

# **TIP Amendment Memoranda**

# Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2015

Agenda Item 2c

## Resolution No. 4175, Revised

**Subject:** 2015 Transportation Improvement Program (TIP) Amendment 2015-21.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-21 makes revisions to 11 projects with a net increase in funding of approximately \$77 million. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulatis Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of \$13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add additional funding for the San Rafael to Larkspur extension (\$13.9 million in Regional Measure 2 funding and \$20 million in Regional Transportation Plan – Long-Range Plan Funds) and to update the total cost of the project;
- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with \$1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint

requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC/ABAG Library in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and final approval.

**Issues:** None

**Recommendation:** Refer Resolution No. 4175, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-21  
MTC Resolution No. 4175, Revised

# Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2015

Agenda Item 2b

## Resolution No. 4175, Revised

**Subject:** 2015 Transportation Improvement Program (TIP) Amendment 2015-17.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-17 makes revisions to 81 projects with a net increase in funding of approximately \$12 million. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and \$5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with \$750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Updates the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC/ABAG Library in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and final approval.

**Issues:** Amendment 2015-17 contains changes that are contingent upon Commission approval of programming changes included in the Programming and Allocation's Committee Item 3a: the allocation of \$6.1 million in Regional Measure 2 (RM2) funds to the Sonoma Marin Area Rail Transit District (SMART) for vehicle procurement activities and revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program to revise the County Congestion Management Agency (CMA) program.

A concurrent amendment, Amendment 2015-18, adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements Project (Project), to the 2015 TIP with a net increase in funding of approximately \$74 million. The addition of this project in the TIP requires an amendment to Plan Bay Area and an update to the Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2015 TIP. Because of these additional actions, Amendment 2015-18 is being reviewed along with those items at the Planning Committee meeting on September 11, 2015. The Commission will consider action on both TIP Amendments 2015-17 and 2015-18 at its September 23 meeting.

**Recommendation:** Refer Resolution No. 4175, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-17  
MTC Resolution No. 4175, Revised

# Metropolitan Transportation Commission Programming and Allocations Committee

July 8, 2015

Agenda Item 2b

## Resolution No. 4175, Revised

**Subject:** 2015 Transportation Improvement Program (TIP) Amendment 2015-14.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-14 makes revisions to 12 projects with a net increase in funding of approximately \$241 million. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of \$199 million in Proposition 1B funding and \$3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects; and
- Update the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. A summary list of the projects in the amendment is attached and is also available in the MTC/ABAG Library in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and final approval.

**Issues:** This revision to the 2015 TIP contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of the Great Highway Restoration project. While staff does not expect a negative finding, the task force will not meet until July 23, 2015, and the result will be known then. If the Task Force does make a negative finding for this project, it will be removed from this revision to the 2015 TIP.

**Recommendation:** Refer Resolution No. 4175, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-14  
MTC Resolution No. 4175, Revised

# Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2015

Agenda Item 2b

## Resolution No. 4175, Revised

**Subject:** 2015 Transportation Improvement Program (TIP) Amendment 2015-11.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/>.

Amendment 2015-11 makes revisions to 34 projects with a net increase in funding of approximately \$112 million. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration’s Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint

requirements of the TIP; therefore, a conformity determination is not required and the 2015 TIP remains financially constrained. A summary list of the projects in the amendment is attached and is also available in the MTC/ABAG Library in Oakland, CA, and is posted on the Internet at: <http://www.mtc.ca.gov/funding/tip/revisions>.

The TIP public participation process also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission's approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and final approval.

**Issues:**

This revision to the 2015 TIP contains programming changes that are contingent upon the following actions:

- The Commission's approval of the programming changes included in Item 2e (Revisions to the FY2014-15 Transit Capital Priorities Preliminary Program)
- The Commission's approval of the programming changes included in Item 2g (Revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG) Program to add one project to the Safe Routes to School Program in Marin County); and
- The Commission's approval of the programming changes included in Item 5a (Transit Performance Initiative (TPI) Incentive Program FY2014-15 Round 3 Program of Projects).

**Recommendation:** Refer Resolution No. 4175, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-11  
MTC Resolution No. 4175, Revised

# **2015 TIP Related Documents**

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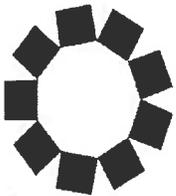
List of public libraries that receive public review documents ..... Attachment B

Postcard announcing availability of the Draft 2013 TIP ..... Attachment C

July 9, 2014 Public Hearing Notice  
(English, Spanish, and Chinese) ..... Attachment D

Newspaper Proof of Publication for notices of  
July 9, 2014 Public Hearing..... Attachment E

Transcript of July 9, 2014 Public Hearing.....Attachment F



# Association of Bay Area Governments CEQA Environmental Review Log

Issue No: 365 Tuesday, April 01, 2014

A listing from the Association of Bay Area Governments of Projects Affecting The Nine-County San Francisco Bay Area

Guide to Listing: Project applications shown in the Newsletter are received and published monthly to notify local governments and other parties about programs requiring intergovernmental review and projects of special significance. For more information, call either the ABAG Clearinghouse at (510) 464-7993 or the contact person.

## Documents Received On Or After Wednesday, April 30, 2014

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
5/28/2014	MULTI-COUNTY		Final EIR	Richmond Bay Campus Long Range Development Plan and Related Documents	Lawrence Berkeley National Laboratory	Jeff Philliber	
<p>The project would establish, construct, and operate a new major research campus on 134 acres of land UC owns in Richmond, California. The proposed RBC 2014 Long Range Development Plan has been prepared by UC Berkeley and UC Lawrence Berkeley National Laboratory; the LRDP would guide development of up to 5.4 million square feet of RBC research, office and support facilities through 2050.</p>							
5/15/2014	MULTI-COUNTY		Final EIR	Golden Gate National Recreation Area & Muir Woods National Monument	Golden Gate National Recreation Area	Planning Devison	(415) 561-4700
<p>The plan identifies the preferred alternatives-- Connecting People with the Parks for parkland in San Mateo, San Francisco, and Marin Counties; and Focusing on National Treasures for Muir Woods and Alcatraz Island-- as reshaped by public comments and the NPS responses to them.</p>							
5/30/2014	MULTI-COUNTY		Draft EIR	San Joaquin Corridor Program	Department of Transportation District 7	Dawn Kukla	(213) 897-3643
<p>The Program proposes to increase the number of passenger train operations within the San Joaquin Corridor from 12 to 22 trains per day; increase Amtrak train speed from 79 miles per hour to 90 mph; and install the requisite track infrastructure to support these operations. The objective is to provide adequate public transportation over this corridor to meet a forecast increase in passengers from 1.2 million per year to 3.2 million per year in 2035</p>							
7/31/2014	MULTI-COUNTY		Notice	Draft 2015 TIP & Draft Transportation-Air Quality Conformity Analysis for the Plan and Draft 2015 TIP	Metropolitan Transportation Commission	MTC	(510) 817-5700

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The 2015 TIP includes projects "programmed" in four fiscal years: FY 2014-15, FY 2015-16, FY 2016-17 and FY 2017-18. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

ALAMEDA COUNTY  
Neg. Dec. City of Alameda 2014 Draft Housing Element Update  
City of Alameda Planning Department  
Andrew Thomas (510) 747-6881

the 2014 Draft Housing Elements is an update to the Housing Element adopted by the City of Alameda in July of 2012.

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
	ALAMEDA COUNTY		Notice	Stonybrook Creek Fish Passage Improvement Project	NRCS	John Harrington	(530) 792-5622
	ALAMEDA COUNTY		Notice	INITIAL STUDY AND PROPOSED NEGATIVE DECLARATION FOR PUD-104 (PUD REZONING AND DEVELOPMENT PLAN)/PUD-81-22-14M (PUD MAJOR MODIFICATION), WORKDAY, INC.	City of Pleasanton	Steve Otto	(925) 931-5608
	<p>This Initial Study (IS) with the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Implementation Program (MMIP) provides the California Environmental Quality Act (CEQA) environmental analysis for the following land use entitlements: PUD-104, Planned Unit Development (PUD) rezoning and development plan to construct a six-story, approximately 430,000 square foot office building, parking garage, and related site improvements at 6110 Stoneridge Mall Road (adjacent to the West Dublin/Pleasanton BART station); and PUD-81-22-14M, PUD Major Modification to the PUD governing Stoneridge Corporate Plaza (6120-6160 Stoneridge Mall Road) to construct a parking garage, surface parking modifications, and related site improvements and to eliminate the public's use of the private landscaped area between the existing office buildings.</p>						
5/23/2014	ALAMEDA COUNTY		NOP	THE CITY OF ALBANY 2035 GENERAL PLAN	City of Albany	Anne Hersch	(510) 528-5760
	<p>The existing City of Albany General Plan was adopted in 1992, and does not address several issues of importance to City residents, such as climate change and sustainability. It is based on data that is more than 20 years old and does not reflect many recently adopted plans and programs. The City of Albany 2035 General Plan will include an updated vision, with goals, policies and actions that anticipate the 2035 build-out, and which also reflect the needs and preferences of the community while ensuring compliance with State law. Information related to the General Plan can be found at <a href="http://www.albany2035.org">www.albany2035.org</a>.</p>						
5/2/2014	ALAMEDA COUNTY		Neg. Dec.	Leona Heights Sulfur Mine Remediation Project	City of Oakland	Darin Ranelletti	(510) 238-3663
	<p>The purpose of the proposed project is to remediate the steeply sloping piles of leftover mining waste rock, or tailings, and stabilize the Leona Creek channel to improve water quality at the abandoned Leona Heights Sulfur Mine in the Oakland Hills. The water quality on the site is impaired due to contact between the mining waste and surface water run-off. The California Regional Water Quality Control Board, San Francisco Bay Region, issued a Cleanup and Abatement Order in May 2013 and this project implements the Order.</p>						
5/29/2014	ALAMEDA COUNTY		Neg. Dec.	Del Monte Warehouse Project	City of Alameda	Andrew Thomas	(510) 747-6881
	<p>The project sponsor proposes to adaptively re-use the Del Monte Warehouse building and develop several new structures on the Del Monte Warehouse site, which is located at 1501 Buena Vista Avenue in the north-central portion of the City of Alameda.</p>						
5/14/2014	ALAMEDA COUNTY		Notice	Laguna Commons	Alameda County Housing and Community Devel. Dep.	Kelly Thiemann	(510) 670-5280
	<p>Alameda County will submit a request to the U&gt;S&gt; Department of Housing and Urban Development for release of \$ 387,000 in Home Investment Partnership Program funds as authorized by the National Affordable Housing Act of 1990, TitleII, as amended, to undertake a project known as Laguna Commons for the purpose of providing affordable housing. Alameda County has determined that the project will have no significant impact on the human environment.</p>						
	CONTRA COSTA COUNTY		Notice	PD-13-03 Williamson Ranch Plaza Planned Development Amendment	City of Antioch	Tina Wehrmeister	(925) 779-7035
	<p>Amend the Williamson Ranch Plaza Planned Development Standards to delete the restriction to medical/professional offices for the buildings at 4851, 4849, 4847, and 4839 Lone Tree Lane</p>						

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
5/10/2014	CONTRA COSTA COUNTY		Neg. Dec.	I-580 Eastbound Express Lanes Project	Department of Transportation	Zachary Gifford	(510) 286-5610
<p>WHAT'S BEING PLANNED. The California Department of Transportation (Caltrans) and the Alameda County Transportation Commission (Alameda CTC) propose to convert the I-580 eastbound high-occupancy vehicle (HOV) lane to an express lane facility. The express lanes will allow HOVs to travel without cost and give solo drivers the option to pay to use the lanes. The project area is from west of Hopyard Road/Dougherty Road to east of Greenville Road in Dublin, Pleasanton, and Livermore, Alameda County</p>							
5/30/2014	CONTRA COSTA COUNTY		NOP	Preparation of Draft Environmental Impact Report for 2014 Update to the Contra Costa Countywide Comprehensive Transportation Plan	Contra Costa Transportation Authority	Brad Beck	(925) 256-4726
<p>The Authority Was established in April 1989 to implement the Measure C Transportation Improvement and Growth Management Program passed by voters in November 1988. Measure C included an Expenditure Plan for allocating revenues from the collection of a one-half percent sales tax to a variety of projects and programs.</p>							
5/15/2014	CONTRA COSTA COUNTY		Notice	Richmond Central Project	City of Richmond	Jonelyn Whales	(510) 620-6785
<p>Multi-Family Units: A total of 172 Apartments , Open Space and Community Amenities: Common open space include a community space and office; public plazas , laundry and exercise. Circulation and Parking: Vehicle access to and from the site would be provided via an entry and exit onto San Mateo Street.</p>							
<p>Approval of second Amendment Settlement Agreement associated with implementation and construction of the Black Diamond Ranch Project and in particular the Somersville Road Widening Project, as well as an Agreement with Contra Costa County for the Joint Exercise of Powers Relating</p>							
5/9/2014	CONTRA COSTA COUNTY		NOP	Chevron Hensley Street and Former Kelham Warehouse Properties Redevelopment Project	City of Richmond	Kieron Slaughter	(510) 620-6706
<p>On the Hensley site , the poposed project would demolish the approximately two dozen existing industrial buildings and ancillary structures on the 43.6-acre site and redevelop the site with two large warehouse buildings and one smaller building to be used for industrial purposes. On the Kelham site, the proposed project would redevelop approximately 18.5 acres of vacant land owned by Chevron with up to five buildings to be used for industrial purposes.</p>							
	CONTRA COSTA COUNTY		Notice	AutoZone, GP-13-01, SP-13-01, Z-13-01, PD-13-02, V-13-01, UP-13-04, AR-13-04	City of Antioch	Mindy Gentry	(925) 779-7035
<p>Stanec, on behalf of AutoZone, Inc. submitted a proposal to develop a 7,928 sq. foot retail store on a 24,590 square foot vacant lot. The proposed project consists of an AutoZone store, master use list for the site, monument sign, parking lot, loading area, site improvements and landscaping.</p>							
5/23/2014	CONTRA COSTA COUNTY		Draft EIR	Brentwood General Plan Update	City of Brentwood	Taira Ordaz	(925) 516-5132
<p>The City of Brentwood is preparing a comprehensive update to its existing General Plan, which was last comprehensively updated in 1993 (a partial update involving the Growth Management, Land Use, and Circulation Elements was completed in 2001). The General Plan Update is expected to be complete in the summer of 2014. The overall purpose of the Brentwood General Plan is to create a policy framework that articulates a vision for the city's long-term physical form and development, while preserving and enhancing the quality of life for Brentwood residents, and increasing opportunities for high-quality local job growth. The key components of the General Plan will include broad goals for the future of Brentwood, and specific policies and actions that will help implement the stated goals. The Brentwood General Plan will include a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map. The State requires that the General Plan contain seven mandatory elements: Land Use, Circulation, Housing, Open Space, Noise, Safety, and Conservation. The Brentwood General Plan will include all of the State-mandated elements, as well as several optional elements, including: Community Services and Facilities, Economic Development, Fiscal Sustainability, Growth Management, and Infrastructure. The Housing Element will be completed separately, and will undergo a separate public review and comment period.</p>							

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
5/1/2014	CONTRA COSTA COUNTY		NOP	TESORO AVON MARINE OIL TERMINAL LEASE CONSIDERATION	California State Lands Commission	Sarah Mongano	(916) 574-1890
<p>Tesorro has applied to the CSLC to implement the Tesoro Avon Marine Oil Terminal Lease Consideration (Project) (Lease No. PRC 3454.1). Please see Attachment 1 for more details. The proposed Project has three components.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Tesoro is seeking approval from the CSLC for a new 30-year lease to continue current operations of the Avon Marine Oil Terminal (Avon Terminal). The Avon Terminal exists and is currently operating; however, issuance of a new 30-year lease will require the preparation of an EIR because, among other potentially significant impacts, there is an inherent risk of oil spills at any facility where petroleum product is routinely transferred over water.</li> <li><input type="checkbox"/> Tesoro will also be conducting upgrades on the Avon Terminal to meet Marine Oil Terminal Engineering Maintenance Standards (MOTEMS).2 Upgrades will include: the decommissioning (demolition and removal) of Berth 1; construction of a new berthing area, Berth 1A; repairs, retrofits, and construction on the existing approach trestle; and demolition and removal of existing Berth 5.</li> <li><input type="checkbox"/> The Project also involves periodic dredging activities to maintain approximately 44 feet depth below mean lower low water (MLLW).</li> </ul>							
5/24/2014	CONTRA COSTA COUNTY		Notice	West Antioch Creek Channel Improvement Project	City of Antioch Community Development Department	Mindy Gentry	(925) 779-7035
<p>The Project is intended to reduce flooding in the Project area by designing for a 25 year level of protection. Currently within the project area, the West Antioch Creek Channel transitions from structural plate steel arch culverts under West Tenth Street, to a concrete-lined ditch covered by wooden planking under a parking lot of 1400 West Tenth Street, to an open concrete-lined ditch adjacent to a carport associated with a neighboring apartment building.</p>							
5/19/2014	MARIN COUNTY		Notice	Upper Road Land Division Project	Town of Ross	Elise Semonian	(415) 453-1453
<p>Request for a Vesting Tentative Subdivision Map for three residential sites and approval of Design Review and Hillside Lot Applications for grading, and retaining wall construction and approvals for a common driveway to serve the sites.</p>							
5/5/2014	MARIN COUNTY		Neg. Dec.	Bolinas Lagoon Open Space Preserve Invasive Spartina Management Project	Marin County Parks	James Raives	(415) 473-3745
<p>Bolinas Lagoon Open Space Preserve provides a brief description of existing site conditions, the proposed modifications and improvements, and the discretionary approvals required for the project to proceed.</p> <p>Environmental Checklist and Discussion – provides specific environmental topic chapters, which address the following:</p> <ul style="list-style-type: none"> <li>i. Environmental setting or conditions that may affect or be affected by the project</li> <li>ii. Potential environmental effects and level of significance likely to result from the project as proposed</li> <li>iii. Mitigation measures to eliminate or substantially reduce the identified potentially significant environmental effects</li> <li>iv. References used in the analyses</li> </ul> <p>Appendices – including relevant technical reports.</p> <p>Bolinas Lagoon</p>							
	SAN FRANCISCO CITY AND COUNTY		Other	24-26 Ord Street	San Francisco Planning Department	Erik Jazewski	(415) 575-6813
<p>The proposed project involves alteration to an existing two-family home built in 1910 including construction of an approximately 900 square-foot two car garage at the street frontage, as well as excavation and conversion of the existing crawl space below the home to residence use.</p>							



Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
5/23/2014	SAN FRANCISCO CITY AND COUNTY		Other	3124 Baker Street	San Francisco Planning Department	Gretchen Hilyard	(415) 558-6378
Rear horizontal addition; change shape of windows on front façade							
4/23/2014	SAN FRANCISCO CITY AND COUNTY		Other	70 Woodacre Dr.	San Francisco Planning Department	Jeanie Poling	(415) 558-6378
Addition of 154.5 sq ft. to the second floor level&1st floor kitchen. Enclosed front yard with stucco garden walls and metal gate							
5/17/2014	SAN FRANCISCO CITY AND COUNTY			Sna Francisco International Airport South Field Cargo Demolition Project	San Francisco Planning Department	Kei Zushi	(415) 575-9036
The proposed project would involve the demolition of 1) a 65 foot tall, three story, 71,387 sf former Trans World Airlines (TWA) Hanger Building, 2) a 27 foot tall, two story, 9,800 sf Skywest Cargo Building and 3) associated ancillary structures including light posts, air conditioning units, smal etc. No new building would constructed as part of this project. The Skywest Cargo Building is located immediately northwest of the TWA Hanger Building							
5/23/2014	SAN FRANCISCO CITY AND COUNTY		Other	259 Fredrick Street	San Francisco Planning Department	Gretchen Hilyard	(415) 558-6378
Request for Historic Review Determination based on Conceptual Plans maximum buildable area at site							
6/13/2014	SAN MATEO COUNTY		Notice	Town of Colma Draft Updated Circulation Element	Town of Colma	Turhan Sonmez	(650) 757-8898
The town of Colma has updated its 1999 Circulation Element by: Removing Projects completed since 1999, Updating tables to include current 2013 traffic data; and Adding Complete Streets policies and provisions to comply with the Complete Streets Act.							
5/26/2014	SAN MATEO COUNTY		Draft EIR	Pacifica General Plan Update	City of Pacifica	Lee Diaz	(650) 738-7341
This chapter introduces the purposes and objectives of the proposed Pacifica General Plan and summarizes specific information describing the proposed Plan that will be used to complete the EIR analysis. This includes a description of the existing regional and local project setting; an outline of the projected population and employment growth rates, and development patterns through the 2035 planning horizon year, the proposed land use diagram; key data tables; and key policy directions. These project descriptions provide the basis for the environmental analysis in Chapter 3.2.1 Regional Location and Planning Boundaries							
Federal Transit Administration Grant CA-90-Z124. This grant requests \$5,496,956.00 in federal funds for replacement cutaway buses, ADA OperatingSubsidy and Replacement of the Advanced Communications System.							
	SAN MATEO COUNTY		Form 424	San Mateo County Transit District	San Mateo Transit District	Rebecca Arthur	(650) 508-6368

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
5/14/2014	SANTA CLARA COUNTY		Draft EIR	Guadalupe Recycling and Disposal Facility and Disposal/Landfill Gas Recovery Facility	City of San Jose	Rebekah Ross	(408) 535-8448
<p>The purpose for the landfill gas collection and control system is to minimize emissions from the landfill and to minimize the potential for landfill gas to migrate laterally from the landfill. The landfill gas collection system at Guadalupe Landfill consists of horizontal and vertical collection wells located in the landfill waste mass.</p>							
5/19/2014	SANTA CLARA COUNTY		Draft EIR	North Forty Specific Plan	Town of Los Gatos	Joel Paulson	(408) 354-6872
<p>The proposed project is a specific plan for future development of the Plan Area. Development is expected to take place over a five to 20-year time period. The Draft Specific Plan provides a framework and development standards for the development of vacant parcels and redevelopment of the already-developed parcels. The Plan Area is divided into three districts (Lark, Transition, and Northern), within which a mix of commercial and residential uses is envisioned. The Draft Specific Plan limits total non-residential floor area to 580,000 square feet following maximum development capacities are established for each type of non-residential use: 250,000 square feet of office/hotel, and 400,000 square feet of commercial (includes: restaurants, retail, specialty market, health club, personal services, and entertainment). A hotel with or without a conference center is also allowed, potentially providing for between 200 and 250 conference participants.</p>							
5/12/2014	SANTA CLARA COUNTY		NOP	Guadalupe Landfill - Gas Recovery Facility Relocation Project File No. PDA93-018-03	City of San Jose	Rebekah Ross	(408) 535-8448
<p>As required by regulation, a landfill gas collection and control system has been installed at the Guadalupe Landfill. The landfill gas collection and control system removes landfill gas created by the anaerobic decomposition of waste and converts it to energy or burns excess emissions in a flare. The Gas Recovery Facility uses the landfill gas as a fuel for engine-generator sets to produce electricity. The control facilities are mitigation elements of the original Guadalupe Landfill Project because the destruction of landfill gas by the control facilities reduces the emissions from the landfill that would otherwise occur in the absence of the collection and control system.</p>							
5/29/2014	SOLANO COUNTY		Neg. Dec.	Rolling Hills Lane Minor Subdivision MS 14-01	Solano County Department of Resource Management	Nedzlene Ferrario	(707) 784-6765
<p>Subdivide 41 acres into one 21 acre parcel and one 20 acre parcel.</p>							
	SONOMA COUNTY			Construction of a de-aeration system to increase available production capacity from two existing water supply wells	City of Cloverdale	John Locey	(707) 576-7322
<p>Construction of a de-aeration system to increase available production capacity from two existing water supply wells</p>							

## Attachment B

Attn: Documents Dept. Alameda County Business Library 2450 Stevenson Boulevard Fremont, CA 94538-2326	214	Nancy Atkins Documents Librarian Solano County Library John F. Kennedy Library Branch 505 Santa Clara Street Vallejo, CA 94590-5922	214	Attn: Documents Dept. Berkeley Public Library Main Branch 2090 Kittredge Street Berkeley, CA 94704-1491	214
Attn: Documents Dept. City of Palo Alto Library, Main Branch 1213 Newell Road Palo Alto, CA 94303-2999	214	Attn: Documents Dept. Contra Costa County Library Pleasant Hill Branch 1750 Oak Park Boulevard Pleasant Hill, CA 94523-4497	214	Attn: Documents Dept. Contra Costa County Library Concord Branch 2900 Salvio Street Concord, CA 94519-2597	214
Attn: Documents Dept. Contra Costa County Library Antioch Branch 501 West 18th Street Antioch, CA 94509-2292	214	Ms. Elaine Crepeau Head, Technical Services Belvedere Tiburon Library 1501 Tiburon Boulevard Tiburon, CA 94920-2530	214	Attn: Documents Dept. Dixon Public Library 230 North First Street Dixon, CA 95620-3028	214
Attn: Documents Dept. Hayward Public Library 835 C Street Hayward, CA 94541-5120	214	Attn: Documents Dept. Livermore Public Library 1188 South Livermore Avenue Livermore, CA 94550-9315	214	Attn: Documents Dept. Los Gatos Public Library 110 East Main Street Los Gatos, CA 95030-6981	214
MTC-ABAG Library	214	Attn: Documents Dept. Napa City-County Library 580 Coombs Street Napa, CA 94559-3396	214	Attn: Documents Dept. Novato Regional Library 1720 Novato Boulevard Novato, CA 94947-3084	214
Attn: Magazine Dept. Oakland Public Library Main Branch 125 14th Street Oakland, CA 94612-4310	214	San Leandro Community Library 300 Estudillo Avenue San Leandro, CA 94577-4783	214	Attn: Documents Dept. San Mateo County Library Half Moon Bay Branch 620 Correas Street Half Moon Bay, CA 94019-1998	214
Attn: Documents Dept. San Mateo Public Library Main Branch 55 West Third Avenue San Mateo, CA 94402-1592	214	Attn: Documents Dept. San Ramon Branch Library 100 Montgomery Street San Ramon, CA 94583-4707	214	Attn: Documents Dept. Santa Clara City Library Main Branch 2635 Homestead Road Santa Clara, CA 95051-5387	214
Attn: Documents Dept. Santa Clara County Library Gilroy Branch 350 West 6th Street Gilroy, CA 95020-6106	214	Attn: Documents Dept. Sonoma County Library Central Branch Third and E Streets Santa Rosa, CA 95404-4400	214		

**Public libraries that receive public review  
documents in electronic format (CD).**

Alameda County Library  
Newark Branch  
6300 Civic Terrace Avenue  
Newark, CA 94560-3795

215 Attn: Documents Dept.  
Calistoga Public Library  
1108 Myrtle Street  
Calistoga, CA 94515-1730

215 Attn: Documents Dept.  
Daly City Public Library  
40 Wembley Drive  
Daly City, CA 94015-4399

215

Attn: Documents Dept.  
Dr. Martin Luther King, Jr. Library  
150 East San Fernando Street  
San Jose, CA 95112-3580

215 Attn: Documents Dept.  
Marin County Free Library  
3501 Civic Center Drive, Room 414  
San Rafael, CA 94903-4189

215 Attn: Documents Dept.  
Mill Valley Public Library  
375 Throckmorton Avenue  
Mill Valley, CA 94941-2698

215

MTC-ABAG Library

215 Attn: Documents Dept.  
Petaluma Regional Library  
100 Fairgrounds Drive  
Petaluma, CA 94952-3369

215 Attn: Documents Dept.  
Redwood City Public Library  
1044 Middlefield Road  
Redwood City, CA 94063-1868

215

Attn: Documents Dept.  
Richmond Public Library  
325 Civic Center Plaza  
Richmond, CA 94804-1659

215 Attn: Government Documents  
San Francisco Public Library  
Main Branch  
100 Larkin Street  
San Francisco, CA 94102-4705

215 Attn: Documents Dept.  
Solano County Library  
Fairfield Civic Center Library Branch  
1150 Kentucky Street  
Fairfield, CA 94533-5799

215

Attn: Documents Dept.  
Sunnyvale Public Library  
665 West Olive Avenue  
Sunnyvale, CA 94086-3707

215

**Public libraries that receive paper copy  
of public review documents.**

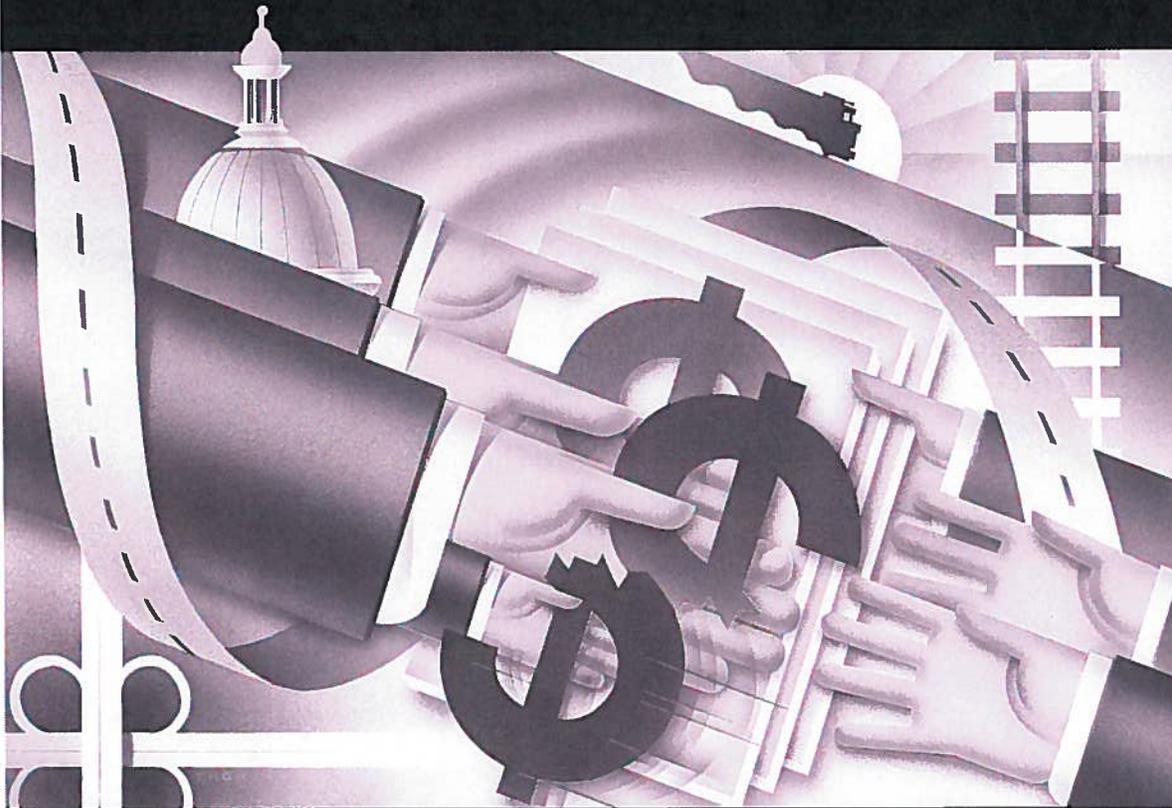
**Draft 2015 Transportation Improvement Program (TIP)  
& Draft Air Quality Conformity Analysis**

***Released for  
Public Review***

The Transportation Improvement Program (TIP) lists the near-term transportation projects, programs and investment priorities for the San Francisco Bay Area's surface transportation system – projects that have a federal interest and locally and state-funded regionally significant projects.



***Deadline for comments is July 31, 2014***





**View and comment on the Draft 2015 TIP & Draft Transportation Air Quality Conformity Analysis for Plan Bay Area and Draft 2015 TIP**

- Online at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm),
- At major public libraries in the nine Bay Area counties,
- For the library closest to you, call MTC's Public Information Office at 510.817.5757, or visit the above-mentioned web link.

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee meeting, on Wednesday, July 9, 2014, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at 101 Eighth Street, Oakland (Across from the Lake Merritt BART Station).

The deadline for written comments is 5 p.m. on Thursday, July 31, 2014. Submit comments to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or fax to MTC at 510-817-5848 or send via e-mail to <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 10, 2014 meeting, MTC's Programming and Allocations Committee will consider public comments received; approval of the final documents is expected September 24, 2014, at the MTC Commission meeting.

**Accessible Meetings**

Sign Language interpreters or readers will be provided for the hearing if requested at least three business days in advance; every effort will be made to provide interpreters for non-English speakers if requested at least three business days in advance. To make your request, please call 510-817-5757.

¿Necesita este documento o información en español? Llame al 510-817-5656.

如果您需要我們翻譯這份文件，請電：510-817-5688。

Joseph P. Bort MetroCenter  
101 Eighth Street, Oakland, CA 94607  
TEL: 510.817.5700 • TTY/TDD: 510.817.5769  
E-MAIL: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

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# Attachment D

## Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) Draft 2015 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2015 TIP was developed to be consistent with MTC's *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.
- 2) Draft Transportation-Air Quality Conformity Analysis for the Plan and Draft 2015 TIP:** MTC is also preparing a new transportation-air quality conformity analysis for the Plan and Draft 2015 TIP. The Draft 2015 TIP only includes projects consistent with *Plan Bay Area*. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2015 TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting June 26, 2014, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/> and at <http://www.mtc.ca.gov/funding/tip/index.htm>.

A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for:

**Wednesday, July 9, 2014, 9:40 a.m.**, or immediately following  
MTC's Administration Committee meeting, whichever occurs later,  
101 Eighth St., Oakland, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its regularly scheduled September Programming and Allocations Committee meeting, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the

final transportation-air quality conformity analysis and the 2015 TIP on Wednesday, September 24, 2014, during its regularly scheduled Commission meeting.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

###

## Comisión Metropolitana de Transporte

### Aviso de Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

- 1) **Anteproyecto de Programa de Mejora de Transporte (TIP) 2015:** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. El Anteproyecto del TIP de 2015 fue desarrollado para ser compatible con el *Plan Bay Area* de la MTC, el plan para los próximos 28 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.
- 2) **Anteproyecto del Análisis de conformidad del transporte con la calidad del aire para el Plan y Anteproyecto del TIP de 2015:** MTC también está preparando un nuevo análisis de la conformidad del transporte con la calidad del aire para el Plan y Anteproyecto del TIP de 2015. El Anteproyecto de TIP 2015 sólo incluye proyectos consistentes con el *Plan Área de la Bahía*. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Habrá disponibilidad de copias del Anteproyecto del TIP 2015, el cual incluye el análisis de límites financieros y el anteproyecto del Análisis de conformidad del transporte con la calidad del aire, para su revisión pública a partir del 26 de junio de 2014 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en <http://www.mtc.ca.gov/> y en <http://www.mtc.ca.gov/funding/tip/index.htm>.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la reunión de julio del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

**Miércoles, 9 de julio de 2014 a las 9:40 a.m.**, o inmediatamente después de la reunión del Comité Administrativo de MTC, lo que ocurra al último.

101 Eighth St., Oakland, California

Se pueden enviar comentarios por escrito a la Oficina de Información al Público de MTC, a la dirección 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves, 31 de julio de 2014. Para obtener más información, llame a la Oficina de Información al Público de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria de septiembre el Comité de Programación y Asignaciones, MTC considerará los comentarios públicos recibidos al final del período de comentarios. MTC tiene programado aprobar el análisis final de conformidad del transporte con la calidad del aire y el TIP 2015 para el miércoles, 24 de septiembre de 2014, durante su reunión ordinaria de la Comisión.

¿Necesita los materiales escritos con letra más grande o en Braille para participar en las reuniones de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo de ayuda? ¿El inglés es su segundo idioma? ¿Necesita una traducción de nuestros documentos? ¿Necesita que esté presente un intérprete que hable su idioma en alguna de nuestras reuniones?

¡Podemos ayudar! Puede solicitar asistencia llamando al 510-817-5757 o al 510-817-5769 para TDD/TTY. Visite [www.mtc.ca.gov](http://www.mtc.ca.gov) para obtener más información. Requerimos de un aviso con al menos tres días de anticipación para proporcionar asistencia razonable. De ser posible, preferimos que nos avise con más tiempo de anticipación. Haremos todo lo posible por hacer los arreglos tan pronto como sea posible.

###

**大都會交通運輸委員會**  
**公開聽證會通知**

大都會交通運輸委員會 (MTC) 邀請感興趣的人士對下述交通方案草案文件進行評論:

**1) 2015 交通運輸改善方案 (TIP) 草案**

這是區域內的交通方案文件，包括且不局限於下列地面交通：公共交通，高速公路，當地道路，自行車和行人項目，這些項目在未來四年預計有聯邦、州或當地撥款，受聯邦行動要求並且有區域重要意義。TIP 每年都會受財政制約，每四年必須更新一次。

**2) 針對 2015 TIP 草案和規劃的交通空氣質量整合分析草案**

MTC 通在為規劃和 2015 TIP 草案準備交空氣質量整合分析。2015 TIP 草案只包括了那些與規劃灣區一致的項目。

2015 年 TIP 草案的副本，包括財政限制分析和交通空氣質量整合分析草案，將在 2014 年 6 月 26 日 MTC 圖書館面向公眾，它也會出現在灣區九個縣的其他大型公共圖書館。您可以上網瀏覽該文件 <http://www.mtc.ca.gov/> 和 <http://www.mtc.ca.gov/funding/tip/index.htm>。

在 MTC 七月的方案和分配委員會會議過程中，將舉行公開聽證會，接受公眾對這些文件的見證。聽證會定於：

**2014 年 7 月 9 日 星期三 9:40 a.m.**，或者在  
MTC 行政委員會會議之後，按兩者中較晚發生為準  
101 Eighth St., Oakland, California

您可以將書面評論遞交至 101 Eighth St., Oakland, CA 94607 的 MTC 公共信息辦公室，或者通過傳真方式 510-817-5848 及郵件方式 [info@mtc.ca.gov](mailto:info@mtc.ca.gov)。書面評論遞交截止日期為 2014 年 7 月 31 日星期四。您可以撥打 MTC 公共信息辦公室的電話 510/817-5757 獲取更多信息。該通知同時還滿足了聯邦公共交通管理 (FTA) 年度項目方案的公眾參與要求。

在九月份舉行的常規方案和分配委員會上，MTC 將會審核那些在評論截止之前提交上來的意見。MTC 預計將於 2014 年 9 月 24 日星期三批准通過最終交通空氣質量整合分析以及 2015 TIP。

您在 MTC 或者 BATA 的會議中是否需要大號字體印刷材料或者盲文？您是否需要手語翻譯或者其他協助？英語是您的第二語言嗎？您是否需要文件的翻譯？您參加會議是否需要翻譯？

我們可以協助您！您可以通過撥打 510-817-5757 或者 510-817-5769 TDD/TTY 來尋求幫助。請瀏覽 [www.mtc.ca.gov](http://www.mtc.ca.gov) 查閱更多信息。為了給您提供合適的安排，我們需要提前三天通知。我們希望您能更早的通知。我們會盡一切可能為您提供及時的幫助。

###

On the following pages are the Proof of Publication for notices of the July 9, 2014 Public Hearing on the Draft 2015 TIP that were published in the following newspapers:

California Voice  
Contra Costa Times  
El Mensajero  
Fairfield Daily Republic  
Marin Independent Journal  
Napa Valley Register  
Oakland Tribune  
San Francisco Examiner  
San Jose Mercury News  
San Mateo Times  
Santa Rosa Press Democrat  
Sing Tao

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Special Services Available in Phoenix

**DECLARATION**

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**CALIFORNIA VOICE**

On the following dates:

**June 29, 2014**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this  
29<sup>th</sup> day of June 2014

**METROPOLITAN  
TRANSPORTATION  
COMMISSION  
NOTICE OF  
PUBLIC HEARING**

Interested persons are invited by the Metropolitan

Signature

**2636443**

Transportation Commission (MTC) to comment on the following draft transportation programming documents: 1) Draft 2015 Transportation Improvement Program (TIP); This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2015TIP was developed to be consistent with MTC's Plan Bay Area, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area. 2) Draft Transportation-Air Quality Conformity Analysis for the Plan and Draft 2015 TIP: MTC is also preparing a new transportation-air quality conformity analysis for the Plan and Draft 2015 TIP. The Draft 2015 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2015TIP,

which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting June 26 2014, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/> and at <http://www.mtc.ca.gov/funding/tip/index.htm>.

A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for: **Wednesday, July 9, 2014, 9:40 a.m.**, or immediately following MTC's Administration Committee meeting, whichever occurs later, 101 Eighth St., Oakland, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA)

annual Program of Projects At its regularly scheduled September Programming and Allocations Committee meeting, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2015 TIP on Wednesday, September 24, 2014, during its regularly scheduled Commission meeting

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible

**6/29/14  
CNS-2636443#  
CALIFORNIA VOICE**



# Contra Costa Times

PO Box 4147  
Walnut Creek, CA 94596  
(925) 935-2525

CALIF. NEWSPAPER SVC.  
BILLING DEPT., PO BOX 60460  
LOS ANGELES CA 90060

## PROOF OF PUBLICATION

FILE NO. 2636444

In the matter of

Contra Costa Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the Contra Costa Times, a newspaper of general circulation, printed and published at 2640 Shadelands Drive in the City of Walnut Creek, County of Contra Costa, 94598

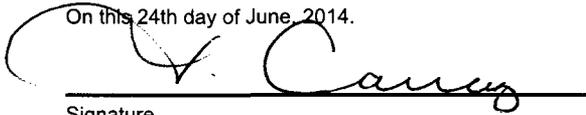
And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of October 22, 1934. Case Number 19764.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/24/2014

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.  
On this 24th day of June, 2014.



Signature

Legal No.

0005218382

### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2015 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2015 TIP was developed to be consistent with MTC's Plan Bay Area, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

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Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC



\* A 0 0 0 0 0 3 4 7 1 1 1 8 \*

via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

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We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

6/24/14  
**CNS-2636444#**  
**CONTRA COSTA TIMES**  
**CCT 5218382**  
**June 24, 2014**

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**EL MENSAJERO**

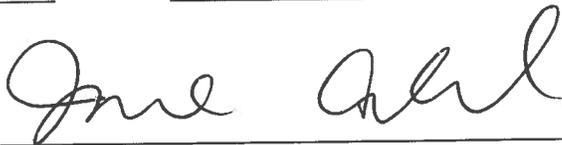
On the following dates:

**6/29/14**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

29<sup>th</sup> day of JUNE 2014



Signature

**2636461**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/98 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



### COMISIÓN METROPOLITANA DE TRANSPORTE Aviso de Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

1) **Anteproyecto de Programa de Mejora de Transporte (TIP) 2015.** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. El Anteproyecto del TIP de 2015 fue desarrollado para ser compatible con el Plan Bay Area de la MTC, el plan para los próximos 28 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

2) **Anteproyecto del Análisis de conformidad del transporte con la calidad del aire para el Plan y Anteproyecto del TIP de 2015.** MTC también está preparando un nuevo análisis de la conformidad del transporte con la calidad del aire para el Plan y Anteproyecto del TIP de 2015. El Anteproyecto de TIP 2015 sólo incluye proyectos consistentes con el Plan Área de la Bahía. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Habrà disponibilidad de copias del Anteproyecto del TIP 2015, el cual incluye el análisis de límites financieros y el anteproyecto del Análisis de conformidad del transporte con la calidad del aire, para su revisión pública a partir del 26 de junio de 2014 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en <http://www.mtc.ca.gov/> y en <http://www.mtc.ca.gov/funding/tip/index.htm>.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la reunión de julio del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el: **Miércoles, 9 de julio de 2014 a las 9:40 a.m.,** o inmediatamente después de la reunión del Comité Administrativo de MTC, lo que ocurra al último, 101 Eighth St., Oakland, California

Se pueden enviar comentarios por escrito a la Oficina de Información al Público de MTC, a la dirección 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves, 31 de julio de 2014. Para obtener más información, llame a la Oficina de Información al Público de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria de septiembre el Comité de Programación y Asignaciones, MTC considerará los comentarios públicos recibidos al final del periodo de comentarios. MTC tiene programado aprobar el análisis final de conformidad del transporte con la calidad del aire y el TIP 2015 para el miércoles, 24 de septiembre de 2014, durante su reunión ordinaria de la Comisión.

¿Necesita los materiales escritos con letra más grande o en Braille para participar en las reuniones de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo de ayuda? ¿El inglés es su segundo idioma? ¿Necesita una traducción de nuestros documentos? ¿Necesita que esté presente un intérprete que hable su idioma en alguna de nuestras reuniones?

¡Podemos ayudar! Puede solicitar asistencia llamando al 510-817-5757 o al 510-817-5769 para TDD/TTY. Visite [www.mtc.ca.gov](http://www.mtc.ca.gov) para obtener más información. Requerimos de un aviso con al menos tres días de anticipación para proporcionar asistencia razonable. De ser posible, preferimos que nos avise con más tiempo de anticipación. Haremos todo lo posible por hacer los arreglos tan pronto como sea posible.

6/29/14  
CNS-2636461#  
EL MENSAJERO



PROOF OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Solano

I am a citizen of the United States and a resident of Solano County. I am over the age of eighteen years and not a party to, or interested in, this Legal or Public Notice matter. I am the principal Legal Advertising Clerk for the

DAILY REPUBLIC  
1250 Texas Street  
P.O. Box 47  
Fairfield, CA 94533

a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952.

I certify under penalty of perjury that the attached Legal or Public Notice has been published in each regular and entire issue of the Daily Republic, and not in any supplement, on the following date(s):

June 25,

in the year: 2014

By: Stacy Willey  
Stacy Willey, Legal Advertising Clerk

Date: June 25, 2014

This Space For Filing Stamp

METROPOLITAN TRANSPORTATION COMMISSION  
NOTICE OF PUBLIC HEARING

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

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6/25/14  
CNS-2636451#  
DR#24565741  
Published: June 25, 2014.



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# Marin Independent Journal

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PO Box 6150  
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legals@marinij.com

CALIFORNIA NEWSPAPER SERVICE  
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## PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Marin

FILE NO. 2636445#-0005218365

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25566; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/21/2014

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated this 23th day of June, 2014.



Signature

PROOF OF PUBLICATION

Legal No.

0005218365

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6/21/14  
CNS-2636445#  
MARIN INDEPENDENT  
JOURNAL No. 775

THE NAPA VALLEY REGISTER

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Telephone (707) 256-2268 / Fax (707) 256-0743

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California )
County of NAPA ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
2015 TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the NAPA VALLEY REGISTER, a newspaper published in the English language in the city of NAPA, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of NAPA, State of California, under date of 01/01/1900, Case No. . That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit

06/24/2014

Executed on: 06/24/2014
At NAPA, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Handwritten signature over a horizontal line.

Signature

CNS #: 2636447

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6/24/14  
**CNS-2636447#**  
**THE NAPA VALLEY**  
**REGISTER**

# Oakland Tribune

c/o Bay Area News Group-East Bay  
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Oakland, CA 94621  
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CALIF. NEWSPAPER SVC.  
BILLING DEPT., PO BOX 60460  
LOS ANGELES CA 90060

## PROOF OF PUBLICATION

FILE NO. 2636448

In the matter of

Oakland Tribune

The Oakland Tribune

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the Legal Advertising Clerk of the printer and publisher of The Oakland Tribune, a newspaper published in the English language in the City of Oakland, County of Alameda, State of California.

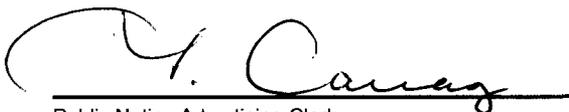
I declare that The Oakland Tribune is a newspaper of general circulation as defined by the laws of the State of California as determined by this court's order, dated December 6, 1951, in the action entitled In the Matter of the Ascertainment and Establishment of the Standing of The Oakland Tribune as a Newspaper of General Circulation, Case Number 237798. Said order states that "The Oakland Tribune is a newspaper of general circulation within the City of Oakland, and the County of Alameda, and the State of California, within the meaning and intent of Chapter 1, Division 7, Title 1 [§§ 6000 et seq.], of the Government Code of the State of California." Said order has not been revoked, vacated, or set aside.

I declare that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

6/25/2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: June 25, 2014



Public Notice Advertisement Clerk

Legal No.

0005218205

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\* A 0 0 0 0 0 3 4 7 1 1 1 6 \*

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6/25/14  
CMS-2636448x  
THE OAKLAND TRIBUNE  
OT 5218205  
June 25, 2014

**SAN FRANCISCO EXAMINER**

This space for filing stamp only

71 STEVENSON 2ND FL, SAN FRANCISCO, CA 94105  
Telephone (415) 359-2723 / Fax (415) 359-2659

Pam Grove  
METRO. TRANS COMM/PUBLIC INFO  
101 8TH ST.  
OAKLAND, CA - 94607

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of SAN FRANCISCO ) ss

Notice Type: HRG - NOTICE OF HEARING

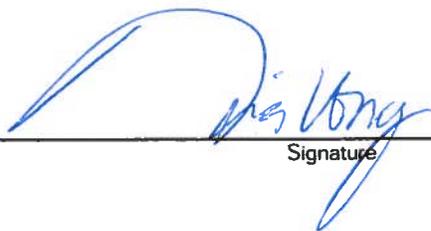
Ad Description:  
2015 TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO EXAMINER, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 10/18/1951, Case No. 410667. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/20/2014

Executed on: 06/20/2014  
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
\_\_\_\_\_  
Signature

CNS #: 2636449

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Notice of  
Public Hearing**

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2) Draft Transportation-Air Quality Conformity Analysis for the Plan and Draft 2015 TIP: MTC is also preparing a new transportation-air quality conformity analysis for the Plan and Draft 2015 TIP. The Draft 2015 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

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A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for:

Wednesday, July 9, 2014, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 101 Eighth St., Oakland, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its regularly scheduled September Programming and Allocations Committee meeting, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2015 TIP on Wednesday, September 24, 2014, during its regularly scheduled Commission meeting.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

8/20/14  
CNS-2636449#  
SAN FRANCISCO EXAMINER



# San Jose Mercury News

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA 95190  
408-920-5332

## PROOF OF PUBLICATION

IN THE  
CITY OF SAN JOSE  
STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

CALIF. NEWSPAPER SVC.  
BILLING DEPT., PO BOX 60460  
LOS ANGELES CA 90060

FILE NO. 2636446

In the matter of

The San Jose Mercury News

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to or interested in the above entitled proceedings; and was at and during all said times and still is the principal clerk of the printer and publisher of the San Jose Mercury News, a newspaper of general circulation printed and published daily in the city of San Jose in said County of Santa Clara, State of California as determined by the court's decree dated June 27, 1952, case numbers 84096 and 84097, and that said San Jose Mercury News is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, professional, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professionals, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said city of San Jose in said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned. Said decree has not been revoked, vacated or set aside.

I declare that the notice, of which the annexed is a true printed copy, has been published in each regular or entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

6/25/2014

Dated at San Jose, California  
06/25/14

I declare under penalty of perjury that the foregoing is true and correct.

Signed



Principal clerk of the printer and publisher of the San Jose Mercury News.

Legal No.

0005218228

### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2015 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2015 TIP was developed to be consistent with MTC's Plan Bay Area, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

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Copies of the Draft 2015 TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting June 25, 2014, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/> and at <http://www.mtc.ca.gov/funding/tip/index.htm>.

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Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC



\* A 0 0 0 0 3 4 7 1 0 8 7 \*

at 500017000 or send via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 5 p.m. on Thursday, July 31, 2014. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

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5/25/14  
CNS-2636446#  
MERCURY NEWS  
SJM# 5218228  
June 25, 2014

# San Mateo County Times

c/o Bay Area News Group  
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San Mateo, CA 94402  
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CALIF. NEWSPAPER SVC.  
BILLING DEPT., PO BOX 60460  
LOS ANGELES CA 90060

## PROOF OF PUBLICATION

FILE NO. 2636450

In the matter of

San Mateo County Times

The undersigned deposes that he/she is the Public Notice Advertising Clerk of the SAN MATEO COUNTY TIMES, a newspaper of general circulation as defined by Government Code Section 6000, adjudicated as such by the Superior Court of the State of California, County of San Mateo (Order Nos. 55795 on September 21, 1951), which is published and circulated in said county and state daily (Sunday excepted).

The PUBLIC NOTICE

was published in every issue of the SAN MATEO COUNTY TIMES on the following date(s):

6/25/2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: June 25, 2014



P



Legal No.

0005218192

### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

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at 510/817-5769 or send  
via e-mail to <info@mtc.ca.gov>. Written  
comments are due by  
5 p.m. on Thursday, July  
31, 2014. For more  
information, call  
MTC's Public Information  
Office at 510/817-  
5757. This notice also  
serves to satisfy the  
public involvement re-  
quirements of the Fed-  
eral Transit Adminis-  
tration (FTA) annual  
Program of Projects.

At its regularly sched-  
uled September Pro-  
gramming and Alloca-  
tions Committee meet-  
ing, MTC will consider  
public comments re-  
ceived by the end of  
the comment period.  
MTC is scheduled to  
approve the final  
transportation-air  
quality conformity  
analysis and the 2015  
TIP on Wednesday,  
September 24, 2014,  
during its regularly  
scheduled Commis-  
sion meeting.

Do you need written  
materials in large type  
or in Braille to partici-  
pate in MTC or BATA  
meetings? Do you  
need a sign language  
interpreter or other  
assistance? Is English  
your second lan-  
guage? Do you need  
one of our documents  
translated? Do you  
need an interpreter  
who speaks your lan-  
guage present at one  
of our meetings?

We can help! You can  
request assistance by  
calling 510-817-5757 or  
510-817-5769 for  
TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more in-  
formation. We require  
at least three days' no-  
tice to provide reason-  
able accommodations.  
We prefer more notice  
if possible. We will  
make every effort to  
arrange for assistance  
as soon as possible.

6/25/14  
CNS-2636450#  
SAN MATEO COUNTY  
TIMES  
SMCT 5218192  
June 25, 2014

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

I am a citizen of the United States and a resident of the county aforesaid: I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation, printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices  
6/25 1x - 06/25/2014

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Dated at Santa Rosa, California, on

06/25/2014

SIGNATURE



This space for County Clerk's Filing Stamp

Proof of Publication of

**METROPOLITAN  
TRANSPORTATION  
COMMISSION  
Notice of  
Public Hearing**

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6/25/14

CNS-2836452#

THE PRESS DEMOCRAT

2873580 - Pub. Jun. 25, 2014

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**DECLARATION**

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**SING TAO (S.F.)**

On the following dates:

**June 25, 2014**

*Please see back -*

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this  
11 day of July 2014

*[Handwritten Signature]*

Signature

**2636465**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



# 大都會交通運輸委員會 公開聽證會通知

大都會交通運輸委員會 (MTC) 邀請感興趣的人士對下述交通方案草案文件進行評論：

- 1) **2015 交通運輸改善方案 (TIP) 草案**：這是區域內的交通方案文件，包括且不局限於下列地面交通：公共交通，高速公路，當地道路，自行車和行人項目，這些項目在未來四年預計有聯邦，州或當地撥款，受聯邦行動要求並且有區域重要意義。TIP 每年都會受財政制約，每四年必須更新一次。
- 2) **針對 2015 TIP 草案和規劃的交通 - 空氣質量整合分析草案**：MTC 也在為規劃和 2015 TIP 草案準備交通 - 空氣質量整合分析。2015 TIP 草案只包括了那些與規劃灣區一致的項目。

2015 年 TIP 草案的副本，包括財政限制分析和交通 - 空氣質量整合分析草案，將在 2014 年 6 月 26 日 MTC 圖書館面向公眾，它也會出現在灣區九個縣的其他大型公共圖書館。您可以上網瀏覽該文件 <http://www.mtc.ca.gov/> 和 <http://www.mtc.ca.gov/funding/tip/index.htm>。

在 MTC 七月的方案和分配委員會會議過程中，將舉行公開聽證會，接受公眾對這些文件的見證。聽證會定於：

**2014 年 7 月 9 日星期三 9:40 a.m.**，或者在  
MTC 行政委員會會議之後，按兩者中較晚發生為準  
101 Eighth St., Oakland, California

您可以將書面評論遞交至 101 Eighth St., Oakland, CA 94607 的 MTC 公共信息辦公室，或者通過傳真方式 510-817-5848 及郵件方式 [info@mtc.ca.gov](mailto:info@mtc.ca.gov)。書面評論遞交截止日期為 2014 年 7 月 31 日星期四。您可以撥打 MTC 公共信息辦公室的電話 510/817-5757 獲取更多信息。該通知同時還滿足了聯邦公共交通管理 (FTA) 年度項目方案的公眾參與要求。

在九月份舉行的常規方案和分配委員會上，MTC 將會審核那些在評論截止之前提交上來的意見。MTC 預計將於 2014 年 9 月 24 日星期三批准通過最終交通 - 空氣質量整合分析以及 2015 TIP。

您在 MTC 或者 BATA 的會議中是否需要大號字體印刷材料或者盲文？您是否需要手語翻譯或者其他協助？英語是您的第二語言嗎？您是否需要文件的翻譯？您參加會議是否需要翻譯？

我們可以協助您！您可以通過撥打 510-817-5757 或者 510-817-5769 TDD/TTY 來尋求幫助。請瀏覽 [www.mtc.ca.gov](http://www.mtc.ca.gov) 查閱更多信息。為了給您提供合適的安排，我們需要提前三天通知。我們希望您能更早的通知。我們會盡一切可能為您提供及時的幫助。

###

METROPOLITAN TRANSPORTATION COMMISSION

PUBLIC HEARING ON DRAFT 2015  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) AND DRAFT AIR  
QUALITY CONFORMITY ANALYSIS FOR  
PLAN BAY AREA AND THE DRAFT 2015  
TIP

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, July 9, 2014

Metropolitan Transportation Commission

Oakland, California

REPORTED BY: AMBER EMERICK

CSR No. 13546

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A T T E N D E E S

MTC COMMISSIONERS:

- David Campos
- Bill Dodd
- Jean Quan
- Bijan Sartipi
- Adrienne Tissier
- Scott Wiener
- Dave Cortese
- Jake Mackenzie
- Alicia Aguirre
- Amy Rein Worth
- James Spering
- Scott Haggerty
- Anne Halsted
- Doreen Giacobini

MTC STAFF:

- Adrienne Weil, General Counsel
- Brian Mayhew, Chief Financial Officer, MTC
- Steve Heminger
- Alix Bockelman
- Andrew Fremier
- Kimberly Ward

1           BE IT REMEMBERED THAT, pursuant to Notice of the  
 2   Hearing, and on Wednesday, July 9, 2014, commencing at the  
 3   hour of 9:50 a.m., thereof, at Metropolitan Transportation  
 4   Commission, 101 Eighth Street, Oakland, California 94607,  
 5   before me, AMBER EMERICK, CSR No. 13546, a Certified  
 6   Shorthand Reporter in and for the State of California,  
 7   there commenced a Public Hearing.

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14	MEETING AGENDA:	PAGE
15	Introduction by Commissioner Campos	4
16	Presentation by Adam Crenshaw	5

17

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20	PUBLIC SPEAKERS:	PAGE
21	John Keener	13
22	Ken Bukowski	15

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1 Wednesday, July 9, 2014

9:50 a.m.

2 ---o0o---

3

4 COMMISSIONER CAMPOS: If you can now call Item  
5 3B, which is Public Hearing Draft 2015 Transportation  
6 Improvement Program, T-I-P, and Draft Air Quality  
7 Conformity Analysis.

8 So, again, I'm David Campos. I'm the Vice-Chair  
9 of the Program and Allocations Committee. I would like to  
10 begin the public hearing on the Draft 2015 Transportation  
11 Improvement Program, or T-I-P, as well as the companion  
12 Draft Transportation Air Quality Conformity Analysis for  
13 Plan Bay Area, and the Draft 2015 TIP.

14 The purpose of this hearing is to receive public  
15 comments on the Draft 2015 TIP and Draft Transportation  
16 Air Quality Conformity Analysis, which were released for  
17 public review and comment on June 26th of this year.

18 Written comments will be accepted through 5:00  
19 p.m. on July 31, 2014. And after the comment period has  
20 closed, staff will review the comments and respond  
21 appropriately.

22 No action will be taken at this hearing today.  
23 Formal adoption of the 2015 T-I-P and conformity analysis  
24 is scheduled to be requested -- excuse me -- of the  
25 Commission at its September 24th meeting.

1           Members of the public, if you wish to make a  
2 comment, please fill out a blue speaker card, which are  
3 available on the table at this side of the room, and give  
4 it to Kimberly Ward, the Programming and Allocations  
5 Committee Secretary.

6           We ask that each speaker be brief and concise  
7 and, if possible, keep their comments to no more than two  
8 minutes.

9           I will now ask MTC staff to present an overview  
10 of the Draft T-I-P, and Draft Air Quality Conformity  
11 Analysis.

12           MR. CRENSHAW: All right. Good morning,  
13 Commissioners. Adam Crenshaw, with the Programming and  
14 Allocations Section.

15           The Transportation Improvement Program, or TIP,  
16 is the region's four-year spending plan for surface  
17 transportation projects that are expected to receive  
18 federal funding, require a federal action or are  
19 considered regionally significant for air quality  
20 conformity purposes.

21           It includes improvements to -- for transit  
22 facilities, local roadways, state highways, and bicycle  
23 and pedestrian facilities. It also contains a limited  
24 number of regionally significant port and freight rail  
25 projects.

1 MTC has developed the Draft 2015 TIP in  
2 cooperation with regional partner agencies and other  
3 interested parties, and in consultation with federal  
4 agencies.

5 You may recall that MTC adopted a TIP less than  
6 a year ago, along with Plan Bay Area. FHWA and Caltrans  
7 are requiring a new TIP update to conform the regional TIP  
8 to the Statewide Federal TIP cycle.

9 The draft TIP covers a four-year period from  
10 fiscal year 2014-15, through 2017-18. It contains  
11 approximately 1,000 projects totaling about \$9.4 billion  
12 dollars in committed federal, state, regional and local  
13 funding. All projects in the TIP are consistent with Plan  
14 Bay Area, as required by federal regulations.

15 The TIP is also required to be financially  
16 constrained, meaning that the amount of funding programmed  
17 does not exceed the amount of funding reasonably expected  
18 to be available. In developing the 2015 TIP, staff  
19 conducted an analysis to confirm that the TIP meets these  
20 requirements. This analysis is included in the appendix  
21 to the TIP document.

22 In addition to these requirements, MTC is  
23 required to analyze the TIP and Regional Transportation  
24 Plan to determine that the region is in compliance with  
25 federal air quality regulations.

1           The Bay Area has federal conformity requirements  
2 for ozone, carbon monoxide and fine particulate matter, or  
3 PM2.5. To make a positive conformity finding, MTC must  
4 demonstrate that the projected motor vehicle emissions in  
5 the region are equal to or less than the motor vehicle  
6 emissions budgets for volatile organic compounds, nitrogen  
7 oxides and carbon monoxide, as established in the federal  
8 air quality plans, also referred to as the "State  
9 Implementation Plans," and that the region meets the  
10 interim test for the PM2.5 standard. As part of the  
11 conformity analysis, MTC must also demonstrate that  
12 Transportation Control Measures, or TCMs, are being  
13 implemented on schedule.

14           MTC has conducted this transportation air  
15 quality conformity analysis of the 2015 TIP and Plan Bay  
16 Area in accordance with EPA's transportation conformity  
17 regulations, and MTC's Bay Area Air Quality Conformity  
18 Procedures, as adopted in MTC Resolution 3757.

19           This conformity analysis includes updated  
20 project delivery information for those projects, whose  
21 completion years have shifted since the adoption of Plan  
22 Bay Area and the 2013 TIP. It does not include any new  
23 projects that were not evaluated as part of that  
24 conformity analysis.

25           In the preparation of this analysis, MTC

1 consulted with the Bay Area's Air Quality Conformity Task  
2 Force, which is the interagency consultation group  
3 established pursuant to the region's adopted  
4 transportation conformity procedures. The Task Force  
5 includes representatives from federal, state, regional,  
6 and local partner agencies. The Task Force reviews the  
7 assumptions going into the analysis, the results of the  
8 analysis, and consults on TCM implementation issues.

9           Based on the draft analysis, staff finds that  
10 the Commission can make a positive conformity  
11 determination for the TIP and the Plan for all applicable  
12 criteria pollutants and their precursors, meaning that the  
13 forecasted emissions are below the required levels. We  
14 also report that all TCMs have been fully implemented.

15           As part of the development of the Draft 2015  
16 TIP, staff has also updated the Guide to the TIP to  
17 reflect the latest available information. This guide  
18 focuses on how the TIP fits into the transportation  
19 project development process, and how the public and  
20 interested stakeholders can get involved in that process.

21           To further assist in the public assessment of  
22 the Draft 2015 TIP, and specifically to address the equity  
23 implications of the proposed TIP investments, MTC has  
24 conducted an investment analysis with a focus on  
25 low-income and minority residents. The analysis -- the

1 analysis concludes that in the aggregate there is a  
2 relatively higher proportionate investment in facilities  
3 that serve minority and low-income populations than the  
4 proportional share of trips taken by minority and  
5 low-income populations.

6 The analysis also finds no disparate impact in  
7 the distribution of Federal and State funding for public  
8 transportation purposes between minority and non-minority  
9 populations or riders in the Draft 2015 TIP.

10 The preliminary investment analysis was released  
11 along with the Draft 2015 TIP for review and public  
12 comment and will be presented to the Policy Advisory  
13 Council later this afternoon.

14 Both the Guide to the TIP and the Draft 2015 TIP  
15 Investment Analysis are included in your packets today.

16 In accordance with MTC's public participation  
17 plan, the Draft 2015 TIP, and Draft Air Quality Conformity  
18 Analysis were mailed to major public libraries, and this  
19 public hearing was noticed in various Bay Area newspapers.  
20 These documents and the public hearing notice are also  
21 posted on the MTC's Web site.

22 This outreach process also serves to satisfy the  
23 public involvement requirements of the FTA annual Program  
24 of Projects.

25 Written comments on the TIP and Air Quality

1 Conformity Analysis will be accepted through 5:00 p.m. on  
2 Thursday, July 13th, 2014.

3 I would also like to note that we have a court  
4 reporter here today to transcribe the proceedings and any  
5 comments made.

6 Thank you very much. That includes -- concludes  
7 my presentation.

8 COMMISSIONER CAMPOS: Great. Thank you,  
9 Mr. Crenshaw.

10 Colleagues, do we have any questions for staff  
11 before we go to public comment?

12 Commissioner Quan.

13 COMMISSIONER QUAN: So I'm still learning about  
14 the TIP more. When I look at the sheet for Oakland, there  
15 are a lot of regional projects like the seismic retrofit  
16 for the tunnel and for the bridge, et cetera. That -- are  
17 those, like, proportion described to minority populations,  
18 like the percentage of people who ride over the bridge or  
19 drive over the bridge?

20 MR. CRENSHAW: For the regional projects, we do  
21 describe -- when conducting an analysis, we do break those  
22 projects out and attribute by the -- the regional  
23 proportional shares and not the specific counties, since  
24 they are kind of regional projects.

25 However, on the maps, we do indicate which

1 projects are being implemented in those specific counties.

2 COMMISSIONER QUAN: So -- so -- because  
3 obviously, when I look at this chart, most of the money  
4 went to the tunnel and the bridge retrofits; not the local  
5 projects. Most of the local projects are still unfunded  
6 on the Oakland side.

7 So then I -- that's why I'm asking how you  
8 proportionally represent that because my city is  
9 two-thirds minority, but I would say those projects  
10 benefit the whole region and not the minority population  
11 solely in Oakland.

12 MR. CRENSHAW: All right. For the roadway and  
13 state highway projects, we -- we attribute the -- the  
14 share of the -- that project's funding based on the county  
15 proportional share for minorities, non-minorities, and  
16 for, you know, low income and non low-income. So it's not  
17 really done on a city-by-city basis, but we do roll it up  
18 at the -- the county-wide level.

19 COMMISSIONER QUAN: I would -- I would say that  
20 Alameda -- Contra Costa County benefits as much, almost,  
21 on the BART and the bridge as Alameda County, but it would  
22 be more meaningful for me to also just look at public  
23 transportation systems like BART and AC Transit, and those  
24 proportional users, to get the sense of whether or not  
25 we're fairly allocating for low income and minorities.

1           Can I see that in the full report?

2           MR. CRENSHAW: In the full report, the transit  
3 agencies --

4           MS. BOCKELMAN: Commissioner Quan, Alix  
5 Bockelman, Deputy Executive Director for Policy. I'll  
6 just add to what Adam already noted.

7           For the public transportation systems, you are  
8 absolutely right that those really are systems,  
9 networked-based systems. So with -- with BART, and with  
10 all the transit systems, we're actually looking at the  
11 demographic use for the transit system, and so that would  
12 be -- we have that demographic data.

13           So we are not looking at -- for BART, we are not  
14 looking at Oakland specifically, or Alameda County  
15 specifically. We are looking at the ridership. We have  
16 that data for the BART system or for AC Transit.

17           And we -- the only exception to that would be if  
18 it's a very local project, where we are doing a station  
19 improvement in a certain city, then we actually will look  
20 at the demographics of that city and sort of assign it  
21 within that more local jurisdiction.

22           But most of the projects for transit are really  
23 system based; so we look at the demographics for the whole  
24 system. That's how the analysis is done.

25           We'd be glad to sit down with you and give you

1 --

2 COMMISSIONER QUAN: Perhaps the staff could --

3 MS. BOCKELMAN: -- more information.

4 COMMISSIONER QUAN: -- sit down with me because

5 I -- I want to look at that because nationally, we know

6 that this -- the freeway-to-public transportation ratio,

7 which is very low on the federal funding for public

8 transportation -- and so I'm trying to say, regionally, is

9 that true also?

10 And then some -- I would say there's probably a

11 demographic difference of who uses BART versus who uses AC

12 Transit. I don't know, but there certainly is an income

13 difference. So I'd like to know more about that.

14 MS. BOCKELMAN: There definitely are

15 differences. So we do have -- we do surveys of the

16 individual transit systems.

17 So we used the specific demographics and income

18 data for those systems. We'd be glad to give you a full

19 report on that.

20 COMMISSIONER QUAN: Okay. Thank you.

21 COMMISSIONER CAMPOS: Thank you.

22 Why don't we turn over to public comment. And I

23 have one speaker card.

24 I'd like to ask John Keener to please come up.

25 JOHN KEENER: Hi. Good morning. I'm John

1 Keener of Pacifica, in San Mateo County. I'm here to  
2 comment on the Calara Parkway Project, known to locals as  
3 the Highway 1 Widening, or on MTC documents as State Route  
4 1 - Fassler to Westport Widening. It's intended to  
5 increase capacity, and thereby reduce traffic congestion.

6 The group I'm associated with, Pacificans for  
7 Highway One Alternatives, is opposed to the Caltrans plan  
8 to widen Highway 1.

9 Reason one is, we don't believe it will reduce  
10 traffic congestion at either end of the 1.3 mile widening  
11 project. Three lanes will merge down to two, generating  
12 their own little traffic jams.

13 The project doesn't address traffic lights,  
14 which everybody believes are the real cause of congestion.  
15 And if the Calara Parkway Project doesn't relieve traffic  
16 congestion, it will not contribute to a decrease in air  
17 pollutants, as modeled by Caltrans.

18 Reason two is that the footprint of the project  
19 is huge, much larger than is necessary. To add a lane in  
20 each direction, Caltrans will more than double the width  
21 of the roadway. And this is because Caltrans has designed  
22 in a number of features which don't attribute to the  
23 additional capacity.

24 Reason number three is that it will cause years  
25 of construction delays on the only route for commuters

1 heading out of town. And I emphasize that it is the only  
2 route.

3 Reason four is that it will be less safe, even  
4 longer pedestrian crossings at the intersections, which  
5 school kids and walkers use. Paradoxically, these longer  
6 pedestrian crossings will necessitate longer delays in the  
7 timing of the traffic lights to allow safe passage. Some  
8 of the alternatives include computerized video control of  
9 the traffic lights, pedestrian overpasses or underpasses,  
10 and ride-sharings in our schools.

11 COMMISSIONER CAMPOS: Thank you.

12 MR. KEENER: Okay. One last thing.

13 We want to inform you that there is widespread  
14 opposition in Pacifica to the Caltrans plan, and we would  
15 ask that you consider withholding funding for the project  
16 while we investigate alternatives that Caltrans won't.

17 COMMISSIONER CAMPOS: Thank you.

18 I have one more speaker card. Ken Bukowski.

19 MR. BUKOWSKI: Hi. I'd like to suggest we take  
20 a look at a project to create an express bus lane on the  
21 bridge. I mean, I went to San Francisco last week; sat on  
22 the Transbay bus backed up in traffic.

23 If you want to encourage people to use transit,  
24 having a bus lane on the bridge I think would make an  
25 awful lot of sense, especially for people going to and

1 from San Francisco.

2 Thank you.

3 COMMISSIONER CAMPOS: Great. Thank you.

4 Colleagues, any other comments, questions for  
5 staff? Again, there will not be an action. This is just  
6 a public hearing to receive public comment, which we will  
7 be accepting written comments through 5:00 p.m. on July  
8 31st.

9 And, again, the -- it is expected that formal  
10 adoption of the 2015 TIP and Conformity Analysis will be  
11 scheduled to come before the Commission on September 24th.

12 Seeing no other comments, we will close this  
13 hearing. Thank you.

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16 (WHEREUPON, public comment period concluded at 11:16 a.m.)

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CERTIFICATE OF REPORTER

I, AMBER EMERICK, CSR No. 13546, a Certified  
Shorthand Reporter, hereby certify:

That the preceding hearing was taken in shorthand  
by me, a disinterested person, at the time and place  
therein stated, and that the proceedings were thereafter  
reduced to typewriting, by computer, under my direction  
and supervision.

IN WITNESS WHEREOF, I have hereunto set my hand  
this 24th day of July, 2014.



AMBER EMERICK CSR No. 13546

# **2013 TIP Related Documents**

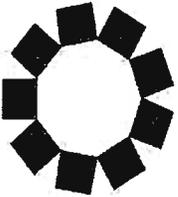
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***For Draft 2013 TIP Public Comment Period  
June 22, 2012 to August 2, 2012***

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List of public libraries that receive public review documents .....	Attachment B
Postcard announcing availability of the Draft 2013 TIP .....	Attachment C
July 11, 2012 Public Hearing Notice (English, Spanish, and Chinese).....	Attachment D
Newspaper Proof of Publication for notices of July 11, 2012 Public Hearing .....	Attachment E
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***For Draft 2013 TIP Public Comment Period  
March 29, 2013 to May 3, 2013***

List of public libraries that receive public review documents .....	Attachment G
April/May 2013 Public Hearing Notice (English, Spanish, and Chinese).....	Attachment H
Brochure announcing Open House and Public Hearings for the Draft Plan Bay Area, Draft 2013 TIP and Draft Air Quality Conformity Analysis .....	Attachment I
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TIP outreach to Community Based Organizations (CBOs).....	Attachment K
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# Association of Bay Area Governments CEQA Environmental Review Log

Issue No: 346 Friday, June 01, 2012

A listing from the Association of Bay Area Governments of Projects Affecting The Nine-County San Francisco Bay Area

Guide to Listing: Project applications shown in the Newsletter are received and published monthly to notify local governments and other parties about programs requiring intergovernmental review and projects of special significance. For more information, call either the ABAG Clearinghouse at (510) 464-7993 or the contact person.

## Documents Received On Or After Friday, June 15, 2012

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
7/12/2012	MULTI-COUNTY		Notice	Geary Road Bridge Replacement Project - Intent to Adopt Mitigated Neg. Dec.	San Francisco Planning Department	Steve H. Smith	(415) 558-6373

The San Francisco PUC proposes to replace the existing Geary Road Bridge with a new bridge at the existing location to accommodate current load requirements and eliminate the need for a low water crossing. The new bridge is of a similar scale to the existing bridge, and would include a single lane spanning approximately 150 feet over Alameda Creek. The proposed project is on SFPUC property in unincorporated Alameda County within the Sunol Regional Wilderness. The existing bridge is located at the end of Geary Road, where it crosses Alameda Creek and connects to Camp Ohlone Road. The bridge alignment is approximately 6 miles south of the intersection of Calaveras Road and Interstate 680 (I-680), and approximately 3 miles south of the intersection of Calaveras Road and Geary Road. The nearest community is the town of Sunol, located approximately 7 miles north of the project site. Access to the existing bridge is controlled by locked gates.

8/28/2012 MULTI-COUNTY Notice Draft 2013 Transportation Improvement Program (TIP) and Draft Air Quality Conformity Analysis and Finding on the 2013 TIP Metropolitan Transportation Commission Programming and Allocations Committee (510) 817-5700

MTC is currently development the 2013 TIP (FY 0212-13 through FY 2015-16), which includes both a financial constraint analysis and air quality conformity analysis. The 2013 TIP addresses the requirements under the current federal transportation act and subsequent extensions. The 2013 TIP does not include any new regionally significant projects beyond those included in the current Regional Transportation Plan, Transportation 2035.

7/11/2012 MULTI-COUNTY NOP Plan Bay Area - Draft EIR Metropolitan Transportation Commission/Association of Bay Area Governments (510) 817-5848

Plan Bay Area is a joint effort led by MTC and ABAG and developed in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). Plan Bay Area meets the requirements of SB 375 by developing an integrated RTP/SCS plan and strives to attain the per-capita GHG emission reduction targets of -7 percent by year 2020 and -15 percent by year 2035 from 2005 levels. Plan Bay Area, which occurs the period through 2040, is the first Bay Area RTP that is subject to SB 375.

6/19/2012 Alameda NOP Proposed Finger Avenue Nine-Lot Planned Development Project (50, 80, & 88 Finger Avenue) City of Redwood City Planning Services (650) 780-7226

Demolition of the 1.69 acre project site's existing structures (three primary single-family homes and three subordinate cottage-type dwelling units) and re-subdivision of the three existing parcels into nine lots to construct nine, two-story, single-family residences with two car garages and five on-site guest parking spaces. The lots would range in size from 6,000 to 8,214 square feet. Portions of the homes on Lots 1-4 would encroach within the required 25-foot setback from the top of bank of Cordilleras Creek (per Zoning Ordinance Section 32.12 (F)(3)) with 15, 18 and 20 foot setbacks respectively. Access to the site would also be via a 22 foot wide, one-way private roadway containing a four foot wide pedestrian path/rolled curb (per Municipal Code Chapter 30, Sections 30.118(B) and 30.69) where the Engineering standard is normally a 25 foot wide, two-way private roadway plus a five foot sidewalk. The property would have an on-site storm drainage system. The applicant also proposes to retain 33 existing trees, remove 10 trees (8 living + 2 dead), relocate four (4) trees on site and plan 52 replacement trees (the "Finger Avenue Project").

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
7/6/2012	ALAMEDA COUNTY		NOP	Dublin Crossing Specific Plan (PA 08-049)	City of Dublin	Kristi Bascom, Princi	(925) 556-4557
<p>In 2008, the project applicant submitted a Pre-Development Application to the City of Dublin and began discussions with the city about potential future development at the project site. The Project Applicant proposes to build 1,695 residential unit.</p>							
7/16/2012	ALAMEDA COUNTY		Notice	NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT ACHESON COMMONS PROJECT AND NOTICE OF PUBLIC HEARINGS	Planning and Development Department	Greg Powell	(510) 981-7414
<p>The proposed project would involve the construction of 202 new dwelling space. New five-story residential structures would be built above the MacFarlane, Krishna Copy Center and the Ace Hardware Buildings.</p>							
7/27/2012	Contra Costa		Notice	WesPac Pittsburg Energy Infrastructure Project - Draft EIR	City of Pittsburg Planning Department	Kristin Vahl Pollot	(925) 252-4920
<p>The proposed WesPac Energy-Pittsburg Terminal (Terminal) would be designed to receive crude oil and partially refined crude oil from marine vessels or pipelines, store the oil in the existing storage tanks, and then transfer the oil to nearby refineries. The proposed project would involve the evaluation for the condition and suitability for intended service. The facility and equipment would then be repaired, upgraded, and/or replaced to bring the facility into compliance with industry standards and with applicable regulatory requirements. All products handled at the Terminal would be transported by ship, barge, or pipeline; no products would be transported by truck or rail as part of the proposed project.</p>							
7/30/2012	Marin		Notice	Child Study Center at College of Marin, Kenfield Campus, Larkspur Annex. - Draft EIR	Marin Community College District	Debra Mathau	(415) 884-3195
<p>The proposed project includes the construction of a one-story (16-foot tall), 5,936 (not including the deck) square foot Child Study Center (CSC) on the College of Marin Larkspur Annex site. The site is currently a vacant, paved parking lot that has been used for overflow parking for District students and staff as well as storage of construction trailers and equipment. A restroom trailer would remain on the site. A total of 19 on-site parking spaces would be provided, in addition to an outdoor play area and garded. The existing CSC is used by about 28 children while the proposed project would accommodate 32 children. The CSC has seven fulltime staff and three part-time staff.</p>							
7/13/2012	SAN FRANCISCO CITY AND COUNTY		Neg. Dec.	Academic Office Building, Mission Bay Block 25A	University of California San Francisco Campus Planning Office	Diane Wong	(415) 502-5952
<p>Lease between The Regents of the University of California, as Lessee, and the City and County of San Francisco (City), as Lessor, for two underground utility trenches and air rights for two pedestrian bridges located under and over Fourth Street, south of 16th Street and north of Mariposa Street, San Francisco, California. For use by the UCSF Medical Center at Mission Bay. Lease is required for hospital operations (utility connections beneath Fourth Street) and inpatient movement between hospitals (pedestrian bridges above Fourth Street).</p>							
7/7/2012	SAN FRANCISCO CITY AND COUNTY		Notice	Lease Agreement for subsurface utility trenches and air rights for pedestrian bridges	University of California Physical & Environment Planning	Charlotte Strem	
<p>The National Park Service and the U.S. Coast Guard, in cooperation with the U.S. Army Corps of Engineers and the Presidio Trust have completed an Environmental Assessment (EA) for the 34th America's Cup Races. The EA proposes one no-action alternative and four action alternatives that examine the race area, spectator venues and secondary viewing areas, and race-related water-based work. An expanded summary of the EA is also available.</p>							
7/7/2012	SAN FRANCISCO CITY AND COUNTY		Notice	34th America's Cup - Environmental Assessment	National Park Service/United States Coast Guard	Golden Gate National	

## San Francisco Bay Area Libraries that receive public review documents

<p>Attn: Documents Dept. Alameda County Business Library 2450 Stevenson Boulevard Fremont, CA 94538-2326</p>	778	<p>Alameda County Library Newark Branch 6300 Civic Terrace Avenue Newark, CA 94560-3795</p>	778	<p>Nancy Atkins Documents Librarian Solano County Library John F. Kennedy Library Branch 505 Santa Clara Street Vallejo, CA 94590-5922</p>	778
<p>Attn: Documents Dept. Berkeley Public Library Main Branch 2090 Kittredge Street Berkeley, CA 94704-1491</p>	778	<p>Attn: Documents Dept. Calistoga Public Library 1108 Myrtle Street Calistoga, CA 94515-1730</p>	778	<p>Attn: Documents Dept. City of Palo Alto Library, Main Branch 1213 Newell Road Palo Alto, CA 94303-2999</p>	778
<p>Attn: Documents Dept. Contra Costa County Library Pleasant Hill Branch 1750 Oak Park Boulevard Pleasant Hill, CA 94523-4497</p>	778	<p>Attn: Documents Dept. Contra Costa County Library Antioch Branch 501 West 18th Street Antioch, CA 94509-2292</p>	778	<p>Attn: Documents Dept. Contra Costa County Library Concord Branch 2900 Salvio Street Concord, CA 94519-2597</p>	778
<p>Ms. Elaine Crepeau Head, Technical Services Belvedere Tiburon Library 1501 Tiburon Boulevard Tiburon, CA 94920-2530</p>	778	<p>Attn: Documents Dept. Daly City Public Library 40 Wembley Drive Daly City, CA 94015-4399</p>	778	<p>Attn: Documents Dept. Dixon Public Library 230 North First Street Dixon, CA 95620-3028</p>	778
<p>Attn: Documents Dept. Dr. Martin Luther King, Jr. Library 150 East San Fernando Street San Jose, CA 95112-3580</p>	778	<p>Attn: Documents Dept. Hayward Public Library 835 C Street Hayward, CA 94541-5120</p>	778	<p>Attn: Documents Dept. Livermore Public Library 1188 South Livermore Avenue Livermore, CA 94550-9315</p>	778
<p>Attn: Documents Dept. Los Gatos Public Library 110 East Main Street Los Gatos, CA 95030-6981</p>	778	<p>Attn: Documents Dept. Marin County Free Library 3501 Civic Center Drive, Room 414 San Rafael, CA 94903-4189</p>	778	<p>Attn: Documents Dept. Mill Valley Public Library 375 Throckmorton Avenue Mill Valley, CA 94941-2698</p>	778
<p>MTC-ABAG Library</p>	778	<p>Attn: Documents Dept. Napa City-County Library 580 Coombs Street Napa, CA 94559-3396</p>	778	<p>Attn: Documents Dept. Newark Public Library 6300 Civic Terrace Avenue Newark, CA 94560-3795</p>	778
<p>Attn: Documents Dept. Novato Regional Library 1720 Novato Boulevard Novato, CA 94947-3084</p>	778	<p>Attn: Magazine Dept. Oakland Public Library Main Branch 125 14th Street Oakland, CA 94612-4310</p>	778	<p>Attn: Documents Dept. Petaluma Regional Library 100 Fairgrounds Drive Petaluma, CA 94952-3369</p>	778
<p>Attn: Documents Dept. Redwood City Public Library 1044 Middlefield Road Redwood City, CA 94063-1868</p>	778	<p>Attn: Documents Dept. Richmond Public Library 325 Civic Center Plaza Richmond, CA 94804-1659</p>	778	<p>Attn: Government Documents San Francisco Public Library Main Branch 100 Larkin Street San Francisco, CA 94102-4705</p>	778
<p>San Leandro Community Library 300 Estudillo Avenue San Leandro, CA 94577-4783</p>	778	<p>Attn: Documents Dept. San Mateo County Library Half Moon Bay Branch 620 Correias Street Half Moon Bay, CA 94019-1998</p>	778	<p>Attn: Documents Dept. San Mateo Public Library Main Branch 55 West Third Avenue San Mateo, CA 94402-1592</p>	778

Attn: Documents Dept.  
San Ramon Branch Library  
100 Montgomery Street  
San Ramon, CA 94583-4707

778 Attn: Documents Dept.  
Santa Clara City Library  
Main Branch  
2635 Homestead Road  
Santa Clara, CA 95051-5387

778 Attn: Documents Dept.  
Santa Clara County Library  
Gilroy Branch  
7652 Monterey Street  
Gilroy, CA 95020-5216

778

Attn: Documents Dept.  
Solano County Library  
Fairfield Civic Center Library Branch  
1150 Kentucky Street  
Fairfield, CA 94533-5799

778 Attn: Documents Dept.  
Sonoma County Library  
Central Branch  
Third and E Streets  
Santa Rosa, CA 95404-4400

778 Attn: Documents Dept.  
Sunnyvale Public Library  
665 West Olive Avenue  
Sunnyvale, CA 94086-3707

778

This postcard announcing the availability of the Draft 2013 Transportation Improvement Program (TIP) for public review is being sent to a wide range of public and private entities.

**Draft 2013 Transportation Improvement Program (TIP)  
& Draft Air Quality Conformity Analysis**



**Deadline for comments is August 2, 2012**

**Released for  
Public Review**

The Transportation Improvement Program or TIP lists all public mass transit, highway, local road, bicycle and pedestrian projects, proposed to receive federal funds or are subject to a federally required action or are regionally significant.



Metropolitan  
Transportation  
Commission



**View the Draft 2013 TIP & Draft Transportation-Air Quality Conformity Analysis**

- online at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm), or at the major public libraries in the nine Bay Area counties.

- For more information, or for the location of the library closest to you, call MTC's Public Information Office at 510-817-5757. The information is also available online at the above mentioned link.

**Comment on the Draft 2013 TIP & Draft Transportation-Air Quality Conformity Analysis**

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee, on Wednesday, July 11, 2012, 10:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at the Joseph P. Bort MetroCenter Auditorium, 101 Eighth Street, Oakland (Across from the Lake Merritt BART Station).

The public review and comment period ends at 5 p.m. on Thursday, August 2, 2012. Submit comments to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or fax to MTC at 510-817-5848 or send via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov).

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received. MTC is scheduled to approve the final documents on September 26, 2012, during its regularly scheduled Commission meeting.

