METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

METROPOLITAN TRANSPORTATION COMMISSION

WEDNESDAY, OCTOBER 26, 2022 9:35 AM

ALFREDO PEDROZA, CHAIR: GOOD MORNING EVERYONE. I'M GOING TO CALL TO ORDER THE JOINT MEETING FOR THE METROPOLITAN TRANSPORTATION COMMISSION AND THE BAY AREA HOUSING FINANCE AUTHORITY. I'M ALFREDO PEDROZA, CHAIR, ALONG WITH NICK JOSEFOWITZ, OUR VICE CHAIR. IF WE CAN PLEASE ROLL THE ANNOUNCEMENT? [RECORDED MEETING PROCEDURES ANNOUNCEMENT] THIS MEETING WILL BE CONDUCTED AS A HYBRID MEETING A ZOOM WEBINAR LINK HAS BEEN PROVIDED AS WELL AS ACCOMMODATIONS FOR IN-PERSON ATTENDANCE. THIS MEETING IS ALSO BEING WEBCAST ON THE METROPOLITAN TRANSPORTATION COMMISSION WEB SITE. COMMISSIONERS AND MEMBERS OF THE PUBLIC PARTICIPATION BY ZOOM, WISHING TO SPEAK, SHOULD USE THE RAISE HAND FEATURE OR DIAL STAR 9, AND THE CHAIR WILL CALL UPON THEM AT THE APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. IT IS REQUESTED THAT PUBLIC SPEAKERS STATE THEIR NAMES AND ORGANIZATION, BUT, PROVIDING SUCH INFORMATION IS VOLUNTARY. WRITTEN PUBLIC COMMENTS RECEIVED AT INFO@BAYAREAMETRO.GOV BY 5 P.M., YESTERDAY, WILL BE POSTED TO THE ONLINE AGENDA AND ENTERED INTO THE RECORD, BUT WILL NOT BE READ OUT LOUD. A ROLL CALL VOTE WILL BE TAKEN FOR ALL ACTION ITEMS. PANELISTS AND ATTENDEES SHOULD NOTE THAT

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THE CHAT FEATURE IS NOT ACTIVE. IN ORDER TO PARTICIPATE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE.

ALFREDO PEDROZA, CHAIR: THANK YOU, IT TEAM. WE'RE GOING MOVE ON. THIS IS A HYBRID MEETING, SO IF YOU DO WISH TO PROVIDE PUBLIC COMMENT, PLEASE RAISE YOUR HAND OR NOTIFY SOMEONE IN THE BOARDROOM. SAME GOES FOR COMMISSIONERS. COMMISSIONER PAPAN, I THINK YOU ARE IN THE HALLOWEEN SPIRIT A LITTLE BIT EARLY. YOU THROUGH ME OFF A LITTLE BIT THERE. THANK YOU FOR THAT. COMMISSIONER CONNOLY, DO YOU HAVE YOUR HAND UP?

DAMON CONNOLLY: IS THIS ITEM TEN ALREADY, COMMISSIONER COMMENTS?

ALFREDO PEDROZA, CHAIR: NOT YET.

DAMON CONNOLLY: ALL RIGHT. I'LL PICK IT UP AT THAT POINT.

ALFREDO PEDROZA, CHAIR: ITEM ONE, IF WE CAN PLEASE DO ROLL CALL?

CLERK OF THE BOARD: GOOD MORNING. CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: HERE.

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CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ IS ABSENT. ABE-KOGA IS ABSENT. AHN?

EDDIE AHN: HERE.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: HERE.

CLERK OF THE BOARD: CHAVEZ?

CINDY CHAVEZ: HERE.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: HERE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: HERE.

CLERK OF THE BOARD: FLEMMING IS ABSENT. PAPAN?

GINA PAPAN: HERE.

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CLERK OF THE BOARD: GIACOPINI? MILEY?

NATHAN MILEY: HERE.

CLERK OF THE BOARD: PAP RABBIT?

DAVID RABBIT: HERE.

CLERK OF THE BOARD: RONEN?

HILLARY RONEN: HERE.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAFF: HERE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: HERE.

CLERK OF THE BOARD: WORTH? IS PRESENT IN THE BOARDROOM. QUORUM IS PRESENT.

ALFREDO PEDROZA, CHAIR: AGENDA ITEM TWO. COMMISSIONER WORTH, LEAD US IN THE PLEDGE OF ALLEGIANCE, PLEASE? I'M GOING TO FILL

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IN FOR COMMISSIONER WORTH BECAUSE SHE'S MUTED. [PLEDGE OF ALLEGIANCE] "I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA, AND TO THE REPUBLIC FOR WHICH IT STANDS, ONE NATION UNDER GOD, INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL." THANK YOU, ALL. LET'S PROCEED TO ITEM THREE. COMPENSATION ANNOUNCEMENT. KIMBERLY, TAKE IT AWAY.

CLERK OF THE BOARD: AS AUTHORIZED BY STATE LAW I AM MAKING THE FOLLOWING ANNOUNCEMENT. EACH MEMBER OF THE BOARD HERE TODAY WILL BE ENTITLED TO RECEIVE $100 PER MEETING ATTENDED UP TO A MAXIMUM OF $500 PER MONTH PER AGENCY. THIS AMOUNT IS A PROVIDED AS A RESULT OF CONVENING A MEETING FOR WHICH EACH MEMBER IS ENTITLED TO COLLECT SUCH AMOUNT.

ALFREDO PEDROZA, CHAIR: THANK YOU, KIMBERLY, WE'RE GOING TO MOVE ON TO ITEM FOUR. THIS IS JOINT MTC AND BAHFA CONSENT CALENDAR. I'M GOING TO LOOK FOR A MOTION FOR THE MTC CONSENT CALENDAR FIRST.

CAROL DUTRA-VERNACI: DUTRA-VERNACI MOVES THE MTC CONSENT CALENDAR.

ALFREDO PEDROZA, CHAIR: MOVED BY DUTRA-VERNACI. DO WE HAVE A SECOND?

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FEDERAL GLOVER: SECOND.

ALFREDO PEDROZA, CHAIR: KIMBERLY, ANY PUBLIC COMMENTS ASSOCIATED WITH THE CONSENT CALENDAR FOR MTC?

CLERK OF THE BOARD: I HAVE RECEIVED NOTHING IN WRITING. I HAVE ONE HAND RAISED BY A MEMBER OF THE PUBLIC. ACTUALLY THEY LOWERED THEIR HAND.

ALFREDO PEDROZA, CHAIR: WE HAVE A FIRST BY COMMISSIONER DUTRA-VERNACI, SECOND BY GLOVER. ROLL CALL PLEASE?

CLERK OF THE BOARD: PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ IS ABSENT. ABE-KOGA IS ABSENT. AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

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CLERK OF THE BOARD: CHAVEZ?

CINDY CHAVEZ: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: FLEMING?

VICTORIA FLEMING: YES.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: YES.

CLERK OF THE BOARD: COMMISSIONER LICCARDO?

SAM LICCARDO: YES.

CLERK OF THE BOARD: MILEY?

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NATHAN MILEY: YES.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: YES.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN? SCHAFF?

LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: SPERING? WORTH?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: THANK YOU, KIMBERLY. WE'RE GOING TO MOVE ON TO THE SECOND PART OF OUR CONSENT CALENDAR. THIS IS A

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MOTION TO APPROVE THE CONSENT CALENDAR FOR BAHFA.
COMMISSIONERS, I'LL LOOK FOR A MOTION.

CAROL DUTRA-VERNACI: DUTRA-VERNACI WILL -- I'LL SECOND.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. WE HAVE FIRST BY SPERING, SECOND BY COMMISSIONER DUTRA-VERNACI. KIMBERLY HAVE WE RECEIVED ANY PUBLIC COMMENTS ASSOCIATED WITH THE CONSENT CALENDAR FOR BAHFA?

CLERK OF THE BOARD: I HAVE RECEIVED NOTHING IN WRITING AND I SEE NO MEMBER OF THE PUBLIC WITH THEIR HAND RAISED.

ALFREDO PEDROZA, CHAIR: LET'S PROCEED WITH THE ROLL CALL VOTE.

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ? IS ABSENT. ABE-KOGA IS ABSENT. AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

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DAVID CANEPA: YES.

CLERK OF THE BOARD: CHAVEZ?

CINDY CHAVEZ: YES.

CLERK OF THE BOARD: CONNOLLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: FLEMING?

VICTORIA FLEMING: YES.

CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: YES.

CLERK OF THE BOARD: LICCARDO?

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SAM LICCARDO: YES.

CLERK OF THE BOARD: MILEY?

NATHAN MILEY: YES.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: YES.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN?

HILLARY RONEN: AYE.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

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CLERK OF THE BOARD: WORTH?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONERS MOVING TO ITEM FIVE, PUBLIC COMMENT. I'LL ASK THE CLERK TO LIST ITEMS RECEIVED UNDER PUBLIC COMMENT WITH THIS ITEM SENT TO INFO@BAYAREAMETRO.GOV INTO THE RECORD. ALSO MEMBERS WHO WISH TO MAKE PUBLIC COMMENT NOW IS THE TIME.

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

ALFREDO PEDROZA, CHAIR: ALL RIGHT. PROCEED TO ITEM SIX, ADJOURNMENT OF THE BAY AREA HOUSING FINANCE AUTHORITY. THIS MEETING IS ADJOURNED AND WE'LL CONTINUE WITH THE BALANCE OF THE MTC GENDER. MOVING TO ITEM SEVEN, CHAIRPERSON'S REPORT. I WOULD LIKE TO TAKE A MOMENT TO ACKNOWLEDGE THAT OUR EXECUTIVE DIRECTOR THERESE MCMILLAN RECEIVED A DISTINGUISHED AWARD IN THIS MONTH FROM THE ENTERPRISE COMMUNITY PARTNERS AS A 2022

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CHANGE MEDICARE IN RECOGNITION IN LEADERSHIP FOR HELPING US STAND UP THE BAY AREA HOUSING FINANCE AUTHORITY NOW UP AND RUNNING WITH A FULL TEAM AND FIVE PILOT PROGRAMS UNDERWAY. I WANT TO UNDERSCORE THERESE'S INCREDIBLE COMMITMENT TO THAT. BUT, ALSO, EVERYONE THAT CAME TOGETHER AS A TEAM TO LIFT THAT UP, AND WHILE WELL REPRESENTED MAYOR ARREGUIN WAS ABLE TO PROVIDE IS KIND WORDS RECOGNIZING OUR EXECUTIVE DIRECTOR IN THAT. SO THERESE CONGRATULATIONS ON BEHALF OF THE ENTIRE COMMISSION, DEEPLY APPRECIATED. SO, ALSO WANT TO MOVE ON, COMMISSIONERS. I KNOW WE HAD AN EXECUTIVE COMMITTEE MEETING A COUPLE OF WEEKS AGO IN TERMS OF THE RECRUITMENT, AND I DO WANT TO SHARE THAT WE HAVE PROVIDED A BROCHURE, IT'S BEEN POSTED, IT'S BEEN DISTRIBUTED WIDELY IN TERMS THAT WE'RE DOING RECRUITMENT FOR THE NEXT EXECUTIVE DIRECTOR, AND I WANT TO THANK ALL COMMISSIONERS PROVIDED FEEDBACK TO THIS MOMENT. I HAVE ESTABLISHED AN AD-HOC COMMITTEE WITH THE SELECTION OF MYSELF, VICE CHAIR JOSEFOWITZ, SPERING, GLOVER, PAPAN AND COMMISSIONER ABE-KOGA. COMMISSIONERS WE TRY TO BE AS BALANCED, FAIR, AND EQUITABLE AS WE CAN SO THAT IS A COMMITTEE THAT WE HAVE CREATED. I WANT TO APPRECIATE COMMISSIONERS THAT ALSO EXPRESSED INTEREST IN WANTING TO SERVE ON THIS COMMITTEE. AGAIN WE TRY TO BE AS REPRESENTATIVE AS WE CAN IN THE REGION AND ACHIEVING EQUITY GOALS. THAT'S THE COMMITTEE, MYSELF, WORTH, SPERING, GLOVER, PAPAN, AND ABE-KOGA. THIS COMMITTEE WILL BE CONVENING AND MAKING THE RECOMMENDATIONS, AND I HAVE

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ASKED STAFF TO PROVIDE A WORK PLAN AND TIMELINE FOR THE COMMISSION, SO EVERYONE IS APPRISED OF WHAT THIS COMMITTEE IS DOING. COMMISSIONERS THAT'S MY REPORT-OUT. AND I WILL LOOK FOR A MOTION ON THE AD-HOC COMMITTEE THEY HAVE NOMINATED AND ALSO OPEN FOR COMMENT OR QUESTIONS?

GINA PAPAN: PAPAN MOVE APPROVAL.

JAMES P. SPERING: SECOND.

ALFREDO PEDROZA, CHAIR: FIRST BY PAPAN SECOND BY COMMISSIONER SPERING. KIMBERLY ANY PUBLIC COMMENT ON THIS ITEM?

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

ALFREDO PEDROZA, CHAIR: THANK YOU VERY MUCH; COMMISSIONERS. ROLL CALL VOTE.

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

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CLERK OF THE BOARD: JOSEFOWITZ IS ABSENT. ABE-KOGA IS ABSENT. AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: CHAVEZ?

CINDY CHAVEZ: YES.

CLERK OF THE BOARD: CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: FLEMING?

VICTORIA FLEMING: AYE.

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CLERK OF THE BOARD: GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK OF THE BOARD: LICCARDO?

SAM LICCARDO: AYE.

CLERK OF THE BOARD: MILEY?

NATHAN MILEY: YES.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: THAT WASN'T ME. YES.

CLERK OF THE BOARD: THANK YOU. COMMISSIONER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN?

HILLARY RONEN: AYE.

CLERK OF THE BOARD: SCHAFF?

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LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: THANK YOU, KIMBERLY. COMMISSIONER PAPAN, I'M IN ROTARY, SO IF YOUR PHONE RINGS DURING A MEETING, YOU GET FIND. BUT I DON'T THINK WE HAVE THOSE POWERS HERE. SO LUCKY YOU.

GINA PAPAN: IT WASN'T ME. [LAUGHTER]

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THAT CONCLUDES THE CHAIRPERSON'S REPORT. AT THIS TIME WE'RE GOING TO MOVE INTO ITEM EIGHT, THE POLICY ADVISORY COUNCIL REPORT. RANDI KINMAN, TAKE IT AWAY.

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ILAF ESUF: GOOD MORNING COMMISSIONERS, MY NAME IS ILAF ESUF AND WILL BE STEPPING IN FOR RANDI. I SERVE AS THE VICE CHAIR OF THE EQUITY AND ACCESS SUBCOMMITTEE I'LL BE GIVING AN UPDATE ON BOTH. IN TERMS OF THE POLICY ADVISORY COUNCIL AS A WHOLE WE RECEIVED A PRESENTATION ON THE NEXGEN FREEWAY STUDY AND THE REAP TWO PROGRAM COUNCIL MEMBERS ARE EXCITED BY RESEARCH AND PROPOSED PLANS CONCERNS THAT CAME UP WAS WHAT WE'RE DOING AROUND INCREASING SAFETY FOR ALL RIDERS TO MAKE SURE THAT ALL THE RIDERS THAT WE SERVE ARE ABLE TO USE OUR SERVICES. WE HAVE A LOT OF NEW MEMBERS, WE'RE ABOUT TEN MONTHS IN AND ARE DOING A TEMPERATURE CHECK TO MAKE SURE MEMBERS FEEL COMFORTABLE WITH MATERIALS WE HAVE BEEN ENGAGING WITH. WE'RE HOPING TO HAVE SUPPLEMENTARY Q&A WITH STAFF TO TALK ABOUT CONVERSATIONS IF THERE ARE QUESTIONS. ON THE HORIZON AS A COUNCIL WE'LL BE HEARING ABOUT THE PLANNED BAY AREA 2050 AND CONNECTED NETWORK PLANNING AND DEVELOPMENT OF METROPOLITAN TRANSPORTATION COMMISSION PUBLIC PARTICIPATION PLAN, WE'RE FOCUS ON EXPANDING THE ACCESSIBILITY POLICIES AND PROGRAMS I WANT TO THE REACH OUT TO DRENNAN S WHO HAS BEEN PROVIDING PRESENTATIONS TO OUR EQUITY AND ACCESS SUBCOMMITTEE, AND WE'LL HAVE CONSISTENT UPDATES FROM STAFF. WE RECEIVED PRESENTATIONS ON THE PRELIMINARY TARGET FOR EXPRESS LANES TOLL DISCOUNT PILOT AND WE HEARD ABOUT THE EVALUATION PROCESS FOR CLIPPER START MAIN CONCERNS THERE IS THE USE OF THE $50,000 AS THE INCOME

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THRESHOLD FOR LOW-INCOME FAMILIES THAT SET ON THE FEDERAL POVERTY LEVEL SO WE'RE WONDERING IF THERE IS A DIFFERENT METRIC WE CAN USE TO ACCOMMODATE FOR THE HIGH COST OF LIVING IN CALIFORNIA THAT'S WHAT WE HEARD ON COUNCIL AS WELL AND WE'RE HEARING ABOUT THE COMMUNITY CHOICE PROGRAM AND THE CLIPPER MOBILE CARD. YOU MIGHT BE CURIOUS ABOUT THE T TAPS SUBCOMMITTEE AND I THINK ADINA LEVIN IS IN ATTENDANCE, AND WILLING TO GIVE PUBLIC COMMENT TO GIVE ME AN UPDATE ON THAT. SO I'LL ASK THE CLERK TO CHECK FOR HER.

CLERK OF THE BOARD: PARDON ME P YES, SHE HAS HER HAND RAISED. CHAIR, AT THIS TIME WOULD YOU LIKE TO CALL UPON HER?

ALFREDO PEDROZA, CHAIR: YES, PLEASE.

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

ADINA LEVIN: YES. GOOD MORNING COMMISSIONERS. ADINA LEVIN, MEMBER OF THE POLICY ADVISORY COUNCIL AND CHAIR OF THE TRANSFORMATION ACTION PLAN SUBCOMMITTEE. WE HAD A MEETING THIS MONDAY WHERE WE RECEIVED UPDATES ON THE NETWORK MANAGEMENT BUSINESS PLAN STUDY, AND THERE WAS A ROBUST INTEREST AND DISCUSSION. AND DUE TO SOME PROCEDURAL DISCUSSIONS, WE DIDN'T TAKE A VOTE, HOWEVER, THERE WAS A GENERAL SUPPORT FOR A STATEMENT THAT WE WANTED TO BRING TO POLICY ADVISORY COUNCIL

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FOR POTENTIAL CONSIDERATION AND RECOMMENDATION TO THE COMMISSION. AND THAT WAS THAT THE NETWORK MANAGEMENT BUSINESS CASE SHOULD PRIORITIZE MOVEMENT TOWARD A NETWORK MANAGEMENT STRUCTURE FOR BAY AREA TRANSIT THAT ESTABLISHES ONE GOVERNING BODY THAT IS FULLY ACCOUNTABLE FOR THE PERFORMANCE, CONNECTIVITY, AND ACCESSIBILITY, AND USER EXPERIENCE OF BAY AREA TRANSIT. SO WE'LL BE BRINGING THAT TO POLICY ADVISORY COUNCIL. WE ALSO RECEIVED AN UPDATE ON THE RAIL PARTNERSHIP STUDY, AND WE'RE GLAD TO RECEIVE THAT REPORT, AND ARE EAGER FOR THE NEXT STEPS OF THAT STUDY. THANK YOU.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU BOTH FOR YOUR REPORT AND FOR STEPPING IN TO PROVIDE THOSE REPORTS IN THE ABSENCE OF RANDI KINMAN. COMMISSIONERS, ANY QUESTIONS?

CLERK OF THE BOARD: MR. CHAIR, THERE IS ONE ADDITIONAL RAISED HAND FROM MEMBERS OF THE PUBLIC. WOULD YOU LIKE TO TAKE THAT NOW?

ALFREDO PEDROZA, CHAIR: YES. PUBLIC COMMENT ON THIS ITEM.

CLERK OF THE BOARD: LOVELY. HOW MUCH TIME WOULD YOU LIKE TO ALLOW? ONE OR TWO MINUTES?

ALFREDO PEDROZA, CHAIR: LET'S DO ONE MINUTE.

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CLERK OF THE BOARD: MR. HEDGES GO AHEAD AND UNMUTE YOURSELF. YOU WILL HAVE ONE MINUTE.

RICHARD HEDGES: THANK YOU. I JUST WANT TO SAY THAT ADINA'S REPORT WAS VERY GOOD. I US ON THAT MEETING, THE COMMENTS WERE VERY ROBUST AND WANTING A NETWORK MANAGER THAT IS RESPONSIBLE FOR COORDINATING THIS WHOLE SYSTEM, LIKE OTHER TRANSIT AGENCIES HAVE AROUND THE COUNTRY, AND I THINK IT WAS UNANIMOUS THAT WE MOVE THAT FORWARD. SO, IT WAS A VERY STRONG FEELING AMONG THE POLICY ADVISORY COUNCIL. AND I IMAGINE IF YOU TALK TO ALL THE TRANSIT RIDERS IN THE BAY AREA, THEY WOULD GIVE YOU THE SAME THING. THANK YOU.

CLERK OF THE BOARD: THANK YOU. I SEE NO ADDITIONAL RAISED HANDS, MR. CHAIR.

ALFREDO PEDROZA, CHAIR: I'LL REMIND THE PUBLIC WE'LL BE PROVIDING UPDATES AT THE EXECUTIVE COMMITTEE MEETING ON THOSE AREAS AS WELL. THANK YOU TO YOU BOTH AND THANK YOU TO THE PUBLIC. WE'RE GOING TO MOVE TO ITEM NINE, THE REPORT OF THE EXECUTIVE DIRECTOR, THERESE MCMILLAN. TAKE IT AWAY.

