MEMBER OF THE POLICY ADVISORY COUNCIL SPEAKING FOR MYSELF. I
23 WANTED TO THANK COMMISSIONERS, INCLUDING COMMISSIONERS SCHAFF
24 -- ARREGUIN AND SCHAFF AND FLEMING AND OTHERS, LIFTING UP THE
25 RECOMMENDATIONS ABOUT PREVENTING DISPLACEMENT BY INCLUDING THE



JULY 8, 2022

1 NO NET LOSS AND RIGHT TO RETURN AND CONSOLIDATING THE OTHER
2 ANTI-DISPLACEMENT POLICIES INTO GROUPS TO MAKE SURE THAT WHAT
3 IS GOING TO BE SELECTED, WHATEVER THE [INDISCERNIBLE] IS, IS A
4 STRONG ABLE TO PROTECT PEOPLE. AND, ALSO, THE COMMENTS THAT
5 WERE LIFTED UP BY COMMISSIONERS WORTH AND FLEMING AND OTHERS
6 ABOUT THE -- A TREATMENT OF COMMERCIAL AREAS AND MAKING SURE
7 THAT THERE IS A MIX OF COMMERCIAL THAT IS COVERED BY THE
8 DIFFERENT POLICIES SO WE DON'T WIND UP WITH NEW STRIP MALLS
9 NEXT TO TRANSIT CENTERS, AND, WITH ALL OF THIS, I THINK THAT
10 THIS IS A REALLY GREAT STEP FORWARD FOR THE REGION, AND, ALSO,
11 LOOKING FORWARD TO A CONNECTED NETWORK PLAN AND TRANSIT
12 PRIORITY SO WE CAN HAVE MANY MORE PLACES IN FUTURE WITH
13 RELIABLE FAST TRANSIT. THANK YOU.

14

15 **CLERK OF THE BOARD:** NEXT UP IS CALLUM.

16

17 **SPEAKER:** GOOD AFTERNOON MY NAME SAN CALLUM WEEKS DIRECTOR WITH
18 GENERATION HOUSING I WOULD LIKE TO TAKE OPPORTUNITY TO EXPRESS
19 MY APPRECIATION TO COMMISSIONERS FOR ELEVATING ISSUES WE SHARE
20 AROUND THE POLICIES, ENSURING THE POLICY APPLIES TO THE ENTIRE
21 TRANSIT-RICH AREA SURROUNDING THE TRANSIT FIXED GUIDEWAY AND
22 NOT LIMITS TO THE PRIORITY DEVELOPMENT AREAS AS CURRENTLY
23 PROPOSED AND WOULD ALSO LIKE TO FURTHER ELEVATE AND EMPHASIZE
24 PARKING STANDARDS CURRENTLY SPECIFY FOR OFFICE DEVELOPMENT
25 APPLY TO ALL COMMERCIAL DEVELOPMENTS AND ALL PARCELS THAT



JULY 8, 2022

1 ALLOW COMMERCIAL USES NOT CURRENTLY EXISTING RESIDENTIAL UNITS
2 AND MORE IMPORTANTLY A SENSE OF URGENCY DUE TO CONVERGENCE OF
3 HOUSE CRISIS AND CLIMATE, IT'S UNDENIABLE THAT THE ALIGNMENT
4 WITH THE HOUSING ELEMENT PROCESS IS A BENEFICIAL OPPORTUNITY
5 FOR US TO INTEGRATE THIS. I WOULD ENCOURAGE THE COMMITTEE TO
6 NOT DELAY THIS POLICY TODAY. I KNOW THERE ARE SOME FOLKS HERE
7 THAT WANT TO KICK THIS DOWN THE ROAD BUT THERE IS A SENSE OF
8 URGENCY HERE AND I THINK IT'S IMPORTANT THAT WE REQUEST STAFF
9 COME FORWARD WITH SOME ALTERNATIVES AND PRESENT THOSE LATER
10 THIS MONTH TO THE FULL COMMISSION. WITH THAT, THANK YOU VERY
11 MUCH TO STAFF AND EVERYONE FOR WORKING HARD ON THIS. I REALLY
12 APPRECIATE IT AND WE LOOK FORWARD TO --

13

14 **CLERK OF THE BOARD:** THANK YOU. NEXT UP IS KENNETH ROSALES.