**Accessible Meetings**

Sign Language interpreters or readers will be provided for the hearing if requested at least three business days in advance; every effort will be made to provide interpreters for non-English speakers if requested at least three business days in advance. To make your request, please call 510-817-5757.

Joseph P. Bort MetroCenter  
101 Eighth Street, Oakland, CA 94607  
TEL: 510.817.5700 • TTY/TDD: 510.817.5769  
E-MAIL: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

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Metropolitan Transportation Commission  
Notice of Public Hearing

**Attachment D**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) **Draft 2013 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's *Transportation 2035 Plan for the San Francisco Bay Area*, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.
- 2) **Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP:** MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.

Copies of the Draft 2013 TIP – which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis – will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/> or at <http://www.mtc.ca.gov/funding/tip/index.htm>.

A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for:

**Wednesday, July 11, 2012, 11:00 a.m.**, or immediately following  
MTC's Administration Committee meeting, whichever occurs later,  
390 Main Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.

**Comisión Metropolitana de Transporte**  
**Aviso de Audiencia Pública**

La Comisión Metropolitana de Transporte (MTC) invita a las personas interesadas a hacer comentarios sobre los siguientes documentos preliminares de programación del transporte:

- 1) **Anteproyecto del Programa de Mejora del Transporte (TIP) de 2013:** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El programa TIP debe atenerse a límites financieros anuales, y debe ser actualizado por lo menos cada cuatro años. El Anteproyecto del TIP de 2013 fue desarrollado para ser compatible con el *Plan de Transporte 2035 para el Área de la Bahía de San Francisco* de la MTC, el plan de gastos a 25 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.
- 2) **Proyecto del Análisis de conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013:** MTC también está preparando un análisis de la conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013. Dado que el Anteproyecto del TIP de 2013 no incluye ningún proyecto nuevo de importancia regional más allá de los actualmente incluidos en el Plan de Transporte 2035, y estos proyectos han sido modelados en el año de análisis correspondiente utilizando las hipótesis más recientes de planificación, MTC se basará en el anterior análisis regional de emisiones para hacer una declaración sobre la conformidad concerniente al Anteproyecto del TIP de 2013.

Se dispondrá de copias del Anteproyecto del TIP de 2013, el cual incluye el análisis de los límites financieros y el proyecto del Análisis de conformidad del transporte con la calidad del aire, para la revisión del público el 22 de junio de 2012, en la Biblioteca de la MTC, y en las principales bibliotecas públicas en cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en <http://www.mtc.ca.gov/> o en <http://www.mtc.ca.gov/funding/tip/index.htm>.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la sesión del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

**Miércoles 11 de julio de 2012 a las 11:00 a.m.**, o inmediatamente después de la

Junta del Comité Administrativo de MTC, lo que ocurra al último.

390 13<sup>th</sup> Street, San Francisco, CA

Los comentarios por escrito pueden ser enviados a la Oficina de Información Pública de MTC en 101 Eighth St., Oakland, CA 94607; o enviados por fax a MTC al 510-817-5848 o por correo electrónico a <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves 2 de agosto de 2012. Para obtener más información, llame a la Oficina de Información Pública de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria del 12 de septiembre de 2012, el Comité de Programación y Asignaciones de MTC considerará los comentarios públicos recibidos al final del período de comentarios. MTC tiene previsto aprobar el análisis final de conformidad del transporte con la calidad del aire, así como el Anteproyecto del TIP de 2013, durante su reunión ordinaria de la Comisión.

大都會交通運輸委員會  
公共聽證會通知

大都會交通運輸委員會 (MTC) 在此邀請感興趣的人士對以下交通規劃文件草稿提出評論意見：

- 1) **2013 年交通改善計劃 (TIP) 草稿**：此為地區交通規劃文件，包含地面交通專案，其中包括但不限於根據預計今後四年可提供的聯邦、州和地方資金提議資助的公共交通、高速公路、地方公路、自行車和行人專案，此類專案將接受聯邦資助或受聯邦政府要求採取的行動制約或具有地區重要性。TIP 必須受年度財務預算的制約，並須至少每四年更新一次。2013 年 TIP 草稿與 MTC 的三藩市灣區 29 個縣的交通專案二十五年開支計劃「三藩市灣區 2035 年交通計劃」保持一致。
- 2) **2013 年 TIP 草稿的交通空氣品質合規分析草稿**：MTC 還在進行 2013 年 TIP 草稿的交通空氣品質合規分析。由於 2013 年 TIP 草稿不包括任何超出 2035 年交通計劃目前包括專案範圍的具有地區重要性的新專案，並且此類專案已經使用最新規劃假設在相關分析年度進行模擬，MTC 將根據以前的地區排放分析，對 2013 年 TIP 草稿進行合規調查。

2013 年 TIP 草稿副本 — 包括財務限制分析和交通空氣品質合規分析草稿 — 將於 2012 年 6 月 22 日在 MTC 圖書館以及灣區九個縣的主要公共圖書館供公眾審閱。此類文件將在 MTC 網站 <http://www.mtc.ca.gov/> 或 <http://www.mtc.ca.gov/funding/tip/index.htm> 網站上刊載。

MTC 規劃與分配委員會會議決定召開接受公眾對此類文件證言的公共聽證會。聽證會安排在以下時間和地點進行：

**2012 年 7 月 11 日 (星期三) 上午 11 時**

或者在 MTC 行政委員會會議之後，

以較遲者為準

地址：390 Main Street, San Francisco, California

必須將書面評論意見送交至 MTC 公共資訊辦公室，地址：Public Information Office, 101 Eighth St., Oakland, CA 94607；或用傳真發送給 MTC，傳真號碼 510-817-5848；或用電子郵件發送至 <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>。送交書面評論意見的截止日期是 2012 年 8 月 2 日 (星期四) 下午五時。詳情請電洽 MTC 公共資訊辦公室，電話號碼 510-817-5757。本通知同時滿足聯邦公共交通管理局 (FTA) 年度專案計劃的公眾參與要求。

MTC 規劃與分配委員會將在 2012 年 9 月 12 日常規會議上考慮在評論階段截止前收到的公眾評論意見。MTC 計劃在 2012 年 9 月 26 日召開的常規委員會會議上批准交通空氣品質合規分析終稿和 2013 年 TIP。

###

## **Attachment E**

On the following pages are the Proof of Publication for notices of the July 11, 2012 Public Hearing on the Draft 2013 TIP that were published in the following newspapers:

California Voice  
Contra Costa Times  
El Mensajero  
Fairfield Daily Republic  
Marin Independent Journal  
Napa Valley Register  
Oakland Tribune  
San Francisco Examiner  
San Jose Mercury News  
San Mateo Times  
Santa Rosa Press Democrat  
Sing Tao

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**CALIFORNIA VOICE**

On the following dates:

**June 24, 2012**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

25<sup>th</sup> day of July 2012



Signature

2333609

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents: 1) Draft 2013 Transportation Improvement Program (TIP) This is the region's transportation programming document that contains surface transportation projects including but not limited to public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action of any regulatory significance. The TIP shall be biennially comprehensively updated by year and must be updated at least every four years. The Draft 2013 TIP was developed in full compliance with MTC's Transportation 2005 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area. 2) Draft Transportation Quality Gateway Analysis for the Draft 2013 TIP. MTC is also preparing a transportation quality gateway analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regional significant projects beyond those currently included in the Transportation 2005 Plan and those projects have been modeled in the appropriate analysis year of being the latest planning scenario, MTC will rely on the previous regional estimates to make a conformity finding on the Draft 2013 TIP.

Draft Transportation Quality Gateway Analysis - will be available for public review on June 27, 2012 at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov> or at [http://www.mtc.ca.gov/funding/quality\\_gateway](http://www.mtc.ca.gov/funding/quality_gateway).

A public hearing is being held on these documents. A public hearing is being held on these documents during MTC's Programming & Allocation Committee. The hearing is set for Wednesday, July 11, 2012, 10:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 300 Main Street, San Francisco, California.

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94602 or filed at MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510-817-5757. The notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects. At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocation Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation quality gateway analysis and the 2013 TIP on September 26, 2012 during its regularly scheduled Commission meeting.

6/24/12  
CNS-2333609  
CALIFORNIA VOICE

# Contra Costa Times

PO Box 4147  
Walnut Creek, CA 94596  
(925) 935-2525

Calif. Newspaper Svc.  
Billing Dept., P.O. Box 60460  
Los Angeles CA 90060

## PROOF OF PUBLICATION

FILE NO. 2333610

In the matter of

Contra Costa Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter

I am the Principal Legal Clerk of the Contra Costa Times, a newspaper of general circulation, printed and published at 2640 Shadelands Drive in the City of Walnut Creek, County of Contra Costa, 94598

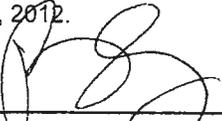
And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of October 22, 1934. Case Number 19764.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/22/2012

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.  
On this 27th day of June, 2012.



Signat



\* A 0 0 0 0 0 2 7 3 1 8 2 0 \*

Legal No.

0004476066

### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2013 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.

2) Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP: MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.

Copies of the Draft 2013 TIP - which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis - will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/> or at <http://www.mtc.ca.gov/funding/tip/index.htm>. A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for: Wednesday, July 11, 2012, 11:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California. Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to

<info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects. At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting. 6/22/12  
CNS-2333610#  
CCT# 4476066  
June 22, 2012

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**EL MENSAJERO**

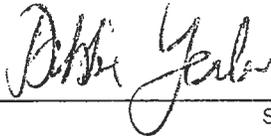
On the following dates:

**July 1, 2012**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

6<sup>th</sup> day of August 2012



Signature

**2333620**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



### COMISIÓN METROPOLITANA DE TRANSPORTE

Aviso de  
Audiciencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a las personas interesadas a hacer comentarios sobre los siguientes documentos preliminares de programación del transporte:

**1) Anteproyecto del Programa de Mejora del Transporte (TIP) de 2013:** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, transporte público masivo, autopistas, carreteras locales, y proyectos para ciclistas y peatones que han sido propuestos para la financiación basada en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El programa TIP debe atenerse a límites financieros anuales, y debe ser actualizado por lo menos cada cuatro años. El Anteproyecto del TIP de 2013 fue desarrollado para ser compatible con el Plan de Transporte 2035 para el Área de la Bahía de San Francisco de la MTC, el plan de gastos a 25 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

**2) Proyecto del Análisis de conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013:** MTC también está preparando un análisis de la conformidad del transporte con la calidad del aire para el Anteproyecto del TIP de 2013. Dado que el Anteproyecto del TIP de 2013 no incluye ningún proyecto nuevo de importancia regional más allá de los actualmente incluidos en el Plan de Transporte 2035, y estos proyectos han sido modelados en el año de análisis correspondiente utilizando las hipótesis más recientes de planificación, MTC se basará en el anterior análisis regional de emisiones para hacer una declaración sobre la conformidad concerniente al Anteproyecto del TIP de 2013.

Se dispondrá de copias del Anteproyecto del TIP de 2013, el cual incluye el análisis de los límites financieros y el proyecto del Análisis de conformidad del transporte con la calidad del aire, para la revisión del público el 22 de junio de 2012, en la Biblioteca de la MTC, y en las principales bibliotecas públicas en cada uno de los nueve condados del Área de la Bahía. Los documentos se publicarán en el sitio web de MTC en <http://www.mtc.ca.gov/> o en <http://www.mtc.ca.gov/funding/tip/index.htm>.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la sesión del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el: **Miércoles 11 de julio de 2012 a las 11:00 a.m., o inmediatamente después de la Junta del Comité Administrativo de MTC, lo que ocurra al último.** 390 13th, Street, San Francisco, CA

Los comentarios por escrito pueden ser enviados a la Oficina de Información Pública de MTC en 101 Eighth St., Oakland, CA 94607; o enviados por fax a MTC al 510-817-5848 o por correo electrónico a [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves 2 de agosto de 2012. Para obtener más información, llame a la Oficina de Información Pública de MTC al 510/817-5757. Este aviso también sirve para satisfacer los requisitos de participación pública del programa anual de proyectos de la Administración Federal de Transporte (FTA).

En su reunión ordinaria del 12 de septiembre de 2012, el Comité de Programación y Asignaciones de MTC considerará los comentarios públicos recibidos al final del periodo de comentarios. MTC tiene previsto aprobar el análisis final de conformidad del transporte con la calidad del aire, así como el Anteproyecto del TIP de 2013, durante su reunión ordinaria de la Comisión.

7/1/12  
CNS-2333620#  
EL MENSAJERO

PROOF OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Solano

I am a citizen of the United States and a resident of Solano County. I am over the age of eighteen years and not a party to, or interested in, this Legal or Public Notice matter. I am the principal Legal Advertising Clerk for the

DAILY REPUBLIC  
1250 Texas Street  
P.O. Box 47  
Fairfield, CA 94533

a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952.

I certify under penalty of perjury that the attached Legal or Public Notice has been published in each regular and entire issue of the Daily Republic, and not in any supplement, on the following date(s):

June 21,  
in the year: 2012

By: Donna Jacobs

Donna Jacobs, Legal Advertising Clerk

Date: June 21, 2012

This Space For Filing Stamp

METROPOLITAN TRANSPORTATION  
COMMISSION  
Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2013 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.

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A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for:

**Wednesday, July 11, 2012, 11:00 a.m.,** or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.

6/21/12  
CNS-2333617#  
THE DAILY REPUBLIC  
DR#24562257



\* A 0 0 0 0 0 2 7 3 1 8 6 5 \*

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STATE OF CALIFORNIA  
County of Marin

FILE NO. CNS-2333611#-0004475312

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25566; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

6/21/2012

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated this 21th day of June, 2012.

*Donna Lazarus*

Signature

## PROOF OF PUBLICATION



Legal No.

0004475312

### Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2013 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by 99%, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.  
2) Draft Transportation-Air Quality Conformity Analysis for the Draft 2013 TIP: MTC is also preparing a transportation-air quality conformity analysis for the Draft 2013 TIP. Since the Draft 2013 TIP does not include any new regionally significant projects beyond those currently included in the Transportation 2035 Plan, and these projects have been modeled in the appropriate analysis year using the latest planning assumptions, MTC will rely on the previous regional emissions analysis to make a conformity finding on the Draft 2013 TIP.

Copies of the Draft 2013 TIP - which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis - will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the MTC Web site at <http://www.mtc.ca.gov/0181> or <http://www.mtc.ca.gov/funding/tip/index.htm>.

A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for Wednesday, July 11, 2012, 11:00 a.m. or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California.

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-6849 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov).

Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5759. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting. 6/21/12 CNS-2333611# MARIN INDEPENDENT JOURNAL no. 932

**PUBLIC NOTICE**

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Notice of Public Hearing**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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California Newspaper Service Bureau  
PO Box 60460, ,  
Los Angeles, CA 90060

ACCOUNT # 1203

AD NUMBER 0000158024-01

STATE OF CALIFORNIA

COUNTY OF NAPA

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF THE NAPA VALLEY REGISTER, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF NAPA, COUNTY OF NAPA, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, UNDER THE DATE OF NOVEMBER 16, 1951, CASE NUMBER 12752,

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO WIT:

PUBLISHED IN NVR:: 6/22/2012

FILED ON: 06/22/2012

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT NAPA COUNTY, CALIFORNIA,

THIS DAY 22 OF June, 2012  
SIGNATURE [Handwritten Signature]

tee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting.  
6/22/12 158024 CNS-2333613#



THE OAKLAND TRIBUNE

This space for filing stamp only

7677 OAKPORT ST STE 950, OAKLAND, CA 94621  
Telephone (510) 293-2797 / Fax (510) 293-2697

CNS#: 2333614

METROPOLITAN  
TRANSPORTATION  
COMMISSION  
NOTICE OF PUBLIC  
HEARING

will be posted on the MTC  
Web site at  
<http://www.mtc.ca.gov/> or at  
<http://www.mtc.ca.gov/funding/tip/index.htm>.

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California )  
County of ALAMEDA ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:  
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the OAKLAND TRIBUNE, a newspaper published in the English language in the city of OAKLAND, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of ALAMEDA, State of California, under date of 12/06/1951, Case No. 23779. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/23/2012

Executed on: 07/06/2012  
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
Signature

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:  
1) Draft 2013 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's Transportation 2035 Plan for the San Francisco Bay Area, the 25-year spending plan for transportation projects in the nine-county San Francisco Bay Area.  
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A public hearing to receive public testimony on these documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for Wednesday, July 11, 2012, 11:00 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday August 2, 2012. For more information, call MTC's Public Information Office at 510/817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects.

At its September 12, 2012 regularly scheduled meeting, MTC's Programming and Allocations Committee will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on September 26, 2012, during its regularly scheduled Commission meeting. 6/23/12

CNS-2333614#  
THE OAKLAND TRIBUNE

Copies of the Draft 2013TIP - which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis - will be available for public review on June 22, 2012, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents



\* A 0 0 0 0 0 2 7 3 0 1 7 3 \*

**SAN FRANCISCO EXAMINER**

This space for filing stamp only

71 STEVENSON 2ND FL, SAN FRANCISCO, CA 94105  
Telephone (415) 359-2723 / Fax (415) 359-2659

Pam Grove  
METRO. TRANS COMM/PUBLIC INFO  
101 8TH ST.  
OAKLAND, CA - 94607

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of SAN FRANCISCO ) ss

Notice Type: HRG - NOTICE OF HEARING

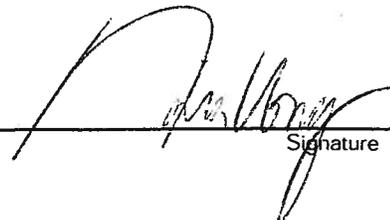
Ad Description:  
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO EXAMINER, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 10/18/1951, Case No. 410667. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/19/2012

Executed on: 06/19/2012  
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
\_\_\_\_\_  
Signature

CNS#: 2333615

**METROPOLITAN TRANSPORTATION COMMISSION  
Notice of Public Hearing**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:  
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documents is scheduled during MTC's Programming & Allocations Committee. The hearing is set for: **Wednesday, July 11, 2012, 11:00 a.m.**, or immediately following MTC's Administration Committee meeting, whichever occurs later, 390 Main Street, San Francisco, California

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6/19/12  
CNS-2333615#  
SAN FRANCISCO EXAMINER



# San Jose Mercury News

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA 95190  
408-920-5332

## PROOF OF PUBLICATION

IN THE  
CITY OF SAN JOSE  
STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

CA NEWSPAPER SERVICES  
CINDY UYENO, P O BOX 60460  
Los Angeles CA 90054-0310

FILE NO. 2333612

In the matter of

The San Jose Mercury News

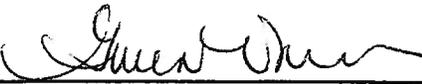
The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to or interested in the above entitled proceedings; and was at and during all said times and still is the principal clerk of the printer and publisher of the San Jose Mercury News, a newspaper of general circulation printed and published daily in the city of San Jose in said County of Santa Clara, State of California as determined by the court's decree dated June 27, 1952, case numbers 84096 and 84097, and that said San Jose Mercury News is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, professional, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professionals, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said city of San Jose in said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned. Said decree has not been revoked, vacated or set aside.

I declare that the notice, of which the annexed is a true printed copy, has been published in each regular or entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

6/26/2012

Dated at San Jose, California  
06/26/12

I declare under penalty of perjury that the foregoing is true and correct.

Signed   
Principal clerk of the printer and publisher of the San Jose Mercury News.



Legal No.

0004475877

### METROPOLITAN TRANSPORTATION COMMISSION Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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6/26/12  
CNS-2333612#  
MERCURY NEWS  
SJMN#4475877 6/26/12

**SAN MATEO COUNTY TIMES**

This space for filing stamp only

7677 OAKPORT ST #950, OAKLAND, CA 94621  
Telephone (510) 293-2797 / Fax (510) 293-2697

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of SAN MATEO ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:  
2013 Draft TIP Public Hearing Notice

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN MATEO COUNTY TIMES, a newspaper published in the English language in the city of SAN MATEO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN MATEO, State of California, under date of 09/21/1951, Case No. 55795. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/23/2012

Executed on: 07/06/2012  
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
Signature

CNS #: 2333616

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**  
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CNS-2333616#  
SAN MATEO COUNTY  
TIMES



\* A 0 0 0 0 0 2 7 3 0 1 7 4 \*

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

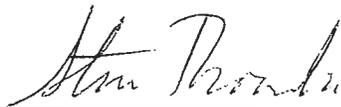
I am a citizen of the United States and a resident of the county aforesaid: I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation, printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices  
6/22 1x - 06/22/2012

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Dated at Santa Rosa, California, on

06/22/2012



SIGNATURE



\* A 0 0 0 0 0 2 7 2 1 3 9 0 \*

This space for County Clerk's Filing Stamp

Proof of Publication of

**Metropolitan Transportation Commission  
Notice of  
Public Hearing**

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6/22/12  
CNS-2333618#  
THE PRESS DEMOCRAT

2587041 - PUB. JUN. 22, 2012 171.

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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento  
Special Services Available in Phoenix

**DECLARATION**

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

SING TAO (S.F.)

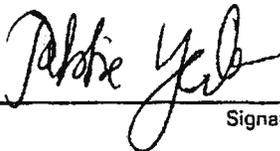
On the following dates:

June 21, 2012

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

28<sup>th</sup> day of June 2012



Signature

2333623

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



## 大都會交通運輸委員會 公共聽證會通知

大都會交通運輸委員會 (MTC) 在此邀請感興趣的人士對以下交通規劃文件草稿提出評論意見：

1) 2013 年交通改善計劃 (TIP) 草稿：此為地區交通規劃文件，包含地面交通專案，其中包括但不限於根據預計今後四年可提供的聯邦、州和地方資金提議資助的公共交通、高速公路、地方公路、自行車和行人專案，此類專案將接受聯邦資助或受聯邦政府要求採取的行動制約或具有地區重要性。TIP 必須受年度財務預算的制約，並須至少每四年更新一次。2013 年 TIP 草稿與 MTC 的三藩市灣區 29 個縣的交通專案二十五年開支計劃「三藩市灣區 2035 年交通計劃」保持一致。

2) 2013 年 TIP 草稿的交通空氣品質合規分析草稿：MTC 還在進行 2013 年 TIP 草稿的交通空氣品質合規分析。由於 2013 年 TIP 草稿不包括任何超出 2035 年交通計劃目前包括專案範圍的具有地區重要性的新專案，並且此類專案已經使用最新規劃假設在相關分析年度進行模擬，MTC 將根據以前的地區排放分析，對 2013 年 TIP 草稿進行合規調查。

2013 年 TIP 草稿副本 — 包括財務限制分析和交通空氣品質合規分析草稿 — 將於 2012 年 6 月 22 日在 MTC 圖書館以及灣區九個縣的主要公共圖書館供公眾審閱。此類文件將在 MTC 網站 <http://www.mtc.ca.gov/> 或 <http://www.mtc.ca.gov/funding/tip/index.htm> 網站上刊載。

MTC 規劃與分配委員會會議決定召開接受公眾對此類文件證言的公共聽證會。聽證會安排在以下時間和地點進行：

2012 年 7 月 11 日 (星期三) 上午 11 時

或者在 MTC 行政委員會會議之後，

以較遲者為準

地址：390 Main Street, San Francisco, California

必須將書面評論意見送交至 MTC 公共資訊辦公室，地址：Public Information Office, 101 Eighth St., Oakland, CA 94607；或用傳真發送給 MTC，傳真號碼 510-817-5848；或用電子郵件發送至 [info@mtc.ca.gov](mailto:info@mtc.ca.gov)。送交書面評論意見的截止日期是 2012 年 8 月 2 日 (星期四) 下午五時。詳情請電洽 MTC 公共資訊辦公室，電話號碼 510-817-5757。本通知同時滿足聯邦公共交通管理局 (FTA) 年度專案計劃的公眾參與要求。

MTC 規劃與分配委員會將在 2012 年 9 月 12 日常規會議上考慮在評論階段截止前收到的公眾評論意見。MTC 計劃在 2012 年 9 月 26 日召開的常規委員會會議上批准交通空氣品質合規分析終稿和 2013 年 TIP。

(800)331-9019

emerickfinch@emerickfinch.com

METROPOLITAN TRANSPORTATION COMMISSION  
PROGRAMMING AND ALLOCATIONS COMMITTEE

**CERTIFIED  
TRANSCRIPT**

DRAFT 2013 TRANSPORTATION )  
IMPROVEMENT PROGRAM (TIP) )  
and DRAFT AIR QUALITY CONFORMITY )  
ANALYSIS for the 2013 TIP )  
\_\_\_\_\_ )

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, JULY 11, 2012

390 MAIN STREET, SAN FRANCISCO, CALIFORNIA

Reported by: JUDITH L. LARRABEE  
Hearing Reporter

Emerick And Finch, Certified Court Reporters

1 BE IT REMEMBERED that, pursuant to Notice of  
2 the Meeting, and on July 11, 2012, at 11:05 a.m. at  
3 390 Main Street, San Francisco, California, before me,  
4 JUDITH L. LARRABEE, Hearing Reporter, State of  
5 California, there commenced a Hearing under the  
6 provisions of the California Environmental Quality  
7 Act.

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9  
10 PUBLIC SPEAKERS

	Page
11	
12 Mary Savage	8
13 Shirley Humphrey	10
14 Gary Rennefeld	12
15 Ginger Emerson	13
16 Manolo Gonzalez-Estay	15

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1 PROCEEDINGS

2 CHAIR COMMISSIONER GLOVER: Good morning. I  
3 am Commissioner Glover, chair of the Programs and  
4 Allocation Committee. I'm going to ask that we be  
5 respectful to one another. There's a lot of folks in  
6 the audience, so I'm going to ask that you would not  
7 be speaking while others are. So at this time I would  
8 call the meeting to order and ask for a roll call.

9 MR. HEMINGER: You have a quorum,  
10 Mr. Chairman.

11 (Item 3.)

12 CHAIR COMMISSIONER GLOVER: Okay. Next item  
13 is a public hearing. So I will begin the public  
14 hearing on the Draft 2013 Transportation Improvement  
15 Program otherwise known as TIP and the companion Draft  
16 Air Quality Conformity Analysis.

17 The purpose of this hearing is to receive public  
18 comment on the Draft and the Air Quality Conformity  
19 Analysis which was released for public review on  
20 June 22nd. Written comments will be accepted through  
21 5:00 p.m. August 2nd. After the comment period has  
22 closed, staff will review the comments and respond as  
23 appropriate.

24 No action will be taken during this hearing.  
25 Formal adoption of the 2013 TIP and conformity

1 analysis will be requested of the Commission at its  
2 September 26th meeting.

3 If you wish to make comments, please fill out a  
4 blue speaker card -- they're on the table back here --  
5 and give those to our committee secretary, Kimberly  
6 Hughes. Kimberly is sitting over here.

7 We will ask each speaker to be brief and concise  
8 and keep your comments to under two minutes for this  
9 issue.

10 I will now ask MTC staff for an overview of the  
11 Draft and Analysis.

12 MS. SRINIVASAN: Good morning, Commissioners.  
13 My name is Sri Srinivasan, and I am with the MTC's  
14 Programming and Allocations section.

15 I would like to note that we do have a court  
16 reporter here to transcribe the proceedings and also  
17 note that the handout before you is a summary guide to  
18 the Draft 2013 TIP.

19 The Transportation Improvement Program is the  
20 region's spending plan for transportation projects  
21 based on anticipated federal, state, regional and  
22 local funding over the next four years.

23 It includes improvements for transit, local  
24 roadway, state highway and bicycle and pedestrian  
25 facilities, along with other regionally significant,

1 locally-funded surface transportation projects. It  
2 generally does not include improvements for airports,  
3 seaports and privately-owned transportation  
4 facilities.

5 MTC has developed the Draft 2013 TIP in  
6 cooperation with regional partner agencies and other  
7 interested parties and in consultation with federal  
8 agencies.

9 The Draft 2013 TIP covers a four-year period from  
10 fiscal year 2013 through fiscal year 2016 and contains  
11 approximately 900 projects totaling about \$11.2  
12 billion dollars. The TIP is financially constrained,  
13 meaning that the amount of funding programmed does not  
14 exceed the amount of funding reasonably expected to be  
15 available. To demonstrate this, the Draft 2013 TIP  
16 contains a financial constraint analysis, and should  
17 any action occur that significantly affects the  
18 funding of a project, the TIP will be amended to  
19 reflect such actions.

20 All projects in the TIP are consistent with the  
21 Transportation 2035 Plan for the San Francisco Bay  
22 Area.

23 To further assist in the public assessment of the  
24 2013 TIP and to specifically address the equity  
25 implications of the proposed TIP investments, MTC has

1 conducted an investment analysis with a focus on  
2 low-income and minority residents. The preliminary  
3 investment analysis was released along with the 2013  
4 TIP for comment and will be presented to the Policy  
5 Advisory Council later today.

6 MTC is required to make an air quality conformity  
7 determination for the TIP in accordance with the Clean  
8 Air Act requirements and air quality conformity  
9 regulations.

10 MTC has conducted a Transportation Air Quality  
11 Conformity Analysis for the 2013 TIP and the  
12 Transportation 2035 Plan in accordance with EPA's  
13 transportation conformity regulations and MTC's Bay  
14 Area Air Quality Conformity Procedures as adopted with  
15 Resolution No. 3757.

16 MTC has consulted on the preparation of this  
17 conformity analysis with the Bay Area's Air Quality  
18 Conformity Task Force, which is the interagency  
19 consultation group established pursuant to the  
20 region's adopted transportation conformity procedures.  
21 The Task Force includes representatives from the  
22 federal, state, regional and local partner agencies.  
23 The Task Force reviews the assumptions going into the  
24 analysis, the results, and consults on  
25 Transportation/Control Measure implementation issues.

1           The Bay Area has conformity requirements for  
2   federal ozone, carbon monoxide and fine particulate  
3   matter. To make a positive conformity finding, MTC  
4   must demonstrate that the calculated motor vehicle  
5   emissions in the region are equal to or less than  
6   motor vehicle emissions budgets for volatile organic  
7   compounds, nitrogen oxides and carbon monoxide as  
8   established in the federal air quality plans also  
9   referred to as the State Implementation Plans. As  
10  part of the conformity analysis, MTC must demonstrate  
11  that the TCMs are being implemented on schedule. The  
12  implementation status of TCMs is described in the  
13  conformity analysis. We report that all TCMs have  
14  been fully implemented.

15           Based on the draft conformity analysis, MTC staff  
16  finds that the Commission can make a positive  
17  conformity determination for the TIP and Plan for all  
18  applicable criteria pollutants and their precursors.

19           The Draft 2013 TIP and Conformity Analysis were  
20  mailed to major libraries, and the public hearing was  
21  noticed in various Bay Area newspapers. This Draft  
22  TIP and Draft Conformity Analysis and the public  
23  hearing notice are also posted on the MTC Website.  
24  Written comments on the TIP and Air Quality Conformity  
25  Analysis will be accepted through 5:00 p.m. on

1 August 2nd, 2012.

2 Thank you. That concludes my presentation.

3 CHAIR COMMISSIONER GLOVER: Thank you. Are  
4 there any questions of staff before opening the public  
5 hearing? Okay.

6 Seeing none, we will now open the public hearing.  
7 We have a few speakers, the first being Mary Savage  
8 followed by Shirley Humphrey. So if you could come to  
9 the mic.

10 MS. SAVAGE: Members of the Committee, my  
11 statement is to reiterate the concerns of the many  
12 citizens of Dixon who are against the millions of  
13 taxpayer dollars that are planned to be spent in  
14 tearing up our downtown so that someday we may gain a  
15 capitol corridor without considering the millions of  
16 tax dollars it will encompass to reconfigure our post  
17 office, police station and the loss of businesses who  
18 would not be able to recuperate their losses on the  
19 projects planned on A Street and the one on B Street.

20 These areas have some very significant concerns  
21 from the aspect of safety for the pedestrians on the  
22 proposal of B Street underpass. There are students  
23 that would be walking through there and the elderly.

24 Mr. Mayor Batchelor put the cart before the horse  
25 in lieu of including the community by going forward

1 with decisions that are vital in the design of our  
2 city. The people have a share in what goes on in the  
3 community. They not only pay taxes, but have to live  
4 and raise their families here.

5 We want to delay these projects until the  
6 community is allowed an opportunity to have clear and  
7 concise input from its citizens, along with the wisdom  
8 of its elected officials, to put the Plan before its  
9 constituents before going forward and to allow for  
10 shared ideas such as the possible train stop.

11 Many train stops do not have stations at all. But  
12 kiosks are used to sell purchase tickets, on-line  
13 purchase, from the conductor as well once on board. Do  
14 you really expect that those commuters or those  
15 persons that are retired such as the elderly, as well  
16 as those with limited income, will make the  
17 expenditures to purchase at a time when they are  
18 monitoring their expenses?

19 Our mayor believes that this is a way to bring  
20 free money into our community and has apparently  
21 convinced two of the council members and city planners  
22 to agree with him and therefore determined any  
23 decisions that were to be made with the community's  
24 input were not needed since he was on board with the  
25 Association of Bay Area Governments Agency. At this

1 time, there is no willingness to open up a discussion  
2 and negotiate publicly with the community. We must  
3 have an open forum before we go forward on these  
4 plans.

5 CHAIR COMMISSIONER GLOVER: Thank you.  
6 Shirley Humphrey.

7 MS. HUMPHREY: Thank you. As citizens we  
8 understand the concepts of smart growth. We are not  
9 against growth, and we understand that communities  
10 change. But smart growth implies careful and  
11 thoughtful planning. That is not what is happening in  
12 our project. And since the time is so limited, I'm  
13 going to tell you about our transportation -- other  
14 transportation project and why you may not have much  
15 credibility with our community.

16 Let me tell you briefly about another  
17 transportation project that was forced on the city  
18 because "free" federal and state money was available.  
19 We have a state and federally-funded train station  
20 with 114 parking spaces which was rented to the  
21 Chamber of Commerce for \$12 a year, a dollar a month.

22 You may ask what a Chamber of Commerce has to do  
23 with transportation. We've asked that frequently.  
24 Mayor pays no attention. We keep letting them have it  
25 for a dollar a month. We're responsible for all

1 repairs over \$250 plus landscaping and lighting.

2 The parking lot is empty. The car charges were  
3 stripped. Union Pacific has not agreed to a train  
4 stop in Dixon. In discussions with them, they are not  
5 expecting to approve a stop within the next decade.  
6 Now you want to spend \$6 million for a pedestrian  
7 undercrossing next to the train station where no train  
8 stops.

9 We go to talk to the city council about it and  
10 they always tell us it's either too late or too early;  
11 We can't make comments.

12 We oppose this because air quality studies have  
13 been done about the air quality, and in this area of  
14 town, it is the worst air quality. A local gentleman  
15 has offered a half a mile away, four acres. We don't  
16 need this undercrossing, and with the four acres we'd  
17 have plenty of parking spaces. Okay.

18 It's not our highest transportation need. We need  
19 an undercrossing at Pitt School Road and where, by the  
20 way, many more accidents have occurred than on West B  
21 Street.

22 Citizens were promised this undercrossing would be  
23 completed before 2005 when the new high school went  
24 in. Instead, money from Pitt School Road is being  
25 diverted to the West B Street undercrossing.

1 CHAIR COMMISSIONER GLOVER: Thank you. Next  
2 speaker Gary Rennefeld followed by Ginger Emerson.

3 MR. RENNEFELD: Good morning. I'd like to  
4 address the project in Dixon, Solano County. It's  
5 identified on Page 50 of your Draft TIP as Item 15,  
6 and the previous two speakers have addressed this  
7 item, the B Street Bike Pedestrian undercrossing.

8 I'm going to refer to this as the tunnel. And  
9 there's also another project that's on this same page,  
10 Item No. 19, called the Parkway Boulevard Union  
11 Pacific Railroad Grade Separation. This is the  
12 Parkway Project.

13 There's widespread support in the community for  
14 this second project, the Parkway Boulevard  
15 overcrossing, grade separation. It would relieve much  
16 of the new congestion that's made Highway 113 very  
17 dangerous through parts of South Dixon because of the  
18 recent growth and the inclusion of a new high school  
19 in that area.

20 On the other hand, the tunnel is an expensive,  
21 severely flawed and poorly planned use of taxpayer  
22 money. In spite of being billed as a road project  
23 today, it is really a transit project that is intended  
24 to be a future accessory to the completion of a rail  
25 stop in Dixon.

1           Now, although billed as a safety measure also for  
2 crossing the tracks, it itself would introduce  
3 significant safety issues of its own and would tend to  
4 encourage pedestrians to use one of two nearby  
5 at-grade crossings where pedestrian hazards from  
6 passing trains are not addressed.

7           As citizens have learned about the proposal to  
8 construct a pedestrian tunnel, they are commenting  
9 that this kind of tunnel generally becomes a dark,  
10 damp, dirty, smelly and potentially threatening  
11 situation that they will be reluctant to use,  
12 particularly for children and the elderly.

13           The tunnel is integral, and local planners have  
14 agreed that it is integral to the planned future train  
15 station. The proponents plan to use this tunnel for  
16 access to a new train platform with the addition of an  
17 elevator or stairs. I believe its use as a pedestrian  
18 tunnel would then be compromised at that point.

19           CHAIR COMMISSIONER GLOVER: Thank you.

20           Ginger Emerson followed by Manolo Gonzales.

21           MS. EMERSON: Good morning, Chairman Glover  
22 and members of the committee. My name is Ginger  
23 Emerson, and I'm here to represent the interests of a  
24 group of Dixon residents known as the Old Town  
25 Neighbors. We want to go on record to strongly

1 opposing the West B Street pedestrian undercrossing  
2 that you are considering funding.

3 As our name suggests, we live in the older core  
4 neighborhood encircling the downtown Dixon commercial  
5 area. The Union Pacific Railroad tracks have divided  
6 our neighborhood since long before our time. So it  
7 has been and will continue to be primarily the  
8 residents of our neighborhood, both young and old, who  
9 cross the tracks at the West B Street location.

10 Our feedback from Dixon residents living in Old  
11 Town confirms that they consider the tunnel to be the  
12 most unreasonable choice for addressing the very  
13 remote possibility of any safety issues at that  
14 location. As a matter of fact, most residents living  
15 in our area and beyond claim that the tunnel will  
16 create more of a safety hazard than it resolves. They  
17 are well aware of the many risks inherent in its  
18 design. They will not use, let alone send their most  
19 vulnerable family members into an undercrossing  
20 without a clear line of sight. And they are far from  
21 reassured by the promise of mirrors, cameras and  
22 monitoring.

23 The community at large is also questioning the  
24 so-called necessity of an underground passage  
25 approximately 300 feet from a proposed vehicular and

1 pedestrian undercrossing at West A. Especially in  
2 these times, the general public is far more sensitive  
3 than our city and county elected officials seem to be  
4 to the waste of an exorbitant amount of taxpayer  
5 dollars. We along with many other people throughout  
6 Dixon would argue that the local match of money for  
7 the pedestrian tunnel should never have been diverted  
8 from a far more necessary project, namely the Parkway  
9 Boulevard Overcrossing south of town.

10 CHAIR COMMISSIONER GLOVER: Thank you.

11 MS. EMERSON: Thank you. I'll follow up with  
12 written comments.

13 CHAIR COMMISSIONER GLOVER: Thank you.

14 Mr. Gonzalez.

15 MR. GONZALEZ-ESTAY: Good morning, everyone.  
16 Manolo Gonzalez-Estay, transportation policy director  
17 for TransForm. Thank you very much for your time.

18 Just here to leave a couple of comments.

19 Understanding that the TIP is mainly federal dollars  
20 so that capital projects, there's going to be a focus  
21 on this.

22 However, though, we also want to make sure that we  
23 say thank you very much for the -- I appreciate the  
24 groundbreaking work that you guys have done on the  
25 investment analysis, particularly focusing on

1 low-income and minority communities. There's a lot of  
2 really good data there that I'm enjoying reading.

3 The one thing I want to make sure is that we note  
4 with some concern that 49 percent of the TIP is  
5 invested in expansion. Your breakdown with adequate  
6 maintenance will have 34 percent, a system efficiency  
7 for 17 percent and a strategic expansion at  
8 49 percent.

9 While the 2035 invests 83 percent of its funds on  
10 maintenance, we're also looking at the Plan Bay Area  
11 which also invests a lot of maintenance,  
12 understanding that after discussions with staff that  
13 this is based off of four years rather than  
14 twenty-five years and how the percentage breaks down  
15 and how the investment is done.

16 However, still, we want to make sure that keeping  
17 track of these expansions and these projects is  
18 something that we're concerned with and that we follow  
19 along with Plan Bay Area, something that we see. We  
20 want to make sure that it's clear that we're not  
21 against expansion -- coming out earlier that support  
22 of high speed rail -- but we just want to make sure to  
23 keep an eye on these programs. And we will be  
24 submitting a comment letter before the August 2nd  
25 deadline which will detail this analysis and our

1 explanations. Thank you very much for your time.

2 CHAIR COMMISSIONER GLOVER: Thank you. And  
3 that is the last speaker card that I have on this  
4 item. Is there anyone else from the public wishing to  
5 address the Commission?

6 Okay. Seeing none, let me just get clarity from  
7 our counsel. Do we close the hearing? Or leave it  
8 open?

9 MS. BOCKELMAN: We'd like you to close the  
10 public hearing.

11 CHAIR COMMISSIONER GLOVER: Thank you. So at  
12 this time we'll close the public hearing and bring it  
13 back to the body. This again is just a public  
14 hearing. There's no action to be taken today.

15 Any questions or comments from Commission?  
16 Commissioner Haggerty.

17 COMMISSIONER HAGGERTY: Thank you. Steve,  
18 knowing that the great commissioner from Solano County  
19 is not here, Mr. Sperring, who could maybe shed some  
20 light on the Dixon issue, I feel kind of at a loss  
21 because I do feel like this is a local issue. But I  
22 also feel like -- the mayor's not here; somebody else  
23 isn't here kind of speaking on the other side. So I'm  
24 wondering when this comes back to the Commission, we  
25 could get some sort of clarity. Is this just kind of

1 a neighborhood struggle? Is this really how the city  
2 of Dixon feels? Really, a little bit more knowledge  
3 than what we're getting right now.

4 MR. HEMINGER: Sure, we can do that. I  
5 believe this is scheduled to come back to the  
6 committee in September.

7 MS. BOCKELMAN: Yes. And we'll also be  
8 responding to all comments that we receive at that  
9 time.

10 CHAIR COMMISSIONER GLOVER: Commissioner  
11 Green.

12 COMMISSIONER GREEN: I'm just looking at the  
13 years of the data samples here, 2008 and another one  
14 from 2005 to 2007, and now we're in 2012. I think one  
15 says the source is the 2000 Bay Area Travel Survey.

16 Are we trying to get more recent information, or  
17 is this the best we can come up with, or are we even  
18 going to be trying to undergo a process where we're  
19 proactively trying to get more accurate information?

20 MS. BOCKELMAN: In terms of the data, in  
21 terms of the Travel Survey, we're working with  
22 Caltrans on that. And I believe that the work is  
23 completed but we don't yet have the new data. But we  
24 definitely will be using that when it's available. As  
25 well, we're doing a new transit demographic survey, so

1 as we get new data we will certainly use the most  
2 up-to-date that we have available.

3 COMMISSIONER GREEN: And do you think that  
4 that might be available between now and -- no, you  
5 don't think it would. Okay.

6 CHAIR COMMISSIONER GLOVER: Any other  
7 comments or questions? Okay. So we will now move to  
8 our next item on the agenda.

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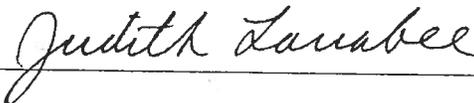
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REPORTER'S CERTIFICATE

I, JUDITH L. LARRABEE, a Hearing Shorthand Reporter in the State of California hereby certify:

That the proceedings therein were taken down in shorthand by me, a disinterested person, at the time and place therein stated, that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision, and that the foregoing is a full, true and correct transcript of the proceedings therein to the best of my ability.

IN WITNESS WHEREOF, I have hereunto set my hand on this seventeenth day of July, 2012.



---

Judith Larrabee, Shorthand Reporter

**Public libraries that receive public review  
documents in electronic format (CD).**

Attn: Documents Dept. Alameda County Business Library 2450 Stevenson Boulevard Fremont, CA 94538-2326	214	Nancy Atkins Documents Librarian Solano County Library John F. Kennedy Library Branch 505 Santa Clara Street Vallejo, CA 94590-5922	214	Attn: Documents Dept. Berkeley Public Library Main Branch 2090 Kittredge Street Berkeley, CA 94704-1491	214
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Attn: Documents Dept. Contra Costa County Library Concord Branch 2900 Salvio Street Concord, CA 94519-2597	214	Ms. Elaine Crepeau Head, Technical Services Belvedere Tiburon Library 1501 Tiburon Boulevard Tiburon, CA 94920-2530	214	Attn: Documents Dept. Dixon Public Library 230 North First Street Dixon, CA 95620-3028	214
Attn: Documents Dept. Hayward Public Library 835 C Street Hayward, CA 94541-5120	214	Attn: Documents Dept. Livermore Public Library 1188 South Livermore Avenue Livermore, CA 94550-9315	214	Attn: Documents Dept. Los Gatos Public Library 110 East Main Street Los Gatos, CA 95030-6981	214
MTC-ABAG Library	214	Attn: Documents Dept. Napa City-County Library 580 Coombs Street Napa, CA 94559-3396	214	Attn: Documents Dept. Novato Regional Library 1720 Novato Boulevard Novato, CA 94947-3084	214
Attn: Magazine Dept. Oakland Public Library Main Branch 125 14th Street Oakland, CA 94612-4310	214	San Leandro Community Library 300 Estudillo Avenue San Leandro, CA 94577-4783	214	Attn: Documents Dept. San Mateo County Library Half Moon Bay Branch 620 Correas Street Half Moon Bay, CA 94019-1998	214
Attn: Documents Dept. San Mateo Public Library Main Branch 55 West Third Avenue San Mateo, CA 94402-1592	214	Attn: Documents Dept. San Ramon Branch Library 100 Montgomery Street San Ramon, CA 94583-4707	214	Attn: Documents Dept. Santa Clara City Library Main Branch 2635 Homestead Road Santa Clara, CA 95051-5387	214
Attn: Documents Dept. Santa Clara County Library Gilroy Branch 7652 Monterey Street Gilroy, CA 95020-5216	214	Attn: Documents Dept. Sonoma County Library Central Branch Third and E Streets Santa Rosa, CA 95404-4400	214		

**Public libraries that receive paper copy  
of public review documents.**

Alameda County Library Newark Branch 6300 Civic Terrace Avenue Newark, CA 94560-3795	215	Attn: Documents Dept. Calistoga Public Library 1108 Myrtle Street Calistoga, CA 94515-1730	215	Attn: Documents Dept. Daly City Public Library 40 Wembley Drive Daly City, CA 94015-4399	215
Attn: Documents Dept. Dr. Martin Luther King, Jr. Library 150 East San Fernando Street San Jose, CA 95112-3580	215	Attn: Documents Dept. Marin County Free Library 3501 Civic Center Drive, Room 414 San Rafael, CA 94903-4189	215	Attn: Documents Dept. Mill Valley Public Library 375 Throckmorton Avenue Mill Valley, CA 94941-2698	215
MTC-ABAG Library	215	Attn: Documents Dept. Petaluma Regional Library 100 Fairgrounds Drive Petaluma, CA 94952-3369	215	Attn: Documents Dept. Redwood City Public Library 1044 Middlefield Road Redwood City, CA 94063-1868	215
Attn: Documents Dept. Richmond Public Library 325 Civic Center Plaza Richmond, CA 94804-1659	215	Attn: Government Documents San Francisco Public Library Main Branch 100 Larkin Street San Francisco, CA 94102-4705	215	Attn: Documents Dept. Solano County Library Fairfield Civic Center Library Branch 1150 Kentucky Street Fairfield, CA 94533-5799	215
Attn: Documents Dept. Sunnyvale Public Library 665 West Olive Avenue Sunnyvale, CA 94086-3707	215				

## Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) Draft 2013 Transportation Improvement Program (TIP):** This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013 TIP was developed to be consistent with MTC's long-range plan, known as *Plan Bay Area*, the 28-year spending plan for transportation projects in the Bay Area.
- 2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2013 TIP:** MTC also is preparing a new transportation-air quality conformity analysis for *Plan Bay Area* and the Draft 2013 TIP. The Draft 2013 TIP only includes projects consistent with *Plan Bay Area*. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2013 TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting March 29, 2013, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the OneBayArea web site at [www.onebayarea.org](http://www.onebayarea.org) and at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm).

Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>. Written comments are due by 4 p.m. on Friday May 3, 2013. For more information, call MTC's Public Information Office at 510-817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration annual Program of Projects. Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the *Draft Plan Bay Area*. Public comment on the *Draft Plan Bay Area* and the Draft Environmental Impact Report for the *Draft Plan Bay Area* is currently being sought pursuant to a separate notice. The following public hearings have been scheduled to receive comment on the *Draft Plan Bay Area*, the Draft 2013 TIP and the Draft Transportation-Air Quality Conformity Analysis:

**Sonoma County**  
**Monday, April 8, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Friedman Event Center  
4676 Mayette Avenue  
Santa Rosa, California

**Napa County**  
**Monday, April 8, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Elks Lodge  
2840 Soscol Avenue  
Napa, California

**San Francisco****Thursday, April 11, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Hotel Whitcomb

1231 Market Street

San Francisco, California

**Solano County****Monday, April 22, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Solano County Fairgrounds

McCormack Hall

900 Fairgrounds Drive

Vallejo, California

**Contra Costa County****Monday, April 22, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Marriott Hotel

Ballroom

2355 North Main Street

Walnut Creek, California

**Marin County****Monday, April 29, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Marin Center

Showcase Theater

10 Avenue of the Flags

San Rafael, California

**San Mateo County****Monday, April 29, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Crowne Plaza Hotel

Alexandria &amp; Balboa Rooms

1221 Chess Drive

Foster City, California

**Santa Clara County****Wednesday, May 1, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Hilton Hotel

Almaden Ballroom

300 Almaden Boulevard

San Jose, California

**Alameda County****Wednesday, May 1, 2013**

Open House: 6 pm to 7:30 pm

Public Hearing: 7 pm to 9 pm

Mirage Ballroom

4120 Peralta Boulevard

Fremont, California

At its regularly scheduled June committee meetings, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on June 26, 2013, during its regularly scheduled Commission meeting.

Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

###

**Comisión Metropolitana de Transporte**  
**Aviso de Audiencia Pública**

La Comisión Metropolitana de Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

**1) Anteproyecto de Programa de Mejora de Transporte (TIP) 2013:** Este es el documento de programación de transporte de la Región de la Bahía de San Francisco, consistente de nueve condados, que contiene los proyectos de transporte terrestre incluyendo, pero sin limitarse a, el transporte público, las carreteras, los proyectos locales de caminos e instalaciones para ciclistas y peatones que se proponen para su financiamiento con base en los fondos locales, estatales y federales que se prevé que estén disponibles durante los próximos seis años, que recibirán fondos federales o que están sujetos a una acción obligatoria federal o que son importantes para la región. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. En Anteproyecto del TIP 2013 se desarrolló para que sea consistente con el plan de largo plazo de MTC, conocido como el *Plan Área de la Bahía*, el plan de gastos a 28 años para los proyectos de transporte del Área de la Bahía.

**2) Anteproyecto del Análisis de Conformidad con la Calidad del Aire-Transporte para el Plan Área de la Bahía y el Anteproyecto del TIP 2013:** MTC además está preparando un nuevo análisis de conformidad con la calidad del aire-transporte para el *Plan Área de la Bahía* y el Anteproyecto del TIP 2013. El Anteproyecto de TIP 2013 sólo incluye proyectos consistentes con el *Plan Área de la Bahía*. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Habrá disponibilidad de copias del Anteproyecto del TIP 2013, el cual incluye el análisis de límites financieros y el Anteproyecto del Análisis de Conformidad con Calidad de Aire-Transporte, para su revisión pública a partir del 29 de marzo de 2013 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos serán publicados en el sitio web de OneBayArea en [www.onebayarea.org](http://www.onebayarea.org) y en [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm).

Se pueden enviar comentarios por escrito a la Oficina de Información Pública de MTC, en 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>. Los comentarios por escrito tienen como fecha límite las 4 p.m. del viernes 3 de mayo de 2013. Para obtener más información, llamar a la Oficina de Información Pública de MTC al 510-817-5757. Este aviso además sirve para cumplir con los requerimientos de participación del público en el Programa de Proyectos anual de la Administración Federal de Transporte Público. También se recibirán comentarios orales del público sobre el Anteproyecto de TIP 2013 y sobre el Anteproyecto del Análisis de Conformidad con Calidad del Aire-Transporte en cualquiera de las nueve audiencias públicas para el *Anteproyecto del Plan Área de la Bahía*. Actualmente se buscan los comentarios del público sobre el *Anteproyecto del Plan Área de la Bahía* y el Anteproyecto del Reporte de Impacto Ambiental (DEIR) para el *Anteproyecto del Plan Área de la Bahía* conforme a un aviso separado. Se han programado las siguientes audiencias públicas para recibir comentarios sobre el *Anteproyecto del Plan Área de la Bahía*, el Anteproyecto de TIP 2013 y el Anteproyecto del Análisis de Conformidad de Calidad de Aire-Transporte:

**Condado de Sonoma****Lunes, 8 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Friedman Event Center

4676 Mayette Avenue

Santa Rosa, California

**Condado de Napa****Lunes, 8 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Elks Lodge

2840 Soscol Avenue

Napa, California

**San Francisco****Jueves, 11 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Hotel Whitcomb

1231 Market Street

San Francisco, California

**Condado de Solano****Lunes, 22 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Solano County Fairgrounds

McCormack Hall

900 Fairgrounds Drive

Vallejo, California

**Condado de Contra Costa****Lunes, 22 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Marriott Hotel

Ballroom

2355 North Main Street

Walnut Creek, California

**Condado de Marin****Lunes, 29 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Marin Center

Showcase Theater

10 Avenue of the Flags

San Rafael, California

**Condado de San Mateo****Lunes, 29 de abril de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Crowne Plaza Hotel

Alexandria &amp; Balboa Rooms

1221 Chess Drive

Foster City, California

**Condado de Santa Clara****Miércoles, 1 de mayo de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Hilton Hotel

Almaden Ballroom

300 Almaden Boulevard

San Jose, California

**Condado de Alameda****Miércoles, 1 de mayo de 2013**

Sesión informativa: 6 pm a 7:30 pm

Audiencia pública: 7 pm a 9 pm

Mirage Ballroom

4120 Peralta Boulevard

Fremont, California

En sus juntas de comité regulares programadas para junio, MTC considerará los comentarios del público recibidos para el final del periodo de comentarios. MTC tiene programado aprobar el análisis final de conformidad de calidad de aire-transporte y el TIP 2013 para el 26 de junio de 2013, durante su junta regular de la Comisión.

¿Necesita los materiales escritos con una letra más grande o en Braille para participar en las juntas de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo de ayuda? ¿El inglés es su segundo idioma? ¿Necesita una traducción de nuestros documentos? ¿Necesita que esté presente un intérprete que hable su idioma en alguna de nuestras juntas?

¡Podemos ayudar! Puede solicitar asistencia llamando al 510-817-5757 o al 510-817-5769 para TDD/TTY. Visite [www.mtc.ca.gov](http://www.mtc.ca.gov) para obtener más información. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables. De ser posible, preferimos que nos avise con tiempo de anticipación. Haremos todos los esfuerzos posibles por arreglar su ayuda tan pronto como sea posible.

###

## 大都會交通委員會 公眾聽證會的通知

大都會交通委員會 (MTC) 誠邀有興趣的人士對以下交通規劃文件草案發表意見:

**1)2013年交通改善計劃 (TIP) 草案:** 這是三藩市灣區九個縣區域的交通規劃文件, 包含地面交通項目, 包括但不僅限於公共大眾交通、高速公路、當地道路、自行車和行人等各種項目, 這些提議項目的資金來源於未來六年預期的聯邦、州和地方撥款, 此類項目接受聯邦撥款或受聯邦規限的行動制約或具有區域重要性。TIP必須受到年度財政的制約, 並且至少每四年必須更新。2013 TIP草案開發與MTC的長期計劃是一致的, 稱為**灣區規劃**, 是為灣區交通項目28年的開支計劃。

**2)規劃灣區的交通-空氣合格分析草案和2013 TIP草案:** MTC也正在為規劃灣區制定新的交通-空氣質量合格分析和2013草案。2013 TIP草案只包括與灣區規劃相符合的項目。這些項目已採用最新的規劃假設, 在每年適當的分析過程中已作為模型。

2013的TIP草案的副本, 其中包括財務制約分析和交通-空氣質量合格分析草案, 將於2013年3月29日起, 在MTC圖書館和灣區九個縣的每個主要公共圖書館供公眾查閱。該文件將發佈在一個灣區(OneBayArea)的網站[www.onebayarea.org](http://www.onebayarea.org)上和[www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm)網站上。

書面意見可提交到位於101 Eighth St., Oakland, CA 94607的MTC公共資訊辦公室, 或傳真至MTC 510-817-5848, 通過電郵發送到 <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>。書面意見截止於2013年5月3日, 星期五, 下午4點。欲了解更多資訊, 請致電510-817-5757給MTC公共資訊辦公室。這個通知也是為了滿足公眾參與聯邦交通管理局年度項目計劃的要求, 對2013年TIP草案和交通空氣質量合格分析草案的口頭意見也將會在**灣區規劃草案**的任何9個公眾聽證會上接收。根據另一份通知, 目前正在尋求公眾對**規劃灣區草案**及**規劃灣區草案**的環境影響報告草案的意見。已經安排了以下公眾聽證會接收對**灣區規劃草案**、2013 TIP草案和交通-空氣質量合格分析草案的意見:

### **Sonoma 縣**

星期一, 2013年4月8日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Friedman 活動中心

4676 Mayette Avenue

Santa Rosa, California

### **Napa 縣**

星期一, 2013年4月8日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Elks Lodge

2840 Soscol Avenue

Napa, California

### **三藩市**

星期四, 2013年4月11日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Whitcomb 酒店

1231 Market Street

San Francisco, California

### **San Mateo 縣**

星期一, 2013年4月29日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Crowne Plaza 酒店

Alexandria & Balboa 室

1221 Chess Drive

Foster City, California

**Solano 縣**

星期一, 2013年4月22日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Solano 縣露天商展場

McCormack Hall

900 Fairgrounds Drive

Vallejo, California

**Santa Clara 縣**

星期三, 2013年5月1日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Hilton 酒店

Almaden宴會廳

300 Almaden Boulevard

San Jose, California

**Contra Costa 縣**

星期一, 2013年4月22日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Marriott 酒店

宴會廳

2355 North Main Street

Walnut Creek, California

**Alameda 縣**

星期三, 2013年5月1日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Mirage 宴會廳

4120 Peralta Boulevard

Fremont, California

**Marin 縣**

星期一, 2013年4月29日

開放時間: 晚上6點至7點30分

公眾聽證會: 晚上7點至9點

Marin 中心

Showcase劇院

10 Avenue of the Flags

San Rafael, California

在6月定期的委員會會議上, MTC將考慮在徵求意見期結束前接收公眾意見。MTC安排在2013年6月26日的定期委員會會議中批准最終交通-空氣質量合格分析和2013年TIP。

在參加MTC或BATA會議時, 你需要大字體或盲文的書面材料嗎? 你需要手語口譯員或其他方面的協助嗎? 英語是否是你的第二語言? 你需要我們翻譯文件的其中之一份嗎? 你需要一位講你語言的口譯員到我們的會議現場嗎?

我們可以幫助! 你可以致電510-817-5757或510-817-5769 聽障專線(TDD/ TTY)請求協助。瀏覽[www.mtc.ca.gov](http://www.mtc.ca.gov)獲取更多資訊。我們需要至少3天前通知以提供合理的協助。如果可能的話, 我們希望更早些獲得通知。我們將盡一切努力盡快安排協助。

###

### Multiple ways to submit your comments!

- ▶ Give us your oral comments at one of the public hearings listed inside.
- ▶ Submit your comments via e-mail to [info@OneBayArea.org](mailto:info@OneBayArea.org)
- ▶ Once the Plan is released, participate in an online forum — Plan Bay Area Town Hall — at [www.OneBayArea.org](http://www.OneBayArea.org)
- ▶ Send your comments via mail to:  
MTC-ABAG,  
Plan Bay Area  
Public Comment  
101 8th Street  
Oakland, CA 94607

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release for public review and comment the **Draft Plan Bay Area** on March 22, 2013. This will start the public comment period for the long-range plan that has been discussed and developed over the past two years.

**Plan Bay Area** looks forward to the year 2040 and charts a course for the Bay Area's first-ever Sustainable Communities Strategy, accommodating needed housing growth within our nine counties while at the same time decreasing greenhouse gas emissions from cars and light trucks. **Plan Bay Area** meets these challenges without compromising local control of land-use decisions.

Please attend one of the nine **Plan Bay Area** Open Houses listed inside to view displays and ask questions about the **Draft Plan Bay Area**. We encourage attendees to stay to offer comments at the Public Hearing held the same evening, adjacent to the Open House, or leave your comments at the comment station at the Open House. No registration is needed.

**For more information**  
▶ Go to [www.OneBayArea.org](http://www.OneBayArea.org)  
to view or print a copy of the  
Draft Plan.  
▶ For more information e-mail  
[info@OneBayArea.org](mailto:info@OneBayArea.org)

MTC-ABAG  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607

### Draft Plan Bay Area

An integrated long-range transportation and land use/housing plan

Release Date:

Friday, March 22

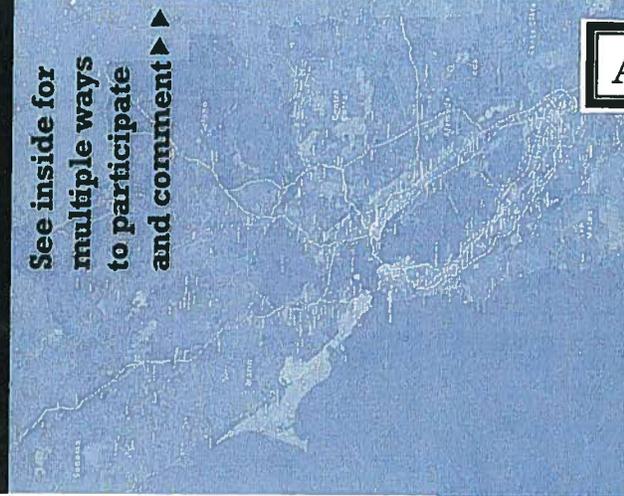
Close of Comments:

Thursday, May 16, 4 p.m.

# BayArea Plan

## Y our invitation to comment on the Draft Plan Bay Area

See inside for  
multiple ways  
to participate  
and comment ▶▶



# Attachment I



Association of  
Bay Area Governments



MTC METROPOLITAN TRANSPORTATION

## Draft Plan Bay Area: Attend an Open House and Public Hearing in Your County

**Open House Hours:** 6 p.m. to 7:30 p.m. **Public Hearing Hours:** 7 p.m. to 9 p.m.

Attend an **Open House** to view displays and learn about the Draft Plan Bay Area. Provide oral comments on several documents related to the Draft Plan at the **Public Hearing**.

### Monday, April 8, 2013

**Napa County**  
Elks Lodge  
2840 Soscol Ave., Napa

### Monday, April 22, 2013

**Solano County**  
County Fairgrounds  
McCormack Hall  
900 Fairgrounds Dr., Vallejo

### Monday, April 29, 2013

**Marin County**  
Marin Center  
10 Avenue of the Flags  
San Rafael

### Wednesday, May 1, 2013

**Alameda County**  
Mirage Ballroom  
4100 Peralta Blvd., Fremont

**Santa Clara County**  
Hilton Hotel  
300 Almaden Blvd., San Jose

### Thursday, April 11, 2013

**San Francisco County**  
Whitcomb Hotel  
1231 Market St.  
San Francisco

### Contra Costa County

Marriott Hotel  
2355 North Main St.  
Walnut Creek

In addition to the Draft Plan Bay Area, you are encouraged to comment on the Draft Environmental Impact Report (EIR). The EIR examines the proposed Plan and four alternatives and the range of potential environmental impacts that could result from the implementation of Plan Bay Area. Three public hearings are scheduled as an opportunity to provide oral comments. Oral comments on the Draft EIR also can be made at the Plan Bay Area public hearings. The Draft EIR will be released for public review on Friday, March 29, 2013. The comment period will close on Thursday, May 16 at 4 p.m.

### Draft Environmental Impact Report Public Hearings

#### Tuesday, April 16, 2013

**10 a.m. to 12 noon**  
Embassy Suites Hotel  
Novato/Larkspur Room  
101 McInnis Parkway, San Rafael

#### Tuesday, April 16, 2013

**7 p.m. to 9 p.m.**  
Joseph P. Bort MetroCenter, Auditorium  
101 8th Street, Oakland

#### Wednesday, April 17, 2013

**1 p.m. to 3 p.m.**  
Dr. Martin Luther King, Jr. Library  
Rooms 225/229  
150 East San Fernando St., San Jose

### Also comment on these two related documents:

► **Draft 2013 Transportation Improvement Program (TIP)** — implements Plan Bay Area by identifying surface transportation projects over the next six years that are regionally significant or will receive federal funds.

► **Draft Transportation-Air Quality Conformity Analysis for Draft Plan Bay Area and 2013 TIP** — an analysis to determine if transportation investments are consistent with goals to improve air quality.

**Release Date:** Friday, March 29

**Close of Comments:**  
Friday, May 3, 4 p.m.

For transit directions visit [511.org](http://511.org).

### Is your time limited?

A comment station will be open during each Open House for those who cannot stay for the Public Hearing.

### Can't attend an Open House or Public Hearing?

- Comment online at [www.OneBayArea.org](http://www.OneBayArea.org);
- E-mail [info@OneBayArea.org](mailto:info@OneBayArea.org), or
- Mail to MTC-ABAG  
Plan Bay Area Public Comment  
101 8th Street, Oakland, CA 94607

**If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.**

**Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.**

**如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。**

On the following pages are the Proof of Publication for notices of the April/May 2013 Public Hearings on the Draft Plan Bay Area/EIR and Draft 2013 TIP that were published in the following newspapers:

California Voice  
Contra Costa Times  
El Mensajero  
Fairfield Daily Republic  
Marin Independent Journal  
Napa Valley Register  
Oakland Tribune  
San Francisco Examiner  
San Jose Mercury News  
San Mateo Times  
Santa Rosa Press Democrat  
Sing Tao

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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento  
Special Services Available in Phoenix

**DECLARATION**

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**CALIFORNIA VOICE**

On the following dates:

**March 24, 2013**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this  
10<sup>th</sup> day of April 2013



Signature

**2459170**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Notice of Public Hearing**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:  
1) Draft 2013 Transportation Improvement Program (TIP): This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's long-range plan, known as Plan Bay Area, the 28-year spending plan for transportation projects in the Bay Area.  
2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2013 TIP: MTC also is preparing a new transportation-air quality conformity analysis for Plan Bay Area and the Draft 2013 TIP. The Draft 2013 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. Copies of the Draft 2013TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting March 29, 2013, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the OneBayArea web site at [www.onebayarea.org](http://www.onebayarea.org) and at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm). Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at

510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 4 p.m. on Friday May 3, 2013. For more information, call MTC's Public Information Office at 510-817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration annual Program of Projects. Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the Draft Plan Bay Area. Public comment on the Draft Environmental Impact Report for the Draft Plan Bay Area is currently being sought pursuant to a separate notice. The following public hearings have been scheduled to receive comment on the Draft Plan Bay Area, the Draft 2013TIP and the Draft Transportation-Air Quality Conformity Analysis:

**Sonoma County**  
Monday, April 8, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Friedman Event Center  
4676 Mayette Avenue  
Santa Rosa, California

**Napa County**  
Monday, April 8, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Elks Lodge  
2840 Soscol Avenue  
Napa, California

**San Francisco**  
Thursday, April 11, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Hotel Whitcomb  
1231 Market Street  
San Francisco, California

**Solano County**  
Monday, April 22, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Solano County Fairgrounds  
McCormack Hall  
900 Fairgrounds Drive  
Vallejo, California

**Contra Costa County**  
Monday, April 22, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marriott Hotel  
B a i l r o o m  
2355 North Main Street  
Walnut Creek, California

**Marin County**  
Monday, April 29, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marin Center  
Showcase Theater  
10 Avenue of the Flags  
San Rafael, California

**San Mateo County**  
Monday, April 29, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Crowne Plaza Hotel  
Alexandria & Balboa Rooms  
1221 Chess Drive  
Foster City, California

**Santa Clara County**  
Wednesday, May 1, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Hilton Hotel  
Almaden Ballroom  
300 Almaden Boulevard  
San Jose, California

**Alameda County**  
Wednesday, May 1, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Mirage Ballroom  
4120 Peralta Boulevard  
Fremont, California

At its regularly scheduled June committee meetings, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on June 26, 2013, during its regularly scheduled Commission meeting. Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings? We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

**3/24/13**

**CNS-2459170#  
CALIFORNIA VOICE**

# Contra Costa Times

PO Box 4147  
Walnut Creek, CA 94596  
(925) 935-2525

CALIF. NEWSPAPER SVC.  
BILLING DEPT., PO BOX 60460  
LOS ANGELES CA 90060

## PROOF OF PUBLICATION

FILE NO. 2459171

In the matter of

Contra Costa Times

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter.

I am the Principal Legal Clerk of the Contra Costa Times, a newspaper of general circulation, printed and published at 2640 Shadelands Drive in the City of Walnut Creek, County of Contra Costa, 94598

And which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Contra Costa, State of California, under the date of October 22, 1934. Case Number 19764.

The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

3/20/2013

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.  
On this 29th day of March, 2013.

Signature



Legal No. 0004801843

### METROPOLITAN TRANSPORTATION COMMISSION

#### Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2013 Transportation Improvement Program (TIP): This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's long-range plan, known as Plan Bay Area, the 28-year spending plan for transportation projects in the Bay Area.

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Public Hearing: 7 pm to 9 pm  
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2840 Soscol Avenue  
Napa, California

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Thursday, April 11, 2013  
Open House: 6 pm to 7:30 pm  
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Hotel Whitcomb  
1231 Market Street  
San Francisco, California

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960 Fairgrounds Drive  
Vallejo, California

Contra Costa County  
Monday, April 22, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marriott Hotel  
Ballroom  
2355 North Main Street  
Walnut Creek, California

Marin County  
Monday, April 29, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marin Center  
Showcase Theater  
16 Avenue of the Cliffs



\* A 0 0 0 0 0 3 0 2 9 4 1 0 \*

14 Avenue of the Flags  
San Rafael, California

San Mateo County  
Monday, April 29, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Crowne Plaza Hotel  
Alexandria & Balboa Rooms  
1221 Chess Drive  
Foster City, California

Santa Clara County  
Wednesday, May 1, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
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Almaden Ballroom  
300 Almaden Boulevard  
San Jose, California

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Public Hearing: 7 pm to 9 pm  
Mirage Ballroom  
4120 Peralta Boulevard  
Fremont, California

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Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

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3/20/13  
CNS-2459171#

CCT# 4801843 March 20, 2013

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## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**EL MENSAJERO**

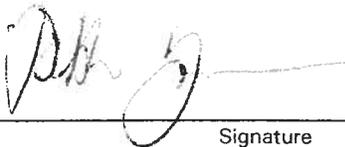
On the following dates:

**March 31, 2013**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

10<sup>th</sup> day of April 2013



Signature

**2462462**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



## COMISIÓN METROPOLITANA DE TRANSPORTE Aviso de Audiencia Pública

La Comisión Metropolitana de Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

**1) Anteproyecto de Programa de Mejora de Transporte (TIP) 2013:** Este es el documento de programación de transporte de la Región de la Bahía de San Francisco, consistente de nueve condados, que contiene los proyectos de transporte terrestre incluyendo, pero sin limitarse a, el transporte público, las carreteras, los proyectos locales de caminos e instalaciones para ciclistas y peatones que se proponen para su financiamiento con base en los fondos locales, estatales y federales que se prevé que estén disponibles durante los próximos seis años, que recibirán fondos federales o que están sujetos a una acción obligatoria federal o que son importantes para la región. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. En Anteproyecto del TIP 2013 se desglosó para que sea consistente con el plan de largo plazo de MTC, conocido como el Plan Área de la Bahía, el plan de gastos a 28 años para los proyectos de transporte del Área de la Bahía.

**2) Anteproyecto del Análisis de Conformidad con la Calidad del Aire-Transporte para el Plan Área de la Bahía y el Anteproyecto del TIP 2013:** MTC además está preparando un nuevo análisis de conformidad con la calidad del aire-transporte para el Plan Área de la Bahía y el Anteproyecto del TIP 2013. El Anteproyecto de TIP 2013 sólo incluye proyectos consistentes con el Plan Área de la Bahía. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes. Habrá disponibilidad de copias del Anteproyecto del TIP 2013, el cual incluye el análisis de límites financieros y el Anteproyecto del Análisis de Conformidad con Calidad de Aire-Transporte, para su revisión pública a partir del 29 de marzo de 2013 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos serán publicados en el sitio web de OneBayArea en [www.onebayarea.org](http://www.onebayarea.org) y en [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm).

Se pueden enviar comentarios por escrito a la Oficina de Información Pública de MTC, en 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Los comentarios por escrito tienen como fecha límite las 4 p.m. del viernes 3 de mayo de 2013. Para obtener más información, llamar a la Oficina de Información Pública de MTC al 510-817-5757. Este aviso además sirve para cumplir con los requerimientos de participación del público en el Programa de Proyectos anual de la Administración Federal de Transporte Público. También se recibirán comentarios orales del público sobre el Anteproyecto de TIP 2013 y sobre el Anteproyecto del Análisis de Conformidad con Calidad del Aire-Transporte en cualquiera de las nueve audiencias públicas para el Anteproyecto del Plan Área de la Bahía y el Anteproyecto del Reporte de Impacto Ambiental (DEIR) para el Anteproyecto del Plan Área de la Bahía conforme a un aviso separado. Se han programado las siguientes audiencias públicas para recibir comentarios sobre el Anteproyecto del Plan Área de la Bahía, el Anteproyecto de TIP 2013 y el Anteproyecto del Análisis de Conformidad de Calidad de Aire-Transporte:

**Condado de Sonoma**  
**Lunes, 8 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Friedman Event Center  
4676 Mayette Avenue  
Santa Rosa, California

**Condado de Napa**  
**Lunes, 8 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Elks Lodge  
2840 Soscol Avenue  
Napa, California

**San Francisco**  
**Jueves, 11 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Hotel Whitcomb  
1231 Market Street  
San Francisco, California

**Condado de Solano**  
**Lunes, 22 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Solano County Fairgrounds  
McCormack Hall  
900 Fairgrounds Drive  
Vallejo, California

**Condado de Contra Costa**  
**Lunes, 22 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Marrriott Hotel  
Ballroom  
2355 North Main Street  
Walnut Creek, California

**Condado de Marin**  
**Lunes, 29 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Marin Center  
Showcase Theater  
10 Avenue of the Flag  
San Rafael, California

**Condado de San Mateo**  
**Lunes, 29 de abril de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Crowne Plaza Hotel  
Alexandria & Balboa Rooms  
1221 Chess Drive, Foster City, California

**Condado de Santa Clara**  
**Miércoles, 1 de mayo de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Hilton Hotel  
Almaden Ballroom  
300 Almaden Boulevard, San Jose, California

**Condado de Alameda**  
**Miércoles, 1 de mayo de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Mirage Ballroom  
4120 Peralta Boulevard, Fremont, California

En sus juntas de comité regulares programadas para junio, MTC considerará los comentarios del público recibidos para el final del periodo de comentarios. MTC tiene programado aprobar el análisis final de conformidad de calidad de aire-transporte y el TIP 2013 para el 26 de junio de 2013, durante su junta regular de la Comisión.

¿Necesita los materiales escritos con una letra más grande o en Braille para participar en las juntas de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**EL MENSAJERO**

On the following dates:

**March 31, 2013**

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**10<sup>th</sup>** day of **April** **2013**

Signature

**2462462**

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Rev: 11-09 Daily Journal Corporation, 913 East First Street, Los Angeles, CA 90012

límites financieros y el Anteproyecto del Análisis de Conformidad con Calidad de Aire-Transporte, para su revisión pública a partir del 29 de marzo de 2013 en la Biblioteca de MTC, y en las bibliotecas públicas más importantes de cada uno de los nueve condados del Área de la Bahía. Los documentos serán publicados en el sitio web de OneBayArea en [www.onebayarea.org](http://www.onebayarea.org) y en [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm). Se pueden enviar comentarios por escrito a la Oficina de Información Pública de MTC, en 101 Eighth St., Oakland, CA 94607 o se pueden enviar por fax a MTC al 510-817-5848 o por correo electrónico a [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Los comentarios por escrito tienen como fecha límite las 4 p.m. del viernes 3 de mayo de 2013. Para obtener más información, llamar a la Oficina de Información Pública de MTC al 510-817-5757. Este aviso además sirve para cumplir con los requerimientos de participación del público en el Programa de Proyectos anual de la Administración Federal de Transporte Público. También se recibirán comentarios orales del público sobre el Anteproyecto de TIP 2013 y sobre el Anteproyecto del Análisis de Conformidad con Calidad del Aire-Transporte en cualquiera de las nueve audiencias públicas para el Anteproyecto del Plan Área de la Bahía. Actualmente se buscan los comentarios del público sobre el Anteproyecto del Plan Área de la Bahía y el Anteproyecto del Reporte de Impacto Ambiental (DEIR) para el Anteproyecto del Plan Área de la Bahía conforme a un aviso separado. Se han programado las siguientes audiencias públicas para recibir comentarios sobre el Anteproyecto del Plan Área de la Bahía, el Anteproyecto de TIP 2013 y el Anteproyecto del Análisis de Conformidad con Calidad de Aire-Transporte:

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**Condado de Alameda**  
**Miércoles, 1 de mayo de 2013**  
Sesión informativa: 6 pm a 7:30 pm  
Audiencia pública: 7 pm a 9 pm  
Mirage Ballroom  
4120 Peralta Boulevard, Fremont, California

En sus juntas de comité regulares programadas para junio, MTC considerará los comentarios del público recibidos para el final del periodo de comentarios. MTC tiene programado aprobar el análisis final de conformidad de calidad de aire-transporte y el TIP 2013 para el 26 de junio de 2013, durante su junta regular de la Comisión.

¿Necesita los materiales escritos con una letra más grande o en Braille para participar en las juntas de MTC o de BATA? ¿Necesita un intérprete del lenguaje de señas u otro tipo de ayuda? ¿El inglés es su segundo idioma? ¿Necesita una traducción de nuestros documentos? ¿Necesita que esté presente un intérprete que hable su idioma en alguna de nuestras juntas?

¡Podemos ayudar! Puede solicitar asistencia llamando al 510-817-5757 o al 510-817-5769 para TDD/TTY. Visite [www.mtc.ca.gov](http://www.mtc.ca.gov) para obtener más información. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables. De ser posible, preferimos que nos avise con tiempo de anticipación. Haremos todos los esfuerzos posibles por arreglar su ayuda tan pronto como sea posible.

3/31/13  
**CNS-2462462#**  
**EL MENSAJERO**

PROOF OF PUBLICATION  
(2015.5 C.C.P.)

This Space For Filing Stamp

STATE OF CALIFORNIA  
County of Solano

I am a citizen of the United States and a resident of Solano County. I am over the age of eighteen years and not a party to, or interested in, this Legal or Public Notice matter. I am the principal Legal Advertising Clerk for the

DAILY REPUBLIC  
1250 Texas Street  
P.O. Box 47  
Fairfield, CA 94533

[SEE OVER]

Attach Legal / Public Notice Here

a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952.

I certify under penalty of perjury that the attached Legal or Public Notice has been published in each regular and entire issue of the Daily Republic, and not in any supplement, on the following date(s):

March 20,

in the year: 2013

By: Donna Jacobs

Donna Jacobs, Legal Advertising Clerk

Date: March 20, 2013



\* A 0 0 0 0 0 3 0 2 9 3 0 9 \*

METROPOLITAN TRANSPORTATION  
COMMISSION

Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) **Draft 2013 Transportation Improvement Program (TIP):** This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's long-range plan, known as Plan Bay Area, the 28-year spending plan for transportation projects in the Bay Area.
- 2) **Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2013 TIP:** MTC also is preparing a new transportation-air quality conformity analysis for Plan Bay Area and the Draft 2013 TIP. The Draft 2013 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. Copies of the Draft 2013TIP, which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting March 29, 2013, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the OneBayArea web site at [www.onebayarea.org](http://www.onebayarea.org) and at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm). Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov). Written comments are due by 4 p.m. on Friday May 3, 2013. For more information, call MTC's Public Information Office at 510-817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration annual Program of Projects. Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the Draft Plan Bay Area. Public comment on the Draft Plan Bay Area and the Draft Environmental Impact Report for the Draft Plan Bay Area is currently being sought pursuant to a separate notice. The following public hearings have been scheduled to receive comment on the Draft Plan Bay Area, the Draft 2013TIP and the Draft Transportation-Air Quality Conformity Analysis:

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3/20/13

CNS-2459176#

THE DAILY REPUBLIC

DR#24563869

Published:

# Marin Independent Journal

150 Alameda del Prado  
PO Box 6150  
Novato, California 94948-1535  
(415) 382-7335  
legals@marinij.com

CALIFORNIA NEWSPAPER SERVICE  
915 E 1ST ST  
LOS ANGELES CA 90012-4050

## PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of Marin

FILE NO. CNS-2459172#-0004801143

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25566; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

3/19/2013

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated this 20th day of March, 2013.

*Donna Lazarus*

Signature

## PROOF OF PUBLICATION



Legal No. 0004801143

### METROPOLITAN TRANSPORTATION COMMISSION

#### Notice of Public Hearing

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Public Hearing: 7 pm to 9 pm  
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Santa Rosa, California

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Public Hearing: 7 pm to 9 pm  
EIKS Lodge  
2840 Sycamore Avenue  
Napa, California

**San Francisco**  
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Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Hotel Whitcomb  
1231 Market Street  
San Francisco, California

**Solano County**  
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Monday, April 22, 2013  
Open House: 6 pm to 7:30 pm  
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Marriott Hotel  
Ballroom  
2355 North Main Street  
Walnut Creek, California

**Marin County**  
Monday, April 29, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marin Center  
Showcase Theater  
18 Avenue of the Flags  
San Rafael, California

**San Mateo County**

**Merced, April 23, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 8 pm  
Crown Plaza Hotel  
Alexandria & Balboa Rooms  
1221 Chess Drive  
Foster City, California

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3/15/13  
CNS-2459172#  
MARIN INDEPENDENT JOURNAL  
NO. 319 MARCH 19, 2013

AFFIDAVIT OF PUBLICATION

NAPA VALLEY PUBLISHING

California Newspaper Service Bureau  
PO Box 60460, ,  
Los Angeles, CA 90060

ACCOUNT # 1203

AD NUMBER 0000165426-01

STATE OF CALIFORNIA

COUNTY OF NAPA

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF THE NAPA VALLEY REGISTER, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF NAPA, COUNTY OF NAPA, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, UNDER THE DATE OF NOVEMBER 16, 1951, CASE NUMBER 12752,

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO WIT:

PUBLISHED IN NVR:: 3/20/2013

FILED ON: 03/20/2013

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT NAPA COUNTY, CALIFORNIA,

THIS DAY 20 OF Mar, 2013

SIGNATURE J. Brusch



\* A 0 0 0 0 0 3 0 6 2 4 8 9 \*

**Ad Content Proof**

**PUBLIC NOTICE**

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Notice of Public Hearing**

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commodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

165426 3/20/13

CNS-2459174#

THE NAPA VALLEY REGISTER

7677 OAKPORT ST STE 950, OAKLAND, CA 94621  
Telephone (510) 293-2797 / Fax (510) 293-2697

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California )  
County of ALAMEDA ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:  
2013 Draft TIP Public Hearing

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the OAKLAND TRIBUNE, a newspaper published in the English language in the city of OAKLAND, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of ALAMEDA, State of California, under date of 12/06/1951, Case No. 23779. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

03/20/2013

Executed on: 03/20/2013  
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
Signature

CNS#: 2459175

METROPOLITAN  
TRANSPORTATION  
Commission

Notice of  
Public Hearing

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Transportation  
Improvement Program

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3/20/13  
CNS-2459175#  
THE OAKLAND TRIBUNE

**SAN FRANCISCO EXAMINER**

This space for filing stamp only

71 STEVENSON 2ND FL, SAN FRANCISCO, CA 94105  
Telephone (415) 359-2723 / Fax (415) 359-2659

Pamela Grove  
METRO. TRANS COMM/PUBLIC INFO  
101 8TH ST.  
OAKLAND, CA - 94607

CNS #: 2459176

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Notice of Public Hearing**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2013 Transportation Improvement Program (TIP):** This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's long-range plan, known as *Plan Bay Area*, the 28-year spending plan for transportation projects in the Bay Area.  
2) **Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2013 TIP:** MTC also is preparing a new transportation-air quality conformity analysis for Plan Bay Area and the Draft 2013 TIP. The Draft 2013 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. Copies of the Draft 2013TIP which includes the financial constraint analysis and the Draft Transportation-Air Quality Conformity Analysis, will be available for public review starting March 29, 2013, at the MTC Library, and at major public libraries in each of the nine Bay Area counties. The documents will be posted on the One-BayArea web site at [www.onebayarea.org](http://www.onebayarea.org) and at [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm).  
Written comments may be submitted to MTC's Public Information Office at 101 Eighth St., Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to [info@mtc.ca.gov](mailto:info@mtc.ca.gov).  
Written comments are due by 4 p.m. on Friday May 3, 2013. For more information,

call MTC's Public Information Office at 510-817-5757. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration annual Program of Projects. Oral public comment on the Draft 2013 TIP and Draft Transportation-Air Quality Conformity Analysis will also be received at any of the nine public hearings for the Draft Plan Bay Area. Public comment on the Draft Plan Bay Area and the Draft Environmental Impact Report for the Draft Plan Bay Area is currently being sought pursuant to a separate notice. The following public hearings have been scheduled to receive comment on the Draft Plan Bay Area, the Draft 2013TIP and the Draft Transportation-Air Quality Conformity Analysis:

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Monday, April 8, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Friedman Event Center  
4676 Mayette Avenue  
Santa Rosa, California

**Napa County  
Monday, April 8, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Elks Lodge  
2840 Soscol Avenue  
Napa, California

**San Francisco  
Thursday, April 11, 2013**  
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Public Hearing: 7 pm to 9 pm  
Hotel Whitcomb  
1231 Market Street  
San Francisco, California

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Monday, April 22, 2013**  
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McCormack Hall  
900 Fairgrounds Drive  
Vallejo, California

**Contra Costa County  
Monday, April 22, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Marriott Hotel  
Ballroom  
2355 North Main Street  
Walnut Creek, California

**Marin County  
Monday, April 29, 2013**  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of SAN FRANCISCO ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:

2013 Draft TIP Public Hearing

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO EXAMINER, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 10/18/1951, Case No. 410667. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

03/15/2013

Executed on: 03/15/2013  
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



\* A 0 0 0 0 0 3 0 1 0 0 4 4 \*

Marin Center  
Showcase Theater  
10 Avenue of the Flags  
San Rafael, California

**San Mateo County**  
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pm  
Public Hearing: 7 pm to 9 pm  
Crowne Plaza Hotel  
Alexandria & Balboa Rooms  
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Open House: 6 pm to 7:30  
pm  
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300 Almaden Boulevard  
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Public Hearing: 7 pm to 9 pm  
Mirage Ballroom  
4120 Peralta Boulevard  
Fremont, California

At its regularly scheduled June committee meetings, MTC will consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2013 TIP on June 26, 2013, during its regularly scheduled Commission meeting. Do you need written materials in large type or in Braille to participate in MTC or BATA meetings? Do you need a sign language interpreter or other assistance? Is English your second language? Do you need one of our documents translated? Do you need an interpreter who speaks your language present at one of our meetings?

We can help! You can request assistance by calling 510-817-5757 or 510-817-5769 for TDD/TTY. Visit [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information. We require at least three days' notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

3/15/13

CNS-2459176#

SAN FRANCISCO EXAM-

INER

# San Jose Mercury News

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA 95190  
408-920-5332

## PROOF OF PUBLICATION

IN THE  
CITY OF SAN JOSE  
STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

CA NEWSPAPER SERVICES  
CINDY UYENO, PO BOX 60460  
LOS ANGELES CA 90054-0310

FILE NO. 2459173

In the matter of

The San Jose Mercury News

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to or interested in the above entitled proceedings; and was at and during all said times and still is the principal clerk of the printer and publisher of the San Jose Mercury News, a newspaper of general circulation printed and published daily in the city of San Jose in said County of Santa Clara, State of California as determined by the court's decree dated June 27, 1952, case numbers 84096 and 84097, and that said San Jose Mercury News is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, professional, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professionals, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said city of San Jose in said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned. Said decree has not been revoked, vacated or set aside.