THERESE MCMILLAN: GOOD MORNING CHAIR, AND COMMISSIONERS. THE EXECUTIVE DIRECTOR REPORT IS LENGTHY SO I'LL HIT A FEW TOP

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POINTS. I WOULD LIKE TO OPEN, FIRST, WITH CLIPPER. WE HAD SENT OUT A PRESS RELEASE, JOINTLY, WITH BART ON THE ISSUE OF GLOBAL SUPPLY CHAIN CONSTRAINTS, WHICH ARE SIGNIFICANTLY IMPACTING CLIPPER CARD INVENTORY. WE HAVE BEEN WORKING CLOSELY WITH OUR TRANSIT PARTNERS ON THIS SUBJECT FOR A NUMBER OF MONTHS, AND LOOKING, YOU KNOW, UNFORTUNATELY, TO ACUTE SHORTAGES, BEGINNING IN NOVEMBER. HATS OFF, PARTICULARLY, TO BART FOR PUTTING IN INTERVENING MEASURES AT SFO, WHICH IS THE POINT IN OUR SYSTEM THAT ISSUES THE MOST PLASTIC CARDS IN VOLUME, AND THEY REINSTITUTED THEIR MAGNETIC PARTICULATE, TO OFFSET THAT DEMAND. BECAUSE VERY OFTEN TRIPS COMING OUT OF SFO ARE ONE OR TWO, LIKE GOING TO OR FROM THE AIRPORT. SO THAT'S HELPED TAMP DOWN THE DEMAND BUT WE'RE STILL SEE A SIGNIFICANT IMPACT AND WILL BE KEEPING YOU APPRISED OF THAT. I ALSO WANTED TO NOTE THAT THE BAY AREA HOUSING FINANCE AUTHORITY'S DOORWAY PILOT GOT A MAJOR BOOST OF PUBLIC PARTICIPATION. GOOGLE IS DONATING SEVERAL OF THEIR GOOGLE ENGINEERS AND PRODUCT DESIGNERS THROUGH A FELLOWSHIP PROGRAM TO HELP US BUILD THE DOORWAY PLATFORM. AND IT'S NOTABLE THAT WE HAVE THE PRIVATE SECTOR WORKING WITH US, AS THE PUBLIC SECTOR, TO ADDRESS THE ACUTE HOUSING NEEDS IN THIS REGION. ON OCTOBER THE 20th, THE MUCH ANTICIPATED I80, I 680, SR12 INTERCHANGE PROJECT IN SOLANO OPENED WITH A RIBBON CUTTING CEREMONY IN CORDELIA, MTC COMMISSIONERS, CHAIR PEDROZA, AND COMMISSIONER SPERING, AND DINA EL-TAWANSY, OUR DISTRICT FOUR DIRECTOR WERE IN

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ATTENDANCE, AND THIS WAS A BANNER DAY FOR A NUMBER OF FOLKS. THIS IS A PROJECT THAT HAS BEEN IN THE WORKS FOR SOMETIME. I HAD CREATED, BACK IN JULY, A NEW DEPARTMENT, THE ACCESSIBILITY CULTURE, RACIAL AND EQUITY OFFICE, ACRE OFFICE, THIS IS OUR CENTERPIECE FOR DIVERSITY, EQUITY, AND INCLUSION WORK THROUGHOUT THE REGION -- EXCUSE ME -- THROUGHOUT THE AGENCY. THE FOCUS OF THAT OFFICE'S EFFORTS IS TO TAKE AN AGENCY-WIDE SYSTEMS APPROACH TO SUPPORT AND ALIGN THE EQUITY WORK THAT WE'RE DOING IN EVERY DEPARTMENT AT A NUMBER OF DIFFERENT LEVELS. IT'S NOT TO TAKE THE PLACE OF ONGOING STAFF ACTIVITIES, BUT RATHER TO CONNECT OF THE DOTS IN IMPORTANT WAYS WITH RESPECT TO HOW WE'RE IMPLEMENTING OUR EQUITY PLATFORM. AND THEY WILL -- THE OFFICE WILL BE LAUNCHING AN EQUITY ASSESSMENT AND ROADMAP TO DO A REVIEW OF WHERE WE ARE AND WHERE WE'RE GOING, AND WE HOPE TO BRING THAT TO YOU IN JANUARY OF 2023, AS A PRESENTATION TO THE BOARD. I WOULD LIKE TO END WITH A NUMBER OF STAFF ACKNOWLEDGMENTS AND AWARDS. THAT HAVE HAPPENED RECENTLY. WITH RESPECT TO CLIPPER BAY PASS, BILL BACON OF MTC'S FUNDING POLICY AND PROGRAMMING SECTION, AND MIKE EISEMAN OF BART WERE AWARDED THE 2022 BAY AREA RIDER FIRST AWARD, AND IT WAS, AGAIN, BASED ON THEIR WORK WITH THE FARE INTEGRATION TASK FORCE, THAT'S A KEY PLANK IN THE BLUE RIBBON WORK AND THE TRANSFORMATIVE ACTION PLAN, BUT PARTICULARLY THE LAUNCH OF THE CLIPPER BAY PASS PILOT PROGRAM. AS WE LIKE TO SAY, THE TEAM OF BILL AND MIKE REFLECTS THE

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PARTNERSHIPS THAT ARE GOING TO BE NEEDED TO DELIVER NOT ONLY FARE INTEGRATION BUT EVERYTHING THAT YOU WILL BE HEARING ABOUT LATER TODAY AT THE EXECUTIVE COMMITTEE. THE BAY AREA METRO CENTER ITSELF WAS ONCE AGAIN DESIGNATED AS THE -- FOR THE BOMA 360 PERFORMANCE BUILDING FOR 2022. THAT MEANS THAT 375 BEALE STREET IS AMONG AN ELITE GROUP OF PROPERTIES THAT HAVE DEMONSTRATED SUPERLATIVE BUILDING MANAGEMENT TO THE HIGHEST OF STANDARDS OF EXCELLENCE, AND SPECIFICALLY HOR CUSHMAN & WAKEFIELD OVERSEES MANAGEMENT OF THE BUILDING WERE ANNOUNCED AS SAN FRANCISCO MEMBERS OF THE YEAR BY BOMA, THAT'S A HIGH HONOR, AND WE OFFER THEM OUR CONGRATULATIONS, AS WELL. JUDIS SANTOS, FORMALLY OF THE FUNDING PROGRAMS AND POLICIES SECTION NOW WITH THE NEWLY ESTABLISHED ACRE OFFICE WAS RECOGNIZED AS ONE OF THE MOST INFLUENTIAL PEOPLE IN THE WORLD BY THE FOUNDATION OF FILIPINO WOMEN'S NETWORK. THIS IS A GLOBAL ORGANIZATION, POPULARLY KNOWN AS FWN 100 IT WAS LAUNCHED IN THE UNITED STATES BUT HAS EXPANDED GLOBALLY TO RECOGNIZE WOMEN WHO HAVE A MEANINGFUL PURPOSE OF MENTORING A NEXT GENERATION OF LEADERS AND RECOGNIZING THAT YOU REACH BACK IN ORDER TO GO FORWARD. SO CONGRATULATIONS TO JUDIS FOR BEING RECOGNIZED AS PARTED OF THE AWARDEES THIS YEAR. AND TO CLOSE, VERY SADLY, IT WAS ANNOUNCED THAT EZRA RAPOR WHO SEVERED AS ABAG EXECUTIVE DIRECTOR FROM 2010 TO 2016 PASSED AWAY IN EARLY OCTOBER AT THE AGE OF 69 AFTER A LONG BATTLE WITH CANCER. HE WAS RESPONSIBLE FOR MANY ACCOMPLISHMENTS AT ABAG DURING HIS TENURE, AND AMONG

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OTHER THINGS, DEVELOPED THE FRAMEWORK FOR THE ORIGINAL PLANNED BAY AREA, WHICH WAS ADOPTED IN 2013. SO, WE WANT TO EXTEND OUR CONDOLENCES AND THOUGHTS TO HIS FAMILY AND RECOGNIZE THE MANY, MANY ACCOMPLISHMENTS HE PROVIDED TO THE REGION. THANK YOU, MR. CHAIR, THAT CONCLUDES MY REPORT.

ALFREDO PEDROZA, CHAIR: THANK YOU THERESE. WHILE ENDING ON A SAD NOTE, THANK YOU FOR ACKNOWLEDGING ALL THE GOOD WORK THAT STAFF RECEIVED AND RECOGNITION TO THAT. ANY OTHER COMMENTS? KIMBERLY ANY PUBLIC COMMENT RECEIVED ON THIS ITEM?

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

ALFREDO PEDROZA, CHAIR: LET'S PROCEED TO ITEM TEN, COMMISSIONER CONNOLY HAD COMMENCE TO MAKE?

DAMON CONNOLLY: ON OCTOBER 20, 2022, CALIFORNIA TRANSPORTATION COMMISSION RELEASED STAFF RECOMMENDATIONS FOR THE STATEWIDE SMALL URBAN AND RURAL COMPONENTS OF THE 2023 ACTIVE TRANSPORTATION PROGRAM, CTC RECEIVED 434 PROJECT APPLICATIONS TOTALING $3.1 BILLION IN ATP FUNDING REQUESTS AND VALUED AT APPROXIMATELY $4.3 BILLION. THERE WERE NO PROJECTS RECOMMENDED FOR MARIN IN THE STATEWIDE COMPONENT. IN FACT THERE WERE NO

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PROJECTS RECOMMENDED FROM THE ENTIRE NORTH BAY, AND ONLY 10% OF THE RECOMMENDED FUNDS WERE FOR THE WHOLE BAY AREA, WHICH IS ABOUT 20% OF THE STATE POPULATION. APPLICATIONS FROM BAY AREA AGENCIES THAT WERE SUBMITTED AND NOT SELECTED BY CTC FOR THE STATEWIDE COMPONENT WILL BE EVALUATED AND CONSIDERED FOR THE REGIONAL ATP PROGRAM BY MTC. THESE STATEWIDE RESULTS WILL PUT PRESSURE ON MTC'S $50 MILLION REGIONAL ATP PROGRAM, WHICH MOST OF THE MARIN PROJECTS ALSO APPLIED TO. FLUSH WE'RE TRYING TO DO THE RIGHT THING HERE IN PROMOTING ACTIVE TRANSPORTATION, BUT WE CAN'T DO IT ALONE. I WOULD LIKE TO WORK WITH MY FELLOW NORTH BAY COMMISSIONERS AND MTC STAFF TO SEE WHAT WE CAN DO. THANK YOU.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU, COMMISSIONER CONNOLY. COMMISSIONERS, ANY OTHER QUESTIONS? COMMENTS? ALL RIGHT. THANK YOU FOR THAT. AND, AGAIN, I APPRECIATE YOU RAISING THOSE POINTS, COMMISSIONER CONNOLY. NOT THE BEST NEWS, BUT UNDERSTANDABLE THAT'S SOMETHING WE HAVE TO TAKE ACTION ON. AT THIS POINT WE'RE GOING TO PROCEED TO ITEM 11, THIS IS OUR CONSENT CALENDAR. COMMISSIONERS ITEMS BE 11A THROUGH 11J. DO WE HAVE PUBLIC COMMENT ASSOCIATED WITH OUR CONSENT CALENDAR?

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

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ALFREDO PEDROZA, CHAIR: ALL RIGHT. AT THIS POINT I'LL LOOK FOR A MOTION TO APPROVE OUR CONSENT CALENDAR?

JAMES P. SPERING: SPERING WILL MOVE.

ALFREDO PEDROZA, CHAIR: WE HAVE A FIRST BY COMMISSIONER SPERING.

AMY R. WORTH: SECOND BY WORTH.

ALFREDO PEDROZA, CHAIR: SECOND BY COMMISSIONER WORTH. ALL RIGHT. ROLL CALL VOTE, PLEASE?

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ? JOSEFOWITZ.

NICK JOSEFOWITZ, V. CHAIR: YES.

CLERK OF THE BOARD: THANK YOU. COMMISSIONER ABE-KOGA? IS ABSENT. COMMISSIONER AHN?

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EDDIE AHN: YES.

CLERK OF THE BOARD: COMMISSIONER CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: YES.

CLERK OF THE BOARD: COMMISSIONER CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: COMMISSIONER FLEMING?

VICTORIA FLEMING: AYE.

CLERK OF THE BOARD: COMMISSIONER GLOVER?

FEDERAL D. GLOVER: AYE.

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CLERK OF THE BOARD: LICCARDO?

SAM LICCARDO: AYE.

CLERK OF THE BOARD: MILEY?

NATHAN MILEY: YES.

CLERK OF THE BOARD: PAPAN?

GINA PAPAN: YES.

CLERK OF THE BOARD: RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN?

HILLARY RONEN: AYE.

CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAFF: AYE.

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CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU. LET'S MOVE ON TO COMMITTEE REPORTS. ITEM 12, THIS IS THE ADMINISTRATION COMMITTEE. I'M GOING TO TURN IT OVER TO COMMISSIONER GLOVER TO TAKE IT AWAY.

FEDERAL D. GLOVER: THANK YOU, MR. CHAIR. THE ADMINISTRATION COMMITTEE MET -- EXCUSE ME HERE. ON OCTOBER 12TH, AND HAS FORWARDED THE FOLLOWING RESOLUTION TO BE ADOPTED BY THE COMMISSION. THAT'S MTC RESOLUTION NUMBER 4517, REVISED, MTC FISCAL YEAR, 2022, 2023, THIS OPERATING AND CAPITAL BUDGET AMENDMENT, NUMBER ONE. THIS INCREASES THE BUDGET BY $44.1 MILLION IN OVERALL FUNDING. I WOULD MOVE APPROVAL OF MTC RESOLUTION NUMBER 4417 REVISED.

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ALFREDO PEDROZA, CHAIR: THANK YOU, COMMISSIONER GLOVER. WE HAVE A FIRST BY GLOVER. DO WE HAVE A SECOND?

HILLARY RONEN: SECOND, RONEN.

ALFREDO PEDROZA, CHAIR: SECOND BY RONEN. AND DO WE HAVE PUBLIC COMMENT ASSOCIATED WITH THIS ITEM?

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

ALFREDO PEDROZA, CHAIR: ALL RIGHT. MOTION TO APPROVE THE MTC RESOLUTION 4517 BY GLOVER, SECOND BY RONEN. ROLL CALL VOTE, PLEASE?

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ, V. CHAIR: YES.

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CLERK OF THE BOARD: COMMISSIONER ABE-KOGA? IS ABSENT. COMMISSIONER AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: COMMISSIONER CANEPA?

DAVID CANEPA: YES.

CLERK OF THE BOARD: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: YES.

CLERK OF THE BOARD: COMMISSIONER CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: COMMISSIONER FLEMING? COMMISSIONER FLEMING?

VICTORIA FLEMING: AYE.

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CLERK OF THE BOARD: THANK YOU. COMMISSIONER GLOVER?

FEDERAL D. GLOVER: AYE.

CLERK OF THE BOARD: COMMISSIONER LICCARDO?

SAM LICCARDO: AYE.

CLERK OF THE BOARD: COMMISSIONER MILEY?

NATHAN MILEY: YES.

CLERK OF THE BOARD: COMMISSIONER PAPAN?

GINA PAPAN: YES.

CLERK OF THE BOARD: COMMISSIONER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: RONEN?

HILLARY RONEN: AYE.

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CLERK OF THE BOARD: SCHAFF?

LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: SPERING?

JAMES P. SPERING: AYE.

CLERK OF THE BOARD: WORTH?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: ALL RIGHT. THANK YOU, COMMISSIONER GLOVER. WE'RE GOING TO PROCEED TO ITEM 13 PROGRAMMING AND ALLOCATIONS COMMITTEE REPORT. COMMISSIONER RABBIT TAKE IT AWAY.

DAVID RABBIT: THE PROGRAMMING AND ALLOCATIONS COMMITTEE MET REMOTELY OCTOBER 12TH, 2022 AND REFERRED THE FOLLOWING TO THE COMMISSION FOR APPROVAL. WE NEED TO THANK MY VICE CHAIR GINA PAPAN FOR RUNNING THAT MEETING, AS I WAS EVEN MORE REMOTE THAN THE REST OF THE CREW. AGENDA ITEM 13A MTC RESOLUTIONS 4537 AND

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4130 REVISED. MAJOR PROJECTS ADVANCEMENT POLICY AND TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM FRAMEWORK. THIS ADOPTS THE MAJOR OR THE REGIONAL MAJOR PROJECT ADVANCEMENT POLICY OR THE MAP AND REVISES MTC'S CAP-AND-TRADE FRAMEWORK UPDATING THE REGIONAL TRANSIT AND INTERCITY RAIL AND CAPITAL PROGRAM FRAMEWORK, AND I BELIEVE THAT THERESA ROMMEL IS GOING TO GIVE US SOME ADDITIONAL INFORMATION BEFORE WE MOVE ON TO THE MOTION.

ALFREDO PEDROZA, CHAIR: PERFECT. THANK YOU COMMISSIONER RABBIT. AND WE'LL HEAR FROM THERESA, AND I ANTICIPATE THERE WILL BE SOME COMMISSIONER COMMENTS. THERESA, WHY DON'T YOU TAKE IT AWAY. AND I WANT TO UNDERSCORE THE ROBUST CONVERSATION, AT THE COMMITTEE, AND PUBLIC COMMENT THAT WE RECEIVED.

THERESA ROMMELL: WE ARE LOOKING TODAY FOR APPROVAL OF THE MAJOR PROJECT ADVANCEMENT POLICY OR MAP RESOLUTION 4537 AS WELL AS REGION'S TRANSIT INTERCITY RAIL CAPITAL PROGRAM FRAMEWORK OR TIRCP FRAMEWORK AS PART OF OUR CAP-AND-TRADE POLICY CONTAINED IN THE RESOLUTION 4130 AS PROGRAMMING AND ALLOCATIONS COMMITTEE WE RECEIVED PROPOSAL FOR THE TIRCP FRAMEWORK AND THE COMMITTEE REFERRED FOR APPROVAL WITH DIRECTION TO ADDRESS CONCERNS RAISED AT THE MEETING AND RECOMMEND REVISIONS IF WARRANTED. THERE WAS SOME DISCUSSION AT

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THE PROGRAMMING AND ALLOCATIONS RELATED TO PROJECT POSITION AND MAP ENDORSEMENT FRAMEWORK IN TERMS OF ASSIGNED LEVELS AS TO WHY A PARTICULAR PROJECT WAS PLACED IN LEVEL TWO VERSUS LEVEL ONE. I WANT TO REITERATE THE PLACEMENT OF PROJECTS IN THE VARIOUS LEVELS IS IN NO WAY AN ARTICULATION OF A PROJECT MERIT OR STAFF SUPPORT OF THE PROJECT RATHER PROJECTS HAVE BEEN PLACED IN THEIR RESPECTIVE LEVELS BASED ON CRITERIA RELATED TO READINESS OF THE AMOUNT OF FUNDING COMMITTED AS PORTION AT TO THE PROJECT'S TOTAL COST LEVELLING OF PROJECTS ALLOWS US TO SEQUENCE ENDORSEMENT OF PROJECTS FOR LIMITED FUNDING SOURCES PARTICULARLY THOSE THAT STRETCH OVER MULTIPLE FUNDING CYCLES THOSE PROJECTS ARE READY TO GO AND CAN GET FUNDING NEEDED TO GET THEM OVER THE LINE AND DELIVERED THEREBY MAKING ROOM FOR ADDITIONAL PROJECTS FOR SUBSEQUENT PROJECTS AND RECEIVE FUNDING NEEDED TO ADVANCE THOSE AS WELL. ALLOWING PIPELINE PROJECTS AND DETERMINATION OF PROJECTS, WE HAVE PREVIOUSLY INTRODUCED THE CONCEPT OF A STAGE GATE PROCESS THAT IS IN DEVELOPMENT FOR THE MAP THAT COULD EXPAND ON PROJECT READINESS AND ENSURE THAT PROJECTS MEET SPECIFIC CRITERIA IN ORDER TO ADVANCE IN THAT SEQUENCING FOR FUNDING ENDORSEMENTS IT IS STAFF'S INTENT TO BRING BACK A THOROUGH PROPOSAL FOR WHAT THAT STAGE GATE PROCESS WILL BE IN EARLY 2023. ALSO, IN TODAY'S UPDATE, I WOULD LIKE TO REITERATE STAFF PROPOSED APPROACH IN THE TIRCP FRAMEWORK FOR MAP LEVEL ONE PROJECTS, NAMELY CALTRAIN ELECTRIFICATION, THE BART CORE CAPACITY

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PROGRAM, AND BART TO SILICON VALLEY PHASE TWO. SPECIFICALLY, FOR THE FIRST STATE BUDGET AUGMENTATION OF THE TIRCP PROGRAM, REFERENCED AS TIRCP AUGMENT ONE, STAFF'S PROPOSED APPROACH TO THE FUNDING ENDORSEMENT RELIES ON THE FOLLOWING: NUMBER ONE, AN OPTIMISTIC OR AMBITIOUS FUNDING TARGET BASED ON STATE FUNDING GUIDELINES. THERE IS A RECAP OF ONE AND A HALF BILLION DOLLARS AVAILABLE FOR NON-SOUTHERN CALIFORNIA REGIONS OF WHICH 900 MILLION TO 1.2 BILLION WILL GO TO PROJECTS THAT HAVE RECEIVED PRIOR TIRCP AWARDS. OUR FUNDING TARGET ASSUMES THAT THE BAY AREA WILL BE AWARDED APPROXIMATELY 80% OF THAT $1.5 BILLION. NUMBER TWO, PRIORITIZATION OF THE THREE LEVEL ONE MEGA PROJECTS THAT I JUST REFERENCED FOR THE FUNDING THAT THE STATE HAS SET-ASIDE FOR PROJECTS THAT HAVE RECEIVED PRIOR TIRCP AWARDS TO HOW MUCH CLOSE PROJECT FUNDING GAPS ALONG WITH OTHER LOCAL AND FEDERAL FUNDING THAT IS EITHER AVAILABLE AT THE LOCAL LEVEL OR WOULD BE CONSIDERED A REASONABLE FEDERAL FUNDING REQUEST. THE THREE LEVEL ONE PROJECTS COMBINED HAVE REQUESTED TIRCP AUGMENT ONE ENDORSEMENTS IN THE AMOUNT OF $1.7 BILLION, WHICH IS WAY MORE THAN THE FUNDING AVAILABLE FOR THAT ROUND. OUR APPROACH ALSO RELIES ON ENDORSEMENT OF SMALLER PROJECTS FOCUSED ON ZERO-EMISSIONS BUS TRANSITION, GRADE SEPARATIONS, IS OTHER TRANSIT IMPROVEMENTS, IS FINALLY, ENDORSEMENT OF THE DTX, DOWNTOWN EXTENSION AND VALLEY LINK PROJECTS FOR PROJECT DEVELOPMENT SET-ASIDE FUNDING WHICH IS CAPPED AT $150 MILLION STATEWIDE. AS AWARDS FROM THE TIRCP