15

16 **SPEAKER:** GOOD MORNING MTC AND ABAG COMMUNITY MEMBERS MY NAME
17 IS KENNETH I'M WITH SILICON VALLEY AT HOME AND THE NON-PROFIT
18 ORGANIZATIONS. I WANT TO THANK THE COMMISSION AND STAFF FOR
19 GETS US TO THIS POINT ON REFINING THE TOC POLICY. THIS POLICY
20 CAN TRANSFORM OUR REGION TO BE AFFORDABLE, EQUITABLE, AND
21 SUSTAINABLE. AND I WANT TO THE ECHO WHAT JUSTINE SAID, THAT WE
22 URGE THE COMMITTEE TO NOT DELAY THIS POLICY. STAFF CAN BRING
23 OPTIONS FOR FURTHER REFINEMENTS TO THE MEETING AT THE END OF
24 THE MONTH BUT IF WE DELAY THIS WE MISS A CRITICAL OPPORTUNITY
25 TO INTEGRATE THE TOC POLICY WITH ALL THE HOUSING ELEMENT WORK



JULY 8, 2022

1 THAT'S GOING ON RIGHT NOW IN ADDITION TO SIMPLY LOSING TIME TO
2 START MAKING PROGRESS ON THIS IMPORTANT POLICY. I WANT TO
3 HIGHLIGHT ONE OF THE POSITIONS THAT WE HAVE HAD IN OUR LETTER
4 THAT YOU'RE AWARE OF AND THAT YOU HAVE BEEN STRONGLY
5 CONSIDERING WHICH WE ARE REALLY THANKFUL OF. WE WOULD LIKE TO
6 SEE AFFORDABLE HOUSING AND ANTI-DISPLACEMENT OPTIONS BE
7 CONSOLIDATED AT THE SCALE AND IMPACT IT'S NEEDED AND ALSO
8 REQUIRING LOSS AND RETURN TO RIGHT TO DEMOLISHES HOMES AS A
9 REQUIREMENT. WE USUAL RETURN TO HOME IS COMPLEX DISPLACEMENT.
10 THANK YOU SO MUCH. APPRECIATE IT.

11

12 **CLERK OF THE BOARD:** THANK YOU. NEXT IS JORDAN GRIMES.

13

14 **SPEAKER:** GOOD MORNING EVERYONE. THANK YOU SO MUCH FOR YOUR
15 TIME TODAY. MY NAME IS JORDAN GRIMES HERE REPRESENTING
16 GREENBELT ALLIANCE. WE FIRST WANT TO COMMEND BOTH STAFF AND
17 THE COMMISSION FOR TRULY HERCULEAN EFFORTS OVER THE LAST
18 SEVERAL YEARS TO GET TOC TO WHERE IT IS NOW, TO CRAFT AND
19 REFINE THIS POLICY RECOMMENDATION. THIS HAS BEEN A LONG ROAD
20 FOR EVERYONE INVOLVED AND IT'S VERY EXCITING TO BE NEARING THE
21 POINT WHERE WE'RE PREPARING FOR POLICY IMPLEMENTATION. AS
22 ALREADY DISCUSSED BY SEVERAL COMMISSIONERS AS WELL AS OTHER
23 COMMENTERS, GREENBELT DOES SUPPORT SEVERAL MODIFICATIONS TO
24 THE PROPER POLICIES THAT WE BELIEVE WOULD STRENGTHEN THE TOC
25 PROGRAM AND INCREASE THE LIKELIHOOD OF SUCCESS FOR PLANNED BAY



JULY 8, 2022

1 AREA 2050 THAT INCLUDES IMPLEMENTATION AND ADOPTION OF SB 330
2 AND NO NET LOSS AND APPLICATION OF DENSITY IN PARK STANDARDS
3 TO ALL COMMERCIAL PROJECTS. WE BELIEVE ALL POLICY
4 MODIFICATIONS WOULD PROVIDE BENEFITS NOT JUST FOR HOUSING
5 AFFORDABILITY AND ABUNDANCE BUT ALSO FOR OUR CLIMATE TO
6 HIGHLIGHT, THE ANTI-DISPLACEMENTS AREN'T JUST A HUMANITARIAN
7 GOOD BUT TO ADVANCE CLIMATE GOALS PREVENTS DISPLACEMENT
8 THROUGH RETURN, ENSURES MORE PEOPLE AREN'T FORCING TO SUPER
9 COMMUTE. WE HOPE THIS WON'T GET PUSHED BACK TOO FAR GIVEN THE
10 HOPE THAT IT WILL DOVE TAIL WITH HOUSING ELEMENT WORK. THANK
11 YOU SO MUCH FOR YOUR TIME.