I declare that the notice, of which the annexed is a true printed copy, has been published in each regular or entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

3/20/2013

Dated at San Jose, California  
03/20/13

I declare under penalty of perjury that the foregoing is true and correct.

Signed Dana Anderson  
Principal clerk of the printer and publisher of the San Jose Mercury News.



Legal No.

0004801170

### METROPOLITAN TRANSPORTATION COMMISSION

#### Notice of Public Hearing

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1) **Draft 2013 Transportation Improvement Program (TIP):** This is the nine-county San Francisco Bay Region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects that are proposed for funding based on anticipated available federal, state and local funding over the next six years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2013TIP was developed to be consistent with MTC's long-range plan, known as Plan Bay Area, the 28-year spending plan for transportation projects in the Bay Area.

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3/20/13  
CNS-2459173#  
MERCURY NEWS  
SJMM4801170 3/20/13

7677 OAKPORT ST #950, OAKLAND, CA 94621  
Telephone (510) 293-2797 / Fax (510) 293-2697

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California )  
County of SAN MATEO ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:  
2013 Draft TIP Public Hearing

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN MATEO COUNTY TIMES, a newspaper published in the English language in the city of SAN MATEO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN MATEO, State of California, under date of 09/21/1951, Case No. 55795. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

03/20/2013

Executed on: 03/20/2013  
At OAKLAND, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

  
Signature

CNS#: 2459177

METROPOLITAN  
TRANSPORTATION  
COMMISSION

Notice of  
Public Hearing

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Transportation  
Improvement Program

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3/20/13  
CNS-2459177#  
SAN MATEO COUNTY  
TIMES

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

I am a citizen of the United States and a resident of the county aforesaid: I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation, printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices  
3/20 1x - 03/20/2013

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Dated at Santa Rosa, California, on

03/20/2013

SIGNATURE



This space for County Clerk's Filing Stamp

Proof of Publication of

**METROPOLITAN TRANSPORTATION COMMISSION**

**Notice of Public Hearing**

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The Press Democrat - Legal Notices  
3/20 1x - 03/20/2013

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Dated at Santa Rosa, California, on

03/20/2013



SIGNATURE

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Foster City, California

Santa Clara County  
Wednesday, May 1, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm  
Hilton Hotel  
Almaden Ballroom  
300 Almaden Boulevard  
San Jose, California

Alameda County  
Wednesday, May 1, 2013  
Open House: 6 pm to 7:30 pm  
Public Hearing: 7 pm to 9 pm

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**DECLARATION**

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

**SING TAO (S.F.)**

---

On the following dates:

**March 26, 2013**

---

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this  
12<sup>th</sup> day of April 2013



Signature

**2462456**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*

*SEE ATTACHED*

# 大都會交通委員會公眾聽證會的通知

大都會交通委員會 (MTC) 誠邀有興趣的人士對以下交通規劃文件草案發表意見：

1) 2013 年交通改善計劃 (TIP) 草案：這是三藩市灣區九個縣區域的交通規劃文件，包含地面交通項目，包括但不僅限於公共大眾交通、高速公路、當地道路、自行車和行人等各種項目。這些提議項目的資金來源於未來六年預算的聯邦、州和地方政府。此類項目接受聯邦撥款或受聯邦規制的或具有區域重要性。TIP 必須受到年度財政的制約，並且至少每四年必須更新。2013 TIP 草案開發與 MTC 的長期計劃是一致的，稱為灣區規劃，是為灣區交通項目 28 年的開支計劃。

2) 規劃灣區的交通、空氣合格分析草案和 2013 TIP 草案：MTC 也正在為規劃灣區制定新的交通、空氣質量合格分析和 2013 草案。2013 TIP 草案只包括與灣區規劃相符合的項目。這些項目已採用最新的規劃假設，在每年適當的分析過程中已作為模型。

2013 的 TIP 草案的副本，其中包括財務制約分析和交通 - 空氣質量合格分析草案，將於 2013 年 3 月 29 日起，在 MTC 圖書館和灣區九個縣的每個公共圖書館供公眾查閱。該文件將發佈在一個灣區 (OneBayArea) 的網站 [www.onebayarea.org](http://www.onebayarea.org) 上和 [www.mtc.ca.gov/funding/tip/index.htm](http://www.mtc.ca.gov/funding/tip/index.htm) 網站上。

書面意見可提交到位於 101 Eighth St., Oakland, CA 94607 的 MTC 公共資訊辦公室，或傳真至 MTC 510-817-5848，通過電郵發送到 [info@mtc.ca.gov](mailto:info@mtc.ca.gov)。書面意見截止於 2013 年 5 月 3 日，星期五，下午 4 點。欲了解更多資訊，請致電 510-817-5757 給 MTC 公共資訊辦公室。這個通知也是為了滿足公眾參與聯邦交通管理周年度項目計劃的要求，對 2013 年 TIP 草案和交通空氣質量合格分析草案的口頭意見也將在灣區規劃草案的任何 9 個公眾聽證會上接收。根據另一份通知，目前正在尋求公眾對規劃灣區草案及規劃灣區草案的環境影響報告草案的意見。已經安排了以下公眾聽證會接收對灣區規劃草案、2013 TIP 草案和交通 - 空氣質量合格分析草案的意見：

**Sonoma 縣**  
星期一，2013 年 4 月 8 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Friedman 活動中心  
4676 Mayette Avenue  
Santa Rosa, California

**Napa 縣**  
星期一，2013 年 4 月 8 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Elks Lodge  
2840 Soscol Avenue  
Napa, California

**Solano 縣**  
星期一，2013 年 4 月 22 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Solano 縣霜天酒廠  
McCormack Hall  
900 Fairgrounds Drive  
Vallejo, California

**Marin 縣**  
星期三，2013 年 4 月 29 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Marin 中心  
Showcase 劇院  
10 Avenue of the Flags  
San Rafael, California

**Alameda 縣**  
星期三，2013 年 5 月 1 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Mirage 宴會廳  
4120 Peralta Boulevard  
Fremont, California

**三藩市**  
星期四，2013 年 4 月 11 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Whitcomb 酒店  
1231 Market Street  
San Francisco, California

**San Mateo 縣**  
星期一，2013 年 4 月 29 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Crownie Plaza 酒店  
Alexandria & Balboa 室  
1221 Chess Drive  
Foster City, California

**Contra Costa 縣**  
星期一，2013 年 4 月 22 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Marriott 酒店  
宴會廳  
2355 North Main Street  
Walnut Creek, California

**Santa Clara 縣**  
星期三，2013 年 5 月 1 日  
開放時間：晚上 6 點至 7 點 30 分  
公眾聽證會：晚上 7 點至 9 點  
Hilton 酒店  
Almaden 宴會廳  
300 Almaden Boulevard  
San Jose, California

在 6 月定期的委員會會議上，MTC 將考慮在徵求意見期結束前接收公眾意見。MTC 安排在 2013 年 6 月 26 日的定期委員會會議中批准最終交通 - 空氣質量合格分析和 2013 年 TIP。

在參加 MTC 或 BATA 會議時，你需要大字體或盲文的書面材料嗎？你需要手語口譯員或其他方面的協助嗎？英語是否是你的第二語言？你需要我們翻譯文件的其中之一份嗎？你需要一位轉你語言的口譯員到我們的會議現場嗎？我們可以幫助！你可以致電 510-817-5757 或 510-817-5769 傳真專線 (TDD / TTY) 請求協助。瀏覽 [www.mtc.ca.gov](http://www.mtc.ca.gov) 獲取更多資訊。我們需要至少 3 天前通知以提供合理的協助。如果可能的話，我們希望更早些獲得通知。我們將盡一切努力盡快安排協助。

## **TIP Outreach to Community Based Organizations (CBOs)**

In order to reach some of the typically underrepresented communities of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) solicited the support of community-based organizations (CBOs) throughout the Bay Area to help engage the public in drafting the region's long-range transportation plan, known as Plan Bay Area.

In March 2011, fourteen (14) organizations from eight of the nine Bay Area counties were awarded contracts. In spring 2011, they assisted MTC in surveying more than 1,600 Bay Area residents, and in winter 2012, they held a series of focus groups engaging approximately 150 residents. Most of the participants have been in the 20-65 age range and represent Latino, African-American, Vietnamese, Chinese and low-income populations.

For the final round of outreach in 2013, MTC is once again partnering with these CBOs to hold a series of educational workshops designed to inform participants about Plan Bay Area prior to the release of the draft. Community leaders from each of the CBO regions have been invited to attend a local workshop where they will be given a primer of the draft plan. Once the draft comes out, participants are encouraged to attend a public hearing or comment in some other way on the draft, as well as solicit participation from other residents in their community.

As part of this final round of focus groups, MTC also provided participants with information on the Transportation Improvement Program (TIP), briefing them on the purpose and scope of the TIP, providing a copy of the TIP guide to all participants, and telling them how they can provide feedback on the upcoming draft of the TIP when it is released. A list of all the community-based focus groups held during this round of outreach, along with the number of participants, is provided on the following page.

## LIST OF CBO FOCUS GROUPS FOR SPRING 2013 OUTREACH

There were a total of 12 CBO meetings held at the dates, times and locations listed below.

### **Thursday, February 7, 2013**

6:30-9 pm – 12 participants  
South Hayward Parish  
27287 Patrick Avenue  
Hayward, CA

### **Wednesday, March 6, 2013**

6-8:30 pm – 28 participants  
Housing Leadership Council and  
Peninsula Conflict Resolution Center  
Sobrato Center, Bay Room  
330 Twin Dolphin Drive  
Redwood City, CA

### **Thursday, March 7, 2013**

12:30-3:00 pm – 10 participants  
Dixon Family Services  
155 N. Second Street  
Dixon, CA

### **Tuesday, March 12, 2013**

6-8:30 pm – 17 participants  
KBBF Radio  
1300 North Dutton Avenue, Suite A  
Santa Rosa, CA

### **Thursday, March 14, 2013**

4-6:30 pm – 13 participants  
Chinatown CDC  
International "I" Hotel  
Third Floor Community Room  
848 Kearney Street  
San Francisco, CA

### **Friday, March 15, 2013**

12-2:30 pm  
VIVO – 10 participants  
2296 Quimby Avenue  
San Jose, CA

### **Tuesday, March 19, 2013**

2-4:30 pm – 15 participants  
San Jose Downtown Association  
San Jose Athletic Club  
196 N. Third Street  
San Jose, CA

### **Wednesday, March 20, 2013**

6-8:30 pm – 10 participants  
Richmond Main Street Initiative  
1000 Macdonald Avenue, Suite C  
Richmond, CA

### **Thursday, March 21, 2013**

11:30 am-2:00 pm – 18 participants  
Grassroots Leadership Network of Marin  
30 N. San Pedro Road, Suite 100  
San Rafael, CA

### **Wednesday, March 27, 2013**

5:30-8:00 pm – 15 participants  
POWER  
335 South Van Ness  
San Francisco, CA

### **Wednesday, April 3, 2013**

6:00-8:30 pm – 14 participants  
Monolingual Spanish  
Hotel Whitcomb  
1231 Market Street  
San Francisco, CA

### **Monday, April 15, 2013**

11:30 am-2:00 pm – 19 participants  
Concord Community Economic  
Development Organization  
Michael Chavez Center  
2699 Monument Blvd., Suite G  
Concord, CA

**Appendix A-50**

The full transcripts of the  
Public Hearings on Draft Plan Bay Area (PBA)/EIR  
and Draft 2013 TIP  
held in

*Napa County on 4/8/13 (PBA)*  
*Sonoma County on 4/8/13 (PBA)*  
*San Francisco County on 4/11/13 (PBA)*  
*Oakland on 4/16/13 (EIR)*  
*San Rafael on 4/16/13 (EIR)*  
*San Jose on 4/17/13 (EIR)*  
*Contra Costa County on 4/22/13 (PBA)*  
*Solano County on 4/22/13 (PBA)*  
*Marin County on 4/29/13 (PBA)*  
*San Mateo County on 4/29/13 (PBA)*  
*Alameda County on 5/1/13 (PBA)*  
*Santa Clara County on 5/1/13 (PBA)*

can be found on the following pages

0001

1 METROPOLITAN TRANSPORTATION COMMISSION  
 2 ASSOCIATION OF BAY AREA GOVERNMENTS  
 3  
 4  
 5 PUBLIC HEARING )  
 ON THE DRAFT PLAN BAY AREA )  
 6 NAPA COUNTY )

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PLAN BAY AREA PUBLIC HEARING  
 REPORTER'S TRANSCRIPT OF PROCEEDINGS  
 APRIL 8, 2013  
 NAPA COUNTY ELK'S LODGE

Reported by: SALLIE ESTUDILLO  
 CSR NO. 9060

0002

1 ATTENDEES  
 2  
 3 SUPERVISOR MARK LUCE - Napa County  
 4  
 5 SUPERVISOR BILL DODD - Napa County  
 6  
 7 MAYOR LEON GARCIA - American Canyon  
 8  
 9

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BE IT REMEMBERED that, pursuant to Notice  
 of the Hearing, and on April 8, 2013, 7:00 p.m. at the  
 Elk's Lodge, 2840 Soscol Avenue, Napa, California,  
 before me, SALLIE ESTUDILLO, CSR No. 9060, State of  
 California, there commenced a Public Hearing.

--oOo--

21  
 22

MEETING AGENDA



25  
0005

I want to acknowledge some of the other

1 electives who are here. Supervisor Brad Wagenknecht has  
2 joined us. And so I don't think we notice this as a  
3 meeting, as long as we don't talk to Brad about  
4 anything, we are okay as far as the Brown Act goes.  
5 Alfredo Pedroso, City Counsel Member from the City of  
6 Napa, is here tonight. Scott Sedgely was here earlier  
7 from the City of Napa so we could get some of the  
8 questions answered. Tony Norris who is director of our  
9 parks and open space district, and certainly has an  
10 interest in our priority conservation areas is here  
11 tonight.

12 And, Bill, did you see anybody I missed?

13 SUPERVISOR DODD: Nope. Mayor Garcia is I  
14 think in the other room.

15 SUPERVISOR LUCE: Okay. Leon Garcia, who is  
16 the cities of Napa County's representative to the  
17 executive board is also here tonight. So this is our  
18 Plan Bay Area public hearing time. We have had an open  
19 workshop where hopefully you have had some of your  
20 questions answered from staff, so this is the  
21 opportunity now if you haven't submitted specific  
22 comments in the basket, or otherwise, it's an  
23 opportunity to get your comments on the record. We  
24 don't really have a formal presentation tonight for you  
25 in this part of the process, that was really kind of

0006

1 what we were hoping would happen over there.

2 So, so what we will do tonight is  
3 essentially get you to fill out those blue cards so we  
4 know you are going to speak, and we'll have about two  
5 minutes per person to state your comments. And we do  
6 plan to make these comments available audio or perhaps  
7 even visual, looks like, to our ABAG and MTC  
8 Commissioners, so that they can consider your comments  
9 as we deliberate on the final plan later this month. Or  
10 is it next month, I guess, if we can keep our dates  
11 straight.

12 Supervisor Dodd.

13 SUPERVISOR DODD: Yes, for those people that  
14 just walked in, my name is Bill Dodd, Napa County  
15 Supervisor. I represent the County of Napa and cities  
16 on the Metropolitan Transportation Commission. Mark and  
17 I are here to listen to your comments about the draft  
18 Plan Bay Area. This plan has been nearly three years in  
19 the making. This is our third public meeting that we  
20 have had here allowing Napa County residents to comment  
21 on the Plan Bay Area.

22 While the plan is slated for adoption  
23 this summer, it's important to note that it is a work in  
24 progress that will be updated every four years to  
25 reflect new priorities, new resources, and new

0007

1 approaches. Our goal is to preserve what we love about

2 our region and tackle some of the ongoing problems like  
3 traffic and local road maintenance. It's also about  
4 adding some choices for people, now and in the future,  
5 both in terms of housing and transportation.

6 All the comments we hear tonight will be  
7 shared with all the decision makers who serve either on  
8 MTC or ABAG. Results from all the public hearings, as  
9 well as the comments from an on-line comment forum from  
10 telephone survey will be summarized and shared with  
11 boards MTC in ABAG in June. And we expect to adopt a  
12 Plan Bay Area sometime in July.

13 With that, I would like to instruct our  
14 court reporter that the public hearing is underway.  
15 And, Mark, I'll let you run the public hearing.

16 SUPERVISOR LUCE: Okay. Do we have any public  
17 commenters?

18 I haven't seen a list yet, so if you guys  
19 want to bring up the cards.

20 UNIDENTIFIED SPEAKER: We are just going to  
21 have people line up at the microphone, and when you come  
22 up to the microphone, if you can hand me your blue card  
23 and I will give it to the court reporter.

24 SUPERVISOR LUCE: Okay.

25 UNIDENTIFIED SPEAKER: When you come up here

0008

1 you can state your name and your city of residence, that  
2 would be great. I have one person's card. Randy?

3 SUPERVISOR LUCE: Okay. Well, that will work.  
4 I think that's a great crowd for that. Larger crowds I  
5 like to have the list in front of me, but so remind you,  
6 you have two minutes tonight. We are doing both several  
7 types of recording, so I may ask you to speak up or more  
8 clearly if I had sounds like the reporter didn't quite  
9 get it right, she will probably give the hand wave,  
10 pound the table or something to catch your attention.

11 I did want to say, you can both read the  
12 draft plan, as well as make your comments on-line at One  
13 Bay Area dot org. And public comment period closes  
14 Thursday, May 16, at 4:00 p.m. So without further ado,  
15 our first speaker.

16 MR. GULARTE: Okay. I'm Randy Gularte, I'm a  
17 resident of Napa County. I'm a business owner. My  
18 first -- I have four comments or questions. Why wasn't  
19 this promoted in the Napa Register? I asked the ladies,  
20 the staff back there, they said, well, state law says --  
21 I says, I don't care about state law. I think it should  
22 have been promoted heavily. Both sides should have been  
23 presented in the Napa Register for the pro and con on  
24 this, and then it should have been brought forward so we  
25 can get a better handle on what this is all about. I've

0009

1 been trying to follow it for quite some time, but of  
2 course, it's quite confusing, and watching all those  
3 charts and maps and all that stuff.

4 Second of all, did all the staff come by

5 bus or did they come by individual cars? If they really  
6 believe in this, I think it's kind of hypocritical for  
7 the staff not to be able to come by bus to show that  
8 they really believe in this cause, instead of coming by  
9 individual cars.

10 Okay. But my main concern is local  
11 control. Are we, are you going to be able to sit up  
12 there, and say, Mark, Bill, and Leon, that you are truly  
13 going to be able to control our county, warehousing, and  
14 where our transportation is going to go, or are we going  
15 to be dictated by the great State of California, which  
16 is in disaster?

17 So those are my questions. Thank you.  
18 SUPERVISOR LUCE: Okay. Thank you. I know  
19 you want answers but that's not why we are here tonight.  
20 So I'll catch you off line, if you want my opinion.

21 Next speaker please.  
22 AUDIENCE MEMBER: Where do we get answers  
23 then, Mark, where do we get answers for these questions?

24 SUPERVISOR LUCE: How about we, at some point  
25 I'll take a 15 minute break and I'll be glad to tell you  
0010

1 what I know, and then we will go from there, but this  
2 really is to get the public record, so --

3 MR. GORY: My name is Jack Gory, resident of  
4 Napa for over 50 years. I'm retired engineer and a  
5 taxpayer. I happen to be the President of Napa County  
6 Taxpayer Association at present. And some of my  
7 questions, and I've turned in questions and I don't  
8 necessarily expect them to be responded to tonight, but  
9 it's to part of the comment that you just heard from the  
10 gentleman before.

11 One is about local input and control.  
12 Has any opportunity been afforded or will any  
13 opportunity be afforded for an open vote of the  
14 individual area residents on the One Bay Area Plan?

15 Second question, who is provided the  
16 definition of sustainability in this plan? Because  
17 sustainability, you know, what I see coming from MTC and  
18 ABAG really means single family dwellings in semi-rural  
19 areas, such as Napa, are not sustainable. Their plan  
20 really says sustainable means stack and tack near  
21 transportation centers. And that's not our county.  
22 That's not our plan. That's not something we voted for  
23 or something we may vote for.

24 Another one that I've asked before, and I  
25 have reference to a 2011 memo from Steve Hemminger, the  
0011

1 president of MTC to the California Air Board, wherein he  
2 says, part of the strategy of this plan is to increase  
3 the cost of driving a private automobile by a factor of  
4 ten. And I ask you to consider for the cost of gasoline  
5 at four dollars a gallon do we want to pay \$40 a gallon?  
6 That's not what he's really after. He's really after  
7 not being able to drive your private automobile in the

8 Bay Area community.  
9 SUPERVISOR LUCE: Thank you.  
10 Next. This is why I like to have  
11 everybody's names ahead of time, I can just call you up.  
12 AUDIENCE MEMBER: Take charge.  
13 MR. EGGERS: Hi there.  
14 SUPERVISOR LUCE: Hi.  
15 MR. EGGERS: I live in this community. I've  
16 been here all my life.  
17 SUPERVISOR LUCE: Do we need your name?  
18 MR. EGGERS: Kevin Eggers.  
19 SUPERVISOR LUCE: Okay.  
20 MR. EGGERS: I'm on the Freedom Advocates  
21 Board of Directors, and I'm on for the Post  
22 Sustainability Institute Board of Directors. Rosa Corey  
23 and Michael Shaw. Right now they are in the process of  
24 creating a lawsuit, going with a lawsuit against what  
25 ABAG is doing. And hopefully if we make some headway on  
0012

1 this, it interferes with both our Fifth Amendment,  
2 Fourteenth Amendment rights, and it's going to adversely  
3 effect us in numerous ways.

4 I went, when I went to Ridgeview Junior  
5 High, way back whenever, in the '70s, I learned about  
6 the Soviet system. And how councils are what Soviets  
7 are. Soviet is a council that creates policies for the  
8 community. But the reason that it's utilitarian system  
9 is that you have the local councils that have to answer  
10 to the regional councils, which have to answer to  
11 national counsel which then answers to the international  
12 councils.

13 We have, under the Soviet system, the  
14 people within the community don't have any  
15 representation. It's their figure heads, the  
16 politicians are, because the regional council controls  
17 what is going on within the local communities. That's  
18 my objection to the plan, is that it's, it's not being,  
19 it's not a representation of what we want in the county,  
20 it's not a representation of what we want in the  
21 community.

22 It's representing what ABAG is creating  
23 at the regional level and how it's being basically  
24 pushed by our federal government state with subsidies.  
25 And there's a lot of subsidies involved. And I know how  
0013

1 people are. Thank you.  
2 SUPERVISOR LUCE: Thank you for your comments.  
3 Yeah, you can pull that down.

4 MS. JESSFIELD: I'm Penny Jessfield from  
5 Calistoga, Napa County. And I had a question. This is  
6 the first time I've attended a meeting, and I've done a  
7 lot of reading trying to get educated on what's going  
8 around. And the thing that I keep coming up with, they  
9 talk about sustainable development, and I want to know  
10 how it relates to the Agenda 21? I'd like people to get

11 educated about that, and to look and read. This all  
12 falls under exactly what they are talking about, and I'd  
13 like that answered, or that question answered, is where  
14 it relates to that.

15 SUPERVISOR LUCE: Thank you.

16 Next? Anyone else? Now you can lift  
17 that up, if you will.

18 MR. SIMONITCH: I'm Jack Simonitch. I live in  
19 Napa. And I've got a question about, two of them. One  
20 about transportation. And I'm wondering why the Wine  
21 Train wasn't required to provide transportation to  
22 Vallejo. You built two bridges on the river there so  
23 that they could get to the maintenance yard. And it  
24 seems to me that those two bridges ought to be used to  
25 provide a rail link to, at least to Vallejo, or to the

0014

1 mainline, wherever it goes. I think it goes through  
2 Vallejo.

3 The other thing I want to talk about is  
4 affordable housing. I'd like to propose that funding  
5 for affordable housing be completely transferred to the  
6 winery, to the wine industry and to the hotel industry,  
7 and to any other industry that is dependent on low  
8 income labor. Maybe a head tax of 150 to \$200 per year  
9 per employee, low income employee would provide the kind  
10 of funding that you need to build the, or to buy the  
11 affordable housing.

12 I know that the wine industry employs  
13 about 70, about 7,000 workers. And that \$200 a head  
14 would provide a principally sum for housing. But we are  
15 not building low income housing in Napa for workers that  
16 are driving to San Francisco, we are building it for the  
17 wine industry, the hotels, and McDonald's.

18 SUPERVISOR LUCE: Sorry. Thank you. I have  
19 got all kinds of answers for these questions but this  
20 isn't the time. So other comments.

21 MS. SUSAN BARLOW: When will be the time?

22 SUPERVISOR LUCE: Well, we'll get the public  
23 comment, maybe again we'll take a break, I think then  
24 supervisors and I can answer that from Napa's  
25 perspective.

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1 MS. SUSAN BARLOW: That, that was my question,  
2 is why were we even invited here to ask questions if you  
3 are not going to answer it? And, you know --

4 SUPERVISOR LUCE: Again, if I can just be as  
5 clear as I can, this is to take public comment on the  
6 draft plan which you can view on the website. And we  
7 have a court reporter here to do all that. All the  
8 commissioners will have the opportunity to listen or  
9 even watch this. So to make the statement, so your  
10 input on the plan is what we are looking for tonight.  
11 That's the purpose.

12 And so, again, we had the workshop out  
13 here so that you could ask staff specific questions. We

14 are here to answer your questions, but I don't want to  
15 take everybody's time or the commissioner's time trying  
16 to answer things from a Napa specific perspective on  
17 these issues. So, if we could, further testimony on the  
18 draft plan and then when we are done I think supervisor  
19 and I would be happy to take some more time with you.

20 So please step up to the mic., if you  
21 could.

22 MS. OYARTO: My name is Laverne Oyarto. I'm  
23 from Calistoga. I've been terribly disappointed with  
24 these meetings. Mainly, I went to one in Santa Rosa. I  
25 listened to all of the garbage that was handed out to

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1 people. People were angry. Then I thought, well, we'll  
2 see what is going on over in Napa.

3 So I came to the meeting here sometime  
4 back, and it was as though we couldn't -- when we went  
5 to speak, the person who was there -- you are listening,  
6 but the people that were up there weren't listening, and  
7 so it was like, why am I here asking questions?

8 And as far as questions are concerned,  
9 our local government said nothing. The papers, as the  
10 man said, the papers say nothing. We really don't know  
11 what this is all about, but what I have learned from it  
12 is scary. It's scary for the people of our little  
13 towns. And what we have is being taken away from us,  
14 according to this plan.

15 I don't know how much you guys know about  
16 this plan, but when I ask people in town, do you know  
17 what the Nine Bay Area Plan is, and, no, what is it? I  
18 tell them and they think I'm crazy. Is that what we are  
19 going to get away with? Are you guys going to be  
20 supervisors of Napa and then turn around and just stab  
21 our people in the back with craziness? I mean it's got  
22 to be clear. It's not clear.

23 So, thank you, if you can give us some  
24 answers tonight, because we have come a long way to come  
25 and be at this meeting, and seems kind of stupid not to

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1 have answers. Thank you.

2 MR. MARTINE: Good evening. I'm Chet Martine,  
3 and I'm from Orinda. And I'd like to focus specifically  
4 on a few of the documents, the draft PBA and forecast of  
5 jobs have force gaps in identifying forecast. And one  
6 three references, new policies and programs to support  
7 housing production in Priority Development Areas, PDA's,  
8 but there was no reference provided there as to what  
9 those policies are.

10 So you go to the sustainable communities  
11 question and answer issued by ABAG on March 15, 2012,  
12 and, question, Will local governments been forced to  
13 make land-use decisions that are dictated by regional  
14 agencies? Answer, No, local governments retain full  
15 land-use authority in their jurisdictions. Okay. A  
16 critical thinker would think, wow, retain full land-use

17 authority, sounds too good to be true. And it is.  
18 The critical thinker might help  
19 illustrate this point by pointing to San Jose North PDA  
20 and look at the report recently from Economic Planning  
21 Systems, Inc., apparently a consultant to ABAG, but it's  
22 not mentioned on page 30 of the draft PDA as a  
23 consultant. They just finished the report, stating that  
24 San Jose has implemented a work day -- (inaudible).  
25 The gist is that the perception is by

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1 EPS, the consultant, that an alternate program would  
2 implement the number of housing units directly instead  
3 of phases conditioned on a certain number of defined  
4 square feet of nonresidential development approval by  
5 San Jose.

6 So the question then is, is San Jose's  
7 full land-use authority going to be allowed? And the  
8 real answer is, the further portion of the plan, which  
9 is to withhold funding through incentives if, for  
10 example, San Jose does not change its plan and take away  
11 the phasing of it.

12 SUPERVISOR LUCE: So would you wrap up?

13 MR. MARTINE: Yes, I'm requesting greater  
14 transparency editing the Plan Bay Area to identify the  
15 authority of ABAG's funding of those incentives and the  
16 typical amounts that different cities would lose if they  
17 do not comply with the changes in their plan?

18 SUPERVISOR LUCE: Okay. Thank you.

19 MS. DREW: Julie Drew. Born and raised right  
20 here. It's taken three years for you guys to figure  
21 this out, and now you are going to say that you are  
22 going to revise it every four? Doesn't that seem a  
23 little funny? Like you are going to get started, and  
24 then all of a sudden you are going to have to start  
25 revising again? Because it's three years just to get

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1 started.

2 And I'm not sure if you saw the other  
3 result, Napa was like the number one tourist place to  
4 come, so like Randy pointed out, are we going to have  
5 people stop outside of town, jump in a big mass transit  
6 bus and drive around? Because your only people that you  
7 are going to be punishing are the people that live here.  
8 Are you going to punish the people that come and spend  
9 money in this town?

10 SUPERVISOR LUCE: Next?

11 Okay. Then what I'm going to suggest is  
12 we take a break now. We will be off the record, and  
13 Supervisor Dodd and I can take a few minutes to answer  
14 some of your questions from Napa's perspective and our  
15 participation in this process. Then we'll reopen the  
16 hearing. If there's any additional questions for the  
17 record, we can take that.

18 Does that work for you?

19 AUDIENCE MEMBER: May I ask why it's not on

20 the record? Why is it not on the record? How  
21 ridiculous is that?

22 Hello, cameraman, can you keep recording  
23 whatever they say, whatever their answers are, please?

24 SUPERVISOR LUCE: They may. I'm not sure that  
25 necessarily we'll make that part of the public record,

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1 per se, but --

2 AUDIENCE MEMBER: Why is that?

3 SUPERVISOR LUCE: Because we are trying to  
4 create a record for the plan.

5 AUDIENCE MEMBER: A record for the plan but not  
6 a record for the public?

7 SUPERVISOR LUCE: If you have something to  
8 say, you are welcome to come up and say it.

9 AUDIENCE MEMBER: I have said it.

10 SUPERVISOR LUCE: Then we are done, okay, for  
11 that portion of it. Okay. So I'm going to close that  
12 portion temporarily of the hearing, then I'd like to  
13 answer questions.

14 (Public Hearing closed.)

15 (Discussion had off the record.)

16 (Public Hearing opened.)

17 SUPERVISOR LUCE: Now we are getting to where  
18 we want everybody to be on the record.

19 MR. GULARTE: As you know, I've gone to a lot  
20 of these public hearings, and, but the bottom line is,  
21 that this is about the first time that I've actually  
22 heard conversation between the public and our officials.  
23 It's always, we ask the question or make a comment and  
24 then you comment back but we can't comment back again.  
25 This is the best two-way conversation I've heard in a

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1 long time.

2 AUDIENCE MEMBER: Three years.

3 MR. GULARTE: And I think it's very important  
4 that you bring this up. You are officials. We are  
5 relying on you to represent us. And if your explanation  
6 makes great sense, okay, Leon, you, you analyzed, why do  
7 we do this down in American Canyon? That's what we want  
8 to hear, but we also want to ask the questions. But  
9 wait a minute, why aren't you living in Yountville if  
10 your job's not there?

11 MAYOR GARCIA: Well, I have -- it's my choice.

12 MR. GULARTE: But those are the things that we  
13 like to know about. And why, why do you make these  
14 decisions, instead of just saying -- because we believe  
15 big brother's up here (gesturing), and that's the State  
16 of California, is dictating this whole thing to us. And  
17 that's what scares us. We do not have the control.

18 We are relying on you, but at least if  
19 you communicate with us and let us know, and we are able  
20 to reach back and talk to you, in a form like this, not  
21 one on one, so like deals are made, but basically, where  
22 it's open and you can actually tell us how you feel

23 about things, I think it would go a long ways.

24 SUPERVISOR DODD: Let me comment, I think  
25 that's a great point. I think that this was done this  
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1 way as a result of previous public hearings. And I'm  
2 sorry, you know, I have a responsibility not only to the  
3 staff at Napa County, but also the staff at MTC and  
4 ABAG, and when our staff is afraid to leave this room  
5 and go into the parking lot for their own their own  
6 safety, I mean the number of people, and you know what,  
7 we can, we can agree to disagree whether there was a  
8 reason for everybody to be so angry and maybe if we had  
9 done a better job locally that might not have happened,  
10 and let's just kind of move on from that, but what I  
11 appreciate is the discourse here and the courtesy and  
12 class of the comments that have been coming forward.

13 It's probably not coincidental, here is  
14 where I'm going to get in trouble, that there was one in  
15 Napa and one in Sonoma County, because the last time  
16 this place was dominated by people not from Napa County,  
17 and that was a lot of the problem that we had. And so I  
18 think that I found over the years the people in Napa  
19 County are very respectful, and you know, you may be mad  
20 and you may not agree or like it, but you are always,  
21 you know, very respectful. And I think that we can have  
22 that. And, Randy, I appreciate, you know, that comment.

23 MAYOR GARCIA: I think, as always, an  
24 opportunity for, you know, decorum and civility is  
25 important to all of us, and certainly an open

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1 conversation. I much appreciate a lot of the work we  
2 have done with American Canyon, workshop type of format,  
3 so it is a dialogue back and forth. There are those  
4 groups or individuals that have a particular vision in  
5 mind, and they need to vent, and I don't know that it  
6 always adds to the dialogue, but it's part of the public  
7 process.

8 What I would appreciate is, and chime in  
9 on what Supervisor Dodd said, is just the last time  
10 around here it was, there was a lot of discord. And I  
11 think some of them may have been ill-intentioned and  
12 designed by those individuals that were seeking to  
13 disrupt the proceeding. At least that was my  
14 impression, put it that way. But I think by and large  
15 this evening it has been more of a conversation like we  
16 should be having all the time, discussion back and  
17 forth, clarification, arriving at a understanding.

18 MR. EGGERS: Is it okay if I speak?

19 SUPERVISOR LUCE: Yeah, jump on in.

20 MR. EGGERS: Okay. Thank you. I was at that  
21 meeting, and yes, there was some discord, but from what  
22 I remember, everyone came up here and asked questions,  
23 like they were supposed to. We read, we gave the  
24 comment card and they did what they were supposed to do.  
25 I asked Bill Dodd about the Republican National

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1 Committee resolution against Agenda 21, which you  
2 weren't very happy with me about doing. I then --  
3 SUPERVISOR DODD: What did I say? I didn't  
4 care about it.

5 MR. EGGERS: Okay.

6 SUPERVISOR DODD: That's, you know, let's talk  
7 about what's going on --

8 MR. EGGERS: No, let's not. You just said  
9 that you guys care about, and you think, Napa, you know,  
10 does a better job. You know that I took Rosa Corey up  
11 to you right after the formal meeting was over and  
12 I went to shake your hand, you pulled it back and you  
13 told me to blow off.

14 SUPERVISOR DODD: That's correct.

15 MR. EGGERS: I was going to introduce her to  
16 you so you could talk about why she wrote again this  
17 book on Agenda 21. And so when you tell me and when you  
18 are telling us that you care, that's not representing us  
19 when you tell somebody to blow off. That's not  
20 something that a representative should be doing. And so  
21 I just wanted to make that point. Thank you.

22 SUPERVISOR LUCE: And, you know, and I, I,  
23 again, the subject here is this plan, and this is what I  
24 can speak to, because this is what we have been working  
25 on for the last however many years. And how we got

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1 here, and all that, you know, I think there's, there's  
2 more altruistic than we might be accused of, but all I  
3 know is it really works for Napa. And I see in terms of  
4 how the plan fits for other communities, and I think we  
5 really have a good start on a plan. It is a plan, it's  
6 going to get reviewed in another, not two or three  
7 years, I think eight years or something like that.

8 So, but, so that's, you know, that's what  
9 I can speak to. And what I, I guess I'm saying, it  
10 doesn't mean you should stop being concerned about big  
11 brother. I mean Big brother is still big brother.  
12 There's still a lot of plans at the state level and  
13 perhaps the federal level about, you know, how they want  
14 us all to live. And you have to pay attention to that.

15 And I think sometimes you guys ask for  
16 some things that you don't really want. If we voted on  
17 this on a region wide basis, almost 99 percent sure we  
18 would not get what we want, because everybody would  
19 think Napa should take its fair share, and it would be a  
20 different number than what we are getting here.

21 This plan actually allows us to have our  
22 values expressed in the plan and considered by other  
23 districts in a meaningful dialogue that you are not  
24 going to get if you want a region wide vote on this or  
25 even depend on the State of California to do this for

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1 us, because, well, that's what we have had in the past.

2 And so, and you know, I really think

3 this, somewhat of a confederacy of cities and counties  
4 that ABAG is made up of, and even our relationship with  
5 MTC is more by an agreement, more than anything, is  
6 actually a healthy thing. It causes us all to have a  
7 good dialogue about what's important to each of us and  
8 then in the end those things get considered.

9 If we had a top down board of eleven  
10 people that were elected Bay Area wide, all bets are  
11 off. And that's been proposed in the state legislature,  
12 so you should be careful what you ask for.

13 MS. BARLOW: I just want to add a little. Sue  
14 Barlow. And I already gave you a card. It's just that  
15 we see so many things happening in our life, nationally,  
16 where we are losing our say in so many things. We can  
17 vote and it doesn't matter. We can, we can have forums  
18 and it doesn't matter. And we just want to know that  
19 what we do, or the way we are used to living is  
20 something that we are preserving, not just for us, but  
21 for our children and their children. And we just feel  
22 like there's more bureaucracy there's more red tape,  
23 there's more rules, there's more regulations, when does  
24 it ever stop, is what we're concerned about.

25 MS. GERALDINE DREW: Geraldine Drew. Napa

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1 resident. I feel like I'm in a nightmare here. So you,  
2 you talked about housing and the city and  
3 American Canyon have chosen to have some housing here.  
4 Now I picked this paper up here, I think I got it, but I  
5 don't have my other glasses on. The Metropolitan  
6 Transportation.

7 Now, so you are, we are going to have  
8 have transportation here, too. At least if I understand  
9 this right, full funding shown in thousands of dollars.  
10 So you live in American Canyon, and you mentioned that  
11 you need -- if the transportation was available, you,  
12 you would go to Yountville?

13 MAYOR GARCIA: A lot of people would.

14 MS. GERALDINE DREW: Yeah, so, and you talked  
15 about two million people coming to this Bay Area region,  
16 so when are we going to do this transportation, what is  
17 the button, how many people have to be here to decide we  
18 are going to spend this money?

19 SUPERVISOR LUCE: Well, that's a good  
20 question. And even that is, again, for the most part  
21 locally controlled. Some counties have 20 and 30  
22 priority development areas, and so they have, and local  
23 NCTA, Transportation Authorities, and they are the ones  
24 that actually make the decisions about where their  
25 transportation --

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1 MS. DREW: -- we have too many acronyms going  
2 and I can't always follow them all.

3 SUPERVISOR LUCE: The -- the MTC commission  
4 can maybe answer this better, but money flows to these  
5 transit commissions like Napa County Transportation

6 Authority, and then it's those authorities that have to  
7 make the decisions about where, you know, given the  
8 Priority Development Areas that qualify, they still they  
9 have to prioritize the limited dollars about where those  
10 dollars are going to go in those areas.

11 So what I was saying is, there is not a  
12 lot of money available for new projects. So there will  
13 be some money, some planning dollars, some high priority  
14 projects will get done. I think, you know, Napa has got  
15 a couple of our projects identified, but, mostly I think  
16 it's like signal corrections, or what, American Canyon,  
17 you know, the traffic issues in American Canyon --

18 MAYOR GARCIA: That's a point of -- to improve  
19 it. I think from the NCTA, one of the very logical  
20 things I've asked for, for some time, is why does  
21 everyone have to be to work at 8:00? I was working at a  
22 hospital, they used to start at 6:30. It's a easy drive  
23 to get there at that hour in the morning. The other  
24 issue is where do people come from? And where do they  
25 work? If you had that type of data, now you have a

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1 better how you need to design a transportation system.

2 AUDIENCE MEMBER: Well, when we have this,  
3 right now, does anyone know what percentage of our bus  
4 services are utilized? I mean I can't believe that we  
5 don't have a bus in American Canyon at an early time to  
6 get up the Valley. That, I mean, if that's not right  
7 then planning is not right. Somebody needs to have a  
8 better bus schedule here. I mean, I'm all for that, and  
9 I'm all for people getting on buses if they are in  
10 communities that can use it, but we don't know. And we  
11 seem like we're constantly trying to, we're developing  
12 and developing and not having people on these buses.

13 And what is the button that is going to  
14 say, okay, let's spend some more money in your two  
15 million scenario here?

16 SUPERVISOR DODD: Probably for Napa that's  
17 going to be your local elected officials, which are the  
18 mayors of every single city, two supervisors and a  
19 council member at large making those decisions without  
20 interference. The only thing that we have to have is  
21 that MTC does is they, they make, you know, rules in  
22 terms of fair box recovery.

23 So you have to have, let's say, you know,  
24 you have to have like 60 percent fair box recovery,  
25 probably not, Napa it's never going to be that high, 20

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1 percent fair box recovery is a condition that we have to  
2 have. You have to have so many people on. So we're  
3 continually trying to increase our public  
4 transportation. We're promoting it.

5 They are here tonight, and I think they  
6 are doing -- I tell you what, if you look around, and I  
7 ride my bike more and more these days, we always have,  
8 my kids used to always make fun of me when I was

9 chairman NCPA, hey, dad, there's one of your buses and  
10 there's nobody on it. Well, you know what, I'm paying  
11 attention, and I, and I'm telling you, I'm amazed at  
12 home more people are riding public transportation in  
13 Napa. And it's a paradigm. It's, it's not going to be  
14 overnight. This isn't going to happen, this is just  
15 something that we didn't to keep chipping away.

16 But I really don't think that this plan  
17 here, that we are talking about tonight, really, where  
18 the real big bucks are going to go is Oakland,  
19 San Francisco and San Jose, where the population centers  
20 are, where they have to move people to and from work.  
21 And what we're going to have to do here, because we're  
22 small, we don't want the housing units, in some cases we  
23 might not even want their money, because I don't want to  
24 have the housing units.

25 AUDIENCE MEMBER: So they are not connected  
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1 that -- because he's chosen to put housing in  
2 American Canyon, that that's going to be a perk that he  
3 wouldn't get the benefit of having more transportation  
4 or --

5 SUPERVISOR LUCE: No, actually they are, if  
6 you are a Priority Development Area you are qualified to  
7 apply for a certain amount of funding. It's not a lot  
8 of money. It's a million bucks or so. Couple million  
9 bucks.

10 MAYOR GARCIA: We have 300,000 coming to help  
11 us to come up with a plan.

12 SUPERVISOR LUCE: So it tends to be planning  
13 money. In larger communities with larger resources  
14 coming to them it might, for a couple of key projects,  
15 make a huge difference, but I think as I mentioned, at  
16 the top, there's, that most of the Bay Area's money for  
17 transit in the current projections is mostly going for  
18 maintenance. It's, you know, keeping BART running, and  
19 doing those sorts of, getting our bridges up to  
20 standard. And so, so that's the good news and the bad  
21 news. And so, uhm --

22 AUDIENCE MEMBER: And how about our tourists,  
23 as far as traffic flow with them?

24 SUPERVISOR LUCE: So those, I guess what I'm  
25 trying to emphasize is local control is still alive and  
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1 well, but it's this group of guys and gals that make the  
2 decisions.

3 AUDIENCE MEMBER: Well, I wouldn't mind them  
4 being in buses.

5 SUPERVISOR LUCE: Certainly there's a lot of  
6 private buses that are doing that. So it's the private  
7 sector stepping up and doing a lot of that. I know  
8 we've talked about Vine Trail and trying to get some  
9 people out of their cars and into bikes and some other  
10 things. And so, and so your local community continues  
11 to wrestle with those questions. And I think that's a

12 good thing. I don't want somebody in San Francisco to  
13 decide that for us.

14 MS. WILKINSON: Hi, okay. I want to know why  
15 it isn't being voted on? I understand you guys are our  
16 representatives but -- (Reporter requesting name.)  
17 Chantel Wilkinson, Calistoga.

18 SUPERVISOR LUCE: We are in the public hearing  
19 phase. Okay.

20 MS. WILKINSON: I figured we probably were.  
21 Okay. And people love their cars, as you know, so are  
22 they only, are you going to be able to live in these  
23 housing, whatever you are calling them, if you have a  
24 job somewhere else, or you have to have a job local,  
25 close to it, or on the route?

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1 SUPERVISOR LUCE: Are you talking about our  
2 county work proximity?

3 MS. WILKINSON: Right.

4 SUPERVISOR LUCE: That little program which  
5 really doesn't have anything to do with this. The  
6 answer is, because it's a great program, that to qualify  
7 for it you, you pre-qualify as a worker, and that you  
8 are going to buy a home nearby, and then you basically  
9 walk with that certificate and buy a home. If you are  
10 talking about --

11 MS. WILKINSON: We are talking about  
12 sustainable housing.

13 SUPERVISOR LUCE: Okay, as far as development  
14 areas, the only thing that that designates is housing  
15 density. So the plan designates that there's going to  
16 be a certain amount of housing density in this area,  
17 it's for the city council then to define what that looks  
18 like, and it's for a private developer to build it.  
19 Cities have standards with regard to what, you know, how  
20 they create that affordable housing, whether they  
21 require the builders to build it or in lieu fees, but  
22 that would be for the other cities to work with that.

23 MS. WILKINSON: How are you going to make  
24 these people take this public transportation?

25 SUPERVISOR LUCE: Again, it's not a

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1 requirement that you take it, it's just a question of  
2 what qualifies as Priority Development in downtown Napa,  
3 because we do have the bus system that runs through the  
4 center of town, that qualified as a Priority Development  
5 Area. So then, so the idea is, well, because there is  
6 transit there, it is in the center of a lot of our job  
7 activity, that that's a good place to put higher  
8 density. And the city agrees with it. I think we  
9 already zoned a lot of higher density in that area.

10 So now because they designated themselves  
11 through PDA, they have the opportunity to pull down a  
12 few hundred thousand dollars for planning and other  
13 things.

14 MAYOR GARCIA: -- about, they are convenience

15 and cost.

16 MS. WILKINSON: Correct, but how, how are you  
17 going to determine if you qualify to live in the  
18 sustainable housing? I mean, because there's a lot of  
19 people who are low income, or don't have an income but  
20 they need a roof over their heads, and they may not  
21 qualify for a job, I mean, they can't get a place  
22 anyway, so are they going to be able to live in these  
23 sustainable housing?

24 I mean they are people. And you are  
25 talking about people.

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1 SUPERVISOR LUCE: Okay. Yeah, and so, when we  
2 say sustainable, somebody asked that question, I think,  
3 you know, there's the three E's. Economy, environment,  
4 and equity, which I like to translate as opportunity.  
5 And so, and I, that's, that's actually a good thing.

6 There was a time when it was just the  
7 environment and the idea of sustainability means no, we  
8 have got to roll the economic equation into this as  
9 well, and then, yeah, it has got to create opportunity  
10 for people not just fix linear problem. And so, so  
11 that's what we mean. And so, and that's why we talk  
12 about jobs, at the same time as we talk about housing,  
13 at the same time we talk about transit, and how people  
14 get back and forth, and whether it's fair that you ask  
15 somebody to commute two and a half hours a day to go to  
16 median to low income job, and should we plan for other  
17 ways to do business?

18 And that's, so it's trying to, when you  
19 say sustainability, what I think we're really saying, is  
20 we're trying to take the whole picture into account, not  
21 just a piece of it, like the environment. And so I  
22 think the word sustainability from a person whose  
23 concerned about you in Agenda 21 is a good term,  
24 actually, because at least from my history it wasn't  
25 always that way.

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1 So, so in this case, and again, the Napa  
2 city model, sustainability means we're building housing  
3 near the downtown where there are a lot of existing jobs  
4 where people can take buses to get to other parts of the  
5 city relatively easily. It's presumably higher density,  
6 which means it's going to be more affordable by  
7 construction, but there's, there's no new set of  
8 criteria about who can move in and who can't move in.

9 MS. WILKINSON: Okay.

10 SUPERVISOR LUCE: That's going to be the free  
11 market that is going to decide that.

12 MS. WILKINSON: And do you have like a model  
13 of these places that you are, that you are going to  
14 build? I know you said you had to have people who were  
15 willing to build them but --

16 SUPERVISOR LUCE: Private sector will do that,  
17 yeah.

18 MS. WILKINSON: -- do you have a model what  
19 these are going to look like?

20 SUPERVISOR LUCE: There are -- yes and no.  
21 Well, we, we have examples in other communities that we  
22 recognize in our Growing Smarter Together Awards, April  
23 18, general assembly, if you would like to attend. And  
24 there's some models in Dublin and other areas where  
25 people have done these sorts of things.

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1 And again, it's, what's really neat about  
2 these examples, it's not just black and white, kind  
3 like, well, we built high density near transit, no, it's  
4 the manner in which they did it, the creativity they  
5 used in getting it done, their ability to consider the  
6 existing neighborhoods and how it impacted them, and how  
7 to work with that neighborhood to make these things  
8 work. And, generally, all these examples are win win.  
9 Everybody is happy with the result.

10 MS. WILKINSON: And where can I find the  
11 picture of these, or how do I find out how to get to  
12 these?

13 SUPERVISOR LUCE: Miriam or somebody over  
14 there will get in you touch with some of these great  
15 examples.

16 MS. WILKINSON: Thank you.

17 SUPERVISOR DODD: For everybody that wants to  
18 get on the list, if you are not already on the mailing  
19 list or email list or MCA Plan for Bay Area, please fill  
20 out one of these, put your name and email address on it,  
21 and you will be notified of the meetings, when they are  
22 happening, local, regional.

23 MR. STOUT: Hello, my name is Nathan Stout,  
24 I'm a Vallejo resident, and I wanted to also advocate  
25 for the Wine Train. It would be great if it went all

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1 the way to Mare Island. We have the ferry terminal, and  
2 the ferry terminal services San Francisco. If that  
3 service could be expanded, and there's action in Vallejo  
4 that would move the ferry terminal to both sides of the  
5 channel so that the ferry -- that's going to happen,  
6 probably, but if the ferry did have access to the other  
7 side of the channel, it could hook up with the rail  
8 there that was used for the old shipyard, and the Wine  
9 Train could service San Francisco pretty easily. So I  
10 wanted to advocate for that.

11 SUPERVISOR LUCE: Thank you. Just yank it  
12 right out of there, if you want.

13 MS. SMITH: My name is Glen Ellen Smith, I've  
14 lived in Napa County since 1951. Unfortunately, I  
15 received an email just prior to coming to the meeting  
16 tonight that is a historical document about ABAG and how  
17 it all came about many years ago. And I only had an  
18 opportunity to skim through it briefly, but my question  
19 is, did the populous of Napa County ever vote to become  
20 members of ABAG or was it only done by our

21 representatives, our council members?

22 And second, if that wasn't done, or even  
23 if it was done, how do we get out of ABAG, and what is  
24 the disadvantage to not being in ABAG with these  
25 mandates on us on what kind of housing we have to have,

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1 how many people, what the density has to be, and what's  
2 going to happen to our Valley?

3 SUPERVISOR LUCE: Well, I can answer that I'm,  
4 almost certain nobody has voted as a populous to be part  
5 of ABAG. I think that was a city council or supervisors  
6 decision, at least it continues to be city council, can  
7 continue to join or leave ABAG anywhere in the Bay Area  
8 now.

9 We asked that question, we had a great  
10 forum a few days ago with the Department of Finance,  
11 representative of housing community development,  
12 representative of HCD who does these allocations, as  
13 well as Steven Levy who does our economic forecast and  
14 asks the numbers, ask a lot about the population  
15 projections and other things, and asked the question,  
16 okay, we have heard people would like to leave ABAG,  
17 what would be the advantage or disadvantage?

18 And the HCD fellow said, well, one, it  
19 would probably take state legislation to do that, but  
20 that could happen, and once you did, your county would  
21 be like many other counties, and HCD then gives you your  
22 allocation directly. And HCD -- and his answer was,  
23 your allocation, if you are a rural county your  
24 allocation is probably going to be a lot higher because  
25 in the Bay Area region like this the population numbers,

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1 the allocations tend to shift towards Oakland,  
2 San Francisco, San Jose.

3 And if, say for instance, Napa pulled  
4 out, then our re-allocation would be more in  
5 proportionate to our population, and then we would start  
6 getting those 2,000 allocations again, just because  
7 that's how the state does it. Sort of cookie-cutter,  
8 close your eyes and make it happen.

9 And so by being a part of a region where  
10 we can work together to meet all of our values, protect  
11 ag. and open space, not see a lot of growth in this  
12 area, but still accommodate the Bay Area's growth and  
13 population, as well as jobs, then we work together. And  
14 it is One Bay Area in the sense that Napa County is a  
15 place where the Bay Area visits to get away, to enjoy  
16 the open space.

17 And we make that point, every time Diane  
18 and I are at a ABAG meeting that, you know, this is  
19 where you go too. And so a lot of our other electeds in  
20 the Bay Area appreciate that, that this is their county,  
21 as well. And that that they have an interest in  
22 protecting it, both an economic interest because of how  
23 valuable our agricultural land is, but as well as a

24 place where they can go and get away from the urban  
25 congestion.

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1 So the long and short of it is, is no  
2 they didn't note vote on it. We could leave if we got  
3 the state legislation, which may be uphill battle, but  
4 we don't want to. There's a lot of value in  
5 participating in ABAG in terms of preserving what we  
6 have here in Napa.

7 SUPERVISOR DODD: Just on that, and it was, I  
8 think 2004, I was part of a group that was looking at  
9 leaving ABAG. I was concerned about the numbers that we  
10 were getting. We didn't have the ability to, to get  
11 any, you know, we are certainly not going to convert any  
12 agricultural land to land use for housing. And we did  
13 go and mark it spot on, that's what they have told him,  
14 that's what they told us.

15 And we found out that that the housing  
16 numbers, you know, with the state would not be much  
17 different than what they were with ABAG. And then what  
18 we did is we went and worked with ABAG. We went down  
19 and talked with the executive staff down there and told  
20 them about our problem. We brought them up here, did a  
21 dog and pony show. Drove them up and down 29 corridor.  
22 We took trips on Napa River. We showed them what was  
23 going on up Valley, you know, just why Napa was  
24 different than Alameda County or Contra Costa County.

25 And low and behold -- and Supervisor

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1 Dillon, as I mentioned before, was on the, you know, the  
2 big committee. And not only did it result in county's  
3 numbers going down but it resulted in all the cities  
4 going down. And so I, I agree, I think the best bang  
5 for the buck for Napa County, at least if evidence is  
6 what's happened to us in the form of housing  
7 requirements, is with ABAG. There's just, there's just  
8 no doubt about it, our numbers have gone down well more  
9 than half. It's probably more like 60 or 70 --

10 SUPERVISOR LUCE: I think we're about a third.

11 SUPERVISOR DODD: A third, yeah.

12 SUPERVISOR LUCE: I think now the city's  
13 allocation is lower than 2,000. City of Napa, which at  
14 one time was closer to 4 or 5,000. So, it's -- and  
15 again, that doesn't mean, all that says is that, you  
16 know, the pressure for the county and cities of Napa to  
17 grow that have been there in the past, are gone.  
18 Doesn't mean the city can't continue to zone for more  
19 housing if it feels there's an appropriate place for it.  
20 The city is still free to do what it wants to do, but  
21 the pressure of that re-allocation is, well, again, we  
22 now have a plan that is consistent with our general  
23 plan.

24 MAYOR GARCIA: I think --

25 SUPERVISOR LUCE: Go ahead and step up to the

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1 mic.

2 MAYOR GARCIA: -- the best benefit of this  
3 whole process, if you participate in the quality making  
4 process, you have a voice at the table, you can argue  
5 it. I don't know that you would have gotten anybody to  
6 come up and take the drive with you had you not been at  
7 the table with Supervisor Dillon, as well, seeing how  
8 well she did. So, yes, that's the reason, prime benefit  
9 of it.

10 I think secondary to me, it's a great  
11 opportunity to network within the community. What's  
12 going on in your city? Oh, you mentioned you had that  
13 problem. Yeah, we have a similar problem here. What  
14 did you do about that? Can we have some of that  
15 information? Thank you, I'll be happy to share what we  
16 got with you guys. It's a back and forth dialogue.

17 MS. SMITH: So now ABAG says we have to have  
18 180 homes that we have to build now?

19 SUPERVISOR LUCE: No, 180 homes that we have  
20 to zone for in the unincorporated county. And again, we  
21 could use existing zoning. So we have zoning in Angwin,  
22 and we have deals with American Canyon, City of Napa.  
23 So the county is in a rare situation where we have  
24 actually got more housing than we are -- which there's  
25 no problem with that, but we, for the first time, have

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1 more housing now designated than we have actually got  
2 required.

3 MS. SMITH: Okay. So basically what I'm  
4 hearing you say is that even though the state through  
5 the MTC or whoever, or ABAG, tells us that we have to  
6 zone for that much, those number of houses, we are not  
7 physically mandated to build them?

8 SUPERVISOR LUCE: Correct.

9 SUPERVISOR DODD: Correct.

10 MS. SMITH: Okay.

11 SUPERVISOR LUCE: Correct.

12 MS. SMITH: All right.

13 SUPERVISOR LUCE: That's always a  
14 misunderstanding perhaps that we're required to do  
15 zoning. It's the free market that does building, and  
16 even the state realizes that.

17 MS. SMITH: So taking this to one other agenda  
18 that's being discussed, that's Napa Pipe, those homes  
19 out there are satisfying some of the requirement that is  
20 being put for housing?

21 SUPERVISOR LUCE: Yes.

22 MS. SMITH: And was that not an area that was  
23 going, being looked at as being shared by not only the  
24 county but the city would pick up some of those  
25 allocations so that the density wouldn't be as much in

0045

1 the Napa Pipe agenda?

2 SUPERVISOR LUCE: We're kind of in the 180 --

3 MS. SMITH: I didn't mean to drag Napa Pipe

4 into this totally.

5 SUPERVISOR LUCE: No, I don't want to drag it  
6 in. The nuance here is the 180 units that we were  
7 talking about is actually for the next cycle that begins  
8 in another year or two. The current cycle that we're  
9 in, the one that we have to be in compliance with, is  
10 showing the county for like 680 units, which by the time  
11 you add in some other things looks more like 1,000  
12 units.

13 And Napa Pipe is, there's a 20 acre  
14 designation there for, which accounts for about 300  
15 units, that's currently part of our housing element.  
16 And we have to follow through with at least that piece  
17 of it, or more, depending on what the boards and  
18 everybody decides, but there is housing that's in our  
19 housing element now to meet our current RHNA  
20 requirements. And we need to do something there, either  
21 the 20 acres or a larger project.

22 MS. SMITH: Thank you.

23 MS. GERALDINE DREW: Let me see if I remember  
24 my question. Geraldine Drew again. Diane, I think you  
25 need to be up here, telling me how, how did she do this,

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1 and what did she do to get our numbers down? And are  
2 the rules going to change, is ABAG rules going to change  
3 or are they in the future? And --

4 SUPERVISOR LUCE: They are, you know, what's  
5 different about this is that we have a plan that the  
6 state has said has to go out to 2040. And so there is  
7 an expectation that what we are talking about here is  
8 actually going to remain consistent for a significant  
9 period of time.

10 Prior to this point we just went every  
11 four or maybe it was six years, five years, I forget  
12 what the cycle was, but we didn't know. You know, sort  
13 of a black box exercise. And we would cite all the  
14 things that the state said we were supposed to have in  
15 terms of consideration of agriculture, and all of the  
16 things that we thought the state law said why they  
17 shouldn't give us a higher allocation, and then we would  
18 get the number, and then it was hard to argue with.

19 So, but with this process we have seen  
20 the numbers move. And so, and it's not just a, you  
21 know, we will look at it again in eight years, I believe  
22 we have three eight year cycles in this plan that we  
23 will be considering. So, you know, so assuming that  
24 this plan holds together, there's an expectation that  
25 this will be our plan for a while. And so that, that's

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1 a good thing. I mean it gives us the ability to  
2 preserve this county and exercise our own general plans  
3 the way our local community is, you know, directing us.

4 MS. GERALDINE DREW: I still want to --

5 SUPERVISOR LUCE: So how did Diane do it?

6 MS. GERALDINE DREW: I still wanted to know

7 how the numbers got so low. Because Diane might decide  
8 to move out of the area. And -- want to keep the  
9 numbers low.

10 SUPERVISOR LUCE: No, Diane was on the Housing  
11 Allocation Formula Methodology Committee, or some words  
12 close to that, where they tweek all these numbers, and  
13 along with Hillary, I think was a regular, hillary  
14 Gettleman, our planning director. And I think City of  
15 Napa had a representative there, as well.

16 And so they fought it on that level, as a  
17 member of the ABAG executive committee where we finalize  
18 those decisions. I fought it on that level, again just  
19 sort of lecturing my fellow electives on the importance  
20 of preserving Napa County, because at that point it kind  
21 of becomes a political decision. Diane and I, and  
22 others, have visited Sacramento numerous times making  
23 our case there. And as much as I would like to say it  
24 was all us, I think SB375 had a whole lot to do with why  
25 these numbers are different.

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1 The fact that we have to put housing near  
2 transit and jobs, and they said that, they said that to  
3 whole State of California, but they said that to the Bay  
4 Area, meant that more housing went to San Francisco,  
5 Oakland, San Jose, than otherwise would have. And that  
6 took the pressure off of us. And it's good for the Bay  
7 Area and it's good for Napa.

8 MS. GERALDINE DREW: So what, I think what you  
9 finally have said, is that because housing went in  
10 another area it, it really gave us a little break there.

11 SUPERVISOR LUCE: That is a fact.

12 MS. GERALDINE DREW: So if we bring too much  
13 development to this, we're going to have to have more  
14 housing, right?

15 SUPERVISOR LUCE: The housing allocations will  
16 come in. So the last allocation was 183,000. I think  
17 at the end of this cycle, this 24 year cycle we're  
18 supposed to see 600,000 new units. So the pressure will  
19 continue. But, but, you know, the plan is what it is.  
20 And so, you know, I think we have got ourselves in a  
21 good position for future negotiations.

22 MS. BARLOW: Mark, when you say units, does  
23 that mean single family homes, or two, does it mean --

24 SUPERVISOR LUCE: It means -- let me qualify  
25 units. I'm sorry, the question was from Sue Barlow, you

0049

1 know, what is a unit, and it is, and what qualifies as  
2 a housing unit. And they might be single room, you  
3 know, it's sort of a state definition of what a housing  
4 unit is. Generally a housing unit, it might be  
5 multifamily, it might be, you know, highrise, it might  
6 be single family detached. All of that is included,  
7 yeah.

8 And another question? Please identify  
9 yourself.

10 MR. RICO: Gerald Rico from MTC  
11 public advisory council. It's a voluntary position.  
12 And I've lived here in Napa 16 years. Got my news from  
13 the Sentinel.

14 SUPERVISOR LUCE: Eew.

15 MR. RICO: The Napa Valley Register. The  
16 locals know what that means. But I have to admit that  
17 the first time I heard of Agenda 21 was probably a week  
18 before our meeting. Having been with the MTC now  
19 approximately seven years, that's the first time I've  
20 heard of Agenda 21. And I would to have say someone  
21 would have to go to the Napa Valley Register and show me  
22 the first time it's documented or referenced as Agenda  
23 21 occurring in the Napa Valley.

24 Can anyone tell me?

25 AUDIENCE MEMBER: You should read --

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1 MR. RICO: In the Register? In the Register?  
2 No, that's what I'm saying. We live here in Napa. Am I  
3 worried about what the United Nations is going to do to  
4 us? I've gone around the world, folks, and I haven't  
5 seen it anywhere in the world. I have got 25 percent of  
6 the nations done and I haven't seen it working anywhere.  
7 You tell me where it's working.

8 AUDIENCE MEMBER: They call it by other names.

9 MR. RICO: They call it by what?

10 AUDIENCE MEMBER: Other names.

11 MR. RICO: Other names. Okay.

12 AUDIENCE MEMBER: Sustainable.

13 MR. RICO: Sustainable. Okay. Well,  
14 sustainable is kind of nice, we talk about our crops  
15 being that, right?

16 Is that a bad word?

17 AUDIENCE MEMBER: I'm not saying it's a bad  
18 word.

19 MR. RICO: Okay. But anyway, that's my point  
20 at this point. I see you have a book now, and that's  
21 great.

22 MR. EGGERS: Have you read it?

23 MR. RICO: No.

24 MR. EGGERS: Okay. I'll give you the book.

25 MR. RICO: Thank you. But anyway, I just want

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1 to say, I appreciate what your thoughts are, and you  
2 have brought this issue up, but we have to say to  
3 ourselves, that we haven't heard about it probably until  
4 a week before our last meeting here. And I want to  
5 thank for bringing it up, but we carry on. Thank you.

6 AUDIENCE MEMBER: Example is, we didn't vote  
7 for Obama Care, and we are finding out all kinds of new  
8 rules and regulations that's are in it. And nobody  
9 knows what's in it. And that's what we're kind of  
10 afraid of here. Nobody knows what is in everything, but  
11 we're trusting you.

12 SUPERVISOR LUCE: For the record, comments

13 from the audience complaining about a lot of federal  
14 legislation that we don't always know about, and so, you  
15 know, you are right, I mean just because you are  
16 paranoid doesn't mean they are not out to get you. So,  
17 just, you know, that's a healthy attitude. And there's  
18 still some bugs in the detail, so we have got to stay at  
19 the table.

20 And you know when I visited Corte Madera  
21 and some other places, you know, that's what I told  
22 them, I said, look, you can leave ABAG, but you know, if  
23 you are really concerned you don't want to leave,  
24 you want to participate, because that's where you have a  
25 chance to weigh in on these issues as local electives

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1 and actually shape what these things look like and  
2 anticipate some of the things.

3 I, you know, there's, I, there's just not  
4 as much master planning going on as that there really  
5 ought to be. It's kind of like making sausage. And so  
6 if you want to be part of that, jump right in and you  
7 can be part of it. And so, and you guys are being part  
8 of it. You are here tonight, you could have been  
9 watching, I'm sure, a great basketball game. And we  
10 really do appreciate your being here and your input and  
11 your concern. And, you know, for letting us know about  
12 those.

13 So I'm going to make a last call, for the  
14 record, any comments for the record? Beyond that, then  
15 I think Bill and I can break, get some coffee and visit  
16 with you one on one.

17 AUDIENCE MEMBER: For the record, what are you  
18 going to do with our comments today?

19 SUPERVISOR LUCE: That's a good question. I  
20 believe, one, is we record them, so they will be part of  
21 the record. Particularly the questions -- Miriam, or  
22 someone, I think will -- I think the intention is that  
23 as we make our final record, maybe you just want to --

24 MS. GRIFFIN: Hi, I'm Ellen Griffin from MTC.  
25 We're taking all your comments tonight, we are going to,

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1 we will have a transcript from the court reporter be  
2 part of the record. It will be available as a document.  
3 And then we're also summarizing the comments and we're  
4 presenting them to the decision makers before they go  
5 ahead and take an action on the plan.

6 AUDIENCE MEMBER: Who are the decision makers?

7 We went to every county -- Pardon me?

8 AUDIENCE MEMBER: Who are the decision makers?

9 MS. GRIFFIN: MTC and ABAG will be adopting --

10 SUPERVISOR DODD: Don't you feel better now?

11 MS. GRIFFIN: -- this summer.

12 SUPERVISOR LUCE: There are people just like  
13 us in other counties, and we get together, so there's  
14 about 38 electives that make up the executive body of  
15 the Association of Bay Area Governments. And how many

16 MTC commissioners? Another 16 commissioners. Two of  
17 them are right here, so that shows you how important  
18 Napa is in this whole discussion. And we'll be making  
19 that decision to adopt the EIR, and I guess all the  
20 variations on the EIR.

21 And this is, I guess, another point to be  
22 made, is tonight was comments on the draft plan. There  
23 are other hearings on the draft environmental document.  
24 I know I've heard some concerns about taxes and all  
25 those sorts of things. Those are where those various

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1 alternatives are discussed and evaluated, so you want to  
2 go to the website, One Bay Area dot org., look at the  
3 draft EIR and the dates for those hearings, and or then  
4 submit your comments in writing or show up at the those  
5 hearings to discuss that, because that's another  
6 opportunity.

7 SUPERVISOR DODD: There has to be a certain  
8 sense of reality on the environmental document. If you  
9 don't study something like VMT, vehicle miles traveled,  
10 where you charge somebody on every mile that they  
11 traveled, somehow you get that documentation, if you  
12 don't study that as part of the analysis of the whole  
13 plan, then the plan, you know, we are going to get sued  
14 and we are going to spend a lot of legal dollars, and  
15 this, this plan is just going to be tied up forever.

16 Likewise, there are also, that's why  
17 there's a range of alternatives.

18 SUPERVISOR LUCE: Wide range.

19 SUPERVISOR DODD: All these different  
20 scenarios, it doesn't mean that you've got your local  
21 officials that are going to support, you know, the most  
22 liberal option or the most conservative option. So  
23 that's all, what that is, I think a lot of people have  
24 seen those things and go, oh my God, this is what they  
25 are going to do, they are going to tax us on every mile

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1 that we travel, because you have seen it in the  
2 environmental document. That's not the case.

3 AUDIENCE MEMBER: Because the government --

4 SUPERVISOR LUCE: But that doesn't mean there  
5 aren't some people that aren't willing to vote for that.  
6 So your comments are still valued. So, you know, it's a  
7 big Bay Area, lots of people, big diversity. So your  
8 comments are more than welcome. They are needed.

9 Okay. Last call for any comments?  
10 Seeing none, let's go get some coffee if it's still out  
11 there, or head home.

(The meeting adjourned at 8:45 p.m.)

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METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING  
ON THE DRAFT PLAN BAY AREA )  
SONOMA COUNTY )  
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REPORTER'S TRANSCRIPT OF PROCEEDINGS  
MONDAY, APRIL 8, 2013  
FRIEDMAN EVENT CENTER

24 Reported by: CINDY L. BOCCALEONI  
Hearing Reporter

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ATTENDEES

JAKE MACKENZIE - Rohnert Park City Councilman  
DAVID RABBITT - Sonoma County Supervisor, 2nd District  
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BE IT REMEMBERED that, pursuant to Notice of the  
Hearing, and on April 8, 2013, 7:00 p.m. at Friedman  
Center, 4676 Mayette Avenue, Santa Rosa, California 95405,  
before me, CINDY L. BOCCALEONI, CSR No. 12987, State of  
California, there commenced a Public Hearing.

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4 PROCEEDINGS

5 MR. MACKENZIE: Good evening, everybody. I'd  
6 like to welcome you to this Plan Bay Area public hearing  
7 and I'd just like to introduce myself and my colleague.  
8 My name is Jake Mackenzie. I'm on the Rohnert Park City  
9 Council and I represent Sonoma county and the nine cities  
10 as a Metropolitan Planning Commissioner. And on my left  
11 is:

12 MR. RABBITT: My name is David Rabbitt. I'm the  
13 chair, current chair of the Board of Supervisors  
14 representing the South County, 2nd district. I also  
15 represent the County on the ABAG Executive Board.

16 MR. MACKENZIE: And if you would all please  
17 stand and join me in the Pledge of Allegiance.

18 Hand over your heart:  
19 (Pledge recited by group)

20 MR. MACKENZIE: Thank you.

21 I just introduced myself, as did my colleague,  
22 Supervisor David Rabbitt. I believe, and I know as an  
23 elected official, that fellow elected officials always  
24 like to be recognized; I do when I'm in the audience, but  
25 Carol Russell from the city of Cloverdale was the only

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1 fellow elective that I have seen here and -- oh Julie  
2 Combs, sorry, from the city of Santa Rosa and anybody  
3 else who's elected to public office?

4 Anyway, who else? Am I missing somebody?

5 Oh, sorry, Bob; also from Cloverdale.

6 Anyway, I never do this right. But I would like  
7 to welcome you to tonight's public hearing. I would  
8 emphasize that this is a public hearing. The purpose of  
9 the public hearing is to receive oral comments from the  
10 public. All comments will be transcribed by a court  
11 reporter or reporters, I believe, who are on my far left;  
12 and these will become part of the official record, and  
13 they will be shared by my fellow commissioners and  
14 Supervisor Rabbitt's fellow board members. So I just  
15 wanted you to be clear about that.

16 The carefully prepared remarks; I'm not going to  
17 follow carefully, but I am going to say that we are going  
18 to be facing a decision on ABAG board and on the MTC  
19 commission later on this summer as to how we would adopt  
20 this Plan Bay Area. And so this is an opportunity for us  
21 to hear directly from you and also, of course, we will  
22 have a record of your written comments that you may have

23 left in the room behind us there, and these will also  
24 become part of the record.

25 This is a long-term and a long-range  
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1 transportation and land-use blueprint for this region  
2 that we live in. And I would just say at the moment  
3 that, given this number of cards that we have, our time  
4 limit will be three minutes per speaker. Everyone who  
5 wishes to fill out a comment card -- a speaker card will  
6 be recognized. There's also a website where you can  
7 engage in comments at OneBayArea.org, and the public  
8 comment period closes on Thursday May 16th, at 4 p.m.

9 And you've already met David Rabbitt, but  
10 Supervisor Rabbitt has some remarks as well before we get  
11 underway.

12 MR. RABBITT: Thank you, Jake.

13 And again, my name is David Rabbitt. I am the  
14 current chair of the Board of County Supervisors, and as  
15 I said, one of my regional assignments is to represent  
16 Sonoma County on the Executive Board of the Association  
17 of Bay Area Governments, otherwise known as ABAG. I am  
18 an architect by profession, always interested in planning  
19 topics, including this plan for growth in the Bay Area in  
20 the future. I could tell you that this Plan had been  
21 nearly, what, three years in the making? This is our  
22 third public meeting in Santa Rosa to hear from Sonoma  
23 County residents on the Bay Area -- on the Plan Bay Area.

24 While the Plan is slated for adoption this  
25 summer, it's important to note that it's a work in

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1 progress that will -- it will be updated every four years  
2 to reflect new priorities, new resources and new  
3 approaches. And the goal is to preserve what we love  
4 about Sonoma County and the region and to tackle some of  
5 the ongoing problems like traffic and local road  
6 maintenance. It's also about adding some choices for  
7 people now and in the future, both in terms of housing  
8 and transportation.

9 The Plan in many way reflects what's already  
10 happening in Sonoma County, certainly in my home town of  
11 Petaluma, featured in actually this morning's Press  
12 Democrat, if you saw that. Development is occurring --  
13 or being planned around the Smart Station downtown, what  
14 it might look like. And if you're familiar with  
15 Petaluma, the Theater Square Project, which actually  
16 revitalized the entire downtown and the warehouse  
17 district; projects that are all privately funded and  
18 privately financed, all were successful because the  
19 market was there for that type of housing, which actually  
20 didn't exist in Petaluma prior.

21 So in short, nothing in this Plan precludes or  
22 prohibits single-family detached residences from being  
23 built or the county and the cities from developing in  
24 accordance with their own general plans.

25 And again, as Jake said, I want to make sure

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1 that everyone knows that all the comments we hear tonight  
2 will be shared with all the decision-makers who serve on  
3 either MTC or ABAG. Results from the public hearings, as  
4 well as comments from the online comment form and from a  
5 telephone survey, will be summarized and shared with the  
6 boards of MTC and ABAG in June. We expect to deal with  
7 this issue in the month of July.

8 With that, I would also like to -- we have two  
9 court reporters here tonight making sure that they hear  
10 and record everything you're saying. I can say that  
11 we're not here to answer questions. This is truly a  
12 forum to accept public comment. If you do have a  
13 question, as you speak, it will be transcribed and will  
14 be on the website within two business days. Thursday.  
15 And again, the website is:

16 MR. MACKENZIE: OneBayArea.org.

17 MR. RABBITT: OneBayArea.org. So look for that.

18 And Jake, I think that's it, and we'll start  
19 taking public comment.

20 MR. MACKENZIE: Right. We'll call the first  
21 card; these are in order of receipt, and they are being  
22 enumerated, I believe. Well, here we go.

23 Any event; Stephanie Reyes. And if you could  
24 just, for the record, state your name and your hometown.  
25 It's three-minute time limit, and we have the timekeeper

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1 in the front.

2 STEPHANIE REYES: Hello, Council Member  
3 Mackenzie and Supervisor Rabbitt, my name is Stephanie  
4 Reyes. I am a resident of the Bay Area.

5 Two years ago, my mom had hip replacement  
6 surgery. And for those who are not familiar with it,  
7 this is a very invasive surgery with a multi-week  
8 recovery time. My parents still live in the two-story  
9 home, where they raised my sisters and me, and all the  
10 bedrooms in that house are on the second floor. My mom  
11 had a really tough time moving around after her surgery.

12 My parents have always known that they'd  
13 eventually move to a smaller place now that all three of  
14 their kids are out of the house, but the experience of my  
15 mom's surgery made them think, "Huh, maybe we need to  
16 move to a place that's only one story so we don't have to  
17 deal with stairs as we get older."

18 My husband's parents are going through something  
19 slightly different but related. My mother-in-law can't  
20 drive any more. She still wants to do things like go to  
21 her aqua aerobics class or meet friends for coffee, but  
22 they live in a place where you have to drive to get  
23 everywhere. And fortunately, my father-in-law can still  
24 drive and he's very nice about taking her around, but  
25 she's a little shy about asking all the time. And also,

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1 he's in his '80s, so that's not going to last forever  
2 either.

3           So it's important to me that as we plan for the  
4 future of the region, that there be plenty choices for my  
5 parents, my in-laws and others in similar situations to  
6 downsize to a home in a neighborhood where they can get  
7 around without a car. And from what I've seen tonight, I  
8 think the Plan Bay Area goes in the right direction in  
9 planning for a high quality of life for Mom and Dad as  
10 they get older. Thank you.

11           MR. MACKENZIE: Thank you very much. The next  
12 person I'm calling on is Kay Tokerud.

13           KAY TOKERUD: Good evening, my name is Kay  
14 Tokerud. I live this Santa Rosa, and I have some very  
15 serious concerns about the legality of Plan Bay Area on a  
16 number of both constitutional and other existing laws  
17 that are not consistent with this Plan.

18           I've studied the documents and talked with some  
19 attorneys, and I feel that Plan Bay Area violates the 5th  
20 Amendment of the US Constitution by taking property  
21 rights without just compensation. By the creation of  
22 Priority Development Areas, this Plan restricts 80  
23 percent of residential development and 66 percent of  
24 commercial development to just a few small areas of your  
25 city -- of the cities of the Bay Area -- until the year

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1     2040.

2           If your property is outside of the PDAs, you  
3 will likely not be able to build or expand your building,  
4 and you won't be paid for this loss of your development  
5 rights.

6           Next, it -- Plan Bay Area violates 14th  
7 Amendment of the US Constitution, the Equal Protection  
8 Clause. Owners of properties in the Priority Development  
9 Areas will receive development permits at a rate of  
10 approximately 80 times more than owners of property  
11 outside of the Priority Development Areas. And if you  
12 think that is not going to effect property values, you're  
13 absolutely wrong. It's setting up an unequal system  
14 where some people have rights to develop and other people  
15 don't.

16           And beyond this, it violates the voter-approved  
17 Urban Growth Boundary ordinances that are pretty much in  
18 every city in the Bay Area because in the Urban Growth  
19 Boundaries, you're supposed to be able to allow -- you're  
20 supposed to be allowed to build up to what your zoning  
21 allows everywhere where there are city services. All the  
22 way out to that line, the government has to encourage  
23 development in all the area. And this clearly does not  
24 do that. It encourages areas in these small PDAs and  
25 will, of course, then have to discourage development in

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1     other areas.

2           Those areas will go into decline because there  
3 won't be investments in those areas. And in the rural  
4 areas, there will be no new housing built at all  
5 according to Plan Bay Area. One hundred percent of all

6 housing must go within the urbanized areas with this  
7 Plan. So what you're effectively doing is you'll be  
8 taking a conservation easement on all privately-owned  
9 land in the County without paying.

10 And by the way, there's a market for buying  
11 development rights. Right now people buy conservation  
12 easements. You're taking them without paying anything.  
13 That's a crime. And we will not stand for it. And the  
14 Post Sustainability Institute will be filing a lawsuit on  
15 these several different grounds.

16 And it's PostSustainabilityInstitute.org where  
17 you can find out more about what we're doing, and I'm  
18 wrapping it up, so thanks a lot.

19 MR. RABBITT: Thank you.

20 MR. MACKENZIE: Thank you very much.

21 The next speaker card I have is from Orlean  
22 Koehle, if I'm pronouncing it --

23 JAMES BENNETT: Koehle.

24 MR. MACKENZIE: Koehle. There you go.

25 ORLEAN KOEHLER: Thank you. My husband is from

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1 Germany, that's how you get the pronunciation.

2 I would just like to second what Kay just said.  
3 I think what is going on here in spite of all your hard  
4 work, and I know you are very dedicated in all that  
5 you're doing. This is my third meeting that I've been at  
6 Santa Rosa as well, and I know that you've been planning  
7 this for a long, long time. I've met many dedicated  
8 people, I just met some more tonight, and you are as  
9 passionate at what you're doing as we are about  
10 protecting our property rights.

11 I grew up in a large farm in Idaho. My father  
12 was one of the pioneers that developed this land that was  
13 once sagebrush, lava rock and jackrabbits. And through  
14 the years, even though it was first dry farming, he was  
15 eventually able to dig a well and discovered this  
16 wonderful underground lake. So his fifteen hundred acres  
17 of land eventually became -- blossomed like a rose,  
18 became this wonderful, beautiful land. His little road  
19 that he developed was able to be a superhighway, and he  
20 did this because he had the freedom to do so. There was  
21 a free market system back then and a free enterprise  
22 system.

23 Now that would have been impossible. At the end  
24 of his life, his land that he got for 17 and-a-half cents  
25 an acre from the government because they thought it was

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1 desert wasteland; it began to blossom like a rose and  
2 turned into this beautiful place. At the end of his  
3 life, it was worth 3.7 million dollars. That was the  
4 American dream. We used to have the right to do that  
5 with our own land.

6 This OneBayArea will be destroying that American  
7 dream, destroying everything that farmers and ranchers,  
8 people in the rural area used to hope and dream for. The

9 freedoms that our nation stands for will be gone.  
10 So I urge you to take another look at this to  
11 realize that regional government was never what our  
12 Founding Fathers wanted. They wanted local control. We  
13 elected our local representatives like Mr. Rabbitt to  
14 represent us in our own county, to not have to go off and  
15 represent us in some big region that we never planned on.  
16 Our nation -- our state has been divided up into  
17 18 big regional plans and regional enterprises, and when  
18 you see all your amazing graphs out there, you want these  
19 to all be intertwined. You're not just planning on  
20 regional government. You're planning on all these  
21 regions to be intertwined so we will not have local  
22 control any more. We will not have local representation.  
23 So I please urge you and all those here in the  
24 audience to take a second look at this. This is not what  
25 we want, and I urge you to support this lawsuit. Send

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1 your checks to Post Sustainability Institute, P.O.  
2 Box 15192, Santa Rosa, 95404. Thank you.  
3 MR. MACKENZIE: Thank you.  
4 I'll now call on Phaedra Glidden, please.  
5 PHAEDRA GLIDDEN: Good evening. I'm Phaedra  
6 Glidden and I live here in Santa Rosa.  
7 I'd like to echo what the two speakers before me  
8 said. I'd like to state for the record that I have  
9 reviewed most of the information that was posted online  
10 regarding the OneBayArea Plan. In addition, I was  
11 present at the OneBayArea visioning workshops held last  
12 year in both Santa Rosa and San Rafael. I've seen videos  
13 of most of the other visioning workshops that were held  
14 throughout the Bay Area.  
15 Since then, I've spent countless hours over the  
16 past year and three months researching the origin of  
17 sustainable development and looking at the other plans  
18 being instilled across this nation. I find it  
19 interesting that these plans are identical to the one  
20 being rolled out here in the Bay Area.  
21 I have many concerns about this Plan. My first  
22 concern is that the process is deeply flawed. It was  
23 obvious to me that the public had no real input during  
24 these visioning workshops and that there was already a  
25 plan in mind for us.

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1 We were merely as dress -- window dressing to  
2 make it appear that there was so-called consensus for  
3 this Plan. All of the choices put before us lead to the  
4 sustainable community's conclusion. I am here to attest  
5 that there was not a consensus for this Plan. I noticed  
6 that soon after these workshops, they conducted some  
7 telephone surveys in order to skew consensus numbers for  
8 this Plan in their favor.  
9 My next concern is regarding the growth numbers.  
10 It has been acknowledged by officials that these numbers  
11 were overinflated and they need to be re-evaluated. I

12 noticed that there were cities like Corte Madera that  
13 questioned these numbers as well and are attempting to  
14 get out of ABAG. God, I wish we could do that here in  
15 Santa Rosa. This makes sense to me because I've spent a  
16 lot of time in that town and I know that they're pretty  
17 much built up there.

18 My third concern is related to the money. I  
19 still have not figured out how our local county, state or  
20 federal governments are going to pay for all this  
21 infrastructure. I had a CPA take a look at this and she  
22 agreed with me that this part just does not add up.

23 How are we going to pay for this? I'm very  
24 concerned that this will bankrupt cities, counties, our  
25 state and even our nation; and most of all, our citizens.

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1 We only need to look to Stockton to see what can happen  
2 if we overextend our cities with infrastructures that  
3 they cannot afford. I know that we just don't have the  
4 revenue available to pay for all this.

5 I've done a lot of research on this Plan as well  
6 as the Bay Area Conservation Plan, the Bullet Train, the  
7 Smart Train, and I really think we need to take a serious  
8 look at whether or not we can afford all this. Do we  
9 think we are the too-big-to-fail great state of  
10 California? I would rather -- is that for me? Okay.

11 MR. MACKENZIE: Thank you very much. Appreciate  
12 that.

13 The next name I have is Marge Sorbi; is that  
14 correct?

15 MARGE SORBI: Yes.

16 MR. MACKENZIE: Thank you.

17 MARGE SORBI: Thank you for being correct.

18 Thank you for the opportunity to speak, and I  
19 think I'm going to take a little different tack than my  
20 -- the people speaking before me. I agree with  
21 everything they said. I am totally bowled over by this  
22 Plan in general. I've been to most of the meetings, I've  
23 read a lot about it, and I've talked about it a lot with  
24 other people. And just on a whole different tact, just  
25 to try and express something that perhaps people who are

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1 sort of for it because they haven't really looked into it  
2 closely or because there's one minor detail, or something  
3 that appeals to them greatly, for heaven only knows why;  
4 think about San Francisco.

5 I used to live in San Francisco. I moved up  
6 here in 1985, and I moved here because I wanted open  
7 spaces and I wanted room, and I didn't want to be crowded  
8 into transit -- what do you call it? Public -- public  
9 transit. Thank you. Yes.

10 I just wanted some room to breathe. And the  
11 first thing I did when I came up here was to ride a bike,  
12 but not for transportation to get me places, but for  
13 recreation. And I just can't imagine myself at this age  
14 riding a bike too many places for long distances.

15 Although I ask still ride a bike.

16 The point is; there is supposed to be farmlands,  
17 and all that is what our country was founded on. And  
18 that's what we -- we prided ourselves on. We thrive on  
19 being self-sufficient and having space to do that without  
20 a thousand laws squeezing it -- squeezing us off of it  
21 and into little cubicles in sustainable development.