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AUGMENT ONE ARE ANNOUNCED IN OTHER DISCRETIONARY FUNDING SOURCES ARE SECURED STAFF PROPOSES TO COME BACK TO THE COMMISSION WITH A REBALANCING OF FUNDING ENDORSEMENTS INCLUDING THOSE FOR TIRCP AUGMENTATION TWO. THIS COULD INCLUDE ASSIGNING THE 100 MILLION OF UNASSIGNED AUGMENT TWO FOR PROJECTS ANTICIPATED TO OCCUR IN THE JANUARY OR FEBRUARY TIME FRAME. MOVING ON, GIVEN THAT FUNDING AVAILABILITY FOR THE TIRCP AUGMENTATION ROUNDS IS INSUFFICIENT TO ALLOW FOR THE ENDORSEMENT OF THE FULL FUNDING NEEDS FOR BOTH LEVEL ONE AND LEVEL TWO MEGA PROJECTS, THE PROGRAMMING AND ALLOCATIONS COMMITTEE MEMBERS DIRECTED STAFF TO EXPLORE OPPORTUNITIES RELATED TO MULTI-CYCLE TIRCP FUNDING FOR THE DOWNTOWN RAIL EXTENSION DTX AND VALLEY LINK PROJECTS TO SECURE FULL FUNDING GRANT AGREEMENTS FROM THE FEDERAL TRANSIT ADMINISTRATION. IN THE PAST CALIFORNIA STATE TRANSPORTATION AGENCY OR CALSTA, HAS MADE MULTI-YEAR TIRCP COMMITMENTS TO LARGE PROJECTS TO PROVIDE FUNDING. CALSTA HAS NOT PROPOSED AN OFFICIAL MECHANISM FOR MULTI-YEAR COMMITMENTS DURING AUGMENT ONE HOWEVER STAFF WILL CONTINUE TO WORK WITH PROJECT SPONSORS AND CALSTA TO SECURE THOSE MULTI-STATE -- MULTI-YEAR STATE FUNDING AS EARLY AS POSSIBLE TO MEET PROJECT TIMELINES FOR THE FTA NEW STARTS FUNDING PROGRAM OR OTHER FEDERAL FUNDING OPPORTUNITIES. AND SPECIFIC TO THE DTX PROJECT STAFF IS COORDINATING WITH THE PROJECT SPONSOR AND CALSTA STAFF TO EXPLORE POTENTIAL PATHWAYS FOR A MULTI-CYCLE FUNDING COMMITMENT SO THAT THE PROJECT CAN

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MEET THE FUNDING REQUIREMENTS REQUIRED TO SUBMIT AN FTA FULL FUNDING GRANT AGREEMENT ON THEIR DESIRED EXPEDITED SCHEDULE. A MULTI-CYCLE PATH WAY WOULD LIKELY INCLUDE FUNDING FROM THE STATE BUDGET AUGMENTATIONS TO TIRCP AND THE BASELINE BIENNIAL PROGRAM GIVEN THE EXTENT OF REBALANCING OF MAP FUNDING ENDORSEMENTS WILL NOT BE KNOWN UNTIL TIRCP AUGMENT ONE AND OTHER FEDERAL GRANT AWARDS ARE MADE STAFF PROPOSES ADDITIONAL INFORMATION ON POTENTIAL DTX ENDORSEMENTS BE PROVIDED TO THE COMMISSION IN THE WINTER TIME FRAME. LASTLY, SINCE THIS ITEM WAS PRESENTED AT ALLOCATIONS EARLIER THIS MONTH WE HAVE UPDATED THE MAP TO INCLUDE ADDITIONAL PROJECTS THAT WERE SUBMITTED MORE RECENTLY, AND HAVE ASSIGNED THOSE PROJECTS TO THEIR APPROPRIATE PROGRAMMATIC CATEGORIES. THESE PROJECTS ARE ALL LEVEL THREE TRANSIT OR OTHER ROADWAY PROJECTS THEREFORE DO NOT IMPACT THE PROPOSED ENDORSEMENT FRAMEWORK THAT WAS PRESENTED AT THE PROGRAMMING AND ALLOCATIONS COMMITTEE. ADDITIONALLY SOME PROJECT SPONSORS HAVE REACHED OUT WITH CLARIFICATIONS AND UPDATES TO PROJECT LISTINGS AND FUNDING COMMITMENTS WHICH HAVE BEEN INCORPORATED INTO THE ENDORSEMENT FRAMEWORK, INCLUDING A SHIFT IN FUNDING FOR THE BART TO SILICON VALLEY PHASE TWO PROJECT FROM PLANNED FUNDING TO COMMITTED FUNDING BASED ON INFORMATION PROVIDED BY THE PROJECT SPONSOR. ALL THE CHANGES ARE NOT INCLUDED IN ATTACHMENTS C AND D OF RESOLUTION NUMBER 4537. AND WITH THAT, I CONCLUDE THE PRESENTATION AND OPEN FOR QUESTIONS.

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ALFREDO PEDROZA, CHAIR: THANK YOU, THERESA, FOR THAT REPORT. AND, AGAIN, I DO JUST WANT TO ACKNOWLEDGE THAT OUR STAFF HAS BEEN MEETING WITH MULTIPLE PROJECT SPONSORS AND WE ALL FIELD THE MANY CALLS FROM ELECTED OFFICIALS THROUGHOUT THE REGION I APPRECIATE THE GREAT INTEREST IN THIS BUT ALSO ACKNOWLEDGMENT OF HOW DO WE MAKE SURE THAT AS A REGION WE TRY TO BE AS COMPETITIVE AS POSSIBLE. AND I KNOW WE ALL SHARE IN THOSE OBJECTIVES. COMMISSIONERS, WE'RE GOING TO OPEN UP FOR QUESTIONS, IF YOU HAVE SPECIFIC QUESTIONS GO AHEAD AND ASK NOW BUT WE HAVE MEMBERS OF THE PUBLIC THAT WANT TO ASK QUESTIONS. IN GENERAL, WE'LL TAKE QUESTIONS. COMMISSIONER CONNOLY, KICK IT OFF.

DAMON CONNOLLY: I HAVE A COMMENT ON ONE SPECIFIC ISSUE, I DON'T KNOW IF I SHOULD WAIT OR RAISE THE ISSUE NOW?

ALFREDO PEDROZA, CHAIR: GO AHEAD AND ASK NOW.

DAMON CONNOLLY: UP TO 1.2 BILLION OF THE $1.5 BILLION OF THE TIRCP AUGMENT FUNDING IS SET-ASIDE FOR PROJECTS THAT HAVE RECEIVED PRIOR TIRCP GRANT AWARDS. THE WINDSOR EXTENSION OF SMART IS NOT ENDORSED IN THIS AGENDA ITEM. THE WINDSOR EXTENSION PREVIOUSLY DID RECEIVE $20 MILLION IN TIRCP FUNDS, AND WE BELIEVE SHOULD BE ELIGIBLE FOR THIS FUNDING SOURCE. THE

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WINDSOR PROJECT IS 30% COMPLETE AND SMART REQUIRES ONLY $30 MILLION TO GET THIS CRITICAL PROJECT ACROSS THE FINISH LINE. ONCE FUNDS ARE AVAILABLE, CONSTRUCTION TO WINDSOR WILL TAKE APPROXIMATELY 18 MONTHS. SO, READY TO GO. THIS IS AN IMPORTANT TRANSIT IMPROVEMENT AND CRUCIAL FUNDING IS NEEDED. SO I JUST WANTED TO GET THAT IN THE RACK. THANKS

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER CONNOLY. LET'S GO TO COMMISSIONER DUTRA-VERNACI AND THEN COMMISSIONER PAPAN.

CAROL DUTRA-VERNACI: THIS PART CAN BE ANSWERED LATER. THERE ARE A LOT OF PROJECTS ON HERE, AND I WANT TO KNOW WHERE I CAN FIND MORE COMPLETE DESCRIPTIONS OF WHAT EACH OF THESE PROJECTS ARE.

THERESA ROMMELL: I CAN TRY TO ANSWER THAT, ATTACHMENT C TO THIS ITEM DOES HAVE A LISTING TO THE PROJECTS THAT HAS THE PROGRAMMATIC CATEGORIES, THE SUBPROJECTS LISTED UNDER THOSE PROGRAMMATIC CATEGORIES FOR CERTAIN PROGRAMMATIC CATEGORIES. AND THEN, I THINK, THERE IS ALSO JUST A GENERAL TITLE FOR SOME OF THE ROADWAY PROJECTS THAT WE HAVE NOT YET PLACED INTO PROGRAMMATIC CATEGORIES OR NOT PLACED INTO LEVELS YET. IF YOU ARE INTERESTED IN FURTHER DETAIL, OTHER THAN THE TITLE OF THE PROJECT, YOU KNOW, PLEASE JUST REACH OUT TO STAFF, AND WE CAN GIVE YOU THE INFORMATION THAT YOU'RE LOOKING FOR.

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CAROL DUTRA-VERNACI: OKAY. WOULD THAT BE YOU, THERESA?

THERESA ROMMELL: YOU CAN REACH OUT TO ME.

CAROL DUTRA-VERNACI: OKAY. THANK YOU. AND I MAY HAVE MORE COMMENTS LATER. BUT THAT'S IT FOR RIGHT NOW. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU CAROL. VICE CHAIR JOSEFOWITZ AND THEN COMMISSIONER PAPAN.

NICK JOSEFOWITZ, V. CHAIR: THANK YOU. YOU KNOW THIS, IS ALWAYS GOING TO BE A DIFFICULT PROCESS. IT'S ALWAYS DIFFICULT TO BE TOLD THERE ISN'T ENOUGH MONEY TO BUY ALL THE THINGS THAT ONE WANTS AS A REGION BUT THEN IT'S AN IMPORTANT THING TO BE TOLD. BECAUSE, AND, I THINK THAT WE UNDERTOOK THIS PROCESS KNOWING THAT IT WOULD BE DIFFICULT, AND THAT IS -- AND WE DID IT, BECAUSE IT WAS DIFFICULT, AND MUCH BETTER TO DO IT TRANSPARENTLY, COLLABORATIVELY, IN THE OPEN, OVER A SERIES OF MANY MONTHS, ENGAGING ALL THE NECESSARY STAKEHOLDERS, THAN HAVING IT ALL THOUGHT OUT IN BACK ROOM DEALS, WITH EVERYBODY ENDING UP FEELING THAT THEY SOMEHOW HAVE BEEN VICTIMIZED. AND, SO, I'M VERY SUPPORTIVE OF WHERE THIS HAS ENDED UP AND ALSO I'M VERY GRATEFUL FOR STAFF'S ENGAGEMENT, BOTH WITH SAN FRANCISCO STAKEHOLDERS AND DTX AS WELL AS WITH THOSE AROUND

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THE REGION. I KNOW IT'S BEEN AN INCREDIBLE TIME COMMITMENT FROM STAFF, AND HAVING TO BEAR WITH A LOT OF US WHO ARE -- WHO SAY -- WHO TELL YOU THE EXACT SAME THING ABOUT ALL OF OUR PROJECTS, OURS IS THE MOST IMPORTANT IT'S THE MOST READY, WE'RE THE MOST DESPERATE, WE NEED THE MOST MONEY I THINK THAT'S TRUE FOR ALL OF US, SO KIND OF BEING ABLE TO HANDLE THAT AND, SORT OF, DELIVER THIS VERY BALANCED OUTCOME, I THINK IS INCREDIBLY IMPORTANT. SPECIFICALLY, I WANTED TO ALSO THANK STAFF FOR INCLUDING A COMMITMENT TO EXPLORE MULTI-CYCLE FUNDING THROUGH, FROM TIRCP. I THINK THAT'S GOING TO BE VERY IMPORTANT TO MANY OF THE PROJECTS THAT HAVEN'T RECEIVED IT. I WANT TO THANKS STAFF FOR BEING -- UNDERSTANDING THAT THIS IS -- THAT THIS MAP FRAMEWORK IS GOING TO BE REVISITED ONCE WE HAVE RECEIVED THE FIRST ROUND OF FUNDING FROM MEGA, AND OTHER PROGRAMS IN EARLY 2023. AND I ALSO WANTED TO REALLY URGE STAFF TO COMPLETE THE -- SORT OF, HAVE THE STAGE GATE POLICY PRIORITIES DONE BEFORE THAT NEXT KIND OF REVISION. BECAUSE I THINK THAT'S GOING TO BE VERY, VERY IMPORTANT TO HELP THE COMMISSION UNDERSTAND HOW TO -- HOW TO KIND OF ADJUST THIS FRAMEWORK TO TAKE INTO ACCOUNT THE FUNDING COMMITMENTS THAT HAVE BEEN MADE FROM THE FEDS AND THE STATE. AND I ALSO WANTED TO JUST HIGHLIGHT, AS WELL, HOW IMPORTANT I THINK IT IS, AND I THINK THIS PROCESS HAS REALLY HIGHLIGHTED IT, THAT WE ALL COMMITMENT TO TRY AND GET CAP-AND-TRADE EXTENDED BEYOND 2030. WE UNDERSTAND -- THIS PROCESS HAS HIGHLIGHTED HOW IMPORTANT

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TIRCP FUNDS ARE, TO DELIVER THE REGION'S MOST IMPORTANT PROJECTS, CALTRAIN ELECTRIFICATION, BART CORE CAPACITY, BART EXTENSION TO SAN JOSE, AND DTX. WE NEED TO GET TIRCP EXTENDED BY GETTING CAP-AND-TRADE EXTENDED. AND I HOPE THAT BECOMES A REALLY TOP LEGISLATIVE PRIORITY FOR THIS COMMISSION OVER THE NEXT COUPLE OF YEARS. AND I HOPE THAT WE CAN, THROUGH THIS PROCESS, SEE ALL OF THESE INCREDIBLY IMPORTANT PROJECTS, WHICH WORK BEST WHEN THEY ARE ALL WORKING TOGETHER, FUNDED AS QUICKLY AS POSSIBLE TO TAKE ADVANTAGE -- TO BE ABLE TO ALSO ATTRACT AS MUCH FEDERAL FUNDING INTO THE REGION AS POSSIBLE. THANK YOU, STAFF, AND, AGAIN, I WILL BE SUPPORTING THIS:

ALFREDO PEDROZA, CHAIR: THANK YOU VICE CHAIR, JOSEFOWITZ. AND THERESA, QUESTIONS AROUND THE STAGE GATE, PROVIDING SOME INFORMATION WHEN THAT WILL COME BACK THAT WILL ADDRESS CONCERNS COMING FORWARD AS WELL. COMMISSIONER PAPAN?

GINA PAPAN: THANK YOU MR. CHAIR. AM I FREEZING UP? NO. THANK YOU VERY MUCH. I KNOW HOW HARD STAFF HAS WORKED ON THIS, AND I KNOW THERE IS NOT ENOUGH MONEY FOR EVERYBODY. CALTRAIN CANNOT WITHSTAND ANYTHING LOWER THAN WHAT HAS BEEN GIVEN HERE. I WAS HOPING FOR SOME MORE DISCUSSION ON THE CONTINGENCY FUNDING. BECAUSE CALTRAIN IS SO CLOSE TO THE FINISH LINE. I THINK MORE SO THAN ANY OTHER PROJECT. IT INVOLVES THREE DIFFERENT COUNTIES. IT IS A PRECURSOR TO THE DOWNTOWN EXTENSION, SO, I

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HOPE WE CAN GET TO THAT POINT SOMEWHERE IN THE PROCESS, AND CALTRAIN, I THINK, IS THE ONLY OPERATOR WHO HAS SAID IF THEY GET FUNDING ELSEWHERE, ON THAT EXTRA 100 MILLION, THEY WOULD GIVE IT BACK TO MTC AND PROCEED FROM THERE. SO, THERE IS SO MANY DIFFERENT ASPECTS HERE. I KNOW THE VICE CHAIR HAS ASKED, SPECIFICALLY, FOR DTX, AND I WAS REALLY -- I THOUGHT WE HAD TRIED TO INQUIRE ABOUT SOME OF THAT CONTINGENCY MONEY, JUST SENDING ONE PROJECT TO COMPLETION, SO VERY CLOSE, AND I GUESS THAT RELATES TO STAGING. MY COMPLIMENTS TO STAFF, THANK YOU SO MUCH FOR CONTINUING THE CONVERSATION WITH ALL THE OPERATORS. EVERY PROJECT IS SO IMPORTANT. THIS ONE IS SO CLOSE AND SO BENEFICIAL TO THE THREE DIFFERENT JURISDICTIONS. THANK YOU VERY, VERY MUCH, AND HOPEFULLY WE CAN BRING THIS ONE HOME. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER PAPAN. I'LL ALSO NOTE A CONTINGENCY QUESTION THAT STAFF WILL TRY TO ADDRESS TOWARDS THE END. COMMISSIONER FLEMING?

VICTORIA FLEMING: THANK YOU CHAIR AND STAFF FOR GETTING ALL OF THIS TOGETHER. MY COMMENTS ARE AROUND WHAT COMMISSIONER CONNOLY SAID AROUND GETTING THE WINDSOR EXTENSION. A LITTLE DIFFERENT FROM WHAT VICE CHAIR JOSEFOWITZ RIGHTLY POINTED OUT THAT EVERYBODY SAYS THEIR PROJECTS ARE ALL READY TO GO AND WANT ALL THE MONEY. OUR PROJECT IS ALL READY TO GO AND DOES

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NOT WANT ALL THE MONEY, IT IS BY COMPARISON A PRETTY SMALL ASK TO GET SOMETHING THAT WILL BE ONCE FUNDED DONE IN 18 MONTHS FOR A PRICE TAG OF $30 MILLION. I KNOW EVERYBODY'S GOT ONE OF THESE. IT WOULD MAKE A GREAT DEAL OF DIFFERENCE TO US IN THE NORTH BAY WE'RE TRYING TO DO MAKE OUR TRAIN SOMETHING THAT'S EXCEEDING EXPECTATIONS AND THIS WILL MAKE IT A MUCH MORE FUNCTIONAL AND USABLE SYSTEM. THANK YOU VERY MUCH.

ALFREDO PEDROZA, CHAIR: COMMISSIONER CANEPA?

DAVID CANEPA: THANK YOU VERY MUCH CHAIR PEDROZA. MY CONCERN IS AROUND THE CONTINGENCY. I THINK ONE OF THE THINGS THAT WE SHOULD REALLY LOOK AT IS, BEFORE, YOU KNOW, RATHER THAN DELAY IT UNTIL DECEMBER, JANUARY, REALLY PRIORITIZE TODAY WHAT THE CONTINGENCY SHOULD BE, AND I THINK WHEN WE LOOK AT PROJECTS -- AND THIS IS PRETTY EXCITING, FROM A STAFF LEVEL, LET ME THANK THERESA, LET ME THANK THE STAFF FOR PUTTING THIS TOGETHER. IT'S NOT AN EASY THING TO DO. I THINK WHEN YOU LOOK ON BALANCE, AT ALL THESE SIGNIFICANT PROJECTS, WE'RE TWO YEARS AWAY WHEN IT COMES TO THE ELECTRIFICATION FOR CALTRAIN. UNFORTUNATELY, WHAT IS JUST REALLY, SORT OF, DISTURBING, I JUST FOUND OUT THIS MORNING, IS THAT WE MAY BE -- CALTRAIN IS STILL RUNNING ON DIESEL, RIGHT? THESE OLD LOCOMOTIVES, AND I THINK IF WE REALLY CARE ABOUT GREENHOUSE GASSES, AND THESE, SORT OF, THINGS FROM THE REGIONAL LEVEL, REALLY NEED TO MOVE

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OFF THESE OLD [INDISCERNIBLE] SORRY -- THE GOOD NEWS IS IF WE'RE ABLE TO TAKE THESE STEPS AND FUND IT, WE'RE LOOKING AT $300 MILLION POTENTIALLY NOW, WE'RE ASKING THROUGH THE CONTINGENCY $410 MILLION, THAT COULD PROVIDE THROUGHPUT FOR OTHER PROJECTS THAT MAY NOT BE AS FAR ALONG AS CALTRAIN. AND, SO, I DO THINK THAT THIS IS A REGIONAL PROJECT. IT DOES EFFECT, YOU KNOW, THREE COUNTIES, MAYBE MORE WHEN PEOPLE GO WHERE THERE IS WORK AND SO FORTH, BUT DO I THINK THIS PROJECT WARRANTS CONSIDERATION IN TERMS OF THIS ELECTRIFICATION, AND I HOPE THAT WE WOULD BE ABLE TO PRIORITIZE TODAY THE CONTINGENCY AND NOT WAIT UNTIL JANUARY OR FEBRUARY. THANK YOU SO MUCH.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER. LET'S GO TO COMMISSIONER LICCARDO, AND THEN COMMISSIONER DUTRA-VERNACI.

SAM LICCARDO: THANK YOU. APPRECIATE STAFF GETTING US TO THIS. IT'S A FUNDAMENTAL MATH PROBLEM. THERE IS NOT ENOUGH MONEY FOR IMPORTANT PROJECTS. I WANT TO ASK ABOUT AUGMENT BASED ON WHAT WE'RE HEARING, SACRAMENTO, LIKELY A $7 BILLION DEFICIT, I BELIEVE, CURRENT PROJECTIONS. WHERE DO WE THINK THE MONEY IS GOING TO COME FROM FOR AUGMENT TWO? JUST REFERRING TO EVERYBODY, THE SLIDE THAT WOULD BE ENTITLED THE PROPOSED TIRCP FRAMEWORK. ON PAGE EIGHT.

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THERESA ROMMELL: THROUGH THE CHAIR, FUNDING FOR AUGMENT TWO IS -- HAS BEEN COMMITTED BY THE STATE ALTHOUGH IT'S NOT IN THE STATE BUDGET SO IT STILL NEEDS FURTHER LEGISLATIVE ACTION TO SECURE THOSE FUNDS. BUT THERE HAS BEEN REFERENCE BY THE STATE THAT THERE WOULD BE 2 BILLION -- TWO YEARS OF $2 BILLION PER YEAR STATEWIDE, WHICH WOULD BE DISTRIBUTED TO THE REGION'S POPULATION SHARE.

SAM LICCARDO: RIGHT SO THAT WOULD BE AUTHORIZED BUT NOT A PROPOSE RATED. IS THAT CORRECT?

THERESA ROMMELL: CORRECT.

SAM LICCARDO: AND THAT WOULD ALL COME FROM THE GENERAL FUND, I ASSUME?

THERESA ROMMELL: YES.

SAM LICCARDO: OKAY. IN PAST YEARS WHEN WE HAVE HAD SIGNIFICANT DEFICITS IN THE PAST, I ASSUME THOSE KINDS OF COMMITMENTS WOULD NOT LIKELY GET FUNDED. IS THAT FAIR?

THERESA ROMMELL: I BELIEVE THERE WOULD NECESSARILY NEED TO BE SOME ADVOCACY TO ENSURE THAT THOSE FUNDS GO WHERE THEY WERE PROMISED.