12

13 **CLERK OF THE BOARD:** THANK YOU, JORDAN. AND I DON'T -- DARN IT.
14 I DO NOT SEE ANY OTHER MEMBERS OF THE PUBLIC WITH THEIR HANDS
15 RAISED, AND THERE WAS ADDITIONAL PUBLIC COMMENT RECEIVED FOR
16 THIS ITEM, BUT IT WASN'T SUBMITTED -- IT WAS SUBMITTED UNDER
17 AGENDA ITEM SIX GENERAL PUBLIC COMMENT AND THAT WAS FROM
18 ROBERT CHAPMAN WOOD BUT IT WAS POSTED ONLINE AND DISTRIBUTED
19 TO ALL MEMBERS.

20

21 **JAMES P. SPERING, MTC CHAIR:** MARTHA, SO THAT'S ALL OUR
22 SPEAKERS.

23

24 **CLERK OF THE BOARD:** YES, THAT IS.

25



JULY 8, 2022

1 **JAMES P. SPERING, MTC CHAIR:** OKAY. I WANT TO THANK THE
2 SPEAKERS. THEY ARE GOOD COMMENTS, AND VERY IMPORTANT ISSUES
3 THAT NEED TO BE ADDRESSED. MANY OF THE COMMENTS MADE, AND
4 COMMISSIONERS HAVE CERTAINLY EXPRESSED THOSE I'M NOT GOING TO
5 GO THROUGH THOSE. THIS IS AN OPPORTUNITY FOR US TO LOOK AT
6 THIS POLICY TO WHERE THE SMALLER COMMUNITIES THAT CAN BE BOTH
7 COMPETITIVE AND HAVE INCENTIVES TO ENCOURAGE THEM TO BUILD
8 HOUSING AND TO REALLY HELP MEET THE GOALS OF 2050. AND, SO,
9 THAT'S THE INTENT. SO, MY GOAL IS TO HAVE THIS BEFORE THE
10 COMMITTEE IN SEPTEMBER FOR APPROVAL. NO MORE DELAYS, AND I
11 THINK THIS IS GOING TO AFFORD EVERYBODY THE OPPORTUNITY, BOTH
12 THE ABAG BOARD MEMBERS IS MTC COMMISSIONERS, IF YOU COULD JUST
13 OUTREACH TO THE COMMUNITIES THAT YOU HAVE ANY INFLUENCE WITH
14 AND GET THEIR COMMENTS, AND ANY ADDITIONAL FEEDBACK WOULD BE
15 GOOD TO GET TO THE COMMISSION. THERESE, I WOULD LIKE IT TURN
16 IT BACK OVER TO YOU AND KARA. MANY OF THE COMMENTS YOU MADE
17 WERE MORE STATEMENTS AND THINGS THAT NEED TO BE CONSIDERED, I
18 DON'T THINK YOU HAVE TO RESPOND TO ALL OF THOSE BUT THEY WERE
19 VERY SPECIFIC QUESTIONS THAT WERE ASKED IF YOU OR CARE ACTION
20 ADDRESS THOSE THAT WOULD BE HELPFUL.

21
22 **THERESE MCMILLAN:** HERE IS WHAT I WOULD SUGGEST, CHAIR SPERING
23 GIVEN THAT WE HEARD A SLEW OF COMMENTS ACROSS THE BOARD. I
24 HAVE BEEN AND AS I AM SURE THE REST OF STAFF, HAVE BEEN TAKING
25 NOTES. IN SETTING THE TABLE THIS, IS A MATTER OF BRINGING IN



JULY 8, 2022

1 THE -- ORGANIZING THE MENU, LET ME OFFER MY -- WHAT I HEARD AS
2 A FAMILY OF CONCERNS AND QUESTIONS THAT WE, AS STAFF, CAN
3 CONSIDER, AND THEN BRING BACK FOR RESPONSE. BECAUSE I THINK
4 THEY ARE IN SOME BIG BUCKETED. IT'S USEFUL, I KNOW THAT WE
5 HAVE BEEN PREPARING, THERE ARE QUESTIONS ABOUT WHERE EXACTLY
6 DOES THIS POLICY APPLY. AND YOU KNOW PROVIDING A MAP OF THOSE
7 JURISDICTIONS THAT HAVE INFRASTRUCTURE THAT WOULD FALL INTO
8 THESE ARENAS, THE PDA VERSUS TRA QUESTIONS THAT ARE THERE,
9 SOME VISUALS, I THINK WOULD BE HELPFUL. AND HELP GROUND,
10 AGAIN, HOW THE TOC POLICY, SORT OF, ALIGNS WITHIN SOME LARGER
11 REGIONAL INITIATIVES THAT WE HAVE TO DO. SO I THINK THAT'S A
12 HELPFUL GROUNDING PIECE OF DATA AND INFORMATION TO BRING
13 FORWARD.