22 Thank you.

23 MR. MACKENZIE: Thank you very much.

24 I'd like to call on James Bennett, please.

25 JAMES BENNETT: My name is James Bennett. I'm

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1 from Santa Rosa. I've published a newspaper called the  
2 North Bay Independent. Myself and the publication are  
3 with the Post Sustainability Institute. In the last six  
4 or eight years, I've found myself being a prolific  
5 activist as I've come to recognize the detriment that the  
6 implementation of UN Agenda 21 Sustainable Development  
7 represents to our freedoms, our sovereignty, our property  
8 rights, our personal, civil, unalienable rights. That is  
9 to say that in these United States you have no right to  
10 take them away. And last, but not least, if I didn't  
11 mention it, our property rights, which are enormous.

12 I find it very interesting that two of the  
13 cornerstones of the OneBayArea Plan are rooted in  
14 greenhouse-gas reduction, environmental concern and  
15 social equity. Your Plan is lacking in both. You don't  
16 need to be a scientist to know that the air the cleaner  
17 in the country than it is in a congested city.

18 Your Plan is much less than socially equitable,  
19 as it treats somebody whose American dream includes  
20 enjoying the privacy and the lifestyle that rural life  
21 brings, it treats them much differently than somebody in  
22 the city.

23 If your American dream included owning a rural  
24 building -- a rural country life as it is for many and  
25 you've held on to your acreage for years and are this

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1 next year going to retire and build your dream home;  
2 under the OneBayArea Plan, you would not be able to do  
3 so, unless, of course, it included having a farm. And  
4 anyone that's in agricultural can tell you you'd rather  
5 have a skin disorder than be in agriculture right now.

6 The burden of notification should be on our  
7 local government not on the people. Somebody like me  
8 shouldn't have to teach themselves how to print a  
9 newspaper to see to it that their fellow citizens knew  
10 about this enormous Plan that would forfeit their freedom  
11 of choice in terms of where and how the eight or nine  
12 million people in and especially around the Bay Area  
13 live.

14 And I've said it before and I'll say it again,  
15 this chapter is about recognizing what's right and what  
16 isn't right and having a spine and not going along to get  
17 along. They do not print enough money for me to be

18 complicit in the Plan that you people are spearheading.

19 MR. MACKENZIE: Thank you very much.

20 I'd like to call to David Grabill.

21 DAVID GRABILL: Good evening. My name is David  
22 Grabill. I'm with the Sonoma County Housing Advocacy  
23 Group and Latinos Unidos De Napa Advocacy Group. We are  
24 in favor of regional planning and see it as an important  
25 tool to make housing choices affordable to all the people  
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1 with who work in our communities.

2 Unfortunately, this Plan doesn't do that. This  
3 Plan concentrates housing development, particularly lower  
4 income housing development in communities such as  
5 Oakland, San Jose, and San Francisco that already have  
6 high concentrations of low-income households. It does  
7 not provide adequate housing in counties such as Napa and  
8 Marin, to a lesser extent, Sonoma County; to meet the  
9 housing needs of the people who work in those counties.  
10 Those counties, they are full speed ahead with economic  
11 development, with tourism, with things that create jobs  
12 but, particularly Napa and Marin, have been very  
13 resistant over the years to housing for people who work  
14 there. Sonoma County has made a reasonable effort in  
15 that regard, although they're fallen short.

16 This Plan, by concentrating housing development  
17 in Oakland and San Francisco and San Jose increases the  
18 concentration of low-income people in those communities,  
19 walls off Napa and Marin to the people to -- for  
20 residences for housing for people who work there. That's  
21 another nice why of saying they're segregated. Because  
22 most of those low-income folks are not White, they're  
23 people of color. So we have de facto segregation in a  
24 guise of a regional housing plan creeping back into  
25 California where it has no business being and where it's  
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1 illegal.

2 With regard to ABAG's RHNA allocations that  
3 you're about to adopt in the next month or two, those new  
4 RHNA allocations cut the housing that's allocated to  
5 Marin and Napa by 50 percent. Even out of those  
6 jurisdictions, 60 percent of the people who live in --  
7 who work in Marin County can't live there. Don't live  
8 there. They commute from other counties. It's a little  
9 less for Napa County, but --

10 MR. MACKENZIE: Could you bring your remarks to  
11 a close, please, Mr. Grabill.

12 DAVID GRABILL: Okay. We hope you'll rethink  
13 this so that everybody who works in all our counties, all  
14 our cities can have a reasonable opportunity to live  
15 close to where they work. Thank you.

16 MR. MACKENZIE: Thank you.

17 I'd like to call on Dennis Rosatti, please.

18 DENNIS ROSATTI: Councilman Mackenzie,  
19 Supervisor Rabbitt, thank you for the opportunity to  
20 speak. My name is Dennis Rosatti with Conservation

21 Action, 540 Pacific Avenue in Santa Rosa. We'll also be  
22 submitting some written comments on the Plan.

23 But tonight I just wanted to say that I think  
24 it's great that we're planning regionally using SB 375 to  
25 get us there. Planning for the future for greenhouse-gas

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1 reductions and transportation infrastructure I think is  
2 really where we need to go if we're going to confront the  
3 daunting challenge of climate change.

4 Conservation Action has worked for years for a  
5 smart growth vision for Sonoma County in the North Bay.  
6 Through Urban Growth Boundaries, we've worked to stop  
7 sprawl from happening. We've worked for the Smart Train  
8 and Pathway. And then recently we've -- since we got the  
9 Smart Pass, we've been working on the station area plans  
10 up and down the Smart Line. And we've been through these  
11 processes engaging the public in person-to-person  
12 organizing strategies, and I think we do have a public  
13 that's open and willing to have this conversation and do  
14 things a little differently in the future.

15 I hope that through the Plan we can find a way  
16 to finish our Smart Line and get that connection to  
17 Larkspur from San Rafael. I think the feds are going to  
18 rain money on us if we can promote a vision and sell them  
19 a vision of a connection from northern Sonoma County  
20 right past our airport where we're going to add 16,000  
21 people in the Santa Rosa -- or 16,000 housing units into  
22 Santa Rosa, so we're going to need a more robust  
23 transportation, you know, infrastructure for that. And I  
24 think the feds will really smile upon us when they see  
25 that not only are we a self-help county through our

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1 Measure M investments and our Smart investments, but  
2 we're actually connecting to a larger infrastructure.

3 Regarding housing in Santa Rosa with 16,000 new  
4 units by 2040, that's about 500 units per year that we're  
5 projecting; I'm hoping that we can find a way to  
6 prioritize those units into the station area planned  
7 zones as much as we possibly can and then to the adjacent  
8 areas around those zones.

9 I do have some concerns regarding prioritizing  
10 and placement of housing unincorporated areas in the  
11 county; Forestville, the Springs area and Sonoma Valley.  
12 These are small towns that don't really have the  
13 infrastructure. We've got a lot of county roads on the  
14 books already that we've got to find a way to fund and  
15 keep up. And I think the County does a good job of this  
16 in general, but I think as much as we can, we need to  
17 focus that growth around the existing city  
18 infrastructures and whether transportation is able to  
19 handle it. Thank you very much.

20 MR. MACKENZIE: Thank you very much.

21 I'd like to call on Lloyd Guccione. If I've got  
22 that right, then I'm blessed. I guess.

23 LLOYD GUCCIONE: You are blessed, my son.

24 I'm very glad to have heard the speakers who  
25 came before me. I'm very glad to have seen Mr. Grabill  
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1 here and the comments that have been made already.

2 My concerns perhaps are a little bit different.

3 I have problems with regional government concerns. I  
4 have problems that the vision, notwithstanding the  
5 excellent work that has been done on planning  
6 transportation and trying to resolve issues -- I believe  
7 it will not resolve the issue.

8 Why? Well, past experience. One time there was  
9 one-lane highways. Then there was two. Then three.  
10 What happens? Land values go up. Pressures grow. This  
11 is a natural course of events that all of us have  
12 witnessed, whether in Southern California, back East or  
13 here; here, especially in Sonoma County where I've been  
14 since 1970.

15 So well-intended improvements in transportation  
16 are going to have outfall, and I believe the mitigation  
17 that MTC, that ABAG, that our local representatives will  
18 attempt will not be sufficient because they have not been  
19 sufficient in the past. That is a concern.

20 In the comment; the equity analysis, EIR  
21 alternatives, it states that "thanks to increased  
22 affordable housing production."

23 I am from Guerneville, and I would like to say  
24 we had an affordable housing unit, 48 units, put into our  
25 area. And one of the reasons given was, it was a  
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1 necessary allocation from ABAG that Sonoma County have so  
2 many, and Guerneville must accept a certain number of  
3 units.

4 Now, Guerneville is a long way out of the  
5 corridor and the Priority Developments Areas, and yet it  
6 will be impacted, as will other outlying areas. It is  
7 very, very hard to not have that happen. I would like  
8 the Plan to certainly give very good consideration to  
9 what will be the impact.

10 Reducing commute times; an important factor.  
11 However, it has unintended consequences. I know that  
12 your staff, the staff here, everyone, is very, very  
13 competent, and the people who spoke before me are  
14 knowledgeable. But I don't know if it will suffice  
15 because I believe the underlying premise, the paradigm  
16 under which it operates, is not doable. Thank you.

17 MR. MACKENZIE: Thank you very much.

18 I'd like to call Rosa Koire.

19 JAMES Bennett: Koire.

20 MR. MACKENZIE: Koire. Thank you.

21 ROSA KOIRE: I'm Rosa Koire. I'm the executive  
22 director of the Post Sustainable Institute.

23 One thing that I did notice when I read through  
24 the Plan and the EIR was that it looks like you want to  
25 bring back redevelopment even though it's been ended in  
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1 California. You want to bring bank tax increment  
2 financing, TIF. And this is really a problem because  
3 what it does is it sucks the funds out of the areas that  
4 you want to improve for 20, 35 and 40 years.

5 One other thing I noticed, this Plan is the same  
6 plan all across the United States with a major exception.  
7 But the Plan is identical to Plan New York, PlanET,  
8 PlaniTulsa. It's identical to the Hanoi Center Regional  
9 Plan 2030. This is the same Plan all across the world.

10 You need to take a look at that. And I know you  
11 have looked at it because you're elected officials, but  
12 the people here, who think they're talking about just the  
13 regionalization of the San Francisco Bay Area, are  
14 completely uninformed. This Plan is a worldwide plan.  
15 This is not some fantasy or a tinfoil hat thing. This is  
16 reality. And you need to take a look at it and ask  
17 yourself what this is all about.

18 Now, I'd also like to tell you that we will be  
19 suing you. Planned Bay Area violates the 5th Amendment  
20 of the United States Constitution. You are not paying  
21 just compensation for the rights that you'll be taking,  
22 that you are taking through this Plan. Priority  
23 Development Areas restrict 80 percent of residential  
24 development and 66 percent of commercial development to  
25 just a few small areas of the Bay Area, about four

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1 percent. Okay?

2 And then what about the rest of the 96 percent  
3 of the Bay Area? You're violating the 14th Amendment of  
4 the United States Constitution, that is the Equal  
5 Protection Clause. Development rates will be 80 percent  
6 higher; eighty 80 times higher within the PDAs. You're  
7 also violating the voter-approved Urban Growth Boundary  
8 ordinances. They can only be changed with voter  
9 approval. This is a violation.

10 Bay Area Plan Bay Area permanently strips all  
11 development rights from rural counties in the nine county  
12 Bay Area county. You're effectively taking conservation  
13 easements on our rural lands without paying for it.

14 Bay Area Plan Bay Area restricts development  
15 rights of property within the Priority Development Areas,  
16 too, because you will be limiting development to  
17 mixed-use high density smart-growth development. If you  
18 use form-based code, then you're existing building will  
19 be nonconforming, legally nonconforming.

20 One other thing I want to say is that cities are  
21 supposedly not supposed to have to comply with this, but  
22 that is a lie. If your city wants state or federal  
23 transportation dollars over the next 28 years, it will  
24 have to comply with Plan Bay Area, and cities have  
25 already created Priority Development Areas in compliance

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1 with Plan Bay Area.

2 To contribute to this lawsuit, and we hope that  
3 you will because this is your only opportunity to stop

4 OneBayArea --

5 MR. RABBITT: You have to wrap it up. Your  
6 time's expired.

7 ROSA KOIRE: -- go to  
8 PostSustainabilityInstitute.org and make your checks  
9 payable to Post Sustainability Institute. They will go  
10 for a legal fund that will only be used to stop  
11 OneBayArea. Thank you.

12 MR. RABBITT: Thank you.

13 MR. MACKENZIE: I'll call upon Jack Swearingen,  
14 please.

15 JACK SWEARENGEN: Good evening, Councilman  
16 Mackenzie -- Councilman Mackenzie, and Supervisor  
17 Rabbitt. Good evening. My name is Jack Swearingen. I'm  
18 the chair of Friends of Smart, which means that I'm a  
19 friend of the Rail and Trail Project.

20 In my previously life, I was teaching  
21 engineering at a university, a public university. I had  
22 the occasion to develop a course on lifecycle design of  
23 products, and I went into the course with a senior  
24 elective. And the course thesis was: Can we engineer  
25 our way to sustainability? And early on in the course, I

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1 asked the question: Suppose we assume that the earth is  
2 a finite source for our energy and our materials for a  
3 industrial civilization and a finite sink to throw our  
4 waste into, do we have to design to stay within those  
5 limits? And one bright student said "No. We'll just  
6 mine Mars for them to use up earth."

7 So I said, okay, for the sake of this class,  
8 let's assume that the earth is our sphere that we have to  
9 live within. It is with that, that I come to the project  
10 because I think from an engineer standpoint that bicycles  
11 and steel wheel and steel rail are the most efficient  
12 means of moving people and goods that have yet been  
13 invented by man. And therefore, we need to build around  
14 them and have them the backboard of our transportation.

15 Bicycle for local -- by the way, I'm 73. If the  
16 bike path were there, I would ride it tomorrow from  
17 Larkspur to Cloverdale. I look forward to it. Also, the  
18 train. I think it's the key to sustainable civilization.  
19 I think this planet is not infinite. Thank you.

20 MR. MACKENZIE: Thank you very much.

21 I'd like to call on Steve Birdlebough, please.

22 STEVE BIRDLEBOUGH: Thank you. I'm Steve  
23 Birdlebough, and I live in Santa Rosa and I'm with the  
24 Transportation and Land Use Coalition.

25 We recognize that the problem of global warming

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1 is real. It's upon us. We don't have long deal with it.  
2 We're very concerned that the pace that this Plan and the  
3 one that follows are taking are going to take too long to  
4 get there. Nevertheless, it is what we have to deal with  
5 and we're going to do our best to deal with it.

6 My main concern is providing for adequate

7 transit, and to do that we want to see that we not only  
8 have more buses but that we have the operating funds to  
9 operate them. And as I look into the Plan, it looks like  
10 there's no real provision for operating money, unless we  
11 can pass some more local tax funds in order to raise that  
12 sort of money.

13 That's going to be a local problem. And I think  
14 we need to realize that that's one of the shortcomings of  
15 the Plan. I think the plan needs to -- to frankly point  
16 out that there's got to be more money in order to  
17 accomplish subjectives and to set up the avenues to  
18 realize that. Thank you.

19 MR. MACKENZIE: Thank you very much.

20 I'd like to call on Ann Hancock, please.

21 ANN HANCOCK: Ann Hancock, Climate Protection  
22 Campaign, and I think that the Plan has a serious flaw.  
23 I'm echoing what Steve Birdlebough just said. We are now  
24 at 395 part per million concentration of carbon dioxide  
25 in the atmosphere. This is a big jump from the year

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1 before when it was taken, and we need, as scientists say,  
2 to be at 350 parts per million in the atmosphere.

3 So what does Plan Bay Area do? What happens to  
4 greenhouse-gas emissions under this Plan? They continue  
5 to rise. It says in the Plan that we'll be meeting a  
6 reduction in per capita greenhouse-gas emissions. But  
7 scientists and Mother Nature doesn't care about per  
8 capita emissions. What matters is absolute  
9 greenhouse-gas emission reduction. And the Plan itself,  
10 if you look at some of the pie charts and where money is  
11 going to spent, you see that of the total 289 billion,  
12 five percent is allocated for road and bridge expansion,  
13 leading to more greenhouse-gas emissions. And of the 57  
14 billion discretionary revenue, less than one percent is  
15 allocated for Protect our Climate.

16 So please ask yourself, do you think this Plan  
17 is adequate for preserving life on this planet, and if  
18 it's not, what do you plan do about it? Thank you.

19 MR. MACKENZIE: Thank you very much.

20 I have a card from Deborah. This is Deborah  
21 with StopTheCrime.net.

22 DEBORAH: Good afternoon. Thank you for saying  
23 "StopTheCrime.net" because that's really what this is  
24 about.

25 I think, unfortunately, if everyone here had

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1 read the Iron Mountain Report and the Silent Weapons for  
2 Quiet Wars, you would be here all on the very same page.  
3 Because in the Iron Mountain Report in which Kennedy  
4 revealed a week and a half before he was assassinated, he  
5 talked about the convergence of ruthless conspiracies  
6 that were conspiring against the United States in  
7 stealthful (as said) ways. And his quote is on  
8 StopTheCrime.net. And he says that "there is a highly  
9 efficient machine that combines military, diplomatic,

10 intelligence, economic, scientific and political  
11 operations."

12 We've all be duped. We never read the Iron  
13 Mountain Report. We didn't read the Silent Weapons Quiet  
14 Wars policy that was a 1954 Bilderberg policy that says  
15 exactly the agenda that you're following now. We've all  
16 be duped. We all have been duped, sadly.

17 And I can tell you that a NASA document that is  
18 on the NASA website speaks to how we curb our problems,  
19 and it's very simple. They say that we reduce human  
20 beings to machines. We blend machines and robots and  
21 that's how we reduce their greenhouse-gas that they're  
22 worried about.

23 You can find this document on StopTheCrime.net.  
24 This was on the NASA website. They talk about how we  
25 deal with these very problems that we're all gathered

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1 here about today.

2 Also, we know that we have the Wildlands map.  
3 This is a map that's the United Nations, UN Agenda  
4 Biodiversity Treaty, that talks for transformation and  
5 relocation of the human population all over the world.  
6 And what is the United States look like? Take a look at  
7 this map.

8 I have these brochures. These are all absolute  
9 policies. This is nothing anyone made up. You can get  
10 these from me after the meeting. I can tell you we've  
11 all be duped.

12 We're collapsing our local economy as we're  
13 watching other cities now across the Nation. We're  
14 watching global collapses monetarily. This is the  
15 design -- is to require infrastructure that is absolutely  
16 a hoax. It is a hoax.

17 Read the Iron Mountain Report. It's up on  
18 YouTube video as well as you can download the document  
19 itself. And read the Silent Weapons document. They tell  
20 you exactly what the agenda is.

21 MR. MACKENZIE: If you could now bring your  
22 remarks to a close --

23 THE WITNESS: Thank you very much. I have these  
24 for anyone who'd like one.

25 MR. MACKENZIE: We'll call on George Barich,

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1 please.

2 GEORGE BARICH: Good evening, Gentlemen. And  
3 good evening, Members of the Public and Members of the  
4 Staff. My name is George Barich. I'm a former city  
5 councilman in the beautiful city of Cotati, and I've been  
6 studying this informally for a few years as this has come  
7 through our city. And I would like to say that I feel  
8 that most of this is unsustainable by design. I can't  
9 see how any of it in the long term is sustainable. Much  
10 of it is based on junk science, poor projections, lazy  
11 projections, unrealistic projections in a scenario where  
12 consultants keep moving the goalpost one way or another

13 depending on the economy, our carbon footprint and so  
14 forth, that it seems like the consultants and the experts  
15 are going to be making most of the money off this Plan  
16 and nothing really realistic is going to be done in a  
17 productive manner.

18 But I believe that the housing projections are  
19 flawed. We have seen since the first of the year 100,000  
20 people have left the states of California, more than have  
21 come into California, according to statistics.

22 But more importantly, I don't feel I was  
23 properly noticed for this meeting tonight, and I'd like  
24 this to be reflected on the record tonight. I was not  
25 noticed in any way, fashion or form. I've read the

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1 information out in the other lobby about the outreach for  
2 this meeting and the outreach was concentrated on  
3 low-income groups and people of color. And I'd like to  
4 ask you, what color am I? Where was the outreach?

5 I believe my civil rights have been violated.  
6 If I was categorized by an income group or by the color  
7 of my skin to have any resources allocated to outreach  
8 that did not make it to me. And I'd like to preserve  
9 those rights in the future for future litigation.

10 I do also believe that for the most part much of  
11 this is very well-intended; very well-intended. However,  
12 the consultants are making most of the money here and I  
13 think that the results will be squandered.

14 The lady by the name of Ann tonight, who  
15 represents the Sustainability Institute, said in no fewer  
16 words that she wants to see no money allocated towards  
17 roads and bridges. Seeing that that -- those outlying  
18 areas would actually be counterproductive to the  
19 OneBayArea Plan.

20 I think that that pretty much sums it up in a  
21 nutshell where some of the folks are going with this;  
22 that outlying roads, bridges, streets in the rural areas  
23 will be neglected to the detriment of our community and  
24 our society, and I feel that that's very, very  
25 disappointing and destructive. Thank you.

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1 MR. MACKENZIE: Thank you very much.  
2 I'd like to call on Neil Hancock.

3 NEIL HANCOCK: Yes. Good evening. My name is  
4 the Neil Hancock of Cotati. I signed up at the last  
5 meeting and got a nice notice in Cotati of this meeting  
6 coming up.

7 I appreciate that there is a Plan for the region  
8 and I support Sonoma County's actions, comments for it,  
9 being in some depth. I'm a working person and don't  
10 often have time to get into the depth of these large  
11 plans.

12 I do appreciate having a healthy environment.  
13 In the 90s, I lived in Phoenix, and I was cycling to work  
14 one day and I had burning lungs. And I had figured out  
15 it was pollution, pollution in the Valley of the Sun.

16 And I decided at that point, I couldn't live in that area  
17 for much long because if you can't breathe the air, then  
18 it's going to be very, very difficult to live in the  
19 area.

20 I moved into Cotati because of previous years of  
21 planning. There was water and sewer and roads and I very  
22 much appreciate the fact that there had been planning in  
23 those areas. So I appreciate that we're trying to plan  
24 for the future for future generations that are coming  
25 along. It's been very, very powerful in the past and I

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1 think it can be powerful in the future.

2 I appreciate the core sustainability ethic in  
3 the state of California. It's doing a lot for  
4 California. It's doing a lot in making us smarter. We  
5 have to think about the way we're using things. We have  
6 to make more industries to do that.

7 I work in software and electronics, and it's  
8 hard work to actually make things smarter in that area.  
9 But it's has done well for California; better utilize  
10 energy in the computers, make them less power hungry.  
11 And overall, I support having a sustainability index, or  
12 one of the limitations in the Plan that I see is that  
13 there isn't a sustainability index to be able to judge  
14 elements of the Plan by.

15 So I hope we can make the plan go further, but  
16 thank you very much for the work that's been done on it.

17 MR. MACKENZIE: Thank you.

18 I'd like to call upon Ginny Doyle, please.

19 GINNY DOYLE: I'm Ginny Doyle. I live in Santa  
20 Rosa. And I want to get back to the first speaker's  
21 comments, which I think have been most relevant, about  
22 taking care of where our parents and our children live;  
23 how we get around without them driving, how we put money  
24 into having options for mobility and that there be money  
25 in the Plan to do it. I think the idea of the regional

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1 Plan is our way of -- I mean, the local implementation is  
2 having things like safe streets to school and local  
3 pedestrian ways for our kids and our older people to get  
4 around are all local implementation of acting globally.  
5 And this is a global problem. We have to have cleaner  
6 air for my 87-year-old mother and my two-year-old  
7 grandson. Thank you.

8 MR. MACKENZIE: Thank you very much.

9 I'd like to call on Jenny Bard.

10 JENNY BARD: Thank you so much for allowing us  
11 to comment on the OneBayArea Plan.

12 I am a enthusiastic supporter of the OneBayArea  
13 Plan. I support regional planning. I, too, want to echo  
14 the comments made by many of the previous speakers; David  
15 Grabill, Denny Rosatti, Ann Hancock, Steve Birdlebough,  
16 Ginny Doyle and others. Greenhouse gasses are continuing  
17 to arise.

18 Regional planning is critical to reducing the

19 public health burden and costs of a car-dependent  
20 society; sprawl. This comes from transportive-related  
21 air pollution and lack of safe and abiding alternatives  
22 to driving. Communities designed around cars and driving  
23 are responsible for the traffic pollution and congestion,  
24 which contributes to global warming. And this also  
25 limits opportunities for healthy, active lifestyles such

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1 as walking and cycling; and providing opportunities for  
2 our seniors to age in place and not be relying on  
3 driving.

4 So the OneBayArea Plan begins to address this.  
5 I want to urge you to do more. I think the Plan could do  
6 more. There are elements from the Equity, Environment  
7 and Jobs Alternative that actually increases investments  
8 in active transportation and alternative transportation.  
9 There are -- this scenario actually performs the best of  
10 all the scenarios, and having a little more information  
11 about those plans at these public hearings I think would  
12 be very important.

13 Let's see. I'd also like to see a little bit  
14 more specificity in the breakdown of expenditures on  
15 bicycle and pedestrian infrastructure because it was not  
16 really evident on the pie charts and as well as the --  
17 what percentage of all the investments are going to  
18 increase bicycle and pedestrians usage and what policies  
19 will lead to what percentage of trips by bicycles and  
20 pedestrians, too. That would be helpful to know.

21 Thank you.

22 MR. MACKENZIE: Thank you very much.

23 I have a card from Vesta, and I apologize if I  
24 misspeak here, Copestakes?

25 VESTA COPESTAKES: That's okay. Copestakes is

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1 two syllables.

2 Yes, my name is Vesta Copestakes. I am the  
3 publisher of the Sonoma County Gazette and my mission is  
4 connecting Sonoma County communities and getting people  
5 connected on levels that you're talking about.

6 I like the fact that OneBayArea is one word. I  
7 like the fact that we are considering entire ecosystems  
8 when we're making plans for the future. I like the fact  
9 that you're breaking it down into details and into  
10 specific regions. I think that's really wonderful. I  
11 don't know the details of this Plan, and I must say that  
12 the first time I heard of it, of this meeting today, was  
13 on the story in the Press Democrat. And I'd like to  
14 thank the Press Democrat for publishing that on the front  
15 page and letting me know about it.

16 So I want to be on your list because I have over  
17 a hundred thousand readers to my paper and I couldn't put  
18 that in my paper. I'd like to let people know about it.

19 This is the kind of thing that I really believe  
20 in. And I like the fact that if this is a Plan in other  
21 parts of world and people are thinking in other parts of

22 world and the planet along these lines of we are a  
23 delicate little planet and we all need to think together  
24 as a whole not as separate entities so much, even though  
25 we have our rights as separate entities; I love the fact  
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1 that we are thinking as a whole and that this Plan is a  
2 whole, and we're thinking of air quality and human rights  
3 and human ability to live comfortably together in an  
4 environment.

5 And I get to live out in the rural areas and I  
6 want you to preserve those areas for me. And I also  
7 agree that we need to have areas where people can come  
8 together and live comfortably with sidewalks and  
9 bicyclists and stores within walking distance still with  
10 good, clean air quality.

11 So if we can pull all this together, and I don't  
12 know all details of this plan; I will read it, and then I  
13 will make sure I make comments on it because it's  
14 valuable to me. But I like the idea that we're thinking  
15 this way; and that if we continue to think this way --  
16 and I really appreciate Dennis and Ann the people who are  
17 environmentalist who pay attention to these details that  
18 I don't have the time to pay attention to.

19 So thank you, all of you, for doing that, and  
20 thank you for putting together a Plan that looks at a  
21 whole picture, not just individual parts. Thank you.

22 MR. MACKENZIE: Thank you.

23 I'll call on Reverend Tim Carnahan, please.

24 REV. TIM CARNAHAN: Good evening. I'm Reverend  
25 Tim Carnahan and I'm from here in Santa Rosa.

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1 My interest here is much more parochial I think.  
2 I am a bus rider not because I don't have the means to  
3 drive a car, but it's an ethical and personal decision.  
4 I have my Santa Rosa Transit pass. I have my Sonoma  
5 County Transit pass. Behind my Sonoma County Transit  
6 pass I have my Clipper card, and I have a ride-sharing  
7 app with that guy back there. Where did he go? There he  
8 is -- on my phone.

9 And not to say that I'm not sympathetic with  
10 rural land owners, I've owned rural land in two different  
11 states. However, one of the things I've noticed in the  
12 Plan is if you're going to be concentrating on transit in  
13 any way whatsoever, coordination is something that isn't,  
14 I think, rising to the top. There are almost three dozen  
15 transit agencies in the Bay Area. And I have to -- I  
16 have three modes right now in my wallet that allow me to  
17 get on them, and there are two within walking distance of  
18 my house that I can access but not ride on because  
19 there's no coordination. There's -- it is inconvenient  
20 in a pretty extreme way to ride transit.

21 That being said, I also want to point out that  
22 on a global sense that it might be -- it might be  
23 sentimentally sweet to harken back to the days when the  
24 Founding Fathers landed on this land, and there were

25 200,000 of them, looking at 4 million square miles of  
0045

1 land. That is not the case any more. No matter what we  
2 say, no matter what you do, until you can reverse the  
3 trend of more people being born than are dying, it's  
4 going in a different direction. And we can either be  
5 ready for it, we can prepare for it or we can let it hit  
6 us in the face. Thank you.

7 MR. MACKENZIE: Thank you very much.

8 I have a card from Wayne Gordon.

9 WAYNE GORDON: Okay. I'm Wayne Gordon. I live  
10 in the unincorporated area in the Sonoma known as El  
11 Verano, and I'm wondering what planet some of these  
12 people are living on. We had somebody come up here and  
13 say the government is going to rain money down on us.

14 Our federal government is so broke, we owe so  
15 much money that our grandchildren are going on to be  
16 paying it off long after we're gone. In addition to  
17 that, when they give us, quote, unquote, give us money,  
18 there's always strings and we'll have to live by those  
19 strings.

20 Now, that was said in regards mostly to  
21 finishing Smart, the Smart Train. Smart was promised to  
22 go from, what, Windsor to what Larkspur Landing. Right  
23 now it goes from Santa Rosa to San Rafael. It's about  
24 half of what it was supposed to be. A lot of the bike  
25 paths have been removed, and it's just another waste of

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1 -- it's become just another waste of money.

2 We were promised a lot more than we're getting  
3 with Smart. We see no way that -- I see no way that  
4 we'll ever have the money to finish it, and we're not  
5 going to get it from a broke government that doesn't have  
6 any money to begin with except what they print.

7 We've -- additionally, somebody else talked  
8 about the highways. We've lost a lot of money. In  
9 Sonoma Valley, we lost all of the money that was -- put  
10 aside -- already set aside to repair Highway 12 through  
11 the Springs area, and that was basically taken from us.  
12 So now we're having to spend money on lawsuits to sue  
13 the -- the county is suing the state -- there's a great  
14 idea, so that we can try and get the money that we have  
15 already set aside to fix those roads.

16 One of the things that we did a few years back  
17 was back was pass Measure M to repair the roads. In a  
18 town home meeting, Susan Goren, a few weeks ago, stated  
19 that some of the money was going to Smart. When I asked  
20 her about that, she says "No, no, I misspoke." I'm  
21 wondering about that.

22 Smart is never going to be finished. Smart is  
23 going to be a pain in our side in which we will have to  
24 pay for out of our property taxes from our already -- as  
25 a property owner, I'm already burdened with enough

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1 property taxes. And after that, we will have to pay

2 somewhere between 72 and -- excuse me 62 and 70 percent  
3 of the cost of operating that every time somebody gets on  
4 the train.

5 Okay. So this is something that you might be  
6 planning on as part of OneBayArea Plan, but I don't think  
7 you can count on it, and I don't think your Plan is very  
8 good.

9 The last thing I want to talk about is the  
10 so-called global warming or global climate change. Every  
11 day more and more people are talking about climate  
12 change. Scientists are coming out and saying it's a  
13 hoax. CO2 -- CO2 makes the plants grow green. Every  
14 time I exhale, that's CO2. And it's crazy.

15 MR. MACKENZIE: Please bring your remarks to a  
16 close, I'd appreciate it.

17 WAYNE GORDON: And at least those of you out  
18 there think I'm not an environmentalist, I would like you  
19 to know that I do like to breathe clean air and I do like  
20 to drink clean water.

21 MR. MACKENZIE: Thank you very much.

22 I would ask if anybody else would like to  
23 address us, if they would fill out a speaker card,  
24 otherwise we will bring the public hearing to a close.

25 I see no one coming forward with a speaker card.

0048

1 Unless somebody fills it out very quickly.

2 AUDIENCE MEMBER: Can I just fill that out  
3 afterwards?

4 MR. MACKENZIE: I'm just following the rules for  
5 everybody.

6 Call on Ann Seely.

7 ANN SEELY: Good evening. I'm Ann Seely, chair  
8 of Concerned Citizens for Santa Rosa. Although my  
9 comments won't -- not been passed by our board, they're  
10 couple from me. It would be impossible to counter the  
11 crazy negativity that's been presented to you tonight.  
12 So I just want to say that, although I have my own  
13 concerns about regional government, what I have seen in  
14 the Plan as it is developed, allows for reasonable, local  
15 intervention; that is having read that local land-use  
16 plans cannot be subverted is essential.

17 One of my concerns with the early iterations of  
18 the Priority Development Areas was that as a promoter of  
19 Urban Growth Boundaries, we have committed ourselves to  
20 allowing development anywhere inside the Urban Growth  
21 Boundary; and those Priority Development Areas didn't  
22 prohibit development outside, but they wouldn't actually  
23 get transportation improvements. I -- I realized that  
24 the MTC money is not the only money going towards  
25 transportation, but it is an important source.

0049

1 So I just -- I only want to make two more  
2 specific comments. On your final list of Bay Area  
3 transportation projects and programs, the enhanced bus  
4 serviced frequencies in Sonoma County, which is estimated

5 at 104 million dollars; there are no committed funds.  
6 That's disturbing.

7 The next one is extending Farmers Lane from  
8 Bellevue Avenue to Bennett Valley Road as a three-lane or  
9 four-lane arterial. This is the so-called Farmers Lane  
10 extension, which is a locally improved project --  
11 approved project, but not funded yet. I seriously hope  
12 that no MTC funds are going to go toward this. This was  
13 a development backed project that at this current time  
14 does not seem to be necessary any more.

15 Thank you.

16 MR. MACKENZIE: Thank you very much.

17 I'd like to call on Bill Kortum.

18 BILL KORTUM: Good evening. I want to  
19 congratulate MTC after all these years to finally address  
20 and connect land-use and transportation, which we have  
21 been begging for a decade, and it's very enlightening to  
22 come up here and see land-use getting as much attention  
23 as just the transportation itself.

24 I've read parts of Plan. I understand there  
25 will be about 300 new miles of freeway built. And I was  
0050

1 reminded of -- and you people know this already, you've  
2 probably experienced this, that we have six lanes of  
3 brand new freeway below Santa Rosa and to Cotati. And  
4 coming north the other day at four o'clock, the traffic  
5 started to pulse, and I stopped dead five times in that  
6 five or six miles. So freeways are not the answer with a  
7 lot of other things going on.

8 The thing I've advocated for years is to use VMT  
9 as a measurement and this Plan does use that. But I  
10 think you could do a lot more with VMT to reward local  
11 communities, local government for reducing it. But I  
12 don't think in the present measurement system that they  
13 have a good way of measuring VMT. And even though it  
14 invades our privacy a bit, there's no reason when you get  
15 a new application for your car license, that the  
16 speedometers can't be read, and we can start to measure  
17 VMT very accurately. And that becomes the gold standard  
18 to produce the amount of travel and, therefore, the  
19 amount of greenhouse gasses. Thank you.

20 MR. MACKENZIE: Thank you very much.

21 I'd like to call on Jeanette McFall, please.

22 JEANETTE MCFALL: Hello, my name is Jeanette  
23 McFall. I'm a realtor with Keller Williams Real Estate,  
24 and I can tell you that I use my car for my job. I can  
25 tell you that most of the people I sell homes to use  
0051

1 their cars to get back and forth to work. I can also  
2 vouch for the fact that most people that I sell property  
3 to do not have any use whatsoever for a train. I also  
4 can vouch for the fact that I drove down Sonoma Avenue to  
5 get here and almost wiped out the axle on my car; all the  
6 bumps and maintenance that that road needs. The  
7 alternative, Montgomery Drive, isn't much better.

8           As I pulled into the parking lot here, I didn't  
9 see one bicycle. I'm sure most of you used your cars to  
10 get here as well. Nor do you plan on using a bicycle for  
11 your day-to-day travels.

12           A lot of the people that live in Sonoma County  
13 are retirement age. I know for one thing, my mother  
14 cannot -- who is 83 years old cannot drive a bicycle.  
15 I'm in great shape, and I can tell you that I would not  
16 get much use out of bicycle for my mode of transportation  
17 either. Okay?

18           The day of the train is over. It's too costly.  
19 It won't be used. And again, we need to really rethink  
20 things. In order to advocate your Plan, you have to cut  
21 off a lot of the people who live on the outskirts of town  
22 from even getting into town to begin with by taking their  
23 roads away from them. I pay gas tax and I expect my gas  
24 tax to be used for the roads. Okay?

25           I have no use for the train. Most of the people  
0052

1 that I sell property to are not planning on moving next  
2 to the train tracks and, by all means, they should not be  
3 forced to by the governments. It's not the government's  
4 position to tell people where to live. People have a  
5 free choice of where to live. And I intend to fight in  
6 every way I can for the property rights of my clients,  
7 who I've sworn to as part of my real estate broker's  
8 license; I'm sworn to uphold property rights, and I see  
9 this as a taking away of property rights which you people  
10 are proposing. Okay? And if you don't like it, you  
11 know, that's not a call for you to make for the rest of  
12 us. Okay?

13           We have paid our property taxes. And I've lived  
14 in this city all on my life; I'm 53 years old. My father  
15 before me lived here and paid property taxes. And we do  
16 not like our property taxes being put to something that  
17 would be adverse to the majority of the people who pay  
18 property taxes.

19           If you ask people who pay taxes in this county,  
20 what they want to do, they're going to come up with a  
21 whole other answer than what I'm hearing from the people  
22 who don't. Okay?

23           So again let's not be foolish, lets stay with  
24 what we're doing. Let's not be hypocrites and expect  
25 people to ride bikes when you're not ever going to ride  
0053

1 one yourself; and there's not one bike in this parking  
2 lot. Okay?

3           And again, we're having a hard enough time  
4 maintaining the current roads that we have right now. I  
5 cannot see possibly repaving all of the roads; the bike  
6 lanes to nowhere. The one that ends at the freeway  
7 onramp and then in the other direction ends on Montgomery  
8 Drive. The bike lanes to nowhere. Okay? It looks like  
9 the lines were drawn by --

10           MR. MACKENZIE: If you could draw your remarks

11 to close, please.

12 JEANETTE MCFALL: Absolutely. Thank you very  
13 much for allowing me to speak here today, and I hope that  
14 if the Press Democrat does print this, they do a better  
15 job of representing the conservative side than I've seen  
16 in the past. Thank you very much.

17 MR. MACKENZIE: I have a card from Michel -- it  
18 begins with an S. I'm sorry.

19 MICHEL STAMOULIS: No worries.

20 MR. MACKENZIE: I'm sure you can pronounce it  
21 properly.

22 MICHEL STAMOULIS: My name is Michel Stamoulis  
23 and I used to live in San Francisco, so I'm very familiar  
24 with mass transportation; taking BART, walking to work  
25 along so. So I actually do support Smart Train. I think

0054

1 we need Smart Train not to go just go to Larkspur, but we  
2 really need it to go all the way to San Francisco to be  
3 realistic.

4 I mean, let's look at reality, people, here.  
5 This county is beautiful, but there's not enough jobs in  
6 this county. Look at the unemployment rates in Sonoma  
7 County. Compare the unemployment rates of Sonoma County  
8 to the unemployment rates of Marin. Look at the parking  
9 lot on 101. Think about not just yourself because Sonoma  
10 County is becoming a county about people who are retired.  
11 They're not finding a job. Think about your kids and  
12 your grandchildren; where are they going to work?  
13 They're going to work towards San Francisco. They're not  
14 going to work towards Santa Rosa. So we need mass  
15 transportation.

16 I will use the train if there's jobs in Marin  
17 because there's not enough jobs in Sonoma or Napa County.  
18 This is reality. This is a beautiful area we live in,  
19 but it was probably the biggest mistake I've made moving  
20 here from San Francisco at the age of 30.

21 This is reality, people. I look around -- and  
22 we need people in this room speaking up to you, people  
23 who are in their 20s and their 30s and 40s. If you're  
24 doing a projection plan of 20 years out, you need to be  
25 talking to people who are going to still be working

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1 20 years from now, not people who are going to be in  
2 retirement homes 20 years from now.

3 Let's look at reality, people. We do need mass  
4 transportation. We need something that will take people  
5 from Healdsburg all the way to San Francisco, whether the  
6 BART station or their Smart Train will connect people  
7 from Richmond or somehow go through San Francisco into  
8 the Embarcadero where their jobs are.

9 I mean, it's unbelievable to live here in such a  
10 beautiful area and in such a contrast; there's so much  
11 wealth and there's so much poverty. It's just mind  
12 boggling to me. Thank you.

13 MR. MACKENZIE: Thank you very much.

14                   That brings the public hearing to a close.  
15                   I would like to thank my colleague, Supervisor  
16 Rabbitt.  
17                   MR. RABBITT: Thank you, Jake.  
18                   MR. MACKENZIE: You know, I'm always happy to be  
19 at public hearings myself.  
20                   MR. RABBITT: You got to butcher the names, so  
21 thank you for taking that one on.  
22                   MR. MACKENZIE: But the thing that I really  
23 wanted to say is I would like to thank our staff, both  
24 from MTC and ABAG, for all the prefatory work they've  
25 done in setting up the workshop areas.  
0056  
1                   I'd like to thank our faithful court reporters;  
2 thank you.  
3                   I'd like to thank the folks who, thanks to your  
4 superb behavior tonight, were not required to show their  
5 faces at all.  
6                   Thank you to the sound man.  
7                   Is there anybody else I can thank?  
8                   Thank all of you for coming. Thank you for  
9 following the three-minute time limit. And have a grand  
10 evening.  
11                   And the comment period here is still open for  
12 written comments and online comments until -- no, the  
13 16th of April -- May.  
14                   MR. RABBITT: May 16th.  
15                   MR. MACKENZIE: May 16th.  
16                   MR. Rabbitt: And if there's questions as to  
17 tonight, again, you can find them online by Thursday.  
18 We're.  
19                   MR. MACKENZIE: Okay. Meeting is adjourned.  
20 Thank you.  
21 (Whereupon at 8:26 p.m. the public hearing.  
22 was adjourned.)  
23                   ---oOo---  
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1 METROPOLITAN TRANSPORTATION COMMISSION  
2 ASSOCIATION OF BAY AREA GOVERNMENTS  
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5 PUBLIC HEARING  
ON THE DRAFT PLAN BAY AREA  
6 SAN FRANCISCO COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS  
Thursday, April 11, 2013  
Hotel Whitcomb

Reported by: SARAH GOEKLER  
CSR 13446

0002

1 ATTENDEES  
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3 Eric Mar - SF Supervisor and ABAG Board member  
4 Anne Halsted - MTC Commissioner  
5 Scott Wiener - SF Supervisor and MTC Commissioner  
6

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9 BE IT REMEMBERED that, pursuant to Notice of  
10 the Hearing, and on April 11, 2013, 7:00 p.m. at the  
11 Hotel Whitcomb, 1231 Market Street, San Francisco,  
12 California 94103, before me, SARAH GOEKLER,  
13 CSR No. 13446, State of California, there commenced  
14 a Public Hearing.

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1 Thursday, April 11, 2013 7:15 p.m.  
2 P R O C E E D I N G S  
3 SUPERVISOR MAR: Good evening, everyone.

4 Thank you so much for coming out. I'm really pleased  
5 with all the wonderful activity and discussions going on  
6 in our open house. My name is Eric Mar. I'm a member  
7 of the San Francisco Board of Supervisors, but I also  
8 serve as one of San Francisco's representatives on the  
9 Executive Board of the Association of Bay Area  
10 Governments or ABAG, and I'd like to recognize also Anne  
11 Halsted who represents the San Francisco Bay  
12 Conservation and Development Commission or BCDC on our  
13 Metropolitan Transportation Commission or MTC, as we  
14 call it.

15 I also think that I'm supposed to -- I think  
16 this is a good idea that we should join in saying the  
17 pledge of allegiance, if you wish. And I'm just trying  
18 to see -- is there a flag in this room?

19 COMMISSIONER HALSTED: Behind you.

20 SUPERVISOR MAR: So if you wish, join us for  
21 the pledge.

22 (The pledge of allegiance took place.)

23 SUPERVISOR MAR: Thank you. My colleague --  
24 or our colleague Scott Wiener, who is on the MTC, should  
25 be joining us later, and my other colleague on the board

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1 of supervisors, David Campos, I believe could not join  
2 us tonight. But a lot of great input and comments that  
3 will come from tonight will be shared with the MTC  
4 Commission but also the Association of Bay Area  
5 Governments Board and Commission as well. So the  
6 information will be useful in this hearing but also  
7 others as well.

8 With that, I'd like to welcome everyone to  
9 tonight's public hearing. This is your opportunity to  
10 comment for the official record on what's called the  
11 Draft Plan for -- Draft Plan Bay Area, which is now out  
12 for public review. And Plan Bay Area is a long-range  
13 transportation and land-use blueprint for the very  
14 diverse, unique and wonderful region that we call home.

15 I hope you had a chance to ask questions and  
16 learn about the Draft Plan at the open house, which will  
17 continue for another -- I believe, it's 15 or 20 minutes  
18 this evening across the hall.

19 This is MTC and ABAG's third public hearing  
20 and meeting in San Francisco to hear from our residents  
21 on Plan Bay Area. And while the plan is slated for  
22 adoption this July, it's important to note that it's a  
23 work in progress that will be updated every four years  
24 to reflect new priorities, new resources, new approaches  
25 and also new demographic and other information that we

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1 gather.

2 The comments we hear tonight will be shared  
3 with all the decision makers who serve on MTC and ABAG.

4 I also wanted to say that the comments tonight  
5 are for the public record. It's not a dialogue in this  
6 public hearing, but there are key MTC and ABAG staff

7 that are around the room that could answer your  
8 questions. But the open house is really for the  
9 dialogue; this is for the public comment tonight.

10 And it's also worth noting that this regional  
11 Plan Bay Area is first and foremost about supporting our  
12 cities. San Francisco, which I represent with ten  
13 others in our mayor and city departments, is taking on  
14 much of the housing and employment in our whole Bay Area  
15 region, and San Francisco also stands to gain much in  
16 terms of infrastructure and investments to support  
17 housing and jobs for the region.

18 Plan Bay Area also provides the needed  
19 infrastructure to support redevelopment in key places  
20 like Hunters Point and Candlestick Point and Treasure  
21 Island through street network improvements and new  
22 transit services.

23 The OneBayArea Grant Program or OBAG, as some  
24 call it, supports jurisdictions emphasizing the focused  
25 growth around transit. This funding will help the

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1 city -- our city, San Francisco, deliver neighborhood  
2 improvements to make San Francisco an even better place  
3 to live.

4 The Draft Plan invests in critical  
5 improvements for San Francisco Muni, and we have one of  
6 our Muni reps, as well, Joël Ramos, here with us  
7 tonight. But it will help make improvements to Muni  
8 through bus rapid transit lines on Van Ness and Geary  
9 and Geneva-Harney, which will relieve overcrowding and  
10 improve travel times on some of our city's most  
11 congested corridors.

12 The plan focuses funding on critical needs of  
13 operating and maintenance of the existing transportation  
14 system in our city, a particularly important issue for  
15 San Francisco's future. And these funds will help  
16 replace aging Muni buses and light-rail vehicles,  
17 increase BART service in urban core through a new  
18 BART-Metro program, as well as fix potholes in some of  
19 our famously bumpy and steep San Francisco streets.

20 Plan Bay Area supports continued job growth,  
21 as well, in downtown San Francisco through high capacity  
22 transit investments, such as the extension of Caltrain  
23 to the new Transbay terminal that we're building in  
24 San Francisco now, and the completion of the Central  
25 Subway to Chinatown as well.

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1 The Draft Plan also seeks to grow Bay Area's  
2 transit affordable housing fund from a \$50 million pool  
3 today to \$90 million by 2014. This revolving loan fund  
4 also allows affordable housing developers -- many in  
5 San Francisco -- to finance land acquisition in select  
6 locations near rail and bus lines.

7 You can view the draft -- Draft Plan Bay Area,  
8 submit commits online, and sign up to receive updates by  
9 visiting OneBayArea.org. That's OneBayArea.org. And

10 there's also information on the table to the side. And  
11 again, the open house is continuing, if you have  
12 questions.

13 This public comment period that Anne Halsted  
14 and I will facilitate -- we're going to limit people to  
15 two minutes per person, and Ellen from the MTC has a  
16 buzzer. So you should be able to hear a little buzz as  
17 the time is up. And we want to make sure that everyone  
18 has an opportunity to speak, so listen for the beep.

19 And the public comment period closes on  
20 Thursday, May 16th, at 4:00 p.m. So you can still  
21 submit your comments through e-mail and other ways, as  
22 well as speaking out today.

23 So we've gathered a number of cards. And if  
24 there are still others that would like to speak, we'll  
25 be asking if anyone else -- after we call the cards --

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1 would like to speak, but the cards are on the table over  
2 there.

3 Also, I'd like to ask that people speak slowly  
4 and clearly so that the court reporter could record our  
5 comments. And she or he may ask you to repeat  
6 something, just to make sure that it gets in the record.

7 And I'd like to ask if our court reporter --  
8 I'd like to now ask our court reporter to get this  
9 hearing underway and for our first speaker to begin.

10 Anne Halsted -- Commissioner Halsted and I are  
11 just going to split up the cards, and I'm going to start  
12 calling them, and I'll call them in groups of about  
13 five. And people don't have to necessarily go in the  
14 order, but if your name's been called, you can come up.  
15 And my suggestion is, if you're the next speaker or a  
16 couple speakers, you can line up behind the podium.

17 So the timer is going and our court reporter  
18 is ready, so let's go with the first speakers:

19 Liz O'Donoghue, Zoe Siegell, Anna Gore, Claire  
20 Jahns, and Catherine Lyons.

21 LIZ O'DONOGHUE: Good afternoon. My name is  
22 Liz O'Donoghue. I live and work in San Francisco. I  
23 live in the Inner Richmond, so I'm a constituent. And I  
24 have a family of two small kids and a husband. And we  
25 have strong ties to the East Coast, but we affirmatively

0011  
1 made a decision to stay in San Francisco, primarily  
2 because of the quality of life that it offers.

3 So I want to thank you for Plan Bay Area's  
4 strong focus on additional planning, which is really  
5 important and also for the focus on no-sprawl plan, and  
6 that is really important.

7 One particular aspect that's important to me  
8 is the quality of life that it offers; living and  
9 working in San Francisco, but also having access to and  
10 the benefit of the parks and open space and farmland  
11 that are a major part of the Bay Area. And so the work  
12 that MTC and ABAG have done with the OBAG Grant switch

13 promote the focus of the development on priority  
14 development areas, but also to have a very innovative  
15 priority conservation grant program is really terrific.

16 But it can do more. And what I urge MTC and  
17 ABAG to do is to focus on proactive work and policies  
18 and investments to really focus on protecting what we  
19 have; the natural habitats, the farmland, the open  
20 space, the parks, because that is so important to  
21 quality of life and healthy living.

22 And the other piece that concerns me is the  
23 impact on displacement. And so I hope that, as you go  
24 through this process, you really work on the social  
25 equity part of the plan because I think that that is

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1 critically important to make this area have a strong  
2 quality of life and workforce to support the vibrant  
3 economy we have here.

4 Thank you.

5 SUPERVISOR MAR: Thank you.

6 LIZ O'DONOGHUE: Oh, and I do want to make a  
7 pled for the Geary bus rapid transit.

8 SUPERVISOR MAR: Very good.

9 ZOE SIEGELL: Hi everyone. My name is Zoe  
10 Siegell, and I'm a Bay Area native.

11 I grew up in Berkeley, and I always knew  
12 growing up that I wanted to move to San Francisco. What  
13 I didn't know was how hard that was going to be. And  
14 when I graduated from college and I moved back home and  
15 I spent probably six months looking for housing, and I  
16 would go to open house after open house, and -- so I was  
17 looking at rooms that were the size of closets and well  
18 out of my price range, and there were still 50 other  
19 people exactly like me applying for these rooms. And it  
20 just made me realize there are major housing prices  
21 going on in San Francisco.

22 And just the -- due to the lack of sufficient  
23 housing, people who -- basically, people who don't work  
24 in the tech industry are just being priced out of  
25 San Francisco. And, yes, more affordable housing would

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1 be great, but San Francisco really needs more housing in  
2 general. And it's really important to me, as we plan  
3 for the future of the Bay Area, that we consider the  
4 units of housing. And I think that the Draft Plan Bay  
5 Area really goes in the right direction of providing  
6 more housing, both rapid rate and affordable, and I  
7 shutter to imagine what San Francisco would be like  
8 without Plan Bay Area.

9 SUPERVISOR MAR: Thank you.

10 ANNA GORE: Hi. My name is Anna Gore. Thank  
11 you for having the open house and the forum. It's  
12 definitely been a great experience so far. I'm a new  
13 resident of San Francisco. I've been here for just  
14 about a year and live in a small apartment that's just  
15 the right size for me and my boyfriend and our two dogs

16 and happily take advantage of some of the amenities and  
17 riding my bike to work every day, which is fantastic.  
18 The quality of life here is well above where I came from  
19 in a part of Georgia.

20 So I have some family in the East Bay, and  
21 most of my family is in the East Coast. I have a dad  
22 who's retired, and he's considering moving this way. He  
23 really does want to be closer to family, and I'd like to  
24 have him in the area, but when he starts looking at  
25 housing prices in San Francisco, he's just really afraid

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1 that he's not going to be able to afford to live here.  
2 And I know Plan Bay Area has a lot of efforts going  
3 towards providing affordable housing, and I just want to  
4 stress that I think that's incredibly important for our  
5 community.

6 I want to see a plan that provides a variety  
7 of housing types for people like my dad and for the  
8 variety and diverse populations of the Bay Area, to  
9 accommodate a lot of different needs.

10 So, again, I think that Plan Bay Area is going  
11 in the right direction, and I just want to encourage and  
12 strengthen the amount of efforts going into affordable  
13 housing.

14 SUPERVISOR MAR: Thank you.

15 CATHERINE LYONS: I'm Catherine Lyons with the  
16 Bay Area Council.

17 First, I want to thank you for all the hard  
18 work that you all as commissioners and the staff has  
19 done on this plan. It's been a long process, and we  
20 appreciate all that you have done so far.

21 First, we remain strongly committed to  
22 advancing policies that will grow jobs and the overall  
23 economy for the region. And a critical component of  
24 this is providing enough housing for our workforce. So  
25 we urge you to just consider the benefits of adopting a

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1 larger number of housing units as actually laid out in  
2 draft alternative four. And, you know, the significant  
3 increase in housing -- I'm sorry -- will result in also  
4 a huge increase in jobs, from our perspective. And  
5 surveys of CEOs and various other reports that we've  
6 done, the Bay Area housing -- or one of the biggest  
7 barriers to job growth in the region is lack of housing,  
8 affordable or otherwise. So we really urge you to take  
9 a look at that.

10 In order to build a number of units that is  
11 required to house our new workforce in these priority  
12 development areas, we really need to dramatically reduce  
13 the barriers to this type of development. So we're  
14 really pleased to see that redevelopment replacement,  
15 CEQA modernization was a part of the advocacy agenda for  
16 the regional agencies, and we'd like to continue working  
17 with them on these issues.

18 And finally, I just want to, again, express

19 our appreciation for the Commission's PDA feasibility  
20 assessment. The report found that 62 percent of the  
21 units designated in PDAs were feasible without new  
22 policy changes, and we definitely want to see the needle  
23 moved in the right direction on this.

24 And so again, look forward to having further  
25 conversations around that with the staff.

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1 So thank you.

2 SUPERVISOR MAR: Thank you.

3 CLAIRE JAHNS: Hi. My name is Claire Jahns,  
4 and I live and work in San Francisco. And thanks for  
5 the opportunity to come and speak with you today about  
6 Plan Bay Area.

7 I came to the city about three years ago for  
8 employment opportunities. And pretty sure I'm going to  
9 make it my home because of the quality of living here.  
10 And a number of my friends have moved around the same  
11 time in the last three to five to ten years and all see  
12 San Francisco as an opportunity from an employment  
13 perspective but also just as a fabulous place to live  
14 because of the culture and in large part because of the  
15 surrounding areas, so the parks; national, state,  
16 county, local parks we have here as well as agricultural  
17 land from vineyards to lettuce fields. And some of the  
18 gorgeous natural areas. And, in fact, you probably know  
19 the Bay Area houses some of the most important  
20 ecosystems in the world.

21 So I thank you for this regional plan. I come  
22 from the Midwest, which this kind of regional  
23 multi-county plan is rare. So it's very impressive to  
24 see. So by focusing growth in urbanized area, we've  
25 really taken some of the development pressure off of

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1 some of these open spaces, which we so love in the  
2 region.

3 And I just ask you, as you continue to develop  
4 this plan and implement this and the OneBayArea Grant  
5 Program in the future and in the future generations, to  
6 not take those recreational lands, habitat lands and  
7 agricultural lands for granted and to, in fact, invest  
8 in them proactively to keep them there, keep them  
9 strong, and keep them available to us many in the Bay  
10 Area and all the visitors in the years to come.

11 Thank you.

12 SUPERVISOR MAR: Thank you. And before we  
13 call the next speakers, let me just say that Anne  
14 Halsted is from the San Francisco Bay Conservation and  
15 Development Commission, BCDC, and she sits as the BCDC  
16 rep on the Metropolitan Transportation Commission. I  
17 forgot to ask if she wanted make some comments.

18 COMMISSIONER HALSTED: Very briefly, and we'll  
19 get you right up there.

20 I have the privilege of representing BCDC,  
21 which means I'm representing more or less the

22 environmental issues of the Bay, and -- but at MTC we're  
23 dealing with broader issues with that, so I get to try  
24 to make sure that we are doing the best for our Bay, but  
25 also leveraging our transportation investment so we

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1 improve our economy, we improve the health of our  
2 citizens. Very aspirational goals, as you've seen. I  
3 think we've got 15 goals we've set, all of which are not  
4 all necessarily going to be accomplished, but I think  
5 it's really terrific that we're setting them and then  
6 trying to analyze the results and make sure we get close  
7 to them.

8 So my biggest message to you is, stay on  
9 course and try to make sure that we get close to those  
10 goals, if not right away, on the next time. But our  
11 ability to analyze it and to set those goals increases  
12 every time we try. So I think it's a great effort, and  
13 we're moving closer to an even better Bay Area.

14 Anyway, next -- have you been called? I'm  
15 sorry. Please.

16 MONICA HERNANDEZ: I'm Monica Hernandez. I  
17 live in San Francisco. Hi.

18 I live and work here. I've been here since  
19 1998, and I'm here to push for affordable housing and --  
20 for San Francisco. When I first moved here, I came for  
21 job opportunities, and I ended up staying for the  
22 community and -- that is San Francisco, that sense of  
23 feeling like you belong.

24 I'd like to see that -- what I like about  
25 San Francisco is the neighborhoods having the various

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1 types of people from all walks of life and all different  
2 income. Though, my neighbor next door might make a  
3 million dollars, another person might not make -- under  
4 \$50,000. So I'm here to say I'm here for a plan that  
5 supports our communities and supports all walks of life.

6 COMMISSIONER HALSTED: Thank you very much.

7 The next five speakers will be Steve Woo,  
8 Susan Vaughan, Joël Ramos, Trudy Garber and Noah  
9 Friedman.

10 Could you come up and be ready.

11 STEVE WOO: Good evening. My name is Steve  
12 Woo. I'm from Chinatown CDC here in San Francisco.

13 We would like to call out today Section 2.3 of  
14 the draft EIR, which identifies potential adverse  
15 impacts due to the implementation of this plan.  
16 Specifically called out in Section 2.3 it is what the  
17 EIR considers the community's disruption and  
18 displacement.

19 The draft EIR actually identifies that the  
20 addition of new housing units and commercial spaces in  
21 priority development areas could stimulate demand and  
22 attract new residents and businesses, resulting in new  
23 development types, higher prices and leading to  
24 displacement of existing residents.

25 The draft EIR also projects that this plan

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1 will significantly increase density within the Bay  
2 Area's densest urban centers, which will impact local  
3 land uses, desirability and rents, resulting in what the  
4 EIR considers, quote, "permanent localized displacement  
5 and disruption."

6 In addition, this plan calls for 160 major  
7 transportation projects around the Bay, impacting over  
8 12,000 households. And the result of this called out in  
9 the draft EIR is specifically the potential to disrupt  
10 and displace communities.

11 So regardless that the draft EIR goes on to  
12 list mitigations for these impacts, the mitigations are  
13 an important thing to note because under the new CEQA  
14 streamlining laws, provisions of SB 375, if a project  
15 satisfies mitigations, the project can go forward in the  
16 new streamline CEQA process.

17 So taking a look at the mitigations is very  
18 important; however, the mitigations in the EIR do not go  
19 far enough, and, frankly, are deficient in addressing  
20 the community disruption and displacement concerns. So  
21 what we would like to see and to have commented for the  
22 record is further analysis in the EIR, an analysis of  
23 mitigating long-term impacts of displacement and  
24 disruption of communities, further analysis of housing  
25 affordability needs within PDA today compared to

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1 post-plan implementation and how increased density  
2 within the PDAs will impact affordable housing needs.

3 Analysis of how to link housing density, which  
4 the plan calls for, to creation of new affordable  
5 housing for low- and moderate-income folks to offset  
6 displacement. And also, principle of one-to-one  
7 displacement -- one-to-one replacement and relocation of  
8 all low-income households directly displaced by the  
9 Plan's transportation projects.

10 Thank you very much.

11 COMMISSIONER HALSTED: Thank you.

12 SUE VAUGHAN: Good afternoon, Commissioner,  
13 Sue Vaughan. I'm affiliated with the Sierra Club. I'm  
14 not speaking on behalf of the Sierra Club.

15 I am -- have a lot of concerns about this  
16 plan, as we move forward, especially with all the talk  
17 about the changes to CEQA in the air and possible  
18 legislation at the state level and legislation currently  
19 at the local level. I'm very concerned that  
20 San Franciscans are not going to be able to challenge  
21 bad projects or bad components of projects.

22 As you move forward with this plan, when you  
23 think about combating climate change, we need three  
24 major things:

25 One, we need affordable housing. And in

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1 San Francisco, our general plan calls for 64 percent

2 affordable housing. We need mass investments in  
3 transit, and what I don't see that -- I don't see that  
4 here in this plan for the whole region; I see just a  
5 little bit of an investment, not nearly the amount we  
6 need. And we need protection of natural areas and  
7 natural habitat.

8 I'm very concerned because I look at this plan  
9 about widening freeways. This is the 21st century. Why  
10 are we widening freeways? Why are we considering -- why  
11 are we putting investment into electric cars? If you  
12 do -- read the studies, electric cars are not that much  
13 better than internal combustion engines. We need to be  
14 focusing on transit. You know, electric cars -- again,  
15 there -- wealthy people can afford electric cars;  
16 average people cannot afford them.

17 Thank you.

18 COMMISSIONER HALSTED: Thank you.

19 JO~~T~~L RAMOS: Good afternoon, Supervisor Mar  
20 and Commissioner Halsted. I really appreciate the  
21 opportunity and the format that this is -- that you are  
22 all facilitating here.

23 For full disclosure, my name is Jo~~d~~l Ramos. I  
24 work for TransForm. I'm Senior Community Planner there.  
25 I'm also appointed to the MTA Board of Directors. I'm

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1 not speaking on behalf of the MTA tonight. Tonight my  
2 opinions are my own and TransForm's.

3 I am a resident of San Francisco and work over  
4 in Oakland. We are deeply supportive of the direction  
5 that we're heading. We don't think that we got it all  
6 together yet, but we're certainly headed there. We're  
7 really happy that the EEJ alternative, the scenario that  
8 we suggested, emerges the environmental and superior  
9 scenario, and we hope that you will -- that the  
10 Commission will move towards adopting the strongest  
11 elements of that scenario.

12 What we are concerned about is a couple of  
13 things that I think most folks have already mentioned  
14 this evening: The lack of really addressing the  
15 affordable housing needs that are going to be -- that  
16 are going to come to the Bay Area with this plan. We're  
17 particularly concerned that we found that in the plan  
18 that after build-out, even in the best case scenario,  
19 we're expecting people of lower incomes to spend a full  
20 73 percent of their incomes on housing plus  
21 transportation, and we don't see that as a sustainable  
22 way of controlling the sprawl that we're going to be  
23 trying to limit.

24 What will happen eventually without stronger  
25 policies in place to protect that from happening, these

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1 folks will end up living further and further away from a  
2 place like San Francisco, and we will then encroach on  
3 our precious farmlands and open space that we're so  
4 fortunate to have in this Bay Area.

5           The second point that we're mostly concerned  
6 about is something that Ms. Vaughan spoke to earlier,  
7 which is the idea of widening freeways. We understand  
8 that we need to make our freeway system more efficient,  
9 and one of the ways we can do that is simply by just  
10 refurbishing some of the lanes that are already in  
11 existence, turning them into high-occupy toll lanes and  
12 use those revenues to fund the transit that we so sorely  
13 need.

14           That's all I have time for. I thank you so  
15 much for your service and look forward to furthering the  
16 conversation.

17           NOAH FRIEDMAN: Hi. Good evening. My name is  
18 Noah Friedman. I live in Berkeley and work in  
19 San Francisco, so opposite commute. And I also  
20 appreciate the opportunity to make a public comment.

21           Actually, in preparing to come here, I  
22 reviewed some past Plan Bay Areas and even came across  
23 Projection '79. So it was pretty amazing because it  
24 predicted the suburban sprawl and reduced regional  
25 density that occurred between '79 and 2000.

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1           And so what became apparent is that Plan Bay  
2 Area is more of an indicator of where the status quo is  
3 heading, and it's really less of a plan for an  
4 alternative future. And this is a little bit of a  
5 concern.

6           Obviously, this Plan Bay Area predicts a more  
7 compact and transit-oriented future, and so we're  
8 optimistic about that -- or I'm optimistic about that,  
9 but it still falls short, and even by the Plan's own  
10 admission, it falls short on a number of metrics,  
11 including -- you know, I think every speaker here has  
12 mentioned affordable housing, and then also reduced BMT,  
13 which has to do with increased freeway.

14           So I guess I'm just here to encourage Plan Bay  
15 Area to be more visionary and really less predictive of  
16 the status quo. And I'm sure you're going to hear  
17 something -- some different opinions on that as you go  
18 around the Bay Area, so I just really want to push hard  
19 and make sure that the people that are offering this  
20 plan understand that there's a growing force of people  
21 that want to see the region address these issues,  
22 especially with affordable housing.

23           I mean, to think that by 2040, we're not -- we  
24 haven't addressed that issue is sort of shameful.

25           Thank you.

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1           COMMISSIONER HALSTED: Thank you.

2           TRUDY GARBER: Hi. Thank you very much for  
3 the opportunity to comment on the Bay Area Plan and for  
4 putting together the open house.

5           My name is Trudy Garber, and I work at the  
6 Trust for Public Land, which is a national nonprofit  
7 that conserves land for people. And I'm here to

8 underscore the importance of green spaces in urban areas  
9 or our priority development areas.

10 In addition to transportation, housing and  
11 jobs, urban green spaces are an important part of the  
12 livable communities we all strive to create. So not  
13 only do neighborhood parks and trails add esthetic value  
14 to our urban communities, but they also provide  
15 opportunities for healthy living. People have access to  
16 places to exercise and trees to sit under for physical  
17 and mental health, and they make people want to stay  
18 inside their cities for recreation, not get in their car  
19 and drive to a national park.

20 So the Trust for Public Land urges the  
21 officers of Plan Bay Area to make urban neighborhood,  
22 parks and trails eligible for PDA funding, and to make  
23 sure that all this new density residents live within a  
24 ten-minute walk of an urban park for more livable  
25 communities.

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1 Thank you very much.

2 COMMISSIONER HALSTED: Thank you.

3 SUPERVISOR MAR: Thank you.

4 The next speakers are Peter Cohen from the  
5 Council of Community Housing Organizations; Marcy Berry  
6 from Libertarian Party; Kate White, SF Foundation;  
7 Aubrey Freedman from the Libertarian Party; and Dan  
8 Pickett from Pacifica.

9 PETER COHEN: Good evening. Thank you. Peter  
10 Cohen, Council of Community Housing Organizations.

11 I've heard a lot about affordable housing.  
12 Well, we're in that particular line of business as an  
13 advocacy coalition.

14 I just wanted to remind us what's at stake  
15 here from a long-term vision standpoint. We're talking  
16 about going from regional development that's maybe 50/50  
17 between urban and suburban development, something in the  
18 order of 65 to 70 percent of growth in more compact  
19 urban areas. And that sounds good, but what does it  
20 mean? What are the implications?

21 For San Francisco, that means 92,000 new  
22 housing units, which is about 25 percent of all the new  
23 growth in the major cities of the Bay Area. 25 percent  
24 of all this new urban development is to be in this city.  
25 That's a high state for us. What does that mean at

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1 ground level?

2 Steve Woo was here earlier from Chinatown  
3 Community Development Center who pointed out -- and  
4 interestingly enough, the EIR calls it "community  
5 disruption and displacement." That's some pretty  
6 interesting words, but that has been all along for our  
7 organization not an antigrowth perspective but concerned  
8 about the implications of growth when you particularly  
9 overload a system at the community level in a place like  
10 San Francisco.

11           The report shows that under the proposed Plan  
12 Bay Area scenario, that the potential for displacement  
13 goes from 21 percent to 36 percent. For all the good  
14 planning and thinking and empathy that has gone on over  
15 the last three years, the proposed plan increases the  
16 potential for displacement from the existing 21 percent  
17 where we are already struggling to keep our community  
18 stable, to 36 percent.

19           What are the mitigations and safeguards?  
20 There's no funding in the SCS for affordable housing.  
21 And I want to point out the folks who are here  
22 supporting affordable housing, that planning for  
23 affordable housing is totally different than funding for  
24 affordable housing. You don't get nothing out of the  
25 plan, unless there's dollars for that to be built. So

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1 this is an aspiration, not a reality.

2           Moreover, building affordable housing is not  
3 the only answer. We need to stabilize our existing  
4 community, so my last point is, we put just as much  
5 importance in anti-justification and anti-displacement  
6 policies that need to be part of this plan as much as  
7 building new housing, and we don't see those in there  
8 either. We encourage the staff to continue working on  
9 this, but we're still very concerned about the  
10 destruction potential at ground level.

11           Thank you.

12           SUPERVISOR MAR: Thank you.

13           MARCY BERRY: Hello. Thank you for the  
14 opportunity with this public meeting. My name is Marcy  
15 Berry from Libertarian Party of San Francisco.

16           Someone who has spent her life looking at  
17 numbers and making economic analysis, I'm a little bit  
18 concerned about the way that Plan Bay Area has framed  
19 the argument. The saying that "The one who frames the  
20 argument wins the argument" is a good one. So I'm here  
21 to say, okay, there's another way to frame it, that --  
22 why is it that we're saying that only Government can do  
23 the good things that Plan Bay Area is saying, and I say  
24 "good" in quotations because, for example, as Mr. Woo  
25 has said before us, that there is going to be

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1 disruption, and the problem is the financing.

2           When you bring Government, obviously you're  
3 going to crowd out private investment. And this is  
4 what's happening here because you are so focused on  
5 providing from the Government standpoint, that you're  
6 going to crowd out any kind of voluntary investment that  
7 there is to have.

8           The other concern -- and these are just  
9 concerns that I have that I would like to put before  
10 you -- it would seem to me that if you plan for public  
11 housing, you are creating a tenable situation. Because  
12 the more you plan, the more people are going to come.  
13 So at what point you going to say, "Okay. Now we have

14 enough public housing"? There's no such thing because  
15 the market will find a way. The more -- you will never  
16 achieve a balance; only the market achieves a balance.  
17 No matter how much you try to finagle it, it's not going  
18 to work.

19 So these are my main concerns: Is the  
20 financing -- where is it going to come from? The basic  
21 inflexibility that Government has, that Government  
22 carries with it; therefore, when you put all your eggs  
23 in one basket -- okay. Here, the Government is going to  
24 provide for all this stuff, you're going to find a  
25 problem.

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1 So thank you very much for the opportunity.

2 SUPERVISOR MAR: Thank you.

3 AUBREY FREEDMAN: Hi. My name is Aubrey  
4 Freedman. I'm also from the Libertarian Party of  
5 San Francisco.

6 I'm not too happy with this plan. I would  
7 definitely vote no project.

8 First thing I wanted to say is, why is this  
9 report, 1,336 pages, came out on April 2nd, 9 days ago.  
10 Do you really expect the public is going to go through  
11 that amount of reading in nine days is ridiculous.  
12 This -- there should have been a much longer period for  
13 people to digest this. This doesn't seem right to have  
14 such a huge report going out 25 years and having such a  
15 short time to go through it.

16 The second thing that really bothers me about  
17 this whole central planning thing is social equity.

18 Now, this is supposed to be to improve the  
19 environment, the greenhouse gases, and, you know, all  
20 about to make a better environment. So what is social  
21 equity? Why is that part of this Plan Bay Area? That's  
22 what I'd like to know. This, to me, seems more like  
23 distribution of income or resources so that all the  
24 communities will be more equal, which, in my mind, will  
25 bring them down.

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1 San Francisco is already very crowded. Who  
2 wants a more crowded city? It's already unbelievable.  
3 So I do not think this is a good idea, plus it takes away  
4 choices too. Not everybody wants to live in these  
5 high-rise pack-and-stack apartments, so I think more  
6 choices is better, and Plan Bay Area is to reduce  
7 choices and to make it harder for people who want to  
8 live in a single-family dwelling who don't want to take  
9 transportation is not always feasible.

10 I actually work in Burlingame. It takes me a  
11 half hour. I can get home in 20 minutes. So you're  
12 telling me public transportation is going to get me  
13 there in half an hour and back? I don't think so.

14 Thank you.

15 COMMISSIONER HALSTED: Thank you.

16 KATE WHITE: Good evening. Kate White. I've

17 lived in San Francisco in the Mission since 1996, and I  
18 want to thank the decision makers, our leaders here and  
19 our staff for the many -- I think it's years. I was  
20 going to say months, but many years of working on this  
21 plan, and I am thrilled to see that it is -- I believe,  
22 100 percent of the growth is planned within urban growth  
23 boundaries, so we're hopefully moving in a better  
24 direction away from sprawl in this region. So thrilled  
25 about that. I think the plan could be even better, and

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1 I urge you to look at the equity environment and jobs  
2 alternative. Some of the components there would add  
3 more homes, including affordable in places that -- where  
4 it really makes sense; where there's the most  
5 opportunities with more jobs, access to public transit,  
6 good schools.

7 And also to -- I am still concerned that we  
8 are putting money into highway expansion. In this day  
9 and age, it's almost shocking when you think about it.  
10 In San Francisco, as you know, we're taking down the  
11 freeways, and we're creating wonderful parks,  
12 boulevards, more housing -- affordable houses,  
13 revitalizing places like Hayes Valley, the  
14 Embarcadero -- the Ferry Building would not have  
15 happened if we didn't get that freeway down, Embarcadero  
16 Freeway.

17 So I really think we need to shift more  
18 money -- billions of dollars away from freeway expansion  
19 to transit, and as one of the 40 percent of  
20 San Francisco who does not own a car and doesn't plan  
21 to, I really would like to see our transit system  
22 working a lot better, and that means money and  
23 investment.

24 And I also think the EEJ alternative put some  
25 more incentives for cities to prevent displacement and

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1 supporting building homes that people of all incomes can  
2 afford. And so take a look at EEJ alternative and bring  
3 less traffic, healthier residents, fewer traffic deaths,  
4 more affordable neighborhoods and would do a better job  
5 in allowing our most vulnerable neighbors to stay in  
6 their homes.

7 Thank you.

8 COMMISSIONER HALSTED: Thank you very much.

9 Next I'd like to call Philip Berg.

10 And then following Mr. Berg, David Pilpel,  
11 Henry Chong -- I think it's Chong; might be Cheng,  
12 Starchild, Rob Bregoff and Steve Tyson.

13 PHILIP BERG: My name is Philip Berg. I was a  
14 libertarian candidate of congress three times in this  
15 district. I've lived here since 1988. I attended  
16 Washington University, majored in economics and biology.  
17 I attended there because their econimer was the leading  
18 environmentalist at the time, proponent of global  
19 cooling in the '70s.

20 But the main reason I want to talk to you is  
21 that I believe that liberty, freedom and personal choice  
22 from the bottom up is the best thing for human  
23 development and for the environment. It's -- essential  
24 to liberty is to have a functioning government that  
25 works by the rules as accountable. And this process

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1 breaks two of those rules.

2 It breaks the rules of democratic role because  
3 a council that's appointed for 20 years is basically  
4 then left unaccountable to voters is not democratic.  
5 And democracy, to whatever extent the Government has the  
6 legitimacy to use arms against innocent people for the  
7 goals of an elite -- to whatever extent they have  
8 legitimacy, that comes from democracy. So this whole  
9 process is illegitimate because this is set up to avoid  
10 democratic accountability.

11 The other basic aspect of this is the idea of  
12 separation of powers. In order to have -- in order to  
13 allow one group of society to use force to do things  
14 like define property rights, development rights, things  
15 like that, one of the innocent people -- is that that  
16 force has to be accountable. So the two parts of  
17 accountability, of course, democracy and the balance of  
18 powers.

19 So the balance of powers require that that  
20 whoever is making the decision has to be accountable not  
21 only to the voters but to other levels of government,  
22 especially to elected levels of government at a state  
23 and national level.

24 So to create a council that's going to take  
25 away property rights -- these are not the ones who vote

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1 the essential checks on accountability, and I can't  
2 guarantee it because humans behave in all different  
3 ways, but usually power leads to unintended  
4 consequences.

5 For example, San Francisco is, as  
6 underdeveloped as it is, because of -- well-intentioned  
7 people for decades prevented any development. So the  
8 best solution, of course, is freedom, because as wise as  
9 and well-intended as the guys might be, you might end up  
10 creating just the opposite result.

11 Thank you.

12 COMMISSIONER HALSTED: Thank you very much.

13 Next speaker, please.

14 ROB BREGOFF: I guess that's me. My name is  
15 Rob Bregoff. And thank you for letting me speak.

16 Just for the record, I'm an associate  
17 transportation planner of Caltrans, but I'm not speaking  
18 for Caltrans; I'm just speaking for myself. If I didn't  
19 put that in there, I get spanked in my work.

20 So I just had two things: One of them is -- I  
21 was looking at the map of the San Francisco PDA, and I  
22 notice that along with Geary BRT, there isn't a Geary

23 PDA. It seems very bizarre that you didn't extend a PDA  
24 down Geary Boulevard to take advantage of the BRT  
25 system, and it seems like just a blaring mistake to me.

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1 So that's all I wanted to say about that.

2 The other thing is -- I think it was the young  
3 gal that said the only way we can regulate driving is to  
4 regulate parking. And I think that I read in the plan  
5 that PDAs have a maximum of one space per unit. I don't  
6 know if that's true or not. But I would encourage you  
7 to lower that to .5 spaces per unit and also unbundle it  
8 from the price. That's one way we can control housing  
9 and make it more affordable is by removing the  
10 stipulation, that the person buy parking along with  
11 their unit.

12 There -- too much parking is epidemic around  
13 the Bay Area, and I think if we're looking at PDAs in  
14 small urbanized areas -- I work with the City of Napa a  
15 lot. There's plenty of services in central Napa in  
16 their PDA area where people don't really need cars.  
17 They'd be better off having a car share pod.

18 So I think that it should -- I think there  
19 should be some sort of incentives for not building  
20 parking and for building more housing, and there is a  
21 lot of research done on this -- a lot of papers, I've  
22 read a lot of papers. A good place to start is VTPI.com  
23 (verbatim), Victoria Transport Institute.

24 That's it. Thank you.

25 COMMISSIONER HALSTED: Thank you.

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1 HENRY CHENG: I want to thank you all for  
2 allowing us -- to give us the opportunity to express our  
3 opinions.

4 COMMISSIONER HALSTED: Could you please --

5 HENRY CHENG: My name is Henry Cheng. I'm an  
6 individual representing my City of San Francisco. Been  
7 here for almost 35 years.

8 And one of the things I had notice over time  
9 since high school until now is that -- you know, I  
10 remember the Golden Gate Bridge, how much it was, and  
11 they kept on telling us, "Don't worry. It won't go up."  
12 Now you don't have to worry about paying for it because  
13 they're going to send you a bill.

14 But the funny thing is this: We are a  
15 capitalist society. Let the market do the job. I have  
16 traveled all over the world, and I have seen the  
17 operation between Government and corporation. It's one  
18 of the incredible things when the Government get out the  
19 way. But the problem is here. The Bay Area is one of  
20 the most viable economy in the United States. But do  
21 you know how difficult it is for businessmen like me to  
22 start a business here versus, say, Sacramento or Texas?  
23 We won't be moving our corporation.

24 And the thing is this: The business will take  
25 care of our community if people are working. But when

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1 you try to cram more people in a small space like  
2 San Francisco, and how all this plan -- and being a  
3 person who studied mathematics and statistic, I will  
4 say, where you get your number from? You all need to  
5 show us the real number. Let us do our own judgment, if  
6 you have this wonderful projection.

7 But San Francisco or the Bay Area is too big  
8 for inexperienced people like you or the committee to  
9 tell those who know how to deal with it. Less than one  
10 project at a time and evaluate the -- let's do Plan Bay  
11 Area in all commission, regarding -- take one project  
12 properly.

13 Look at the Bay Bridge. This is one of the  
14 most incredible delayed mistakes and on and on and on,  
15 and you want to take on the whole Bay Area when we can't  
16 even get the Bay Bridge up and running properly on time  
17 and under budget.

18 SUPERVISOR MAR: Thank you, Mr. Cheng.

19 HENRY CHENG: So in conclusion, I think we  
20 need to have a smaller agenda and work one project at a  
21 time and let us, the people, evaluate your performance.

22 SUPERVISOR MAR: Thank you.

23 STEVE TYSON: I'm Steve Tyson. I'm a designer  
24 and an artist, and I'm a straight guy. To be when -- I  
25 have the business, and we made -- revamp for quite a few

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1 years and -- for tax reasons.

2 I've been a gearhead all my life, and my dad  
3 was with first landscape architect for highways for the  
4 State of California. He's the guy that shows those old  
5 handlers down the road.

6 I hitchhiked hundreds of rides back in the  
7 late '60s. I've seen it from ground up. And I work in  
8 the three garages -- three motorcycle shops, a truck  
9 factory and a factory. And I have been in San Francisco  
10 for 43 years. I love it here. It's just big fun. The  
11 traffic and transit stuff -- I'd like to see tunnels.  
12 From the Golden Gate Bridge to 280 or approximately  
13 because we're not letting freeway in. And we could have  
14 another tunnel that goes from the bridge out to the --  
15 say past Candlestick Point out that way and then another  
16 one over to the East Bay. From the -- we're going to a  
17 hole here. I think that's the only solution because  
18 we're not going to let any more on the surface, not in  
19 this town. So there's only one choice left.

20 That's the end of the story. I'm a gearhead,  
21 and I love it. I'm a Mr. Fix-it kind of guy. So that's  
22 about all I got to say about that. Good luck on what  
23 you have to do. It's a tough deal to do.

24 COMMISSIONER HALSTED: Thank you.

25 DAVID PILPEL: Good evening. David Pilpel.

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1 I'm a native San Franciscan and have been involved as a  
2 transit advocate for more than 25 years. Nice to see

3 some old friends and some new people with some different  
4 ideas tonights. Hm.

5 I wanted to make a few comments. I supported  
6 the previous rounds of public involvement. I thought  
7 that the small table exercises were really helpful to  
8 have those kind of conversations. Unfortunately,  
9 tonight it wasn't structured that way, but I'm hoping  
10 that further outreach, either on this plan or other  
11 activities, will use that kind of format. I also think  
12 it's helpful, both for MTC and ABAG, to meet in the  
13 other counties -- not just over in Oakland -- to get a  
14 broad range of public input. And not just on these sort  
15 of big plans with a lot of focus but on sort of the  
16 ongoing operations of plans and programs that both  
17 agencies are involved in.

18 This is really one of the major efforts that  
19 we've seen ABAG doing since its inception. ABAG is kind  
20 of a quiet agency that not a lot of people see. Also,  
21 in talking to some of the staff, I think some of the  
22 tools that need to be developed to further implement  
23 this plan are still in the works, and more  
24 communications with the public on those tools and how  
25 they're evolving would be helpful.

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1 On just a couple of substantive points, I  
2 think that the extent to which this plan ties together  
3 other plans and projects that are being worked on by MTC  
4 and some of the other agencies and trying to explain  
5 that, is helpful. I noted the Caltrans station that  
6 really showed the various plans that they're pulling  
7 together into a more coherent Caltrans plan.

8 I'm wondering, for example, how this Plan Bay  
9 Area relates to the transit sustainability project,  
10 which is actually looking to rationalize or reduce the  
11 amounts of transit service.

12 And just a final point: Although, I support  
13 more concentration of jobs and housing in the core Bay  
14 Area, I'm not supportive of another 2 million residents.  
15 I think that we should really question whether we need  
16 that level of growth in the overall Bay Area; although,  
17 I do support the rough percentages that the plan  
18 portends.

19 Thank you very much.

20 SUPERVISOR MAR: Thank you.

21 STARCHILD: Good evening. My name is  
22 Starchild. I'm a Bay Area native and San Francisco  
23 resident since 1995. I have been coming over here a lot  
24 longer than that because my grandmother lived in the  
25 city growing up.

0043

1 I oppose Plan Bay Area for a number of  
2 reasons, including things that other people have  
3 mentioned. The overall scope, I think -- the problem is  
4 simply that there's a failure to recognize that economic  
5 freedom works better. That means letting people make

6 their own individual choices instead of having  
7 Government come along and make people's plans for them  
8 and confiscate their money to pay for them.

9 I'm concerned about the lack of transparency  
10 in this process. It was mentioned that there was a  
11 1300-page or something report. You know, how much money  
12 did it cost to prepare that report? And how much is  
13 this overall planning costing? What are the salaries of  
14 the people involved in this planning process? And is  
15 there taxpayer limited government advocate  
16 representation in the actual nuts and bolts plan and not  
17 just these public meetings.

18 There's a lot of things that we could do that  
19 I think would not involve the Government that would help  
20 the whole agenda, which, you know, is good in many ways.  
21 Reduce sprawl. We could make it easier to develop  
22 housing in the cities, reduce costs of permitting,  
23 reduce building code requirements, these kinds of  
24 things.

25 We could de-criminalize hitchhiking. We could

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1 de-criminalize riding skateboards and bicycles on  
2 sidewalk in cities. Do things like that to encourage  
3 transportation.

4 Stop criminalizing people for sleeping in  
5 their cars. Many people are poor and can't easily  
6 afford housing here, and part of the reason they can't  
7 afford housing is because property taxes are too high.  
8 That doesn't just affect owners; it affects renters  
9 because that gets passed along to renters. And costs  
10 that are imposed on business get passed along to  
11 employers in the form of lower wages and fewer jobs.

12 The Government redevelopment also has a  
13 history of racism in this town. The Western Addition  
14 used to be the city's primary African-American  
15 neighborhood, was decimated by the city's redevelopment  
16 agency during the 1960s. Blacks were forced out in  
17 massive numbers and many businesses were forced to  
18 close.

19 I urge you to take these things into  
20 consideration and include a less-Government libertarian  
21 perspective in the actual plan.

22 Thank you.

23 SUPERVISOR MAR: Thank you.

24 The next group are David Llewellyn; Hiroshi  
25 Fukuda from the Coalition SF Neighborhoods; Barry Pearl;

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1 Jamie Ervin; Gwynn MacKellen from the Sierra Club;  
2 Madeleine Savit for Folks for Polk.