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SAM LICCARDO: YEAH. I MEAN, WHAT WE'RE HEARING INFORMALLY IS THAT IT'S A VERY LONG SHOT. AND I JUST WANTED TO HEAR IF YOU GUYS ARE HEARING DIFFERENTLY. [LAUGHTER] BECAUSE I KNOW WE'RE ALL HEARING FROM DIFFERENT VOICES UP THERE. AND IT WOULD BE HELPFUL TO UNDERSTAND IF MTC STAFF IS HEARING DIFFERENTLY THAN WHAT WE'RE HEARING, WHICH IS THAT IT'S A VERY LONG SHOT THAT THERE IS GOING TO BE MONEY AND BUDGET THAT -- [INDISCERNIBLE]

THERESA ROMMELL: COMMISSIONER, I HAVEN'T HEARD THAT IT'S A LONG SHOT. I THINK WE'RE STILL VERY HOPEFUL AND WE'RE ALSO HOPEFUL THAT THROUGH OUR MAP PROCESS AND OUR COMMUNICATIONS WITH THE STATE, WE'RE CLEAR ABOUT THE FACT THAT AUGMENTATION ONE DOES NOT SOLVE THE PROBLEM FOR OUR MAJOR PROJECTS HERE IN THE BAY AREA, AND WE REALLY NEED THAT AUGMENT TWO IN ORDER TO CLOSE THOSE OUT.

SAM LICCARDO: ALIX?

ALIX BOCKELMAN: THROUGHOUT CHAIR, ALIX BOCKELMAN EXECUTIVE DIRECTOR FOR POLICY. I DEFINITELY UNDERSTAND THE CONCERN, AND I DON'T THINK WE'RE HEARING QUITE AS DISMAL NEWS COMING OUT OF SACRAMENTO BUT WE CERTAINLY CAN WORK MORE WITH LOBBYISTS AND PROVIDE THE COMMISSION WITH MORE INFORMATION. WE UNDERSTAND IT WILL BE LEFT TO BE VERY FOCUSED ON THIS MONEY THERE IS

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OPPORTUNITIES FOR TRYING TO CONSIDER WHETHER WE CAN DO A LITTLE BEFORE THE THAN OUR POPULATION SHARE AS WE GET THIS FORMALIZED. BUT DEFINITELY HEAR THAT AS THE STATE BUDGET LOOKS -- THAT LOOKS WORSE, IT WILL BE HARDER TO CONTINUE TO HOLD ON TO THIS MONEY. SO, I DON'T KNOW IF GEORGIA OR REBECCA WANT TO ADD ANYTHING TO WHAT WE'RE HEARING FROM OUR LOBBYISTS?

GEORGIA GANN DOHRMANN: THIS IS GEORGIA ON THE LEGISLATIVE TEAM. I'LL ECHO WHAT THERESA AND ALIX SAID, IT'S EARLY CONVERSATIONS WITH THE STATE, HAVE DEFINITELY BEEN TOUCHING BASE WITH THE GOVERNOR'S OFFICE AND WE'LL KEEP YOU GUYS INFORMED.

SAM LICCARDO: SO, I KNOW EVERYBODY IS TRYING THEIR BEST ON THIS. I JUST WANT TO LEVEL SET WHERE WE'RE AT. SO, I KNOW THERE WILL BE A LOT MORE DISCUSSION. I KNOW THIS IS TIME FOR QUESTIONS. I WANTED TO, SORT OF, PREFACE THIS WITH, YOU KNOW, I WANT TO SUPPORT THIS PACKAGE, I THINK THE REALITY IS FOR PROJECTS THAT HAVE FEDERAL COMMITMENTS AND, SPECIFICALLY, THE BART CORE CAPACITY AND VTA BART TO SILICON VALLEY, I KNOW PARTICULARLY FOR OUR PROJECT, WE HAVE GOT SOME VERY IMMEDIATE NEEDS, AS WE'RE TRYING TO SECURE ADDITIONAL FEDERAL COMMITMENTS MILLIONS OF DOLLARS IN COMMITMENTS TO VTA, WE'RE BEING TOLD IF WE DON'T HAVE THIS FUNDING IN PLACE IN FALL OF NEXT YEAR, IT'S GOING TO BE IMPOSSIBLE SECURING THAT FFTA IN

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THE CYCLE. AND WE HAVE ALREADY GOT -- [INDISCERNIBLE] OUR GENERAL CONTRACT AND SO FORTH. SO, I AM -- WHILE I CERTAINLY WANT TO DO ALL I CAN TO SUPPORT REGIONAL COLLABORATION, I THINK WE HAVE TO GO IN, SORT OF, AN HONEST APPROACH WHICH IS, REGARDLESS OF WHAT IS APPROVED HERE, WE MAY NEED TO ASK FOR THE FULL 750 AT STATE. AND I WANT TO DO THAT IN RESPECTFUL AND HONEST WAYS, I DON'T KNOW IF ANYBODY FEELS THAT THERE IS -- THERE IS NOBODY MAKING FAST MOVES HERE OR BAIT AND SWITCH. AND I WOULDN'T WANT COMMISSIONERS FEELING AS THOUGH SUPPORTING THIS WOULD BE [INDISCERNIBLE] OURSELVES, BECAUSE IT'S AN EXISTENTIAL ISSUE, AND FROM WHAT WE'RE GETTING FROM OUR DELEGATION, PARTICULARLY, IN KEY POSITIONS, TRANSPORTATION, AS WELL AS FROM A LOBBYIST, THEY JUST DON'T BELIEVE AUGMENT TWO IS REALISTIC. SO, ANYWAY, I WANTED TO PUT THAT OUT THERE. I WOULD HOPE THAT MAYBE WE COULD, WE, AS A COMMISSION, THAT THERE WOULD BE A COMMITMENT TO THOSE TWO FEDERALLY COMMITTED PROJECTS THAT SUBSEQUENT TIRCP AND/OR DISCRETIONARY FUNDING WOULD BE PRIORITIZED FOR THOSE PROJECTS, GIVEN THE FACT THAT THERE IS SOME CLARIFICATION THAT THERE WOULD BE THE SECOND AUGMENT TWO, AND SINCE NONE OF US KNOW WHAT EXACTLY WOULD BE THERE, WE COULD ASK FOR PRIORITIZATION. I WANT TO LAY ALL CARDS OUT ON THE TABLE AND CONTINUE THE CONVERSATION.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER LICCARDO. LET'S GO TO COMMISSIONER DUTRA-VERNACI THEN COMMISSIONER RABBIT.

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CAROL DUTRA-VERNACI: FIRST OF ALL, I WANT TO THANK THE COMMITTEE FOR ALL THE HARD WORK AND ALL THE BATTLES WE HAVE BEEN THROUGH GETTING TO WHERE WE ARE TODAY. I WANT TO PUT IN MY TWO CENTS THEY AGREE WITH THE RECOMMENDATION ON THE PRIORITIZATION OF VALLEY LINK AS A LEVEL TWO PRIORITY, IN ADDITION TO THE DIFFERENT LEVELS AND THE PROJECTS THAT HAVE BEEN INSERTED TO EACH OF THESE CATEGORIES. BECAUSE, I -- WE ALL KNOW HOW IMPORTANT IT IS TO PLAN, FUND, AND THEN DELIVER. BUT WE NEED TO MAKE SURE THAT THEY'RE BEING FUNDED AS THEY'RE READY TO ADVANCE THEIR NEXT STAGE OF DELIVERY, AND TO AVOID COMMITTING CONSTRUCTION MONEY FOR PROJECTS THAT THEY'RE NOT READY. THAT'S MY TWO CENTS. I JUST WANTED TO BE SURE THAT I GOT IT IN THERE. THANK YOU.

ALFREDO PEDROZA, CHAIR: COMMISSIONER RABBIT?

DAVID RABBIT: THANK YOU VERY MUCH. I WANT TO REITERATE THE FACT THAT WE'RE ALL FROM DIFFERENT LOCALS WITHIN THE NINE COUNTY BAY AREA, WE SERVE IN DIFFERENT CAPACITIES IN OTHER BOARDS, AND I WOULD BE REMISS AS CHAIR SMART NOT TO POINT OUT THE UNIQUE OPPORTUNITY TO FINISH A PROJECT. AS MENTIONED WITH THE COMMENTS, SANTA ROSA NORTH TO THE WINDSOR EXTENSION IS ABOUT 3.3 MILES IT'S BEEN A RECIPIENT OF TIRCP FUNDS IN THE PAST. CONSTRUCTION STARTED AND HAS BEEN ON HOLD FOR TWO YEARS

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NOW BECAUSE OF THE RM3 UNCERTAINTY. AND THIS MAY BE A GREAT OPPORTUNITY, ACTUALLY, NOT ONLY TO SIMPLY INVEST A SMALL AMOUNT OF MONEY, BUT ACTUALLY SWAP THOSE DOLLARS AS WELL GOING FORWARD AND MAYBE MAKE THAT -- THOSE DOLLARS A LITTLE MORE FLEXIBLE FOR OTHER PROJECTS, MAYBE IN YOUR REGION. SO, AGAIN, I THINK THAT A SMALL INVESTMENT, JUST TO PUT A PROJECT OVER THE FINISH LINE, IN A QUICK MANNER, WOULD BE A WISE MOVE GOING FORWARD. SO, THANK YOU FOR THAT.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER RABBIT. COMMISSIONER SPERING.

JAMES P. SPERING: THANK YOU MR. CHAIRMAN. FIRST, I WANT TO THANK THERESE AND THE THERESA TEAM HERE AND ALL THE STAFF THAT'S BROUGHT THIS FORWARD. WE HAVE BEEN TALKING ABOUT THESE MEGA PROJECTS FOR QUITE A FEW YEARS AND TO BRING A PROCESS FORWARD IS CRITICAL. AS WE EMBARKED ON THIS WE SAID NOT EVERYBODY'S GOING TO BE HAPPY BUT WE HAVE TO HAVE A CLEAR DEFINITION OF HOW WE'RE GOING TO DELIVER THESE PROJECTS, TIER ONE LOOKING AT CORE CAPACITY, ELECTRIFICATION, BART TO SILICON VALLEY THESE ARE PROJECTS WE HAVE TO GET FUNDED AND GET BEHIND US, I ASSOCIATE MYSELF WITH THE COMMENTS ON ELECTRIFICATION THAT'S A PROJECT THAT, YOU KNOW, WE HAVE TO GET THAT FULLY FUNDED GET THAT ONE BEHIND US. THE OTHER ISSUE I WANT TO ASSOCIATE MYSELF WITH, MY NORTH BAY COLLEAGUES, ON THE SMART,

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YOU KNOW, IF YOU ASK THE FORWARD NORTH BAY COUNTIES, WHAT THE NUMBER ONE PROJECT WOULD BE, IT'S THE SMART PROJECT AND WE'RE ALL BEHIND IT THERE. THERE IS NOT ALTHOUGH A LOT IN THIS PROJECT FOR THE NORTH BAY BUT THAT'S THE INTENTION OF IT. I SUPPORT THIS GOING FORWARD. THERE IS GOING TO BE A LOT OF DISCUSSION ABOUT HOW THESE PROJECTS ARE FUNDED BUT WE HAVE GOT TO FOCUS ON PROJECT DELIVERY, AND WE CAN'T JUST TIE MONEY UP THAT RESTRICTS OTHER PROJECTS FROM MOVING FORWARD. AND THE ONLY OTHER PLACE THEY WOULD LIKE TO SEE THIS TWEAKED IS IN THE SMART PROJECTS, ONE OF THEM, A SMALL PROJECT IN THE REGION THAT WE CAN GET BEHIND US. THERE OUGHT TO BE SOME CONSIDERATION FOR HOW WE DO THOSE WITH THE SMALLER DOLLARS. BUT I JUST WANT TO COMMEND STAFF. TO ME, I THINK THIS IS A TREMENDOUS STEP FORWARD FOR THE COMMISSION THAT WE START IDENTIFYING THESE MEGA PROJECTS, GET ADVOCACY BEHIND THEM AND GET THEM DELIVERED. THE DOWNTOWN EXTENSION AND VALLEY LINK ARE PROJECTS, THAT WE HAVE TO IDENTIFY AND DELIVER AND SUPPORT BOTH OF THOSE PROJECTS, EXTREMELY IMPORTANT REGIONAL PROJECTS. THANK YOU MR. CHAIRMAN.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER SPERING. COMMISSIONER CHAVEZ?

CINDY CHAVEZ: THANK YOU. I WANTED TO -- I DO -- I WANT TO ASK THE QUESTIONS THAT YOU RAISED EARLIER ABOUT THE STAGE-GATE,

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AND I DON'T THINK I UNDERSTOOD THAT. AND I THINK IT WOULD IMPACT MY QUESTIONS. IS IT OKAY IF STAFF RESPOND, AND THEN I CAN ASK IF THEY DON'T GET ANSWERED.

ALFREDO PEDROZA, CHAIR: SINCE THAT QUESTION CAME UP, WHY DON'T WE ADDRESS THE STAGE GATE. BECAUSE THAT'S CRITICAL TO WHAT WE'RE ADDRESSING NOW.

THERESA ROMMELL: THE STATE GATE PROCESS IS ONE RELATES TO RISK MANAGEMENT WHICH IS ONE OF THE THREE COMPONENTS OF THE MAP, WE INTEND TO COME BACK WITH STAGE GATE PROCESS RELATED TO RISK MANAGEMENT AND POLICY REENFORCEMENT IN THE JANUARY FEBRUARY TIME FRAME ALONG WITH THE REBALANCING OF THE TIRCP AND MAP ENDORSEMENT FRAMEWORK. OUR INTENT IS TO BRING SOMETHING BACK ON THE STAGE GATE PROCESS IN THE WINTER TIME FRAME. WHAT THE STAGE GATE PROCESS WOULD DO WOULD KIND OF NOTE SPECIFIC MILESTONES WITH CRITERIA THAT PROJECTS NEED TO MEET IN ORDER TO ADVANCE FROM LEVEL THREE TO LEVEL TWO, AND LEVEL TWO TO LEVEL ONE. AND THOSE CRITERIA COULD BE BASED ON THINGS LIKE READY -- PROJECT READINESS, WHETHER THERE IS AN OPERATING PLAN -- FUNDING PLAN IN PLACE, WHAT IS THE, YOU KNOW, PROJECT GOVERNANCE OUTLOOK FOR THE PROJECT. OTHER POLICY REENFORCEMENTS, LIKE REGIONAL POLICY ADHERENCE. SO, THOSE THINGS -- WE NEED TO DEVELOP A LITTLE BIT MORE, BUT THE IDEA IS AT REGION STAGE THERE WOULD BE A GATE THAT EXISTS A SET OF

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CRITERIA THAT A PROJECT WOULD HAVE TO MEET IN ORDER TO ADVANCE.

CINDY CHAVEZ: OKAY.

THERESE MCMILLAN: IF I COULD, THERESE MCMILLAN, EXECUTIVE DIRECTOR, I WOULD LIKE TO ADD A COUPLE MORE POINTS TO WHAT THERESA JUST SAID. IT IS A CRITICAL ELEMENT. WHAT WE HAVE BEEN HEARING IN DIALOGUE THAT'S BEEN HAPPENING OVER THE LAST SEVERAL MONTHS IS A LOT OF WHO IS MORE READY THAN SOMEONE ELSE. AND IT IS IMPORTANT FOR US TO BE ABLE TO ESTABLISH SOME VERY CLEAR CRITERIA ABOUT WHAT THAT MEANS. AND, WHILE IT'S IMPORTANT, AS THERESA DESCRIBED, FOR DETERMINING DIFFERENT READINESS LEVELS FOR LEVEL THREE, LEVEL TWO, LEVEL ONE, IT WILL ALSO BE VERY INSTRUCTIVE IN THE UPCOMING CONSIDERATIONS, ON THIS REBALANCING, RECALIBRATING STEP THAT WE'RE PLEDGING TO, WHICH IS, AFTER WE HAVE GOTTEN INPUT FROM THE INITIAL ROUND OF STATE TIRCP, THE INITIAL ROUND OF FEDERAL DISCRETIONARY FUNDS, UPDATES, IMPORTANTLY, ON THE STATUS OF THE PROJECTS. I KNOW SOME PROJECTS ARE UNDERGOING COST REVISIONS AND A NUMBER OF OTHER THINGS, ALL OF THAT WILL THEN HELP US IN THIS VERY IMPORTANT REBALANCING STAGE TO SAY, OKAY, IF WE'RE GOING TO LOOK AT AUGMENT TWO, HOW IT'S ASSIGNED, WHAT WE DO WITH THE CONTINGENCY, ET CETERA, ALL OF THOSE QUESTIONS, READINESS WILL BE IMPORTANT. BECAUSE AS JIM SPERING JUST --

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COMMISSIONER SPERING JUST MENTIONED, THE IDEA IS, WE'RE NOT BANKING MONEY, WE'RE ASSIGNING MONEY TO GET PROJECTS DONE. AND, SO, A VERY CLEAR AND TRANSPARENT ASSESSMENT OF WHERE THE DIFFERENT PROJECTS ARE IN TERMS OF A SET OF CONSISTENT CRITERIA, WILL BE VERY HELPFUL. SO, I JUST WANTED TO ADD THAT, AS WELL, IN TERMS OF THE CALL TO COMPLETE THE STAGE-GATE PROCESS. BECAUSE ONE OF THE THINGS THAT WILL BE COMING OUT OF THAT IS A CLEAR AND CONSISTENT EVALUATIVE FRAMEWORK FOR READINESS THAT WILL BE VERY IMPORTANT IN FUTURE -- IN FUTURE CONSIDERATIONS BY THE COMMISSION, ON THE ASSIGNMENT OF MONEY, IN TERMS OF AMOUNTS AND TIMING. THANKS.

CINDY CHAVEZ: THAT'S VERY HELPFUL. THANK YOU, CHAIR PEDROZA. I THINK IT WOULD LEAD ME TO MY NEXT QUESTION AND CONCERN, WHICH IS THAT, YOU KNOW, ONE OF THE HARD THINGS ABOUT THESE PROCESSES, AND IT'S SO TYPICAL STAFF DOES INCREDIBLE WORK TO TRY TO BALANCE ALL OF OUR NEEDS AND THEN WE TRY TO EXPLAIN WHY OUR NEEDS ARE OR AREN'T BEING MET. WE'LL JUST ROLL THROUGH THAT AGAIN. THERE ARE KIND OF TWO BIG ISSUES THEY WANT TO MAKE SURE I UNDERSTAND, AND MAYOR LICCARDO ASKED THE FIRST ONE, WHICH WAS, HE WAS ASKING ABOUT THE AVAILABILITY OF FUNDING LONGER TERM, AND THE -- AND, FRANKLY, THE IMPLICATIONS OF THAT, BASED ON WHAT RECOMMENDATIONS ARE BEING MADE NOW TO STAFF, AND I JUST WANT TO ASK A MORE POINTED QUESTION, WHICH IS, IF IN FACT, WE DON'T THINK THERE WILL REALLY BE AS MUCH

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FOR THE SECOND TRANCHE OF RESOURCES, HOW WOULD THAT IMPACT THE RECOMMENDATIONS THAT ARE BEING MADE TODAY? HERE IS WHAT I'M SPECIFICALLY ASKING, IT GOES BACK TO WHAT YOU ALL WERE TALKING ABOUT, STAGE-GATE IN PARTICULAR, BECAUSE AS I LOOK AT PROJECTS THERE ARE A FEW THAT TIMING ISSUES, CALTRAIN HAS A HUGE TIMING ISSUE, BART INTO SAN JOSE HAS A HUGE TIMING ISSUE, AND THE ISSUE FOR US IS BEING ABLE TO UNLOCK THE 750 RESOURCE NOW UNLOCKS $2 BILLION OF INVESTMENT AND WE ARE MOVING FORWARD AS QUICKLY AS WE CAN. IF IN FACT WE DON'T THINK THERE IS GOING TO BE THAT MUCH MONEY AVAILABLE IN THE SECOND PHASE, WOULD THAT IMPACT THE RECOMMENDATIONS STAFF MADE, AND IF SO, HOW?

ALFREDO PEDROZA, CHAIR: THERESA, GO AHEAD. OR THERESE.

THERESA ROMMELL: I CAN --

THERESE MCMILLAN: MAYBE JUST OPEN, AND THERESA CAN REINFORCE IT. STAFF DOESN'T OPEN FOR THE SAME REASONS WE OPENED W AND IT'S WORTH REITERATING. AUGMENT IN AND OF ITSELF IS NOT ENOUGH TO MEET ALL THE NEEDS, SO, FOR THE THREE MAJOR PROJECTS THAT ARE FLAGGED FOR AUGMENT ONE, IF EACH ONE INDIVIDUALLY WERE TO GO FOR ALL THEIR NEEDS AGAINST THIS FUNDING SOURCE THAT'S CONSIDERED MOST SURE THAT WOULD TOTAL $1.7 BILLION, WHICH IS A HALF A BILLION MORE THAN WHAT IS AVAILABLE AT THE STATEWIDE LEVEL FOR NORTHERN CALIFORNIA. WE KNOW WE NEED SOMETHING AFTER

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AUGMENT ONE, NO MATTER WHAT. RIGHT? NO MATTER WHAT, WE HAVE TO FIND MORE REVENUE ABOVE AND BEYOND WHAT WE HAVE OUTLINED IN OUR RECOMMENDATIONS. IT IS TRUE THAT HOW WE ASSESS WHAT CAN BE USED TO FILL THE TANK WILL BE SUBJECT TO WHAT THE STATE CAN DO, WHAT THE FEDS DO OR DON'T DO IN TERMS OF DISCRETIONARY DECISIONS ARE HAPPENING NOW. THERE IS A LOT OF UNKNOWN AND UNTIL WE GET MORE INFORMATION ABOUT THAT IT WOULD BE HELP US IN TERMS OF OKAY NOW WHAT IS LEFT AND HOW DO WE FILL THE TANK. BUT IN TERMS OF SITTING HERE RIGHT NOW TODAY, WE HAVE MADE THE BEST ASSIGNMENT ACCORDING TO THE NEEDS THAT WE HAVE, AND IMPORTANTLY TO THE MAP IDENTIFYING THE OTHER FUNDING SOURCES IN THE BALANCE, IF YOU WILL, AND THE QUESTION IS HOW DO ALL THOSE ADDITIONAL FUNDING SOURCES COME, YOU KNOW, MANIFEST THEMSELVES IN TERMS OF OUR ASSUMPTIONS. SO, I DON'T BELIEVE THERE IS A BASIS FOR SHIFTING OF THE DISTRIBUTION OF STAFF RECOMMENDATION AT THIS TIME GIVEN WHAT WE KNOW.

CINDY CHAVEZ: AND THAT INCLUDES THE -- THERESE, THANK YOU FOR THAT. THAT INCLUDES THE FACT THAT WE HAVE, NOT JUST PROJECTS THAT ARE READY, BUT PROJECTS THAT ARE READY TO DRAWDOWN SIGNIFICANT FEDERAL DOLLARS.