14

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

16

17 **THERESE MCMILLAN:** THE SECOND THING I HEARD IS A GREATER SENSE
18 FROM STAFF OF HOW CURRENT FUNDING CAN SERVE TO INCENTIVIZE TWO
19 SEPARATE PURPOSES. ONE, IS TO INCENTIVIZE JURISDICTIONS WHO
20 NEED THE TECHNICAL CAPACITY TO REACH FOR THESE STRETCH GOALS,
21 AS EMBODIED IN THE TOC POLICY. WHAT IS A TECHNICAL ASSISTANCE
22 AND PLANNING THAT WE COULD BRING TO BEAR TO INCENTIVIZE
23 JURISDICTIONS TO ALIGN WITH THE TOC POLICY IN WHATEVER FORM
24 IT'S ULTIMATELY ADOPTED. I THINK THAT'S SOME IMPORTANT CLARITY
25 WE NEED TO BRING. AND THEN THERE IS THE NOTION OF THE WAY THAT



JULY 8, 2022

1 THE FUNDING FOR OBAG, 3, 4, OR OTHERS, INCENTIVIZES FOLKS TO
2 REALLY MOVE IN TERMS OF PROVIDING HOUSING ACROSS THE BOARD.
3 AND HOW THAT HELPS. THERE ARE, SORT OF, TWO DIFFERENT ARENAS
4 OF HOW OUR AVAILABLE FUNDING CAN BE USED TO INCENTIVIZE, AND I
5 THINK WE CAN BRING MORE CLARITY AS TO WHERE THOSE
6 OPPORTUNITIES EXIST. THE THIRD AREA IS, AS I SAID BEFORE,
7 THERE IS A LONG LIST OF SPECIFIC ELEMENTS AND COMMENTARY ON
8 VARIOUS SPECIFIC ELEMENTS IN THE POLICY, AND, AGAIN, WE HAVE
9 BEEN TAKING A LOT OF NOTES. AND SO WE'LL COME BACK, HOPEFULLY,
10 WITH RESPONSES TO THOSE. BUT I WOULD LIKE TO END WITH, SORT
11 OF, A FOURTH FAMILY, WHICH IS SOME IMPORTANT CROSSWALKS ABOUT
12 HOW THE TOC POLICY FITS IN WITH OTHER THINGS. ONE OF THEM THAT
13 WAS BROUGHT UP WAS AN OVERLAY OF CURRENT STATE STATUS AND HOW
14 THOSE MAY REINFORCE, ALIGN WITH, OR OTHERWISE RELATE TO
15 ELEMENTS OF THE TOC POLICY. AND I THINK THAT IS AN IMPORTANT
16 RECOGNITION THAT WE CAN -- YOU KNOW, THAT I THINK WOULD BE
17 HELPFUL TO PUT TOGETHER. AND I THINK, AND COMMISSIONER PAPAN,
18 I THINK, BROUGHT THIS UP. WE ALSO WANT TO COME BACK TO YOU
19 WITH AN IDEA OF, AS THOSE STATE POLICY WRAPAROUNDS POTENTIALLY
20 CHANGE, HOW WOULD WE ADJUST THE TOC POLICY. THAT'S ONE, SORT
21 OF, CROSSWALK WE WANT TO DO. A SECOND CRITICAL CROSSWALK IS
22 HOW THE TOC PROCESS CROSSWALKS WITH HOUSING ELEMENT
23 DEVELOPMENT. AND I THINK PRESIDENT ARREGUIN REALLY LED ON THAT
24 AND WAS REINFORCED BY OTHERS. AND I THINK THERE IS TWO ELEMENT
25 THERE IS, AS WELL. ONE IS, MAYBE -- YOU KNOW, SOME FURTHER