3 And those are all the cards that we have. If  
4 there's anyone else that would like to speak, you can  
5 come forward after these folks have been called.

6 DAVID LLEWELLYN: I'm David Llewellyn, a  
7 resident of San Francisco. I also own a small software  
8 consulting business here.

9 I've been a long-term veteran of the MTC  
10 affairs and the support. The basic problem is, of  
11 course, the lack of connection between what people say  
12 in these meetings and the input that they give and any  
13 output of the plan. So far I see a very low correlation  
14 here, our square is almost equal to zero.

15 So -- okay. More specifically, the plan sets  
16 itself 15 goals. It fails to achieve some of them. And  
17 in fact, some of them it makes negative progress on.  
18 Why was there no unconstrained vision plan that would  
19 meet all of the goals that MTC had set for itself and  
20 thereby provide a framework for -- a campaign for more  
21 resources and the shifting of resources.

22 The plan is still not of European quality.  
23 Europe doesn't spend more on transit really, they just  
24 planned it better. The plan contains many suspicious  
25 products that will have political juice but that are

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1 very ineffective. The kind of thing like BARTs in  
2 San Francisco airport. Just not worth the resources  
3 that we're spending on it.

4 Too many suburban projects that are  
5 inaccessible without a car. The regional gas tax is  
6 something that MTC has had the authority from the State,  
7 as I you said it, to put on the Bay Area ballot for some  
8 years and has refused to do so on the basis that the  
9 polls show that it would fail. MTC also did not support  
10 Prop 1A, the high-speed rail bond issue for the same  
11 reason, yet it passed.

12 One of the primary problems is the Plan does  
13 nothing to address what the transit effect of this  
14 project identified as the main barrier to improving  
15 transit and transportation mode -- transit mode share in  
16 the Bay Area. The mispricing and the underpricing of  
17 automobile services. And without that, it's a hopeless  
18 run. We laughed at Soviet citizens for having to wait  
19 on line for underpriced sugar. Yet, what is traffic but  
20 waiting in line for underpriced road capacity. This is  
21 a very familiar argument. Yet, the Plan, while it makes  
22 mention now and again in conjunction to pricing  
23 projects, in fact there's no will to actually do it.

24 I predict total failure of this plan to make a  
25 significant change in mobile share, unless, of course,

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1 the Plan's assumption of energy prices is far off so  
2 that we enter in elastic region of demand, which I think  
3 we will. This again is something that should be  
4 modeled.

5 Thank you.

6 SUPERVISOR MAR: Thank you.

7 HIROSHI FUKUDA: Good evening. My name is  
8 Hiroshi Fukuda, and I'm with the Coalition of  
9 San Francisco Neighborhoods. Some comments:

10 San Francisco has been producing a lot of  
11 housing towards its sceneric (phonetic) goals.

12 Unfortunately, it's not the right type of housing. We  
13 have met our goals and more for market warehousing. And  
14 in some cases, for very low-income housing. However,  
15 we're sorrily lacking, completely lacking in the area of  
16 modern income housing, and the result of this is the  
17 flight to the suburbs.

18 We're losing families, middle income folks,  
19 workforce people, and the reason why is we're not  
20 building the right type of housing. And all this plan  
21 about allocating 90,000 units to San Francisco, I think,  
22 is farfetched.

23 Muni is broken. It's really ridiculous. It's  
24 a department that is in need of some type of leadership  
25 that brings it and makes it functional. Its long-time

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1 performance is outrageous, and deferred maintenance is  
2 ridiculous, and the city is not functioning as a  
3 well-oiled machine. It's obvious.

4 Plan is building all these units. They're  
5 building all these market-rate housing, which is  
6 unaffordable for people who live here. So apparently,  
7 they're making these units to attract foreign investment  
8 or second homes or corporate housing, and -- so to give  
9 San Francisco more money for transportation is just  
10 throwing money away because our system is so far behind,  
11 we need to stop building and we need to get a -- transit  
12 first policy in place and functional. It's not  
13 functional now.

14 And as far as cars are concerned, in some  
15 places, you know, you don't need to drive all over  
16 creation for every little trip. I use my bike to go all  
17 over Richmond, to go to Japantown. But in some cases  
18 you do need it. For example, I have a friend who is in  
19 Seton Hospital right now, and I go to --

20 SUPERVISOR MAR: Thank you, Mr. Fukuda.  
21 Please wrap up.

22 HIROSHI FUKUDA: All right. Don't waste any  
23 more money. Make Muni work and make it functional and  
24 fire those people that can't make it work.

25 SUPERVISOR MAR: Thank you. It's wonderful to

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1 have a good cross-section of Richmond District residents  
2 here. I wanted to introduce my colleague from the  
3 San Francisco Board of Supervisors and MTC Commissioner  
4 Scott Wiener. And he would like to make some remarks as  
5 well.

6 SUPERVISOR WIENER: Thank you very much.

7 And I want to just thank everyone for coming  
8 out tonight and for taking the time to comment on the  
9 Plan. We have our work cut out for us in the Bay Area.  
10 We have a growing population that's going to grow  
11 whether we plan for it or not. And our choices are  
12 either to plan for it or not to plan for it in terms of  
13 housing or in terms of our transit system and our  
14 transportation system generally in the Bay Area. And I

15 know we can do it. This is a region that knows how to  
16 get things done, and I'm confident we can make it  
17 happen. So thanks for being out here tonight.

18 SUPERVISOR MAR: Thank you.

19 Next speaker.

20 BARRY PEARL: Good evening, Supervisors,  
21 Commissioner. My name is Barry Pearl. I'm representing  
22 myself. If we're talking about relationship to the  
23 city, I'm a third generation San Franciscan and lifelong  
24 resident and employee in San Francisco.

25 One of the speakers talked about the maximum

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1 population in the Bay Area under this plan. I'd like to  
2 address the carrying capacity of San Francisco itself.  
3 A number of these speakers this evening have talked  
4 about quality of life and providing affordable housing.  
5 I think we all admit that San Francisco is unaffordable.  
6 We're also only 49 square miles.

7 At some point, this city needs to address what  
8 is the maximum population that this city can handle. I  
9 know the planning department has refused that issue  
10 through the land-use element of the general plan. But  
11 at some point, there has to be an acknowledgment and a  
12 realization that we can't continue to grow this city if  
13 we want to maintain any quality of life. We can't  
14 become another Hong Kong or something like that, or  
15 Tokyo, and approach that kind of housing density. So  
16 this plan ultimately needs to address that.

17 And then you talk here in the plan about  
18 concentrating new development in the 50 cities listed in  
19 Table 2, but what you're essentially doing is you're  
20 allowing the elitist suburbs to maintain their density  
21 and development, and you're forcing all of the  
22 development into the higher density cities, so the other  
23 communities in the Bay Area need to do their part as  
24 well.

25 Thank you very much.

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1 GWYNN MACKELLEN: My name is Gwynn MacKellen.  
2 I'm affiliated with the Sierra Club, but I don't speak  
3 for them, though. I'm from San Francisco. I grew up  
4 here.

5 I'm concerned that a lot of the prior  
6 development areas are in spots that are going to be  
7 affected by sea-level rise. That's not investment;  
8 that's throwing money away. What is also throwing money  
9 away is expansion of highways. I don't understand why  
10 we're doing that at all. We should be taking them down.  
11 From a global warming perspective, that's suicide.

12 And I also don't understand why some of the  
13 priority development areas are essentially in the middle  
14 of nowhere, like Concord, Pinole and not near any BART  
15 stations. I've lived in Concord, my boyfriend lives out  
16 there. I'm there all the time. There's no sidewalks.  
17 And I don't think we should be having more development

18 in those areas where they require huge amounts of  
19 parking. We should be having more transit-oriented  
20 development.

21 That's it. Thank you.

22 SUPERVISOR MAR: Thank you.

23 JAMIE ERVIN: Hi. My name is Jamie Ervin and  
24 I actually live in Oakland, and I sometimes work in  
25 San Francisco and I also work from home, so these days

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1 my commute is pretty easy because half the time I'm  
2 still at home.

3 One of the things that -- I'm here pretty  
4 frequently, a couple days a week. I feel like I don't  
5 always have the choices that I'd like. Where I live in  
6 Oakland, I live approximately a mile and a quarter from  
7 two BART stations. That sounds to me like it would be a  
8 perfect opportunity for me to be 100 percent transit.  
9 Unfortunately, bus service to where I live is not very  
10 great. There's one bus that runs until midnight, and  
11 another bus that ends pretty early. And I live in a  
12 denser area of Oakland.

13 Other challenges for someone like me is if I  
14 want to come to San Francisco in the evening, bus  
15 service, BART service, all those things are pretty  
16 limited. I think a lot of the Plan is focused around  
17 commuter transit and not some of the last by-all transit  
18 where people that do live close to transit stations do  
19 want to be transit first, and they don't have that  
20 opportunity without proper transit that runs frequently  
21 and serves their neighborhood effectively.

22 The other areas that I'm concerned about, of  
23 course, like everyone else is -- a lot of the plans  
24 around -- a lot of the plans addressing the issue of  
25 housing costs. We all know it's really expensive to

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1 live here, and we all hope it gets a little bit cheaper.  
2 I think a lot of the planing doesn't offer a choice for  
3 people -- some people may be interested in single-family  
4 homes. Other people may want something denser.

5 A lot of people are -- there's not a lot of  
6 options for someone who might want to raise a family in  
7 a denser area, and I'm worried that we're not addressing  
8 that because some like me, that's what I'd prefer at  
9 this stage. I would like to have a family, but those  
10 opportunities aren't available.

11 Thank you.

12 SUPERVISOR MAR: Thank you. Next speaker.

13 MADELEINE SAVIT: Hi. My name is Madeleine  
14 Savit. I've been living in San Francisco for just over  
15 a year.

16 A lot of these issues are very new to me. And  
17 I now represent an organization called Folks for Polk,  
18 which began because it's quite distressed by the very  
19 debased level of discourse around a public initiative,  
20 primarily. So the organization is not only about

21 infrastructure -- built infrastructure, it's also about  
22 the infrastructure of public interest into the future.  
23 And it's not working very well.

24 Having said that, I also wanted to bring in a  
25 little bit of a global perspective. Across the globe,

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1 our populations are increasingly urban. Across the  
2 globe, issues of public transit versus car, et cetera,  
3 are being hashed out. This is not unique to  
4 San Francisco. And anything but the most authoritarian  
5 governments has issues about who has control over these  
6 things. So, you know, people in San Francisco will wait  
7 for buses, as people in Berlin wait for buses. It's  
8 universal.

9 I will say that the most forward-looking  
10 countries and the fastest growing countries are the  
11 countries that are building infrastructure for public  
12 transit as rapidly as they can. I was in Australia, and  
13 Australia basically was the source for the raw materials  
14 for the high-speed rail for across the -- entire China.  
15 They know which way their bread is buttered, and that's  
16 the way it is; increasing urbanization. We are no  
17 longer a rural country and we have to just deal with it.

18 So the change is already here. As somebody  
19 already pointed out -- I believe it was you, Mr. Wiener,  
20 who said, "We can manage it, but you can't deny," and  
21 it's part of what's happening.

22 I wanted to say that the reason I chose to  
23 come back to San Francisco, even though my children are  
24 on the East Coast, is because of the access to the  
25 outdoors, because of the public transport, because I

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1 could make a decision.

2 Now, I'm very fortunate, unlike other people,  
3 to decide whether or not I wanted to own a car, and I  
4 have been very pleased that I have not had to buy a car.  
5 I don't want to. And I'm perfectly fine with that.  
6 Unfortunately or fortunately, that is the way of the  
7 future, and we have to manage that.

8 Scapegoating doesn't work. So I have heard  
9 everything about scapegoating against Muni, about  
10 bicyclists, about this person, that person. It's much  
11 larger frustration that everybody is dealing with.  
12 They're universal, and they have to be dealt with for  
13 what they are.

14 SUPERVISOR MAR: Thank you so much.

15 So we've called all the cards that were given  
16 to us. If there's anybody else that would like to  
17 speak -- I see a lot of people that have not spoken, and  
18 I'd like to encourage anyone that wants to comment to  
19 come forward.

20 DAN PICKELL: Hello. My name is Dan Pickell  
21 and I'm actually a -- I was born in San Francisco but  
22 I'm a resident of Pacifica and have grown up here and  
23 I'm a private property owner. And I'm pretty lucky --

24 I'd say fortunate enough to be property owner in the  
25 Bay Area, since I grew up here.

0056

1 But what I'm hearing is a lot of this Plan  
2 here -- first of all, choices that are made that are  
3 going to be for the citizenry and the public in general  
4 here seems to be coming from an appointed commission,  
5 such as you guys here. And earlier somebody spoke about  
6 the public's input on this. And obviously, you're  
7 having these meetings here to get some public input, and  
8 I see that there was an online survey to get some input  
9 also, but who chooses -- I mean, ultimately, who chooses  
10 where I can live and where I can't live? And how much  
11 property or if I can even be a property owner or not.  
12 And that highly concerns me, and especially if it comes  
13 from a commission that gets appointed.

14 Earlier I heard people talking about the need  
15 obviously in this country for democracy, and I think  
16 that's obviously a great choice for people who want any  
17 kind of freedom in their life and also choice. And I  
18 see where there's displacement of people whenever there  
19 is a government body that's appointed, and it's not, you  
20 know, chosen by the public through the voting process.

21 But also, I also see the displacement -- in  
22 this plan particularly, it looks like the displacement  
23 of communities. Especially, Mr. Woo pointed out earlier  
24 that Chinatown and businesses that would have to happen  
25 in order to do what I see as stack-and-pack housing,

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1 which is already happening in San Francisco from what I  
2 can see, and also -- I also agree there has to be some  
3 point where you go, you know, where do you stop the  
4 population in the city or not. And --

5 SUPERVISOR MAR: Thank you so much, Mr. --

6 DAN PICKELL: And how long as a -- something  
7 like that and say, "I don't want to live for something  
8 like that." So --

9 SUPERVISOR MAR: Thank you for your comments.

10 HENRY PAN: Good evening. My name is Henry  
11 Pan. I was born and raised in San Francisco. I  
12 currently go to San Francisco State. I've been living  
13 here 20 years.

14 It's -- OneBayArea is new to me because I  
15 haven't really been studying much of it. But when you  
16 found out there was some plans that go against  
17 livability values -- especially since we're in the  
18 21st century and there's a lot of clout about climate  
19 change and sustainability. I was concerned to hear that  
20 the Plan would consider highway widening, which is very  
21 troubling to me, especially since this is the  
22 21st century.

23 Global warming is a real concern, which is  
24 mainly caused by the amount of cars and congestion we  
25 have on the road, and that oil prices are skyrocketing.

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1 And even though we have electric cars, they're so  
2 expensive and unaffordable to many of the households, so  
3 highway widening should not be the way to go.

4 Instead, HOT lanes should be implemented so  
5 they can be used by transit. So -- and if cars want to  
6 go on the HOT lanes, they pay the toll and they would  
7 fund transit, which is desperately needed, not only in  
8 San Francisco, which we have transit for a city, which  
9 we haven't been living up to. But it's also desperately  
10 needed for the Bay Area as well.

11 Hopefully with better transit service, you'd  
12 be able to get people off of their cars and onto the  
13 buses, and maybe they'll even start riding their bikes  
14 and walk to go their jobs. Another possible way to  
15 reduce driving would be to design -- and I understand  
16 some people don't want to live in high-rise  
17 condominiums. And one way to potentially mitigate that  
18 would be to design developments that follow new urbanist  
19 principles, which is like a suburb but it favors transit  
20 service, biking and walking over driving, as well as --  
21 so transit-oriented development.

22 And it's very important that funding for  
23 transit, bus, rapid transit, LRT and affordable housing  
24 is very important to this plan, especially to  
25 accommodate the growth in the future and especially

0059

1 since -- especially affordable housing since --

2 SUPERVISOR MAR: Thank you, Mr. Pan.

3 HENRY PAN: Yes.

4 -- many people can't live here anymore.

5 SUPERVISOR MAR: Thank you.

6 Next speaker.

7 I know that there's probably people that  
8 haven't spoken that are dying to say something. Last  
9 chance. Is there anyone else that would like to speak?

10 Please come forward.

11 AARON BIALICK: Hello. My name is Aaron  
12 Bialick, just speaking as a resident of San Francisco.

13 There's been a lot of talk about,  
14 quote/unquote, stack-and-pack housing and increasing  
15 density and lots of references to Hong Kong, but I'd  
16 just like to point out that on the scale of outside of  
17 the United States, while we are second densest in the  
18 country, we're pretty far off from plenty of other major  
19 cities in the world. We don't have to go to Hong Kong's  
20 density, but we could go to Paris. That would go a long  
21 way towards accommodating the real demand for housing  
22 that we've suppressed for decades, and as a result have  
23 these unaffordable -- extremely -- we have extremely  
24 short housing supply, especially of the kind of  
25 apartments that people want.

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1 Maybe everyone doesn't want to live in a  
2 high-rise apartment in a dense neighborhood, but there  
3 are plenty of people who do. And as long as you don't

4 provide housing in a place like San Francisco where  
5 those people want to be, they're going to compete for  
6 new housing, even if you live along the peninsula. It's  
7 all in the same market, so you do have to -- I would  
8 just say it's kind of disappointing to see that by 2040  
9 we might not even come close to meeting that vision and  
10 accommodating that demand that exists today.

11 Thank you.

12 SUPERVISOR MAR: Thank you.

13 Next speaker.

14 CATHIE LAM: Hi. My name is Cathie Lam, and I  
15 work for the Chinatown Community Development Center.

16 I actually didn't intend to speak up, but I  
17 think with the invitation, I was encouraged to come up  
18 and talk to the public.

19 I actually meant to write a comment. I --  
20 because of our role in the community, we do conduct  
21 workshops with the groups and our community members to  
22 give input to this big, very ambitious plan. And I feel  
23 that the process is really quite a big lack of really  
24 reaching out to community and giving them opportunity.

25 I mean, we had our last workshop in March, and

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1 today is the public hearing, and we got the notice two  
2 days ago, and I don't think that's fair to give the  
3 community the sense of really the importance of the  
4 input, and I think, you know, you need to really listen  
5 to the people in the Bay Area.

6 Government represents something that would  
7 carry out the public service to the people, but I think  
8 a lot of times this type of process is sort of lack.

9 And also, I hope that the plan would  
10 eventually come up -- would not be like a one size fits  
11 all. You really need to go into every different  
12 community, and so you are -- how should I say -- a  
13 hundred -- one in a hundred area that you are planning  
14 to develop to really see what the need is there,  
15 especially people already existing there. And I think  
16 that is really more successful than just more Government  
17 top-dog kind of action.

18 Thank you.

19 SUPERVISOR MAR: Thank you.

20 Next speaker.

21 ALICIA GARZA: Good evening. My name is  
22 Alicia Garza. I'm the executive director of People  
23 Organized to Win Employment Rights, POWER.

24 While in general, we absolutely support the  
25 better integration of transportation and housing.

0062

1 Particularly, here in San Francisco, we have a couple  
2 major concerns; one of which is the question of  
3 displacement of low-income communities of color.

4 As you might know, San Francisco is  
5 hemorrhaging black families faster than any other major  
6 U.S. city besides post-Katrina in New Orleans, and it's

7 important to us that the city and that the MTC take  
8 steps that are proactive in helping to prevent that type  
9 of displacement. When we see that there is a prediction  
10 that there will be a dramatic increase in the cost of  
11 housing, we become particularly concerned about  
12 vulnerable and marginalized communities here in the  
13 city.

14 We're also concerned that there is more  
15 resources going toward the construction of highways than  
16 there is toward mass and public transit, and we think  
17 that that's an important consideration. Given that  
18 San Francisco is quite an expensive city to live in, we  
19 do think that one way to prevent the increase of  
20 greenhouse gases and to get people out of their cars is  
21 to provide more options for public transit that  
22 particularly serve the needs of low-income needs of  
23 color here in the city.

24 Thank you.

25 SUPERVISOR MAR: Thank you.

0063

1 Is there anyone else who would like to speak?

2 Then we're going to close the public part of  
3 this hearing. Thank you so much for coming out.

4 I'd like to give opportunities for my  
5 colleagues to make closing remarks, if they would like.

6 Commissioner Halsted?

7 COMMISSIONER HALSTED: Well, I would like to  
8 thank everyone for coming and caring about our  
9 community, expressing their views. Hopefully, we'll  
10 find a way to balance people's views with what we can  
11 accomplish.

12 One thing that I'm very much aware of is we're  
13 setting goals for subject matters over which we have  
14 very little control. We only control a few factors. So  
15 they are kind of aspirational goals, and we'll try to  
16 reflect the interest that we hear expressed as well as  
17 we can.

18 Again, thank you very much. I also wanted to  
19 thank staff from ABAG and MTC who have come here and  
20 spent their evening with us as well and for the good  
21 work they've done in putting it together.

22 Thank you.

23 SUPERVISOR MAR: And Supervisor and MTC  
24 Commissioner Wiener.

25 SUPERVISOR WIENER: Thank you.

0064

1 Thank you again to everyone who came out. You  
2 know, I said when I arrived a little while ago that the  
3 growth was coming, and we can either plan for it or not  
4 plan for it. And that's our choice, but we can't stop  
5 the growth from coming.

6 And I think it's important to -- as a -- to  
7 follow up from that at conclusion is that what happens  
8 if we don't prepare for it and we don't create housing  
9 opportunities and new housing, is we just will continue

10 to see this unsustainable upwards spiral in housing  
11 prices. And we see it today in San Francisco, which I  
12 know best in my district -- I see one of my constituents  
13 here.

14 Where if you are -- if you need housing in San  
15 Francisco -- if you lose your apartment, if you have a  
16 break up and have to go find your own place or if you're  
17 moving here -- good luck, if you're not wealthy. You're  
18 going to pay 2,500 to \$3,000 for a one-bedroom  
19 apartment. And why is that? It's because a lot of  
20 people want to be here, and our population is growing.

21 And it's because, for example, last year we  
22 produced -- I think, what, about 200-some-odd new  
23 housing units in San Francisco, and that is absolutely  
24 unsustainable, and we will become a city where if you're  
25 fortunate enough to have purchased a home years and

0065

1 years ago or to have a rent-controlled apartment for  
2 some period of time, you'll have your housing. But if  
3 you need to find housing or if you're just coming here,  
4 you're going to be out of luck.

5 And in terms of stack-and-pack housing, we  
6 have that already. And it's called people packing and  
7 stacking into roommate situations, and that is going to  
8 happen whether it's legal or not legal, and it is also  
9 not sustainable because you end up having really bad  
10 living conditions for people. So the goal is, you know,  
11 to plan for it. And plan for it in a smart way and --  
12 in a smart way.

13 And I also just want to put in a plug for  
14 something I talk about a lot, and that is that we are  
15 starving our public transportation systems in  
16 San Francisco, in the Bay Area, and a lot of parts in  
17 this country we are absolutely starving them. And we  
18 need to invest heavily in expanding the system, but in  
19 just state of the repair for what we have today.

20 Muni is struggling; BART is struggling. We  
21 see systems struggling all across the Bay Area. And if  
22 we want to have any hope of actually reducing auto  
23 congestion so that people who need to drive can drive,  
24 but people who don't need to drive, giving them that  
25 option of using public transportation because there are

0066

1 people who will take that option. And right now we're  
2 not doing that successfully, and we need to prioritize  
3 transit funding.

4 SUPERVISOR MAR: Thank you.

5 I just wanted to say again that the  
6 information that you've shared -- the 35 or so  
7 speakers -- we're going to be making sure that the  
8 information gets to all the MTC commissioners and all  
9 the ABAG members as well.

10 And the public comment period -- in case you  
11 want to write out more detailed comments, it's open  
12 until Thursday, May 16th at 4:00 p.m. So people can

13 still comment, and there's a number of other hearings in  
14 other areas of the Bay Area. And for more information  
15 on the Draft Plan Bay Area and the other hearings and  
16 how you can give input, go to OneBayArea.org.

17 So I also wanted to thank the staff of ABAG  
18 and the MTC for their efforts to put together these  
19 public hearings. And, of course, we can do a better job  
20 all the time with outreach, but I really appreciate all  
21 the valuable input that people have given.

22 So with that, we'll call this public hearing  
23 to a close, and we really thank you so much for coming  
24 out and speaking out.

25 Thank you so much.

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(Hearing concluded at 8:38 p.m.)

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CERTIFICATE OF REPORTER

1 I, SARAH L. GOEKLER, CSR No. 13446, a  
2 Certified Shorthand Reporter, hereby certify:  
3 That the preceding hearing was taken in  
4 shorthand by me, a disinterested person, at the time and  
5 place therein stated, and that the proceedings were  
6 thereafter reduced to typewriting, by computer, under my  
7 direction and supervision.  
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10  
11 IN WITNESS WHEREOF, I have hereunto set my  
12 hand this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.  
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SARAH L. GOEKLER, CSR 13446

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE  
ENVIRONMENTAL IMPACT REPORT  
FOR THE DRAFT PLAN BAY AREA

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tuesday, April 16, 2013

Metropolitan Transportation Commission

Oakland, California

Reported by: SARAH GOEKLER  
CSR 13446

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ATTENDEES

- Carolyn Clevenger - MTC
- Mark Shorett - ABAG
- Jamillah Jordan - MIG/Moderator

---o0o---

BE IT REMEMBERED THAT, pursuant to Notice of the Hearing, and on Tuesday, April 16, 2013, commencing at 7:04 p.m. thereof at Metropolitan Transportation Commission, 101 8th Street, Oakland, California 94607, before me, SARAH GOEKLER, a Certified Shorthand Reporter for the State of California, there commenced a Public Hearing.

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1 Tuesday, April 16, 2013 7:04 p.m.

2 P R O C E E D I N G S

3 MS. JORDAN: Let's get started.

4 Good evening, everyone, and thank you all so  
5 much for coming out tonight. My name is Jamillah  
6 Jordan, and my planning firm MIG is working with ABAG  
7 and MTC on these public hearings tonight.

8 We may get some more sound in a moment.

9 I'll be your moderator tonight, and I want to  
10 thank all of you for coming out, taking the time, giving  
11 your attention to this really important issue.

12 Our purpose today is to receive your comments  
13 on the draft EIR. Tonight we have several members of  
14 the project team responsible for the Plan and the EIR  
15 documents here tonight listening. We also have two  
16 court reporters who will be transcribing the comments  
17 that we receive today.

18 So I want to go ahead and acknowledge the  
19 elected officials who are in the room tonight. And  
20 first up we have Mr. Mark Luce, who's an MTC  
21 Commissioner and ABAG board chair and Napa County  
22 Supervisor, Mr. Luce, over there.

23 We also have Mr. Robert Rayburn, a BART board  
24 member, in the audience tonight. Wonderful.

25 We also have Mr. Pedro Gonzalez, who is the

Page 4

1 mayor of the City of South San Francisco.

2 Thank you all for coming out tonight. We  
3 appreciate that.

4 So our agenda for the meeting is as follows:

5 There will be a short presentation by Carolyn  
6 Clevenger, MTC planner, on the draft EIR. And her  
7 presentation will provide an overview of the EIR and the  
8 general process.

9 Following the presentation, we'll go ahead and  
10 start the public comment period. If you'd like to  
11 speak, we ask that you please fill out a blue card with  
12 your name and where you are from. We see an example of  
13 that. I have one up here as well that I want to show  
14 all of you.

15 Each speaker will have two minutes to provide  
16 their comments. We will have a timekeeper to help  
17 ensure that everyone sticks to that two-minute time  
18 frame and everyone gets the same amount of time. Once  
19 you hear the buzzer go off, it means that your time is  
20 up and we ask that you wrap up your comments.

21 A court reporter will provide MTC with a full  
22 transcription of the comments, and the court reporters  
23 are located right over there (indicating), as you see  
24 them. So please go ahead turn in your comment card form  
25 if you haven't already done that.

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1           I will read the names of each commenter in  
2 groups of three. We ask that you please line up and be  
3 ready to comment. Please state your name for the record  
4 and the city where you live. We ask that you please  
5 speak slowly so that the court reporters can get all of  
6 your information down.

7           Once you reach the two-minute mark, you'll  
8 need to close your comments, and I will call up the next  
9 speaker. If two minutes is not sufficient, you can  
10 provide additional comments in writing, and these forms  
11 are available at the welcome table. I think all of you  
12 got one on your way in.

13           Okay. For those of you who do not wish to  
14 speak, you're encouraged to fill out a comment card and  
15 turn it in at the end of the meeting. You can also  
16 submit comments in writing via fax, mail or e-mail. The  
17 deadline for comments is May 16 at 4:00 p.m.

18           I want each of you to know that all of your  
19 comments, whether they're received verbally at today's  
20 hearing, through a comment card or sent in writing by  
21 fax, e-mail or mail that I mentioned, they'll be handled  
22 the same way and responded to in the final EIR.

23           And finally on a housekeeping note, I just  
24 want to mention that the restrooms are located towards  
25 the entrance. The women's is on my left and your right.

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1 And the men's is located on my right.

2 So with that, I want to go ahead and now open  
3 up the hearing and introduce Carolyn Clevenger from MTC  
4 who will provide a brief presentation on the EIR.

5 Carolyn?

6 MS. CLEVENGER: Good evening. Hopefully these  
7 microphones should work.

8 My name is Carolyn Clevenger. I work in the  
9 MTC planning section. I'm the project manager of the  
10 draft EIR that we'll be talking about this evening.  
11 Sitting next to me is Mark Shorett with Association of  
12 Bay Area Governments, which is our co-lead agency on  
13 this document.

14 The purpose of this public hearing is to  
15 present an overview of the plan and the EIR, as well as  
16 to receive public comments on the Draft EIR. Responses  
17 to all comments and questions will be provided in  
18 writing in the final Environmental Impact Report.

19 I'd like to note that the focus of this  
20 meeting is on the EIR; it's not on the Plan document  
21 itself. So we ask that you focus your comments on the  
22 EIR. And for comments related to the Plan, you can send  
23 your comments to [info@onebayarea.org](mailto:info@onebayarea.org), or you can also  
24 attend one of the Plan open houses and public comment  
25 hearings that are being held throughout the region, and

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1 there's a brochure at the table where you came in  
2 identifying the opportunities to comment on the Plan at  
3 those public hearings.

4           The purpose of the EIR is to analyze and  
5 disclose the potential environmental impacts of the  
6 implementation of the proposed Plan. It is meant to  
7 inform decision-makers, responsible agencies and the  
8 public of the range of environmental impacts of the  
9 proposed Plan. It also recommends measure to mitigate  
10 any significant impacts that are identified, and it also  
11 evaluates a range of alternatives to the Plan, which  
12 I'll go into in greater detail.

13           Just as some background to help provide some  
14 context, the Plan is a regional task. It's the first  
15 time we've done and integrated land use and  
16 transportation plan. It's required by Senate Bill 375,  
17 and it requires an integrated land use and  
18 transportation plan, which hits two specific objectives  
19 of reducing greenhouse gas emissions by 15 percent by  
20 2035 and also houses the region's population at all  
21 income levels.

22           The Plan embodies local visions, in that it  
23 works with local jurisdictions to identify areas for  
24 growth; priority development areas. And it seeks to  
25 increase economic competitiveness while also preserving

1 the natural environment of the nine-county region.

2 The Plan looks from 2010 to 2040 and  
3 identifies projected jobs and population growth in that  
4 time period, and this table summarizes the projected  
5 approximately 1 million additional jobs that the region  
6 will need to accommodate in that period and  
7 approximately 2 million additional people. The EIR  
8 evaluates the environmental impact associated with  
9 accommodating this growth; it doesn't evaluate the  
10 projection itself.

11 This map shows most of the focused growth in  
12 the Plan -- is allocated to PDAs, priority development  
13 areas. They account for less than 5 percent of the  
14 region's land, but in the proposed Plan they can  
15 accommodate approximately 80 percent of new homes and  
16 over 60 percent of new jobs. Approximately 40 percent  
17 of the new jobs and housing are projected to be in the  
18 region's three largest cities; San Francisco, Oakland  
19 and San Jose. And approximately 75 percent of the  
20 growth is located in the four central counties; Alameda,  
21 Santa Clara, San Mateo and San Francisco.

22 Get to the transportation side. On the  
23 transportation side, the Plan -- the total revenues  
24 forecasted over the 28-year plan period of \$289 billion,  
25 just over half, 53 percent, is local fund sources. It's

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1 primarily sales taxes raised at the county level. The  
2 nine counties in the Bay Area have local sales taxes.  
3 There's -- approximately 15 percent of the funds are  
4 regional, as primarily bridge tolls. And then the state  
5 and federal funds kind of round out the revenue sources  
6 for the Plan.

7           Approximately 80 percent of these funds are  
8 committed funds, so those are projects that are either  
9 funded 100 percent locally or are through a certain  
10 point of project development when the Plan was begun.  
11 And those projects were deemed to be committed and not  
12 part of the regional decision-making process of the  
13 Plan.

14           In terms of how the funds are expended,  
15 88 percent of the proposed Plan funds are dedicated to  
16 operating and maintaining the existing roadway and  
17 transit system. The remaining 12 percent is split  
18 roughly evenly between road and bridge expansion at  
19 5 percent and transit expansion at 7 percent.

20           Turning to the Environmental Impact Report.  
21 It evaluates the impact of the proposed Plan on 14  
22 environmental issue areas: Transportation, air quality,  
23 land use, energy, climate change and greenhouse gases,  
24 noise, geology and seismicity, water, biological, visual  
25 and cultural resources, public utilities, hazards and

1 public services and recreation.

2           The Draft Environmental Impact Report also  
3 identifies potential mitigations for each area where  
4 it's deemed to have a potential impact. Those  
5 mitigations would be implemented as appropriate at the  
6 local level, as local jurisdictions and project sponsors  
7 move forward with projects.

8           Since ABAG and MTC cannot ensure  
9 implementation of mitigation measures, those areas that  
10 are shown here in bold are still in the Environmental  
11 Impact Report deemed to have potential but significant  
12 impacts.

13           I mentioned earlier that the EIR evaluates  
14 alternatives. This highlights the different  
15 alternatives to the proposed Plan that are evaluated.  
16 California Environmental Quality Act requires that you  
17 include the "No Project" as one of the alternatives in  
18 the Plan.

19           The "No Project" takes the existing 2010 land  
20 uses and transportation network. It also includes those  
21 projects that I mentioned earlier that were committed.  
22 So projects that were 100 percent locally funded or far  
23 enough along in their project development.

24           The "Transit Priority Focus," which was called  
25 Alternative No. 3 in the EIR, includes higher densities

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1 near high quality transit, also includes a higher peak  
2 period Bay Bridge toll, which is used to fund additional  
3 BART and AC Transit investments.

4 The "Enhanced Network of Communities," which  
5 is called Alternative 4 in the EIR, is based on input  
6 from business stakeholders. They opted to use a higher  
7 population total for that alternative. So forecasted a  
8 higher level of population and job growth in the region,  
9 and also included a more dispersed growth pattern. On  
10 the transportation side, that alternative included a  
11 higher period of bridge tolls, but those revenues in  
12 that alternative are used to fund additional maintenance  
13 of the state highway system.

14 And the last alternative, "Environment, Equity  
15 and Jobs," which is called Alternative 5, was developed  
16 based on input from the equity and environmental  
17 stakeholders. On the land use side, it emphasizes  
18 increasing opportunities for low-income housing in  
19 job-rich communities.

20 It also is -- it eliminated uncommitted  
21 roadway expansion projects in that alternative,  
22 including the express lane network was eliminated in  
23 that alternative. And it charged a VMT tax that was  
24 used to fund additional transit investments in the  
25 region.

1           In terms of how the alternatives performed in  
2 the Environmental Impact Report, all of the  
3 alternatives, including proposed Plan, have similar  
4 impacts. Alternative 5 is identified in the EIR as the  
5 "environmentally superior alternative." It had the  
6 greatest reductions of GHG emissions, greenhouse gas  
7 emissions. It also had fewer emissions for toxic air  
8 contaminants and particulate matter emissions as  
9 compared to the other alternatives.

10           However, the proposed Plan did have the  
11 benefits over Alternative 5, it had the lowest vehicle  
12 miles traveled or VMT per capita. It also had lower  
13 congested VMT than Alternative 5, so fewer miles were  
14 traveled in congested conditions. It included less  
15 agriculture and open space conversion.

16           Alternative 3, the transit priority focus had  
17 the least environmental impact on the transportation  
18 side, as a future shorter commute, travel times, lesser  
19 amount of congested VMT, and a lesser potential for  
20 transited crowding.

21           As Jamillah outlined, there's multiple ways to  
22 comment on the Draft EIR. You can comment orally at  
23 today's meeting. You can submit your comments in  
24 writing, either at today's meeting or mail, fax or  
25 e-mail to my attention by 4:00 p.m. on May 16th.

1           And I just want to note again that comments on  
2 the Plan should be made separately to  
3 info@onebayarea.org or at any of the public hearings  
4 being held on the Plan throughout the nine counties.

5           In terms of schedule, the comments period  
6 closes on May 16th. We will be presenting the comments  
7 in responses to comments to the MTC commission and the  
8 ABAG board. Those are the two bodies that will vote on  
9 adopting the Environmental Impact Report as well as the  
10 Plan, and we anticipate a final adoption of the EIR in  
11 July of this year.

12           So with that, I'll turn it go back to  
13 Jamillah.

14           MS. JORDAN: Great. Thanks so much.  
15 Okay. Is that better, everyone?

16           THE PUBLIC: Yes.

17           MS. JORDAN: Sorry about that mishap there.

18           So now we will open the comment -- open up the  
19 hearing here for the public comment. And I want to  
20 mention that along with your comments, any questions  
21 that you may have will be included and responded to in  
22 the final EIR. Okay? So let's go ahead and get the  
23 process started. I'm going to call up the first three  
24 speakers, and we ask that you form a line there in the  
25 middle and speak when I call your name.

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1           The first one is Charlie Cameron, followed by  
2 Myesha Williams, followed by Devilla Ervin.

3           Mr. Cameron?

4           CHARLIE CAMERON: Yes. Good evening. The  
5 name is Charlie Cameron. I'm a Hayward resident, but I  
6 consider myself now a resident of Union City.

7           First of all, only three things that I want  
8 you to note. Being that the current Union City west  
9 side is now completed, I do think it is not going to be  
10 able to perform up to expectations. The design is  
11 pretty much bad. It's piss poor bad, the way the buses  
12 come in and the location for other things to include the  
13 taxis and pickup area and the kiss and ride. I'll be  
14 sending in corrections for the San Jose Diridon Station.  
15 The signs. I was in crisis one time, and I realized the  
16 signage was screwed up and could be better.

17           I'm going to be sending in correction --  
18 correctly corrections with the correct spelling of the  
19 word "Capitol Corridor." It's misspelled in the  
20 document.

21           And I want to thank you, Moderator, for  
22 bringing to our attention now the deadline for comments  
23 is May the 16th. We didn't know that, and I didn't know  
24 that. Thank you for bringing that attention.

25           Bye.

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1 MS. JORDAN: Thank you, sir.

2 MYESHA WILLIAMS: Hello. My name is Myesha  
3 Williams for the New Voices Are Rising Project.

4 In New Voices Are Rising, we work with high  
5 school students to help them gain skills and experiences  
6 on behalf of themselves and their communities.

7 I want to thank you for this opportunity to  
8 comment on the EIR. I would like to state my support  
9 for Alternative 5. And even though the Draft EIR  
10 identifies this alternative as "environmentally  
11 superior," we believe that the Draft EIR does not  
12 adequately analyze the VMT and greenhouse gas reduction  
13 that this alternative would offer as compared with the  
14 proposed Plan.

15 The EEJ alternative funds significant  
16 investment for frequency improvement for high-demand  
17 systems like AC transit, which many people in the  
18 community that we work with depend on for daily access,  
19 opportunities and necessities. According to the Bus  
20 Access Health Impact Assessment conducted by the Alameda  
21 County Public Health Department, more investment and  
22 transit service, especially bus service, can improve  
23 health and vitality for riders, their communities and  
24 the transit system overall.

25 Currently, youth, seniors and

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1 transit-dependent people's health is suffering as a  
2 result of disinvestment in transportation. The HIA  
3 found that reduction in bus service negatively affected  
4 the physical, mental health, safety and well-being of  
5 the most vulnerable rider.

6 In order to reduce VMT, we must restore local  
7 transit to a reasonable baseline of service by  
8 committing an additional 70 million per year to  
9 restore bus service cuts made over the past five years.

10 The EEJ alternative fairs the best reducing  
11 VMT miles traveled, which in turn helps us to reach our  
12 goals of reducing greenhouse gas emissions. As the  
13 alternative with the strongest ridership, EEJ will  
14 ensure that public transportation remains accessible,  
15 affordable and will help to improve health and reduce  
16 health disparities.

17 Alternative 5 prioritizes bus, BART and plans  
18 for a free youth bus pass program. This proposal was  
19 especially significant for those of us who work with  
20 youth who experience negative health impacts and  
21 critical barriers to opportunity, due to rising transit  
22 costs, service cuts and route changes.

23 MS. JORDAN: Thank you. Thank you very much.

24 DEVILLA ERVIN: Thank you.

25 Hello. My name is Devilla Ervin, and I've

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1    been working with the New Voices Are Rising Project for  
2    a more sustainable and resilient Oakland since I was 14.  
3    I'm now 23.

4                   As a young man looking to live on my own, I am  
5    deeply trouble by the threat of displacement in my  
6    community and other areas slated as priority development  
7    areas.  But underestimating the impact of displacement,  
8    I feel we are doing a disservice to the entire purpose  
9    of Plan Bay Area.  This placement needs to be at the  
10   forefront of this conversation, not swept under the  
11   table.  You cannot cut VMT and/or greenhouse gases, gas  
12   emissions without dealing with this threat.

13                   Living in Oakland, I know many people who find  
14   themselves being forced to leave their homes and  
15   community that hold extensive history to find housing  
16   that is less expensive.  One example of this is my  
17   foster mother.  In my junior year of high school, she  
18   found a place that was affordable, but it was in  
19   Sacramento.  She was still working in Hayward commuting  
20   five hours a day to and from work.

21                   This is what I fear for thousands of other low  
22   income families with the adoption of this proposed plan  
23   in the absence of additional mitigation.  Without  
24   careful, conscious, deliberate planning, more low income  
25   residents will be pushed out to less attractive and more

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1 polluted parts of the region, while new transit-oriented  
2 developments attract new residents who have not  
3 historically found neighborhoods like West Oakland  
4 attractive.

5 Plan Bay Area should not add to the list of  
6 issues residents of West Oakland or similar  
7 neighborhoods have to deal with.

8 By increasing investment in public  
9 transportation, affordable housing and strategies to  
10 retain and build businesses that serve the existing  
11 community, Alternative 5 will go a long way towards  
12 addressing these concerns and mitigating the impacts of  
13 displacement pressure.

14 Plan Bay Area should be providing solutions  
15 and incorporating the strategies in Alternative 5 that  
16 make it the environmentally superior alternative,  
17 leading to a more truly sustainable and resilient  
18 Bay Area.

19 Thanks for your time.

20 MS. JORDAN: Thank you for your comments, sir.

21 I'm going to call up the next three speakers.  
22 First will be Brenda Barrón. Next will be Pamela Tapia,  
23 followed by Woody Little.

24 Please come to the center of the aisle.

25 BRENDA BARRÓN: My name the Brenda Barrón, and

1 I'm currently a freshman at San Francisco State  
2 University. I was born and raised in Oakland,  
3 California, and I lived my whole life here.

4 I have seen many problems in the community,  
5 and I have been to different meetings and spoken about  
6 what can we change. One of the problems that concerns  
7 me most is public transportation because I take it  
8 almost every day to school.

9 Speaking today -- tonight was Plan Bay Area  
10 and the EIR do not do a good enough job of addressing  
11 the impact of adding more rides to the transit system.  
12 Without the level increasing transit investment that  
13 includes in the environment equity and job alternatives,  
14 adding more rides to the public transit system without  
15 enough adding investment will have serious impact for  
16 youth and other low income riders.

17 I have been taking public transportation since  
18 I was five years old when I started riding the bus to my  
19 mom's work, and I never thought transportation was a big  
20 deal until I grew up, but it has changed a lot since I  
21 was five. Bus stops have been moved far from my house.  
22 There are fewer buses, and I have to wait longer most of  
23 the time. Night services have been reduced. The bus I  
24 take that -- takes off 10:00 p.m.

25 When I was five, I was too small to understand

1 what was going on. But as I grew up, I've seen and  
2 heard what people say about transportation in their  
3 community.

4 In the last few years, bus lines have been  
5 changed and cut so that people get confused about which  
6 line goes to which places. The people do not want to  
7 see bus services cut; they want to see more bus routes  
8 and more frequent buses. Many people take the bus  
9 because they cost less than the BART -- than BART. The  
10 BART takes you back and goes farther.

11 MS. JORDAN: Please wrap up your comments.

12 BRENDA BARRÓN: There are other problems with  
13 ground service levels. BART does not have enough  
14 transit so that people can sit down. Thank you.

15 MS. JORDAN: Thank you.

16 PAMELA TAPIA: Good evening. My name is  
17 Pamela Tapia. I'm a student at Peralta Colleges. Thank  
18 you for the opportunity to speak to you tonight.

19 The EIR Draft consideration of displacement is  
20 inadequate. The EIR fails to factor in the impact of  
21 gentrification on housing costs in neighborhoods that  
22 historically have been home to low income residents.

23 The assumption that low income residents will  
24 avoid moving farther away from their jobs and their  
25 homes and neighborhoods despite these areas becoming

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1 more attractive to other residents. Without significant  
2 addition investment in affordable housing and other  
3 anti-displacement policies, displacement will occur.

4 In September 2011, my mother lost her minimum  
5 wage job. Her factory decided to pack up and move to  
6 South Carolina. She was out of a job. As a single  
7 parent raising two kids, my mom depended on the \$280 she  
8 received every week to pay the \$700 rent. She spent  
9 most of her check on housing and transportation. She  
10 decided to move to central valley to a city called  
11 Manteca. An apartment was half the price as our former  
12 home, but there are no jobs in the central valley. She  
13 had no option; she had to go back to what she was doing  
14 before.

15 After months of desperate job hunting, my  
16 mother found a job in a factory in Union City's  
17 Industrial Park. My mom now lives in Manteca but has to  
18 commute to Union City for work. What used to be a  
19 30-minute drive now become a four-hour commute. She  
20 doesn't have a car. She has to take the bus from  
21 Manteca to Stockton, from Stockton take a train to  
22 Richmond, from Richmond take BART to Union City, and  
23 from Union City take another bus.

24 She now has to pay over \$60 a week (verbatim)  
25 just to travel to work. She works eight hours at an

1 8-hour dollar rate turns out to 64. So she spends \$60 a  
2 day and she gets \$64 a day also, she's only getting \$4.  
3 She knows she cannot work. She literally cannot afford  
4 to work.

5 So when spending so much money traveling, she  
6 determined she had to stop traveling. She often slept  
7 on BART, traveling the trains from one end to the other  
8 end, hoping to just catch another day.

9 MS. JORDAN: Please wrap up your comments.

10 PAMELA TAPIA: I feel awkward writing this and  
11 even reading it to you, but I do not look for pity.  
12 This was not my goal. My goal was to inform you that  
13 this happens. The EIR assumes that displacement will  
14 not result in increased rates in commuting from outside  
15 Bay Area and cross commuting from -- between counties.  
16 This assumption is not supported by historical transit,  
17 and it's not supported by my experience.

18 Thank you.

19 WOODY LITTLE: Hello and good evening. My  
20 name is Woody Little, and I'm a first-year student at  
21 UC Berkeley but an Oakland native. I want to talk  
22 tonight a little bit about displacement, as some of the  
23 other commenters have echoed.

24 The Plan Bay Area document states that the  
25 Plan will place 36 percent of communities of concern to

1 risk of displacement, while the EEJ alternative,  
2 Alternative 5 -- in this plan, 21 percent face  
3 displacement risk, and that's already with the  
4 assumption that are perhaps flawed because they rely on  
5 this model that does not take into account  
6 gentrification pressures.

7 Now, this has two main effects. One effect is  
8 on the environment. We believe that because the Draft  
9 EIR does not take into account gentrification pressures,  
10 that the extent to which the EEJ alternative outperforms  
11 the proposed Plan, the GHG emission reductions is  
12 underestimated. So in fact, already -- though,  
13 Alternative 5 is already the environmentally superior  
14 alternative, it is likely far more superior than is  
15 currently estimated.

16 Additionally, and perhaps more importantly,  
17 these displacement pressures place social economic  
18 pressures on low income communities and communities of  
19 risk. I grew up with extreme privilege in Rockridge in  
20 an affluent community in Oakland. However, I try to put  
21 myself in the position of someone who would be displaced  
22 by gentrification.

23 I imagine that if I was in high school and my  
24 family had to start paying significantly more income  
25 because stores in the area were now catering to other

1 residents instead of us who had been living there a long  
2 time, I wonder what our family would have been able to  
3 afford in terms of other services for me to do outside  
4 of school, extracurricular activities that enriched my  
5 life and made it possible for me to attend UC Berkeley.

6           Additionally, I wonder what would have  
7 happened if I had been displaced and had to restart my  
8 life all over again in the middle of high school or in  
9 the middle of elementary school, an even more  
10 informative time in my life. I think that would have  
11 been a significant obstacle to get into UC Berkeley and  
12 to -- you know, the struggles that I now have in trying  
13 to further my own education. I think that would have  
14 been much more difficult under this Plan. So I hope  
15 that you take those facts into consideration.

16           Thank you.

17           MS. JORDAN: Thank you, sir.

18           I'm going to call up the next three speakers.  
19 First we have the Teadora Taddeo, Signe Mattson, and  
20 Kasey Saeturn.

21           TEADORA TADDEO: Hello. Good evening. I'm  
22 Teadora Taddeo, and I'm also a UC Berkeley student.

23           I take great pride in being a part of a  
24 cutting-edge and progressive region. I want to look  
25 back in 20 years and find that my community was on the

1 right side of history.

2 Our regional plan, as a step towards  
3 sustainability, should promote safety and longevity for  
4 all people. A plan that neglects low income and  
5 under-resourced individuals is absolutely unacceptable  
6 in my eyes.

7 I believe the environment equity and job  
8 alternative can serve our community more fairly.  
9 Affordable, updated housing, quality transportation and  
10 increased security for residents susceptible to extreme  
11 weather. These are the provisions that simply must be  
12 made in any plan to be adopted in the Bay Area in 2013.

13 We need a plan that will carry us into the  
14 future, taking into account serious environmental  
15 concerns, as well as equity and justice for all Bay Area  
16 residents.

17 I support Alternative 5, and I strongly  
18 encourage you to consider it as well.

19 Thank you so much for your time.

20 MS. JORDAN: Thank you.

21 Next speaker.

22 SIGNE MATTSON: Good evening. Signe Mattson,  
23 resident of Albany.

24 A few concerns: At this point, first of all,  
25 the amount of public notice, it claims in the report and

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1 in the EIR, that you outreached so many times in so many  
2 places, but I only heard about this by accident about  
3 maybe two weeks ago now. So that's the first thing. If  
4 you seriously want some public input, you've got to let  
5 people know.

6 Secondly, this is touted as a strategy for a  
7 sustainable region, but yet I have to find no mention of  
8 the question of food security, equitable production and  
9 distribution of food. This is -- I don't know how you  
10 can talk about sustainability, and you don't even mention  
11 the question of food.

12 Another concern I have is about the CEQA  
13 streamlining, and overriding of CEQA. Many of us are of  
14 the opinion that the CEQA requirements are already very  
15 weak, and yet you propose to weaken them further, and  
16 yet you're talking about improving the environment.

17 So I don't know how you lower environmental  
18 standards and then -- to improve the environment. If  
19 you're going to concentrate a bunch of people living in  
20 apartments along high transit travel areas that produce  
21 all these greenhouse gas emissions, one of your  
22 mitigations is going to be air filtering. So does this  
23 mean that you'll have windows that don't open and air  
24 condition on 24/7, except for when the power goes out  
25 and the air conditioning can't work?

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1 MS. JORDAN: Please wrap up your comments,  
2 ma'am.

3 SIGNE MATTSON: Okay. Sea level rise and  
4 tidal surges, and yet you want to concentrate the  
5 population at the shoreline? Doesn't make a lot of  
6 sense to me, and I ditto the comments about the  
7 preferred alternative. Thank you.

8 MS. JORDAN: Thank you.

9 KASEY SAETURN: Hi. My name is Kasey Saeturn.  
10 I'm a senior at Oakland High School.

11 So I just wanted to say that I would like to  
12 see more eco-friendly buses, because so far I've only  
13 seen, like, a couple hydrogen fuel cell buses, and  
14 that's only on one bus route. So this bus route runs  
15 along my school, actually. It's the 18 bus, and I've  
16 only seen it a couple times, and I just think it'd be  
17 nice to see more eco-friendly buses.

18 Also on another note, I'm a student. So after  
19 school or, like, before school, I take the bus to school  
20 and to work and stuff like that. But the fact is, in  
21 the morning, it's really difficult to actually get on  
22 the first bus and be on time for school sometimes  
23 because it's just so packed. Because it's so packed,  
24 I'm either late to school and work, and it just doesn't  
25 exactly work out for me.

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1           So -- and another -- like, I also have to  
2 actually stand at the bus stops because there are no  
3 benches where I'm -- where the bus stops I'm at, so it's  
4 kind of difficult to actually sit down and get  
5 comfortable in the morning or after work, even. So it's  
6 just really hard for me.

7           Thank you.

8           MS. JORDAN: Thank you. I'm going to call up  
9 the next three speakers now.

10           First we'll have Jill Ratner, followed by  
11 Evelyn Stivers, and Peter Singleton.

12           JILL RATNER: Hello. My name is Jill Ratner.  
13 I'm an Oakland resident, and I also work with New Voices  
14 Are Rising, and I want to echo the comments of the  
15 students who are very concerned about public transit and  
16 about affordability and particularly about affordability  
17 of housing and displacement.

18           One of the issues that I was concerned about  
19 in reading the EIR was that it seemed to assume that the  
20 significant -- that there will not be significant  
21 impacts to the quality of trip experience for the bus  
22 riders, adding more riders without a significant -- the  
23 most significant possible increase in investment in bus  
24 service.

25           There's an assumption that the buses are not

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1 overburdened unless there's an 80 percent threshold in  
2 terms of available seats systemwide that's crossed, and  
3 I think what the students have said is that both buses  
4 and BART are overburdened now and would be even more  
5 overburdened under the proposed Plan.

6 We believe that the -- Alternative 5 offers  
7 significant mitigations that need to be more carefully  
8 assessed in the final Environmental Impact Report, and  
9 that particularly some of the assumptions, including the  
10 assumptions about cross-commuting, end-commuting and the  
11 transportation impacts of additional ridership without  
12 the highest level of investment need to be reassessed.

13 Thank you.

14 MS. JORDAN: Thank you.

15 EVELYN STIVERS: Hi. Thank you.

16 What a tremendous amount of work that  
17 obviously went into the EIR, and I really appreciate  
18 staff's hard work on that.

19 My name is Evelyn Stivers. I work with the  
20 Nonprofit Housing Association. I also live here in  
21 Oakland, and we will be submitting comments in writing,  
22 but I did want to bring up an important thing that I  
23 think is overlooked in general in the Draft EIR, looking  
24 it over. That is sort of the underrepresenting how  
25 important increasing transit investment is on land use

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1 and how that can have a greater reduction in GHG  
2 emissions than is acknowledged in the Plan.

3 Right now, the biggest limiting factor to  
4 affordable housing production in the region is money.  
5 Increasing bus and -- especially bus service, but local  
6 transit service, can make more properties competitive  
7 for tax credits. It can increase the amount of money  
8 that the state and the -- this region gets in an  
9 investment and can make more properties viable for  
10 affordable housing.

11 So I think that's an important consideration,  
12 especially given the current climate and the huge  
13 disparity we have between the regional transportation  
14 plan, which is a funding allocation plan and the housing  
15 plan, which is very well-intentioned but not funded.

16 Thank you.

17 MS. JORDAN: Thank you.

18 PETER SINGLETON: Peter Singleton.

19 I'm going to submit my comments on the Draft  
20 EIR in writing once I've had a chance to look over the  
21 document. As you probably gathered, it's a very large  
22 document.

23 But what I wanted to do was I wanted to thank  
24 the young people for coming, and I don't personally  
25 support Alternative 5, but I think the students that are

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1 here are raising a couple of really important points  
2 that I hope that you folks considered.

3 One is displacement. And I think all of the  
4 alternatives have displacement risk that is significant  
5 and should be looked at. And that's a big concern. And  
6 these kids are right, what they're talking about.

7 The other is the importance of bus service.  
8 And the Plan is very heavy on rail and light rail and  
9 other kinds of what you call transit investments, but  
10 bus service is often the -- adding buses to heavily  
11 utilized routes and also dropping fares can be the very  
12 best way to serve lower income communities that our  
13 buses are so important to.

14 And I would just urge you to listen to these  
15 young people, and, again, I -- thank you guys for  
16 coming, I really appreciate it.

17 MS. JORDAN: Thank you, sir.

18 We have one card remaining. I'm going to call  
19 up that individual, unless -- if you have a blue comment  
20 card, please hand it to our ushers here on the left and  
21 right. Now is the time to do that.

22 So I'm going to call up the next two speakers.  
23 That's Peter Singleton -- oh, I'm sorry. Peter already  
24 spoke.

25 And this individual. Pardon if I butcher your

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1 name. Decline Lastot (verbatim)?

2 PUBLIC SPEAKER: Decline to state.

3 MS. JORDAN: And then the gentleman as well,  
4 if you wouldn't mind --

5 PUBLIC SPEAKER: I note that the EIR includes  
6 \$14 billion -- I note that the EIR includes \$14 billion  
7 in nebulous, quote, "anticipated unspecified," unquote  
8 federal dollars. The Plan relies on the use of these  
9 dollars. The EIR is entirely flawed because this  
10 reliance accounts for fully 5 percent of the money  
11 figured into projects that affect the environment.

12 I also note that the population figures that  
13 are forecasted are entirely created by the staff.  
14 California statutory law has deemed the California  
15 Department of Finance as the proper authority to create  
16 population figures used by the Government in California.

17 Also, I was moved by the students' talk this  
18 evening about displacement, and it reminded me of the  
19 urban redevelopment that took place in the Bay Area in  
20 the 1960s to very, very bad effects. And the historical  
21 analysis was not included in the EIR.

22 MS. JORDAN: Thank you.

23 Sir?

24 JIM BITTER: I'll just be a second. So my  
25 name is Jim Bitter, and we came up from Mill Valley, and

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1 we generated a lot of greenhouse getting here. So  
2 thanks for holding this, and I want to thank the kids  
3 for coming tonight, except that -- or I just heard  
4 \$14 billion and the cost of MTC and the cost of the  
5 consultants and the cost of the consultants to put  
6 together the EIR report and other consultants that are  
7 involved in the EPA, federal, state, CARB -- what did I  
8 leave out? California Energy Commission. It's all the  
9 same language. It's all the same industry that's  
10 pushing this thing. And that the kids in the gallery  
11 here are going to end up paying for this because the  
12 State of California is in the hole about \$80 billion,  
13 and the federal government is approaching 17 trillion.  
14 There's no way we can pay it back.

15 I came from a little town up in Marin, and  
16 there's probably lots of stories like this where we had  
17 a city council, we had a planning commission, we had a  
18 little white church, we had steam locomotives, we had  
19 dairy farms. It was all our stuff. The federal  
20 government didn't tell us what our town was going to  
21 look like. That was the old United States of America.

22 So I'm telling the kids, get ready because  
23 you're going to find out that people other than yourself  
24 are going to be telling you about transportation,  
25 housing, the kind of housing you have. And a lot of

1 other things that are coming.

2 So anyway, thank you very much.

3 MS. JORDAN: Thank you, sir.

4 The next speaker I'm going to call up is  
5 Mr. Azibuike Akaba.

6 AZIBUIKE AKABA: Good evening. My name is  
7 Azibuike Akaba. I'm with the Public Health Institute in  
8 the regional asthma management and prevention project.  
9 So we're primarily focused on looking at air quality and  
10 protecting low income communities and communities of  
11 color that would be impacted by displacement.

12 As the young people stated, which I'm really  
13 proud to see so many young people come out and speak  
14 this evening and so articulately, I think that the issue  
15 of suburbanization of poverty, which isn't really  
16 highlighted very well in the EIR overall, is that low  
17 income people are going to be impacted, and there needs  
18 to be some type of strategy and/or mitigations to  
19 address that suburbanization of poverty.

20 And I also think that -- some good things that  
21 I saw in the EIR is the assessment of air quality and  
22 the inclusion of diesel, which we're going to -- you  
23 know, is a project of ditching dirty diesel. I think  
24 that looking at black carbon and actually incentivizing  
25 programs that address mitigation, even if at the

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1 regional level you can't actually enforce mitigation on  
2 a local level, you can put criteria in place for  
3 incentivizing good projects that get funded that  
4 actually mitigate those anticipated impacts.

5 That's it. Thank you.

6 MS. JORDAN: Thank you, sir.

7 So I'd like to take this opportunity to let  
8 you all know again that our ushers to the left and the  
9 right have the blue comment card forms. Give you  
10 another opportunity to fill that out and state your  
11 comment publicly, orally rather.

12 Are there any additional blue comment card  
13 holders who'd like to speak?

14 So our next speaker will be Rachel  
15 Hallowgrass.

16 RACHEL HALLOWGRASS: Forgive me. I came in a  
17 little bit late, so I don't know what everybody else has  
18 said, but I did want to say that while costs about a  
19 plan like this are certainly large, and the funding by  
20 its nature is certain, especially given that we don't  
21 know a lot about the future economy, I just wonder about  
22 the alternatives that I think not implementing a plan  
23 remotely like this will be much more expensive, more  
24 expensive to our children in terms of health, their  
25 economy and their ability to participate in a healthy

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1 world. So in the abstract, yes, this is expensive and  
2 ambitious, and, yet, the alternatives can be much worse  
3 economically.

4 Thank you.

5 MS. JORDAN: Thank you for that comment.

6 So if there are no additional individuals who  
7 would like to fill out the blue comment form and make  
8 their comments orally, I'm going to bring the public  
9 hearing to a close.

10 As I mentioned earlier, you all have the  
11 opportunity, if you do not want to make your comment  
12 orally, to fill out this comment form as well and drop  
13 that off before you head out of the meeting and this  
14 will be included in the final EIR.

15 So with that, I'm going to go ahead and close  
16 the public hearing. I want to thank you all so much for  
17 coming out tonight. We really appreciate your time and  
18 attention.

19 Have a good evening.

20 (Hearing concluded at 7:50 p.m.)

21 ---o0o---

22

23

24

25

CERTIFICATE OF REPORTER

I, SARAH L. GOEKLER, CSR No. 13446, a  
Certified Shorthand Reporter, hereby certify:

That the preceding hearing was taken in  
shorthand by me, a disinterested person, at the time and  
place therein stated, and that the proceedings were  
thereafter reduced to typewriting, by computer, under my  
direction and supervision;

IN WITNESS WHEREOF, I have hereunto set my  
hand this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
SARAH L. GOEKLER, CSR

Page 13446

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE )  
DRAFT ENVIRONMENTAL IMPACT REPORT )  
SAN RAFAEL )

PUBLIC HEARING ON THE  
DRAFT ENVIRONMENTAL IMPACT REPORT  
SAN RAFAEL  
APRIL 16, 2013

Reported by: SALLIE ESTUDILLO  
CSR NO. 9060

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ATTENDEES

BRAD PAUL - ABAG Deputy Director

CAROLYN CLEVINGER - MTC Associate Planner Analyst

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BE IT REMEMBERED that, pursuant to Notice of the Public Hearing, and on April 16, 2013, 10:00 a.m. at the Embassey Suites Hotel, 101 Mcinnis Parkway, San Rafael, California, before me, SALLIE ESTUDILLO, CSR No. 9060, State of California, there commenced a Public Hearing under the provisions of California Environmental Quality Act.

--oOo--

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(Introduction by Joan Chaplick not reported.)

3

(Presentation by Carolyn Clevenger not

4

reported.)

5

JOAN CHAPLICK: Okay. Thank you for your

6

presentation, Carolyn. And now, we will start the

7

public comment. So I will be reading off names in

8

groups of three, and I'd like you to line up behind the

9

microphone. Ursula will be keeping time, so if you

10

approach the two minute mark, I'll just give you a brief

11

hand signal to wrap up your remarks.

12

If you do have additional comments beyond

13

your two minutes that you need, please remember, you can

14

provide comments in writing today, or by email, mail, or

15

fax, as Carolyn showed on the slide. So with that we

16

are going to get started. And I please ask that you

17

speak slowly so that our court reporters can get your

18

information down accurately.

19

So let's start with Peter Hensel,

20

followed by Richard Hall, and Clayton Smith. So if you

21

could start, your name and where you are from.

22

PETER HENSEL: I'm Peter Hensel, and I live in

23

Corte Madera. And just as a little perspective, I'm

24

definitely not against affordable housing. I think we

25

need more of it, but it needs to be dispersed through

Page 5

1 the community. I consider myself an environmentalist, so  
2 this, I tackled this gigantic document, a thousand  
3 pages, as best I could with limited time, concentrating  
4 mainly on biological and water resources, because that's  
5 all the time I had.

6 But what struck me, you know, on page 39  
7 of the biological resources report, there's a footnote  
8 that defines a certain section of Federal Endangered  
9 Species Act. It says, a taking is defined at section  
10 nine of that act, as broadly defined to include  
11 intentional or accidental harassment or harm to  
12 wildlife. Now, in the extreme, that could be something  
13 even as disastrous as killing wildlife.

14 So, if you are a modern day land-use  
15 planner or developer, what you want to do is mitigate.  
16 They have a word for that, LSM, or an acronym, I should  
17 say, it means less than significant impacts. So, this  
18 puts planners and developers in a kind of quandary,  
19 because, let's say -- and again, this is from the  
20 document, page 60, of biological resources.

21 In the event that construction with the  
22 needs to operate in any water course with flowing or  
23 standing water, a qualified biologist resource monitor  
24 shall be present at all times to alert construction  
25 crews to the possible presence of California red legged

1 frogs, nesting birds, salmon heads, or other aquatic  
2 species at risk during construction operations.

3 Well, I got kind of a laugh out of that,  
4 actually, because one hopes that the state planners  
5 would provide a chair for this guy sitting there all day  
6 long watching the action. Am I?

7 JOAN CHAPLICK: Yes, that's time.

8 PETER HENSEL: Afraid so.

9 JOAN CHAPLICK: If you could please wrap up  
10 your remarks.

11 PETER HENSEL: Well, let me just wrap it up.  
12 So, in other words, we need to do some more work on the  
13 people impacts of this report, and especially around the  
14 water, because -- and this will be my last sentence. I  
15 plugged into the California water agencies, they have a  
16 website, and they say that Central Valley farmers are  
17 going to get five, excuse me, 20 percent of the water,  
18 their contract water this year. And I said, my  
19 goodness, why are we planning for all these people under  
20 that scenario?

21 JOAN CHAPLICK: Thank you for your comments.

22 Following our next commenter is Clayton  
23 Smith, could come in line, and then I have Carolyn  
24 Lement.

25 Sir.

1                   RICHARD HALL: Hi, I'm Richard Hall, and I  
2 live here in San Rafael, and I represent a group called  
3 Quiet and Safe San Rafael. We are a group of residents  
4 spanning ten neighborhoods. And, first of all, I want  
5 to say, this is a big plan. It has big implications.  
6 And I also wanted to sort of bring up a point of fact, I  
7 kind of quickly went through obviously a big plan, as I  
8 mentioned, this has more implications for Oakland,  
9 San Francisco, some of the big cities.

10                   Well, I think it's worth calling out that  
11 right here in Civic Center, where we are sitting today,  
12 the plan here and the PDA that manifests it, increase  
13 the population by 55 percent in just a small half mile  
14 radius zone, right here. In downtown San Rafael the  
15 impact is 58 percent population increase.

16                   So I found that sort of the way this was  
17 presented was very dismissive of the actual impact. And  
18 I think this is, what's really happening is the  
19 residents I'm talking to, right here are impacted, are  
20 feeling like we are just waking up to a major impact on  
21 our life. We live here. We have vested interest in  
22 this being a great place to live. We want to have a  
23 voice. And we have consistently found that that voice  
24 is not being heard.

25                   And through -- we have met with our town

1 council, we packed the council chambers was overflowing  
2 with proponents to the PDA plan, stationary plan, yet  
3 our council voted five nothing against all those people.  
4 We are at our wit's end to work out how are we meant to  
5 object to the PDA, the general plan, the plan that  
6 basically almost all of us disagree with that's based on  
7 these transit oriented development principles, that we  
8 don't just buy into this vision.

9           And I think many of us here don't buy  
10 into the transit oriented development vision. We think  
11 there's an alternative way. We think there's many  
12 things you haven't considered. First of all,  
13 telecommuting is increasing, cars are green, gas  
14 emissions have reduced, and preempted, they are making  
15 radical steps forward there. There's changing of car  
16 technology that might start to emerge, and I've  
17 explained this one, in the next five or ten years.

18           So these are all things that can be taken  
19 into account that we don't have such radical impacts on  
20 our everyday lives.

21           JOAN CHAPLICK: And could you wrap up your  
22 comments, please?

23           RICHARD HALL: Sure. You have basically given  
24 us one alternative, no project, but I'm told by people,  
25 if we choose no project you still have to get to choose

1 an alternative. It feels like you haven't given us a  
2 choice. No project is no project. There is no  
3 (inaudible) choice that says no project. We would like  
4 to say no project, period, and eliminate the PDA here in  
5 San Rafael and North San Rafael. Thank you.

6 JOAN CHAPLICK: Thank you for your time.

7 Our next commenter will be followed by  
8 Carolyn, and then Nona Dennis.

9 CLAYTON SMITH: Yeah, my name is Clayton  
10 Smith, I'm from Mill Valley. You know, I look at your  
11 document, it starts with what I consider to be  
12 questionable scientific theories concerning the effects  
13 of CO2 on what is now referred to as climate change. It  
14 moves on, continues with population increases search  
15 that contradict those made by Department of Finance at  
16 the state level.

17 These are used to justify the overthrow  
18 of local control concerning zoning and development.  
19 And it culminates, interesting enough, on the last page  
20 of your summary document with this vast expenditure.  
21 Billions and billions of dollars on all these  
22 transportation items. And I look at this, and what I  
23 immediately sense, and I immediately feel, is cronyism.  
24 All this money, and I, I look at what the state does  
25 with the money we give it today, and we get big

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1   bureaucracy. We get an overgrown and overpaid state  
2   government, and we have almost no real value in exchange  
3   for our tax dollars.

4                   What we are getting back is substandard  
5   government. And this I think is just more of it. This  
6   is billions, hundreds of billions of dollars, most of  
7   which is going to go into the coffers of the bureaucracy  
8   and all those people that feed off this bureaucracy.  
9   All the contractors, all the politicians, the financing  
10  companies, and all the rest of it.

11                   And it brings to mind, and my culminating  
12  statement being, when Mussolini was asked to define  
13  fascism, his definition of fascism was, everything in  
14  the state and nothing out of the state. Again,  
15  everything in the state and nothing outside of the  
16  state. And I would argue that this document, One Bay  
17  Area, is fascistic. It is a statement that we are now  
18  all basically in the state, as described by these  
19  bureaucrats and unelected officials, and that none of  
20  our life, the life we have enjoyed in this country, will  
21  be able to be permitted outside of the state.

22                   And I think it's up to the duty of every  
23  person who loves this country and who basically loves  
24  the freedoms that are the gift of this country, will do  
25  what they can to oppose such an opus document. Thank

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1 you.

2 JOAN CHAPLICK: Thank you for your comment.

3 And following Nona Dennis we'll have Susan Kirsch.

4 CAROLYN LEMENT: Carolyn Lement, San Rafael.

5 Two boys escaped from the Nazis, and one of them got to  
6 go to the University of California and then get his  
7 master's degree from Stanford University in medicine.  
8 And then the army that sponsored that sent him back to  
9 Germany. And he finished his service there and came  
10 back and there was no place to live. My father lived in  
11 a chicken coop after the war.

12 Affordable housing, of course, is  
13 necessary. Better plan, of course, is necessary. I've  
14 never met anyone against affordable housing. If you are  
15 here, please come introduce yourself. That said, we  
16 have a variety of issues and I'm just going to speak on  
17 a potpourri of them about the EIR. First of all, we  
18 need more time to consider this carefully. The staff is  
19 doing it full time. Why isn't this meeting being held  
20 in the evening so we can get people here? My computer  
21 is still downloading 1,300 pages. It hasn't finished  
22 downloading the report yet.

23 Secondly, housing is responsible for 40  
24 percent of greenhouse gases. What's out there now is  
25 green. All this building is not green. No matter what

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1 materials you use and how you dispose of the waste in  
2 building it, it's not green. Twenty units per acre is  
3 appropriate in our county. We are not urban. And you  
4 can't go five miles out into deep country below  
5 landslides and put more people at risk.

6 The places that have been chosen in Marin  
7 County are dangerous. They are either toxic sites, they  
8 are next to cell phone tower farms, they are next to  
9 freeways where you double the chances of your children  
10 having autism and asthma, according to 93 studies that I  
11 downloaded. This is not examining the community's  
12 impacts. The EIR is insufficient in this way and the  
13 process has been scripted from the beginning.

14 So the process has been incomplete,  
15 exclusive, and too fast for us. The assumptions behind  
16 it are wrong. We have two freeway projects now in  
17 Marin, no one is living in them. They failed. And  
18 lastly, we have the water. The international standards  
19 for transit oriented development is spoke and wheel.  
20 It's not cramming people next to a freeway where they do  
21 not want to live.

22 So far all this and more reasons, no  
23 project, give us an alternative, let us develop an  
24 alternative. It's going to taking more time in Marin  
25 than we have been given. Thank you.

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1 JOAN CHAPLICK: Thank you for your comments.

2 And let's see. We have Nona, then we  
3 have Susan Kirsch and Linda Rames.

4 NONA DENNIS: I'm Nona Dennis, I'm  
5 representing Marin Conservation League, and these are  
6 our very preliminary comments on the EIR itself. I have  
7 five comments. The first is that --

8 JOAN CHAPLICK: If you could use the  
9 microphone. We can't hear you.

10 NONA DENNIS: Okay. Sorry. Thank you. Okay.  
11 The first comment, is that as far as it goes, the EIR, I  
12 must say, stands in sharp contrast. It's subjective.  
13 It's comprehensive. It misses some major points, which  
14 we are going to be making, but in comparison with the  
15 plan itself, it is refreshing because it does identify  
16 the areas of controversy, it identifies the significant  
17 unavoidable impacts. It presents information  
18 objectively, whereas the plan itself is sugar coated and  
19 written through rose colored, I'm sorry, colored  
20 glasses.

21 So anyway, that's as far as it goes. So  
22 I've heard -- so main comment on the EIR, is that it's  
23 based on projections that now are in question. We are  
24 aware that there are discrepancies between the numbers  
25 projected by ABAG and those by the Department of

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1 Finance. We don't know, some people are familiar with  
2 those, the differences, the explanation of the  
3 differences, so forth, but it's our understanding that  
4 the entire EIR plan itself are premised on projections.  
5 And you have a deadline, you have no time to correct  
6 those.

7                   When will we see a correction of those  
8 projections, such that all these assumptions underlying  
9 the EIR can be made consistent with projections that are  
10 accepted? Are we going to have to wait four years for  
11 review of the plan? The plan, the EIR itself does deal  
12 fairly well with directives of the transportation  
13 project, such as the displacement of open space and so  
14 forth. It fails to, however, address the long term  
15 indirect effects of the actual rate of growth, economic  
16 growth as projected.

17                   This will have to be, those indirect  
18 impacts are not addressed. The impact of sea level rise  
19 should be carried beyond the mid century. And we will  
20 have some more comments to make on deficiencies in the  
21 EIR. Thank you.

22                   JOAN CHAPLICK: Thank you for your comment.  
23 Next we have Susan Kirsch, Linda Rames, and then Al  
24 Dugan.

25                   SUSAN KIRSCH: Good morning, Susan Kirsch,

1 Mill Valley, California, a 34-year-resident of  
2 Mill Valley. I want to make three comments regarding  
3 the EIR and its measurements with CEQA. You know, on  
4 the Executive Summary, page two, it talks about one of  
5 the requirements of CEQA, as you mentioned in your  
6 opening comment, is to inform decision makers and  
7 members of the public as to the range of the  
8 environmental impacts on the proposed plan.

9 I would hold that this project has been  
10 grossly inadequate in terms of the people who are  
11 representing any of us in our communities, bringing  
12 forward being informed, educated and engaged around  
13 this. So, at this point at least, the project is  
14 failing on informing and engaging the public.

15 The second part of this is around picking  
16 the environmentally superior alternative. And in an  
17 example of the kind of double speak and the kind of  
18 manipulation that happens in this, what it says in  
19 Executive Summary, page nine, is that if the no project  
20 alternative is identified as the environmentally  
21 superior alternative, then the EIR must identify another  
22 alternative from among the alternative allies.

23 However, project -- the no project  
24 alternative is the one that continues to honor local  
25 control through general plan and maintains that strength

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1 of local communities working in collaboration but  
2 holding power with local communities, which many of us  
3 are in favor of.

4 The other thing that I want to comment  
5 on, is many groups have been holding great promise for  
6 this plan thinking that it's going to provide affordable  
7 housing. And I'd like to point out from page 108, in  
8 terms of hidden targets for equitable access, that in  
9 fact, instead of hitting equitable access, the wording  
10 from page 108 is that this plan moves in the wrong  
11 direction.

12 The share of household income needed to  
13 cover transportation and housing costs is projected to  
14 increase to 69 percent for low income and lower middle  
15 income residents during the Plan Bay Area period. And  
16 further, transportation cost from page 109 will change  
17 by one percent. This project is based on faulty  
18 assumptions, faulty numbers, and a faulty process. It  
19 should be slowed down and reconsidered.

20 JOAN CHAPLICK: Thank you for your comment.  
21 Next we have Linda and Al Dugan, followed by Harry  
22 Brophy.

23 LINDA RAMES: Good morning, I'm Linda Rames,  
24 I'm a resident of Mill Valley. I simply have one  
25 comment to make. Don't you think it's a little putting

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1 the fox in charge of the hen house to have MTC doing the  
2 EIR? They are hardly impartial. Thank you.

3 JOAN CHAPLICK: Thank you for your comment.  
4 You can adjust the volume from the back.

5 AL DUGAN: All right. My name is Al Dugan and  
6 I represent the Novato Homeowner's Association. And  
7 basically, I have three main issues, and they are with  
8 ABAG, which is the basis of this whole report is based  
9 on ABAG projections. Number one, the May 16th date is  
10 just not sufficient time for us to be able to analyze  
11 and give an independent review of the ABAG numbers and  
12 this report. It's just insufficient.

13 I also note that ABAG used the DFO  
14 migration factor from 2007 instead of the most recent  
15 Department of Finance migration numbers, and that makes  
16 a significant difference between the Department of  
17 Finance numbers and the ABAG numbers. And then,  
18 finally, ABAG top down planning does not have an  
19 adequate way to deal with an anomaly or an outlier like  
20 Marin.

21 Dr. Levy reviewed the total growth of the  
22 Bay Area but clearly stated at a recent ABAG meeting, he  
23 was not involved in and did not review the allocation  
24 process to the jurisdictions. The 18,400 jobs and  
25 33,000 population growth by 2040 makes no sense for

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1 Marin. The ABAG numbers are 61 percent higher than the  
2 Department of Finance numbers for the Bay Area, but they  
3 are 400 percent higher than the Department of Finance  
4 numbers for Marin. This is an obvious anomaly and a red  
5 flag.

6 Thank you.

7 JOAN CHAPLICK: Thanks for your comment.

8 I have Harry Brophy next, followed by Ray  
9 Day.

10 Did you, ma'am, did you fill out a  
11 speaker card, or did I accidentally not call your name?

12 (Discussion had off the record.)

13 JOAN CHAPLICK: It's in the queue. So you just  
14 have to stand. Please, sir, go ahead.

15 HARRY BROPHY: My name is Harry Brophy. I'm  
16 from Novato. I have nothing against housing. That  
17 isn't why I'm here. In a way, it, it might effect it,  
18 but what I want to talk about is the water situation in  
19 Novato. I've looked at some of reports. I have a book  
20 full here that I haven't quite finished yet, but Novato  
21 is going to have problems with water. They have 6,100  
22 acres of feet they are using now, and ABAG projects  
23 12,000 feet by 2020. That's almost double.

24 In Novato, people at ABAG has projected  
25 is up around 64,000, that's way high. And what I'm

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1 getting at is, there's one pipe now that brings water  
2 into Novato. It's a 30 inch main. I went up and  
3 checked it, it comes from Sonoma. We are going to get  
4 another pipe, but in 2009, due to financial constraints,  
5 that pipe is out of the game.

6 So they have one way of getting water to  
7 Novato. And more than anybody in this room, I know what  
8 happens when a pipe full of water breaks. And don't  
9 tell me it can't, because I was in charge of the City of  
10 San Francisco the day that Loma Prieta had all the pipes  
11 break in the marina. We used the bay. You don't have  
12 that option right at this time.

13 We could set up a system where you could  
14 use above ground water, I could do that for you, but as  
15 it is now, the amount of water coming in is not  
16 sufficient. All these statements in this book are taken  
17 from North Marin Water District, in conjunction with  
18 talking with Krista Gabriel, he's the head engineer, all  
19 these things are true, and it comes down to where they  
20 tell you, by the year of 2020 when there's going to be a  
21 20 percent reduction by the State of California that's  
22 mandatory, the water you have now won't be enough.

23 You are going to have less water up  
24 there. You are going to have more people. You are  
25 going to have a major problem when you do the EIR. And

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1 another thing about the EIR, I would like it to be  
2 impartial. So I don't know why Novato could be the lead  
3 on the EIR when they are in cahoots with ABAG trying to  
4 put these buildings up in Novato. It's got to be  
5 impartial, because they are siding together.

6 They are not going to look at all these  
7 facts. They are just going to do like one did, do we  
8 have enough water? Yes. End the game. Let's look at  
9 it from the start of Maravelle all the way through where  
10 it comes down. There's nine water contractors between  
11 Russian River and lower Marin. They all have this water  
12 problem. And it's going to get worse.

13 Thank you.

14 JOAN CHAPLICK: Thank you for your comments.

15 Following our next speaker, Ray Day, we  
16 have Margaret Kettunenzesar, followed by Pam Drew.

17 RAY DAY: Hi, I'm Ray Day from Marinwood. And  
18 I'm just representing myself, so don't take this to mean  
19 that I represent the entire Marinwood area. I just  
20 wanted to say that I agree with the prior speakers  
21 indicating that the EIR focuses on transportation, jobs,  
22 air pollution, and ignores many things that are really  
23 important to the communities here in Marin.

24 And especially one thing, as a result of  
25 SB50, which really messed us up, because the impact on

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1 schools, which are not permitted to be placed in the  
2 EIR, as far as the impacts to the local school  
3 districts. Giving example, in the, in Marin County  
4 here, 70 percent of the county's affordable units will  
5 be, are planned to be located in the Dixy School  
6 District and concentrated there. Now, okay. Now, you  
7 say so what's the impact of the affordable housing?

8           Okay. For example, I did a calculation,  
9 over the 40 year life of the project it would mean about  
10 14.8 million in tax revenues if it was done on a regular  
11 affordable basis. That meaning that the county's  
12 original plan of 20 percent affordable housing and then  
13 the rest to be market rate housing. Right now what the  
14 plan is on the existing PDA is to go ahead and have it  
15 100 percent affordable housing with the owner being  
16 bridge housing that is entitled then to not pay any  
17 property taxes that would be going to the schools.

18           Okay. Now you say, what is the impact?  
19 Okay. For the school districts, that would amount to  
20 over the life, that would be 1.6 million that they would  
21 receive from the project out of the funds that would be  
22 sent to the schools, versus 3.8 million that they would  
23 be entitled to.

24           So this is a problem, and I think that if  
25 it's nothing else, it's put in as a informational item

1 to the public so they know what the impact is to there  
2 local school districts, because otherwise it won't be  
3 mentioned, they have no say in what is going on. And  
4 this is a very important issue that hasn't been  
5 discussed and should be contained in any of these plans.

6 Thank you very much.

7 JOAN CHAPLICK: Thank you for your comment.

8 And next we have Margaret.

9 MARGARET KETTUNENZESAR: Horrible would be the  
10 use of the funds for urban areas. Unfortunately, in the  
11 unincorporated areas of Marin, all population has been  
12 added and creates an urban prophecy, which does not  
13 exist. The very sad thing is the PDA's and the  
14 information of location of affordable housing in  
15 Southern Marin, where I live, is on flood plain. A  
16 flood plain.

17 Climate change does is not addressed in  
18 terms of the areas where the population is planned. The  
19 population is assuming transit orientation, because  
20 there is a Highway 101, which is inadequate and will be  
21 inadequate for many years. Shoreline Highway is  
22 impassible on weekends and sunny days. Shoreline  
23 Highway is accessed by flooded -- accessed from the  
24 bridge, the Golden Gate Bridge. There is no transit  
25 facility throughout rural, semi-rural Marin.

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1                   We are impacting populations that are  
2 planned. And it's unfortunate that an eagerness to gain  
3 funds for transportation, a process which was designed  
4 for urban renewal, which is desperately needed in parts  
5 of the cities which surround the Bay Area. Common  
6 change needs to be better addressed, and the impacts of  
7 the unfortunate probability of very high FEMA insurance  
8 on semi, on semi-rural populations and affordable  
9 housing, needy people, seniors, these kinds of  
10 considerations should be given a more economic -- that  
11 aspect should be analyzed in the document. Thank you.

12                   JOAN CHAPLICK: Thank you for your comment.  
13 Next, Pam Drew, Jean Rieke, and Nancy Ocada.

14                   PAM DREW: My name is Pam Drew, I'm from  
15 Novato. And I don't represent any one of the three  
16 lobbies that the Plan Bay Area has replaced democracy  
17 with. I believe in climate change. I believe the globe  
18 is warming. I believe we need to reduce GHG emissions,  
19 but I do not believe that we need to lie to the  
20 population in order to do that.

21                   I do not believe that you, as officials,  
22 have a role in telling the population exactly what they  
23 are to do and when they are going to do it. Whenever I  
24 first watched the Bay Area Plan it was that we had to  
25 prepare for two million people, one million of whom were

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1 going to be nearby migration, and one million by natural  
2 increase. That was when there was still immigration  
3 going on.

4 Very very shortly, few months after that  
5 little factoid was dropped, it was no longer seen in any  
6 of the literature. It was just two million people. You  
7 have to provide for two million people. Now, that's  
8 excessive growth. That's excessive growth in the face  
9 of all the DOF projections. And at the beginning you  
10 said that you were using the DOF numbers, but in the end  
11 we find that it's Steven Levi and a private corporation  
12 that is putting out all of these numbers.

13 This is based on something that is wrong.  
14 And if it's wrong from the very beginning it's going to  
15 be wrong at the end. It needs to be, no. No option.  
16 There is not enough water. You are encroaching on the  
17 bay lands from the Cargill Salt Flats all the way up  
18 here to Tam. Valley. This is a lobby between the  
19 corporations, the environment lobby and the equity  
20 lobby. I don't belong to any of those.

21 I'm a homeowner, and despite my race,  
22 despite that the fact that I am white, I'm still  
23 speaking for homeowners. For black homeowners, for  
24 Hispanic homeowners, for homeowners of all sorts. And  
25 we deserve to be heard. We haven't been heard and we

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1 need to be.

2 JOAN CHAPLICK: Thank you for your comment.  
3 We have Jean Rieke who is next, followed by Nancy Ocada,  
4 and then Robert Chilvers.

5 JEAN RIEKE: Hi, I'm Jean Rieke from Larkspur.  
6 And, first of all, one thing around affordable housing  
7 that has troubled me, I really do think that most people  
8 understand the need for affordable housing and do not  
9 oppose it for any elitism, or anything else, but every  
10 time I hear about people needing 60 percent of certain  
11 peoples need to commute into the county for work, I'm  
12 wondering if they are taking the statistics of the  
13 number of people that live in the county that need to  
14 commute out of the county for their work.

15 So, I think that has to be understood,  
16 commuting in general is a big problem for everybody.  
17 And the other thing is, just a more broad base concern  
18 in two areas. One is that a little bit of it has the  
19 not in my backyard background, also, which I do not  
20 think that people that live in Marin County, at least in  
21 my experience, feel elite. They feel like they want to  
22 keep people from living here. For most of the people  
23 that live here, it's taken quite a struggle to come and  
24 live here.