THERESE MCMILLAN: AGAIN, EACH ONE OF THE THREE MAJOR PROJECTS HAS A SIGNIFICANT FEDERAL FOOTPRINT. SO, CALTRAIN HAS AN EXISTING FUNDING GRANT AGREEMENT, AND THEY ARTICULATED THEIR

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DESIRE TO, AGAIN, IN UNCERTAINTY, PUT THE MOST MONEY TO THEIR CIRCUMSTANCE, AND, SORT OF, CLOSING OUT THEIR FULL YOU FUNDING GRANT AGREEMENT. SO THAT'S A FORMAL FOOTPRINT DISCUSSION, SAME WITH BART THEY HAVE A FULL FUNDING AGREEMENT THAT HAS VERY SPECIFIC MILESTONES THAT NEED TO BE MADE THAT HINGE ON THE DELIVERY OF THE PROJECT, ERGO, IT'S VERY IMPORTANT TO MEET THAT FEDERAL COMMITMENT. BECAUSE THAT'S WHAT A FULL FUNDING GRANT AGREEMENT DOES, IT SAYS HERE IS YOUR MONEY, ON THE CONDITION OF CHECKING OFF THESE BOXES AND MILESTONES. THEY HAVE DIFFERENT CRUCIAL FEDERAL FOOTPRINTS AND SAN JOSE POSITIONS ITSELF FOR A SIGNIFICANT FULL FUNDING GRANT AGREEMENT THAT THEY'RE WORKING ON WITH FTA RIGHT NOW AND AS PART OF THAT DEMONSTRATING A FULL FUNDING PLAN IS A KEY ELEMENT. SO EACH ONE OF THE THREE, I THINK TO YOUR POINT COMMISSIONER CHAVEZ, HAS AN IMPORTANT FEDERAL FOOTPRINT AND ASSOCIATED RISK, IF FULL FUNDING IS NOT BROUGHT TO THE TABLE. SO, IT WAS THAT CONSIDERATION THAT LED US TO DISTRIBUTE THE FUNDING AS WE LAID OUT IN AUGMENT ONE. I HOPE THAT'S HELPFUL.

CINDY CHAVEZ: IT REALLY IS. I WILL JUST ADD ONE THING, AND PART OF THE REASON I'M PRESSING ON THIS IS THAT I AM CONCERNED ABOUT THE SPEED OF BART TO SAN JOSE, AND OF COURSE, I UNDERSTAND CALTRAIN'S NEEDS, AS WELL, AND I'LL JUST SHARE WITH COLLEAGUES. I KNOW THERE IS A COMMENT PERIOD, TOO, BUT THE OTHER THING THAT'S PRESSING ON US IS THAT AT A LOCAL LEVEL,

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FROM OUR TAXPAYERS, WE HAVE INVESTED ABOUT 4 BILLION INTO THIS PROJECT AND MOSTLY BECAUSE WE HAVE HAD SUCH ENTHUSIASM FOR IT FOR YEARS AND YEARS. IN FACT THE FIRST COMMUNITY MEETING THEY EVER ATTENDED AS A POLICY ANALYST FOR ANYONE WAS THAT BART TO SAN JOSE WE'RE GOING TO GET IN TEN YEARS, IN 1990, SO THAT'S WHY YOU'RE HEARING MY IMPRESSING ON IT. THANK YOU COLLEAGUES FOR INDULGING MY QUESTION.

ALFREDO PEDROZA, CHAIR: THANK YOU. DEPUTY BOCKELMAN, DID YOU HAVE SOMETHING TO ADD? I SAW YOUR HAND GO UP.

ALIX BOCKELMAN: I'M HEARING A LOT OF CONCERN ABOUT AUGMENT TWO. I HEAR THAT. BUT I DID WANT TO JUST ADD THAT I THINK IT'S IMPORTANT TO THE REMEMBER, IN CONVERSATIONS WE HAVE HAD WITH THE GOVERNOR'S OFFICE, WE HAVE HEARD THAT $2 BILLION IS COMING SO WE WANT TO POISE OURSELVES WELL TO SHOW THAT WE HAVE A DEMONSTRATED NEED FOR THAT $2 BILLION, BUT I THINK IT'S ALSO IMPORTANT TO KEEP IN CONTEXT THAT THE STATE FORTUNATELY DOES HAVE QUITE A SIGNIFICANT RAINY DAY FUND OF OVER $37 BILLION OR SO, I THINK THE ONE THING THE MAP DOES IS DEMONSTRATES WE NEED THAT MONEY FOR TRANSIT TO DELIVER KEY PROJECTS. SO I WANT US TO JUST REMAIN YOU KNOW, SORT OF, TOGETHER AND, SORT OF, OPTIMISTIC THAT WE CAN CONTINUE TO HAVE THAT SIGNIFICANT INVESTMENT THAT TRANSIT HAS BEEN, SORT OF, PROMISED THROUGH THE LAST YEAR'S STATE BUDGET PROCESS. THANKS.

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ALFREDO PEDROZA, CHAIR: THANK YOU ALIX. COMMISSIONER MILEY?

NATHAN MILEY: THANK YOU. THANK YOU, THANK YOU. YOU KNOW, I INTEND TO KEEP MY [AUDIO DIFFICULTIES] [INDISCERNIBLE] STILL NOT QUITE TWO YEARS ON THIS BODY, I'M STILL TRYING TO LEARN THE ROPES. I KNOW MAYOR SCHAFF KIND OF TOLD ME AT ONE POINT IN ONE OF THE MEETINGS HOW THINGS ARE [INDISCERNIBLE] AND I'M FOLLOWING THE FOOTSTEPS OF MY FORMER ESTEEMED COLLEAGUE, SCOTT HAGGERTY, REPRESENTING ALAMEDA COUNTY TO THE BEST OF MY ABLE. SO IT IS IMPORTANT THEY SPEAK UP ABOUT VALLEY LINK, AND I DO APPRECIATE THE FACT THAT STAFF, THEY HAVE COME UP WITH A GOOD PROCESS, IT SEEMS TO BE GOOD -- [INDISCERNIBLE] GOOD APPROACH IN TERMS OF READINESS AND WHAT PROJECTS ARE FURTHER ALONG, AND I JUST WANT TO REMIND EVERYBODY, SOME OF YOU ARE MUCH MORE AWARE OF THIS THAN OTHERS, THAT VALLEY LINK, YOU KNOW IT'S -- IT'S BEEN IDENTIFIED IN THE MTC, PLANNED BAY AREA, THE PRIORITY MTC BIPARTISAN INFRASTRUCTURE REGIONAL GRANT STRATEGY, IT'S BEEN APPROVED BY FEDERAL TRANSPORTATION ADMINISTRATION. IT'S GOT 1/3 OF ITS FUNDING, A TOTAL OF SEVEN [AUDIO DIFFICULTIES] [INDISCERNIBLE] MILLION DOLLARS, IT'S GOT 1/3, AND THE VOTERS OF ALAMEDA COUNTY THROUGH MEASURE BB HAVE APPROVED THIS PROJECT AS WELL. SO I JUST WANT TO MAKE SURE THAT ANY CONSIDERATIONS AROUND PROJECT READINESS AND WHERE WE ARE IN THE PROCESS MOVING ALONG, THE CONSIDERATIONS IN TERMS

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OF OTHER PROJECTS, COORDINATING WITH CALSTA, AND ANY OTHER BODIES OR ENTITIES FOR PROJECTS, THAT VALLEY LINK SHOULD ALSO BE GIVEN THAT SAME CONSIDERATION. WITH THAT, MR. CHAIR, I'LL KEEP QUIET FOR THE MOST. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER MILEY. SO, AT THIS POINT, WE DO HAVE EXTENSIVE PUBLIC COMMENT. SO WE'RE GOING TO LIMIT THAT TO ONE MINUTE, KIMBERLY. BUT THERESA, CAN YOU ADDRESS THE CONTINGENCY ISSUE? YOU HAVE DONE A GREAT JOB OF ADDRESSING THE STAGE-GATE. BUT LET'S ADDRESS THAT.

THERESA ROMMELL: CONTINGENCY FUNDING IS LISTED IN THE ENDORSEMENT FRAMEWORK IN TIRCP AUGMENT TWO, THERE IS $100 MILLION LISTED THERE FOR CONTINGENCY FUNDING. AND IT IS OUR INTENT TO, WHEN WE DO THE REBALANCING, THIS WINTER, IS LOOK AT WHAT PROJECTS STILL REQUIRE A LITTLE BIT OF FUNDING TO GET THEIR FUNDING GAP FULLY MET. AND I KNOW THERE HAVE BEEN A COUPLE OF COMMENTS TODAY WITH COMPETING WAYS FOR HOW THOSE FUNDS SHOULD BE PRIORITIZED. I WANT TO NOTE AGAIN THAT WE HAD ABOUT $1.7 BILLION IN AUGMENT ONE REQUESTS. WE HOPE THAT WE'LL DO WELL IN AUGMENT ONE, BUT WE WANT TO -- OUR PLAN IS THEN TO USE AUGMENT TWO, REBALANCING TO COMPLETE THOSE FUNDING GAPS FOR THOSE PROJECTS THAT STILL NEED IT. AND WE DON'T KNOW WHAT THINGS LOOK LIKE UNTIL PROBABLY THE END OF JANUARY, POTENTIAL EARLIER, BUT AROUND JANUARY IS WHEN WE WILL LEARN WHICH OF

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THOSE PROJECTS THAT HAVE EXISTING TIRCP AWARDS, WILL GET ADDITIONAL AWARDS IN AUGMENTATION ONE. SO, IT IS ON THE TABLE. IT IS SOMETHING THAT WE ARE DEFINITELY OPEN TO USING TO SATISFY FUNDING GAPS IN AUGMENT TWO.

ALFREDO PEDROZA, CHAIR: THANK YOU THERESA. KIMBERLY, AT THIS POINT. LET'S GO TO PUBLIC COMMENT. WE HAVE MULTIPLE HANDS RAISED.

CLERK OF THE BOARD: THERE ARE 23 MEMBERS OF THE PUBLIC WITH THEIR HAND RAISED. I'LL REMIND THE MEMBERS OF THE PUBLIC TO USE STAR NINE TO RAISE YOUR HAND. BEFORE WE JUMP TO THAT I'LL READ INTO THE RECORD WRITTEN CORRESPOND THAT WE RECEIVED QUITE A NUMBER OF THEM. CONGRESSMAN JOSH CARTER AND ERIC SWELL, SENATOR EGMAN, SENATOR GLASER, SENATOR WOKOWSKI, DAN LEIBITZ OF SAN JOAQUIN REGIONAL RAIL COMMISSION, MAYOR LONDON BREED AND RAFAEL MANDELMAN OF SFCTA, DAVID SCHREE, MICHAEL ABRAMSON, SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, COMMISSIONERS ABE-KOGA COMMISSIONER CHAVEZ, AND COMMISSIONER LICCARDO, AND THE VTA BOARD OF DIRECTORS. CHAIRPERSON JOAN, BRAD BULGER, MONICA MALLON, DIEP ARAGON OF ROOSEVELT PARK NEIGHBORHOOD ASSOCIATION, DAVID BIERRA OF BART TRANSIT VILLAGE ADVOCATES AND FRIENDS OF FIVE WINDS TRAIL, GRACE, RAINY FISHER, MARCIA COHEN, BENNY BLADE OF BUILDING CONSTRUCTION TRADES COUNCIL. ADAM VAN DER WATER OF TJPA, SENATOR SCOTT WIENER AND

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ASSEMBLYMEMBER MATT HANEY AND CHRIS PATTERSON SIMMONS. WITH THAT I'LL CALL UPON THE MEMBERS OF THE PUBLIC TO SPEAK. YOU HAVE ONE MINUTE TO SPEAK AND DIAL STAR NINE IF YOU WOULD LIKE TO RAISE YOUR HAND ON YOUR PHONE. FIRST IS IS BEVAN DUFFY.

SPEAKER: I'M ON THE BOARD OF DIRECTORS. WANT TO APPRECIATE THE THOUGHTFUL WORK OF MTC AND DEVELOPMENT OF MAJOR PROJECT INVESTMENT POLICY AND SUPPORT THE RECOMMENDATION OF 250 MILLION IN AUGMENT ONE TIRCP FUNDS FOR BART. BART'S CORE CAPACITY PROGRAM WELL UNDERWAY WILL PREPARE THE REGION FOR THE NEXT 50 YEARS INCREASING TRAIN FREQUENCY RELIEVING CROWDING AND IMPROVING SYSTEM RELIABLE WITH STATE-OF-THE-ART TRAIL CONTROL SYSTEM AND EXPANDED FLEET OF RAIL CARS ADDITIONAL STORAGE FOR RAIL CARS AND ADDITIONAL TRACTION POWER TO SAFELY SUSTAIN BART SERVICE THE CORE CAPACITY PROGRAM HAS SECURED 3.3 BILLION INCLUDING 1.2 BILLION IN CAPITAL INVESTMENT GRANT AND OVER 2 BILLION IN STATE REGIONAL FUNDS SUPPORT. WE SUPPORT THE STAFF RECOMMENDATION. THANK YOU FOR YOUR CONSIDERATION.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS PETER STRAUSS FOLLOWED BY BETH FISHER. GO AHEAD AND UNMUTE YOURSELF.

SPEAKER: GOOD MORNING. THIS IS PETER STRAUSS FROM SAN FRANCISCO TRANSIT RIDERS AND FRIENDS OF DTX SPEAKING TO URGE YOU TO ELEVATE THE PRIORITY OF CALTRAIN ELECTRIFICATION AND

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THE DTX PROJECTS. YOU HAVE LETTERS FROM TJPA, SENATOR WIENER, SENATOR MEMBER HANEY, BAY AREA BREED, CHAIR MANDELMAN AND OTHERS THAT ALSO URGE YOU TO DO SO. SPECIFICALLY, I AM ASKING YOU TO RAISE TIRCP FRAMEWORK FUNDS FOR CALTRAIN ELECTRIFICATION. THAT LAST HUNDRED MILLION DOLLARS FROM 300 MILLION TO 4 HUNDREDS MILLION FOR RAIL CONTINGENCY BRINGS THAT PROJECT HOME. SECOND IF YOU CAN'T RAISE DTX FROM LEVEL TWO TO LEVEL ONE PLEASE DESIGNATE DTX AS A FIRST PRIORITY WITHIN LEVEL TWO, AND, THIRD, WHILE I APPRECIATE ALL THE STAFF'S SUPPORT OF TIRCP FUNDING NEEDS FOR THESE PROJECTS, I AM ASKING THAT SOME RESEQUENCING BE DONE TO PROVIDE NEAR-TERM DISTRIBUTION TO COMPLY WITH FEDERAL FUNDING REQUIREMENTS. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS BETH FISHER FOLLOWED BY NANCY YOUNG.

SPEAKER: YES, THANK YOU. THIS IS BETH FISHER OF THE SANTA CLARA AND SAN BENITO COUNTY'S BUILDING TRADES COUNCIL AND WE SUPPORT CAPTURING THE 750 MILLION IN CAP-AND-TRADE FUNDING FOR THE BART EXTENSION TO SILICON VALLEY THERE ARE MANY BENEFITS TO THIS EXTENSION INCLUDING WELL PAYING JOBS, ALSO ENVIRONMENTAL BENEFITS FOR PEOPLE TAKING THE BART INSTEAD OF DRIVING, THERE ARE ALSO POTENTIAL FOR ESSENTIAL TRANSIT RELATED DEVELOPMENT OF AFFORDABLE AND MARKET RATE HOUSING AND

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PEOPLE HAVING THAT ACCESSIBLE TRANSIT TO TAKE TO JOBS. THERE HAS BEEN CONSISTENT VOTER SUPPORT FOR THE SALES TAX 4 BILLION FOR THIS PROJECT THE PUBLIC IS BEHIND IT STATE INVESTMENT IS CRITICAL IN MAINTAINING SUPPORT THIS PROJECT HAS RECEIVED FROM FEDERAL RESOURCES WHICH COULD PROVIDE UP TO 40% OF PROJECT FUNDING IF THE REST IS SECURED SO WE REALLY SUPPORT THIS BART EXTENSION TO SILICON VALLEY. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS ORDNANCE YOUNG FOLLOWED BY GERALD COFFIN.

SPEAKER: THANK YOU F ALLOWING ME TO SPEAK TODAY. THANK YOU TO THE CHAIR, PEDROZA, AND MEMBERS OF THE COMMISSION. I AM ALSO THE MAYOR OF THE CITY OF TRACY, A BOARD MEMBER OF THE SAN JOAQUIN COUNCIL OF GOVERNMENT MEMBER OF THE MEGA REGION WORKING GROUP, I AM CALLING TO SUPPORT THE PRIORITIZATION OF THE VALLEY LINK PROJECT AND METROPOLITAN TRANSPORTATION COMMISSION MAJOR PROGRAM ADVANCEMENT POLICY THIS IS A SOLUTION TO THE JOBS AND HOUSING CHALLENGES WITH EMPHASIS ON ACCESS TO OPPORTUNITY EQUITY FOCUSED COMMUNITY. I BELIEVE THE VALLEY LINK IS A VITAL ELEMENT OF THIS SYSTEM AND AS MAYOR OF THE CITY OF TRACY I WANT TO HIGHLIGHT THE FUNDING COMMITMENT WITH A 200 ACRE PROPERTY TRANSFER FOR THE PROJECT OPERATION AND MAINTENANCE FACILITIES IS I URGE TO YOU SUPPORT THE STAFF

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RECOMMENDATION TO SUPPORT THE PROJECT AS A LEVEL TWO PRIORITY. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS -- EXCUSE ME -- GERALD CAUTHEN.

SPEAKER: I'M THE PRESENT OF ADVOCACY GROUP THAT ARGUES FOR IMPROVED TRANSIT MORE EFFICIENT TRANSIT ALL OVER THE REGION, AND I WANT TO STAND BACK FOR A MOMENT AND TAKE A MOMENT TO THINK ON THE TOPIC WE ALL AGREE ON, HOW TO GET PEOPLE BACK ON ON TO TRANSIT WHO HAVEN'T RIDDEN FOR FOUR OR FIVE DECADES NOT EVERYBODY IS TRANSIT DEPENDENT TO ACHIEVE THE OBJECTIVE SOMETHING HAS TO CHANGE AND THAT BRINGS ME TO THE DTX PROJECT WHICH LINKS OVER 50 MAYBE 55 DIFFERENT BUS AND RAIL LINES ALL IN ONE CONVENIENT PLACE IN A RELATIVELY PLEASANT FACILITY THAT'S JUST BRAND-NEW WAITING FOR TRAINS TO COME IN AND COMPLETE THE PROJECT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS DAVID HAUBERT.

SPEAKER: GOOD MORNING MEMBERS OF THE COMMISSION. MY NAME IS DAVE HAUBERT, ALAMEDA SUPERVISOR FROM THE TRI-VALLEY AND SIT ON THE SAN JOAQUIN REGIONAL RAIL AUTHORITY. I WOULD LIKE TO ECHO COMMENTS OF COLLEAGUES IN SUPPORT OF THE PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT METROPOLITAN TRANSPORTATION

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COMMISSION COMMISSION MAJOR PROJECT ADVANCEMENT POLICY THIS MAKES SOUND TRANSPORTATION INVESTMENT POLICY THIS IS A READY TO GO PROJECT, COST EFFECTIVE AND COMPETITIVE FOR STATE AND FEDERAL FUNDING. AS WAS MENTIONED, IT'S A MEGA SOLUTION PROVIDING LINKAGE BETWEEN TWO MAJOR METROPOLITAN VALLEY, SAN JOAQUIN, AND THE TRI-VALLEY, LINKING JOBS TO PEOPLE THAT NEED TO TRAVEL TO THEM. SOME OF THEM THE MOST VULNERABLE TRAVELING THE LONGEST DISTANCES. THIS PROJECT PROVIDES 26 MILES OF NEW PASSENGER RAIL, AT A LOW COST FOR MILE AMOUNT. THANK YOU FOR YOUR SUPPORT.

CLERK OF THE BOARD: THANK YOU. DENISE BOULLERCE.

SPEAKER: I'M SENIOR DIRECTOR OF GOVERNMENT COMMUNITY RELATIONS FOR TRI-VALLEY SUPPORTING PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT AND METROPOLITAN TRANSPORTATION COMMISSION PROJECT ADVANCEMENT. VALLEY LINK PROVIDES ACCESS TO MORE THAN 100,000 WORKERS TO COMMUTE DAILY THROUGH ALTAMONT. AS PART OF THE STANFORD ADULT HEALTH CARE DELIVERY SYSTEMS COMBINED WE PROVIDE THOUSANDS OF EMPLOYEES SERVICE TO THE TRI-VALLEY AS THE SERVICE EXPANDS OVER TIME TRAFFIC WILL BECOME HARDER TO NAVIGATE AS WE CONTINUE TO EXPAND LOCATIONS AND SERVICES TO PROVIDE ACCESSIBLE HIGH QUALITY CARE THROUGHOUT THE REGION OUR PATIENTS AND EMPLOYEES WILL REQUIRE SUSTAINABLE MEANS OF TRANSPORTATION TO COMMUTE TO WORK OR ACCESS CARE. WE URGE TO

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YOU SUPPORT STAFF'S RECOMMENDATION TO INCLUDE THIS PROJECT AS A LEVEL TWO PRIORITY IN THE MAJOR PROJECT ADVANCEMENT POLICY. THANK YOU.

CLERK OF THE BOARD: THANK YOU. PAMELA HERHOLD.

SPEAKER: GOOD MORNING COMMISSIONERS. PAMELA, ASSISTANT GENERAL MANAGER OF BART WE APPRECIATE THE WORK OF MTC STAFF AND COMMISSIONERS AND SUPPORT THE 250 MILLION OF AUGMENT TWO FUNDS FOR BART THIS PROGRAM WILL PREPARE THE REGION FOR THE NEXT 50 YEARS INCREASE TRAIN FREQUENCY, RELIEVING CROWDING AND IMPROVING SYSTEM RELIABLE AND WORK IS WELL UNDERWAY. THE PROGRAM HAS ALREADY SECURED 3.3 BILLION IN FUNDING, GRANTS AND FUNDING OF STATE REGIONAL AND BART FUNDS. DUE TO THE PANDEMIC SUPPLY CHAIN ISSUES AND MATERIALS AND LABOR COST, PROJECTS COSTS HAVE INCREASED. THESE TIRCP FUNDS WILL HELP MITIGATE THIS FUNDING GAP AND ALLOWING ADVANCEMENT OF KEY CONTRACTS. SECURING AUGMENT TWO FUNDS WILL HELP SECURE FULL FUNDING FOR THE PROJECT. THANK YOU FOR YOUR CONSIDERATION.

CLERK OF THE BOARD: THANK YOU. STEVE LANZA.