JULY 8, 2022

1 CLARIFICATION, MORE BROADLY ABOUT THE HOUSING ELEMENT, BECAUSE
2 IT'S IMPORTANT TO REMEMBER, THE TOC POLICY ISN'T THE ONLY WAY,
3 BY FAR, THAT WE'RE GOING TO REACH THESE RHNA GOALS. OKAY? IT'S
4 GOING TO TAKE A LOT MORE THAN JUST THE TOC POLICY TO DO THAT.
5 THE TOC POLICY IS A SUBSET, A PLACE WHERE, OBVIOUSLY, THE
6 LOCATION AND DENSITY OF HOUSING TO MEET RHNA GOALS WILL
7 HAPPEN, BUT THERE IS SOMETHING BROADER THAN THAT. SO, MAYBE
8 CLARITY OF HOW THAT LOOKS WOULD BE HELPFUL. BUT THEN BEYOND
9 THAT, THERE IS ALSO THE SPECIFICS. AND I THINK THERE WAS A
10 REFERENCE TO A REQUEST FOR, YOU KNOW, ONCE WE HAVE THAT MAP OF
11 WHERE THE TOC POLICY APPLIES, YOU KNOW, WHAT ARE THE BASELINE
12 CONDITIONS THERE, COMPARED TO WHAT HOUSING, YOU KNOW, TO THE
13 DEGREE WE HAVE THE INFORMATION, WHAT HOUSING ELEMENTS ARE
14 CONTEMPLATING IN THOSE AREAS, COMPARED TO WHAT THE PROPOSED
15 POLICY LOOKS LIKE. THESE ARE IMPORTANT DATA POINTS IN TERMS OF
16 A CROSSWALK THAT COULD BE, I THINK, HELPFUL. AND, AGAIN, TO
17 THE EXTENT THAT THE INFORMATION IS AVAILABLE TO DO THAT, WE
18 WOULD LIKE TO DELVE A LITTLE BIT INTO THAT. THE THIRD, AND
19 I'LL END WITH THIS, IS A VERY IMPORTANT CROSSWALK OF HOW THE
20 TOC POLICY INTERSECTS WITH OTHER COMMISSION OR ABAG POLICIES.
21 AND THE MAP WAS RAISED, I THINK BY COMMISSIONER AHN, AS ONE OF
22 THE KEY AREAS. WE'RE ANTICIPATING AN INTERSECTION. RIGHT? SO I
23 YOU THINK IT WOULD BE HELPFUL FOR US, AS WELL, TO OUTLINE
24 WHERE THESE IMPORTANT, YOU KNOW, INTERSECTIONS WITH OTHER
25 POLICIES EITHER THAT EXIST NOW OR CONTEMPLATED DOWN THE LINE,



JULY 8, 2022

1 EXISTS, AGAIN, TO, PERHAPS, ALSO, ILLUSTRATE HOW MUCH OF
2 CARRYING OUT PLANNED BAY AREA 2050 RESTS ON THE SHOULDERS OF
3 THE TOC POLICY, BUT WHERE IMPORTANTLY THERE ARE OTHER AREAS
4 WHERE ACHIEVES -- JUST AS A REMINDER, WE'RE ACHIEVING OUR
5 PLAN, BUT BAY AREA GOALS WILL CARRY THAT OUT. SO THAT'S MY
6 THOUGHT, COMMISSIONER SPERING, TRYING TO DO, SORT OF, A WRAP
7 AROUND OF THE BROAD ARRAY OF VERY THOUGHTFUL COMMENTS WE HEARD
8 TODAY AND TO WORK WITH STAFF TO BRING THAT BACK IN SEPTEMBER.

9

10 **JAMES P. SPERING, MTC CHAIR:** THANK YOU. [INDISCERNIBLE]
11 CONCERNS WON'T BE ADDRESSED OR WOULD BE CONSIDERED? ALL RIGHT.
12 THANK YOU, THERESE. KARA, DID YOU HAVE ANY FINAL COMMENT ON
13 ANYTHING YOU HAVE HEARD?

14

15 **KARA VUICICH:** NO. I JUST WANT TO APPRECIATE. THERE IS A LOT IN
16 THIS POLICY. AND REALLY APPRECIATE ALL OF THE ENGAGEMENT AND
17 THOUGHT BEHIND EVERYONE'S COMMENTS TODAY. SO, THANK YOU.