25 I think that when you look around the Bay

1 Area and you see whether it's because of highway  
2 construction or infilling of housing, or whatever it is,  
3 and I know these are all very deep complex problems, you  
4 look at arenas that are not very attractive. At least  
5 not along the freeways. And going farther and farther  
6 out now, because what we see seem to be forgetting is we  
7 live in such an incredibly beautifully blessed natural  
8 area. And, unfortunately, we have lost that along 80,  
9 880, 580, south of San Francisco on 101.

10 What I see here is an opportunity to try  
11 to find balance in the basic concepts by which thinking  
12 is done over future plans. And we still have some of  
13 the suburban rural nature in Marin, and Sonoma County,  
14 and farther north. And I would like us to treasure that  
15 and to find a way to balance out all these needs and  
16 wants.

17 And last thing I have a real problem  
18 with, again not to not respect all the hard work that  
19 people do, but in general I'm a little bit opposed to  
20 top down government, because I don't think one size fits  
21 all. And I think that when you, when, every time we  
22 take control out of the local hands we have more and  
23 more and more of the risk, than in general, every day  
24 peoples needs are not being served, as much as people  
25 are trying to serve them

1                   JOAN CHAPLICK: Okay. Thank you for your  
2 comment.

3                   Our next speaker, Nancy Ocada. Followed  
4 by Robert Chilvers, and then Elizabeth Moody.

5                   NANCY OCADA: Hi, my name is Nancy Ocada. I  
6 live in Ross Valley. And I want to thank you for coming  
7 here. I guess your staff, I hope that my comments  
8 will -- I know that my comments will be included in some  
9 document that will be buried somewhere, but I hope that  
10 you pass on my comments to the appropriate people.

11                   This project actually started in June of  
12 2012, when you presented a draft DIR alternative for  
13 review by joint MTC Plan ABAG Administrative Committee.  
14 And on June 11, you released notice of preparation for a  
15 30-day public review period. Somehow I wasn't aware of  
16 this, otherwise I might have got involved a little  
17 earlier. From June 20th to June 28th, you held regional  
18 wide scoping meetings. I, unfortunately, didn't know  
19 about those, so I couldn't attend.

20                   On July 13th, of 2012, you presented your  
21 final alternatives for review by the joint MTC Plan ABAG  
22 Administrative Committee, in recommendation for  
23 committee -- which you probably did approve of it.  
24 Anyhow, I got involved in this in, when I attended a  
25 meeting in San Francisco in January of 2012, oh,

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1 actually it was 2011 that you started it. I'm sorry.

2           Anyhow, I was very surprised to find that  
3 there wasn't a single person in the room in  
4 San Francisco who was in favor of your plan. And I  
5 certainly am not. These come from your scoping  
6 alternatives. You say it's unclear that market dynamics  
7 will support protected PDA growth. You need to assess  
8 the market feasibility. I see businesses closing down  
9 everywhere.

10           I am a small business advocate, and I  
11 think we need more small businesses. And what this is  
12 going to do is going to put more businesses out of  
13 business. You're offering incentives of ABAG and CEQA  
14 streamlining. That means let's cut down more trees. I  
15 am against cutting down more trees. I'm against  
16 destroying the habitat, which is being done everywhere.

17           And, finally, I believe and I support the  
18 the no project alternative. Alternative number one,  
19 which is a land use based on 2010 existing land use  
20 conditions, continue existing general plans and local  
21 zoning into the future, assume loose compliance with  
22 urban growth boundaries and more green field  
23 development.

24           And then in transportation, which there's  
25 a lot of money being spent in that area, based on 2010

1 existing transportation networks and only include  
2 projects that have either already received funding and  
3 have environmental clearance as of May 1st, 2011. This  
4 would be a much better alternative, and it's too bad  
5 that so much money, when people are losing their homes  
6 all around us, so much money has been spent planning a  
7 process and not going to real jobs.

8 We really need to have real jobs. And  
9 this planning process and the millions of dollars that  
10 ABAG and MTC has spent is really a very sad situation.  
11 So thank you very much for coming here, and I hope you  
12 enjoy your day in Marin.

13 JOAN CHAPLICK: Thank you for your comments.  
14 Robert Chilvers, followed by Elizabeth Moody, and then  
15 Margaret Nan.

16 ROBERT CHILVERS: Rob Chilvers, President of  
17 Annabel. Marin County is truly a very very special  
18 place. It's the only county in entire United States  
19 that has three national parks within its borders. One  
20 of those, the Golden Gate National Recreation Area,  
21 which is largely within Marin, is the second most  
22 visited park in the entire national park system.

23 We also have almost 500 species of birds.  
24 And there's very good reason for that. It's because we  
25 have the open space, we have the trees, we have the

1 habitat. Well, how did Marin County, even now, after  
2 all of the growth that's been around us in the entire  
3 State of California, still maintain its beauty and its  
4 open space and its habitat? By fighting.

5                   We have had this fight many many times.  
6 Marincello was proposed for the headlands and it was  
7 squashed. The Vincent Silvera properties were slot to  
8 be developed and that has been stopped. It's taken  
9 citizen action for decades and decades to preserve it.  
10 Now my backyard is the entire Bay Area, and Marin County  
11 is a jewel for the Bay Area. In fact, it's a jewel for  
12 the entire world.

13                   Try to think of one other city as large  
14 as suburban San Francisco that has anything like Marin  
15 County, literally within walking distance of the city.  
16 It doesn't exist anywhere, except here. We must  
17 preserve it. How did we get to the point where we have  
18 this beauty? The foresight of Burton and other  
19 politicians who put these national parks and national  
20 monuments together, the citizen activities of myself and  
21 the people in this room, and other citizens, we have to  
22 fight to keep it as beautiful as it is.

23                   The proposal to build it, literally,  
24 within walking distance of this hotel, 600 units in this  
25 area, which is an architectural treasure, and which is

1 almost entirely single-family detached homes, it would  
2 change the character of this very neighborhood  
3 profoundly. And anybody that thinks that this SMART  
4 train is going to have a station nearby is going to  
5 alleviate traffic on 101, if you build 600 new units,  
6 you are going to have at least a thousand new cars on  
7 101 every day, and for multiple trips. So, totally  
8 aggravate the traffic problem.

9 JOAN CHAPLICK: If you can conclude your  
10 remarks, please.

11 ROBERT CHILVERS: I think that elected  
12 representatives who support this growth do so at their  
13 peril.

14 JOAN CHAPLICK: Thank you for your comment.  
15 Okay. Elizabeth Moody, I believe is  
16 next.

17 ELIZABETH MOODY: I strongly support the nine  
18 Bay Area Planning. I've read the full plan but not the  
19 EIR. Sixty percent of our workers come from out of the  
20 county, making greenhouse gas raise, as well as the  
21 unfairness for those families who lose time, and the  
22 cost of travel, and the importance of this plan in  
23 providing for the three areas of sustainability. The  
24 environment, the economy with jobs connected with  
25 transportation, and equity, it's just absolutely

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1 essential.

2 My three kids with their eight children,  
3 my three kids could not afford to live here, even though  
4 they worked here. And it has been very distressing for  
5 me to see that this county is so wealthy and 82 percent  
6 white, so I participate in ACE, Action for Coalition --  
7 -- let's see. Action for Coalition Equity, which  
8 stresses the discrimination in this county. And it is  
9 absolutely essential that we do planning between, and  
10 integrate the planning between the nine counties that  
11 make up the region.

12 And it is, as far as all of the elements  
13 of sustainability, with the protecting the environment  
14 which the plan does, and it also continues to allow for  
15 the local land use, fully local decision making. So  
16 there's just no reason why we shouldn't cooperate,  
17 coordinate, and integrate, so that we have a better  
18 region and a better future.

19 JOAN CHAPLICK: Thank you for your comment.  
20 Next we have Margaret Nan, and then Ann Spake, and Julie  
21 Leitzell. Those are all of the comment cards I have,  
22 so -- I have one more. So if anyone else is seeking to  
23 speak, please let us know.

24 Margaret, you are up next.

25 MARGARET NAN: Hi, I'm a homeowner and also a

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1 long-term resident. I was raised in Marin County and  
2 Sonoma County, I went to school here, and then I  
3 returned after living in Los Angeles, New York, D.C.,  
4 and lots of urban areas, and I do not want Marin County  
5 to turn in to having some of these issues like urban  
6 areas. Like a lot of people have moved, specifically to  
7 Marin to enjoy the beautiful scenery and the nature.

8 I know I moved back to Marin, I think, I  
9 thank my family for raising me here and being able to  
10 have the privilege of living here. That being said, I  
11 do believe it's inevitable and there needs to be  
12 affordable housing of some sort placed in Marin County,  
13 however, after living in Hamilton, was our first home,  
14 we stretched to get in there, we stretched to get into  
15 Marinwood, we are in our third home now in Lucas Valley,  
16 after stretching, working really hard, my husband works  
17 here and so do I, I feel like we have sacrificed so much  
18 to live in this community, and I'm happy to do so, but I  
19 don't think we should be giving away the farm,  
20 necessarily.

21 We have -- our kids go to public schools.  
22 I believe in public school. We contribute to Kendale.  
23 To put this additional pressure on the school, and I  
24 talked to our local principal, and he actually was not  
25 really concerned about the homes that were going to be

1 built, 700 units in Marinwood, Lucas Valley have been  
2 proposed, he said that he was more concerned about Marin  
3 Commons being taken off the board as source of tax  
4 revenue.

5                   So Marin Commons was sold to the county,  
6 apparently, and they no longer have two million dollars  
7 in school revenue annually. So here we are getting  
8 squeezed from tax revenue from the schools and you are  
9 going to put more kids in our schools and have less  
10 resources. So that's certainly an issue. The other  
11 thing is I've seen, even in my community in Lucas  
12 Valley, for affordable housing. I've actually gone and  
13 talked to Sharon McAdams at Upridge Housing, I think  
14 it's very well run. I'm not against that.

15                   What I'm against is putting in a lot of  
16 affordable housing, having people from outside the area  
17 coming here and taking advantage of that and having  
18 less, less revenue. When I lived at Hamilton at the  
19 Meadows I was told by police officers that police  
20 officers wouldn't buy there, because they would rather  
21 live in Vallejo, realize their 30 percent increase in  
22 their home price, trade up, than being set with one or  
23 two, three percent increase.

24                   So what ended up happening, is you got a  
25 lot of people from outside the Bay Area with limited

1 options that were put in there by the developers. So  
2 you are identifying a set of people that you want to  
3 move to this area, but those people will not buy there.  
4 So I don't know what your solution is with that. I'm  
5 certainly for it, but it needs to be done properly. And  
6 I just don't like this being where it's going. And  
7 needs to be more controlled.

8 JOAN CHAPLICK: And can you state your name  
9 for the --

10 MARGARET NAN: Margaret Nan, I live in Lucas  
11 Valley.

12 JOAN CHAPLICK: Our next speaker is Ann Spake,  
13 and then we have Julie Leitzell, and Carol Sheerin.

14 ANN SPAKE: My name is Ann Spake, I'm from  
15 Tam. Valley. I was carefully reading the EIR, and I  
16 note that three parcel viable for potential development.  
17 You were basically analyzing, calculating the  
18 profitability of new development or redevelopment on  
19 each parcel. I would submit that this profitability is  
20 fundamental to the proposed plan, proposed alternative,  
21 and it is profit over people.

22 We need to plan for housing that's  
23 healthy for sensitive members of our community,  
24 including young children, pregnant women, seniors, and  
25 those who have compromised immune symptoms. You admit

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1 in your EIR that this plan is totally in contradiction  
2 to that. The current plan has the most and over twice  
3 the transportation projects exposed to mid century sea  
4 level rise inundation in the no project alternative.

5           You say it exposes more residents and  
6 more new residential development inundation by placing  
7 people closer to the bay than the other alternatives.  
8 The proposed plan does not provide the least  
9 environmental impact in relation to air quality. The  
10 EIR does not examine the effects on local or regional  
11 air quality from specific land use and transportation  
12 improvements in the proposed plan.

13           The proposed plan could cause a net  
14 increase in emissions of criteria pollutants and PM10,  
15 and diesel, MP TACs from on roll mobile sources compared  
16 to existing conditions, and yet you considered it to  
17 have no adverse impacts. The proposed plan when you  
18 admit will cause a localized net increase of sensitive  
19 receptors being located in TPP corridors where TACs and  
20 fine particulate matters concentrations result in  
21 elevating cancer risk.

22           The proposed plan will also increase TACs  
23 and PM in disproportionately impacted communities  
24 creating even greater health disparities and  
25 environmental justice. Environmental justice person

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1 noted that low income housing is being used as a buffer,  
2 even as science advises against it. The Pacific  
3 Institute study says half of the land slated for infill  
4 development in our San Francisco bay region is located  
5 in communities with highest outbreaks of toxic air  
6 contaminants.

7 JOAN CHAPLICK: If you could complete your  
8 remarks, please.

9 ANN SPAKE: Yes. The proposed plan will cause  
10 an increase in traffic volumes and impair implementation  
11 of emergency response and evacuation response. It will  
12 increase greenhouse gas emissions. In conclusion, I  
13 would comment that the absurdity of the plan is that it  
14 is intended to address three major trends. Increased  
15 group living by seniors, and increased  
16 multi-generational households. This would not suggest  
17 the type of land-use planning which you are doing. It  
18 would suggest the opposite of dense structures with many  
19 small single units.

20 I would ask that you reject the proposed  
21 plan. It is poor. All the reasons you state in your  
22 EIR is basically not feasible to mitigate. Okay.

23 JOAN CHAPLICK: Thank you for your comment.

24 Next we have Julie Leitzell. She will be  
25 followed by Carol Sheerin and Sue Beittel.

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1                   JULIE LEITZELL: Hi, I'm Julie Leitzell, I  
2 live in Larkspur. I apologize, I came in late. Are  
3 there any board of supervisors people here?

4                   JOAN CHAPLICK: We have the mayor of Novato --

5                   JULIE LEITZELL: Well, I wish, I wish they  
6 were hear. My problem is with the big picture and the  
7 top down central planning. We will not have any control  
8 over, I guess there are 14 sites in the county that are  
9 going to be open for overdevelopment, rezoning. That  
10 doesn't include all the various sites in all the cities.  
11 And when people start seeing these developments going  
12 up, they are going to have nobody to complain to,  
13 because of the levels of bureaucracy that we have to get  
14 through to get something stopped.

15                               It's going to be too late at that point.  
16 I have been over to the Pleasant Hill BART station where  
17 a transit oriented villages, and if you all want to go  
18 over there you will see that the whole bottom floor has  
19 for lease signs in the retail. There's only a Starbucks  
20 there that serves the office workers that comes across,  
21 you know, a six lane road to get there. These are  
22 developments that, generally, they are hard to fill.

23                               I agree that the firefighters, the school  
24 teachers do not want to live in developments like this.  
25 I think it's ridiculous. I think that, that there have

1    been central planning fiascos in the past.  Marincello  
2    has been mentioned.  Thirty thousand people were  
3    supposed to be living in the Marin Headlands.  And with  
4    that project, 1959, the Army Corps of Engineers  
5    projected that the Bay Area would have 14 million people  
6    by the year 2020.  They were obviously very off.

7                    If you watched the PBS special on saving  
8    the bay, what was the plan for all those people?  We  
9    were going to fill in a third of the bay.  And we  
10   started with Foster City.  If you look at what they were  
11   going to do, there was a large wide river that was going  
12   to be flowing instead of the bay.  So I, I urge every  
13   elected official and everybody running for office, if  
14   you are not opposed to this, this is going to be your  
15   legacy.  Thank you.

16                   JOAN CHAPLICK:  Thank you for your comments.

17                    Our next speaker, we have Carol Sheerin.

18                   CAROL SHEERIN:  I'm Carol Sheerin, I live in  
19   San Rafael.  A few few weeks ago I read in the local  
20   newspaper about the opening of the Devil's Slides  
21   Tunnels, and I didn't think that I was going to be  
22   affected by reading that article.  The people in Devil's  
23   Slide, the Caltrans wanted to build a four to six lane  
24   highway going to the coast to avoid all those slides on  
25   that highway.  The people didn't want that.  And it took

1     them many years, they wanted a tunnel, and it was  
2     dedicated two weeks ago.

3                     And Anna Eshoo, who was a San Mateo  
4     County Supervisor at the time, and is now a  
5     congresswoman, spoke at the dedication to those tunnels,  
6     and she said, what I, what I saw was democracy at work  
7     and the people being heard. And what we need, is we  
8     need to have the people being heard. Because we are not  
9     being heard.

10                    I would like to thank everybody who came  
11     to this meeting today and those who spoke, because we  
12     are trying to get our voices heard. And we, if we get  
13     enough of us, we will not be ignored. I was in  
14     Santa Barbara and Ojai over the weekend, and we have  
15     friends who have property in Ojai, and I was shocked to  
16     hear they are going through this very same thing.

17                    Ojai is an agricultural community with  
18     citrus groves, and they are fighting for -- they want  
19     400 units of affordable housing there. This is going on  
20     all over the state with nobody having any voice in the  
21     cities and towns that we live in, and the counties. And  
22     you are right, there should be supervisors here  
23     listening to this. And that's what we need to do, we  
24     need to get people to listen.

25                    You look like you are listening, and I

1 hope you are hearing.

2 JOAN CHAPLICK: Thank you for your comments.

3 Next we have Sue Beittel, followed by Joy  
4 Dahlgren.

5 SUE BEITTEL: My name is Sue Beittel, and I  
6 live within almost walking distance of this hotel. I  
7 live in an Eichler house that I bought for \$25,000 in  
8 1961, where Terra Linda was a entry level community. I  
9 am a strong believer in good collaborative planning.  
10 Much of it has to occur at the local level, or it has to  
11 be at least fine tuned at the local level.

12 In 1973 Marin County came up with a very  
13 collaborative plan which divided the county into three  
14 corridors. That we now enjoy very much. A urban  
15 corridor, an agricultural corridor and open space  
16 recreational corridor. We have added a fourth corridor  
17 since then, so part of what those early good thingers  
18 did is plan a future for Marin County, which we are now  
19 trying to build on, so we will continue to have at least  
20 a few entry level places for people who work in Marin  
21 County.

22 I need to say, as somebody in the 85 plus  
23 group of people, that there are many others like me who  
24 live in this area. That those over 60 now comprise  
25 about 25 percent of our population. And that number is

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1 going to go, during the course of this plan, to well  
2 over 40, it's expected to go to 45 percent. And these  
3 people will either age in place in their houses, move to  
4 senior housing, or downsize into some of the affordable  
5 units that we are talking about providing.

6 So I hope that you can continue to fine  
7 tune this plan so that it meets the needs of the people  
8 of Marin County.

9 JOAN CHAPLICK: Thank you for your comments.

10 Next we have Joy Dahlgren. I'll let you  
11 pronounce your last name correctly.

12 JOY DAHLGREN: My name is Joy Dahlgren, and I  
13 live in San Rafael in Lucas Valley. And I agree that  
14 there's a need for affordable housing, but I don't agree  
15 with what I see as being the way that this is intended  
16 to be provided, which is in large projects. We all know  
17 how this model has failed in many big cities. You get  
18 too many people who are too poor all together. It's not  
19 the right way to provide affordable housing.

20 I think it's much more sensible to  
21 provide, rather than new buildings for low income  
22 people, to provide rent subsidies for low income people.  
23 There are a lot of ways to provide low cost housing.  
24 One is sharing housing, and as people get older they  
25 could also rent their rooms. Second units are another

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1 way.

2 I guess inclusionary development having  
3 units disbursed in new developments, that's the way that  
4 we should be providing affordable housing, rather than  
5 large structures that -- and one that's being proposed  
6 is very remote from transit. These are just not the way  
7 to deal with that problem. And I think the problem  
8 probably starts with the state legislation. And I would  
9 like our elected officials at the local level and at the  
10 regional level to start assessing that legislation and  
11 seeing how it is dysfunctional in many ways.

12 It's much better to support low emission  
13 vehicles than to try to build high rises in order to get  
14 less driving, because it just doesn't happen that way.  
15 Thank you.

16 JOAN CHAPLICK: Thank you for your comments.

17 Next we have Vincent Welch followed by  
18 Brendan Burke.

19 VINCENT WELCH: My name is Vincent Welch, I've  
20 lived in San Rafael since 1960. (Speaking Russian.)  
21 During the Korean War I was a naval officer, Russian  
22 language, working at the National Security Agency.  
23 (Speaking Russian.) This meeting reminds me of a  
24 government plan of the Soviet Union in operation. Top  
25 down, no bottom up. This is not Brigadoon, it's a brig.

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1 Thank you.

2 JOAN CHAPLICK: Thank you for your comments,  
3 sir.

4 Next we have Brendan Burke. And this is  
5 the last speaker card I have, so if anyone wants to  
6 speak, please fill out a card, otherwise this will be  
7 our last speaker.

8 BRENDAN BURKE: Hello, my name is Brendan  
9 Burke, and I'd like to follow up on that. Russia had a  
10 five year plan, my old childhood, and they never had  
11 enough grain grown. Plan never worked. That was the  
12 top down approach. ABAG's approach in Marin County is  
13 completely wrong. Their numbers are related to job  
14 growth in this county, don't dovetail in any way, shape  
15 or form with the Department of Finance, which is  
16 supposed to be the gold standard for growth around here.

17 They don't show what ABAG projects. Your  
18 projections are wrong. Your high density plan, we  
19 support affordable housing in this county. We have for  
20 years. But put a few units in with the current stuff.  
21 Don't make them standalone. The ripple effect of high  
22 density is horrible. The cost of infrastructure, the  
23 schools, the tax base, the real estate values, the  
24 environment all suffer under this high density plan.

25 The final thing are related to the

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1 legislation is CEQA is not going to be undermined in  
2 Sacramento as Jerry Brown has envisioned. CEQA is the  
3 law. It involves local control and environmental  
4 review. ABAG pushing 375, which is not the law, it is a  
5 non compulsory guideline, should not be adopted in this  
6 county. Our supervisors have drank the Kool-Aide. They  
7 are going to ram this thing through, if they can. ABAG  
8 is wrong. Our supervisors are wrong.

9 High density is wrong for the county. It  
10 is out of character. I'm from Tam. Valley. Where is  
11 the mitigation on our 42 mitigating circumstances?  
12 There will be no mitigation. The homeowners will have  
13 to pay for it. And we will pay for it with destroyed  
14 quality of life, lower environmental situation, high  
15 traffic. And we are going to have to pay -- the sewage  
16 and the schools alone are, comprise more than the eleven  
17 million dollars the supervisors are going to get in the  
18 highway aid, but for doing, implementing ABAG's plan.

19 And ABAG sails along like its own ship,  
20 doesn't hear any of this. You people need to go back to  
21 the think tank and realize you have got the wrong plan,  
22 and the wrong approach. We support affordable housing,  
23 just come up with something where the people are  
24 involved, where everybody can work something out we can  
25 all live with.

1 JOAN CHAPLICK: Thank you for your comments.

2 Do we have any other speakers?

3 We do need you to fill out a speaker card  
4 just so that we get the correct spelling of your name.

5 JIM BITTER: It's B-i-t-t-e-r. It's real  
6 easy.

7 JOAN CHAPLICK: Okay. Please introduce  
8 yourself and where you are from.

9 JIM BITTER: Jim Bitter from Mill Valley.  
10 Mill Valley. And I see the lock is running over there,  
11 we have two minutes.

12 JOAN CHAPLICK: She just started.

13 JIM BITTER: So the public needs to know that  
14 the meter is running at MTC, where 11.5 million dollar  
15 salary bureaucracy. We have this diet, and -- can you  
16 pronounce that for me?

17 JOAN CHAPLICK: Dyett & Bhatia.

18 JIM BITTER: Do we know what they cost the  
19 public to put this monstrosity together? We don't. I  
20 couldn't find it. We have a group called ICF  
21 International. 17 to 25 million dollars in federal  
22 government to draft all this, you know what. It's in  
23 the federal EPA, it's in the California EPA. It's a  
24 carb. It's what's behind SB-375. It's what's behind  
25 AB-32.

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1                   So the meter is running. But it's -- you  
2                   guys are getting it right, because the visiting  
3                   sessions, you can't make a reservation, you couldn't get  
4                   in, because you got filled up real quick, but some  
5                   people came anyway. Judy Arnold and Susan Adams were  
6                   kind of annoyed that people were disruptive, and some  
7                   people actually came from the East Bay.

8                   So I don't know where you came from, but  
9                   I live here. I was born here. This is a wonderful  
10                  place. I grew up across the street from the guy who  
11                  owned the dump. This Italian. He played golf. He went  
12                  to Marin Joe's with Adolf Delasatia. And he drove a  
13                  dry-cleaning truck. Somehow he got the dump. Now it's  
14                  Target, Home Depot. And I think he's in a rest home  
15                  now. He drove a dry-cleaning truck.

16                  And somebody, this, I almost hit print on  
17                  this thing, but I went through it. And I planted trees  
18                  in land, because I work landscaping and construction.  
19                  They are out there now. In here it's telling us what  
20                  trees to plant, how far from somewhere, and has  
21                  something to do with the environment or something. It's  
22                  it's insulting to all of us.

23                  This is a great place and we know how to  
24                  do it. Martin drove his dry-cleaning truck. In here it  
25                  says prohibiting trucks from idling for more than two

1 minutes. I, I, we know how to do that. We don't need  
2 this bureaucracy. We don't need the federal government  
3 telling us how to live our life. This is a great place  
4 because of us, not -- you need to drive out 580, across  
5 680 and look at the stuff they are building out there.

6 And we should put our supervisors on the  
7 bus with all their belongings and make them, make them  
8 go live out there, because we don't want that in Marin.  
9 And you don't represent us, do you?

10 JOAN CHAPLICK: I'm the moderator.

11 JIM BITTER: You are the moderator. Great.

12 JOAN CHAPLICK: And if you could wrap up your  
13 comments --

14 JIM BITTER: Let me say this, so whoever  
15 represents us is conveniently not here today. Thank  
16 you, supervisor. And they are going to vote for this  
17 thing. It's a done deal. They appointed members of the  
18 planning commission, they are going to vote for it. The  
19 staff has swallowed all this indoctrination and school  
20 that we need. Nobody, we can't explain, global warming,  
21 climate change, greenhouse gases, you can't do it. Or  
22 come up to the mic. and do it for me, because it's in  
23 all the legislature. Thank you very much.

24 JOAN CHAPLICK: Thank you for your comments.

25 And I have a comment card from Barbara

1 Salzman. And then, are there any other any other  
2 speakers?

3 If you could give your card to Ursula,  
4 she will pass it over here.

5 BARBARA SALZMAN: My name is Barbara Salzman  
6 and I'm representing Marin Audubon Society.

7 JOAN CHAPLICK: A little closer to the  
8 microphone so you project.

9 BARBARA SALZMAN: And I have, I'm sorry, I  
10 missed your presentation. I have a few comments on the  
11 EIR and will be submitting a letter. One of the  
12 comments and concerns is that you seem to, well you  
13 don't seem to, it's pretty clear that you consider that  
14 there's little in the way of environmental resources  
15 along the 101 corridor.

16 There's a repeated reference to the fact  
17 that the more rural areas have more resource impacts. I  
18 think that's a major flaw in the document, because our  
19 101 corridor, our major corridor goes right by the tidal  
20 wetlands and all the endangered species habitats. And  
21 you also don't even mention endangered species, which  
22 was sort of shocking, because our major endangered  
23 species in the Bay Area, well we do have a few others,  
24 but are connected to tidal marshes. And we have a  
25 number of those, actually, right out here, (inaudible)

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1 creek, Corte Madera.

2 A third issue I wanted to mention is a  
3 need for clarification about how your, how you're  
4 considering the priority development areas. Because  
5 there are certain ones identified in Marin County, they  
6 are not real clear how, you it's not easy to find them  
7 out, it would be very good if you would put them, list  
8 them in the document.

9 But, secondly, we have a major grant from  
10 your agency, from ABAG, or MTC, one of them, went to  
11 Larkspur for development, around the Larkspur ferry  
12 terminal, and that isn't even a priority development  
13 area. So it's not clear to me how you are considering  
14 the impacts from those, from that kind of a project,  
15 which is not even in a priority development area, how  
16 that's being considered in the mix, because it seems to  
17 me that your plan is developed around the priority  
18 development areas.

19 And I hear a buzzer, but we'll be  
20 submitting more comments.

21 JOAN CHAPLICK: Thank you for your comments.

22 Next we have Stephen Nestel?

23 STEPHEN NESTEL: Yes.

24 JOAN CHAPLICK: And then followed by Marjorie  
25 Macris.

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1                   STEPHEN NESTEL: Politics and power and money.  
2     That's the answer. That's why we are dealing with all  
3     of this. This actually is directed not to the EIR, but  
4     to ABAG. You are riding on the juggernaut right now.  
5     You have seen, you know that a lot of this data that you  
6     are presenting is not scientifically valid. You also  
7     know that you have been fudging the figures. You have  
8     heard our arguments. And it's so frustrating coming to  
9     these meetings and presenting clear logical arguments  
10    and being ignored.

11                   We are the people under the juggernaut.  
12    And soon, as history shows, that the people in power  
13    will be the ones falling in front of the juggernaut. I  
14    just warn you to pay attention to the democratic  
15    process. We believe in our democratic process.

16                   JOAN CHAPLICK: Thank you for your comment.  
17    Marjorie Macris. Okay. Just, don't rush, please, be  
18    safe.

19                   MARJORIE MACRIS: Sorry. My writing isn't too  
20    good. It's Macris.

21                   JOAN CHAPLICK: If you could just tilt the  
22    microphone down so we can hear you.

23                   MARJORIE MACRIS: It's Macris, M-a-c-r-i-s.  
24    And I'm speaking on my own, I'm not representing any  
25    organizations. I think that the one critical comment

1 that I have, even though I think that the idea of having  
2 a regional plan makes a lot of sense, and your idea of  
3 concentrating development in locations that have transit  
4 and other services is a very valid one, and it's  
5 something that has been an established principle in  
6 Marin County's plan, and for 40 years, but the one major  
7 criticism I have of this document is that it does not  
8 take into account the effects of sea level rise.

9           There is a very dismissive comment in the  
10 plan itself saying, well, we know that the sea level is  
11 going to rise but we are sure we will work it all out,  
12 but it doesn't say how. And in the EIR there is a  
13 description of how sea level rise is likely to effect  
14 transportation lines but not Priority Development Areas.  
15 And it's, I don't understand why the plan does not take  
16 into account the projection of sea level rise to the end  
17 of the century.

18           BCDC has done that, and you just choose  
19 the year 2040, which is the time horizon of the plan.  
20 But if we know this is going to happen beyond that, it  
21 seems to me that a good plan needs to take into account  
22 what we know is going to have major impacts on any  
23 development potential in Marin and around the rest of  
24 the Bay Area. And then coupled with the repeated  
25 emphasis on, we have to streamline CEQA, that is

1 particularly illogical due to the fact that the plan and  
2 the EIR don't really show what the impacts, particularly  
3 of sea level rise, as well as other impacts, are going  
4 to be on these Priority Development Areas.

5 So it doesn't make a lot of sense to say  
6 we have to expedite their development, when it's very  
7 likely they are going to be under water in the  
8 foreseeable future. Thank you.

9 JOAN CHAPLICK: Thank you for your comments.  
10 I've gone through all of the speaker cards that I have.  
11 The hearing is until noon, so we do want to accommodate  
12 any late comers, anyone who comes. So if there is  
13 anyone who hasn't spoken, and you would like to, please  
14 fill out a speaker card. The MTC and ABAG staff and the  
15 court reporters are going to be here until noon to  
16 receive any additional comments that come through the  
17 process.

18 Okay. We have some keys left at the  
19 front table. So with that, we will have Brad from ABAG.

20 BRAD PAUL: A number of speakers asked why  
21 there weren't members of the county board of supervisors  
22 here, and several of them called me, because they are  
23 meeting right now, their regularly scheduled meeting is,  
24 unfortunately, at this time. So they wanted to be here.  
25 I'm just, I'm telling you where they are.

1                   JOAN CHAPLICK: We do have some additional  
2 hearings coming up. Carolyn is going to review them for  
3 us.

4                   (Discussion had off the record.)

5                   (Public hearing resumed.)

6                   JOAN CHAPLICK: I have a speaker card here.  
7 So I have L. Crocker.

8                   LILIE CROCKER: That's correct.

9                   JOAN CHAPLICK: And so if the court reporters  
10 could take the comments. So after, after this last  
11 comment we'll be closing the public hearing. If you  
12 have additional questions or comments we will take them  
13 in writing. Okay. So we have a final, a final comment  
14 here that I have a speaker card for.

15                   LILIE CROCKER: Yes, my name is Lilie Crocker,  
16 I live at just at Marin Lagoon, bought the house in  
17 2007. I'm a widow, have lived in San Rafael since 1966.

18                   JOAN CHAPLICK: Okay.

19                   LILIE CROCKER: I was told by my neighbor  
20 that, when I had gone to City Hall, that there's no use  
21 to come to these meetings. I went to the one with  
22 supervisors in, in San Rafael. And we were many. Here  
23 we have, and very knowledgeable people, but I was told  
24 by this person that it's absolutely useless. We are  
25 fighting City Hall, we are fighting Sacramento, we are

1 fighting Washington, D.C. And we are, limited  
2 government is no longer the goal. It is growing  
3 government.

4 And life has to be fair. And as my  
5 husband told me once, he said, I, I said, that's not  
6 fair. He said, Lilie, life is not fair. You have to,  
7 it doesn't, if you want to make it fair, I don't know if  
8 robbing Peter to pay Paul is exactly fair, but we are  
9 growing government. And when you look at the map and  
10 here at Embassy Suites, when you build the housing and  
11 the station at the end of McInnis Parkway, unless I can  
12 swim or walk in wetlands, I have no way to get out of my  
13 neighborhood, which is family housing.

14 And very nice, and I bought it for my old  
15 age to be safe, because that's a, you, you have to go --  
16 you can get in but you got to go out the same way. And  
17 also, we, it's already a lot of traffic. And, well,  
18 since business, big business is leaving into homes  
19 maybe, not so many workers coming into -- and anyway, I  
20 just say, I will be shut off with the commuters that  
21 support, and my property taxes go up, or my -- well, it  
22 goes for everybody, I guess.

23 But I'm reminded that if you get  
24 something for free, you don't really take care of it as  
25 much as you have strived to work for yourself up, and

1 it's your money, you take better care of things. And I,  
2 I think, I was reminded by the, by the gentleman that,  
3 whatever happened to cruise ships, highrises? And  
4 cruise ship was -- sure, a nice man, a Russian person,  
5 but if you go to Moscow and you see this urban  
6 landscape, whatever, these highrises are slum money, and  
7 not, not many of them occupied. And is that what  
8 you want to happen in Marin?

9 Besides --

10 JOAN CHAPLICK: Okay. That's it.

11 LILIE CROCKER: I know. I'm so frustrated  
12 because I think that you are going to do, government is  
13 going to do, and I have no recourse.

14 JOAN CHAPLICK: Okay. Thank you, thank you  
15 for your comments.

16 I have a speaker card --

17 Sir, if you could --

18 (Interruption in proceedings.)

19 UNIDENTIFIED AUDIENCE MEMBER: This has to do  
20 about a process question that you --

21 JOAN CHAPLICK: Sir, if you could --

22 UNIDENTIFIED AUDIENCE MEMBER: It's just real  
23 simply, you said --

24 URSULA VOGLER: We have a process, sir.

25 JOAN CHAPLICK: I have my speaker card --

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1 UNIDENTIFIED AUDIENCE MEMBER: Well, I just  
2 want to know when the court reporter's comments will be  
3 made available, to us, the public?

4 You are not going to make the recording  
5 available, how about the comments? That's all.

6 JOAN CHAPLICK: Okay. So that is, that is a  
7 question we will take into the process. I can't answer  
8 it right now. I don't know, sir.

9 UNIDENTIFIED AUDIENCE MEMBER: You can't  
10 answer a simple question like that?

11 JOAN CHAPLICK: Yes. Yes. So my next comment  
12 is from Susan Wernick. I need Susan Wernick in the  
13 front of the room. I'm taking comments from those who  
14 have not commented, so if you have already spoken for  
15 two minutes, you can make additional comments in  
16 writing, but it is two minutes per person.

17 So for those of you who have already  
18 spoken --

19 UNIDENTIFIED AUDIENCE MEMBER: This is the  
20 juggernaut.

21 URSULA VOGLER: Just to answer your question,  
22 sir, through the public record document request you can  
23 make a public records request, we can send you those  
24 transcripts. Okay. So through info@onebayarea.org you  
25 can request --

1 UNIDENTIFIED AUDIENCE MEMBER: Sixty days,  
2 ninety days after the period is done.

3 URSULA VOGLER: When we get the transcripts we  
4 can send them to you.

5 UNIDENTIFIED AUDIENCE MEMBER: We, you know we  
6 pay them.

7 URSULA VOGLER. Asked and answered. Thank  
8 you.

9 JOAN CHAPLICK: Okay. Thank you, sir. So our  
10 next speaker is Susan Wernick.

11 SUSAN WERNICK: I just have one quick comment.  
12 I've lived in Marin my entire life. I work retail in  
13 Novato. I speak to people daily about this project, and  
14 there is very little awareness among the general public  
15 about what is going on. I understand you have a  
16 website. I'm someone who is linked into that. I get  
17 The One Bay Area updates, but most people do not.

18 So, I, my question to you, or my  
19 suggestion, perhaps, is that these meetings should be  
20 printed not in an article buried in the newspaper but an  
21 add that your organization's paid for and put out. They  
22 are carefully printed, they are in all newspapers of the  
23 Bay Area. We have so many people that are not clued in.  
24 We have thousands of people in Marin County that still  
25 do not know what the SMART train is, and yet the tracks

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1 are already being laid.

2                   So communication is really key. It is  
3 extremely frustrating that a project like this, as vast  
4 as this is moving forward, and the bulk of the  
5 population is unaware of it. So I think you could do a  
6 little better job by not telling people to go look for  
7 the information. Put it out there. Put it in print.  
8 We have got SMART train posters finally coming up along  
9 the freeway. So people are becoming a little bit more  
10 aware of it. What's that?

11                   But that hasn't happened with this whole  
12 project. And then clearly you put a lot of money into  
13 it. I pay a lot of taxes, you could do it. So if we  
14 could just get this into The Chronicle, the IJ, the  
15 Press Democrat, all the newspapers, so people are aware  
16 of these meetings, and so it might spark some interest.  
17 Thank you.

18                   JOAN CHAPLICK: Thank you for your comments.

19                   Do I have anyone who hasn't spoken yet?  
20 Any additional speaker cards?

21                   Okay with that we are going to close the  
22 public comment period.

23                   (The Public Hearing concluded at 12:00 p.m.)

24

25

1 STATE OF CALIFORNIA )  
2 COUNTY OF MARIN ) ss.  
3

4 I, the undersigned, hereby certify that the  
5 discussion in the foregoing public meeting was taken at  
6 the time and place therein stated, that the foregoing is  
7 a full, true and complete record of said matter.

8 I further certify that I am not of counsel or  
9 attorney for either or any of the parties in the  
10 foregoing meeting and caption named, or in any way  
11 interested in the outcome of the cause named in said  
12 action.

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IN WITNESS WHEREOF, I have  
hereunto set my hand this  
7th day of May, 2013.

\_\_\_\_\_  
SALLIE ESTUDILLO, CSR. 9060

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METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE  
DRAFT ENVIRONMENTAL IMPACT REPORT  
SAN JOSE

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REPORTER'S TRANSCRIPT OF PROCEEDINGS  
Wednesday, April 17, 2013

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Martin Luther King, Jr. Library  
San Jose, California

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Reported by: AUDREY L. TAKATO  
CSR 13288

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ATTENDEES

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Carolyn Clevenger - MTC  
Mark Shorett - ABAG  
Joan Chaplick - MIG/Moderator

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BE IT REMEMBERED that, pursuant to Notice of the  
Public Hearing, and on April 17, 2013, 1:00 p.m. at the  
Dr. Martin Luther King, Jr. Library, 150 East San  
Fernando Street, San Jose, California 95112, before me,  
AUDREY TAKATO, CSR No. 13288, State of California, there  
commenced a Public Hearing under the provisions of the  
California Environmental Quality Act.

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MEETING AGENDA

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Introduction by Joan Chaplick  
Introduction by Carolyn Clevenger

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PUBLIC SPEAKERS

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9	IVANA YEUNG	13
10	ED MASON	14
11	MICHAEL LUDWIG	18
12	DON CONNERS	18
13	HILDA LAFEBRE	20
14	JIM BITTER	21

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1 Wednesday, April 17, 2013 1:08 p.m.

2 P R O C E E D I N G S

3 MS. CHAPLICK: Good afternoon. Thank you so  
4 much for coming today. My name is Joan Chaplick. I  
5 work with MIG. We're a consulting firm that is helping  
6 MTC to put on today's public hearing.

7 Our purpose today is to get comments on the  
8 Draft Environmental Impact Report for Plan Bay Area. So  
9 when you all came in, you were given the opportunity to  
10 receive a blue card. That's your speaker card.

11 If you would like to make comments during the  
12 meeting, you'll need to fill out one of those. They all  
13 will be brought up to me, and I will call out the names  
14 in sequence and every person will get two minutes --  
15 every person wanting to speak will have two minutes and  
16 be able to share their comments.

17 We are also receiving your comments in  
18 writing today, and you can also comment by e-mail, fax,  
19 and mail. And that information will be provided to you  
20 shortly. So that's our purpose.

21 Our basic agenda is we will be having a short  
22 presentation by MTC planner Carolyn Clevenger. She's  
23 going to provide an overview on the Draft EIR, and after  
24 she concludes her presentation, then we will start the  
25 public hearing.

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1 We have with us two court reporters who will  
2 be transcribing all of the comments that they receive  
3 today verbally, and everything we receive verbally and  
4 in writing will all be treated the same way and  
5 responded to in the final Environmental Impact Report.

6 So with that, I believe we are ready to get  
7 started. So Carolyn Clevenger from MTC.

8 MS. CLEVINGER: Good afternoon. Thank you  
9 for joining us today. As Joan mentioned, my name is  
10 Carolyn Clevenger with MTC planning. I'm the project  
11 manager for the EIR. Seated next to me is Mark Shorett  
12 with the Association of Bay Area Governments.

13 So the purpose of this public hearing is to  
14 present an overview of the Plan, as well as the Draft  
15 Environmental Impact Report, which are both out for  
16 public comment right now.

17 We'll be receiving your public comments here  
18 on the Draft EIR, and as Joan mentioned, all responses  
19 to comments and questions will be made in writing as

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20 part of the final Environmental Impact Report.  
21 I would just like to note that the focus of  
22 the meeting today is on the Environmental Impact Report.  
23 There are a number of hearings going on throughout the  
24 region on the actual Plan itself.

25 The hearing for Santa Clara County will be on  
0006 May 1st, and there's information on a brochure at the  
1 front table that has the location and time of all of the  
2 remaining -- the six remaining public hearings on the  
3 actual Plan itself.

4 For comments on the Plan itself, you can, if  
5 you would like to, just send a comment via e-mail rather  
6 than attending one of the open houses and public  
7 hearings. You can send those to [info@onebayarea.org](mailto:info@onebayarea.org),  
8 and that information is also in the brochure. So if you  
9 would like to grab that, that has the details.

10 The purpose of the Environmental Impact  
11 Report is to analyze and disclose the potential  
12 environmental impacts of implementation of the proposed  
13 Plan.

14 It's meant to inform decision-makers,  
15 responsible agencies, and the public of the range of  
16 potential impacts. It also recommends measures that can  
17 help mitigate the impacts that are found to be  
18 significant, and it analyzes a range of alternatives to  
19 the proposed project.

20 A little background on the Plan. It's the  
21 first time in the region that we've done an integrated  
22 land use and transportation plan as required by Senate  
23 Bill 375. That bill does require that the integrated  
24 plan reduce greenhouse gas emissions or GHG by

0007 1 15 percent per capita by 2035, and also that the region  
2 houses the region's population at all income levels.

3 The Plan was developed working off of the  
4 Priority Development Area strategy that ABAG and MTC had  
5 been working on for a number of years, and it focuses on  
6 increasing economic competitiveness while also  
7 preserving the natural environment of the region.

8 Looking from 2010 to 2040, which is the out  
9 year of the Plan, the region projects -- and these are  
10 projections developed by ABAG -- 1 million additional  
11 jobs and roughly 2 million additional people in the  
12 region by 2040. And the EIR evaluates the environmental  
13 impact of accommodating that growth; it doesn't actually  
14 evaluate the forecasts themselves.

15 So the focused growth strategy that the Plan  
16 is built around focuses on Priority Development Areas  
17 that are shown in this map -- it's the pink and purple  
18 hues -- and it accounts for less than 5 percent of the  
19 region's land, but it accommodates nearly 80 percent of  
20 new homes and 60 percent of new jobs in the proposed  
21 Plan.

22 Much of this growth is concentrated in the  
23 core cities of San Francisco, San Jose, and Oakland, as  
24 well as in -- 75 percent of the growth is accommodated  
25 in Alameda, Santa Clara, San Mateo, and San Francisco

0008 1 Counties.

2 Turning to the transportation side, the  
3 revenues forecast for the region over the 28-year plan  
4 period are \$289 billion. This pie chart shows the

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5 different sources of those funds.

6 So just over half, 53 percent of those funds  
7 are local funds, and that's primarily local sales tax  
8 revenue. Eight of the nine counties in the Bay Area  
9 have a local sales tax dedicated to transportation, and  
10 that's the bulk of those funds.

11 The additional funds are: Regional, 15  
12 percent is primarily from bridge tolls, and then State  
13 and Federal funds. The 5 percent anticipated is based  
14 on fund sources that come along during the 28-year  
15 projection of the Plan that we don't necessarily know  
16 about right now.

17 But based on historical trends, that's --  
18 we've had about a 5 percent of new funds and new  
19 programs that have come up over the life of the Plan.  
20 So we do account for those in the revenue projections.

21 In terms of how the funds are spent,  
22 88 percent of the funds are dedicated to operating and  
23 maintaining the existing system, that includes both  
24 roadways, local streets and roads, highways, and transit  
25 operations, as well as transit capital replacement. The

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1 remaining 12 percent is split roughly equally between  
2 roadway and transit expansion.

3 The Environmental Impact Report looks at  
4 impacts on 14 different environmental areas that are  
5 listed here: Transportation, air quality, land use,  
6 energy, climate change and greenhouse gases -- which  
7 include sea-level rise analyses -- noise, geology and  
8 seismicity, water, biological, visual, and cultural  
9 resource, as well as public utilities, hazards, and  
10 public services.

11 This presentation is available on our  
12 website, so if you're trying to write this down, we can  
13 let you know where it will be available.

14 Potential mitigations are identified for each  
15 of the areas where there is deemed to be a potential  
16 impact. Mitigations would be implemented as appropriate  
17 at the local levels by local jurisdictions as they move  
18 forward with projects if they're using our EIR.

19 Since MTC and ABAG cannot ensure  
20 implementation of mitigation measures in all cases,  
21 those issue areas shown in bold are found to still have  
22 potential significant impacts.

23 Now, I had mentioned that the EIR evaluates a  
24 range of alternatives. This provides some detail on  
25 those alternatives that were evaluated.

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1 One alternative is the No Project, and  
2 that's required by California Environmental Quality Act  
3 to look at the "No Project," which is the existing 2010  
4 land use and transportation network, as well as those  
5 funds that are deemed to be committed.

6 So 80 percent of the funds in the Plan are  
7 going to projects that are either locally funded, in  
8 which case the regional agencies made no discretionary  
9 decision over if they move forward, or were so far along  
10 in project development that they were deemed committed  
11 if they were through a certain level of environmental  
12 clearance.

13 Alternative 3 or the "Transit Priority Focus"  
14 alternative looked at higher densities near high-quality  
15 transit service. It also included an additional high

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16 peak-period Bay Bridge toll, with revenues used to fund  
17 additional Bart and AC transit investments.

18 The "Enhanced Network of Communities" or  
19 Alternative 4 in the EIR was based on input from  
20 business representatives. It included a higher  
21 population growth assumptions, both for population and  
22 jobs compared to the Plan.

23 It also included that higher peak-period Bay  
24 Bridge toll, but in this alternative, it was used to  
25 fund additional investments in the State highway system

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1 maintaining the system.

2 The "Environment, Equity and Jobs" or  
3 Alternative No. 5 was based on input from the equity and  
4 environmental stakeholders. That alternative on the  
5 land use side emphasized increasing opportunities for  
6 low-income housing and communities of opportunity or  
7 job-rich communities.

8 It did eliminate uncommitted roadway  
9 expansion projects, and it implemented a VMT tax that  
10 was used to fund increased transit operations throughout  
11 the region.

12 So those were the range of alternatives that  
13 were evaluated in the EIR. In terms of how the -- what  
14 the analysis showed, all of the alternatives, including  
15 the proposed Plan, had similar impacts.

16 Alternative 5 or the "Environmental, Equity  
17 and Jobs alternative," was deemed to be the  
18 Environmentally Superior Alternative in terms of its  
19 overall environmental impacts. The total greenhouse gas  
20 emissions were reduced the greatest in that alternative,  
21 and air quality emissions were reduced the greatest in  
22 that alternative.

23 However, the proposed Plan did include some  
24 benefits as compared to Alternative 5. It had the  
25 lowest vehicle miles traveled or VMT in the region per

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1 capita. It also included lower levels of congested VMT,  
2 so fewer miles that were traveled in the region at  
3 congested conditions. And less agricultural and open  
4 space were converted under that alternative.

5 Alternative 3 or the "Transit Priority  
6 Alternative" had the least impacts in terms of  
7 transportation as it featured shorter commute travel  
8 times, a lesser amount of congested VMT, and the least  
9 likelihood of transit crowding of the alternatives.

10 In terms on commenting on the Draft EIR, you  
11 can comment either orally or in writing at today's  
12 meeting. You can also send it by mail, fax, or e-mail  
13 by May 16th. Our comment period closes at 4 p.m. on May  
14 16th, and the contact information is listed there.

15 Again, just to note, the comments on the  
16 actual -- on the overall Plan itself and the policies  
17 behind the plan should be made separately at  
18 info@onebayarea.org. And that information is all  
19 included in that brochure at the front table.

20 In terms of our overall schedule, we are  
21 right now in the middle of the EIR public hearings and  
22 the Plan Bay Area public hearings. The public comment  
23 period will close on May 16th.

24 And then in June and July, we will be  
25 presenting summaries and responses to comments to the

0013

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1 MTC Commission and the ABAG Board, with the final  
2 adoption of the Plan and EIR scheduled for July of this  
3 year. And the final EIR will include, as we've  
4 mentioned, a written response to each comment received  
5 on the EIR.

6 So with that, I'll turn it back to Joan.

7 MS. CHAPLICK: Okay. Thank you. So thank  
8 you for your presentation, Carolyn.

9 Now we will be opening the public hearing.  
10 Our court transcribers will be taking down exactly what  
11 you say. And if you would like to speak, I need you to  
12 fill out a blue comment card.

13 So I have received one, and I would like to  
14 bring -- Ivana Yeung will be our first commenter.

15 There are MTC staff who are collecting  
16 comments, and they'll bring them up to me. We'll just  
17 line up, and we'll hear everyone's comments.

18 Each person gets two minutes to comment. And  
19 Leslie up front is our timer. She has a timer that when  
20 the alarm goes off, you'll need to bring your remarks to  
21 a close. So that's our process. And with that, we will  
22 start with our first comment.

23 Please state your name and where you're from  
24 for the record.

25 IVANA YEUNG: Hi. Good afternoon. My name  
0014 is Ivana Yeung. I'm with the County Roads and Airports  
1 Department.

2 We had a comment regarding the transportation  
3 section, which is 2.1. We had read that there were  
4 going to be significant unavoidable regional impacts.

5 While we realize that is probably going to be  
6 the case, we are wondering if there were going to be  
7 plans to have a map or some analysis for the Santa Clara  
8 County in particular, just because we understand that we  
9 have a lot of employment areas here, but I feel that a  
10 lot of the congested VMT miles are going to be in the  
11 Santa Clara County. Are there any plans to include that  
12 in the EIR.

13 MS. CHAPLICK: Questions will just be  
14 recorded and responded to in the final EIR.

15 IVANA YEUNG: Okay.

16 MS. CHAPLICK: Okay. Thank you.

17 Our next commenter, I have a card from Ed  
18 Mason. And please introduce yourself and where you are  
19 from for the record.

20 ED MASON: Good afternoon. Ed Mason of San  
21 Jose.

22 And on Page 1-2-7, it says that there's going  
23 to be an increase in the number of seniors that will be  
24 in the downtown areas. I really find that hard to  
25

0015 believe in the Bay Area. It might be happening across  
1 the nation, but there are two articles that basically  
2 say, nobody is going anywhere for the baby boomers that  
3 are retiring.

4 It's been my experience in roundtable and  
5 personal surveys that basically seniors are going to age  
6 in place and not go into the downtown areas, and I  
7 believe that only the wealthy move to Rincon Hill in San  
8 Francisco.

9 Also, there is no mention on Page 1-2-24.  
10 There's jobs and prosperity. There is no mention made  
11

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12 of the corporate commuter buses. If they were a transit  
13 agency, they would be at about six or seven as the  
14 largest transit agency.

15 The real estate ads in San Francisco tell  
16 that the residences for sale in nearby neighborhood  
17 stops. And the housing quota that is going to be  
18 allocated in San Francisco or any other location, who is  
19 the residence really going to be designated for?

20 You know, if you've got all these commuter  
21 buses going around, it implies -- even in San Francisco,  
22 you've got 24 percent of the population that goes out of  
23 the city, and it's a consequence. If you are going to  
24 assign a housing allocation to San Francisco as an  
25 example, why -- we've got commuter buses going on. So

0016  
1 they don't live where they work. You know, the company  
2 town is extinct.

3 But that's one way that I think there really  
4 needs to be a reevaluation by businesses to not get into  
5 this mode of saying, Well, you can live in hip San  
6 Francisco and congest all the neighborhood streets with  
7 the commuter buses but, you know, you can live here.

8 Highway investment. We always wind up  
9 mitigating everything and we widen. We've widened 880  
10 in '96 and 2000. Now we're going to widen Old Oak and  
11 Road. Well, what happens if we did nothing and really  
12 made commuting a painful experience? Because your  
13 projections indicate that over the near term in long  
14 term, it's only going to be a few more minutes increased  
15 in commuting time.

16 Well, if you want to reduce the greenhouse  
17 gases, let's make -- you know, don't do anything and  
18 just let everybody kind of suffer, and then maybe  
19 they'll get the message, because eventually, they may be  
20 commuting with the fish as the sea level rises. So I  
21 think that needs to be a message that's not being made.

22 MS. CHAPLICK: If you could wrap up your  
23 comments, sir.

24 ED MASON: Yeah. And also, 75 percent of the  
25 jobs are half a mile off of a freeway exit, and only

0017  
1 25 percent are within the 88 rail stations. So there  
2 seems to be a mismatch that maybe we should be  
3 encouraging more commuter buses.

4 Are my two minutes up?

5 MS. CHAPLICK: Yes, your two minutes are up,  
6 sir.

7 ED MASON: Sorry.

8 MS. CHAPLICK: Thank you for your comments.

9 If you do have additional remarks that you  
10 would like to share, feel free to add them to a comment  
11 form and turn them in, or also comment -- send  
12 additional comments by e-mail, fax, or mail.

13 I have no other blue speaker cards, so if  
14 there's anyone who would like to speak, I'll give you a  
15 minute to fill that out. Our main purpose is to receive  
16 comments. So we don't have a question-and-answer  
17 portion. And any questions that you have will be  
18 responded to in the final EIR.

19 So if you would like to make a comment for  
20 the record, we'll need your speaker card.

21 AUDIENCE PARTICIPANT: This is not a comment,  
22 it's a question on the presentation.

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23 MS. CHAPLICK: You know, we're -- I'm sorry.  
24 We are not taking questions on the presentation. So  
25 they're all -- it's all part of the CEQA process, where

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1 we receive the comments.

2 AUDIENCE PARTICIPANT: I'll make a comment.

3 MS. CHAPLICK: Okay. So I'm going to give --

4 I'll give you a few minutes. If you have --

5 AUDIENCE PARTICIPANT: So --

6 MS. CHAPLICK: Sir, I'm needing speaker  
7 cards, if you would like to speak. So we are going to  
8 give people a moment to fill out a speaker card, and  
9 then it's two minutes per person.

10 So we have someone coming up here. We'll  
11 just need your name for the record. I have a card from  
12 Michael Ludwig. Okay, Michael. And you have two  
13 minutes to comment.

14 MICHAEL LUDWIG: Okay. Yes. Sorry I got  
15 here late, but I just was wondering why -- I mean, I  
16 don't know what exactly the lists of projects are in the  
17 Plan Bay Area, so I'm thinking you might be doing this  
18 kind of backwards to be holding the environmental  
19 hearing before the hearing for the list of projects.

20 And so I'm just wondering about that, and I  
21 just want to make sure that you encourage jobs and  
22 housing as close to transit as much as possible.

23 MS. CHAPLICK: Thank you for your comment.

24 Our next speaker is Don Conners.

25 DON CONNERS: I know an awful lot of very

0019

1 intelligent and highly educated people worked very hard  
2 on doing this Bay Area Plan and the Environmental Impact  
3 Report, so I don't mean to impugn your competence or  
4 motives; however, let's look at the history of past  
5 projections.

6 In the middle '70s, we put the first fuel  
7 economy standards in. It was supposed to save an awful  
8 lot of oil because we were going to use less oil in our  
9 cars. So over the subsequent years, the fuel economy  
10 standard of people on the road roughly doubled. Savings  
11 in oil, none, because miles per car also doubled  
12 exactly, offsetting that.

13 We also have the record of light rail in San  
14 Jose, where the cost estimates kept going up and up and  
15 up, the ridership estimates kept going down and down and  
16 down, and the operating costs were tremendous. And  
17 that's just in San Jose. The same thing happened with  
18 BART earlier. It's doing well now, but it took an awful  
19 lot of time to get there.

20 What makes you think that your planning is  
21 any better than the past record?

22 MS. CHAPLICK: Okay. Thank you for your  
23 comment.

24 Our next speaker is Hilda, and I will let you  
25 pronounce your last name.

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1 HILDA LAFEBRE: Hilda Lafebre with San Mateo  
2 Transit representing Caltrain in San Fran.

3 I saw in the presentation four alternatives;  
4 however, you mentioned a fifth alternative. Does that  
5 mean that in the document we will see five alternatives  
6 or four alternatives?

7 MS. CLEVENGER: The proposed Plan is the  
Page 8

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8 other alternative. So it's the No Project, the Proposed  
9 Plan, and then the three additional alternatives that I  
10 described in more detail.

11 HILDA LAFEBRE: Okay.

12 MS. CLEVINGER: So yes, since the previous  
13 slides went into detail on the Proposed Plan, I didn't  
14 include that in that alternatives chart.

15 HILDA LAFEBRE: All right. Thank you.

16 MS. CHAPLICK: I apologize for my break from  
17 process.  
18 Do we have -- I have no other blue speaker  
19 cards.

20 JIM BITTER: I have --

21 MS. CHAPLICK: Please fill out a speaker  
22 card, and we'll have your name, and your comments can be  
23 entered into the record. I'll give you just a minute or  
24 so to fill that out.

25 If we don't have any more people wanting to

0021  
1 speak, we will close the public hearing portion of the  
2 meeting.

3 JIM BITTER: I'd like to speak.

4 MS. CHAPLICK: Yes. Just get me a card.

5 JIM BITTER: I have a card right here.

6 MS. CHAPLICK: Okay. And if you can state  
7 your name for the record. And the card, I just -- the  
8 court reporters use it to get your --

9 JIM BITTER: My name is Jim Bitter,  
10 B-I-T-T-E-R, and I'm from Mill Valley, California. I'm  
11 up north of the Golden Gate Bridge.

12 Why am I down here getting lost in San Jose?  
13 I'm down here because I care about my country. I care  
14 about college kids that are the next generation that are  
15 having trouble finding jobs when you get out of here.  
16 You are going to have a big debt to pay when you get out  
17 of here.

18 And on top of that, you are going to be  
19 paying for all of this, and it's wonderful stuff. It's  
20 housing, transportation, green stuff, green stuff, green  
21 stuff everywhere, but there is no money at the federal  
22 level. \$17 trillion, going to 22 trillion. \$80 billion  
23 in debt in California.

24 The consultants that are here, MTB -- or not  
25 MTB, but the -- I need to take a breath here. The

0022  
1 Metropolitan Transit Commission, an \$11.5 million  
2 bureaucracy, the consultants, ICF International, the  
3 company that did the Environmental Impact Report, that's  
4 Dyett & Bhatia.

5 This is San Jose. It's a big place, and you  
6 have how many people here? So you have invested -- they  
7 won't tell us what this costs. And it's on my computer,  
8 and I didn't hit print, because I -- but we're all  
9 paying for this thing.

10 You know, 99.99 percent of the public is not  
11 going to read it, they'll never see it, and I pity the  
12 next generation that has bought all of this and that is  
13 having to pay for it.

14 So what else can I say? I got lost coming  
15 down here.

16 So anyway, these meetings were conveniently  
17 arranged during the day when people couldn't get here.  
18 They have two at a time. The one up in Marin was

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19 arranged so that the Board of the Supervisors couldn't  
20 come. They're the ones who are responsible for this.  
21 Darrell Steinberg, who drafted the legislation, the  
22 legislature, the California Air Resources Board, they're  
23 all responsible for this.

24 The next generation, the college kids at San  
25 Jose and other places, are going to pay for all of this,

0023

1 so good luck, because the old people are set. But you,  
2 you are going to -- they're going to be in your wallet,  
3 big time.

4 MS. CHAPLICK: Thank you for your comments,  
5 sir.

6 Do I have any more -- anyone wanting to fill  
7 out a speaker card and speak?

8 Okay. With that, we will close the public  
9 hearing and will -- you know, the MTC folks, we will be  
10 collecting comment cards, if you want to provide us  
11 written comments. But that's all we have for now, so  
12 with that, we are adjourned. And feel free, again, to  
13 stay and provide some additional written comments, if  
14 you prefer.

15 Thank you.  
16 (Hearing concluded at 1:32 p.m.)

17 ---o0o---

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0024

CERTIFICATE OF REPORTER

1 I, AUDREY L. TAKATO, CSR No. 13288, a Certified  
2 Shorthand Reporter, hereby certify:

3 That the preceding hearing was taken in shorthand  
4 by me, a disinterested person, at the time and place  
5 therein stated, and that the proceedings were thereafter  
6 reduced to typewriting, by computer, under my direction  
7 and supervision;  
8  
9

10 IN WITNESS WHEREOF, I have hereunto set my hand  
11 this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.  
12  
13

14  
15  
16 \_\_\_\_\_  
17 AUDREY L. TAKATO  
18 CSR No. 13288  
19  
20  
21  
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1 METROPOLITAN TRANSPORTATION COMMISSION  
2 ASSOCIATION OF BAY AREA GOVERNMENTS  
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5 PUBLIC HEARING  
6 ON THE DRAFT PLAN BAY AREA  
7 CONTRA COSTA COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS  
Monday, April 22, 2013  
  
Marriott Hotel Ballroom  
Walnut Creek, California

Reported By: JULIE REPPAS  
CSR NO. 11405  
  
AUDREY TAKATO  
CSR NO. 13288

0002

1 ATTENDEES  
2  
3 MAYOR JULIE PIERCE - Mayor of Clayton and Vice  
President of ABAG  
4  
5 CHAIRPERSON AMY WORTH - Chairperson of the Metropolitan  
Transportation Commission and  
6 Mayor of Orinda.  
7 SUPERVISOR KAREN MITCHOFF - Supervisor of ABAG

---oOo---

BE IT REMEMBERED that, pursuant to Notice of  
the Hearing, and on April 22, 2013, 7:00 p.m., at the  
Marriott Hotel, 2355 North Main Street, Walnut Creek,  
California, before me, JULIE REPPAS, CSR No. 11405,  
and AUDREY TAKATO, CSR No. 13288, State of California,  
there commenced a Public Hearing.

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1 Monday, April 22, 2013 7:02 p.m.  
2 P R O C E E D I N G S  
3 MAYOR PIERCE: Good evening, everyone. I'd  
4 like to welcome you to our public hearing for Contra  
5 Costa for Plan Bay Area.  
6 I'm Julie Pierce. I'm the mayor of Clayton  
7 and the vice president of ABAG. With me tonight are Amy  
8 Worth, the chair of the Metropolitan Transportation  
9 Commission and mayor of the Orinda City Counsel. And we  
10 also have joining us here Contra Costa Supervisor Karen  
11 Mitchoff, who serves with me on ABAG.  
12 We're also welcoming Mayor Cindy Silva from  
13 the city of Walnut Creek and representatives from  
14 Senator Desonia's office, Assemblywoman Susan Bonilla's  
15 office, and from Supervisor Candace Andersen's office.  
16 With that, I'd like you to join me for the  
17 Pledge of Allegiance, please.  
18 (Pledge of Allegiance.)  
19 MAYOR PIERCE: Thank you, all.  
20 Council Member Eddie Berson from the city of  
21 Concord is here as well, right up here in the front. I  
22 think Laura Hoffmeister is in the house somewhere. I've  
23 heard she's here, but I haven't seen her.  
24 COUNCIL MEMBER HOFFMEISTER: I'm here.  
25 MAYOR PIERCE: There she is. She just walked

0007

1 in.  
2 Okay. So thank you for coming to tonight's

3 public hearing. I know your time is valuable, and your  
4 attendance tonight is an indication of how much you care  
5 about the future of our cities, towns, and our region.

6 As a local elective official, I'm frequently  
7 in the position of having to make very tough decisions  
8 about how our city should or shouldn't grow. So anytime  
9 I can hear directly from you, our citizens, about your  
10 vision for the community and the region, I welcome that  
11 opportunity.

12 What's been helpful about the Plan Bay Area  
13 process is that it is local, elected official recalls  
14 from throughout Contra Costa who are at the table making  
15 the decisions, not officials from Sacramento. And not  
16 even the folks at ABAG or MTC, your local decisions are  
17 going to stay local with your city counsel excuse me, I  
18 will honor you when you are speaking. I would  
19 appreciate it if we would all honor each other when  
20 someone else is speaking. Thank you.

21 Contra Costa is part of the Bay Area, but  
22 we've always considered ourselves a little bit distinct.  
23 The plan respects that distinction. It emphasizes  
24 different kinds of development for different parts of  
25 the region; that means our county's homegrown shaping of

0008

1 our future, which we completed nearly ten years ago, has  
2 been the model for growth in our county, not anything  
3 imposed from outside. And in fact, that process serves  
4 somewhat as the model for this regional effort.

5 Our hearing tonight is your opportunity to  
6 comment respectfully for the official record about draft  
7 Plan Bay Area which is now out for public review. Plan  
8 Bay Area offers a long range transportation land use  
9 diversion for the unique and wonderful region that we  
10 call home.

11 As you know, the dialogue has been heated at  
12 times, but I think it's been an important conversation  
13 to count. We have been listening. By looking ahead  
14 over the long-term, we can provide a foundation for us  
15 to build a future that we're proud to pass along to the  
16 next generation.

17 A court reporter is here to transcribe the  
18 remarks. You're going to be asked to please speak  
19 clearly. Our court reporter here may ask you to repeat  
20 something so that we have a good record of your  
21 comments.

22 If you haven't already done so, please fill  
23 out one of these blue "request to speak" cards and turn  
24 it into one of our staff members.

25 Who is collecting them? Right over here.

0009

1 Okay.

2 And then Amy and I will call up the speakers  
3 in the order we receive your blue cards.

4 The public comment will be limited to two  
5 minutes per speaker. There are a lot of people in this

6 room. We've already got 50-plus cards. So you can do  
7 the math. We only have this room until 9:00, so we have  
8 to be succinct.

9 If somebody else has made your comment, you  
10 can say, "I agree with them," and then add whatever  
11 different comment you have to that.

12 Everyone will have an opportunity to speak and  
13 we have written comment sheets at the welcome table  
14 located where you entered in case you want to submit  
15 written comments.

16 And now I'd like to introduce my colleague,  
17 Amy Worth, who will offer a few words from her.

18 COMMISSIONER WORTH: Thank you. Thank you  
19 very much, Julie.

20 As Julie mentioned, my name's Amy Worth, and I  
21 serve both on the Orinda City Counsel as mayor and I  
22 represent the Contra Costa cities on the Metropolitan  
23 Transportation Commission.

24 We are here to listen tonight to your comments  
25 about the Draft Bay Area Plan. This is our third public

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1 meeting in Contra Costa to hear from county residents on  
2 Plan Bay Area.

3 While the plan is slated for adoption this  
4 summer, it's important to note that it is a work in  
5 progress that will be updated every four years to  
6 reflect new priorities, new resources, and new  
7 approaches.

8 Our goal is to preserve what we love about our  
9 region and tackle some of the ongoing problems like  
10 maintenance of our roads and the transit system. It's  
11 also about adding some choices for people now and in the  
12 future, both in terms of housing and transportation.

13 We can give people more choices while  
14 retaining the character of existing neighborhoods and  
15 preserving the open space that Contra Costa residents  
16 value so much.

17 All the comments we hear tonight will be  
18 shared with the members, the decision-makers who serve  
19 on the Metropolitan Transportation Commission or the  
20 Association of Bay Area Governments. Results from all  
21 the public hearings as well as comments from an on-line  
22 forum and from a telephone survey will be summarized and  
23 shared with the Boards of MTC and ABAG at our meeting in  
24 June. We expect to adopt a final version of the Plan  
25 Bay Area in July.

0011  
1 You can view the Draft Plan and comment  
2 on-line at our website, [Info@OneBayArea.org](mailto:Info@OneBayArea.org). The public  
3 comment period closes Thursday, May 16th, at 4:00 p.m.

4 With that, I would like to instruct the court  
5 reporter that the public hearing is now underway and  
6 invite our first speaker to come to the podium.

7 MAYOR PIERCE: And that first speaker is Avon  
8 Wilson from Lafayette to be followed by Richard Eber

9 from Concord.

10 AVON WILSON: Chairpersons, Ladies and  
11 Gentlemen, my name is Avon Wilson. I have lived at the  
12 same residence in Lafayette for 43 years. I am  
13 requesting that ABAG and MTC extend the public review  
14 time for both the Draft Plan and its Draft EIR.

15 As we know, the plan is a 160 pages. The  
16 Draft EIR is over 1,300, with many supplementary  
17 technical reports.

18 Staff and consultants have been working on the  
19 plan for many years. Most recently, your bodies  
20 extended release of both documents by three months for  
21 fine-tuning, allowing an equivalent amount of time for  
22 what could be the most important public review is right  
23 and fair, providing parity between the public and those  
24 interests cited in the plan as stakeholders.

25 In representative democracy such as ours, the  
0012

1 primary stakeholders are the folks who elect the local,  
2 state, and state federal representatives, the folks who  
3 pay the bills, the public.

4 We elect representatives to govern in our  
5 place so that we might do the other tasks necessary to  
6 producing a viable country.

7 As follow-up, we are charged and required to  
8 review and approve our elect elected representatives'  
9 job performance and work products.

10 Properly, a plan of this magnitude should be  
11 submitted to the public for a vote. Short of that --  
12 short of that, an extended public review time of these  
13 documents is essential. It is self-evident. ABAG and  
14 MTC should provide for no less.

15 Thank you.

16 MAYOR PIERCE: Thank you, Avon.

17 I understand that you are passionate about  
18 this, but I'd like to ask you to hold your applause  
19 because you're stealing someone's time and we have a lot  
20 of people here who want to speak.

21 The next speaker is Richard Ebar from Concord,  
22 followed by Richard Colman.

23 RICHARD EBAR: Hi. My name is Richard Ebar.  
24 I'm representing the blog Halfway to Concord, for which  
25 I write a column every week of which I've written six

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1 articles recently concerning what's going on today in  
2 urban planning in the area.

3 I just have a couple of comments because  
4 there's a lot of people that want to talk.

5 One of my biggest concerns having read the  
6 report, it's almost like trying to figure out Obama  
7 medicine plan because it's very complicated. And I  
8 agree that the review process needs to be far longer  
9 than 45 days for spending all these billions of dollars  
10 for the plans over the next 30 years.

11 One of my concerns is that in reviewing the

12 revenues that are being derived for the Bay Area for  
13 this plan, Contra Costa seems to be getting the short  
14 end of the stick.

15 Of the discretionary funds, which amount to  
16 \$57 billion -- this is in the report -- Contra Costa is  
17 not receiving very much bang for their buck, while San  
18 Francisco and San Jose are getting 90 percent,  
19 approximately, of the funds.

20 My other comment is the whole premise of this  
21 report is complying the Senate Bill 345, which relates  
22 to reducing greenhouse gases, carbon footprints, global  
23 warming, all of the above.

24 And one of the questions that I'm asking is  
25 ABAG and MTC thinks that it's very critical and it's

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1 their role in terms of the law of the State of  
2 California to comply with what the legislature put out.

3 My question is, why is this so important while  
4 other laws in the state of California of viewing the  
5 force so selectively such as immigration and ability to  
6 receive welfare and social services.

7 MAYOR PIERCE: Thank you.

8 The next speaker is Richard Colman, followed  
9 by Janet Maiorana, followed by Vince Maiorana, and  
10 Daniel DeBusschere.

11 If you'd like a line up so that we can keep  
12 this moving, that would be very helpful.

13 Go ahead, Richard.

14 RICHARD COLMAN: Good evening, Ladies and  
15 Gentlemen.

16 My name is Richard Colman. I'm a resident of  
17 Orinda. I'm here representing myself.

18 I'd like to read you a one-sentence quotation:

19 "He has erected a multitude of  
20 new offices and sent here a swarm of  
21 officers to harass our people and  
22 eat their substance."

23 Who wrote that? It was Thomas Jefferson in  
24 the Declaration of Independence. Jefferson was  
25 referring to the King of England.

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1 No one on the Board of the Metropolitan  
2 Transportation Counsel, or Commission, or the  
3 Association of Bay Area Governments has been directly  
4 elected by the people. This is the kind of nonsense  
5 that has to stop.

6 California has the highest statutory state  
7 sales tax in the United States. California has the  
8 highest state income tax bracket in the United States,  
9 13.3 percent. California has the seventh highest  
10 corporate income tax in the nation.

11 My question to you is, where are the jobs. We  
12 are being overtaxed and overwhelmed by spend-thrift  
13 government. ABAG and MTC are job killers. The time has  
14 come to abolish MTC and ABAG, and that time is now.

15 Do you agree?

16 Thank you.

17 MAYOR PIERCE: Janet Maiorana, followed by  
18 Vince Maiorana, followed by Daniel Debusschere. And  
19 after that K. Jenkins, followed by Brian Masters.

20 So if you just line up; keep it moving.

21 JANET MAIORANA: Okay. I'm an Orinda  
22 resident, and my comments are of a general nature about  
23 local control. And I've expressed many of these at  
24 various visioning sessions.

25 I realize that Sacramento has given you a

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1 mandate, but it appears that's evolved into  
2 empire-building. Our tax dollars are intended for our  
3 benefit, and I consider the salaries, benefits, and  
4 pensions for MTC, ABAG, and CCTA obscene.

5 MTC' actions to purchase a building in San  
6 Francisco, the proposal of a bridge party, and the Plan  
7 Bay Area proposal are improper use of our taxes. I  
8 would like to abolish ABAG, and I would like MTC to  
9 downsize.

10 MTC should stick to transportation and get out  
11 of the real estate business. That way we could expend  
12 our existing taxes on roads.

13 I am offended that you would fine us if we  
14 want to use local control or blackmail us in order to  
15 get us to accept your plan. Either way, it's the same.

16 We should keep in mind that our nation has a  
17 long history of opposing dictators or anyone who has  
18 taken away our property rights and local control.

19 And I do disagree with you in saying, "Oh, we  
20 have local control." We don't have local control if  
21 you're going to fine us or if you're going to blackmail  
22 us and keep our taxes.

23 Thank you.

24 MAYOR PIERCE: Okay. Vince Maiorana, and add  
25 to the end of the line followed by Daniel DeBusschere,

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1 followed by K. Jenkins, followed by Brian Masters. And,  
2 at the end of the line, Evelyn Stivers.

3 VINCE MAIORANA: Good evening. I'm Vince  
4 Maiorana. The better half just spoke.

5 What I want to talk about is 375 because this  
6 is the controlling document for all of what we're here  
7 to talk about tonight.

8 There are ten targets on 375. Two of them are  
9 very important because they are mentioned, No. 1 and No.  
10 2.

11 No. 1 is greenhouse gases GHG. And what they  
12 want to do is get us out of our cars and into other kind  
13 of transportation. It's very interesting that 375, the  
14 Senate. I don't know. They didn't walk to their  
15 building. Their staff didn't walk to their building.  
16 They didn't take a bus. They have private parking. And  
17 they want us to get out of our cars, get onto BART, get

18 onto the bus, get on the bicycle.

19 Leadership leads by example, and they're not  
20 going to be doing the same thing. If we have -- they  
21 want us to build houses in the PDAs, and we need local  
22 control over those PDAs and those houses.

23 One of the things that is said in these  
24 documents, this -- I only talk about the document that  
25 we have. I've always said we're trapped.

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1 One of the next sentences I'll read very  
2 slowly and clearly, states: Direct discretionary  
3 transportation funding to communities building housing  
4 PDAs.

5 I'll repeat that to you. What this means is  
6 discretionary funding; that means, ABAG, MTC, there are  
7 hand of SB 375. They can have discretionary  
8 transportation funding to communities building houses in  
9 the PDAs.

10 MAYOR PIERCE: Thank you, Vince.

11 VINCE MAIORANA: If they don't do that --

12 MAYOR PIERCE: Thank you, Vince.

13 VINCE MAIORANA: -- you may not get the  
14 funding.

15 Don't be fooled.

16 Thank you.

17 MAYOR PIERCE: Next is Daniel DeBusschere,  
18 followed by K. Jenkins, followed by Brian Masters,  
19 followed by Evelyn Stivers, followed by Ralph Hoffman.

20 DANIEL DEBUSSCHERE: Good evening. My name is  
21 Dan DeBusschere.

22 Do you need the spelling?

23 MAYOR PIERCE: We have it on the card.

24 DANIEL DEBUSSCHERE: Okay. Great.

25 I submitted a question, trying to be positive

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1 about the plans, and the EIR and the question was  
2 phrased like this: I did a word search on the digital  
3 copy of the plan. And I word-searched for BART parking.  
4 There was none. This kind of gave me the impression  
5 that the plan is slightly slanted to someone's vision on  
6 how all the MTC funds should be spent for the next 30,  
7 40 years.

8 Now, I live in Orinda. I live in a 3000-foot  
9 home on a half-acre-zoned house. I'm very happy. And  
10 when I read in the plan that the reasons you want dense  
11 -- multi-density-type of housing is because of the  
12 rising population of Asians and Latinos seem to favor  
13 this modality. Well, I can assure you, if you gave them  
14 the choice of that versus what I have, the answer is  
15 simple. The reason that you're going to the dense  
16 multi-family, 20-units-per-acre-type of planning as  
17 defined in SB 375 is strictly an economic thing.

18 And, quite frankly, it's driven by development  
19 efforts and development people who were in the Speaker  
20 of the House's office when 375 was drafted. So that's

21 the special interest stakeholder.

22 Now, I think you need to broaden the plan.  
23 You need to put quality of life in what it is you're  
24 doing. This stack-and-pack is only serving one  
25 interest. And it's not serving your clients and it's

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1 not serving us who live in the communities who have to  
2 accommodate these things.

3 Thank you very much.

4 MAYOR PIERCE: Next is K. Jenkins, followed by  
5 Brian Masters, followed by Evelyn Stivers, followed by  
6 Ralph Hoffman, followed by Ed Gorzynski.

7 KATHLEEN JENKINS: Hi. Good evening, Ladies  
8 and Gentlemen. My name is Kathleen Jenkins. I live in  
9 Orinda and have been a proud member of Orinda for 17  
10 years. I'm one of these people that are firm believers  
11 in free market economy.

12 What does this plan presume? There is a plan  
13 for stack-and-pack housing in Orinda. If there was an  
14 interest, wouldn't these already be built? Because  
15 they're not already there, this means there's no market  
16 demand for this type of housing. If there's no demand,  
17 this means people don't want the type of housing you are  
18 suggesting. And that means that these will need to be  
19 heavily subsidized with public funding.

20 If you put the stack-and-pack housing close to  
21 our Orinda public transportation, this suggests that  
22 you'll need to replace existing land use, which leads us  
23 to the need for eminent domain.

24 Why would any city allow others to take the  
25 power to decide land use away from other cities and

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1 citizens who support the local community and schools and  
2 put it in the planned hands of others who don't live  
3 there and don't support the community?

4 Furthermore, your plan and Draft EIR concedes  
5 that past decision by residents and current preference  
6 in survey responses indicate that 60 to 70 percent of  
7 all new homes are requested to be stack-and-pack.

8 Where is the empirical evidence that people's  
9 preferences will dramatically shift towards wanting to  
10 live in pack-and-stack housing.

11 Thank you for your time.

12 MAYOR PIERCE: Thank you for your comment.

13 Thank you, Kathleen.

14 Brian Masters.

15 BRIAN MASTERS: Yes. Hi. My name is Brian  
16 Masters. I'm a business representative of the sheet  
17 metal workers, Local 104, which represents over 9,000  
18 sheet metal workers in Northern California, 6,000 of  
19 them which pretty much reside here in the Bay Area.

20 Our members perhaps have a greater stake than  
21 most in the final division in the Plan Bay Area, both  
22 the quality of communities they live in and their  
23 capacity to earn a decent living at stake.

24           At our annual campaign for jobs conference,  
25 over 250 of our members adopted a set of principles,  
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1    which is called Livable Communities Initiative, which is  
2    the first building trades union in the nation to do so.

3           Much of the Plan Bay Area supports this  
4    initiative; for example, protecting our open space as it  
5    does push construction towards (inaudible) development  
6    providing us work with reducing greenhouse gas  
7    emissions.

8           Having housing placed in long transit  
9    corridors and having lots of choices for transit will  
10   help our members and families get to their needs to go  
11   and make transit less costly.

12          We are concerned that not enough is being done  
13   to provide housing that's affordable. A union sheet  
14   metal worker building thousands of houses, units  
15   envisions plans makes less than 40,000, a year, not  
16   enough to pay for 2,800 or more in apartment rent.

17          We are concerned that the Plan Bay Area is  
18   completely silent on thousands of construction jobs that  
19   will result from the building of this plan.

20          Here's why we are concerned: The current  
21   business models for developers building in-filled  
22   development is based on creating a low-wage workforce  
23   imported for Central Valley; for example, a developer by  
24   the name of Bree has two projects in Sunnyvale totaling  
25   over 600 units. At this site, 17 of the 34 contractors  
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1    were based outside the region. Sheet metal workers were  
2    paid \$12 an hour and brought in from Sacramento.

3           Why is there nothing in the plans encouraging  
4    to use local workforce and paying these workers area  
5    standard wages.

6           Why is there nothing in the plan benefit of  
7    having \$7 billion construction dollars circulated in the  
8    local economy.

9           Thank you.

10          MAYOR PIERCE: Thank you.

11          The next speaker is Evelyn Stivers, followed  
12   by Ralph Hoffman, followed by Ed Gorzynski, followed by  
13   Jack Paulus.

14          EVELYN STIVERS: Thank you so much for the  
15   opportunity to speak. My name is Evelyn Stivers. I  
16   work for the Nonprofit Housing Association of Northern  
17   California and I live in Oakland, California.

18          Nonprofit Housing Association, we represent  
19   people that build and live in affordable housing. Our  
20   most recent affordable housing development just opened  
21   up in San Mateo a couple of weeks ago. And 64 units of  
22   affordable housing had a waiting list of 2,500 people  
23   that showed up in one day needing affordable housing.

24          Over 60 percent of the people that applied  
25   lived in San Mateo, were current residents in need of  
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1 housing. This is critically needed.

2 Contra Costa has taken a lead on affordable  
3 housing production in the past. This community, Walnut  
4 Creek, has been one of the best communities to live in  
5 and to build in for a long time. So we really  
6 appreciate the leadership that elected officials from  
7 Contra Costa have done in leading this plan.

8 Much of Measure J really shaped the  
9 transportation plan, and I really appreciate the hard  
10 work that you've done.

11 I am concerned, though, with the volunteer  
12 nature of the land use component; specifically, Eastern  
13 Contra Costa is taking on so much more development than  
14 all of Marin and Napa combined. I think that speaks to  
15 the volunteer nature of Eastern Contra Costa communities  
16 willing to take on more growth; which is great, but we  
17 really need -- with 60,000 people commuting into Marin  
18 every day and so many low income jobs with people being  
19 forced to commute from Richmond and Solano County, there  
20 is an opportunity to improve the plan.

21 Thank you very much for all of your hard work.

22 MAYOR PIERCE: Thanks, Evelyn.

23 The next speaker is Ralph Hoffmann, followed  
24 by Ed Gorzynski, followed by Jack Paulus, followed by H.  
25 Pruett.

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1 RALPH HOFFMANN: Elected Chair Pierce, I  
2 believe you were a elected member of the Clayton City  
3 Counsel; Elected Chair Worth, I believe you were an  
4 elective member of Orinda City Counsel; and Elected  
5 Supervisor Mitchoff, I'm Ralph Hoffmann and I live at  
6 the luxurious Mercer Condominiums here in downtown  
7 Walnut Creek, just two blocks from BART. And I own a  
8 condominium there. I took the free trolley and walked  
9 the rest of the way for good exercise.

10 I am a member of the Advisory Council on Aging  
11 and the Senior Mobility Acts and Council.

12 But what I would like to ask today is, when  
13 will the additional half cent sales tax be put on the  
14 balance similar to Measure J both in Contra Costa and  
15 Alameda County, where it nearly passed, so that we can  
16 improve the roads and public transit in our county.

17 And, finally, I might say, we definitely need  
18 to reduce the influence of gas. And gas, by the way,  
19 can be spelled G-a-s-s, with a first name of Heather as  
20 an alternate way of looking at it.

21 Thank you.

22 HEATHER GASS: I consider that an honor.

23 Thank you.

24 MAYOR PIERCE: Okay. Ed Gorzynski, followed  
25 by Jack Paulus, followed by H. Pruett, followed by Patty

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1 Strong.

2 ED GORZYNSKI: Okay. My name is Edward  
3 Gorzynski, and I'm a resident of Marin. I've lived in

4 the Bay Area for over 48 years, and I seem to remember  
5 that when ABAG was started, it was an association of  
6 cities that wanted to cooperate to try to solve some  
7 mutual problems; however, I now see that ABAG and MTA  
8 and the states are now dictating how many people are to  
9 live in each city and how they are to be housed.

10 This is supposed to be an equitable solution  
11 to the growth of jobs and population; however, from  
12 where I have seen these projections are fallacious and  
13 cannot be proved.

14 How did we come this far without your  
15 fumbling? I was wondering where you people get the idea  
16 that you could run people's lives.

17 One Bay Area will not preserve Bay Area's  
18 equality. It will be disastrous for the quality of life  
19 of all hardworking, successful people and their  
20 families.

21 Your homogenous of communities will make all  
22 citizens poor. It's like wine - the winemaker mixing  
23 different vintages. All of the wine will be mediocre at  
24 best. The only ones that will benefit are the  
25 bureaucrats and the very rich developers. The middle

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1 class will no longer exist.

2 When I joined the Marine Corps, I took an oath  
3 to defend the constitution from foreign and domestic  
4 enemies. I guess it's time to fight people in  
5 organizations that are trying to bring down our country  
6 and life, liberty, and the pursuit of happiness from  
7 within.

8 I say to all the City Counsel members to  
9 reject One Bay Area and to get back to being reasonable  
10 -- responsible, I mean, for your cities and towns and to  
11 your residents who elected to live there and to elect  
12 you.

13 MAYOR PIERCE: We have Jack Paulus, followed  
14 by H. Pruet, followed by Patty Strong, followed by John  
15 Doe.

16 JACK PAULUS: Good evening. I'd like to speak  
17 on one of the two primary mandates that's driving this  
18 entire thing, and that's the greenhouse gas mandate.

19 The trend of people driving electric-only  
20 vehicles is accelerating. I'm especially aware of this  
21 because over the last six years, I've commuted with an  
22 electric-only vehicle that is now powered by the solar  
23 panels on my roof, which means that both my home  
24 electric use and my commute are emissions-free.

25 Lessening emissions is one of the mandated

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1 targets of this plan. Yet my ability to do this is only  
2 possible because I have a roof on which I can have solar  
3 panels.