SPEAKER: I AM A MEMBER OF THE TRI-VALLEY LEADERSHIP GROUP ALONG WITH SUPERVISORS MILEY AND HAUBERT. I AM CALLING ALSO TO SUPPORT THE FUNDING FOR VALLEY LINK. WE HAVE 100,000 PEOPLE

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COMING ACROSS THE ALTAMONT PASS MOSTLY FOR WORK. LIVERMORE IS AT A 2.5% UNEMPLOYMENT RATE AS OF AUGUST, AND WE HAVE KEY MANUFACTURING ROLES THAT WILL GO UNFILLED AND STRUGGLE TO BE FILLED TODAY, COMPANIES RUNNING BUSES ACROSS ALL THIS ACCOUNTED BE HELPED AND PARTLY MITIGATED WITH VALLEY LINK. PLEASE HELP US KEEP THESE KEY MANUFACTURING JOBS IN THE TRI-VALLEY, IN THE BAY AREA, AND IN CALIFORNIA. AS COMPANIES LOOK TO IMPROVE OR OPEN A NEW FACTORY, THEY NO LONGER LOOK JUST IN OUR NEIGHBORHOODS, THEY LOOK ACROSS THE WHOLE COUNTRY. SO PLEASE HELP US DO THAT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. STEVE SABRANTI.

SPEAKER: TIM SABRANTI, PRESIDENT OF THE CABOT COMMUNITY COLLEGE BOARD. THANK YOU FOR MTC STAFF THE MAP PROCESS ENGAGED AND DEVELOPMENT OF THE CRITERIA THAT EVALUATED THE READINESS FOR THE PROJECT. WE RECOGNIZE THIS IS A LEVEL TWO PROJECT BASED UPON THE CRITERIA STASHED THERE IS CLEARLY FEW PROJECTS THAT ARE LEVEL ONE I THINK OUR ONLY CONCERN IS RELATIVE TO THE LEVEL TWO MAKING SURE THAT WE HAVE EQUITY WITH DTX AS IT RELATES IF THERE IS GOING TO BE PURSUIT OF MULTI-CYCLE PATH WAY FUNDING FOR CALSTA FOR DTX AS A LEVEL TWO PROJECT THAT HAS THE SAME LEVEL OF READINESS ACTUALLY MORE THAN VALLEY LINK, TO BE GIVEN THE SAME CONSIDERATION. WE AGREE WITH SUPERVISOR MILEY AND HIS COMMENTS. THANK YOU.

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CLERK OF THE BOARD: THANK YOU. DON HOFER FOLLOWED BY DAVE HUDSON.

SPEAKER: GOOD MORNING CHAIR AND MEMBERS OF THE COMMISSION MY NAME IS DON. I AM VICE PRESIDENT FOR SHAY HOMES IN NORTHERN CALIFORNIA I HAVE ALSO R BEEN THE PAST CHAIRMAN OF THE BUILDING ASSOCIATION OF THE BAY AREA AND CALIFORNIA STATE BUILDING ASSOCIATION. CALLING THIS MORNING TO SUPPORT THE PRIORITIZATION OF VALLEY LINK RAIL PROJECT IN THE MTC'S MAJOR PROJECT ADVANCEMENT POLICY. I WANT TO THANK STAFF FOR THEIR APPROACH TO THIS. WE APPLAUD THE EFFORTS, AND IS THE ESTABLISHMENT OF POLICY BY WHICH PRIORITIZATION OF PROJECTS AND DELIVERY OF MAJOR CAPITAL PROJECTS WITHIN THE BAY AREA CAN BE MADE. WE WANT TO URGE YOU TO SUPPORT STAFF'S RECOMMENDATION IN INCLUDING THE VALLEY LINK PROJECT AS A LEVEL TWO PROJECT. IT'S VITAL TO ESTABLISHING AFFORDABLE HOUSING IN THE AREA AND HOUSING OPPORTUNITIES ALONG THE CORRIDOR THAT ARE TRANSIT ORIENTED. SO WE WANT TO URGE YOU TO SUPPORT THAT PROJECT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. DAVE HUDSON.

SPEAKER: I'M DAVE HUDSON MAYOR OF SAN RAMON AND BOARD MEMBER FOR VALLEY LINK. I WANT TO POINT OUT THERE ARE THREE COUNTIES

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THAT HAVE UNWAVERING SUPPORT FOR THE VALLEY LINK PROJECT BUT IT'S THE THREE COUNTIES ON THE PENINSULA THAT ARE GOING TO BENEFIT AS MUCH AS THE THREE COUNTIES THAT HAVE THE COMMITMENT FOR VALLEY LINK IN THE TRI-VALLEY. WINNERS ARE GOING TO BE THE TECH INDUSTRY EMPLOYERS AND YOU CAN SEE IT IN THE LARGE CITIES NOW, TRACY AND MANTECA, THAT ARE ALREADY THE TOP 100 LARGEST CITIES IN THE STATE. I WATCHED THE EXODUS IN THE VALLEY SAME WILL BE WITH VALLEY LINK. THE METROPOLITAN TRANSPORTATION COMMISSION AIRPORT IS A LARGE PART OF THIS PROJECT IT'S BEEN MADE CLEAR HE WANTS LINKS BETWEEN AIRPORTS VALLEY LINK IS A PRIORITY FOR THE ENTIRE BAY AREA.

CLERK OF THE BOARD: THANK YOU. SBLEND.

SPEAKER: THANK YOU VERY MUCH. GOOD MORNING CHAIR PEDROZA AND MEMBERS OF THE COMMISSION. MY NAME IS SBLEND WITH THE LAW FIRM OF HOGUE FENTON AN EMPLOYER IN THE TRI-VALLEY SILICON VALLEY AND THE PENINSULA AND WE HAVE EMPLOYEES THAT LIVE IN THE CENTRAL VALLEY THAT GONOT ONLY TO OUR TRI-VALLEY OFFICE BUT ALSO TO OUR SILICON VALLEY AND SAN MATEO OFFICES CALLING TO SUPPORT THE PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT IN THE MTC'S MAJOR PROJECT ADVANCEMENT POLICY. IT WILL HAVE -- THE VALLEY LINK PROJECT WILL HAVE MAJOR BENEFIT TO THE REGION AND INCREASE REGIONAL HOUSING SUPPLY IS HOPEFUL ALLOW SOME OF OUR EMPLOYEES LIVE CLOSER TO THEIR WORK. I URGE TO YOU SUPPORT

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THE STAFF RECOMMENDATION TO INCLUDE THE TRANSFORMATIONAL PROJECT AS A LEVEL TWO PRIORITY AND THE MAJOR PROJECT ADVANCEMENT POLICY AND ESTABLISH AND UPHOLD CONSISTENT CRITERIA FOR PROJECT PRIORITIZATION. THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. VERONICA VARGAS FOLLOWED BY DON MERRICK.

SPEAKER: GOOD MORNING CHAIR AND BOARD. MY NAME IS VERONICA VARGAS CHAIR OF THE TRI-VALLEY SAN JOAQUIN REGIONAL RAIL AUTHORITY CALLING TO SUPPORT THE PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT AND THE METROPOLITAN TRANSPORTATION COMMISSION. NORTHERN CALIFORNIA REGION IS CHALLENGED BY ONE ON THE MOST SIGNIFICANT JOBS/HOUSING IMBALANCE IN THE STATE. WE ARE EVEN GOOD -- [INDISCERNIBLE] JOBS THE BAY AREA CAN ONLY AFFORD THE OPPORTUNITIES TO PURCHASE A HOME IN THE SAN JOAQUIN VALLEY THIS CHALLENGE HAS RESULTED IN CONGESTION, AND WORST QUALITY OF AIR IN THE COUNTY. THE SAN JOAQUIN -- [INDISCERNIBLE] IS A LEADER -- PROJECT MODEL OF ENVIRONMENTAL AND ECONOMIC SUSTAINABILITY. AND THAT COULD OPERATE ITS OWN CREATIVE RENEWABLE ENERGY, SUPPORT CONCEPT ORIENTED NON-USES AND DEVELOP AROUND STATION YEARS AND PROMOTE INNOVATION, WITH MAXIMUM QUALITY OF AIR, EQUITY, HEALTH, AND WORKFORCE BENEFITS.

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CLERK OF THE BOARD: THANK YOU MS. VARGAS.

SPEAKER: I LOOK FORWARD TO THIS PROJECT. THANK YOU.

CLERK OF THE BOARD: NEXT IS DON MAREK.

SPEAKER: GOOD MORNING, CHAIR PEDROZA, AS WELL AS MEMBERS OF THE COMMISSION. MY NAME IS DON, I AM SENIOR VICE PRESIDENT AND COMMERCIAL BANKING EXECUTIVE AT FREMONT BANK. ALTHOUGH OUR NAME IS FREMONT BANK, WE HAVE MADE A HUGE INVESTMENT IN OUR FACILITIES HERE IN LIVERMORE. WE JUST CLOSED ESCROW ON OUR THIRD BUILDING HERE, AND WE HAVE CAPACITY TO EMPLOY 400 EMPLOYEES JUST HERE AT THIS CAMPUS, LET ALONE OUR BANK BRANCHES THROUGHOUT THE COUNTY BAY AREA. OUR RETURN TO THE OFFICE HAS BEEN HAMPERED BY THE INCREASING COMMUTE BACK TO THE PRECOVID TIMES. AND I DO THINK THAT THE VALLEY LINK PROJECT IS VERY VITAL TO US TO CONTINUE TO ATTRACT THE PEOPLE WHO COMMUTE FROM SAN JOAQUIN TO PARTS OF THE BAY AREA HERE. SO, I'M IN FULL SUPPORT, AND I URGE YOU TO SUPPORT IT AS WELL.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS FROM BUILDING AND CONSTRUCTION TRADES COUNCIL OF ALAMEDA COUNTY.

SPEAKER: GOOD MORNING CHAIR PEDROZA AND MEMBERS OF THE COMMISSION. MY NAME IS EDDIE ALVAREZ, AND I AM THE

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REPRESENTATIVE FROM THE ALAMEDA COUNTY BUILDING INSPECTOR COUNCIL REPRESENTING SKILLED WORKERS, WE URGE YOU TO SUPPORT STAFF'S RECOMMENDATION TO INCLUDE THE VALLEY LINK PROJECT AS LEVEL TWO PRIORITY AND ALLOW CRITERIA FOR PROJECT PRIORITIZATION. VALLEY LINK WILL CREATE OVER 22,000 GOOD PAYING CONSTRUCTION CAREERS ALONG WITH THOUSANDS OF NEW HOUSING UNITS THROUGHOUT BAY AREA. WE STAND TO SUPPORT THIS PROJECT AND WILL CONTINUE TO -- [INDISCERNIBLE] OF THE PROJECT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT UP IS BOB WARINER.

SPEAKER: GOOD MORNING CHAIR PEDROZA AND MEMBERS OF THE COMMISSION. MY NAME IS BOB WARNER AND AS MAYOR OF THE CITY OF LIVERMORE AND BOARD MEMBER OF THE TRI-VALLEY SAN JOAQUIN RAIL AUTHORITY, I'M CALLING IN TO SUPPORT THE PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT IN THE MTC MAJOR PROJECT ADVANCEMENT POLICY. I APOLOGIZE FOR MY VOICE. I HAVE JUST COME DOWN WITH A REALLY BAD COLD. I THINK THIS HAS BEEN POINTED OUT THIS VALLEY LINK RAIL PROJECT SUPPORTS SOUND REGIONAL TRANSPORTATION POLICY ALSO DELIVERS ON THE PROMISE TO LIVERMORE VOTERS, WE HAVE PAID FOR A LONG TIME INTO BART AND HAVE 4 MILLION ALLOCATED TO MEASURE BB AND IT IS ALSO PART OF OUR TRANSIT ORIENTED DEVELOPMENT IN A COUPLE OF YEARS SO IT'S KEY THERE. I URGE TO YOU SUPPORT IT AS A LEVEL TWO PRIORITY. THANK YOU.

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CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS CHLOE SHIP, FOLLOWED BY MELISSA HERNANDEZ.

SPEAKER: MY NAME IS CHLOE, DEPUTY DIRECTOR AT THE SAN JOSE DOWNTOWN ASSOCIATION. THANK YOU FOR THE OPPORTUNITY TO SPEAK. SPEAK INCOME SUPPORT OF MTC'S ENDORSEMENT OF $750 MILLION IN STATE FUNDING FOR THE BART EXTENSION SILICON VALLEY PROJECT. THIS FUNDING IS CRITICAL TO SECURING FOR FUNDING. HAVING THIS COME TO FRUITION IS A LIFE-LONG DREAM FOR ME, AND I HAPPILY VOTED FOR SALES TAX CREATING BILLIONS OF DOLLARS. THIS WILL BE TRANSFORMATIVE FOR DOWNTOWN BUSINESSES PROPERTY OWNERS AND RESIDENTS TO CONNECT THE CITY OF SAN JOSE THROUGH THE ENTIRE BAY AREA. THANK YOU.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS MELISSA HERNANDEZ FOLLOWED BY MARLEY SMITH.

SPEAKER: GOOD MORNING. GOOD MORNING CHAIR PEDROZA AND MEMBERS OF THE COMMISSION. MY NAME IS MELISSA HERNANDEZ AND AS VICE CHAIR OF THE TRI-VALLEY SAN JOAQUIN REGIONAL RAIL AUTHORITY AND MAYOR OF THE CITY OF DUBLIN I'M CALLING IN TO SUPPORT THE PRIORITIZATION OF THE VALLEY LINK RAIL PROJECT AND MTC'S MAJOR PROJECT ADVANCEMENT TO ACHIEVE OUR GOALS FOR THE REGION, ECONOMY, ENVIRONMENT HOUSING TRANSPORTATION AND EQUITY WE NEED

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A ROBUST RELIABLE AND SUSTAINABLE TRANSPORTATION SYSTEM THAT WILL EQUITABLY SERVE RESIDENTS AND WORKFORCE WITH A BETTER QUALITY OF LIFE AND ACCESS TO JOBS, AFFORDABLE HOUSING, EDUCATIONAL OPPORTUNITIES AND HEALTH CARE FACILITIES WE BELIEVE THAT VALLEY LINK IS A VITAL ELEMENT OF THE SYSTEM AND ESSENTIAL TO THE FUTURE OF OUR MEGA REGION. WE ALSO BELIEVE THAT VALLEY LINK RAIL PROJECT SUPPORTS REGIONAL TRANSPORTATION INVESTMENT POLICY THAT PRIORITIZES PROJECT AND READINESS, COST EFFECTIVENESS AND COMPLETENESS OF STATE AND FEDERAL FUNDING AND REINFORCEMENT OF REGIONAL POLICY FOCUS ON EQUITY, TRANSIT ORIENTED AND LAST USE -- AND LAND USE AND CONNECTED MOBILE. SO, AGAIN, VALLEY LINK IS READY. VALLEY LINK MEETS MTC'S LEVEL MAP ELIGIBILITY AND COMPETITIVE FOR STATE FUNDS.

CLERK OF THE BOARD: THANK YOU.

SPEAKER: WE URGE YOU TO PLEASE SUPPORT. THANK YOU FOR LETTING US SPEAK THIS AFTERNOON -- THIS MORNING.

CLERK OF THE BOARD: NEXT IS MARLY SMITH.

SPEAKER: IT'S IMPORTANT WE SEND THE RIGHT MESSAGE THAT WE CAN BE COUNTED ON TO FOLLOW-THROUGH ON PROJECTS THAT CAN GET DONE. WE NEED TO SEND A MESSAGE TO STATE AND FEDS FOR VOTER SUPPORTED PROJECTS LIKE BART TO SILICON VALLEY 2,000 MEASURE

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A, AND 2016 MEASURE B ALL PASSED WITH TWO THIRDS SUPPORT SO MUCH SO THAT UNDER THE SPENDING PLAN LARGEST FUNDS FOR BART TO SAN JOSE TO SANTA CLARA ARE $4 BILLION. FEW THINGS WILL BOLSTER VOTER TRUST MORE THAN SEEING POSITIVE CHANGES IN THE WAKE OF THEIR INVESTMENT. WE'RE GOING TO NEED VOTER TRUST AGAIN. WE NEED TO SEND THE RIGHT MESSAGE TO COMPANIES AND DEVELOPERS, AND IMPORTANT PRIORITIES FOR THE REGION WE NEED TO SEND THE MESSAGE TO THE NEXT GROUP OF COMPANIES AND BUILDERS. ESPECIALLY NOW WHEN WE DON'T HAVE FUNDING. WE NEED PRIORITIZED PROJECTS THAT CAN WIN SIGNIFICANT FEDERAL FUNDING FROM THE GOVERNMENT.

CLERK OF THE BOARD: THANK YOU. NEXT IS LAURA TOLKOFF FOLLOWED BY ADINA LEVIN.

SPEAKER: GOOD MORNING COMMISSIONERS. MY NAME IS LAURA TOLKOFF TRANSPORTATION POLICY DIRECTOR FOR SPUR. WE RECOGNIZE THE REALITY THERE IS NEVER ENOUGH FUNDING TO DO EVERYTHING WE WANT TO DO AND ENCOURAGE KNOW MTC TO ADVOCATE FOR FULL FUNDING AS THE REGION'S HIGHEST PRIORITY PROJECTS, BART CORE CAPACITY, CALTRAIN ELECTRIFICATION DTX AND BART TO SILICON VALLEY AND PHASE TWO ENSURING WE BRING OPERATING FUNDS IN QUALITY SERVICE TO PARTS OF THE REGION AND REALIZE THE FULL BENEFITS OF THESE PROJECTS. THE CONVERSATION YOU HAD THIS MORNING REAFFIRMS JUST

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HOW IMPORTANT THE POLICY REENFORCEMENT CONFIRMS WHY THE MAPS ARE SO IMPORTANT.

CLERK OF THE BOARD: THANK YOU. ADINA LEVIN.

SPEAKER: GOOD MORNING COMMISSIONERS AND STAFF. ADINA LEVIN WITH FRIENDS OF CALTRAIN AND SEAMLESS BAY AREA. WANTED TO FIRST OF ALL SUPPORT MTC EFFORTS TO PROVIDE A REGION NAMELY COORDINATED CAPITAL PROJECT PLAN TO SPEAK AS ONE VOICE TO STATE AND FEDERAL SOURCES. AND IN ADDITION TO THE READINESS CRITERIA AND THE STAGE GATE CRITERIA, WHICH -- AND STAGE GATE PROCESS, WHICH I THINK WILL BE IMPORTANT TO WHAT THE PREVIOUS SPEAKER JUST MENTIONED IN TERMS OF ENSURING THAT WE ARE DOING THE PROJECTS WELL AND COST EFFECTIVELY, IT WOULD BE GOOD TO CONSIDER THE CONSEQUENCES OF HOW PROJECTS ARE BEING STAGED AND FUNDED. I WANTED TO ECHO WHAT A NUMBER OF PEOPLE HAVE SAID ABOUT CALTRAIN ELECTRIFICATION FULLY FUNDING IT WILL PREVENT HAVING BORROWING WITH THE OPERATING BUDGET, AND MAKING MTC'S JOB HARDER IN SECURING OPERATING FUNDING TO SAFE BAY AREA TRANSIT. THANK YOU.

CLERK OF THE BOARD: THANK YOU. DAVID BUCKLE FOLLOWED BY SOMEONE FROM SAN JOSE STATE UNIVERSITY.

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SPEAKER: GOOD MORNING. THIS IS DAVID BUCKLE. WITH COLLIERS COMMERCIAL REAL ESTATE HERE IN SILICON VALLEY, DOWNTOWN SAN JOSE, I'M EXECUTIVE VICE PRESIDENT, SPEAKING IN SUPPORT OF THE MTC'S ENDORSEMENT OF STATE FUNDING FOR THE BART EXTENSION TO SILICON VALLEY PHASE TWO PROJECT, WHICH HAS ALREADY BEGUN CONSTRUCTION ACTIVITIES. STATE FUNDING IS CRITICAL TO SECURING THE $2 BILLION IN FEDERAL FUNDING WE NEED. AS OTHERS HAVE MENTIONED WE HAVE BEEN TAXING THE HECK OUT OF OURSELVES TO THE TUNE OF $4 BILLION OVER THE LAST DECADE OR SO, AND JUST BY SIMPLE MATH HERE AT COLLIERS, THERE IS OVER $15 BILLION OF DEVELOPMENT SITTING ON THE SIDE LINES, WAITING FOR THE BART CONNECTION FROM, YOU KNOW, TO CONNECT THROUGH TO CALTRAIN. SO, I HOPE THAT YOU WILL SUPPORT THIS AMAZING PROJECT. WE ARE HIGHLY SUPPORTIVE HERE, AND WE LOOK FORWARD TO MORE THAN 75,000 JOBS AND $5.6 BILLION IN ADDITIONAL LABOR INCOME IN SILICON VALLEY.

CLERK OF THE BOARD: THANK YOU. NEXT SPEAKER IS FROM SAN JOSE STATE UNIVERSITY TRANSPORTATION SOLUTIONS.

SPEAKER: YES. THAT'S CORRECT. SO, YEAH, HERE AT SAN JOSE STATE ASSOCIATIONS TRANSPORTATION SOLUTIONS, WE WOULD LIKE TO SPEAK IN SUPPORT OF MTC'S ENDORSEMENT OF THE 750 MILLION IN STATE FUNDING FOR BART'S PHASE TWO EXTENSION, WHICH IS CRITICAL TO GETTING FEDERAL FUNDING NEEDED TO ACTUALLY COMPLETE THE

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PROJECT. AS OUR COUNTIES VOTERS HAVE ALREADY APPROVED THE 4 BILLION IN SALES TAXES NEEDED TO COVER OUR END OF THE FUNDING, AND THIS IS SUPPORTING SIGNIFICANT NEW TRANSIT ORIENTED DEVELOPMENT AROUND FOUR FEARED STATION AREAS THAT ARE VITAL FOR STUDENT HOUSING NEEDS AND FOR ENABLING STUDENTS FROM THE EAST BAY TO COMMUTE TO OUR CAMPUS EASILY, AND TO ALLEVIATE OUR OWN STUDENT HOUSING OF OVERCROWDING.

CLERK OF THE BOARD: THANK YOU. THE NEXT SPEAKER IS RICH HEDGES, FOLLOWED BY JIM SCHMIDT.

SPEAKER: THANK YOU. I'M VERY SUPPORTIVE OF ALL OF THE THINGS THAT ARE GOING ON WE HAVE GOT SOME VERY GOOD PROJECTS TODAY. BUT I WANT TO TALK ABOUT CALTRAIN. IT'S SO IMPORTANT FOR THE REGION. CALTRAIN, AS SAID BEFORE COVERS THREE COUNTIES BUT IT IS A FEEDER FOR BART, SAMTRANS, VTA, FROM MUNI AND AC TRANSIT. STEVE HEMINGER CHAIR OF CALTRAIN MENTIONED WE MAY HAVE TO DO REDUCTIONS IN SERVICE USE RR MONEY. THAT IS, SORT OF, LIKE EUTHANIZING THE PATIENT IN ORDER TO SAVE THEM. HOPEFULLY YOU WILL CONSIDER THE EXTRA $100 MILLION TO COMPLETE THIS PROJECT AND GET US TO THE LAST QUARTER OF MILE. THANK YOU VERY MUCH.

CLERK OF THE BOARD: NEXT UP IS JIM SCHMIDT.