18

19 **JAMES P. SPERING, MTC CHAIR:** AND MY CLOSING COMMENT IS THAT
20 THIS IS AN OPPORTUNITY FOR US TO ADDRESS THE HOUSING CRISIS
21 THAT WE'RE FACING. AND THERE NEEDS TO BE AN EMPHASIS ON
22 AFFORDABLE. BUT WE REALLY NEED TO ENCOURAGE DEVELOPMENT OF
23 HOUSING IN THE REGION. AND TO MEET THAT CHALLENGE. AND SO
24 THOSE ARE THE AREAS THAT I WAS A LITTLE CONCERNED ABOUT, THIS
25 POLICY, AND HOPING WE CAN STRENGTHEN THAT BECAUSE MOST OF OUR



JULY 8, 2022

1 COMMUNITIES ARE SMALLER CITIES OR SMALLER COMMUNITIES. AND IF
2 WE CAN GET THEM TO PARTICIPATE AND FEEL LIKE THEY'RE
3 COMPETITIVE, THEN WE'LL GIVE THEM THE INITIATIVES TO DEVELOP
4 HOUSING, AND I THINK IT SERVES THE GOAL THAT WE'RE TRYING TO
5 ACCOMPLISH IN 2050. SO, WITH THAT, KATHLEEN, DO WE NEED A
6 MOTION TO DEFER IT TO SEPTEMBER? OR IS THAT JUST SOMETHING WE
7 -- IS KATHLEEN HERE?

8

9 **KATHLEEN KANE:** I AM. YOU CAN GIVE THAT DIRECTION HERE YOU
10 DON'T NEED A FORMAL MOTION FOR IT.

11

12 **JAMES P. SPERING, MTC CHAIR:** OKAY SO WHAT WE'LL DO IS BRING IT
13 BACK TO THE SEPTEMBER MEETING FOR ACTION. AND THAT'S GOING TO
14 BE MY GOAL IS -- AND YOU KNOW, WE'RE NOT GOING TO ADDRESS
15 EVERYBODY'S ISSUE. THIS THING IS NOT GOING TO BE PERFECT. BUT
16 WE HAVE TO MOVE FORWARD WITH THIS TOC POLICY. THERE IS A LOT
17 MORE GOOD IN IT THAN SOME OF THE SMALLER ISSUES THAT ARE BEING
18 RAISED. SO, MY PLAN IS TO BRING SOMETHING FORWARD THAT WE CAN
19 GET ADOPTED AND MOVE IT FORWARD. SO, WITH THAT, I DON'T THINK
20 THERE IS ANY MORE TO TALK ON THAT ITEM. AND THAT'S THE LAST
21 ITEM. IS THERE PUBLIC COMMENT, MARTHA?

22

23 **CLERK OF THE BOARD:** NO. THERE ARE NO MEMBERS OF THE PUBLIC
24 WITH THEIR HAND RAISED ON THIS ITEM AND WRITTEN PUBLIC EXPOSED
25 WAS RECEIVED ON THIS ITEM FROM KATHERINE BRIGHT.



JULY 8, 2022

1

2 **JAMES P. SPERING, MTC CHAIR:** JESS DID YOU HAVE ANY BRIEF
3 CLOSING COMMENTS?

4

5 **JESSE ARREGUIN, ABAG CHAIR:** NO. I THINK THERESE DID A GOOD JOB
6 OF, SORT OF, SUMMARIZING THE FEEDBACK. THANK YOU.

7

8 **JAMES P. SPERING, MTC CHAIR:** OKAY. THANK YOU.

9

10 **ALFREDO PEDROZA:** AGREE, AS WELL. THANKS JIM.

11

12 **JAMES P. SPERING, MTC CHAIR:** THANK YOU ALL. DID YOU SAY NO
13 PUBLIC COMMENTS, MARTHA?

14

15 **CLERK OF THE BOARD:** THAT IS CORRECT. JUST THE WRITTEN
16 CORRESPONDENCE.

17

18 **JAMES P. SPERING, MTC CHAIR:** I WANT TO THANK EVERYONE. THIS
19 WAS GREAT DISCUSSION. I'M GLAD PEOPLE RAISED A LOT OF ISSUES.
20 IT'S SOMETHING THAT STAFF NEEDED TO HEAR. SO THAT HAVE GOT A
21 LOT TO WORK ON BETWEEN NOW AND SEPTEMBER. AGAIN, THANK YOU
22 EVERYONE FOR YOUR COMMENCE COMMENTS. THIS WAS A VERY GOOD
23 MEETING. LOOKING FORWARD TO SEEING YOU ALL IN SEPTEMBER. WITH
24 THAT, THIS MEETING IS ADJOURNED. [ADJOURNED

25

26



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