4 If the high-density housing route is pursued,  
5 then future options for many people for decades in the  
6 future will be limited in that they will not be able to

7 do what I am doing today.

8 My concern is that if we create plans  
9 considering only last century's transportation  
10 technologies, we will end up preventing such  
11 efficiencies in the future, and we will actually be  
12 creating more emissions than we would have otherwise as  
13 even the best laid plans can have large, unintended  
14 consequences like these.

15 And in terms of equity, even today there are  
16 many lease options available with no upfront money  
17 required making solar panels available to persons of all  
18 income levels, but not if they live in high-density  
19 housing with no place to put them.

20 The trend of zero emissions residential solar  
21 power is also accelerating, which decentralizes power  
22 generation making the entire system more robust as well,  
23 and yet the present plans for high-density housing will  
24 prevent others from living emissions-free because they  
25 will have nowhere to put the panels.

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1 So my question is, even if this plan is  
2 largely driven by reducing emissions, why would you  
3 choose, especially in spite of the accelerating trends,  
4 both in electric vehicle use and solar power adoption,  
5 to make the combination of emissions-free commuting and  
6 emissions-free power generation impossible for so many  
7 future homeowners.

8 It seems to me that we may be trying to deal  
9 with 21st century issues with 20th centuries solutions.

10 MAYOR PIERCE: H. Pruett, followed by patty  
11 Strong, followed by John Doe, followed by Heather Gass.

12 HEATHER PRUETT: My name is Heather Pruett and  
13 I live in Orinda; been a resident there for about 13  
14 years, and I have two points to make. They're both  
15 fairly concise.

16 The first has already made, but I want to make  
17 it again because it's very important.

18 A very short time ago, in late March, ABAG  
19 released the Bay Area Plan, Plan Bay Area, it's  
20 development plans.

21 One comment people may be aware of, it's 160  
22 pages long, and along with it comes the 1,300-page  
23 Environmental Impact Report. ABAG putting a deadline  
24 for concerned citizens to read all of that and respond  
25 by May 16th is completely impossible; it's unreasonable,

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1 and I am requesting that the deadline be extended by an  
2 additional 90 days. That's the first point.

3 Second point I want to make is that ABAG  
4 really could not be forcing an increase in housing  
5 supply and pushing the unwanted stack housing,  
6 especially in small communities like Orinda, at a worse  
7 time. It doesn't make any sense to me when we've had  
8 over three-and-a-half million people leave this state  
9 and go to other states due to high taxes, due to high

10 unemployment, which has not gotten any better.

11 And, meanwhile, I work full-time at a very  
12 large utility company, and I'm starting to see a lot of  
13 people my approximate age group starting to retire. And  
14 where I'm going with this is we all know a lot of the  
15 baby boomers are starting to retire. A lot of people  
16 are starting to retire.

17 In particular, there's about 78 million born  
18 between 1946 and 1961 who are going to be retiring in  
19 this area. They're going to be leaving, a lot of them  
20 are. We've seen the trend. We don't need more housing.

21 This is the worst possible time to be adding  
22 in mass development stack housing when people are  
23 leaving, and that trend is clearly going to continue.

24 MAYOR PIERCE: Thank you, Heather.

25 Next is Patty Strong, followed by John Doe,

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1 followed by Heather Gass, followed by Susan Edward.

2 PATTY STRONG: Yes. An I'm Orinda resident,  
3 and I want to talk about Orinda because that's what I  
4 know best.

5 I'm opposed to changing the semirural nature  
6 of Orinda; therefore, I oppose Plan Bay Area. This plan  
7 would change my way of life irreversibly for the worse.

8 Most of the Orinda residents live in  
9 single-family homes. We drive our cars to work, to  
10 schools, to shopping. Most of us do not ride bicycles  
11 or walk to downtown Orinda. Plan Bay Area wants us to  
12 give up cars and use bicycles or walk.

13 This plan will also reduce the number of cars  
14 that can park in the downtown area. Orinda has limited  
15 space to build low-income, high-density stack-and-pack  
16 housing. We citizens do not have a clear idea of where  
17 we would build this housing. And according to the  
18 Orinda City Counsel minutes, we might be required by the  
19 Housing Element of the Bay -- Plan Bay Area -- to look  
20 for housing blight and search out the residential areas  
21 and businesses near transit to meet this requirement.

22 I interpret this to mean that eminent domain  
23 would be used to force our families and businesses near  
24 transit.

25 The citizens of Orinda voted to incorporate

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1 the city of Orinda so that we can make our own  
2 decisions. We did not vote for the Plan Bay Area. I  
3 believe this plan cannot and will not work.

4 Thank you.

5 MAYOR PIERCE: And you are John Doe, followed  
6 by Heather Gass, followed by Susan Edward, followed by  
7 Roger Acuna.

8 JOHN DOE: I oppose Plan Bay Area, including  
9 but not limited to, all low income, high density  
10 stack-and-pack housing projects.

11 Organizations such as OrindaWatch.org and  
12 Pleasant Hill Citizens for Responsible Growth have

13 identified a plethora of community population growth,  
14 overcrowding, crime, police, educational, land use,  
15 vehicle use, tax, funding, and environmental issues,  
16 which are not adequately addressed by Plan Bay Area.

17 So I have several questions related to this,  
18 and one of them was identified by Evelyn, the first  
19 speaker, and that is, why is Plan Bay Area, a plan of  
20 such great magnitude, not being presented to the  
21 citizens of the Bay Area, including Contra Costa County,  
22 for their vote.

23 Governor Brown put on all those tax increases  
24 in the last election on the ballot. Why can't this, if  
25 it is such a great plan, be put on the ballot for the

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1 citizens to decide?

2 I realize it's not required by law, but if all  
3 of you believe in this plan as you specify, why can't  
4 you put it on the ballot for us.

5 Plan Bay Area requires 80 percent of all new  
6 houses to be stack-and-pack. Where is empirical  
7 peer-reviewed evidence that 80 percent of Bay Area  
8 citizens want to live in high density stack-and-pack  
9 housing.

10 SB 375 requires unfunded mandates on counties  
11 and cities to be identified. Where is the analysis in  
12 the plan and the Draft EIR that would cost the continues  
13 and cities of these unfounded mandates and the impact of  
14 this cost.

15 Why is there zero funding in Plan Bay Area for  
16 more schools, police, and fire protection needed for the  
17 population growth identified in the plan.

18 Where in Plan Bay Area is the analysis of the  
19 impact of low-income, high-density stack-and-pack  
20 housing on the property values of surrounding properties  
21 and the crime rates of applicable Bay Area communities.

22 Since the plan impacts all nine Bay Area  
23 counties and all 101 cities of the Bay Area, why doesn't  
24 Plan Bay Area include city by city as well county by  
25 county economic and environmental impact analysis.

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1 Thank you.

2 MAYOR PIERCE: Thank you.

3 We have Heather Gass, followed by Susan  
4 Edward, followed by Roger Acuna, followed by Byrne  
5 Mathisen.

6 HEATHER GASS: I have been coming to these  
7 rigged meetings, fake input sessions for years now. And  
8 we've been told all kinds of lies about how this plan is  
9 a homegrown plan; the local cities want it. We have  
10 been told that we're just following a mandate, and if we  
11 don't like it, go talk to our state legislatures. And  
12 that's a bunch of lies.

13 This plan has been in the works for almost 20  
14 years. This is the blueprint for a sustainable Bay  
15 Area. It was written in 1996 by David Early of Urban

16 Ecology. And in it it has a special thanks to ABAG, the  
17 Association of Bay Area Governments, for printing.

18 I've done the research. The Association of  
19 Bay Area Governments signed a compact in 1997 with a  
20 handful of NGO's, and stakeholder groups like Urban  
21 Habitat, Greenbelt Alliance Sierra Club, the Bay Area  
22 Council --

23 (Reporter asks Ms. Gass to slow down.)

24 HEATHER GASS: So, basically, this plan has  
25 been in place and you guys have been planning this. And  
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1 this is not about a state-mandated legislation. And  
2 Mark Desonia was on the ABAG board and he is a co-author  
3 of SB 375.

4 So that is a lie. The people of the Bay Area  
5 deserve to know the truth, that this has been worked on  
6 behind the scenes without a vote and approval of the  
7 people of the Bay Area. And this is going to socially  
8 re-engineer all of our lives over the next 40 years.

9 And you guys know this, and you are exposed  
10 now for the truth. Stop lying to the public. This is  
11 not about saving the planet; this is about socially  
12 re-engineering our lives.

13 You have no right to do this. You are an  
14 unelected body. I don't care if you are elected  
15 officials; you were not elected to do this.

16 There is no such thing as regional government.  
17 And I come up here over and over and over again. And  
18 I'm sick of being lied to. Out of all the input we have  
19 given, we've never gotten our questions answered.

20 How much this is going to cost? What is this  
21 going to do to our schools, fire, safety.

22 MAYOR PIERCE: Thank you, Heather.

23 HEATHER GASS: None of us have been given  
24 answers about this.

25 MAYOR PIERCE: Thank you, Heather.

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1 HEATHER GASS: We get the run around, and then  
2 you bring in police officers because you're afraid of  
3 the real public input. Tell the truth. This is not a  
4 mandate. Regional, unelected bodies are not going to  
5 control our lives.

6 MAYOR PIERCE: The next speaker is Susan  
7 Edward, followed by Roger Acuna, followed by Byrne  
8 Mathisen, followed by Reed Robertson.

9 ROGER ACUNA: I believe Susan Edward's is  
10 going to defer. She had a written statement.

11 My name is Roger Acuna. I'm with the Concord  
12 Independent Living Resources for Contra Costa and Solano  
13 County. We're an agency that provides advocacy support  
14 services for people with disabilities.

15 And one common theme that we've run across  
16 over time is that our clients are looking for accessible  
17 housing.

18 As you know, we're currently into the baby

19 boomer phase. We are also fighting a war we can't win  
20 with our war vets that are coming from overseas. Guys  
21 are coming home in body bags, coming home without legs,  
22 coming home without arms, without sight. And I get  
23 these calls all the time, and we need to have a  
24 community that's accessible.

25 And what I'm talking about is the concept --  
0037

1 what I want to request is an addendum to the ABAG, ABAG  
2 document, that would include accessible, universal  
3 access designed for housing. I'm not talking about the  
4 Fair Housing Act laws; I'm not talking about California  
5 Act Compliance. Universal design just talks for new  
6 housing developments to include accessible design  
7 features so that folks are able to live in a place, so  
8 they don't have to move into a nursing home when they  
9 get older, so folks are able to visit other houses,  
10 other places freely, without having to worry about  
11 turnaround space, without having to worry about -- so  
12 they're able to navigate freely.

13 What I have here is a brochure on seven  
14 principles on universal housing design. And I'm going  
15 to leave these here for the panel, for you, to read  
16 freely. So I'll have her hand these out for you.

17 Thank you very much.

18 MAYOR PIERCE: Thank you, Roger.

19 ROGER ACUNA: And I look forward to having an  
20 ongoing discussion for 8, 10, 25 years, as long as I'm  
21 here.

22 MAYOR PIERCE: Thank you, Roger.

23 The next speaker is Byrne Mathisen, followed  
24 by Reed Robertson, followed by Nyna Armstrong, followed  
25 by Adam Garcia.

0038

1 BYRNE MATHISEN: My name is Byrne Mathisen,  
2 Lafayette resident for 34 years; currently vice  
3 president of the Happy Valley Improvement Association,  
4 ref to the Happy Valley Home Improvement, Lafayette  
5 Homeowners Counsel.

6 Happy Valley Home Improvement has been in  
7 existence for over 65 years, representing the 1,100  
8 households north of the Lafayette BART station. We meet  
9 nine times during the calendar year with an additional  
10 annual meeting to discuss issues of the day. We also  
11 send out a newsletter in advance of the annual meeting.

12 One year we had the fire chief come and go  
13 over with what we could do to make our area of the city  
14 safer. We are a neighborhood of older narrow winding  
15 roads in a hilly environment with few ingress and egress  
16 points, what you would call a firetrap.

17 Actually, all of Lafayette neighborhoods are  
18 within valleys - Acalanes Valley, Burton Valley, Reliez  
19 Valley, and Happy Valley, all of which have the same  
20 constraints.

21 Plan Bay Area will change our way of life

22 irreversibly. We vote for relatively minor changes in  
23 our life, like a quarter percent sales tax increase.  
24 Whether or not a vote is statutorily mandated,  
25 why on earth is this plan of such a magnitude not being  
0039

1 presented to the citizens of the Bay Area for a vote?

2 The city of Lafayette has a general plan. I  
3 served on the Citizens Advisory Commission. I also  
4 attended every Shaping Our Future meeting, and Saving  
5 Our Future didn't fly.

6 Do you remember that?

7 We also have a downtown specific plan; plus  
8 five years in the making. I attended 80 percent of the  
9 meetings.

10 MAYOR PIERCE: Thank you, Ms. Mathisen.

11 BYRNE MATHISEN: Oh, okay. Well, I've got  
12 more to say. I'll send it to you in writing; don't  
13 worry about it.

14 MAYOR PIERCE: Please do.

15 The next speaker is Reed Robertson, followed  
16 by Nyna Armstrong, followed by Adam Garcia, followed by  
17 Erica Hann.

18 REED ROBERTSON: I'm Reed Robertson from  
19 Orinda.

20 Recently, in the last ten years or so, Antioch  
21 has brought several thousand affordable income-sponsored  
22 tenants into their city. Over the last, say, five  
23 years, combined with the housing collapse, houses that  
24 were selling for \$700,000 are now selling for less than  
25 2.

0040

1 With the recent complete collapse in land  
2 values and tax revenues to the city, they cannot improve  
3 their schools, their infrastructure; all they do now is  
4 try to hire more police to stop the rising amount of  
5 violent crimes.

6 I personally have seen somebody shot in the  
7 street, a 15-year girl; I've seen somebody get run over;  
8 I've been assaulted. I think you need to consider -- I  
9 only go to Antioch at 9:00 a.m., before everybody wakes  
10 up in the morning. I work there. I'm concerned for my  
11 own personal safety.

12 You know, Amy, you and I both live in Orinda.  
13 I'm not exactly sure; I consider myself to be a  
14 relatively smart guy. I read all those things. I don't  
15 know what any of it meant. I asked questions; I still  
16 don't know what it meant.

17 I mean, if something like that was to happen  
18 in Orinda, I don't know any of your constituents that  
19 would stand for it.

20 Your own house has collapsed in value along  
21 with everyone elses. You also have a situation in  
22 Antioch now where the people that can get out are  
23 getting out. They just simply don't want to have an  
24 undesirable neighbor next door. They have destroyed the

25 whole city.

0041

1 MAYOR PIERCE: Thank you, Mr. Robertson.  
2 Next is Nyna Armstrong, Adam Garcia, Erica  
3 Hann, and Amie Flemming.

4 NYNA ARMSTRONG: Hi. I'm Nyna Armstrong, and  
5 I'm a resident of Orinda.

6 Your plan calls for high-density housing next  
7 to the freeway. You must not be aware of the following  
8 key studies on air pollution and health effects near  
9 high traffic areas.

10 This list was put together by the  
11 Environmental Law and Policy Center and the Sierra Club:

12 Air pollution from busy roads linked to  
13 shorter life spans for nearby residents.

14 Truck traffic linked to childhood asthma  
15 hospitalizations.

16 Pregnant women who live near high traffic  
17 areas are more likely to have premature and low birth  
18 weight babies.

19 Traffic-related air pollution associated with  
20 respiratory symptoms in two-year-old children.

21 People who live near freeways exposed to 25  
22 times more particulate pollution.

23 Asthma more common for children living near  
24 freeways.

25 Children living near busy roads more likely to

0042

1 develop cancer.

2 Most traffic-related deaths due to air  
3 pollutions, not traffic accidents.

4 Emissions from motor vehicles dominate cancer  
5 risk.

6 Cancer risk higher near major sources of air  
7 pollution, including highways.

8 A school's proximity to freeways associated  
9 with asthma prevalence.

10 Lung function reduction among children more  
11 likely if living near large traffic.

12 Proximity of a child's residence to major  
13 roads linked to hospital admissions for asthma.

14 Your pretty propaganda shows young and old  
15 frolicking in your complexes next to the freeway, but  
16 your solution in your plan calls for those citizens to  
17 lock themselves inside with their air-conditioning on.

18 Your plan is unhealthy for citizens and for  
19 communities.

20 You are favoring the developers over the most  
21 vulnerable. I stand with the most vulnerable. I stand  
22 against Plan Bay Area.

23 Thank you.

24 MAYOR PIERCE: Next is Adam Garcia, followed  
25 by Erica Hann, followed by Amie Flemming, followed by

0043

1 Rusty Snow.

2 ADAM GARCIA: Good evening, Ladies. My name  
3 is Adam Garcia. I am a resident of San Francisco, but I  
4 was born and raised in the Panhandle Annex of Richmond.

5 I'd like to point out also that I think  
6 somewhat the population of this is room a bit under  
7 representative of the county of Contra Costa as a whole,  
8 and I think that a lot of areas that can benefit the  
9 most from these redevelopment efforts are often the low  
10 income communities. And so I'd like to just point that  
11 out for the record.

12 In growing up in the Panhandle Annex of  
13 Richmond, a small low income community, had a major  
14 imprint on me. Sandwiched between two freeways, I still  
15 remember the strong sense of community I felt between my  
16 neighbors. Some of my favorite memories are backyard  
17 barbecues, riding bikes in the streets, playing with  
18 other kids, climbing a great pine tree in the front  
19 yard, and helping our neighbors when they were down on  
20 their luck.

21 We were all from different backgrounds with  
22 parents that worked in other cities and counties, but we  
23 all saw that little street as our home.

24 So now as Plan Bay Area moves along, I'm  
25 excited to see how the plan can help foster a stronger

0044

1 sense of community throughout our region just as I felt  
2 on that little street in Richmond.

3 Will the plan create more parks, community  
4 spaces, better connected bike lanes and connected homes  
5 for all types of families? I certainly hope so and I  
6 believe that with the right mechanisms that it can  
7 achieve this goal.

8 It's an incredible challenge that cannot be  
9 ignored, but cannot also solved by the same lines of  
10 thought that got us into this situation.

11 I support Plan Bay Area for its effort to  
12 begin thinking of ourselves as a connected region,  
13 recognizing that no single city or even county can exist  
14 on its own. I look forward to a Bay Area that is  
15 strengthened by people, jobs, home, schools, and the  
16 places that make this region an awesome place to live  
17 and love.

18 Thank you.

19 MAYOR PIERCE: Thank you, Adam.

20 Next is Erica Hann, followed by Amy Flemming,  
21 followed by Rusty Snow, followed by Robert Ring.

22 ERICA HANN: Hi there. My name is Erica and I  
23 grew up in Moraga. I went away to college but am back  
24 in this area now, and I am here supporting Plan Bay  
25 Area.

0045

1 And related to what Adam just mentioned, I  
2 think it is very important to think about the  
3 connections between places, rather than just individual  
4 jurisdictions.

5           One example that I can give of that, I ride my  
6 bike a lot for transportation, for recreation, because I  
7 love it, and I have family that lives in Danville, which  
8 they live very close to the Iron Horse Trail. And so I  
9 thought, Oh, great.

10           I can ride on the bike trail from Moraga to  
11 Lafayette and then from Walnut Creek all the way to down  
12 to Danville, which was wonderful, except for the one  
13 section connecting those trails. I was in the middle of  
14 Walnut Creek and there's cars zooming around, and it's  
15 very, very unsafe.

16           So I think it's critical to think of this sort  
17 of holistically and think of those border areas rather  
18 than just individual statements.

19           MAYOR PIERCE: Thank you very much.

20           Amie Flemming, then Rusty Snow, then Robert  
21 Bing, then Tom Collins.

22           AMIE FLEMMING: Good evening. Thanks for  
23 having us.

24           My name is Amie. I'm 24 years old, and I  
25 think that's important because this plan is going to

0046

1 address some pretty important years of my life between  
2 being 24 and being in my 50's.

3           And when I think about that, I grew up on the  
4 East Coast and I moved here for a reason, because I love  
5 the Bay Area. Everyone in this room loves the Bay Area.  
6 There's a lot of passion for this place, and I wanted to  
7 be in a place where people were passionate about where  
8 they lived.

9           Part of why I love it too is because I don't  
10 need to own a car, which I can't afford because I'm 24.  
11 And I love that I can live here, I can be outside with  
12 friends, I can go to my community without a car, and I  
13 can also go up into the beautiful parks of the East Bay  
14 and recreate here, and I can truly find some sort of  
15 community that is really meaningful to me and why I  
16 moved here.

17           And so when I think about this plan -- and I  
18 know it's driven by transportation -- I think it's  
19 important to consider how important my generation is  
20 going to be in the shaping of this whole region.

21           And, for me, a lot of that's going to be how  
22 do we find alternatives to cars. I'm not saying that  
23 anyone shouldn't have one, but if I can't afford to have  
24 one or choose not to have one, I'd still like to be a  
25 part of this community.

0047

1           So thank you.

2           MAYOR PIERCE: Thank you.

3           Next is Rusty Snow, Robert Bing, Tom Collins,  
4 and Chris Engl.

5           RUSTY SNOW: Hello. I am Rusty Snow. I'm a  
6 member of the non-partisan group called Orinda Watch.

7           Last month, Orinda Watch had a very large town

8 hall meeting with over 325 people. From that meeting,  
9 our surveys indicated the majority of citizens opposed  
10 losing local control of their small towns. It appears  
11 the majority of citizens opposed the Plan Bay Area and  
12 its concepts of regionalism.

13 Should policies like the Plan Bay Area be  
14 decided by the citizens and through Democratic process  
15 or should the fate of its existence be decided by an  
16 outside agency.

17 Would the administrators of the Plan Bay Area  
18 do the right thing and allow the Plan Bay Area to be  
19 decided by popular vote.

20 No. 2, I agree with the other people that the  
21 plan and the EIR should be extended to allow people to  
22 have time to review it and to make comments.

23 Our concern with the Plan Bay Area is that we  
24 do not believe in many cases that is based upon logical  
25 assumptions or accurate facts. Concerning this, I have

0048

1 the following questions:

2 What right does ABAG have to mandate that the  
3 stack-and-pack housing be built if this ruins the  
4 character of our small towns.

5 The plan calls for housing near mass transit.  
6 Why would anyone want to live next to BART.

7 Have you ever tried to take a nap next to a  
8 BART train.

9 That's kind of a loose comment, maybe a little  
10 simplistic. But I think that's a quality of life, is  
11 being able to take a nap during the day, etc., and BART  
12 is extremely noisy and not good for living next to it.

13 Wouldn't it make more sense for businesses to  
14 be located next to mass transit like BART and housing  
15 located away from BART.

16 The Plan Bay Area poses the exact opposite of  
17 this.

18 Would stack-and-pack housing have an impact on  
19 adjacent property values? Has this been carefully  
20 analyzed.

21 If the joining properties are negatively  
22 affected how are the property owners going to be  
23 compensated.

24 Are there not laws that address the  
25 responsibility on governments if their actions cause

0049

1 property values to drop?

2 MAYOR PIERCE: Thank you.

3 RUSTY SNOW: Thank you very much.

4 MAYOR PIERCE: Robert Bing, followed by Tom  
5 Collins, followed Chris Engl, followed by Peter  
6 Singleton.

7 ROBERT BING: Good evening. My name is  
8 Robert. I also live in Orinda. Rusty just spoke of a  
9 town hall meeting about a month or so ago.

10 Mayor Worth, were you there? No? No, you

11 weren't. You were invited.

12 Contrary to your platitudes and to your cutesy  
13 titles, we are not One Bay Area. We are dozens of  
14 individual communities, we choose to live in these  
15 communities, and we want to have some local control over  
16 these communities.

17 We do not -- I don't want unelected members of  
18 some group dictating the numbers of units to be built in  
19 my town. And I'm sure I speak for other towns also.

20 Individual citizens choose to live in their  
21 community; they elect their people. Look at the 4th of  
22 July celebrations in individual communities. They all  
23 reflect local control and local pride. We don't want to  
24 be told by some strangers how our town is going to be  
25 built and what it's going to look like.

0050

1 California's economy is anemic. People are  
2 fleeing California right now. How is this plan going to  
3 help? Where are the jobs? Where are the jobs with  
4 these houses? How is it good for the environment? How  
5 is it good for the infrastructure? How is it good for  
6 our schools, our police, our fire, who are already  
7 overworked?

8 California is already ramming to a high speed  
9 rail, a cylindra on rails. It's a joke. Now they're  
10 trying to ram through -- now ABAG and MTC are trying to  
11 ram through this Plan Bay Area; again, a joke.

12 Give the local voters a chance to decide.  
13 It's time for you to stand up for your constituents.

14 Thank you.

15 And not sell them out. What is the rush? Do  
16 we have to pass the plan before we know what's in it.

17 MAYOR PIERCE: We have Tom Collins, followed  
18 by Chris Engl, followed by Peter Singleton, followed by  
19 James Bennett.

20 TOM COLLINS: Hi. My name is Tom Collins.  
21 I've lived in Martinez now for about ten years. I  
22 oppose this plan, this One Bay Area plan. I oppose it.  
23 I ask that you extend the voting to another 90 days.

24 I also oppose this force-fed of socialism, and  
25 that's all I have to say.

0051

1 MAYOR PIERCE: Chris Engl.

2 CHRIS ENGL: Good evening. My name is Chris  
3 Engl, and I'm an Orinda resident.

4 In February of this year, MTC's executive  
5 director, Steve Heminger told the public the forecast  
6 for buying and improving their beautiful new  
7 headquarters, complete with a \$3 million atrium that was  
8 added after the fact, was off by just \$48 million.

9 By the way, I wonder how many atriums we'll  
10 see in these stack-and-pack projects.

11 The price tag went from \$167 million to 250  
12 million, just a 30 percent mistake on the cost of the  
13 building.

14           The Bureau of State Audits said the building  
15 is expected to lose 14 to \$20 million over the next 30  
16 years.

17           And that's a conservative estimate. Heminger  
18 joked, "I consider that a good day's work."

19           Amazing how Mr. Heminger thinks it's funny to  
20 joke about under-budgeting with the public's money.

21           What's my point about the building as it  
22 relates to MTC and ABAG and Plan Bay Area? As an  
23 unelected collection of officials and staffers, you have  
24 created alternative modeling assumptions completely out  
25 of line with the traditional method of forecasting

0052

1    population growth using immigration and birth/death  
2 adjustments. You have purported to be able to forecast  
3 growth for the next 30-odd years, something not even a  
4 Wall Street forecaster would be bold enough to attempt.

5           Original ABAG estimates for the number of new  
6 units needed were almost 40 percent higher. They were a  
7 million units and now 660,000 units. And that was due  
8 in large part to improperly accounting for the  
9 re-absorption of existing and ongoing number of  
10 foreclosures.

11           Your forecasts are wildly out of line with the  
12 Department of Finance's projections. In Contra Costa  
13 alone, your numbers differ by thirteen percent.

14           Expert reports show that people have actually  
15 been migrating out of California in droves since about  
16 1990 due to high taxes on transportation, individuals  
17 and businesses, increased density, and higher than  
18 average unemployment.

19           You're increasing housing supplied at exactly  
20 the wrong time as California has the highest number and  
21 percent of all U.S. baby boomers who will be retiring  
22 between 2012 and 2030 rushing to get these massive  
23 subsidies of 300 to 500,000 per unit and crimping demand  
24 and putting downward pressure on home prices.

25           I'm almost finished.

0053

1           Even the Contra Costa County Transportation  
2 Authority, the congestion management agency charged with  
3 distributing One Bay Area grant moneys balked at Plan  
4 Bay Area's premise at the February 15th, 2012, meeting  
5 citing that, changes in regional land use patterns offer  
6 relatively small contributions to the overall strategy  
7 producing greenhouse gas emissions and called your  
8 population forecast anything but constrained and highly  
9 speculative.

10           Thank you.

11           MAYOR PIERCE: Thank you, Chris.

12           We have Peter Singleton, followed by James  
13 Bennett, followed by David E something; r-l-i-c-h.  
14 Can't read the writing -- sorry -- followed by Terry  
15 Thompson.

16           Thank you, Peter.

17 PETER SINGLETON: Thank you, Madam Chair.

18 Peter Singleton.

19 While this isn't a hearing on the Draft EIR, I  
20 wanted to point out that one of the greatest  
21 deficiencies in the environmental review process is a  
22 sham process with a predetermining conclusion. And,  
23 with that in mind, I'd like to share with the public  
24 here where the Plan Bay Area exactly came from.

25 The plan itself on page 3 says that it comes

0054

1 from SB 375 and that the plan's policies elements were  
2 developed by consultation and through the input of the  
3 public, the Bay Area citizens. This is not entirely  
4 correct.

5 Plan Bay Area, in all essential policy  
6 elements, came from the Compact for a Sustainable Bay  
7 Area that was released July 29th, 1999, the Draft Plan.  
8 That's 14 years ago by the Bay Area Alliance for  
9 Sustainable Development.

10 And the Bay Area Alliance was a collection --  
11 a coalition of very powerful corporate interests,  
12 nongovernment organizations, and it was run by ABAG and  
13 MTC, but each policy element of Plan Bay Area; so the  
14 need to live in high-density housing, the need to take  
15 transit, the requirement that all cities be  
16 demographically even and that we need to move toward  
17 regional governance.

18 Those were all part of the draft compact. The  
19 only thing that's missing from the draft compact is  
20 anything about greenhouse gas emissions or climate  
21 change because that rationale had not been discovered.

22 So it's not entirely correct for the Plan to  
23 say on page 3 that it comes from SB 375. Actually,  
24 SB 375 comes from the compact.

25 And, further, the plan did not -- the policy

0055

1 elements in the plan did not come from the public  
2 whatsoever.

3 Thank you.

4 MAYOR PIERCE: We have James Bennett, David  
5 Erlich, Terry Thompson, and Chris Pareja.

6 JAMES BENNETT: My name is James Bennett. I  
7 am a businessman and an activist from Sonoma County.  
8 I'm part of the Post-Sustainability Institute, which is  
9 lodging a legal case against this tyranny. I've also  
10 had to teach myself to publish a newspaper to tell my  
11 fellow citizens about this plan.

12 Now, it's very easy to figure out why the  
13 citizens don't know about the plan because if they did,  
14 and understood its ramifications, they would be  
15 sharpening their pitchforks.

16 Now, I think we all know that the UN is a not  
17 a warm and fuzzy peacekeeping organization like we  
18 thought when we were kids. It is the organization and  
19 the vehicle, along with an alphabet of other NGO's and

20 coalitions and agencies, that carry out directive and  
21 synthesized consensus for their totalitarian tyranny,  
22 spelled out in a complete plan for complete control  
23 called UN Agenda 21 Sustainable Development.

24 This is the hard scape as dictated by these  
25 globalists. This is starting to remind me of another

0056

1 part of the history around 1930 that didn't go very  
2 well.

3 Forgive me, containing the people next to  
4 rail, taking away their guns, fluoridating the  
5 populists, indulging in propaganda, and indoctrinating  
6 our children. It's like a duck. If it looks like a  
7 duck and walks like one and quacks and it has all of its  
8 earmarks, it's a duck.

9 Now, these globalists employ a postulate that  
10 works real good. It works good on an individual surf.  
11 It works good on somebody in ag. It works good on  
12 Petaluma; it works good on Portugal. You provide for  
13 their impoverishment. And then, in the wake of that,  
14 you say, "If you play ball our way, we'll give you  
15 money."

16 And they go along. Well, make no mistake,  
17 there's a lot they want us to go along with, and we will  
18 not.

19 MAYOR PIERCE: Thank you, James.

20 Next is David Erlich, Terry Thompson, then  
21 Chris Pareja, and Lenore Krause.

22 DAVID ERLICH: My name is Dave Erlich. I'm  
23 from San Leandro, California; originally from Lancaster,  
24 California, where this was implemented about six years  
25 ago. That's why I moved.

0057

1 We still have our mixed used housing there  
2 empty in Lancaster. The bottom floor is ours. The  
3 affordable housing is well occupied.

4 I'm going to take off where the gentleman in  
5 front of me left, Agenda 21, the globalist, the plan is  
6 something that you were implementing. I know you've all  
7 been on notice about it. They having been fighting it  
8 up here for years.

9 So, with the police here, maybe we should, I  
10 don't know, talk about arrest for treason, because this  
11 has been fought for years and years and years. In fact,  
12 there have been city councils that have been presented  
13 with (inaudible) of treason. That's, as soon as you're  
14 notified of the treason, you must cease and desist it;  
15 stop the treason against the Constitution of the United  
16 States.

17 And, again, he's right. The 1930's, my great  
18 grandparents were from Russia. Actually, I'm sorry,  
19 from Poland; they left just before he decided to take  
20 over all the businesses. They took away the guns. They  
21 moved everybody by tracks. It was a great high speed  
22 rally, I think, between Estonians and Poland there.

23 It's all there.

24 I know you guys have looked up Agenda 21  
25 because I've seen the videos from years before I came up  
0058

1 here. Delphi technique is great. I mean, it's in the  
2 Manifesto. Let's read it. Once we learn the language  
3 and everybody in here knows the language, the language  
4 of dialogue and collaborative and stakeholders -- which  
5 we are not the stakeholders, obviously -- we can  
6 decipher it and we can beat this because there's a whole  
7 playbook. The globalists let us know what they're going  
8 to do before they do it. So we are smart and we will  
9 defeat this.

10 You know, I'm an electrician by trade and an  
11 operative by life; an operative against globalists. And  
12 this is a battle I'm going to take on with a lot of  
13 other folks in the crowd here.

14 You've managed to stir up the right and left.  
15 Good job. You're bringing us all together. That's what  
16 we need.

17 Thank you.

18 MAYOR PIERCE: Terry Thompson followed by  
19 Chris Pareja, followed by Lenore Krause, followed by Liz  
20 Froelich.

21 TERRY THOMPSON: My name is Terry Thompson  
22 from unincorporated Alamo. This is all about central  
23 planning; didn't work in the Soviet Union and it's not  
24 going to work here.

25 Julie, you said ABAG consists or composed of  
0059  
1 elected officials. I didn't vote for you, I didn't vote  
2 for any of the ladies up here.

3 There are three kind of government. We have  
4 city government, we have county government, we have  
5 state government. There's no such thing as regional  
6 government. Regional government is non-existent. It's  
7 illegitimate.

8 If you want public input, and you say that's  
9 why we're here tonight, there's one way to get public  
10 input.

11 That's to put this for a vote.

12 You have a 1,300-page EIR, which almost  
13 guarantees no one is going to read it. Maybe that was  
14 the design.

15 So, as I recall, I went to a meeting down in  
16 Oakland and you had a big screen up and you had a bunch  
17 of options and various options of what you could do,  
18 what you were deciding on. And it seemed to me there  
19 was one option we can choose to be hung, another we  
20 could have a firing squad, or we could lethal injection,  
21 or maybe death by a thousand cuts. I think that's where  
22 we are now.

23 There was one option, though, that I did like.  
24 My personal favorite was called "No Project."

25 I said, you know, we want local control. And

0060

1 my wife just told me, "You mean, we don't want loco  
2 control."

3 So I'd urge all of my friends here in the  
4 audience to demand of their cities, their towns, Get out  
5 of ABAG.

6 We're doing this now over in Danville.  
7 They're going to agendize it. Corte Madera has already  
8 done this.

9 I recommend that all of you get out your  
10 pitchforks and your torches and go to your town councils  
11 and get us out of ABAG.

12 MAYOR PIERCE: Next is Chris, then Lenore  
13 Krause, then Liz Froelich, then S.P. Callister.

14 How do you pronounce your last name?

15 CHRIS PAREJA: It's Pareja.

16 I was born in Richmond and I live in Hayward.

17 MAYOR PIERCE: That's a J. Okay.

18 CHRIS PAREJA: I oppose the Bay Area plan. It  
19 talks about the three E's of planning being environment,  
20 economy, and equity. And, specifically, equity is  
21 called out as being particularly important. And I'd  
22 like to clarify something for the designers of the One  
23 Bay Area plan; and that is, just because someone is a  
24 minority doesn't mean they need assistance from the  
25 government to be equal to others. That's a racist

0061

1 philosophy and it's insulting.

2 The One Area Plan also highlights the desire  
3 to put high-density or multi-family homes near mass  
4 transit. And part of the justification cited is that we  
5 have growing demographics of Asian and Hispanic  
6 households and on page 33 of the plan, you basically say  
7 brown people like to live in multi-family homes.

8 As an Asian that looks Mexican, I'm offended  
9 twice.

10 Multi-generational households may be both  
11 partially cultural but also partially economically  
12 driven. The lack of high paying jobs, the ones being  
13 chased out of the Bay Area, is large factor reliance on  
14 multi-family homes and dependence on mass transit.

15 The current economy is driving more families  
16 in multi-generational housing arrangements and roommate  
17 situations. There's currently an excess inventory in  
18 housing market, and people continue to leave the area  
19 and the state. And federal and state taxes will  
20 continue to make it difficult for these families to  
21 purchase these homes here.

22 These are all factors brought on by a  
23 difficult business climate exacerbated by taxes and  
24 regulations not just by brown people that ban together  
25 or like to live in the same home or neighborhood.

0062

1 The plans have highlighted retail and  
2 restaurant jobs in walkable communities. These are

3 typically low paying and entry levels jobs. It's almost  
4 as if you believe the majority of brown people want to  
5 work in restaurants and retail.

6 You've offended me again, especially since  
7 these jobs are statistically occupied by teenagers and  
8 middle income families or other currently employed  
9 individuals needing additional income. They're  
10 typically not taken by members of lower income families  
11 or people needing a single job with a  
12 lifestyle-supporting income.

13 Not only that, the priority development areas  
14 are often in polluted, undesirable parts of towns,  
15 especially in the inner cities. And this desire to put  
16 high numbers of income disadvantaged families in  
17 unhealthy environments is criminal.

18 The One Bay Area plan is not going to make  
19 minorities more equal; it is going to trap them in slums  
20 and reduce their chances to get out.

21 MAYOR PIERCE: Thank you.

22 CHRIS PAREJA: Here's my request for you: If  
23 you really care about equity, please stop adding  
24 amenities to the plantation and free the workers to  
25 pursue their own versions of happiness.

0063

1 MAYOR PIERCE: Next is Lenore Krause followed  
2 by Liz Froelich, followed by S.P. Callister, followed by  
3 Eliza Pesuit.

4 LENORE KRAUSE: My name is Lenore Krause and  
5 I'm from Pleasant Hill.

6 In this state we think of the levels of  
7 government to be city, in my case, Pleasant Hill;  
8 county, Contra Costa; state, California; federal, the  
9 United States of America.

10 ABAG and MTC are like another level of  
11 government that we do not need and we do not want. When  
12 ABAG and MTC tell me how to live and where to live, they  
13 are enabled with way too much power.

14 When they blackmail cities into doing their  
15 command by withholding transportation funds from the  
16 city if the city does not do as ABAG and MTC demand,  
17 this is a level of power I cannot comprehend. If we  
18 would have to have this level of government, we should  
19 at least be able to elect the officials of this  
20 government directly.

21 We elect our representative to other  
22 governmental bodies in this state directly. You might  
23 stay to me that city councils and other governmental  
24 bodies select their dually- elected officials to serve  
25 on subcommittees, etc. This is true, but none of these

0064

1 subcommittees has the power that has been given to ABAG  
2 and MTC.

3 I bring this issue up because Ms. Karen  
4 Mitchoff, our Contra Costa County Representative here,  
5 in questions recently imposed to her, implied or said,

6 that the officials of ABAG and MTC are elected directly.  
7 This is not true.

8 REPRESENTATIVE MITCHOFF: That's not what I  
9 said.

10 LENORE KRAUSE: The elected officials of our  
11 various cities should be the ones to make zoning  
12 decisions, etc. Our city officials should not allow  
13 this power grab by ABAG by MTC.

14 It is time for us to withdraw from ABAG and  
15 MTC.

16 MAYOR PIERCE: Okay. Next is Liz Froelich,  
17 followed by S.P. Callister, followed by Eliza Pesuit,  
18 and John Chapman.

19 LIZ FROELICH: Thank you.

20 I too oppose the Plan Bay Area and follow what  
21 others have said, particularly about local control. And  
22 so I really am concerned when I read two things that  
23 confuse me.

24 In your Number 6, More Questions, I'm not  
25 supposed to worry about local control because you

0065

1 indicate State legislation is explicit that neither ABAG  
2 nor MTC has the legal authority to supercede the land  
3 use authorities of cities and counties; but then I have  
4 this form of the Regional Housing Needs Allocation which  
5 tells me how many more housing units are going to come  
6 into my city of Concord, and I think I don't have a  
7 choice in that.

8 I'm really concerned -- my second point is --  
9 that this is just a reaction to the overstimulation of  
10 what we've seen at the alarmists about global warming.  
11 So therefore, we have to go back to AB-32, which was the  
12 companion bill to SB-375.

13 And I think there has been in the interim of  
14 these years much more to be concerned about but not on  
15 the alarmists' side, on the side that we aren't having  
16 global warming. So I think what we are trying to  
17 produce here is something that is based on faulty  
18 documentation and data.

19 And recently, we have even seen this  
20 information, maybe not all of us have seen it. But  
21 there are two things just quickly I would like to tell  
22 that have been noted in the media.

23 In The Australian recently, it said: There's  
24 been a 20-year hiatus in rising temperatures and it has  
25 climate scientists puzzled. Then, in The Economists of

0066

1 March, there was a lengthy article in which it said: If  
2 climate scientists were credit-rating agencies, climate  
3 sensitivity would be on negative watch but not yet  
4 downgraded.

5 So I would urge cities to withdraw from ABAG.  
6 Thank you.

7 MAYOR PIERCE: Thank you.

8 Next is S.P. Callister, followed by Eliza

9 Pesuit, followed by John Chapman, followed by Bill  
10 Legler.

11 SUSAN CALLISTER: Good evening. My name is  
12 Susan Callister. I live in Lafayette. I'm a member of  
13 the Happy Valley Improvement Association board and part  
14 of the Lafayette Homeowners Council.

15 I was a little bit concerned at the beginning  
16 of this evening when someone up there said that this  
17 particular thing was going to be going through in July.  
18 I do remember smart growth about nine or ten years ago,  
19 attending a meeting, and thinking, "Oh, God, I hope this  
20 doesn't go through," and it didn't.

21 So I think a lot of the people that were up  
22 there this evening that asked you to sort of stand up to  
23 the plate and put this up for a vote -- and I'm sure  
24 there's money to be found in some of the grant money  
25 that's dangled around the communities that are

0067  
1 designated PTAs, and you can you use that for a vote in  
2 Contra Costa County.

3 The EIR and your Plan have some unrealistic  
4 forecasts for jobs, households and, you know, you refuse  
5 any kind of independent analysis.

6 You know, I believe there's global warming. I  
7 believe we need to have housing for everybody in our  
8 community and help those that need help, but I don't  
9 believe that you're the decider of that. We are. Our  
10 communities are. Our downtown plan, our general plan,  
11 not this one Bay Area thing.

12 So I urge you to listen to some of the people  
13 that spoke tonight and put it up for a vote of the  
14 people.

15 And then a second thing on the PTAs, at least  
16 for our community, it seems as though our staff gets  
17 grant money dangled at them. So last year we had our  
18 street torn up for almost a year to get pink sidewalks  
19 and some trees torn down, and I don't know why we did  
20 it. It did put some people to work, but not for very  
21 long, and the outcome wasn't good.

22 So once again, I ask that you stand up and you  
23 put it to a vote of the people.

24 Thank you.

25 MAYOR PIERCE: Eliza Pesuit is next.

0068  
1 JOHN CHAPMAN: I think she passed.

2 MAYOR PIERCE: Okay. Then John Chapman, then  
3 Bill Legler, and then Jordan Fruchtman.

4 JOHN CHAPMAN: Yes. John Chapman, I'm a  
5 resident of Danville. Good evening.

6 COMMISSIONER WORTH: Do you want to pull the  
7 mic up a little bit?

8 JOHN CHAPMAN: Hold it up?

9 MAYOR PIERCE: You're a little taller than the  
10 last speaker.

11 JOHN CHAPMAN: I'll take it. Thanks.

12           So a lot of interesting comments tonight. I  
13 think they're all worth considering carefully, but there  
14 is something I think we must really think carefully  
15 about.

16           The big issues we face, the big planning  
17 issues we face: Housing, transportation, air quality,  
18 open-space protection, these are all regional issues.  
19 And if you look at 110 jurisdictions and expect them to  
20 solve these problems alone, it won't happen, and we'll  
21 get into a much, much worse situation. We have to have  
22 a way to do this together, because it's 110  
23 jurisdictions working that need to work together -- 109,  
24 okay.

25           So I like the attempt of what this plan is

0069

1 trying to do to find a way to work together to solve the  
2 problems.

3           I also like the Plan because it's an important  
4 step to implementing AB 32, which was brought to us, as  
5 you may remember, by a republican administration and a  
6 republican governor. It's a good bill. It's worth  
7 fighting for.

8           I like the Plan because it provides housing  
9 choices for a variety of people, and particularly I like  
10 it when it proposes to build close to transit so that  
11 people don't have to own a car for every family member.  
12 They'll have choices. They can take their car or they  
13 can take transit.

14           I like the Plan because it holds the limit on  
15 urban sprawl for the next 30 years. There's room  
16 enough, as studies have shown, to build within the  
17 existing 110 cities. We don't have to push out further.

18           I love the Plan because it protects wildlife  
19 and working family farms. And local family farms are a  
20 really important national security issue, because  
21 without local food, then what happens is a geopolitical  
22 event occurs.

23           And finally, I like it because it brings clean  
24 air and water.

25           Thank you.

0070

1           MAYOR PIERCE: Thank you.

2           The next speaker is Bill Legler, followed by  
3 Jordan Fruchtman, followed by Barbara Hodgkinson,  
4 followed by Pam Jones.

5           BILL LEGLER: Hello. I'm just a little old  
6 senior living in Orinda for 37 years. I enjoy the city.  
7 I enjoy the rural atmosphere.

8           I find the Plan Bay Area to be flawed,  
9 incomplete, and needs to be rewritten; so therefore, I  
10 hope that it is not adopted in its present form.

11           And let me give you some specific things:

12           Number one, the Plan called for the same  
13 demographic characteristics among all the cities. I  
14 don't think we want to do that. We don't want sameness.

15 We want individuality.

16 The second thing the report failed to mention  
17 and deal with, that's single-family housing. That's a  
18 big source of housing, and it should be integrated into  
19 any housing plan, and it was not incorporated. The  
20 notion that people want to live life, spend their whole  
21 life in high-density housing is unrealistic, to say the  
22 least.

23 And third, the DOF, Department of Finance, has  
24 statisticians to project population. ABAG has  
25 statisticians to project populations. They totally

0071

1 disagree. Why don't we use one or the other? Why don't  
2 we use the State's, since it's been around for so long  
3 and it's very respected. So we should use that as a  
4 base rather than -- you know, is the ABAG's  
5 statisticians better than the State's statisticians?

6 Okay. One suggestion, since you're having  
7 housing mandates, there ought to be a way to have  
8 offsets to the State mandates. And the off states  
9 (phonetic) could include such things as no land  
10 available for building, it could be that -- an offset  
11 could be given for large houses, because they have many  
12 children and family. An offset could be given to senior  
13 housing, and that would reduce it.

14 And I have one last point, and I'm done.

15 The last point is cost-benefit analysis.  
16 There has to be a cost benefit. We are spending public  
17 money. We ought to do it in a very reasonable and  
18 wisely way.

19 MAYOR PIERCE: Thank you.

20 BILL LEGLER: So therefore, I hope you don't  
21 approve the Plan as it is written.

22 Thank you.

23 MAYOR PIERCE: Thank you, Bill.

24 Next is Jordan Fruchtman, followed by Barbara  
25 Hodgkinson, followed by Pam Jones, followed by Eric

0072

1 Stuffmann.

2 JORDAN FRUCHTMAN: Hi. Thank you so much for  
3 listening to all of our comments and for being here  
4 tonight and spending so much time.

5 I grew up here in the Bay Area. I'm 31 years  
6 old and, you know, I came here because I wanted to tell  
7 you all about my experience here going to summer camp at  
8 the Lafayette Reservoir every single summer, being able  
9 to experience the nature and wildlife there and be in  
10 those spaces.

11 And now I've been married for two and a half  
12 years, and my wife and I are ready to start a family and  
13 settle down. We've been saving up to buy a home and the  
14 only place my wife will look is here in the Walnut Creek  
15 area. She was just shopping, unfortunately for me, in,  
16 you know, this awesome district here.

17 So, you know, we're really excited, but it's

18 really -- not only is it incredibly hard to find  
19 affordable homes for us but, you know, to another  
20 gentleman's point, we do want to live near BART.  
21 We would love to live near a transportation  
22 hub so that we could actually use that to get to work  
23 instead of having to be stuck in traffic. So that would  
24 be really a fantastic thing, and I came here because I  
25 wanted to tell you about that.

0073

1 I wanted to tell you about the hope that I  
2 have for open space and connected biking routes and  
3 affordable housing for people, and unfortunately what I  
4 heard was talk about Nazis and communists and tyranny  
5 and totalitarianism.

6 And I'm -- you know, I'm a young guy in my  
7 30s, and I'm actually trying to approach this country  
8 with a lot of hope. I'm hoping that we can change, that  
9 we can grow together and make Walnut Creek and Contra  
10 Costa a better place for all of us to live.

11 And, you know, my grandparents were in the  
12 Holocaust and I just wanted to say that's a completely  
13 ridiculous thing that I take offense to, and I hope that  
14 we can really all come together to make a better Contra  
15 Costa together and to make this whole Bay Area a better  
16 place together.

17 Thank you.

18 MAYOR PIERCE: Thank you.

19 Next is Barbara Hodgkinson, followed by Pam  
20 Jones, followed by Eric Stuffmann, followed by Rosa  
21 Koire.

22 BARBARA HODGKINSON: Hi. I'm Barbara  
23 Hodgkinson. I've been a homeowner in Orinda for  
24 30 years, and I'm a member of Orinda Watch.

25 The ABAG vision is contrary to the

0074

1 semirural-village character of Orinda. Orinda  
2 homeowners and taxpayers cherish its quiet suburban  
3 nature and do not want the city to be transformed.

4 I personally reject the social engineering  
5 agenda upon which ABAG's vision is based. I think it's  
6 far too radical.

7 I do not believe that all people should live  
8 in densely packed, multistory-attached units in urban  
9 centers rather than in single-family homes.

10 I do not believe that car use should be  
11 discouraged in favor of transit. I believe that car use  
12 should be made cleaner and greener and emission free.

13 I do not believe that all suburban downtowns  
14 should be rezoned from multistory developments with  
15 upper-story housing and ground-floor commercial, but I  
16 do believe that Orinda must get out of ABAG.

17 MAYOR PIERCE: Okay. We have Pam Jones,  
18 followed by Eric Stuffmann, followed by Rosa Koire,  
19 followed by Tom Morehouse.

20 PAM JONES: I have been coming to these Plan

21 Bay Area meetings since March 2011. You guys always  
22 look so bored when people talk about freedom. And then  
23 when they talk about riding bike trails and taking bags  
24 places, you look so excited. It just always cracks me  
25 up. I couldn't help but comment on it.

0075

1 The frequently asked questions. Since  
2 March 2011, I have been asking a frequently asked  
3 question, and I have never gotten the answer, and that  
4 is: Why do you only have one population number.

5 It behooves me (sic) that you can't come up  
6 with maybe a low, medium, and high number, like most  
7 people would do when they're trying to transform an  
8 entire region. You know, just guessing a population  
9 number doesn't mean it's actually going to happen, like  
10 we are going to grow by -- I don't know what it is now,  
11 but it started at I think about 3 million.

12 And back in March 2011, when I questioned the  
13 people, they looked perplexed that we weren't growing.  
14 And we continue to decline here in California, and you  
15 never look at the numbers. You never take another look.

16 And I can't believe you sit there at every one  
17 of these meetings and look like you care when you don't  
18 even care enough to look, take another look at  
19 population numbers. That's an important aspect when  
20 you're talking about changing a region.

21 So if you would finally please at least put it  
22 on the frequently asked questions that it's been asked a  
23 dozen times. You don't need -- I guess we're never  
24 going to get the answer, so at least put it on the  
25 questions.

0076

1 Thank you.

2 MAYOR PIERCE: Next is Eric Stuffmann,  
3 followed by Rosa Koire, followed by Tom Morehouse,  
4 followed by Steve Herrin.

5 ERIC STUFFMANN: Good evening. My name Eric  
6 Stuffmann, and I'm a resident of Orinda for the last  
7 three and a half years. My wife has lived in Orinda her  
8 whole life, and we love it there. We love it as it is  
9 right now.

10 And I have a couple points to make. I guess  
11 at this point I'm echoing some earlier points, but so be  
12 it.

13 So I just found out about this six weeks ago  
14 just from a friend of mine, and as I learn more and  
15 more, I'm pretty concerned. And I talk to people in my  
16 daily life, and I have yet to meet anybody outside of  
17 Orinda Watch, who I have a friend on, who knows anything  
18 about this.

19 And so how could something with such  
20 far-reaching implications be put upon us without our say  
21 in the matter?

22 So I guess I'm echoing earlier points, but it  
23 just seems right and democratic that we be allowed to

24 vote, and at the very least -- well, the wrong way to go  
25 about it seems to have only a 45-day window for public  
0077

1 comment.

2 As it pertains to Orinda specifically, my wife  
3 and I moved there specifically for the semirural  
4 character and the schools because we have two young  
5 children. And I'm concerned about the impact on both  
6 those things, and it seems, you know, obvious that there  
7 would be a big detriment to both of those things, and  
8 hence property values.

9 I think we can achieve a lot of other goals,  
10 such as bike paths and green environment and clean  
11 water, but the idea of having a standard, cookie-cutter  
12 approach to all the different cities doesn't respect the  
13 individual aspects of those cities. That's why I chose  
14 Orinda.

15 I like other aspects about other cities, and I  
16 like to go visit those cities for those reasons, but I  
17 don't want this happening to Orinda.

18 MAYOR PIERCE: Thank you, Eric.

19 Next is Rosa Koire, followed by Tom Morehouse,  
20 followed by Steve Herrin, followed by Dr. Cheryl Morgan.

21 ROSA KOIRE: I'm Rosa Koire. Excuse me. I'm  
22 Rosa Koire with the Post Sustainability Institute.  
23 That's postsustainabilityinstitute.org.

24 We will be suing to stop Plan Bay Area with  
25 your help. With your help. We need funds for this

0078  
1 suit. So please go to postsustainabilityinstitute.org  
2 and help us collect the funds for this lawsuit.

3 Plan Bay Area violates the Fifth Amendment of  
4 the United State Constitution, taking property rights  
5 without just compensation.

6 By the creation of Priority Development Areas,  
7 this Plan restricts 80 percent of residential  
8 development and 66 percent of commercial development to  
9 just a few small areas of your city until the year 2040.

10 If your property is outside of the PDAs -- and  
11 96 percent of the property is outside -- you will likely  
12 not be able to expand or build your building, and you  
13 will not be paid for this loss.

14 Plan Bay Area violates the 14th Amendment of  
15 the United States Constitution, the Equal Protection  
16 Clause. Owners of properties in the Priority  
17 Development Areas will receive development permits at a  
18 rate of approximately 80 times more than owners of  
19 property outside of Priority Development Areas.

20 Plan Bay Area violates voter-approved urban  
21 growth boundary ordinances because the Priority  
22 Development Areas are within the urban-growth boundaries  
23 but are much smaller. They are redistricted areas.  
24 They are in violation of ordinances that clearly state  
25 that development must be encouraged out to the limits of

0079

1 city services. These ordinances are found throughout  
2 the Bay Area and cannot be changed without a vote of the  
3 people.

4 I say we do not want a vote for regional  
5 government. We do not want this Plan. We will sue you.  
6 We will stop this Plan. Help us sue this Plan.

7 MAYOR PIERCE: Thank you.

8 ROSA KOIRE: Help us sue this Plan.  
9 Postsustainabilityinstitute.org.

10 Thank you.

11 MAYOR PIERCE: Next is Tom Morehouse, followed  
12 by Steve Herrin, followed by Dr. Cheryl Morgan, followed  
13 by Chet Martine.

14 TOM MOREHOUSE: Hi. My name is Tom Morehouse.  
15 I'm an Orinda resident. We live in a very small, sleepy  
16 community of 17,000 people and about 4,000 houses. I  
17 would say it's very sleepy tonight because about half of  
18 Orinda seems to be here, and I think we are here because  
19 we're all concerned.

20 I heard about it -- as a fellow mentioned  
21 earlier -- about six weeks ago. We've seen a lot in the  
22 papers, and I came here to be educated. And I think  
23 it's really unfortunate because I've been educated by  
24 all my neighbors. I have not been educated one word by  
25 any of you.

0080

1 Thank you.

2 MAYOR PIERCE: Next is Steve Herrin, followed  
3 by Dr. Cheryl Morgan, followed by Chet Martine, and then  
4 by Kay Tokerud.

5 STEVE HERRIN: My name is Steve Herrin. I'm a  
6 resident of Orinda.

7 Before this meeting started, I was reading  
8 down through the FAQs, seeing how a lot of this, the  
9 intent was to reduce pollution, traffic congestion, and  
10 so on. I thought, "Well, that's nice." Let's assume  
11 for a moment that we do build multiunit housing in  
12 Orinda to try and fix some of this, which I don't agree  
13 with.

14 I don't believe in social engineering, but  
15 let's assume we did that. Would anyone in Orinda move  
16 to those homes? No. That's why we live where we do.  
17 So that would mean other folks from other communities  
18 would have to move there to fill those properties.

19 We are a small bedroom community that really  
20 doesn't have any business, per se, except for a few  
21 small retail establishments in our downtown area, which  
22 is not very big. In other words, there is really no  
23 jobs there for new people to come in and sustain  
24 themselves and be able to pay for their properties.

25 So what would they have to do? They would

0081

1 have to go and leave to some other area to work their  
2 jobs. In other words, they would have to commute. So  
3 the objectives, the FAQs of reducing pollution and

4 traffic congestion would in fact increase because there  
5 aren't any jobs here. They would actually be -- so how  
6 dumb is that?

7 So it doesn't seem like it would really be  
8 solving anything. And in fact, as I said, it would  
9 actually increase pollution, congestion, and so on, not  
10 to mention the increase in attendance in schools that  
11 are not equipped to handle that, the additional drain on  
12 city services, and so on.

13 So I look at it and I think, "Well, who does  
14 this really benefit?" Probably nobody here; I don't  
15 think. Maybe a few developers and all, but I really  
16 don't think that it's something that we need.

17 Thank you very much.

18 MAYOR PIERCE: Next is Dr. Cheryl Morgan, then  
19 Chet Martine, then Kay Tokerud, and then Alex Flagg.

20 CHET MARTINE: I am not the woman whose name  
21 you mentioned.

22 MAYOR PIERCE: It doesn't look like Cheryl  
23 Morgan is here. Her name was called many times.

24 COMMISSIONER WORTH: She's right behind him.

25 CHET MARTINE: All right. I am Chet Martine.

0082

1 MAYOR PIERCE: Is she right behind you?

2 DR. CHERYL MORGAN: Yes.

3 CHET MARTINE: Are you --

4 DR. CHERYL MORGAN: Yes.

5 MAYOR PIERCE: Okay. We'll switch the order.

6 CHET MARTINE: Ladies first.

7 MAYOR PIERCE: Okay.

8 DR. CHERYL MORGAN: I just came from further  
9 back in the room.

10 MAYOR PIERCE: That's okay.

11 DR. CHERYL MORGAN: As you guys know,  
12 especially one or two people sitting up here, I am a  
13 teacher, and you need to consider yourselves about to be  
14 educated.

15 Socialism is planning to generate uniformity  
16 and to eliminate individuality. That is the textbook  
17 definition of socialism, and that is what your Plan is,  
18 without question.

19 Socialism is a failed political system. And  
20 if you don't believe me, I spent the summer in the  
21 Ukrain. They failed. They're starving to death,  
22 because they were socialists. Okay. That is the future  
23 for the Bay Area if you pass this.

24 Your Plan is socialism. So are you the local  
25 politburo? Are you now the ones in charge of deciding

0083

1 where people will work, where people will live, how much  
2 they'll eat, what kind of healthcare plans they'll get?  
3 Because if you are, you need to join the Obama regime.  
4 I think you already have.

5 And if you don't believe me that this is  
6 socialism, look at the few people in this room who

7 actually support your document. Unions, political,  
8 liberal students. That's it. Basically, the fringe.  
9 The majority of the people in this room don't  
10 approve your plan. The majority of people in the Bay  
11 Area, if they knew of your Plan, would not approve of  
12 your Plan. And the fact that you refuse to educate  
13 anybody about it, the fact that you're trying to push  
14 this through Obama-style, trying to push this Plan  
15 through in 90 days when nobody can read the document,  
16 including yourselves in 90 days, you're going on the  
17 Pelosi plan of: You can't read it until you pass it.

18 So again, I urge you not to pass this if you  
19 consider yourself Americans, because this is a very  
20 un-American Plan.

21 Thank you.

22 CHET MARTINE: Good evening.

23 MAYOR PIERCE: Chet Martine, then Kay Tokerud,  
24 then Alex Flagg, then Glen Z.

25 CHET MARTINE: My name is Chet Martine. I

0084

1 reside in Orinda. I've been there 12 years. My wife's  
2 been there over 45. I'm a retired patent attorney. I  
3 volunteered in the 8th grade middle school in San  
4 Francisco for a few years. I was a trustee for two  
5 years for a local deceased family, and I'm now a student  
6 of ABAG.

7 My concern is the large unreimbursed cost  
8 impact on cities such as Orinda, the impact of the RHNA  
9 and housing element process on cities. This impact was  
10 increased by a March 30th, 2005 decision of the  
11 commission on State mandates. Per that decision, cities  
12 will no longer be reimbursed for their costs working on  
13 the RHNA and housing element process.

14 In a service-matters issue -- this is on the  
15 website. You can look at it: Service matters. There's  
16 tens and tens. In that issue in July/August 2005, ABAG  
17 commented on that decision and said, quote, "Without  
18 reimbursement from the state, ABAG and other COGs" --  
19 and that means cities such as Orinda -- "are simply not  
20 in a financial position to perform the next RHNA  
21 process."

22 A question for you then is: What has ABAG  
23 done or will it do up-front before a city infill is  
24 built in their city? To assist the cities' abilities to  
25 work on the RHNA and housing element tasks, there was no

0085

1 mention of any such financial assistance in service  
2 matter issues after 2005.

3 For example, will ABAG stop requiring cities  
4 to pay a membership fee to ABAG to partly offset this  
5 decision?

6 For clarification, I do not mean the so-called  
7 incentives that could be paid to a city after completion  
8 of low-income housing.

9 Lastly, I reserve the right to file with

10 ABAG/MTC other comments in writing and without limit on  
11 the time I take to write them and without a limit on the  
12 number of pages.

13 Thank you.

14 MAYOR PIERCE: Thank you.

15 CHET MARTINE: That's my protest against  
16 limiting to two minutes. And concerning air pollution,  
17 the mitigation standard in best practices --

18 MAYOR PIERCE: Chet, thank you.

19 CHET MARTINE: -- was to locate balconies away  
20 from the polluting highway.

21 MAYOR PIERCE: Thank you, Chet.

22 CHET MARTINE: That's crazy.

23 MAYOR PIERCE: Your time is up.

24 Next is Kay Tokerud, followed by Alex Flagg,  
25 followed by Glen Z, followed by Igor Skaredoff.

0086

1 KAY TOKERUD: I'm Kay Tokerud. I'm also with  
2 Post Sustainability Institute and a property owner in  
3 Contra Costa County.

4 The Plan Bay Area is primarily a land use  
5 plan, yet there is no mention of property rights  
6 anywhere in any of the documents. It's as if those  
7 rights never existed. The primary function of Plan Bay  
8 Area is to strip private property rights away from most  
9 property owners.

10 In the rural areas, they take away all  
11 development rights. Only farming will be allowed. So  
12 no houses will be built, no employment centers will be  
13 built, unless it's farming. Farming only.

14 No compensation has been mentioned for any of  
15 those property owners. You're essentially taking a  
16 conservation easement on all rural land without paying a  
17 penny for it. In suburban areas and urbanized areas  
18 that are not in the PDAs, you're taking most property  
19 rights away from all of those people without a penny's  
20 payment in compensation for their lost property values.

21 Now, in the PDAs, we find out that eminent  
22 domain is coming back even though redevelopment was  
23 taken away. A new form of eminent domain powers will be  
24 bestowed on every locality participating in the Plan Bay  
25 Area.

0087

1 There is no citizen oversight groups mentioned  
2 in that, and that should have been coupled with this  
3 Plan, because your Plan has no funding mechanism  
4 whatsoever for getting the new development built,  
5 although it positively strips away property rights from  
6 all property owners in the entire nine-county region.

7 You must pay for these damages. That's why  
8 we're taking you to court. And we will claim these  
9 damages and require you to pay us for what you're  
10 stripping away from us.

11 And your plan is 100 percent in accordance  
12 with the United Nations Agenda 21 that has as its

13 ultimate goal the stripping away of private property  
14 ownership altogether.

15 This is one giant step towards taking those  
16 rights away, and we will stop you with every ounce of  
17 our being.

18 Thank you.

19 MAYOR PIERCE: Thank you.

20 Next is Alex Flagg, followed by Glen Z,  
21 followed by Igor Skaredoff, followed by Joel Ramos.

22 ALEX FLAGG: Hello. My name is Alex Flagg. I  
23 live in Lafayette.

24 It's my first time here. I consider myself  
25 pretty nonpartisan with regard to all of this, so I'm

0088  
1 learning a lot tonight. I don't have any axe to grind,  
2 specifically.

3 I'm confused though, is this the committee?  
4 This is MTA (phonetic) and ABAG? This is -- I just --  
5 I'm sorry, but --

6 MAYOR PIERCE: We're just two people.

7 ALEX FLAGG: Okay. Wow. Sorry that you guys  
8 have to take all the heat, but I guess you can bring it  
9 back.

10 AUDIENCE PARTICIPANT: (Inaudible.)

11 ALEX FLAGG: I know, but they're not all here,  
12 I guess is the point. Not everyone is here.

13 Sorry.

14 So I rewrote my thoughts here a few different  
15 times, because a lot of things have changed, and I came  
16 up with four things that stick out in my mind:

17 Number one was communication, number two was  
18 schools, and number three were the options that people  
19 seem to have or not have, and number four were the  
20 broader community.

21 And as I said, only recently have I heard  
22 about this issue at hand -- these issues at hand, and  
23 upon hearing about it, I asked -- like another fellow  
24 here did an informal poll of his local friends -- and I  
25 was shocked that nobody knew anything about what's going

0089  
1 on here.

2 So while everyone in this room, hats off to  
3 you on both sides for being involved. It's just not  
4 something a lot of people have been able to pay  
5 attention to, and I think that that personally is a  
6 failure of communication in a lot of ways.

7 And if people in Contra Costa, or even around  
8 here welcome all their thoughts, you'll need a room a  
9 hundred times this size to get the understanding of how  
10 people really feel. So I think that that's a problem,  
11 that people don't really understand.

12 I know you guys have been working on it for a  
13 long time, but on both sides there's a failure to  
14 communicate. And if there is a failure to communicate,  
15 I think that something like that should be put out as a

16 vote.

17 I mean, I'm kind of shocked that this sort of  
18 thing needs to be handled in a Marriott in the middle of  
19 the night. I think it should be put for a vote. I  
20 mean, let people make their minds up. That's how we do  
21 things around here; right?

22 The number two failure that I would like to  
23 address was kind of one that's more specific, and it's a  
24 lack of research on our already financially struggling  
25 schools.

0090

1 I'm serving on a task force for the Lafayette  
2 School District that was formed to help ends meet  
3 financially, and it's a struggle. Increasing densities  
4 of these areas are that a social or financial plan will  
5 damage these schools even further. I didn't see  
6 anything that looked like a Plan.

7 I'll try to sum up quickly -- fast here.

8 Finally, no issue to vote "yes" or "no." It  
9 seems clear to me that people should be able to do that.

10 And my final point is the broader community,  
11 and I appreciate that there is some people from San  
12 Francisco here and in the broader area. I've lived in  
13 San Francisco for ten years. I have stopped voting on  
14 all the issues that are local to the Haight-Ashbury  
15 area. I appreciate that, but it sounds to me quite a  
16 bit like this is a local decision, and there's broader  
17 implications.

18 But I also didn't own a car until I was 25 or  
19 30 --

20 MAYOR PIERCE: Thank you, Alex.

21 ALEX FLAGG: -- but the Zipcar came around,  
22 and I think that this is a local situation.

23 MAYOR PIERCE: Thank you, Alex.

24 ALEX FLAGG: Thank you.

25 MAYOR PIERCE: Next is Glen Z, and I can't

0091

1 even figure out what your handwriting says.

2 GLEN ZAMANICK: My name is Glen Zamanick. I'm  
3 a resident of Lafayette.

4 I learned about ABAG and MTE (phonetic)  
5 through reading in the paper problems -- at least in my  
6 opinion -- of high-density, high-packed apartment-style  
7 housing getting crammed down on Danville. I have seen  
8 the same effects coming into Lafayette, and I think that  
9 that has helped me really be clear in my opposition for  
10 one Plan Bay Area. I have also learned good information  
11 from Orinda Watch and others out there in looking at  
12 this.

13 In my, at least, review, I think there is  
14 little analysis for what high density will have on our  
15 property values for those of us that are living in homes  
16 now that have made that choice. And this is something  
17 that needs to be looked at, and I don't think it has  
18 been clearly stated, at least in what's been published

19 by your organizations so far.

20 Secondly, why is there zero or near zero  
21 funding for schools, police, fire protection on this  
22 form of stack-and-pack.

23 Lastly, I don't know if it's a hundred percent  
24 true, but in looking at some of the data that was handed  
25 out here, it's a little shocking that your government

0092

1 organization, in coming up with these plans, and in at  
2 least my belief, are paying some of the salaries to your  
3 guys' staff that seem outrageous, at least to me. Maybe  
4 others here are making 2- to \$300,000, but it's fairly  
5 outrageous, in my opinion. I don't know how many here  
6 are really making those kinds of money.

7 So in summary, I would ask for reasonableness  
8 in looking at balance, and I'm not under the belief that  
9 your Plan makes sense at this point, at least for my  
10 vote.

11 I would say, put it to a vote, as has been  
12 said before and let individuals decide based on the  
13 needs of their local communities that they chose to live  
14 in.

15 Thank you.

16 MAYOR PIERCE: Thank you.

17 Next is Igor Skaredoff, followed by Joel  
18 Ramos, followed by Winton Mather, followed by Mike  
19 Arata.

20 IGOR SKAREDOFF: Good evening. My name is  
21 Igor Skaredoff. I live in Martinez. I've lived there  
22 since '64.

23 I love this area, and I just want to point out  
24 that one of the reasons this area is so good is  
25 because we owe that to visionaries who have come before

0093

1 us, who have seen past their noses and found ways to try  
2 to make this a better place and try to keep it as good  
3 as it was and maybe improve it as much. Without them,  
4 our bay would have been filled in by now, or we would  
5 have no parks. We would look like Los Angeles.

6 We need regional planning. We need  
7 coordinated planning. We need to integrate the  
8 different plans for the specific areas into a regional  
9 framework that makes sense, so that the Plans don't  
10 counteract each other, but compliment each other.

11 Thoughtful, transparent, and inclusive  
12 planning is what we need, and I think this meeting is  
13 probably a pretty good example of that. I have  
14 certainly seen and heard plenty of diversity. I have  
15 seen and heard nobody being intimidated by standing in  
16 front of a government agency and being afraid to have  
17 their say.

18 And so, I would like to encourage you to hang  
19 in there, take all of this under advisement, work with  
20 it, try to work out all the various things that have  
21 been brought to your attention, and let's get this thing

22 put together in a way that works for all of us and  
23 satisfies these needs that you're trying to address.

24 Thank you.

25 MAYOR PIERCE: Thank you.

0094

1 Next is Joel Ramos, followed by Winton Mather,  
2 followed by Mike Arata, followed by Nancy Schaefer.

3 JOEL RAMOS: Good evening, Mayor Worth.

4 My name is Joel Ramos. I'm a resident of San  
5 Francisco, but I grew up here in Contra Costa County,  
6 went to Mount Diablo High School. My family still lives  
7 here in the county. My parents have been priced out.  
8 They can no longer afford to live here.

9 We came here in the '70s. My father worked  
10 here for about 25 years slugging back and forth between  
11 an unincorporated part of Contra Costa County, all the  
12 way to San Francisco where he got a job.

13 When we came here in the '70s, I remember  
14 pulling up and driving literally until we qualified for  
15 my family to have a home that we could live in. We  
16 started in San Francisco and couldn't find a place that  
17 was affordable until we all the way -- got all the way  
18 out to an unincorporated part of Contra Costa County.

19 So my father was part of the traffic for the  
20 past 35 years going back and forth to San Francisco, and  
21 I thought that it was always so tragic that we had to  
22 live so far and spend so much time away from us.

23 I work for an organization called Transform,  
24 and we're working -- we're hoping that we can work with  
25 you to find solutions so that we can actually get the

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1 affordable housing that we need, and housing not just  
2 for low-income folks, but regular-working folks like my  
3 father. Like my brother who's right now building BART  
4 out to Oakley or Pittsburg, but has not been able to  
5 afford to hold onto his home. He's underwater now, and  
6 is threatening being displaced as well.

7 I grew up looking at the hills, those  
8 beautiful green hills at the foothill of Mount Diablo,  
9 and now I see houses being built up there because people  
10 can't afford to live closer to where they would like to,  
11 which is accessible to transportation.

12 And my wife right now is a -- is working as an  
13 accountant in San Francisco for a real estate firm where  
14 people are paying a million dollars in cash for homes  
15 there, and it's just becoming a matter of time before  
16 people like the young lady, the nice young lady that  
17 helped us find this room, who has been working at this  
18 hotel for six years and can't afford to live in Walnut  
19 Creek. Despite she would like to, but she said that she  
20 can't afford it and has to commute from Brentwood every  
21 day.

22 So this leads to more and more freeway sprawl  
23 and more and more lanes that will hopefully convert into  
24 high-occupancy toll lanes, and then get funding for

25 transit instead of widening those freeways as well.

0096

1 Thank you so much for your time, and I hope  
2 you will work with us in the future.

3 MAYOR PIERCE: Thank you, Joel.

4 Next is Winton Mather, followed by Mike Arata,  
5 followed by Nancy Shaffer, followed by Linda Delehunt.

6 WINTON MATHER: Yes. Good evening, Ladies and  
7 Gentlemen.

8 I'm Winton Mather. I have lived in Orinda for  
9 over 40 years. I was a cochairman of the Orinda  
10 Incorporation Study Committee way back when. So Orinda  
11 is now a burgeoning city, as you know.

12 I'm reading from the Orinda website. It says:  
13 Orinda's general plan embodies the community's long-term  
14 vision for the future, and they adopted the general  
15 plan.

16 My version, having worked for IBM for my  
17 career is: If it's not broken, don't fix it. And the  
18 Orinda community is supervised, so to speak, by the  
19 Orinda community, by the Orinda City Council, and they  
20 have done very well. That's an elected body, which you  
21 all know, hence therefore, should stay as it is.

22 As a nonthreatening speaker, I would just say  
23 that your ideas are interesting, worthwhile to listen  
24 to, but not to be used, and we should definitely extend  
25 the time frame for people to have their capability

0097

1 looked at and understood much better than your  
2 short-term time frame.

3 MAYOR PIERCE: Thank you.

4 Okay. Next is Mike Arata, followed by Nancy  
5 Schaefer, followed by Linda Delehunt, followed by  
6 Adrienne Harris.

7 MIKE ARATA: Good evening. From the -- and  
8 I'm Mike Arata from Danville.

9 From the outset, and despite Ms. Pierce's  
10 recent editorial assurances to the contrary, Plan Bay  
11 Area has been a manipulative attempt in exercise  
12 designed to paper over the internationalist connections  
13 you spell out yourselves in 2003's final version of a  
14 so-called compact for a sustainable Bay Area.

15 Your workshops of the last two years situated  
16 your vastly overcompensated employees and other skills  
17 at tables of concerned citizens in order to steer  
18 discussions in the direction of a manufactured,  
19 preplanned consensus.

20 AB -- or SB-375, which your employees  
21 themselves likely wrote for Darrell Steinberg, pretends  
22 that local jurisdictions need not adopt a sustainable  
23 community strategy, that they need not cooperate in  
24 advancing the regional agenda, and that they retain  
25 authority over land use decisions.

0098

1 But meanwhile and in fact, your grossly

2 inflated RHNA allocations, glaringly disproportionate  
3 with recent growth patterns and real-world housing needs  
4 projections, divide communities while threatening  
5 draconian enforcement for jurisdictions which don't  
6 cooperate. It's a case of play ball, or we'll be around  
7 to break your kneecaps.

8 In collaborations with outfits like the  
9 similarly overpaid Contra Costa Transportation  
10 Authority, you continue to pretend that you are  
11 addressing traffic congestion. Less than 50 percent of  
12 Measure J's sales tax addresses auto traffic needs even  
13 though MTC itself projected 82 percent of future trips  
14 by 2025 will still be by auto, with something like 6 to  
15 8 percent by transit. Nonetheless, Contra Costa  
16 Transportation Authority is now pushing for a sales tax  
17 increase.

18 If you care genuinely about citizen input,  
19 then you will extend your comment period before  
20 adoption, allow for longer than two-minute comments by  
21 knowledgeable citizens, and arrange for formal debates  
22 in each county modeled after the one now scheduled in  
23 Marin County on May 30th.

24 Meanwhile, I invite you to Danville for a  
25 debate on these issues, if our town council does not

0099

1 itself invite you.

2 Thank you.

3 MAYOR PIERCE: Thank you.

4 Next is Nancy Schaefer, followed by Linda  
5 Delehunt, followed by Adrienne Harris, followed by Alvin  
6 Ziegler.

7 NANCY SCHAEFER: Hi. I'm Nancy Schaefer. I'm  
8 a resident of Martinez, and I think I've said this  
9 before at other of these Plan Bay Area meetings, that a  
10 land use planning friend of mine said once: There's two  
11 problems with the American -- or two things the American  
12 public doesn't like, density and sprawl, and I think  
13 that's really what we are facing here.

14 I'm here to support the Plan. I think it's a  
15 great idea to tie housing, jobs, and transportation much  
16 more closely than we have, and I understand that this  
17 Plan is not going to automatically go into effect. Each  
18 local jurisdiction, each city is going to have to decide  
19 how they want to implement it, or if they want to  
20 implement it, and this is a carrot approach, and I  
21 support that.

22 I also like the idea of having more housing  
23 options. Those who want to continue to live in large  
24 homes and large lots can do that, but those of us who  
25 are looking to downsize or looking for more housing

0100

1 choices and be able to live closer to stores,  
2 restaurants, and possibly be able to walk.

3 I also like the idea that planning for more  
4 compact development helps protect our local farms and

5 ranches from some of the development pressures that they  
6 have faced in years past.

7 Thank you.

8 MAYOR PIERCE: Thank you.

9 Next is Linda Delehunt, followed by Adrienne  
10 Harris, followed by Alvin Ziegler.

11 And we only have a couple beyond that. We are  
12 really pushing our time limit here.

13 LINDA DELEHUNT: Hi. It's getting late.  
14 We've all heard so many wonderful comments. I can't  
15 believe the passion in this room, so I'm not going to  
16 belabor my particular points too because so much has  
17 been said.

18 But I would just like to point out that it  
19 does appear that the concerns voiced here tonight point  
20 to a real process gone awry, and I believe you people  
21 can perhaps correct it, but I do think we are hearing  
22 about a process that's really gone awry.

23 We are talking about a 1300-page document,  
24 which is about to be implemented before it has been  
25 adequately shared by our citizenry. And again, that

0101

1 points to a process that's really gone awry.

2 The process itself needs to be revisited. I  
3 urge you, first ask citizens if they want to be a part  
4 of ABAG. That's the first question. Once you have  
5 confirmation, establish citizens oversight groups and  
6 then do individualized plans based on the unique  
7 individual characteristics of the communities involved.

8 If we don't do that, our Bay Area will  
9 ultimately become faceless, and that is not something  
10 that I think any of us want to see. So please, revisit  
11 the process.

12 Thank you for listening.

13 MAYOR PIERCE: Okay. Adrienne Harris, then  
14 Alvin Ziegler, then Robin Mitchell, and the final  
15 speaker is Scott Ranzac.

16 ADRIENNE HARRIS: Hello. I'm Adrienne Harris.

17 Thank you all for stepping forward to perform  
18 the underpaid jobs that you do on behalf of the public.  
19 I do appreciate that that is a form of volunteerism that  
20 can be very painful.

21 I am a senior citizen. I am the founding  
22 Chair of the Richmond Bicycle/Pedestrian Advisory  
23 Committee, which is an advocacy group which works with  
24 the City of Richmond. I am not here to speak on behalf  
25 of my organization, however.

0102

1 I haven't reviewed the Plan. I would agree  
2 with those who asked for a little extra time on the Plan  
3 so that we can comment in writing on the Plan.

4 My representative on your committee is the  
5 magnificent John Gioia, who always makes himself  
6 available to hear our opinions and bring them forward  
7 for us, and I trust he will do that in this case as

8 well. And he is my only representative amongst all  
9 these names, which I find a little bit upsetting.

10 Less than two years ago, the city of Richmond  
11 adopted its new general plan, which was the first  
12 General Plan in the state to have a public health  
13 component. And our bicycle plan, which was funded by  
14 TDA funding, Transportation Development Act funding, was  
15 folded into the General Plan, and that's why we wanted  
16 to have a bicycle Plan and the Richmond BPAC was  
17 instrumental in advising the City on the content of the  
18 Plan.

19 Like the people I've seen here, I think are  
20 under 35 years old. That's just my judgment. I want to  
21 ask you to pay careful attention to connect regional  
22 bikeways, don't balkanize them. Don't allow them to be  
23 separated. It's not enough to have parking and housing.  
24 We really need to have a connected inner-jurisdictional  
25 bike lane.

0103

1 And then to the people in the room, I would  
2 say, we as seniors -- and I'm a homeowner, not in  
3 Orinda, obviously. We as seniors really need to make  
4 some accommodations so that our kids and grandkids can  
5 afford to live in the Bay Area.

6 So thank you.

7 MAYOR PIERCE: Thank you.

8 Next is Alvin Ziegler, then Robert Mitchell,  
9 then Scott Ranzac.

10 ALVIN ZIEGLER: My name is Alvin Ziegler, and  
11 I strongly oppose the forced real estate development of  
12 multiunit buildings in little Orinda. I'm an Orindan  
13 (phonetic) from 1964, and I have lived in Manhattan, Los  
14 Angeles, San Francisco, Berkeley, and I've seen the  
15 compromised quality of life of crowded, overdevelopment  
16 living.

17 I have returned recently to Orinda as a  
18 homeowner to raise my two kids, and I am shocked that  
19 this is being spun as smart growth and green living when  
20 I've seen what -- Orinda is nothing. It's a paragon of  
21 what smart growth and green living is. Okay. And  
22 multiunit housing means more impacted schools, more  
23 traffic, anything but smart growth and green living.  
24 Parking meters.

25 Wagner Ranch School, where my little boy is

0104

1 going to be going, has four kindergartens already. I  
2 attended OIS in Miramonte. These are overcrowded  
3 schools already. I don't see the rationale in bringing  
4 the problems that exist outside of Orinda to Orinda.

5 I cherish the way of life of Orinda. This is  
6 why I have moved there, and I think that I'm paying real  
7 estate taxes to support that way of life and I think  
8 that not being able to vote on that is taxation without  
9 representation, which is tyranny.

10 MAYOR PIERCE: Thank you.

11 Next is Robin Mitchell and then Scott Ranzac.  
12 ROBIN MITCHELL: Hello. I just wanted to  
13 offer a slightly different perspective on living near  
14 BART.

15 I live in El Cerrito, two blocks from the  
16 plaza BART station, and I chose to live there. We  
17 looked long and hard to find a house that would be near  
18 BART so that we can have available to us the great  
19 transportation system that it is.

20 And I have no problems sleeping next to BART,  
21 as someone said, "How could anyone possibly sleep next  
22 to BART." It's not an issue.

23 And I know that all the people that are in the  
24 BART trains that go behind my house mean that there are  
25 that many less cars on the roads, and it will reduce

0105

1 greenhouse gases, and then -- and thus it will help  
2 support reducing climate change.

3 So I support the Bay Area Plan, which I think  
4 will result in a good transportation plan.

5 Thank you.

6 MAYOR PIERCE: Thank you.

7 Okay. And our final speaker is Scott  
8 R-A-N-Z -- I don't know, A-L, maybe.

9 Is Scott here?

10 If not, I would just like to thank you all for  
11 coming tonight. We take your comments very seriously.  
12 We will -- we have taken note of them and the answers to  
13 your questions will be posted on our website.

14 Thank you.

15 COMMISSIONER WORTH: And I would just like to  
16 echo that. Thank you very much for spending the evening  
17 and sharing your thoughts with us.

18 If you would like to offer additional  
19 comments, we have a website set up where you can provide  
20 any comments you would like to have. Our commission and  
21 staff will be reading those.

22 And again, I want to thank you all for coming,  
23 and please don't hesitate to send in more thoughts and  
24 comments as you learn more about the Plan.

25 Thank you again, everyone, for being here

0106

1 tonight.

2 (Hearing concluded at 9:21 p.m.)

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0107

1 COUNTY OF ALAMEDA )  
2 ) Ss.  
3 STATE OF CALIFORNIA )  
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6 I, Julie Reppas, a Certified Shorthand  
7 Reporter of the State of California, do hereby certify  
8 that the foregoing is a full, true and accurate  
9 transcript of my shorthand notes taken of the  
10 aforementioned proceedings at the time and place therein  
11 indicated.

12 IN WITNESS WHEREOF, I have hereunto subscribed  
13 my name this 29th day of April, 2013.  
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JULIE REPPAS, CSR #11405

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CERTIFICATE OF REPORTER

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2  
3 I, AUDREY L. TAKATO, CSR No. 13288, a Certified  
4 Shorthand Reporter, hereby certify:  
5 That the preceding hearing was taken in shorthand  
6 by me, a disinterested person, at the time and place  
7 therein stated, and that the proceedings were thereafter  
8 reduced to typewriting, by computer, under my direction  
9 and supervision;

10  
11 IN WITNESS WHEREOF, I have hereunto set my hand  
12 this 29th day of April, 2013.  
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AUDREY L. TAKATO  
CSR No. 13288

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE )  
DRAFT PLAN BAY AREA )  
SOLANO COUNTY )

PUBLIC HEARING  
REPORTER'S TRANSCRIPT OF PROCEEDINGS  
MONDAY, APRIL 22, 2013  
SOLANO COUNTY FAIRGROUNDS - MCCORMACK HALL

Reported by: SUSAN L. STRAUB, CSR  
CSR NO. 7608

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ATTENDEES

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JIM SPERING - Solano County Board of

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Supervisors.

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LINDA SEIFERT - Solano County Board of

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Supervisors.

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BE IT REMEMBERED that, pursuant to Notice of

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the hearing, and on April 22, 2013, 7:00 p.m. at the Solano

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County Fairgrounds, McCormack Hall, 900 Fairgrounds Drive,

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Vallejo, California, before me, SUSAN L. STRAUB, CSR No.

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7608, there commenced a Public Hearing.

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PUBLIC SPEAKERS

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PAGE

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F.D. CRUTCHFIELD . . . . .

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SHIRLEE PIERCE . . . . .

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DORIS ROBINSON . . . . .

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NATHAN DANIEL STOUT . . . . .

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BOB BERMAN . . . . .

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LYNNE HANSEN . . . . .

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MICHAEL J. HAYES . . . . .

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JOEY PORTER . . . . .

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GEORGE GUYAN, JR. . . . .

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KATHY KERRIDGE . . . . .

19

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MS. SEIFERT: And so with that, I direct our court reporters and instruct our court reporters that the public hearing is now underway and I think we have our first speaker.

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MR. SPERING: Okay. Thank you, Linda.

The first speaker is F.D. Crutchfield and then Shirlee Pierce, and following Shirlee will be Doris Robinson.

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MR. CRUTCHFIELD: Good evening. I'm neither Shirlee nor Doris.

Thank you for the opportunity to speak with you. I am still wondering, who are you? There are two elected people in this vast Army of unelected people that have generated this plan. Faceless, nameless bureaucrats following some kind of plan that we're not privy to. The whole attitude seems to be, the public be damned.