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SPEAKER: GOOD MORNING COMMISSIONERS. I WANT TO START BY APPLAUDING THE HARD AND EXTENSIVELY WELL DONE WORK DONE BY STAFF IN FORMULATING THE MAP PROCESS. I ALSO WANT TO COMMEND THE COMMISSION FOR EXERCISING THIS REVIEW PROCESS. WHAT WE'RE SEEING IS DEMOCRACY IN PROCESS, AND IT'S A MESSY PROCESS AS EVIDENT BY THE CONFLICTING VIEWS. HAVING SAID THAT, I WANT TO RAISE A QUESTION ABOUT THE CONTINGENCIES IN THE LEVEL ONE AND LEVEL TWO AND LEVEL THREE ALLOCATIONS. HISTORY SHOWS UNDERGROUND RAIL PROJECTS WOEFULLY OVERSPEND TYPICALLY. WE ONLY HAVE A 3.2% CONTINGENCY IN LEVEL 1, 5% IN LEVEL TWO, A 40% IN LEVEL THREE, AND I DON'T QUITE UNDERSTAND THAT VARIABILITY. PERHAPS THAT COULD BE EXPLAINED. THANK YOU.

CLERK OF THE BOARD: CHARLIE LAVERY, FOLLOWED BY TIFFANY MARTINEZ.

SPEAKER: GOOD MORNING, CHAIR, AND COMMISSIONERS. CHARLIE LAVERY WITH THE OPERATING ENGINEERING UNION LOCAL, I WANT TO THANK YOU FOR THE WORK ON THIS AND THE COLLABORATION WITH TIRCP FUNDING TO HELP US MEET THE MILESTONES. I WANT TO URGE THE COMMISSION TO CONTINUE TO FIND WAYS TO MOVE DTX TO LEVEL ONE PRIORITY. WITH THE INFRASTRUCTURE PROJECTS AND HUGE EQUITY VALUE, AND THE DECADES PROMISE ARE BRINGING COMMUNITIES CLOSER PROVIDING BAY AREA RESIDENTS BETTER OPPORTUNITIES, AND

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MITIGATES CLIMATE CHANGE BY REDUCING GREENHOUSE GAS EMISSIONS THAT AFFECT CLIMATE CHANGE. THANK YOU.

CLERK OF THE BOARD: THANK YOU. TIFFANY MARTINEZ FOLLOWED BY DON.

SPEAKER: HELLO EVERYONE I'M TIFFANY MARTINEZ, THE TRANSIT COORDINATOR AT ASSOCIATED STUDENTS TRANSPORTATION SOLUTIONS. SPEAKING TO ECHO OUR STUDENT ASSISTANT FOR MTC'S ENDORSEMENT OF THE 750 MILLION OF ESSENTIAL STATE FUNDING FOR THE BART EXTENSION TO SILICON VALLEY. WE HAVE 1500 OF THOSE STUDENTS THAT HAVE THE BAY PASS THAT LIVE IN BART AND CALTRAIN CORRIDORS WITH AN ADDITIONAL 6,600 -- 6,000 STUDENTS WITH THE SMART PASS CLIPPER CARD THAT ALSO LIVE IN THESE CORRIDORS WHO COULD BE BETTER SERVED BY PUBLIC TRANSIT. WE HAVE AN EXTENSIVE AMOUNT OF FEEDBACK FROM STUDENTS AND STAFF AND FACULTY WHO WOULD BENEFIT FROM A CLOSER BART STATION AND A MORE SEAMLESS COMMUTE TO CAMPUS THESE EFFORTS WILL GREATLY REDUCE VMT AND WILL CONTRIBUTE TO THE UNIVERSITY, CITIES, AND THE STATE'S CLIMATE GOALS. THANK YOU.

CLERK OF THE BOARD: THANK YOU. DON CECIL.

SPEAKER: GOOD AFTERNOON DON CECIL REPRESENTING THE SAN MATEO CAN'T ECONOMIC DEVELOPMENT ASSOCIATION. THANK YOU FOR THE

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COMMISSION. I WANT TO PRAISE THE STAFF WORK ON HAD TO. DATA-DRIVEN DECISIONS ARE THE BEST. I WANT TO THANK COMMISSIONERS PAPAN AND CANEPA FOR THEIR WORDS. CALTRAIN, HAPPY FOR THE 300 MILLION. WOULD PREFER THE 410, BUT, I THINK THIS IS A GOOD AND BALANCED PROPOSAL. CALTRAIN IS A SAFE BET. RIGHT? IT'S A FINITE PROJECT FOR ELECTRIFICATION, FROM BEGINNING TO END, IT HAS A WELL-DEFINED FUNDING PLAN. SO, I WOULD ENCOURAGE STAFF AND THE BOARD, WHEN YOU THINK ABOUT THE REBALANCING, AND THE CONTINGENCY FUNDS, AND THE FASTER YOU COMPLETE CALTRAIN, THE FASTER YOU CREATE A SLOT IN THE TOP TIER FOR SOMEONE ELSE TO GO UP THERE AND USE THAT FUNDING. SO, THANK YOU VERY MUCH.

CLERK OF THE BOARD: THANK YOU. ABUSE AGID, FOLLOWED BY RUDY GONZALEZ.

SPEAKER: GOOD MORNING COMMISSIONERS. MY NAME IS BRUISE, FORMER CHAIR OF THE T CPA CAC MEMBER OF THE HIGH SPEED RAIL WORKING GROUP AND BOARD MEMBER SPEAKING ON BEHALF OF THE BOARD OF THE SOUTH BEACH RINCON MISSION BAY NEIGHBORHOOD ASSOCIATION. MTC SHOULD FRONT LOAD THE TIRCP FUNDING ENDORSEMENTS WITH DTX AS WELL AS WORK TO MOVE DTX TO LEVEL ONE PROJECT. THE PROGRAM WAS ENVISIONED TO BE A MULTI-MODAL GRAND CENTER STATION OF THE WEST SAFELY AND EFFICIENTLY BRINGING PASSENGERS TO THE URBAN CORE. HIGH SPEED RAIL CALTRAIN AND OTHER VENUES, RIGHT IN THE HEART OF OUR NEIGHBORHOODS WASN'T ABLE TO HANDLE PREPANDEMIC

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SERVICE LEVELS, WITH ELECTRIFICATION HIGH SPEED RAIL, BUILD-OUT OF THE SELMA PLAN, THE STATION REQUIRING MAJORITY UPGRADES TO THE FACILITIES, AND TOWNSEND STILL NOT DELIVERING PASSENGERS TO THEIR PROPER DESTINATION. THANK YOU.

CLERK OF THE BOARD: RUDY GONZALEZ, FOLLOWED BY SAM SERGEANT RUDY GONZALEZ?

SPEAKER: THANK YOU. RUDY GONZALEZ, SECRETARY TREASURER OF SAN FRANCISCO BUILDING AND CONSTRUCTION TRADES AFLCIO WE REPRESENT 32 UNIONS BOTH IN SAN FRANCISCO AND MANY OF WHICH HAVE A REGIONAL FOOTPRINT AROUND THE BAY AREA, I WANT TO THANK STAFF FOR THE LEVEL OF ENGAGEMENT AND WORK AND CONTINUING TO WORK WITH TJPA MOVING DTX TO TIER ONE PROJECT. I HAVE TO CALL OUT SEQUENCING OF FUNDS IT'S INTEGRAL TO ISSUE IN WE MEET OUR DEMONSTRATION DEADLINES TO MAKE SURE WE'RE ON TRACK FOR THE 1.5 BILLION, DTX HAS A LOT TO PROMISE IN TERMS OF DELIVERING RAIL, MEETING OUR GREENHOUSE GAS REDUCTION AND BRINGING IN EQUITABLE TRANSIT PROGRAM INTO THE CITY. WE LOOK FORWARD TO YOUR PRIORITIZATION OF THE STATION. THANK YOU.

CLERK OF THE BOARD: NEXT SAM SERGEANT.

SPEAKER: GOOD MORNING. SAM, DIRECTOR OF STRATEGY AND POLICY FOR CALTRAIN. SAL TRAIN ELECTRIFICATION WILL BE COMPLETED

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SUCCESSFULLY IN TWO YEARS IF ADDITIONAL FUNDING IS SECURED OUR PROJECT IS UNDER WAY AND IN MARCH OF 2022 NEW ZERO-EMISSIONS ELECTRIC TRAINS BEGAN ARRIVING IN OUR CORRIDOR NO OTHER MEGA PROJECTS IS THIS CLOSE TO COMPLETION, ALSO CRITICAL IS CASH FLOW AND TIMING OF RECEIPT OF THIS FUNDING IS IMPORTANT AS WE COME UP AGAINST THE JUNE 2023 CASH CRUNCH. FILLING THE $410 MILLION PROJECT FUNDING GAP WILL BENEFIT THE THREE COUNTIES, SAN FRANCISCO SANTA CLARA, OUR PROJECT IS PHYSIQUE FOR THE DTX WORK AS WELL AS DIRIDON WE KNOW THIS WILL BE AN ENORMOUS BENEFIT TO THE REGION WE JUST NEED TO GET THE JOB DONE. THANK YOU FOR THE WORK AND THANK YOU TO MTC STAFF.

CLERK OF THE BOARD: THANK YOU. DAY BREAK LABS FOLLOWED BY HOWARD WONG.

SPEAKER: HI. CAN YOU HEAR ME?

CLERK OF THE BOARD: YES WE CAN HEAR YOU.

SPEAKER: THANK YOU. THIS IS PACHENCO, DIRECTOR, WE SUPPORT START UPS IN THE TRI-VALLEY THROUGH PROGRAMS AND THROUGH FACILITIES, DAY BREAK LABS INCUBATOR. I'M SPEAKING IN SUPPORT OF THE TRI-VALLEY LINK PROJECT AS A LEVEL TWO PRIORITY AND THE MAP. BECAUSE WE TRULY NEED THIS CONNECTION TO THE GREATER BAY AREA. LIFE SCIENCES CENTER IN SAN FRANCISCO, WE HAVE FOUNDERS

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COMING FROM LIVERMORE AND PLACES LIKE TRACY AND A WORKFORCE COMING FROM THROUGHOUT THE TRI-VALLEY AND SAN JOAQUIN VALLEY CONNECTED TO SAN FRANCISCO AND ALSO TO MACES LIKE SAN DIEGO, WHICH IS CRITICAL FOR LIFE SCIENCES AND TECH COMPANIES. THANK YOU.

CLERK OF THE BOARD: THANK YOU. HOWARD WONG? WONG.

SPEAKER: GOOD MORNING. HOWARD WONG. AS A MEMBER OF THE TJPCAC AND MEMBER OF THE BOARDS OF SIERRA CLUB, EXECUTIVE COMMITTEE, AND SAN FRANCISCO TOMORROW, AND SAVE MUNI, ALL OF WHOM SUPPORT THE PRIORITIZATION OF DTX AS THE PROJECT AND ALL ITS FUNDING. AS AN ARCHITECT, I CAN VISUALIZE DTX AS A REALLY INCREDIBLE SYMBOL FOR THE REGION. I THINK MOST PEOPLE IN THE COUNTRY WOULD RECOGNIZE A GRAND CENTRAL STATION OF THE WEST, AND THE IMAGINARY OF CENTRALIZED REGIONAL TRANSIT IN A HUB OF MUCH DEVELOPMENT THAT HAS BROUGHT HUNDREDS OF THOUSANDS OF PEOPLE INTO A TRANSIT ORIENTED NEIGHBORHOOD. THANK YOU.

CLERK OF THE BOARD: THANK YOU. THERE ARE NO ADDITIONAL RAISED HANDS, MR. CHAIR.

ALFREDO PEDROZA, CHAIR: THANK YOU, KIMBERLY, FOR WORKING THROUGH THAT AND TO ALL THE MEMBERS OF THE PUBLIC, THANK YOU FOR YOUR PARTICIPATION. I'M GOING TO BRING IT BACK TO STAFF.

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COMMISSIONERS, WE ALL HAD OPPORTUNITY TO PROVIDE OUR COMMENTS AND QUESTIONS, AND I WANT STAFF TO SUMMARIZE THEIR REQUESTED ACTION. AND I WILL JUST SAY, HEARING OF THE CONCERNS OF COMMISSIONERS, I DO BELIEVE THE STAGE-GATE DOES ALLOW FOR THAT FLEXIBILITY TO MAKE THOSE ADJUSTMENTS THAT WE ALL HEARD FROM. AND AS COMMISSIONER SPERING SAID, WE DON'T WANT TO MAKE MONEY, WE WANT TO GET PROJECTS OUT THERE TO DELIVER RESULTS. NO ONE IS STANDING IN THE WAY OF THAT. THIS IS GIVING US FLEXIBILITY AND WITH STAGE-GATE IT DOES GIVE US THAT FLEXIBILITY. I UNDERSTAND COMMISSIONERS FROM EVERY REGION PRESSURE POINTS WE ALL FACE TO TRY TO DELIVER PROJECTS IN OUR REGIONS BUT I ALSO ACKNOWLEDGE REGIONAL COLLABORATION INVOLVED TO THE DISCUSSION. SO LET ME TURN IT OVER TO THERESE OR THERESA TO SUMMARIZE THE REQUESTED ACTION. AND THEN COMMISSIONERS, WE HAVE A ROBUST DAY AHEAD OF US. IF YOU COULD JUST MIND AND KEEP COMMENTS AS BRIEF AS POSSIBLE.

THERESE MCMILLAN: I'LL TAKE A SHOT AT THE SUMMARY. FIRST, AS THE FOUNDATION, WE ARE REQUESTING THAT THE COMMISSION ADOPT THE MAP AS PRESENTED, ACKNOWLEDGING THAT ONE KEY ELEMENT OF THAT IS AN ASSIGNMENT AND RECOMMENDED AMOUNTS FOR AUGMENT ONE OF THE TIRCP PROGRAM. IN DOING SO, THOUGH, WE ARE ALSO ACKNOWLEDGING THAT WE WILL COME BACK, AS STAFF, IN THE WINTER, AFTER WE -- AND, AGAIN, I SAY WINTER, BECAUSE IT WILL BE PIVOTING ON INFORMATION THAT -- KEY INFORMATION THAT WE HOPE

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TO GET IN TERMS OF THE STATE'S DECISIONS, WITH RESPECT TO AUGMENT ONE, AS WELL AS INFORMATION FROM THE FEDERAL GOVERNMENT ON DISCRETIONARY PROGRAMS THAT ARE NOW UNDER EVALUATION RIGHT NOW. AND THAT, AT THAT POINT, WHEN WE HAVE INFORMATION ON STATUS, WE WILL BRING FORWARD TO THE COMMISSION SOME CONSIDERATIONS ABOUT A REBALANCING TO BE DONE ASSOCIATED WITH AUGMENT TWO OF THE TIRCP PROGRAM, WITH THE FOLLOWING KEY THINGS IN MIND AGAIN, SORT OF A RECALCULATION OF SHORTFALLS AND GAPS AS MAYBE EVIDENCE FROM THE STATE AND FEDERAL DECISIONS. UPDATES ON THE STATUS OF THE PROJECTS, AND VERY IMPORTANTLY, AN ASSESSMENT OF READINESS THAT WILL BE INFORMED BY COMPLETION OF THE STAGED DETAIL RELATED TO OUR STAGE GATE PROCESS WHICH OUTLINED CRITERIA ASSOCIATED WITH READINESS ON A NUMBER OF LEVELS THE COMBINATION OF THOSE FACTORS WILL ALLOW US TO BRING FORWARD CONSIDERATIONS FOR A REBOUNDING ON POTENTIAL MTC DECISIONS ON HOW FUTURE STATE AND POTENTIALLY OTHER FUNDING WOULD BE DISTRIBUTED AMONG THE MOST READY PROJECT PARTICIPANTS. ANYTHING ELSE THAT STAFF WOULD LIKE TO ADD TO THAT? OKAY.

ALFREDO PEDROZA, CHAIR: THANK YOU THERESE. COMMISSIONER CANEPA?

DAVID CANEPA: I WANT TO MOVE THAT WE ADOPT THE REGIONAL MAP MAJOR PROJECT ADVANCEMENT POLICY AND REVISION OF MTC'S CAP-

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AND-TRADE FRAMEWORK UPDATING THE REGIONAL TRANSIT AND INTERCITY RAIL CAPITAL FRAMEWORK AND IN ADDITION THE MEGA PROJECT CONTINGENCY FUNDING WOULD BE PRIORITIZED TO FINISH A PROJECTS, AND IN ADDITION TO THAT, VALLEY LINK BE GIVEN THE SAME CONSIDERATION AS DTX AS OUTLINED IN THE STAFF REPORT, WORKING WITH VARIOUS AGENCIES.

NATHAN MILEY: SECOND THAT.

ALFREDO PEDROZA, CHAIR: OKAY. WE HAVE FIRST BY COMMISSIONER CANEPA, AND SECOND BY COMMISSIONER MILEY. JUST TO SUMMARIZE, IS THAT CONSISTENT WITH THE STAFF RECOMMENDATION? COMMISSIONER CANEPA?

DAVID CANEPA: THERE ARE TWO ADDENDUMS. THE FIRST ADDENDUM OBVIOUSLY IS IN REGARDS TO THE PRIORITIZATION OF THE FUTURE, THE CONTINGENCY FUNDING, THAT IT BE PRIORITIZED TO FUND FINANCED PROJECTS AND SECOND WITH REGARDS TO VALLEY LINK AND GIVING THEM THE SAME CONSIDERATION AS DTX AS OUTLINED IN THE STAFF REPORT.

ALFREDO PEDROZA, CHAIR: OKAY. SO WITH THOSE ADDENDUMS THERE WAS A MOTION. DISCUSSION, VICE CHAIR JOSEFOWITZ?

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NICK JOSEFOWITZ, V. CHAIR: THANK YOU. AND I APPRECIATE COMMISSIONER CANEPA TRYING TO MOVE US FORWARD HERE. BUT I'M SUPPORTING THE STAFF RECOMMENDATION. I THINK WHAT -- I THINK THAT THERE IS A -- AN IMPORTANT BALANCE TO BE STRUCK BETWEEN, SORT OF, GIVING DIRECTION AND ALLOWING FOR FLEXIBILITY, AS THINGS EVOLVE, AND AS DIFFERENT PROJECTS REACH DIFFERENT STAGES OF READINESS, AS DIFFERENT PROJECTS RECEIVE DIFFERENT AMOUNTS OF FUNDING. I THINK IT IS QUITE CLEAR TO HIS FIRST POINT THAT WE'RE GOING TO BE PRIORITIZING AS A REGION THE PROJECTS THAT ARE ALREADY UNDERWAY. WE DON'T NEED TO SAY IT AGAIN. I THINK THAT IS ALL OVER -- THAT IS KIND OF THE CORE PURPOSE OF THE MAP. AND, SO, I'M -- I WOULD -- I'M GOING TO BE SUPPORTING THE STAFF RECOMMENDATION AND WHEN APPROPRIATE, I WOULD MOVE A SUBSTITUTE MOTION TO DO THAT.

ALFREDO PEDROZA, CHAIR: THANK YOU VICE CHAIR JOSEFOWITZ. I'M GOING TO CONFER WITH COUNCIL WE HAVE A MOTION AND SECOND, BUT WE DO HAVE VICE CHAIR JOSEFOWITZ WHO OFFERED TO MAKE A SUBSTITUTE MOTION. JUST CLARIFY PROCEDURES FOR THE COUNCIL IF YOU WILL?

KATHLEEN KANE: YES. WE HAVE THE INITIAL MOTION IT'S APPROPRIATE FOR DISCUSSION IF THERE IS MOTION FOR SUBSTITUTE MOTION TECHNICALLY YOU'RE SUPPOSED TO TAKE A VOTE ON WHETHER TO DO THE SUBSTITUTE MOTION AND TAKE IT UP FOR DISCUSSION

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WHICH WOULD BE YOUR NEXT STEP OR DISCUSS THE FIRST ONE AND VOTE ON IT.

ALFREDO PEDROZA, CHAIR: LET ME PROCEED WITH THE MOTION ON THE FLOOR. I HAVE ANOTHER COMMISSIONER WHO WISHES TO COMMENT THEN WE'LL PROCEED. WE HAVE OTHER COMMISSIONER WHO WISHES TO COMMENT.

JAMES P. SPERING: COMMISSIONER CANEPA, I WOULD APPRECIATE IF YOU WERE JUST TO ACCEPT THE STAFF RECOMMENDATION IT ACTUALLY DOES WHAT YOU'RE RECOMMENDING, DTX, VALLEY LINK, THEY'RE ALL GOING TO HAVE THIS CONSIDERATION, STAFF HAS SET THE FRAMEWORK THAT WE CAN EVALUATE THESE PROJECTS. I THINK IT'S EXTREMELY IMPORTANT THAT THIS COMMISSION MOVES FORWARD ALMOST UNANIMOUSLY. THIS IS A MAJOR STEP FORWARD FOR THE PROJECT, YOU'RE CERTAINLY SUPPORTING, AND I THINK THE MESSAGE WE HAVE TO LEAD HERE IS WE HAVE TO GET THESE TIER ONE OR LEVEL ONE PROJECTS BEHIND US SO WE CAN MOVE INTO TIER TWO. I URGE THAT WE SUPPORT THE STAFF RECOMMENDATION. IT DISAPPOINT DISADVANTAGE OR ADVANTAGE ANY PROJECT AS PRESENTED. SO, I WOULD JUST MAKE THAT REQUEST.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER SPERING. AT THIS POINT WE HAVE A MOTION ON THE FLOOR. I'LL SEE TO MAKING THE MOTION.

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DAVID CANEPA: MR. MILEY HAD HIS HAND UP.

ALFREDO PEDROZA, CHAIR: YOU'RE BOTH MAKERS OF THE MOTION. COMMISSIONER MILEY?

NATHAN MILEY: I WANT TO FIND OUT FROM STAFF. I'M CONFUSED. WITH THE MOTION THAT COMMISSIONER CANEPA MADE, AND THEN WITH THE COMMENTS FROM COMMISSIONER SPERING, I NEED TO UNDERSTAND, IS VALLEY LINK DISADVANTAGED AT ALL?

THERESA ROMMELL: THIS IS THERESA ROMMEL. VALLEY IS LINK IS NOT DISADVANTAGED WITH THE STAFF PROPOSAL. THEY WILL BE TREATED AND SUBJECT TO WHATEVER STAGE GATE PROCESS IS DEVELOPED IN THE FUTURE, AND WOULD BE SUBJECT TO THE SAME REQUIREMENTS.

NATHAN MILEY: SO WHEN YOU TALK ABOUT COORDINATING AND WORKING WITH CALSTA, FOR VTA, WHAT DOES THAT MEAN TO DTX.

THERESA ROMMELL: FOR STAFF SUMMARY WE TREAT DTX AND VALLEY LINK THE SAME IN TERMS OF ANY KIND OF PURSUIT OF MULTI-CYCLE COMMITMENT OPPORTUNITIES.

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NATHAN MILEY: SO EVEN THOUGH, STAFF WOULD BE TREATING BOTH THE SAME AND WOULD BE GIVING THE SAME CONSIDERATION BASICALLY WHAT COMMISSIONER SPERING WAS SAYING, YOU ARE REAFFIRMING THAT.

THERESE MCMILLAN: JUST TO BE CLEAR, I THINK THE BASIC TREATING EVERYONE THE SAME, JUST FOR CLARITY, IS THAT WE WILL BE ESTABLISHING A SET OF CRITERIA THAT WILL CLEARLY ESTABLISH READINESS ON A NUMBER OF DIFFERENT FACTORS THAT WILL BE APPLIED, SAME UNBIASED WAY TO EVERY SINGLE PROJECT, AND THAT WILL THEN HELP INFORM WHAT STRATEGIC DECISIONS THE COMMISSION MAY NEED TO MAKE, PARTICULARLY, AND IMMEDIATELY WITH RESPECT TO AUGMENT TWO, BUT OTHER FUNDING SOURCES THAT ARE COMING DOWN THE PIKE. AND, YOU KNOW, THAT INFORMATION WOULD BE SUBMITTED TO CALSTA AROUND, AGAIN, IMPORTANTLY, WHATEVER POLICY CONSIDERATIONS THEY, INDEPENDENTLY COME UP WITH, YOU KNOW, AS A STATE PROGRAM.

NATHAN MILEY: SO WOULD IT HURT TO ADD VALLEY LINK TO THAT LANGUAGE? BECAUSE YOU CALL OUT DTX. WOULD IT HURT TO ADD VALLEY LINK AS WELL AS PART OF THAT LANGUAGE, THAT SAME LANGUAGE.

THERESE MCMILLAN: THE STAFF RECOMMENDATION DID NOT CALL OUT DTX SPECIFICALLY IN ANY FASHION.

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NATHAN MILEY: OH IT DIDN'T? OKAY.

ALFREDO PEDROZA, CHAIR: ALL RIGHT. BEFORE I GO TO COMMISSIONER PAPAN --

DAVID CANEPA: CHAIR PEDROZA, YOU KNOW, I THINK CHAIR -- COMMISSIONER SPERING BROUGHT UP SOME VERY GOOD POINTS. I'M GOING TO WITHDRAW MY MOTION AND WHY DON'T WE TAKE UP THE SUBSTITUTE.

ALFREDO PEDROZA, CHAIR: WE DON'T HAVE TO SUBSTITUTE YET. BUT YOU ARE WITHDRAWING YOUR MOTION?

DAVID CANEPA: I'M WITHDRAWING THE MOTION. THAT'S CORRECT.

ALFREDO PEDROZA, CHAIR: AT THIS POINT THERE ARE NO SUBSTITUTIONS ON THE FLOOR. COMMISSIONER PAPAN THEN COMMISSIONER RABBIT?

GINA PAPAN: YES. I WAS CONFUSED AS COMMISSIONER MILEY WAS, THERE WAS A GREAT DEAL OF DISCUSSION AT THE BEGINNING ONLY ON DTX, AS WE ARE MOVING FORWARD HERE THERE WILL BE EQUITY IN HOW THE SECOND LEVEL IS PROPOSED. THANK YOU.

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ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER PAPAN. COMMISSIONER RABBIT?

DAVID RABBIT: THANK YOU VERY MUCH. YEAH, I -- OH O I THOUGHT I WAS MUTED, BUT I AM NOT. THANK YOU VERY MUCH, AND APPRECIATE COMMISSIONER CANEPA PULLING BACK THAT MOTION. I WILL BE HAPPY TO MAKE A MOTION TO APPROVE THE APPROVAL OF MTC RESOLUTIONS 4537 AND 4130 REVISED, AS OUTLINED IN THE STAFF REPORT. AND I SHARE, YOU KNOW, AND I MADE MENTION OF THE SMART EXTENSION, WOULD LOVE TO SEE THAT INCLUDED. BUT I KNOW, EVERYONE WOULD LOVE TO SEE SOMETHING ELSE INCLUDED. AND I DO APPRECIATE THE FACT THAT WE HAVE ALL SAT WITH STAFF AND WORKED THROUGH THESE THINGS AND HAVE COME UP WITH THIS APPROACH THAT IS FOR THE BETTERMENT OF THE ENTIRE BAY AREA, AND IT DOESN'T MEAN WE CAN'T BE ADVOCATES FOR THOSE PROJECTS GOING FORWARD. SO WITH THAT I'LL MAKE THIS MOTION.

ALFREDO PEDROZA, CHAIR: COULDN'T AGREE MORE WITH YOU, COMMISSIONER RABBIT. FIRST BY COMMISSIONER RABBIT. COMMISSIONER WORTH?

AMY R. WORTH: HAPPY TO SECOND. OH SORRY.

ALFREDO PEDROZA, CHAIR: WE'LL TAKE YOUR SECOND. MOTION ON THE FLOOR. COMMISSIONER LICCARDO, FINAL COMMENTS?

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SAM LICCARDO: YES. JUST A QUESTION JUST TO UNDERSTAND BETTER, THE STAGE GATE PROCESS THAT IS HAPPENING IN JANUARY? IS THAT CORRECT?

THERESA ROMMELL: JANUARY OR FEBRUARY.

SAM LICCARDO: I'M READING THE COMMITTEE MEMO, IT SOUNDED TO READINESS WOULD BE THE CRITERIA? IS THAT FAIR?

THERESA ROMMELL: THIS'S FAIR. CERTAINLY BY JANUARY OR FEBRUARY.

SAM LICCARDO: WE WERE TALKING ABOUT THE THREE, FOR THE SAKE OF DISCUSSION, THE FAIRLY COMMITTED PROJECTS, THE STAGE-GATE PROCESS PROVIDES ADDITIONAL FUNDING, I'M CONCERNED THERE COULD BE READING OF STATE REGS, THE AMOUNT OF FUNDING THAT WOULD GO TO THE THREE PROGRAMS, I WANT TO UNDERSTAND WHAT STAFF'S PROPOSAL IS FOR THE TIRCP FUNDING THAT IS IN AUGMENT ONE, CAN THOSE PROJECTS BE ELIGIBLE FOR ADDITIONAL FUNDING THROUGH STAGE GATE?

ALIX BOCKELMAN: THROUGH THE CHAIR?

ALFREDO PEDROZA, CHAIR: YES.

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ALIX BOCKELMAN: TWO QUESTIONS. MY UNDERSTANDING -- ALIX BOCKELMAN, DEPUTY EXECUTIVE DIRECTOR FOR POLICY MY UNDERSTANDING IN WORKING WITH CALSTA IS THAT THOSE PROJECTS WOULD BE ELIGIBLE FOR AUGMENT TWO FUNDING. WE HAVE HAD CONVERSATIONS BRADLEY ABOUT THE MAP BEFORE YOU TODAY WITH CALSTA SO UNDERSTANDING THOSE PROJECTS WOULD BE ELIGIBLE.

SAM LICCARDO: MY UNDERSTANDING IS STAGE GATE MAY REALLOCATE FUNDING WITHIN STAGE ONE? WITHIN AUGMENT ONE. AM I MISUNDERSTANDING THAT?

ALIX BOCKELMAN: SO STAGE-GATE PROCESS IS SOMETHING WE WOULD LIKE TO DO OVERALL FOR THE MAP, SO IT WOULD APPLY TO ALL LEVELS. WE ALSO TALKED ABOUT COMING BACK AND I'M TRYING TO THINK OF THE WORD WE USED, REBALANCING. AND KIND OF RELOOKING AT AUGMENT TWO AND OTHER FUNDS AFTER WE HAVE INFORMATION FROM THE STATE ON AUGMENT ONE AS WELL AS OTHER FEDERAL ROUNDS OF FUNDING AWARDS. SO I THINK THAT -- WELL, WE'RE GOING TO COME BACK TO YOU WITH OUR PROPOSAL FOR STAGE-GATE. WE DON'T HAVE IT YET BUT IT'S BROAD TO ALL LEVELS 1, 2, AND 3, BUT WE WILL BE CONSIDERING REBALANCING AND READINESS WILL BE A PRIME CRITERIA WITHIN THAT AS WELL AS WITHIN THE STAGE GATE PROCESS.

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SAM LICCARDO: OKAY. AND WOULD THE FEDERALLY COMMITTED PROJECTS HAVE PRIORITY IN THE MAJORITY OF THE REBALANCED ALLOCATED DOLLARS? SAME STAGE OF READINESS, RIGHT? OBVIOUSLY THEY HAVE TO BE READY FOR THE MONEY. I UNDERSTAND THAT.

ALIX BOCKELMAN: AGAIN, I THINK THE GOAL OF THE MAP IS TO GET PROJECTS ACROSS THE FINISH LINE. THAT ARE READY. SO, SUBJECT TO FURTHER DELIBERATIONS BY THE COMMISSION, I WOULD THINK -- I WOULD THINK THE ANSWER IS YES, BUT OBVIOUSLY THE COMMISSION WILL FURTHER WEIGH IN WHEN WE COME BACK IN JANUARY OR FEBRUARY TIME FRAME.

SAM LICCARDO: I UNDERSTAND THE COMMISSION CAN ALWAYS CHANGE IT I JUST WANT TO UNDERSTAND WHAT THE STAFF RECOMMENDATION IS LIKELY TO BE. IN OTHER WORDS, ASSUMING ALL THESE PROJECTS HAVE THE APPROPRIATE LEVEL OF READINESS, WOULD THEY HAVE PRIORITY FOR REBALANCED FUNDS?

ALFREDO PEDROZA, CHAIR: COMMISSIONER LICCARDO, WE JUST NEED TO MAKE SURE WE STAY ON TOP OF THE CURRENT MOTION NOT WHAT WOULD COME BACK, I UNDERSTAND THE QUESTION YOU'RE ASKING.

SAM LICCARDO: IT DETERMINES WHETHER OR NOT I'M GOING TO SUPPORT THIS MOTION.

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ALFREDO PEDROZA, CHAIR: FAIR POINT.

THERESE MCMILLAN: MAYBE I CAN TAKE A SHOT. RIGHT NOW, TODAY, LEVEL ONE SET OF PROJECTS INCLUDES THOSE AS SIGNIFICANT AS I DESCRIBED EARLIER, SIGNIFICANT, THAT, I DON'T ANTICIPATE CHANGING GOING FORWARD. NOW THE STAGE GATE PROCESS, AS THERESE DESCRIBED IN THE LONGER TERM, WOULD ESTABLISH THE PROCESS BY WHICH YOU COULD EVENTUALLY ENTER LEVEL ONE, RIGHT? AT SOME POINT, BUT FOR THE REBALANCING IN TWO OR THREE MONTHS, AT THAT POINT THE LEVEL ONE COHORT MORE THAN LIKELY REMAINS THE SAME OVERALL. THAT SAID, WHAT'S IMPORTANT IN THE REBALANCING IS HAVING A MUCH CLEARER UNDERSTANDING OF WHAT READINESS CRITERIA ENTAILS AND THAT'S WHERE WE'RE GOING TO BE BRINGING FORWARD, WITH THE STAGE GATE PROCESS IS, IS IT READY IN LEVEL ONE THAT ESTABLISHES, AND THE QUESTION IS WHAT WOULD BE THE FACTORS TO CONSIDER IN REBALANCING. ONE OF THE KEY THINGS TO THAT WOULD BE RELATIVE TO THE READINESS OF PROJECTS AT THAT POINT IN TIME, AND THAT WOULD BE BASED ON A NUMBER OF CONSIDERATIONS THAT WILL ARTICULATED IN TERMS OF A SET OF CRITERIA. DOES THAT HELP?

SAM LICCARDO: HONESTLY NOT QUITE. I KNOW YOU'RE DOING YOUR BEST, THERESE, TO GET AT THIS. LET ME JUST TRY ONE MORE CUT AT IT. ALL THINGS EQUAL, ASSUMING THE READINESS, FROM STAFF'S ANALYSIS IS DETERMINED THAT ALL FEDERALLY COMMITTED PROJECTS

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ARE PLENTY READY. THE QUESTION THEN WOULD BE WILL THERE BE SOME FEDERAL FUNDED COMMITMENT FOR PROJECT FOR THE REBALANCED DOLLARS?

THERESE MCMILLAN: I THINK WHAT YOU'RE ATTEMPTING TO SAY IS THAT PROJECTS IN A -- OF A FEDERALLY -- AS I DESCRIBED, THAT CAN LOOK DIFFERENT DEPENDING ON THE PROJECT -- BY DEFINITION, ESTABLISHES A UNIQUE LEVEL OF READINESS THAT WOULD BE KEY. IS IT AT THE ONLY ONE? NOT NECESSARILY. BUT IT'S AN ESSENTIAL ONE, IN TERMS OF THE RELATIVE, IF THAT MAKES SENSE.

SAM LICCARDO: THAT'S VERY HELPFUL. THANK YOU. I KNOW THAT THERE IS CERTAINLY PROTOCOL, IN THIS COMMISSION, WE ALL TRY TO WORK COLLABORATIVELY TOGETHER, BUT WE AGREE THAT THERE IS NO PROHIBITION ON AGENCIES SUBMITTING REQUESTS FOR AMOUNTS IN EXCESS OF WHAT MIGHT BE DESIGNED IN AUGMENT ONE. IS THAT FAIR?

THERESE MCMILLAN: STATUTORY OR ADMINISTRATIVE PROHIBITION, THE QUESTION IS, WHAT IMPACT THAT WOULD HAVE IN TERMS OF, YOU KNOW, THE REGION'S OBJECTS AND IMPACT IN TERMS OF COLLABORATION GOING FORWARD.

SAM LICCARDO: RIGHT. WE'RE LITERALLY GETTING DIRECTIONS FROM PRETTY KNOWLEDGEABLE FOLKS IN THE MIX IN SACRAMENTO SAYING, WE'RE CONCERNED IF YOU VOTE FOR THIS, YOU'RE NOT GOING TO BE

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ABLE TO GET THE MONEY YOU NEED IN THE TIME YOU NEED IT, SO I'M TRYING TO FIGURE OUT HOW TO BALANCE THAT. OBVIOUSLY WE'RE ALL ON A TIGHT ROPE. I UNDERSTAND EVERYBODY IS IN A SIMILAR POSITION. I CAN VOTE FOR THIS. ASSUMING THAT IT'S CLEAR THAT IF WE'RE NOT ABLE TO FIND A BETTER SOLUTION IN THE NEXT SEVERAL WEEKS, AND I UNDERSTAND IT'S ONLY A MATTER OF WEEKS BEFORE WE SUBMIT, WE MAY NEED TO SUBMIT FOR SOMETHING IN EXCESS OF $450 MILLION WHICH IS ALLOCATION ON LEVEL ONE AND I JUST DON'T WANT ANYONE TO BE SURPRISED, AND I GUESS OTHER AGENCIES MAY DO THE SAME AS WELL BASED ON CONVERSATIONS WITH OTHER AGENCIES. SO, I WOULD -- YOU KNOW, I AM -- I GUESS WHAT I'M SAYING IS, I'M MAKING IT CLEAR ON THE RECORD WHAT MY VOTE MEANS AND WHAT IT DOESN'T MEAN. I UNDERSTAND EVERYONE HAS TRIED THEIR BEST TO TRY TO GET TO THE GOAL LINE, BUT I THINK -- I HOPE MY COLLEAGUES APPRECIATE THAT, FOR US, IS SOMETHING OF AN EXISTENTIAL ISSUE FOR THIS PROJECT. THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU COMMISSIONER LICCARDO. COMMISSIONER MILEY, FINAL COMMENTS?

NATHAN MILEY: YES. THANK YOU. AND I'M SORRY TO PROLONG THIS, CHAIR. BUT THE STAFF REPORT SPECIFICALLY CALLS OUT DTX. BUT THE STAFF ORALLY STATED THAT ALL PROJECTS WOULD RECEIVE EQUAL CONSIDERATION. SO WHAT IS IT? WHY IS IT WHEREIN THAT DTX IS CALLED OUT IN THE STAFF REPORT? AND ALL I HAVE BEEN ASKING

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FOR, IF YOU'RE GOING TO CALL OUT DTX, PUT VALLEY LINK IN THERE, AS WELL. THAT'S ALL I'M ASKING. YOU KNOW? I HAVE NO PROBLEM WITH DTX, BUT I FEEL VALLEY LINK, IF YOU ARE GOING TO SPECIFY DTX IN THE WRITTEN REPORT, THEN PUT VALLEY LINK IN THERE, AS WELL. SO, WHAT IS IT? IT'S EQUAL CONSIDERATION, IN THE STAFF REPORTS SPECIFY ONE PROJECT, AND NOT SPECIFY THE OTHERS? DO WE GO ON ORAL REPRESENTATION? WHAT'S IT GOING TO -- I'M STRUGGLING WITH THIS, WE HAVE GOT TO UNDERSTAND WHAT DOES IT ALL MEAN

ALFREDO PEDROZA, CHAIR: I UNDERSTAND YOUR CONCERN COMMISSIONER MILEY. LET'S JUST ASK THE QUESTION, ALIX, I SEE YOUR HAND RAISED. COULD WE CLARIFY FOR COMMISSIONER MILEY?

ALIX BOCKELMAN: THANK YOU. I APPRECIATE THAT QUESTION. I BELIEVE THE STAFF REPORT BEFORE YOU TODAY WAS REALLY TRYING TO RESPOND TO COMMITTEE QUESTIONS AND THERE WERE SPECIFIC QUESTIONS ABOUT DTX AND SO THAT'S WHAT THE STAFF REPORT WAS TRYING TO DO HOWEVER, THE ACTION YOU'RE TAKING TODAY IS TO APPROVE THE RESOLUTIONS BEFORE YOU, AND THOSE DO NOT, SORT OF, PROVIDE, SORT OF, I DON'T KNOW, PREFERENTIAL TREATMENT TO ANY SPECIFIC PROJECT, YOU KNOW, OTHER THAN THE LEVELS AND THE FUNDING AMOUNTS THAT WE HAVE ALREADY TALKED ABOUT. JUST TO BE CLEAR ON THAT, I THINK IN THE MEMO BEFORE YOU, WE WERE

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RESPONDING TO SPECIFIC QUESTIONS THAT WERE RAID BY THE COMMITTEE.

NATHAN MILEY: THANK YOU.

ALFREDO PEDROZA, CHAIR: THANK YOU ALIX. ALL RIGHT, COMMISSIONERS. NO DOUBT WE HAVE HAD A GREAT CONVERSATION HERE BUT WE HAVE A MOTION ON THE FLOOR BY COMMISSIONER RABBIT, SECOND BY COMMISSIONER WORTH. SEEING NO FURTHER HANDS RAISED. LET'S PROCEED WITH THE ROLL CALL VOTE.

CLERK OF THE BOARD: CHAIR PEDROZA?

ALFREDO PEDROZA, CHAIR: YES.

CLERK OF THE BOARD: VICE CHAIR JOSEFOWITZ?

NICK JOSEFOWITZ, V. CHAIR: YES.

CLERK OF THE BOARD: COMMISSIONER ABE-KOGA IS ABSENT. COMMISSIONER AHN?

EDDIE AHN: YES.

CLERK OF THE BOARD: COMMISSIONER CANEPA?

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DAVID CANEPA: YES.

CLERK OF THE BOARD: COMMISSIONER CHAVEZ?

CINDY CHAVEZ: YES. WITH SAM'S NOTICE, YES.

CLERK OF THE BOARD: COMMISSIONER CONNOLY?

DAMON CONNOLLY: AYE.

CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI?

CAROL DUTRA-VERNACI: AYE.

CLERK OF THE BOARD: COMMISSIONER FLEMING?

VICTORIA FLEMING: YES.

CLERK OF THE BOARD: COMMISSIONER GLOVER?

FEDERAL D. GLOVER: YES.

CLERK OF THE BOARD: COMMISSIONER LICCARDO?

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SAM LICCARDO: YES, WITH THE RESERVATIONS NOTED.

CLERK OF THE BOARD: COMMISSIONER MILEY?

NATHAN MILEY: YES.

CLERK OF THE BOARD: COMMISSIONER PAPAN?

GINA PAPAN: YES.

CLERK OF THE BOARD: COMMISSIONER RABBIT?

DAVID RABBIT: AYE.

CLERK OF THE BOARD: COMMISSIONER RONEN?

HILLARY RONEN: AYE.

CLERK OF THE BOARD: COMMISSIONER SCHAFF?

LIBBY SCHAFF: AYE.

CLERK OF THE BOARD: COMMISSIONER SPERING SOMETHING.

JAMES P. SPERING: AYE.

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CLERK OF THE BOARD: COMMISSIONER WORK?

AMY R. WORTH: AYE.

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

ALFREDO PEDROZA, CHAIR: COMMISSIONERS, THANK YOU VERY MUCH. I KNOW THERE WAS A LOT OF THOUGHT PUT INTO THIS VOTE AND THIS DISCUSSION, AND I APPRECIATE STAFF. YOU DEMONSTRATE THE PROCESS WE FOLLOW WHICH IS DOING WHAT'S RIGHT FOR THE REGION RECOGNIZING PRESSURE POINTS LOCALLY, AND I THINK THIS PROCESS CODIFIES WE WANT TO DO WHAT'S RIGHT AND WANT TO BE FAIR AND EQUITABLE AND WE WANT TO SUPPORT PROJECTS THAT DELIVER RESULTS NOW. THANK YOU FOR DEMONSTRATING THAT COMMITMENT OVER AND OVER THROUGH THE PROCESS THAT WE TAKE. AT THIS POINT WE'RE GOING TO MOVE ON TO ITEM 14 ON OUR AGENDA. PUBLIC COMMENT. I'LL ASK THE CLERK TO LIST ITEMS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED WITH THIS ITEM AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. INTO THE RECORD. ALSO IF THERE IS ANY MEMBER OF THE PUBLIC THAT WISHES TO MAKE GENERAL PUBLIC COMMENT, PLEASE RAISE YOUR HAND OR PRESS *9.

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CLERK OF THE BOARD: I HAVE RECEIVED NOTHING IN WRITING FOR GENERAL PUBLIC COMMENT. AND I SEE NO MEMBER OF THE PUBLIC WITH THEIR HAND RAISED.

ALFREDO PEDROZA, CHAIR: THANK YOU TO ALL MEMBERS OF THE PUBLIC THAT ATTENDED TODAY. WE'RE GOING TO ADJOURN THE MEETING OF THE METROPOLITAN TRANSPORTATION COMMISSION TO THE NEXT MEETING WEDNESDAY, NOVEMBER 16TH. ANY CHANGES WILL BE DULY NOTED. THANK YOU COMMISSIONERS. [ADJOURNED]

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