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I have attended previous meetings and there is an overwhelming avalanche of propositions to item after item. The figures you are using are very suspect. I challenge to support the employment numbers, the housing numbers. They seem to be taylored to fit the plan rather than the plan fitting the real numbers.

25

If it's so good, why can't we vote on it?

Page 4

1 That's the main question I have. Why can't we vote on it?

2 Thank you.

3 MR. SPERING: Thank you.

4 Shirlee Pierce, and then after Shirlee,  
5 Doris Robinson and then Nathan Daniel Stout.

6 MS. PIERCE: Good evening.

7 My comments are mostly directed to those of  
8 you on these boards that are not elected officials.

9 You are making the crucial decisions for our  
10 community rather than our own elected representatives.

11 You are deciding how tax money that has been  
12 taken from us will be spent, a job that our own elected  
13 representatives should be doing. If you don't do a good  
14 job, you can't be fired. Your positions and incomes are  
15 safe no matter what kind of hell you let loose on us.

16 I would like to be able to fire those, or at  
17 least vote out of office, those who are shaping our future  
18 if they don't do a good job, and if they don't know what  
19 the heck they're doing. Some of these numbers, like my  
20 husband said, they're suspect numbers, and I know they have  
21 been -- other people that have spoken have disagreed with  
22 your numbers.

23 And what happens if this thing doesn't  
24 work? Do you have any plans to retract any of this or is  
25 there anything that you know of or that you have in the

Page 5

1 plan, in any of your plans, that would backtrack this whole  
2 thing?

3                   And you said this is the priority of the  
4 Solano residents, Solano County residents. Not mine. I  
5 really don't want more bike lanes. I don't want more  
6 walking trails, and I don't want to have -- live in a house  
7 where I can only have space for one car, which is what  
8 you're planning. Those stack-and-pack houses have space  
9 for one car. That is not what I want. I want my house. I  
10 want my yard.

11                   I am a senior citizen. I don't want to have  
12 lanes taken off of the highways for bikes. And I think we  
13 have plenty of bike trails. There's plenty of -- I don't  
14 know if there's -- how many advanced there are. I don't  
15 see people here saying, more bike lanes, more bike lanes.  
16 There might be one here, but I don't think that there is  
17 that many here.

18                   So, that's it for me.

19                   These are not my priorities, and you said  
20 priorities of Solano County.

21                   MR. SPERING: Doris Robinson and then Nathan  
22 Stout, and then Bob Berman.

23                   MS. ROBINSON: Good evening.

24                   It looks like we are all coming from the  
25 same place here, but this plan is -- I don't know how it

1 got put together because it has drastic effects on property  
2 rights of Solano County landowners.

3 In order to accomplish what you're going to  
4 do, you will need the land to do it. And, guess what? It's  
5 all owned by private people. The government doesn't own  
6 this land.

7 So in order to implement your plan, you have  
8 to somehow confiscate that property. And the liability for  
9 the inevitable litigations that are going to accompany the  
10 undertaking of this magnitude are going to be astronomical,  
11 because people are not going to sit still why you take  
12 their land.

13 The restrictions on the individual  
14 landowners will not allow for development or redevelopment,  
15 assuming that the liabilities that could easily reach into  
16 the hundreds of millions of dollars, even before  
17 considering the cost of litigating these cases.

18 The impact on our county and our city  
19 budgets have got to be assessed, preferably by an  
20 independent entity that is not a proponent of the UN or  
21 Agenda 21, which is the grandfather of this diabolical  
22 scheme.

23 Such an analysis has to be made available to  
24 us, the public and it should be transparent and it should  
25 be exposed to all concerned parties at the same time.

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1                   The Fifth Amendment of the Constitution  
2 prohibits the government from taking property from  
3 landowners unless it's for public purpose and just  
4 compensation is paid. There's nothing in this plan that  
5 covers that situation.

6                   And we people, including all of you up there  
7 are going to be paying directly or indirectly for the price  
8 tag for this plan.

9                   So in order to understand the ramifications  
10 it prevents, it is essential that we understand.

11                   And adding insult to injury, we are being  
12 asked to accept decisions made by people with titles that  
13 were imposed by mysterious means, at the very least. We  
14 didn't vote for these people to represent us. We didn't  
15 elect, as voters, the people that are going to decide and  
16 control our lifestyles, our future and our children's  
17 future.

18                   Any of you up there are me. You're all me.  
19 And neither of us should be in the position of such  
20 arbitrary power.

21                   MR. SPERING: Okay.

22                   MS. ROBINSON: I am going to leave you to  
23 wrestle that weight of my words and conscience in the hope  
24 that you're going to see the mistakes you could be making  
25 for your neighbors, your friends and families with the

1 wrong decisions.

2 MR. SPERING: Thank you very much.

3 Nathan Stout, Bob Berman, and then Lynne  
4 Hansen.

5 MR. STOUT: Hello.

6 So I've tried to figure out what ABAG's  
7 about. I haven't spent a great deal of time at it because  
8 I have other obligations and things are pretty busy in the  
9 city of Vallejo.

10 In terms -- I read the One Bay Area Plan. It  
11 looks like a document that, not only deals with  
12 transportation and greenhouse gases as dictated by the  
13 state, but it also deals with population and it looks to be  
14 a document that wants to deal with increases in population.

15 I would say that I, myself, made the choice  
16 not to have children. I believe that a lot of people would  
17 make the same choice if they were educated about the  
18 population problem in the world. If you look at the  
19 European countries, their birth rates are going down.

20 So leave it up to the citizens to make these  
21 decisions. We are intelligent. We can make our own  
22 choices. You as a non-accountable government agency do not  
23 have to dictate policy to us about what happens in our  
24 communities.

25 And so I was reading about them. Like, for

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1 example, Telegraph Avenue in Berkeley, three or four-story  
2 apartment buildings up and down Telegraph drastically  
3 changed that street.

4 The word "in-fill" housing, that comes up a  
5 lot. So "in-fill" housing, so you are just going to fill  
6 in these city sectors, these places where there's transit  
7 hubs, with what will end up being cheap apartment  
8 buildings. I don't really think that's a good idea.

9 I think each community should be left to  
10 determine it's own development and how it changes and  
11 grows. I don't think it should be dictated by a regional  
12 government that's not accountable.

13 So that is what I have to say. I would like  
14 my comments to be part of the public record.

15 MR. SPERING: They will be.

16 Thank you, Nathan.

17 MR. SPERING: Bob Berman and Lynne Hansen  
18 and Michael Hayes.

19 MR. BERMAN: Good evening.

20 I'm Bob -- I'm Bob Berman and I live in the  
21 city of Benicia. And I guess I generally support what I've  
22 read so far about the plan.

23 My main focus here tonight and my main focus  
24 of the work I am doing is to ensure protection of the Bay  
25 Area and Solano County's open space and farm lands. So I

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1 do have a couple comments.

2 In regards to goal one, which is safeguard  
3 and restore the berm and habitats, the plan seems to fall  
4 on the protection of open space only as a consequence of  
5 development and does not map out strategies or policies  
6 that can ensure the berm and protection of conservation  
7 lands.

8 The One Bay Area Grant Program directs ten  
9 million dollars as a part of a pilot plan to support the  
10 priority conservation rights, but I would note that this is  
11 only a fraction compared to 310 million dollar investment  
12 provided for the priority and voluntary transportation and  
13 improvements.

14 So one specific request I would make is to  
15 grow the One Bay Area Grant Program, the pilot program, in  
16 terms of the priority conservation areas, focus investment  
17 from all sources on protecting and managing the high  
18 priorities conservation lands that are not yet currently  
19 protected and this is especially important in Solano  
20 County.

21 In terms of agriculture, again, I think the  
22 plan does a good job in recognizing the value of  
23 agriculture; however, beyond the One Bay Area Grant  
24 Program, there are really no measures to ensure the  
25 permanent protection of agricultural lands, nor policies

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1 and strategies that facilitate the growth and improve  
2 deficiencies of that agricultural so agricultural is set.

3 So, again, I think we could be doing better  
4 policies and programs.

5 In terms of goal three, which is to provide  
6 all Bay Area residents to access of parks and recreational  
7 open space, I believe that the plan could explicitly call  
8 out better our plans to increase parks in urban and  
9 suburban areas and to improve access to and the utility of  
10 open for recreation.

11 In addition the plan could identify a  
12 purchase of increase of residents' and visitors' abilities  
13 to access parks and trails by public transportation.

14 And in terms of Solano County, I would note  
15 that we have two state parks here in Solano County, both of  
16 them in the Vallejo/Benicia area. And one of them  
17 certainly, the Benicia state recreation area, but both  
18 parks are on the state's original closure of the state  
19 parks.

20 And although records are done in the Benicia  
21 State Capital Park, the Benicia State Recreation area is  
22 certainly is in danger of closing for changed circumstances  
23 in the future.

24 And, finally -- so I would just simply say  
25 that overall, I think the plan lacks a specific actions of

1 policy needed to ensure long-term protection and investment  
2 of the Bay Area's park open space.

3 Thank you.

4 MR. SPERING: Thank you.

5 Lynne Hansen, and Mike -- Michael Hayes, and  
6 it looks like Joy Potter?

7 MS. HANSEN: Yes, I am Lynne Hansen and I --  
8 if you have never read the Book Agenda 21, this seems to  
9 read exactly what the book says. And the homes in Europe  
10 are all stacked up on top of each other, those countries  
11 are pretty well socialized now and there are bicycles, et  
12 cetera, et cetera, seems like a goal I see here and it's  
13 terrifying.

14 Just like people had said before, we are  
15 capable of taking care of ourselves. We are replenishing  
16 our cars with more energy-efficient cars and putting in  
17 solar we can do all of these things ourselves.

18 But this is clearly stacking houses,  
19 penalizing people that live in the suburbs, make them move  
20 in town so that they can get on bicycles and not drive  
21 their own cars anymore. That is socialism, I'm sorry. No.  
22 No.

23 Thank you.

24 MR. SPERING: Thank you.

25 Michael Hayes and Joy Porter and then George

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1 Guyan.

2 MR. HAYES: Yes. Thank you.

3 I think -- I don't know the plans  
4 specifically verbatim, but I think it needs to be language  
5 that looks at and reflects the need for stabilizing the  
6 population of California.

7 The plan, I don't think mentions it, but I  
8 think you can draw an illogical conclusion that at some  
9 point, we can only accommodate so many people in the state  
10 and the plan seems to be just that it seems to want to keep  
11 track of the people in the state.

12 Being a Vallejo native, living here 40  
13 years, I have seen just too much change, not all for the  
14 best, and I'm tired of it. There is no reason to have the  
15 taxes that we have in the state or the amount of congestion  
16 that comes with the growth.

17 So we really need to look at the state  
18 population and the responsible thing to do is specifically  
19 for this sort of -- this plan is to start looking at  
20 stabilizing the population, even though the state might  
21 require the plan to essentially accommodate growth.

22 Again, their needs to be language within the  
23 plan about the need to -- whether in the initial statement  
24 or whatnot, to stabilize the population.

25 So thank you.

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1 MR. SPERING: Thank you for your comments.

2 Joy Porter, George Guyan and the Kathy -- it  
3 looks like Kerridge.

4 MR. PORTER: Thank you all so much for your  
5 time tonight.

6 Forty-three years ago, my parents did one of  
7 the most important things they ever did for me and my wife,  
8 and that was they chose to rent an apartment.

9 MR. SPERING: Are you Mr. Porter?

10 MR. PORTER: Yes, I am.

11 MR. SPERING: Mr. Porter, I'm sorry.

12 What is your first name?

13 MR. PORTER: Joey.

14 MR. SPERING: Okay.

15 Just for the record, Joey. I apologize. I  
16 said --

17 MR. PORTER: Just like the --

18 MR. SPERING: Thank you.

19 Start over. Start over.

20 MR. PORTER: As I tell people, just like  
21 linebacker but I'm bigger than him.

22 So, anyway, we're both outspoken.

23 So anyway, 43 years ago my parents chose to  
24 make one of the most important decisions in my life, which  
25 was they chose to rent a small apartment about 15 miles

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1 from where we lived so that I could attend a better public  
2 school because the teacher that was going to teach my class  
3 in my local elementary school was the subject of a parent  
4 walkout at the previous school I attended. Forty-three  
5 years ago.

6 I came to Vallejo in 1995. 1998, I bought a  
7 piece of heaven. 1100 square foot. I had 20 fruit trees,  
8 50 rose bushes, solar panels. I'm living the American  
9 dream. I'm looking for the American dream for my children.  
10 I don't -- this plan, I understand, puts the preponderance  
11 upon stacking-back housing, sitting on top of one-floor  
12 retail developments.

13 It has an emphasis on something called  
14 social justice, which means, the people living across the  
15 hall from you, may be Section 8 housing and you are paying  
16 the same amount of money.

17 Move to a better neighborhood, yeah, but at  
18 least the plan does allow single-family housing. But if  
19 that is limited by zoning, isn't that going to be something  
20 that only one percent can afford.

21 The American dream. That's what I want to  
22 preserve. I want to preserve for everybody here.

23 I thank you all for your time. And that's  
24 why I generally don't like this plan.

25 Thank you.

1                   MR. SPERING: George Guyan, Kathy Kerridge  
2 and Doug Darling.

3                   MR. GUYAN: Good evening.

4                   I thought the Board of Supervisors  
5 determined their own pay was really obscene. I think this  
6 plan is even more obscene. It's not the government's  
7 business to decide where people live, how many cars they  
8 have or don't have, or whether they ride a bicycle or if  
9 they ride a train.

10                  Even if it was, you aren't even following  
11 your own script and having the meeting here because this  
12 place is not centrally located and most people probably had  
13 a hard time finding the place.

14                  I really don't see the need for big  
15 government. Government steals money from the public. They  
16 certainly don't give voluntary contributions and then they  
17 take the money and use it for the ends of a few people that  
18 are so-called real government, which is not what the public  
19 wants.

20                  And even make it worse by having a school  
21 system where people are talked down, where they don't  
22 always make good decisions when they do vote.

23                  And as the first speaker mentioned, if this  
24 is such a good idea, why don't you put it to a vote to the  
25 people. I don't see a lot of people here tonight that are

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1 saying, well, let's go ahead with this. Most of the people  
2 are saying nay.

3 And if that's the case, it's certainly not  
4 the consensus of the public. It seems to me. You should  
5 be happy to have a vote of the people if you think you've  
6 got the votes.

7 I really shutter at the thought that this  
8 country has got support to go towards socialism. This is  
9 the kind of stuff that happens to a lot of the countries in  
10 Europe and it's not good. We don't need that here.

11 That's what the founding fathers told  
12 Britain, they didn't want a tax war, so that they could do  
13 things independently. They didn't want to be taxed without  
14 representation and they is definitely taxation without  
15 representation.

16 So we really hope that you guys stop this.  
17 And I think the best thing you could do is get rid of the  
18 MTC, ABAG STA, all of these government agencies that we  
19 don't need and that waist a lot of money and create  
20 unnecessary means for the public to continue to try to stop  
21 you from doing things that you shouldn't be doing.

22 MR. SPERING: Thank you.

23 MR. GUYAN: Thank you very much.

24 MR. SPERING: Kathy Kerridge, Doug Darling  
25 and Coleen Morrison.

1 MS. KERRIDGE: Good evening.

2 Hi. I'm Kathy Kerridge.

3 I, in general, completely support this plan.  
4 I think it's vital in a region that is essentially  
5 connected to the Bay Area that we do long-term regional  
6 planning. And I think it's very well and it's nice to wish  
7 that population does not increase. I hope the population  
8 does not increase. But if it does increase, I think we  
9 need to be prepared for it.

10 So I am in favor overall of the plan. I  
11 think it's vitally important for our future. And I think  
12 it not only helps people who drive cars to make it less  
13 congested highways, but it helps people who would like to  
14 use more regional transit.

15 Real specifically, I have some things I  
16 would like to add to it.

17 In looking at the bike trails, I am one -- a  
18 person who does like bike trails and does utilize them. I  
19 would like to see a bike trail going from Benicia to  
20 Vallejo and to the ferry terminal. Ideally, it would be  
21 separate from the road. I think bike trails not on the  
22 road are much more utilized. Many bicyclists feel more  
23 comfortable riding when they don't have to worry about  
24 vehicle traffic.

25 There's a beautiful road that you can take

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1 all a long Vallejo. I work in -- I live in Benicia. I  
2 work in American Canyon. And, believe me, I've tried to  
3 scope out how I can get there easily on a bike. And once  
4 you hit 37, it's really hard. So I would love to see some  
5 type of bike trail that can take me from Vallejo, to 37 up  
6 through American Canyon and up through Napa. I think in  
7 the future that would be a wonderful asset for this whole  
8 region.

9 I'd also like to see a higher percentage of  
10 the funding go for specific climate change mitigation. I  
11 know overall the plan has that in mind, but it's only a  
12 very tiny percent who had -- who goes for that.

13 I would like to ensure that affordable  
14 housing is included and is not set aside. Sometimes when  
15 we are in the process of redeveloping areas affordable  
16 housing was lost. And I do think it's very important that  
17 that not happen.

18 And, finally, I do like the idea of in-fill  
19 housing. And I think when we you have in-fill housing and  
20 you have a little bit higher density housing, that,  
21 basically, means we can preserve more open spaces that are  
22 around us.

23 So that's my two-cents worth.

24 MR. SPERING: Thank you, Kathy.

25 Doug -- Doug Darling, Coleen Morrison and

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1 Shirley -- Shirley, I apologize. I can't read your  
2 handwriting, but you're from Dixon. So Shirley from Dixon  
3 will follow-up.

4 Thank you, Doug.

5 MR. DARLING: Doug Darling, President of  
6 (unintelligible).

7 Supervisor Mike Luce, ABAG President, Napa  
8 County Supervisor, quote, "Bottom-up plan recognizes the  
9 diversity of Bay Area Communities, city and counties  
10 identify the best places for growth to preserve the  
11 character of existing neighborhoods and protect  
12 agricultural land."

13 MS. SEIFERT: Doug, the court reporter is  
14 having a hard time keeping up, so if you can just slow  
15 down.

16 THE COURT REPORTER: And can you speak up  
17 just a little bit, please.

18 MR. DARLING: Certainly.

19 THE COURT REPORTER: Thank you.

20 MR. DARLING: Do you want me to start over?

21 MR. SPERING: Yeah. Go ahead, because she  
22 didn't get it.

23 MR. DARLING: Mark Luce, President of ABAG,  
24 Napa County --

25 MR. SPERING: You're time's up.

Page 21

1 Thank you, sir.

2 MR. DARLING: Jim Spering --

3 MR. SPERING: Go ahead and start from the  
4 beginning.

5 MR. DARLING: Mark Luce, ABAG President,  
6 Napa County Supervisor. Bottom-up -- quote, bottom-up plan  
7 that recognizes the adversity of Bay Area communities,  
8 cities and counties identifying the best places of growth  
9 to preserve the character of existing neighborhoods and  
10 protect agricultural lands." Unquote.

11 Those of us in Vallejo know what that means.

12 Jim Spering, you said tonight, quote, "This  
13 plan protects the uniqueness of places like the wine  
14 country." Unquote. Again, that is a red flag for me. That  
15 means That I'm going to pay for it here in Vallejo.

16 In my opinion, this whole thing is a  
17 violation of my constitutional rights. You said our  
18 comments will be taken into consideration. I seriously  
19 doubt that my comments or anyone else's will be seriously  
20 considered. If ABAG is taking public comments seriously,  
21 they would resolve the One Bay Area Plan.

22 ABAG is not welcome in Vallejo. We don't  
23 want more high density housing and we certainly don't need  
24 it near our transportation hubs, our downtown. We're  
25 already living near Marine World. Vallejo just got muscled

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1 by the county on the daily forum center. You are currently  
2 muscling us on the fairgrounds project. And now you are  
3 seated before me tonight muscling me on behalf of ABAG.

4 This is social engineering at its finest.  
5 And the fact that you have gotten away with it this long,  
6 should be considered alarming. It reminds me of a movie  
7 called Soylent Green.

8 Thank you.

9 MR. SPERING: Colleen Morrison, Shirley from  
10 Dixon and Ginger Emerson.

11 MS. SEIFERT: I think you can adjust the --

12 MR. SPERING: There you go.

13 MS. MORRISON: Can you hear me?

14 MS. SPERING: Yes.

15 UNIDENTIFIED SPEAKER: Barely.

16 MS. MORRISON: Colleen Cole Morrison,  
17 Vallejo.

18 My understanding is that this plan really  
19 has been three years in the making and it's going to happen  
20 and then this is just what you have to do in order to  
21 justify what you're doing.

22 And you know what, I can live with that. I  
23 am not a planner. I can live with help. But when I look  
24 at the maps of the PDA's and when I look at the maps of the  
25 jobs that are supposed to be created, I am reminded of a

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1 really famous map that in the 50's Dean Rusk sat down and  
2 looked at in the White House, and it was the map of Korea.

3 Dean Rusk took 15 minutes to divide up a  
4 country without talking to anyone from Korea about what it  
5 meant to divide the line a long the latitude instead of the  
6 longitude.

7 If he had divided it differently, we would  
8 not be having the threats that we have from North Korea  
9 today. It would have just taken a little time to talk to  
10 the people who are being affected by the maps.

11 So my question, and I have been trying to  
12 get this answered for a couple of weeks through e-mail is,  
13 who from Vallejo and Benicia is the author of the PDA's.  
14 Is it city or is it county? Number one question.

15 And, number two. Who controls the PDA  
16 development?

17 I understand here that it's 80 percent of  
18 the PDA's are expected to the region numbers, but it's not  
19 an eat it. My understanding was that, really, the city's  
20 zoning determines where the reading numbers will go. And  
21 that it is not an absolute formula that really goes into  
22 PDA's. And I feel like you know what the bottom line is  
23 here tonight and I would be hoping for that answer.

24 And then to add to Doug Darling's ideas, you  
25 know, he was saying things are happening from the county

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1 level to Vallejo that we're noticing, and it doesn't breed  
2 trust.

3                   The things that I know is that in January  
4 2012, the county upturned, overturned a voter-mandated  
5 ten-city level for the unincorporated areas in Vallejo.  
6 The voter mandated 2008 level for density in the  
7 unincorporated areas of Vallejo, were zero to four. But in  
8 January 2012, the county changed that to zero to ten.

9                   So what I would like to know is, how can we  
10 be part of the process so that we don't end up with  
11 problems such as Mr. Rusk created.

12                   Thank you.

13                   MR. SPERING: Okay. Thank you.

14                   Shirley -- if you could give us your last  
15 name, please, for the record.

16                   MS. HUMPHREY: My name is Shirley Humphrey  
17 and I am from Dixon, California.

18                   And before I start my prepared comments, I  
19 would like to make a copy -- a comment on population.

20                   If you are reading in the Sacramento Bee,  
21 the University of Southern California is projecting that  
22 the growth in California is going to go to a low of 7/10th  
23 of one percent. Last week there was a study by Lutheran  
24 University which says California is losing population.

25                   So you need to look at those statistics from

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1 the Lutheran University, University -- Southern California,  
2 Department of Finance and a lot of what is in Ann Walter's  
3 column.

4 Okay. I wanted to talk to you about our  
5 problems in our local area.

6 You guys are promoting transit centers.  
7 Well, we've got a transit center, and it's got a locally  
8 mobile center and there is a train station there, and 1.8  
9 million dollars of the tax payers' money has been spent.  
10 And guess what? There is no transit there. There probably  
11 will never be any transit there.

12 We rent it for a dollar a month and so far  
13 the citizens of Dixon have collected \$66. And for that you  
14 get a 2,000 square foot building and 114 parking places.

15 People in Dixon have protested, they don't  
16 like the train station. You need to make sure that you  
17 have local input and local buy-in.

18 Now I want to talk to you about public  
19 transportation. You seem to be emphasizing public  
20 transportation. Let me tell you about our public  
21 transportation in Dixon.

22 We have a Ready Ride that you can call and  
23 they will come. But what it basically does now, is it  
24 supports taking kids to school in the morning. And that  
25 seems to be a real contradiction because you'd think you

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1 want kids on their bicycles and walking with Michelle  
2 Obama's Health initiative so that we're -- but we're  
3 taking, we're driving to high school.

4 The Ready Ride starts at 7:00 in the morning  
5 and ends at 5:00. If you get back from a bus in Davis,  
6 which won't get back by 5:00, there is no public  
7 transportation. There is no taxi. There is nothing. It  
8 does not move on Sunday.

9 For all of this, we subsidize each one of  
10 those Ready Ride things \$29 per ride. So \$800,000 is being  
11 spent in Dixon on an on-call bus and it's not very  
12 efficient.

13 I would like to talk to you about the PDA.  
14 In our case, the PDA had no public input. And we actually  
15 have it on record that community development director said  
16 that the city council did not believe that they needed any  
17 input from local citizens. It took us seven months to even  
18 get the planning commission to take a look at it. 115 runs  
19 through this PDA.

20 So being really good citizens that we are,  
21 we go down and we ask the city council, what is the plan?  
22 What will be done within five years? When will we have the  
23 walkable communities? What is your plan for the open  
24 space? We never get a response. They're not planning to  
25 do anything. They're simply planning to take the money

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1 that they can get through ABAG with a PDA.

2 We also have, and this is really a dumb  
3 decision. I have to let you know, I'm a graduate of UC  
4 Davis Community Development. I believe in affordable  
5 Housing. I have worked in it. But what we do in Dixon is  
6 really dumb. We want to put the stack-and-pack housing,  
7 affordable housing, right next to the train station.  
8 There's plenty of areas that -- other areas.

9 I don't think poor kids ought to have to  
10 live next to a train station and I know those kids will be  
11 playing on those train tracks. So I don't know why you  
12 encourage that.

13 Let me give you a little example of why  
14 transportation is so bad in Dixon. Over in Yolo County,  
15 where I spent a lot of my time, I can get a bus to get  
16 anyplace in the city. I can go into the (MU?). I can get  
17 a bus to go to the Sacramento Airport, a dollar each way. I  
18 can come back until 11:30 at night.

19 Their transportation money is being spent  
20 well. Ours is not. So I would make sure that you --  
21 encourage you to make sure that you have local support, and  
22 I don't think you should be having your community  
23 development director and the city council saying you don't  
24 want any input from local citizens.

25 MR. SPERING: Thank you.

1                   Ginger Emerson, Judy Irvin and Robert -- it  
2 looks like Brekke or something. Brekke. I'm sorry.  
3 Brekke.

4                   Ginger.

5                   MS. EMERSON: Good evening.

6                   MR. SPERING: You are up.

7                   MS. EMERSON: Thank you.

8                   Good evening, Supervisors.

9                   I am Ginger Emerson and I am also from Dixon  
10 and I am going to be very brief.

11                  I intend to put my comments in writing. I  
12 want them to be very specific.

13                  Ms. Humphrey has given you quite a summary  
14 of what has taken place in Dixon. I am extremely concerned  
15 that our community, the majority of our community has no  
16 idea what's really going on. Any discussion of these  
17 matters take place late at night.

18                  We -- as Shirley mentioned, the group that  
19 was meeting with our community development director had no  
20 idea that a PDA was being considered for the area where we  
21 live. So I'm quite concerned that we are not being  
22 considered.

23                  I'm also concerned that for any of us that  
24 take the time to travel to San Francisco, to Oakland, where  
25 some of your colleagues don't even know where Dixon is --

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1 MR. SPERING: That's true.

2 MS. EMERSON: -- and we come back and we  
3 have some degree of knowledge, more than most of the people  
4 in our neighborhood. When we do attempt to go before our  
5 city officials, we are abused. We are called sociopaths.

6 I have some emails that I won't share with  
7 you at a public microphone, that I have received from our  
8 elected officials. So I will be putting my comments in  
9 writing. It seems the safer thing to do.

10 MR. SPERING: Thank you very much.

11 Judy Irvin, Robert --

12 UNIDENTIFIED SPEAKER: Brekke.

13 MR. SPERING: -- Brekke, and Mary Savage.

14 MS. IRVIN: Hello.

15 MR. SPERING: Judy, how are you?

16 MS. IRVIN: Good. How are you?

17 MR. SPERING: I'm fine.

18 MS. IRVIN: Hi, I'm Judy Irvin.

19 I just want to -- this kind of gives me a  
20 giggle because I am a planner and an architect, and for  
21 awhile I was the director of Sustainable Development for  
22 the Bay Area, a long time ago, for Urban Ecology.

23 So I did a lot of research on this  
24 sustainable stuff. I've read Agenda 21. The Brundtland  
25 report and all of that. And what the Brundtland report

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1 says, this kind of limits to growth at the great paradigm  
2 of Adam Smith that we are going to grow forever and  
3 everything would be great because we just grow our way out  
4 of it, was over and the limits of growth were met.

5 And what the Brundtland Report says, we are  
6 there. We met it. We're done. We can't grow anymore.

7 So I see this plan coming out saying we are  
8 a sustainable plan. We are going to grow 30 percent.  
9 It's an oxymoron. It's not sustainable. You can't do it.

10 So this whole plan is this amazing game of  
11 marketing. We are going to grow our way out of it. Somehow  
12 we are going to get there.

13 So what happens is, your money, the stuff  
14 that you bring forth, these MTC's dollars, we'll give you  
15 money. You play the game. You do what we want, we will  
16 give you money.

17 I live in Vallejo. I know how addicted they  
18 are to this money that you have. But they want it real  
19 bad. They will do anything. Anything. It's a drug.

20 So when they -- when you offer them money to  
21 build a parking garage, they said, yes, we want it. We'll  
22 build a parking garage out there and we'll dig the parking  
23 levels below the water table and it will fill up with  
24 water. So all of the money you gave them can be thrown in  
25 the trash.

1                   You keep giving them money and they keep  
2 taking it because it's a drug. And we don't get anywhere  
3 because we can't keep growing our way out of it. It's a  
4 shell game. It's a game. This is a game called, we can  
5 grow our way out of this financial thing somehow and it's  
6 going to be 30 percent, we can't do it. It's not going to  
7 happen.

8                   MR. SPERING: All right.

9                   Robert and then Mary will follow up.

10                  MR. BREKKE: Robert Brekke, resident of  
11 Vallejo.

12                  I find it preposterous that we keep making  
13 plans and we don't take a true analysis of the situation,  
14 at least in this the city of Vallejo. And we cannot --  
15 this city cannot afford to continue to build housing that  
16 is owned by someone else in the likes of Danville, Marin  
17 and Napa and Hillsborough, and all over, but not in  
18 Vallejo; and getting in public dollars to house more people  
19 and it's not enough.

20                  We have to start thinking about Vallejo as  
21 if it has opportunities to employment for a reverse ferry  
22 ride from San Francisco there to Mare Island and coming  
23 from other places.

24                  But as long as you continue to put poor  
25 people in Vallejo and not take care of the poor people that

1 are already there and give them adequate resources of good  
2 education for their children and for themselves to further  
3 their education and for parks and recreation and for  
4 lowering -- or raising the number of people that have a  
5 stake in Vallejo, that live there and ownership; and  
6 otherwise it's a self perpetuating situation that we will  
7 just become or remain the dumping ground of poor people.

8           And I am not speaking disparaging of poor  
9 people. We are not taking care of the poor people that are  
10 there, and we are subsidizing the very wealthy people that  
11 own property there. And you have to analyze the situation  
12 in terms of not just public dollars that go to affordable  
13 housing.

14           We are poor people, all of us, in Vallejo.  
15 So there is plenty of affordable housing without anything  
16 extra.

17           And I urge you -- can I also ask, who's --  
18 are they raffling a -- are the raffling off the Mercedes  
19 out front on the sidewalk or is that someone's car here.

20           MR. SPERING: No. But if you want to pay  
21 cash, I'll take it.

22           MR. BREKKE: Okay.

23           MR. SPERING: Thank you.

24           MR. BREKKE: Thank you.

25           MR. SPERING: Mary Savage. Mary, and then

1 Natalia Clarke.

2 Hi, Mary.

3 MS. SAVAGE: You know. The word  
4 "sustainability" doesn't really mean what it says. What do  
5 you want to sustain? What we already have? No. You want  
6 to sustain something you have in your mind.

7 But the consensus for following through with  
8 your plan has nothing to do with the citizens that live in  
9 rural Solano, especially when our representatives, who  
10 don't even listen or allow public participation in the  
11 political process, are the ones who seem to decide these  
12 political representatives who decide what is best for us.  
13 They are not our parents. We need our input.

14 It's not fair what they're doing to our  
15 small town. A town of 18 plus -- 18,000 plus people. They  
16 want to make it into a big grandier -- big city hype and it  
17 will never fit.

18 You are sitting here, and I do not believe  
19 again that the voices will be heard. And the reason I say  
20 this, is because I have been to other meetings and they  
21 say, it doesn't matter what you're saying. It's up to your  
22 city council. You have got to change their minds. We are  
23 going to do what they tell us. We are going to follow  
24 through were their decisions whether they are yours or not.

25 So we need business in our town, business

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1 that will keep the population in a small town, not have to  
2 travel out of town; and preserve the agriculture that we  
3 have surrounding our small town; yet this program that you  
4 sell, has no guarantees.

5 MR. SPERING: Okay. Thank you.

6 Natalia Clarke.

7 MS. CLARKE: My name is Natalia Clarke and I  
8 reside in Vallejo.

9 I come from --

10 MR. SPERING: You need to face us when you  
11 speaking so the reporter can hear everything you are  
12 saying. So, please, face us.

13 MS. CLARKE: I come from country where we  
14 have socialism. Ukraine. So all this plan remind me of my  
15 country where we go to build for 70 years. Seventy years  
16 we build socialism.

17 So then I come here because I don't want  
18 socialism anymore, so I decide to come to United States of  
19 America. So what I see here, the same way. You know the  
20 way I stood around, like I go opposite direction what you  
21 do before. From last very wonderful country, United States  
22 of America, you become somewhere bad.

23 So I present -- I sell everything in  
24 Ukraine. I was a rich woman, and I bring ever cent to  
25 America to invest in my business.

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1                   Now (unintelligible) next to my building. So  
2 all this (unintelligible) and homeless people hang out  
3 around my property where I put my crystal shop  
4 (unintelligible).

5                   People afraid to even think about moving to  
6 Vallejo, and you continue to put more affordable houses --

7                   MR. SPERING: Slow down so the recorder can  
8 get it.

9                   THE COURT REPORTER: You have a very thick  
10 accent. Sorry.

11                   MR. SPERING: Yeah. A little slower.

12                   MS. CLARKE: We have 60 percent of  
13 affordable, homeless, (unintelligible), Section 8 in  
14 Downtown Vallejo. No more. The city is full.

15                   Some one like (unintelligible) I hear some  
16 lady ask in Benicia, she really like this. You just put  
17 every cent in Benicia. You guys can afford. You have lots  
18 of unity. You can teach them to be a good citizens. So  
19 you have time and money and we don't. We have no money, no  
20 reason just to teach them, everybody very poor, more than  
21 poor. So no more in Vallejo.

22                   Don't make Vallejo dump city. It's already  
23 dump. So no more affordable, no more homeless. No more.  
24 Look all this community come from Vallejo we will stay very  
25 strong for our city.

1 MR. SPERING: Thank you.

2 MS. CLARKE: You're welcome.

3 MR. SPERING: Norman, you're our wrap-up  
4 guy.

5 MR. REECE: How are you this evening?

6 MR. SPERING: I'm doing fine.

7 Great to see you.

8 MR. REECE: Norman Reece from Vallejo.

9 I just came. I wasn't sure what this was  
10 going to be all about. Kind of getting, as I've to the  
11 speaking, I want to weigh in the side that I am against  
12 this. I think free enterprise worked well for -- in this  
13 country for so many years, and as time has gone on, we see  
14 more shift toward -- from the city's to the boards to the  
15 counties and up to the federal, and we get heard less and  
16 less.

17 And we see this with our Second Amendment  
18 rights right now going on with the immigration policies. We  
19 had a time when I remember we said don't use too much  
20 plastic or -- and it's a dangerous -- there was a time when  
21 too many trees were being cut down for paper bags so we go  
22 to plastic bags, now they're cities saying you can't have a  
23 plastic bag.

24 And we're so smart. I grew up there is  
25 going to be a big freeze coming on. Now we are talking

1 about global warming. I know better. But I am in a  
2 minority if I go to a lot of these meetings if I even  
3 questions things like this. And I see this going on here.

4 I'm looking for the side that gets the  
5 people more involved and be able to have their voices  
6 heard. That is how this country was founded. That's what  
7 the republic -- the Congress has challenged. In the  
8 Constitution it says that Congress shall guarantee a  
9 republican form of government. Read your Constitution.  
10 That is in there.

11 That means people have representatives to  
12 represent us. That is what the republic is all about. And  
13 there are 50 of those republics in these United States and  
14 they are heard less and less. And it's things like this  
15 that add that problem.

16 We have the UN dictating to us to things  
17 like this. People mention Agenda 21 and say all they are  
18 are conspiracy theories. Well, we see this lady that just  
19 spoke, from a place where she has seen that carried out in  
20 her own life, and we better listen to people that escape  
21 countries and they find themselves falling right into the  
22 same thing when they find places like California.

23 I was born in Detroit. Detroit, the motor  
24 city. When I grew up there, over a million population. A  
25 place that you would love to go to downtown and. Visit

1 when I go back to visit family in the suburbs of Detroit,  
2 my family that still stayed there, I go around Detroit,  
3 except when I can't find Mexican restaurant open and it's  
4 only open in Mexican town on Labor Day, so I will make an  
5 exception for something like that.

6 But the point is, if you've seen pictures of  
7 Detroit where they took over with liberal policy, union  
8 control, all of these very things that I always get  
9 charged, I'm anti this, anti that. No. I'm pro freedom.  
10 I'm pro people's voice being heard. So I'm weighing in  
11 heavily with those that are generally on the side of --  
12 let's keep it local. Let the local people --

13 And if this plan is so good, let's set up a  
14 thing where each city votes on this thing and -- with a  
15 majority vote and if that is so good, we will be behind it.  
16 And if it isn't -- if you don't do that, I'm suspicious  
17 that maybe some of these negative thoughts and things are  
18 -- maybe there is some validity to it.

19 I hate to think that would be happening in  
20 my good state of California and good city of Vallejo. But  
21 I'm very suspicious right now.

22 MR. SPERING: Thank you.

23 MR. REECE: I have one more thought that I  
24 would just like to -- well, I think I'll skip it. I think  
25 I've said enough. I will leave good. Keep it on a

1 positive note. But I weigh in heavily with the lady from  
2 Ukraine. Let's not repeat that.

3 MR. SPERING: Is there anybody else that has  
4 any other cards?

5 Laura, you're going to be our clean-up --  
6 third clean-up speaker.

7 Laura Peters.

8 MS. PETERS: Hi. Thank you for hearing us  
9 this evening.

10 I'm sorry to see not all of the supervisors  
11 aren't here, and I'm hoping that does not show us their  
12 unwillingness to hear us. They aren't even willing to show  
13 up. One.

14 Two. I have been to many of these meetings  
15 and, again, it is -- the public is heard. They are seen  
16 but they aren't listened to. We are the one's paying your  
17 salaries, and if you choose to vote the opposite of what  
18 the public is asking you to do, then I ask you, why are you  
19 there? You are here to listen to us and follow our  
20 direction.

21 And if you vote yes on this Agenda 21, ABAG,  
22 it's all the same bag, you aren't listening to the public,  
23 who is begging you and asking you and give you great reason  
24 why you vote on this.

25 Another -- my sister-in-law also came from

1 Russia. And she left because she had enough of Russia,  
2 Russia was not doing well by her. And she was young when  
3 she left. And she is a brilliant woman and doing very  
4 well, but she left because Russia was socialized and not  
5 taking care of their people.

6 And I, also, would like to point out that  
7 all of those same countries that you are happy to follow  
8 with this ABAG and Agenda 21, all of them are going  
9 bankrupt. Do you want us to go bankrupt? Then vote yes.  
10 If you want us to fall on our face, our country to fall,  
11 our cities to fall, I think it's all very sad that the  
12 supervisors of all of the counties are not listening to the  
13 public, because the public is loud and clear.

14 MR. SPERING: Okay. Thank you.

15 MS. PETERS: Thank you.

16 MR. SPERING: We have one more clean-up for.  
17 Is it Anzel Loufas?

18 MS. LOUFAS: Yes.

19 MR. SPERING: Okay.

20 Anzel?

21 MS. LOUFAS: Anzel Loufas, Vallejo.

22 I have one question.

23 I would like to know where I would look to  
24 find the process for a city to pull out of ABAG?

25 Thank you.

1 MR. SPERING: Okay.

2 On that note.

3 First, I want to thank all of you for your  
4 testimony, and I certainly take all of the comments  
5 seriously, both myself and Supervisor Seifert. We will  
6 certainly keep those considerations as we move forward.

7 At this time, we are now going to end the  
8 public hearing. So at this point, I'm going to close the  
9 public hearing.

10 So with that, we are done with the recorder.

11

12 (Whereupon, the public meeting The meeting  
13 adjourned was adjourned at 8:10 p.m.)

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STATE OF CALIFORNIA       )  
  )  
COUNTY OF SOLANO        )

ss.

I, the undersigned, hereby certify that the discussion in the foregoing meeting was taken at the time and place therein stated, that the foregoing is a full, true and complete record of said matter, to the best of my ability.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing meeting and caption named, or in any way interested in the outcome of the cause named in said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 5th day of May, 2013.

\_\_\_\_\_  
SUSAN L. STRAUB, CSR NO. 7608

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON  
THE DRAFT PLAN BAY AREA  
MARIN COUNTY

\_\_\_\_\_ /

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 29, 2013

Marin Center

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Reported by: AMBER EMERICK

CSR NO. 13546

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A T T E N D E E S

PAT EKLUND, Mayor of City of Novato  
STEVE KINSEY, Marin County Board of Supervisors  
KATIE PRICE, Marin County Board of Supervisors, District 2

--o0o--

BE IT REMEMBERED that, pursuant to Notice of the hearing, and on April 29, 2013, 7:00 p.m., at the Marin Center, 10 Avenue of the Flags, San Rafael, California, before me, AMBER EMERICK, CSR NO. 13546, State of California, there commenced a Public Hearing.

--o0o--

1 M E E T I N G A G E N D A

2 PAGE

3 INTRODUCTION BY SUPERVISOR KINSEY

4 INTRODUCTION BY SUPERVISOR RICE

5 INTRODUCTION BY MAYOR EKLUND

6

7 P U B L I C S P E A K E R S

8 ELIZABETH MOODY

9 ANDREW ALLEN

10 RONNIE TEYSSIER

11 CRAIG THOMAS YATES

12 JESSE SHEPHERD

13 ERICKA ERICKSON

14 CATHY CORTEZ

15 LOIS RIDDICK

16 LINDA RAMES

17 VINH LUU

18 LAWRENCE KAPLAN

19 LUKE TEYSSIER

20 PETER HENSEL

21 LINDA PFEIFER

22 ANGELA GOTT

23 BARRY TARANTO

24 JAMES BENNETT

25 BOB STEPHENS

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- 1 P U B L I C S P E A K E R S
- 2 ALLAN BERLAND
- 3 ROBERT BUNDY
- 4 LIZ SPECHT
- 5 JOE FAIMALI
- 6 JOHN PALMER
- 7 SUSAN KIRSCH
- 8 GUY MEYER
- 9 RICHARD HALL
- 10 KAY TOKERUD
- 11 SUE BEITTEL
- 12 COUNCILMAN GEORGE BARICH
- 13 MARTHA VEGA
- 14 BARBARA PATTON
- 15 MICHELLE BELFOR
- 16 ALAN SCOTCH
- 17 ELIZABETH MANNING
- 18 ALEXANDRA DEIST-WONG
- 19 TONI SHROYER
- 20 PAUL GUSCIORA
- 21 FRANK EGGER
- 22 LARRY BRAGMAN
- 23 CLAYTON SMITH
- 24 KERRY STOEBNER
- 25 RAY DAY

1 P U B L I C S P E A K E R S

2 JAMES BITTER

3 SUE HESTON

4 DEBORAH

5 HELEN LINDQUIST

6 BILL LINDQUIST

7 MICHAEL GRAVELLE

8 BOB CHILVERS

9 BILL CARNEY

10 DENISE BECK

11 ELAINE REICHERT

12 SHARON RUSHTON

13 VALERI HOOD

14 SARAH AZERAD

15 CAROL SHEERIN

16 PETER LACQUES

17 JOHN HART

18 KEVIN GLADSTONE

19 ANN SPAKE

20 DENNIS FINNEY

21 LOU TOURE

22 GRACE SEVERTSON

23 MARGARET ZEGART

24 JEAN RIEKE

25

--o0o--

1 Monday, April 29, 2013

7:05p.m.

2

P R O C E E D I N G S

3

4 SUPERVISOR KINSEY: Good evening. Thank you for  
5 joining us. My name is Steve Kinsey. I am a member of  
6 the Marin County Board of Supervisors, and I represent  
7 Marin County and its 11 cities and towns on the  
8 Metropolitan Transportation Commission. With me this  
9 evening is Mayor Pat Eklund from Novato, who is  
10 representing the 11 cities and towns on the Association of  
11 Bay Area Governments board -- that's ABAG -- along with  
12 Supervisor Katie Rice, who also serves on the ABAG board  
13 and represents Marin County.

14 We're here with all of you this evening to hold  
15 a public hearing related to the One Bay Area Plan. And  
16 it's important for all of us in the room who care deeply  
17 about our county and our future to have an opportunity to  
18 speak and to share your thoughts and concerns with us as  
19 we go forward with our planning process.

20 The Plan Bay Area process includes local  
21 officiates like ourselves in each of the communities of  
22 the nine Bay Area counties. The idea that we have in  
23 Marin County is that our interests are unique to our  
24 county, as is the case I think in each of the counties  
25 within the region served by MTC and ABAG. Ideally, we

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1 will see home grown priorities that emerge from Marin  
2 County reflected in the Plan that is adopted.

3           Tonight, however, is our opportunity to hear  
4 from as many of you who wish to speak to the Draft Plan  
5 Bay Area, which is out for public review and comment at  
6 this time. The Plan Bay Area offers a long-range plan  
7 that has a vision for the future of the Bay Area. It  
8 respects diversity. It is intended to capture what is  
9 unique and wonderful about our region.

10           The dialogue that has lead us to this evening,  
11 we know, has at times even in this room been somewhat  
12 tumultuous and uncomfortable. But it's an important  
13 dialogue for us to have. And we are -- really welcome all  
14 of you and appreciate you being here tonight.

15           Because this is a formal process and a formal  
16 hearing, we have two court reporters here who will capture  
17 your remarks as they are made to make sure that each of  
18 the comments is included within the One Bay Area Plan. So  
19 there may be a time when you will be asked to clarify or  
20 to confirm some language in order for us to be able to  
21 have a good record. The way that this will work is if you  
22 wish to speak, you'll fill out a blue card, which we have  
23 here. And you will be given three minutes to speak. If  
24 we -- This hearing runs until 9:00 p.m. this evening. So  
25 if we get a number of more cards from speakers who arrive

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1 somewhat later in the evening, as the evening goes on, by  
2 8:30, we will count the number of cards remaining. And if  
3 we feel the need to, we will reduce the amount of time per  
4 speaker at that point to allow for the maximum number of  
5 folks to make their comments.

6 You are also going to be able to make written  
7 comments as well. And if you have a card, and you filled  
8 it out, and you want to just pass it to the sides, we will  
9 have staff from MTC and ABAG available to take those cards  
10 and bring them forward. So at any point in the course of  
11 the evening you are going to be able to pass your cards  
12 our way.

13 Also, I think it's important to make clear that  
14 the purpose of this evening's public hearing is to receive  
15 comments. At the same time, we do know that many of you  
16 may have questions about the process, or questions about  
17 the Plan itself. And you are also welcome to fill out  
18 cards with your question, and those will be responded to,  
19 as well as presented in the packet to each of us in our  
20 regional agencies, as these plans are brought forward to  
21 us. We will not be in a position to answer questions  
22 during this hearing this evening. Its purpose is to  
23 receive comments on the Plan.

24 At this time I would like to give Mayor Pat  
25 Eklund the opportunity to make a few introductory remarks

1 and begin the public hearing. At the end of the meeting,  
2 there will be an opportunity for Supervisor Rice, Mayor  
3 Eklund, and myself to make some closing comments. So  
4 thank you again for being with us.

5 Mayor Eklund.

6 MAYOR EKLUND: Thank you very much. And before  
7 I do my introductory comments, I would like to introduce  
8 Supervisor Rice, who does have some opening comments.

9 SUPERVISOR RICE: Just very quickly -- So I am  
10 Katie Rice. I represent District 2 on the Marin Board of  
11 Supervisors, and I am sitting here tonight as the county's  
12 representative on the Association of Bay Area Governments.  
13 I took over this seat in January. Susan Adams served on  
14 ABAG for the prior nine years, ten years. So I want to  
15 say welcome to all of you who came out tonight and who  
16 have been following this process and this Plan. I think  
17 that -- I know tomorrow at our board meeting the county is  
18 being recognized -- or Marin County is being recognized  
19 for having the highest voter turnout in the state of  
20 California November, 2012. And I think that the level of  
21 participation we are seeing here tonight reflects that  
22 same act of citizenry. So I appreciate everyone taking  
23 their time.

24 And as supervisor Kinsey said, this is a public  
25 -- a formal public hearing to take and receive comments,

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1 but it's also an opportunity for us, as representatives on  
2 these regional boards, to listen and hear what the folks  
3 of Marin have to say. So thank you for coming.

4           MAYOR EKLUND: My name is Pat Eklund, and I am  
5 Mayor of the City of Novato. And first of all, I wanted  
6 to welcome you all here tonight. The Plan Bay Area and  
7 the Draft EIR are huge documents, and there's a lot of  
8 information in there. And it's not easy to digest. But  
9 we really want to thank you very much for taking the time  
10 to really review that because the Plan Bay Area and the  
11 EIR have tremendous impact across the Bay Area.

12           This is our third public meeting in Marin  
13 County, and the primary purpose, as Supervisor Kinsey just  
14 commented, is to get your comments on the Plan Bay Area,  
15 which is Scenario No. 2 that was identified in the Draft  
16 EIR. We're really interested in hearing your comments on  
17 the proposed Plan; the entire thing or even pieces of it,  
18 the specific policies that you especially like or don't  
19 like.

20           This summer, the Board of Directors for the  
21 Metropolitan Transportation Commission and the Association  
22 of Bay Area Governments will be taking action on the Final  
23 Environmental Impact Report, which will include a response  
24 to comments. We also will be selecting an alternative  
25 that was studied in the Draft EIR, or possibly even

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1 modifying the preferred alternative, the Plan Bay Area to  
2 include suggestions that you may be raising tonight or  
3 throughout the public comment period on May 16th.

4 It's important to note that this is really a  
5 work in progress, and that every four years, we are going  
6 to be revisiting the Plan Bay Area. And we are going to  
7 be looking at the new priorities and the new resources,  
8 the new approaches, and see if there needs to be some  
9 modifications.

10 Also, I did want to comment that MTC and ABAG  
11 are both public agencies, and they are subject to the  
12 Brown Act. So any policies that would be implemented as  
13 part of this Plan Bay Area or Environmental Impact Report  
14 will be placed on their agenda, and you are encouraged to  
15 follow that and to comment on it as it goes through the  
16 process over the next four years. Our goal is really to  
17 preserve what we love about the Bay Area and especially  
18 Marin, and to continue tackling our challenges to maintain  
19 our roads and to address our traffic congestion and to  
20 preserve our open space and to plan for housing, jobs, and  
21 public transit.

22 All of the comments that we hear tonight, and  
23 those that we've heard from previous meetings and from the  
24 online comment forum and the telephone survey will be  
25 shared with the Board of Directors for both MTC and ABAG.

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1 And as I mentioned, it is anticipated that the final EIR,  
2 along with the response for comments, will be on our  
3 agenda for June, and the final Plan will be on our agenda  
4 for action in July. Really, encourage you -- Feel free to  
5 come to both of those meetings, which will be noticed well  
6 in advance. You can view the Draft Plan, if you haven't  
7 already, online. You can also view the Environmental  
8 Impact Report -- the Draft -- even though it is quite  
9 large and may take a while to download, being it's almost  
10 1,500 pages. And you can comment online as well. You  
11 just have to go to the Web site called [www.OneBayArea.org](http://www.OneBayArea.org).  
12 And as has been mentioned all along, the public comment  
13 period closes on May 16th, at 4:00 p.m. Your comments  
14 have to be delivered to MTC or ABAG by 4:00 p.m. on May  
15 16th.

16 So with that, then, I would like to instruct our  
17 court reporters, Cindy and Amber to our left, that the  
18 public hearing is now underway. And I am going to ask our  
19 first speaker to begin. And our speakers need to go to  
20 the microphone, which is set up just above the first level  
21 there. And make sure that you identify your name and also  
22 your city where you live. And our first speaker -- And we  
23 are taking the cards in the order that we receive them --  
24 is Elizabeth Moody. So, Elizabeth, if you could please  
25 come to the microphone. And then Steve will be calling

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1 the next person who should be getting in line. And be  
2 sure to mention your name and your city.

3 ELIZABETH MOODY: Elizabeth Moody from Mill  
4 Valley. In our Marin County, with 60 percent of our  
5 workers living in other counties, having longest auto  
6 commutes in the Bay Area, and building up greenhouse gases  
7 with their travel, I strongly support the One Bay Area  
8 Plan. It is essential to integrate housing growth and  
9 transportation planning, along with improving our air and  
10 protecting our environment. Sustainability gives equal  
11 attention to the three E's: Environment, economy, and  
12 equity for workers and their families. Essential in our  
13 general local welfare, we must meet overlapping regional  
14 challenges that One Bay Area Plan does, while in each of  
15 our cities and unincorporated county areas, we do maintain  
16 full local control in land-use decisions.

17 The nine Bay Area counties bring extensive  
18 overlap in economic development, deployment services, air  
19 quality, recreation and more. Reducing auto and truck  
20 travel is essential to our present and future. A 2010  
21 chart shows that low-wage, personal service jobs have  
22 skyrocketed over the last two decades, workers who commute  
23 to jobs in our county, along with many teachers,  
24 healthcare, and other essential workers.

25 While Marin County population grew less than

1 five percent in 1995 to 2005, total vehicle miles traveled  
2 in Marin increased 25 percent. Diane Steinhouser,  
3 Transportation Authority of Marin, reports that the  
4 traffic on the Richmond Bridge increased fivefold between  
5 1995 and 2005. The average wage in the Marin-based job in  
6 2008 was 37,000 a year, while meeting income of single  
7 family households in Marin was \$67,750.

8 We need to be regionally involved and integrate  
9 planning in order to eliminate disparities and improve  
10 both our environment and family living. By laying out the  
11 Bay Area's first ever sustainable strategy, One Bay Area  
12 Plan is meeting those regional challenges and still  
13 maintaining local control in our land-use decisions.  
14 Counties must work together on all issues that effect us  
15 and overlap our economic development climate change, sea  
16 level rise, natural disasters, affordable housing, and  
17 family jobs, and transportation. There are many critical  
18 components that must be integrated in successful planning  
19 for all of our nine counties.

20 I strongly support this effort, along with other  
21 members of Mill Valley Affordable Housing Committee that I  
22 chair.

23 Thank you.

24 MAYOR EKLUND: Thank you, Ms. Moody. Please, no  
25 clapping. Thank you very much. We want to make sure we

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1 hear everybody through.

2 SUPERVISOR KINSEY: We are going to ask folks --  
3 In some settings we say you are welcome to show your  
4 support with your hands, but not by making noises. We  
5 appreciate that.

6 We are going to invite up Bill Carney, who will  
7 be followed by Andrew Allen. Thank you. Bill? Do we  
8 have Mr. Carney? If not, we will move to Mr. Allen.

9 Andrew Allen, please. He will be followed by  
10 Ronnie Teyssier.

11 ANDREW ALLEN: Hi. I'm Andrew Allen. I live in  
12 unincorporated Mill Valley, actually Tamalpais Valley. I  
13 have lived there for 54 years. I have watched traffic get  
14 worse and worse. I'm sure the people who want this new  
15 Bay Area Plan have warm feelings in their heart that they  
16 think they are doing the right thing, but I don't think  
17 so. I think growth needs to slow down. We had  
18 moratoriums on water hookups 30 years ago. We haven't  
19 come up with any more water storage facilities. We are  
20 talking about desalinization. We certainly don't need  
21 that.

22 I think when an area has reached maximum  
23 saturation to where you have traffic jams in the morning,  
24 traffic jams in the evening, worse traffic jams on the  
25 weekends, and then summer weekends are almost impossible

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1 to get in and out of Tam Valley. I think that we don't  
2 need to put a whole bunch of people in little boxes and  
3 get a warm, fuzzy feeling that we've done the right thing.

4 I think if we are going to make giant changes in  
5 plans that we better think long and hard about it before  
6 we do something we can't reverse.

7 Thank you very much.

8 SUPERVISOR KINSEY: Thank you.

9 ANDREW ALLEN: I'll yield any leftover time to  
10 Ronnie, the next person speaking.

11 Thank you.

12 SUPERVISOR KINSEY: We don't do that, but thank  
13 you.

14 MAYOR EKLUND: This is Ronnie?

15 RONNIE TEYSSIER: Yes. Hi. I am Ronnie  
16 Teyssier. I am a resident of Tamalpais Valley. I will be  
17 short and succinct.

18 There are a lot of people who want to have their  
19 voices heard tonight. But I urge you to remove TamAlmonte  
20 from the Highway 101 Corridor Priority Development of the  
21 Bay Area. Mandating development as planned will cause  
22 irrevocable damage to the environment. And it will also  
23 subject the most vulnerable of our citizens to extreme  
24 environmental impacts, such as sea level rise, water  
25 deficit, toxic air contaminants, unacceptable traffic

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1 congestion. Again, please. I really urge you to remove  
2 TamAlmonte from the Highway 101 Corridor Priority  
3 Development of the Bay Area.

4 Thank you much.

5 SUPERVISOR RICE: Craig Thomas Yates.

6 MAYOR EKLUND: And after Craig is Jesse  
7 Shepherd.

8 Craig, be sure to identify your name and your  
9 city, please.

10 CRAIG THOMAS YATES: Yes. Craig Thomas Yates,  
11 City of San Rafael. I believe that the TODs that are  
12 going to be developed for this development should be a  
13 hundred percent accessible. And the fact that it's also  
14 the wetlands should be taken into consideration for the  
15 conditions that are expressed in the Draft EIR.

16 And thank you.

17 MAYOR EKLUND: Great. Thank you.

18 And if Jesse Shepherd could you please come  
19 forward and state your name and your city. Is Jesse here?

20 JESSE SHEPHERD: Yes.

21 MAYOR EKLUND: Jesse, there's a microphone up at  
22 the top of the first level.

23 SUPERVISOR KINSEY: Jesse will be followed by  
24 Ericka Erickson. So if Ericka could get close to the  
25 microphone, it'll help us. Thank you.

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1                   JESSE SHEPHERD: Okay. Well, good evening,  
2 Board of Supervisors. My name is Jesse Shepherd. I am a  
3 resident of Santa Rosa. And I am here affiliated with  
4 Transportation Equity with Marin Grassroots. And I'm here  
5 actually tonight because I support the EEJ -- That's the  
6 Environment, Equity and Jobs initiative because compared  
7 to other services, it pretty much invests an additional 8  
8 billion dollars in increased transit service, which would  
9 be tailored to fit our more equitable housing distribution  
10 plan.

11                   One of the things that concerns me is that I've  
12 been a transit user for -- a public transit user for my  
13 entire life. I grew up in Marin; lived in Strawberry for  
14 the first 20 years of my life. And the problem is, we  
15 don't have adequate public transportation serviced by  
16 Marin Transit, serviced by Golden Gate Transit, at night.  
17 We have pedestrians that can't get to and from the canal  
18 who have service jobs at Larkspur Landing, who have to  
19 walk under dangerous walkways. And we have people that  
20 can't get home.

21                   I know personally I have had to spend probably  
22 hundreds -- maybe as much as maybe a thousand dollars in  
23 the last two or three years just on cab fare to get home  
24 because, well, there were not public transit routes  
25 running at 11 o'clock, maybe 10:30 -- 11 o'clock, 12

1 o'clock at night that were adequate. And it is really  
2 important for somebody like me because I'm legally blind  
3 in one eye.

4 So I depend on accurate, solid, firm public  
5 transit. And I feel that we need more of that in Marin  
6 County. So if that means that Marin Transit has to help,  
7 you know, get more funding for that, then we need to work  
8 on that. And that's hopefully what I hope that you guys  
9 would take into consideration.

10 Thank you.

11 SUPERVISOR KINSEY: Thank you.

12 Ericka, followed by Cathy Cortez.

13 ERICKA ERICKSON: So my name is Ericka Erickson,  
14 and I live in San Rafael. And I am -- I am affiliated  
15 with Marin Grassroots. I am also a County Planning  
16 Commissioner. I would like to ask everybody that's here  
17 to support the Equity, Environmental Jobs scenario of the  
18 Plan Bay Area to please raise their hands.

19 Basically for the ones that don't know, the  
20 environment and jobs -- environmental -- Equity,  
21 Environment and Jobs scenario was proposed by a network of  
22 health -- public health, affordable housing, and other  
23 grassroots groups back in 2011, when this Plan Bay Area  
24 was being proposed. And basically this scenario, it was  
25 considered the environmentally superior scenario from all

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1 the scenarios proposed during this process. And basically  
2 the -- by adopting the strongest aspects of this  
3 environmental -- Equity, Environment, and Jobs scenario in  
4 the Plan -- the Final Plan Bay Area, it would support  
5 transit operating budgets by about -- increased by about 5  
6 percent. As we heard from Jesse, it is very needed.

7 And also have more incentives for affordable  
8 housing. I am -- as we know, we have a great need for  
9 affordable housing and also diversity of options of  
10 housing in Marin and the Bay Area. And that would support  
11 -- This option would support that.

12 So -- But my main -- biggest concern, in terms  
13 of the Equity, Environment and Jobs scenario and the Plan  
14 Bay Area, and I want to urge you and all the decision  
15 makers to support this scenario and the aspect of it is  
16 regarding climate change. We know that this scenario will  
17 result in the greatest reduction of greenhouse gas  
18 emissions. That's the primary goal of Senate Bill 375.  
19 It will create the strongest shift from cars to transit,  
20 walking, biking, and other alternative means of  
21 transportation.

22 We will keep a hundred percent of the new  
23 development; would keep the current urban footprint; and  
24 allocate 12 fewer residents living in homes that we will  
25 be at risk of flooding sea level rise by 2050. I know

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1 that a lot of people in Marin County -- We are all  
2 concerned about sea level rising. So that option of the  
3 Plan will be the best to address sea level rising. The  
4 30,000 fewer residents will be subject to sea level  
5 flooding by 2050, if we adopt that option.

6 So I want you to urge all the decision makers to  
7 really consider the strongest aspects of this scenario in  
8 the Final Plan Bay Area.

9 Thank you.

10 MAYOR EKLUND: Cathy Cortez. Please come  
11 forward and state your name and city. After Cathy is Lois  
12 Riddick.

13 CATHY CORTEZ: My name is Cathy Cortez. I'm a  
14 member of Marin Action Coalition for Equity and The  
15 National Low Income Housing Coalition. I am from Tiburon,  
16 California, and I support Equity, Environment, and Jobs.  
17 Marin County needs affordable housing. There have been  
18 opponents of the regional housing needs allocation and the  
19 population growth predictions that say the numbers are too  
20 high. But even as it stands today, the need for  
21 affordable housing is very real.

22 One indicator that is reflective of that need is  
23 the fact that there are nearly 8,000 households on the  
24 Housing Choice Voucher Section 8 waiting list. That  
25 number -- That list has been closed since October of 2008.

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1 And even then it was only open for a one-week period of  
2 time.

3 Marin needs affordable housing with or without  
4 population growth. The need is very real as it stands  
5 today. Thank you.

6 SUPERVISOR RICE: Thank you.

7 Lois Riddick, and then Linda Rames, please.

8 LOIS RIDDICK: Good evening. My name is Lois  
9 Riddick, and I'm -- I live in Marin City -- A Marin City  
10 resident, of course. And I've been advocating for Marin  
11 City, as well as throughout the county. And my concern is  
12 that -- I do support the Equity, Environment and Jobs  
13 scenario. It invests an additional 8 billion in increased  
14 transit service. And why transit service is so important  
15 to me personally, and to many people that make contact  
16 with me by e-mail or in person, I find that there are  
17 hillsides that are not accessible through the transit  
18 services. And I've been going to meetings. I've been  
19 writing letters and been advocating as a part of the  
20 housing and transportation committee, also serving as a  
21 commissioner on the Division on Aging. And so it is  
22 important that we look at the bigger picture. And I  
23 depend totally on transportation. I am disabled, and I am  
24 a senior. So I am coming from two points.

25 I want you to consider that there is -- is that

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1 you see this commercial on TV; less and more. We need  
2 more transportation for seniors. We need this  
3 transportation because it allows the seniors across the  
4 county that are lonely to get more involved. There are  
5 seniors that are still volunteering. There are seniors  
6 that are getting older; perhaps would like to stop  
7 driving. But if we don't have the services accessible to  
8 those seniors, they will not be able to have their lives  
9 fulfilled in the way that is needed.

10 Thank you.

11 MAYOR EKLUND: Thank you very much.

12 SUPERVISOR KINSEY: Thank you.

13 Linda Rames will be followed by Margaret Segart.

14 LINDA RAMES: Good evening. I am Linda Rames,  
15 and I am actually here to comment on the Draft EIR. It is  
16 full of inaccuracies and inadequacies. The most striking  
17 thing about it, however, is the total disregard for the  
18 residents of Marin now and those to come. One document --  
19 Excuse me. This document has no problem building on  
20 floodplains, and there are no answers or mitigation for  
21 that. It has no problem with the lack of water. The only  
22 mitigation for that is conservation; something Marin  
23 County is very good at already. In fact, we are famous  
24 for it.

25 The police, fire, and schools that will have to

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1 be built -- They will have to be built, but they don't  
2 give you any idea how that will happen; who is going to  
3 pay for it. Things like that. These are just a couple of  
4 examples of a failed document, which also makes false  
5 predictions of population growth and employment  
6 opportunities in the future.

7 In addition, there is no distinction between  
8 planned and potential development areas. They should  
9 clearly be spelled out in the Plan.

10 Thank you.

11 MAYOR EKLUND: Thank you very much.

12 Margaret Segart. And then following Margaret is  
13 Vinh Luu.

14 Is Margaret Segart here?

15 AUDIENCE MEMBER: She left.

16 MAYOR EKLUND: She left? Okay. Great. Thank  
17 you.

18 SUPERVISOR RICE: Vinh Luu. And following Vinh  
19 will be Lawrence Kaplan.

20 VINH LUU: Hello. Don't worry, Supervisor. I  
21 am the only one talking, but they will come up here. I  
22 want you to take a good look of your neighbor. My name is  
23 Vinh Luu. I've been living in Novato for 25 year.

24 YU GON PHAM: My name is Yu Gon Pham (phonetic.)  
25 I have been living in San Rafael for 42 years.

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1           RUNG LEE: My name is Rung Lee (phonetic), and I  
2 live in San Rafael for 35 year.

3           UNIDENTIFIED SPEAKER: I am living in Marin City  
4 for 16 years.

5           SO DUNG: My name is So Dung (phonetic). I stay  
6 in Novato 20 years.

7           DINA TROUNG: My name is Dina Troung (phonetic).  
8 We been in Novato 25 years.

9           NEE QUAN: My name is Nee Quan (phonetic). I've  
10 been here for 34 years.

11          LONG TEN: My name is Long Ten (phonetic). I  
12 live here ten years.

13          VINH LUU: So take a good look. That's your  
14 neighbor.

15                 Many years back, we political refugee from  
16 Vietnam. I don't know if you remember the 75 year when  
17 the war ended, we rushed over here. So we have given the  
18 opportunity to have a place to live, a place to work, and  
19 a place to raise our family.

20                 So many years after that, today we hearing the  
21 ABAG come up with Plan that we totally support that  
22 because that's the Plan that we would like passed on,  
23 those opportunity to our next generation, to our fellow  
24 citizen, who is struggling to have affordable housing in  
25 Marin County; live and work in Marin County. And after

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1 all, fair housing and affordable housing is a human right  
2 issue.

3 Thank you for your attention.

4 SUPERVISOR RICE: Lawrence Kaplan.

5 LAWRENCE KAPLAN: Hello. My name is Lawrence  
6 Kaplan. I live in Tamalpais Valley, which at the moment,  
7 sits within the Highway 101 Corridor Priority Development  
8 Area. As I am sure you are aware, there is a mounting  
9 firestorm of community opposition to this situation. And  
10 for good and powerful reasons, I ask that you consider and  
11 act on the following two requests: First, please consult  
12 with all of the Marin County Board of Supervisors and  
13 become advocates for the removal of Tam Valley and El  
14 Monte from the Highway 101 Corridor PDA. It makes no  
15 sense to increase density in a semi-rural neighborhood  
16 that suffers regularly from terrible traffic and flooding.  
17 If you cause even more traffic to sit in gridlock at and  
18 near Tam Junction, you will ironically increase greenhouse  
19 gases, which would be directly contrary to the meaning,  
20 spirit, and intent of current laws.

21 Moreover, if indeed high-density housing is  
22 encouraged and allowed in Tam Valley, and if this decision  
23 is based, even in part, on faulty population and  
24 boot-strapping job projections, then most certainly ABAG  
25 and MTC will suffer the indignity and embarrassment of

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1 failing to listen to and understand local concerns which  
2 are well founded and quite serious.

3           Second, in light of the intensity and breath of  
4 opposition and concern in Marin County, I ask that you  
5 extend by three months the time for comments by effected  
6 parties. Given the length and complexity of this Plan,  
7 and the fact that we are talking about the extraordinary  
8 notion of making plans for the next 25 years, a relatively  
9 brief extension of time would allow for broad  
10 consensus-building, and the opportunity for many more in  
11 the county to be heard. These two accommodations could  
12 profoundly improve the quality of decision making and the  
13 fairness of the process for which ABAG and MTC hold so  
14 much responsibility.

15           Thank you for your wise consideration.

16           SUPERVISOR KINSEY: Thank you. As we mentioned,  
17 we would ask that you not choose to support folks with  
18 clapping, but we will take our next speaker. Luke  
19 Teyssier, and he will be followed by Peter Hensel.

20           LUKE TEYSSIER: My name is Luke Teyssier. I am  
21 a resident of Tam Valley. I am concerned about the  
22 environment, the community, the place we live. I have  
23 small children. I am concerned about water, the quality  
24 of life, the quality of air, and the quality of living.

25           I feel that equity, environment, jobs, schools,

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1 housing, and a clean, safe place to live for everyone is  
2 extremely important, which is why I urge you, urgently, to  
3 remove us -- Marin County -- from Plan Bay Area. I urge  
4 you to remove us from the Priority Development Area. I  
5 urge you to forbid ABAG and MTC to exert control in our  
6 community.

7 I would like to remind you -- to say it  
8 plainly -- I am opposed to Plan Bay Area. However, if you  
9 insist, I support the "no-action plan." Let us have local  
10 control over our community. We've done a pretty good job  
11 in our communities for the last 50 to 100 years of  
12 planning what needs to be done, which is why people want  
13 to live here. Let us have that local control.

14 Now, I've heard advocates say, "Let's have ABAG  
15 because there will be all this money." Where does the  
16 money come from? It comes from us. What happens? The  
17 money goes to a big organization over there. They take  
18 their cut. They have their offices. They have their  
19 bureaucracy. They have their big show-and-tell sessions.  
20 Has anybody ever seen a Jimmy Stewart movie, the western,  
21 where the big fancy suits from New York come in, and Jimmy  
22 Stewart sits there and says, "Now just wait a minute.  
23 Wait a minute. I know that's not right"? Every single  
24 time I have a meeting that involves ABAG, I have the same  
25 sense.

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1 Supervisor Kinsey, during the Citizen Marin  
2 Meeting, I noticed that you showed up in time for the news  
3 cameras, sided with the folks in favor of Plan Bay Area,  
4 and then removed yourself before the discussion happened  
5 inside. I submit that this is extremely problematic for  
6 two different reasons: The first one is, it appears to  
7 the casual observer that you have already made a decision,  
8 regardless of community input. Secondly --

9 (Audience outburst.)

10 LUKE TEYSSIER: Secondly, sir, I submit that by  
11 refusing, after you were invited cordially and multiple  
12 times by multiple people to enter and remain in the  
13 meeting, I submit, sir, that you have had many  
14 opportunities to receive local community input and were  
15 simply not interested.

16 MAYOR EKLUND: Luke, that completes your three  
17 minutes. Thank you very much for your comments.

18 LUKE TEYSSIER: Thank you.

19 (Audience outbursts.)

20 MAYOR EKLUND: I know clapping is a lot of fun,  
21 but please just wave your hands instead of clapping.

22 Peter Hensel. And following Peter is Linda  
23 Pfeifer.

24 PETER HENSEL: Peter Hensel, from Corte Madera.  
25 I am very interested in water. Where are the water for

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1 2.1 million new residents by 2040 going to come from? I  
2 think there is a serious disconnect between the Plan Bay  
3 Area and water supply, and it troubles me greatly because  
4 in 2001, Governor Gray Davis signed a couple of bills --  
5 SB 610, and SB 221. They were companion bills. They  
6 require that big developers submit a Water Supply  
7 Assessment Plan before going forward. Now, there is a  
8 threshold of 500 units, below which you don't have to  
9 submit a Water Supply Assessment Plan. But considering  
10 the fact that Plan Bay Area is -- I think it's planning  
11 for 600,000 -- Let me -- Wait a minute. 600,000 --  
12 634,000 housing units by 2035. I mean, that's an  
13 incredible amount. That's 1,268 times 500. So I would  
14 say that Plan Bay Area is not exempt from submitting a  
15 Water Supply Assessment Plan. It is just absolutely not  
16 reasonable considering the fact that in California we are  
17 fighting over water all the time.

18 Now, climate change is a reality. We all know  
19 that. We -- Even the most diverse oppositional foes here  
20 agree on climate change. But along with climate change,  
21 there comes a variability in weather. I mean, some places  
22 have super storms; other places have droughts. It is  
23 getting very difficult to forecast the weather. And this  
24 makes it also very more problematical when you start  
25 planning for so many people.

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1           I recently read something that the farmers in  
2   the Central Valley this year will be getting 20 percent of  
3   their contract water supply on account of a low snow pack  
4   in the Sierras. I think in the three months from January  
5   to March, we got 52 percent of what we normally get. I  
6   mean, this is very serious stuff. And so there's a saying  
7   in the water industry -- It's kind of an ironic saying.  
8   They use this term, "paper water." What it means is,  
9   water that is planned for that may belong to somebody else  
10   in the system, or that may be coming according to future  
11   planning, some hoops that people are going to jump  
12   through --

13           MAYOR EKLUND: Peter Hensel, I'm sorry, but your  
14   three minutes are up. Thank you very much. If you can  
15   submit your comments by May 16th, that would be wonderful.

16           PETER HENSEL: Okay. But one thing I want to  
17   say is that we shouldn't be banking on paper water.

18           MAYOR EKLUND: Thank you very much.

19           SUPERVISOR RICE: Thank you. Linda Pfeifer.  
20   And then following Linda is Angela Gott.

21           LINDA PFEIFER: Hello. My name is Linda  
22   Pfeifer. I'm on the Sausalito City Council, and I would  
23   like to comment on the Draft EIR and the process of --  
24   which I consider flawed -- for community outreach.

25           Plan Bay Area represents the single largest plan

1 for high-density development perhaps in the history of  
2 Marin, and yet most residents know nothing about it. The  
3 lack of transparency for Plan Bay Area has, in my opinion,  
4 been pretty abysmal. Many questions exist regarding  
5 high-density development plans in so many gray areas that  
6 I am not sure whether to call this Plan Bay Area or Plan  
7 Gray Area. Gray areas exist regarding sufficient water  
8 supply; the lack of a water assessment plan; endangered,  
9 threatened species' habitat, air quality, and traffic  
10 congestion.

11 California Code of Regulations, Title 14,  
12 Section 15065(a1) states that a project will have a  
13 significant effect on the environment if it substantially  
14 reduces the number or restricts the range of endangered,  
15 rare, or threatened species.

16 One Priority Development Areas borders the  
17 Golden Gate National Recreation Area, and in the middle of  
18 the Pacific fly-away where hundreds of migratory bird  
19 species, home to 38 rare or special status plant species;  
20 nine federally endangered, one federally threatened, 13  
21 federal species of concerns. It is the home of the  
22 endangered Mission blue butterfly, and California  
23 red-legged frog. Other PDAs are in environmentally  
24 sensitive areas prone to rising sea levels, in the middle  
25 of fragile marsh and wetlands ecosystems or landfill.

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1           I have three core requests: Please delay the  
2 May deadline for the public comment on the Draft EIR;  
3 please explore other options beyond high-density  
4 development to reduce co2, carbon, such as tele-commuting;  
5 please, ABAG, provide resources at the local, individual  
6 city level to hold public hearings in individual cities to  
7 fully inform the residents, who still really know nothing  
8 about this high-density plan because the people of Marin  
9 deserve transparency; not Plan Gray Area.

10           Thank you.

11           SUPERVISOR KINSEY: Thank you. I am going to  
12 ask again, please. We are going to make it through this  
13 evening. We are going to still have to cut to two minutes  
14 per speaker at 8:15 because of the number of speakers, but  
15 by taking time to clap after each one and encouraging all  
16 sides to do that, you are just delaying our ability to  
17 hear from as many speakers. So we would ask for that.

18           At this point I am going to ask for Angela Gott  
19 and then Barry Taranto. Thank you.

20           ANGELA GOTT: Hi. I'm Angela Gott. I'm 62.  
21 That makes me a senior. I've lived in Marin since 1989,  
22 and San Rafael since 1995. I am considered high risk for  
23 homelessness. I fall in the extremely low income  
24 category, and I'm -- I'm very concerned about: Is there  
25 any place for me in this new plan? We need senior

1 subsidized housing. I probably will live into my  
2 mid-eighties. And when I turn 70, I am only going to get  
3 \$1,184 in Social Security. All the wait lists are  
4 currently closed. They have been closed. The average  
5 wait is ten years.

6 I really need senior subsidized housing to be  
7 planned as part of this Plan and on good public transit so  
8 that I don't have to continue to try to drive my 1985  
9 Toyota Tercel. I would like to retire it, and I would  
10 like to retire myself.

11 If I had subsidized housing, I could get by on  
12 the \$1,184 that I'll get when I'm 70. At 62, I'll only  
13 get \$640 a month. So that's why I have to wait until I am  
14 70 to collect that.

15 So I am a real face in this county; been living  
16 here since 1989. I don't want to move. I don't want to  
17 be pushed out. But we need senior subsidized housing to  
18 be part of this planning.

19 Thank you.

20 MAYOR EKLUND: Thank you very much.

21 Barry Taranto. And after Barry is James  
22 Bennett.

23 BARRY TARANTO: Hi. Good evening. Barry  
24 Taranto from San Rafael. I think my first suggestion is  
25 that ABAG and MTC need to prepare a sheet that says what

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1 Plan Bay Area is and is not because there seems to be a  
2 lot of rumors about what it entails, and what it does not  
3 entail.

4 I went to the meeting last week at the  
5 supervisors' chambers, and I discovered that there's a lot  
6 of misconceptions about what this Plan covers. It does  
7 not talk about affordable housing. It does not talk about  
8 the type of housing that should be built. It talks about  
9 the number of units that have to be built around transit  
10 corridors, if I'm not mistaken.

11 Unfortunately, the misinformation out there is  
12 creating a lot of problems -- a lot of dissension. And I  
13 ask you to straighten out this by actually doing an "is  
14 and is not" sheet to help correct these discrepancies.

15 I need -- This whole process is great to help  
16 Marinites decide if -- whether we want to include the  
17 workers who live in this -- who work in this county to  
18 actually live in this county. I think this is a message  
19 to the supervisors to actually get together with all the  
20 city council members of all the cities and decide where we  
21 are going to put the affordable housing -- the market rate  
22 housing, so that -- so that we can get the traffic off of  
23 the freeway.

24 And also, the problem is, is our transportation  
25 decisions are not decided by our politicians. They are

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1 decided by that Golden Gate Transit Board; that is, most  
2 of them do not live in this county and do not know what  
3 it's like to travel through this county. And I think it  
4 creates a problem.

5 I think MTC and ABAG have to realize to tie --  
6 to tie these housing goals with giving us transportation  
7 dollars is a mistake because we need to improve our public  
8 transit system in this county to allow people to actually  
9 afford to live here and also to be able to travel without  
10 having to use their cars every day.

11 And so I urge you that -- to go back to ABAG and  
12 MTC, to say that we are a different county. We have too  
13 many environmental restraints to have too much dense  
14 county in Marin County, and there is not so much more we  
15 can grow. There are certain places we can grow, but we  
16 have to sit down together and decide where it can happen,  
17 rather than put it in places that could be flooded in 20  
18 to 30 years.

19 And I would appreciate if you listen to these  
20 environmental concerns because -- otherwise, you are just  
21 giving developers a chance to get rich quick, leave, and  
22 then have people have to find new places to live when  
23 their place gets flooded.

24 Thank you.

25 SUPERVISOR RICE: Thank you.

1 James Bennett, followed by Bob Stephens.

2 JAMES BENNETT: My name is James Bennett. I am  
3 a property owner, business owner, and as of the last eight  
4 years here, I find myself being a prolific activist. This  
5 isn't about affordable housing or social equity. This is  
6 about good old-fashioned oppression with all of its  
7 earmarks. UN globalists that are behind this Plan -- and  
8 we can connect the dots -- come see us afterwards. We are  
9 glad to do it.

10 If you are an oppressor, you don't want the  
11 people spread out across the landscape of abundant means  
12 with gardens driving around with free transit -- freedom  
13 of transportation. That's like herding cats. You want  
14 them contained where they can be surveilled and  
15 controlled. This Plan will, as designed, crash --  
16 thoroughly crash the economy of the Bay Area and molest  
17 the property rights of all -- all of its occupants. All  
18 will be caught in this oppressive web of manipulation one  
19 way or another.

20 After eight years here, I'm starting -- after  
21 studying Agenda 21 for eight years, I'm starting to learn  
22 how it works. Aside from employing a soviet model of  
23 governance, which includes regionalism and the empowerment  
24 of unelected boards and commissions, through a --  
25 permeating our government and manipulation of our

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1 currency, they provide for our impoverishment. And this  
2 little MO works on a serf. It works on a dairyman out by  
3 Inverness. It works on Petaluma, and it works on  
4 Portugal.

5           It goes like this: Once they are out of options  
6 and dependent and out of choices, globalists and their  
7 change agents like you come along to our cities or to the  
8 country or to the dairyman or to the town and say, "If you  
9 do things our way, we'll give you money." Next thing you  
10 know, a lovely country like Portugal's got some Goldman  
11 Sachs socialist running their country.

12           We want our sovereignty. We want our property  
13 rights. This isn't a left or right thing. This is a  
14 freedom thing. I am not a Democrat or a Republican. I  
15 believe in the most divine, admired, societal framework  
16 ever conceived, called the Constitution, the free market,  
17 our unalienable rights -- which are not to be granted by  
18 or reconciled through you -- and set the free market free.  
19 It has a cycle. It is like the jungle, but it is kind of  
20 rough, but it works. It falls into decline. Somebody  
21 speculates, creates opportunity, and it works. Remember?

22           SUPERVISOR KINSEY: Thank you. Bob Stephens,  
23 followed by Allan Berland.

24           BOB STEPHENS: My name is Bob Stephens. I live  
25 in San Rafael. Recently Dick Spotswood wrote an article

1 in the IJ, and I would like to just quote a little bit  
2 from him. "Why have Marin supervisors taken no meaningful  
3 steps to curb the dictates of Bay Area regional agencies  
4 pushing arbitrary housing mandates?" "It's becoming clear  
5 from their collective inaction that the supervisors  
6 quietly support MTC, ABAG, HUD, and other alphabet  
7 agencies in their effort to destroy local control of  
8 land-use planning. Despite uttering sympathetic  
9 platitudes, it's more about their personal ideology than  
10 constituent representation."

11 With a proposed density of housing units up to  
12 44 dwellings per acre, as I've read, it is no matter --  
13 it's no wonder that the people are getting more frustrated  
14 with their elected officials. With questions about the  
15 height of the new buildings, the increase in water  
16 consumption, the impact on schools, the obvious increase  
17 in traffic, and the questioning increase of job  
18 opportunities and population jobs. This is no time to  
19 make hasty decisions. Do not rush to judgment. What is  
20 agreed to today means we will be living with the results  
21 for years to come. A six-month extension of the Plan Bay  
22 Area comment period is only reasonable. Do it once, and  
23 do it right.

24 MAYOR EKLUND: Thank you very much,  
25 Mr. Stephens.

1                   Allan -- Allan Berland, and followed by Robert  
2 Bundy.

3                   ALLAN BERLAND: I am Allan Berland, and I live  
4 in Kentfield. Since I haven't had the opportunity to  
5 review the Bay Area Plan or the Draft EIR, I think it  
6 would be prudent for me to reserve my comments, and I  
7 could be most effective, and I will respond in writing.

8                   Thank you.

9                   MAYOR EKLUND: Thank you very much, Mr. Berland.  
10 I appreciate that.

11                   SUPERVISOR RICE: Robert Bundy.

12                   ROBERT BUNDY: Bob Bundy, Corte Madera. I am on  
13 the Corte Madera Flood Board. And we've spent a lot of  
14 time locally dealing with our infrastructure and the  
15 ability to be more resilient and withstand flooding, heavy  
16 rainfall, and high tides.

17                   One of the concerns that I've got is that the  
18 Plan doesn't really take into consideration sea level  
19 rise. And while I applaud the goals of trying to reduce  
20 co2 because that's what's driving climate change and sea  
21 level rise, we really need to look at how this is going to  
22 impact some of these development areas and some of the  
23 infrastructure, as far as the roads and transportation.

24                   The development is going to have to be hardened  
25 and protected in a way to prevent sea level rise from

1 impacting it, and also to not create an island where the  
2 highways or transportation corridors are not going to  
3 allow anybody to get to those islands. FEMA is about to  
4 come out with new flood maps, and even FEMA is not really  
5 taking into consideration sea level rise in its full  
6 extent.

7 So I think that that -- I know it's being  
8 thought about in relationship to the Plan, but I think it  
9 really needs to be addressed to a much greater extent to  
10 really look at what the total cost of some of these would  
11 be, and whether some of the locations for priority  
12 development really make sense.

13 Thank you.

14 SUPERVISOR RICE: Thank you.

15 Liz Specht, followed by Joe Faimali.

16 (Audience outburst.)

17 MAYOR EKLUND: Excuse me. Liz is about ready to  
18 speak.

19 Go ahead, Liz. Thank you.

20 (Audience outburst.)

21 SUPERVISOR KINSEY: Be happy to. Be happy to.  
22 Thank you.

23 LIZ SPECHT: It does take a while to get here.  
24 I am Liz Specht. I've lived in Mill Valley for 37 years.  
25 23 years ago, I co-founded a non-profit, El Porvenir,

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1 which works with people in Nicaragua to put in clean water  
2 projects. It's the water that I'm concerned about.

3 Even now, MMWD is asking us to conserve. If  
4 there are thousands and thousands more people living in  
5 our county, we're really going to have to think: Where  
6 does the water come from to give everybody who is thirsty  
7 a drink of cold water? We're going to have the problem  
8 that Nicaragua has. And if you're thinking that desal is  
9 the answer, think again because that would be  
10 counterproductive.

11 Greenhouse gases are what we're trying to  
12 diminish by this Plan, but what's going to happen if there  
13 is a desal plan? It's going to add even more greenhouse  
14 gases to our air, and all of us are going to be enclosed  
15 in an even hotter bubble than we are now.

16 SUPERVISOR KINSEY: Thank you.

17 So Joe Faimali, then John Palmer. We'll add  
18 some more names. Susan Kirsch behind that, and Guy Meyer.

19 Thank you.

20 JOE FAIMALI: Hi. I'm Joe Faimali. I live in  
21 San Rafael. I've been living in Marin County for 30  
22 years, and I really know very little about this Plan and  
23 the pros and cons related to it. By my observation, a lot  
24 of taxpayer money has been spent on the development of the  
25 Plan, on staff, consultants, brochures, all those

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1 storyboards out there. And I have a question, if this is  
2 the best use of taxpayer money in a very, very hard  
3 economic time.

4 I also need to understand a relationship between  
5 jobs and housing that is being assumed, and if there is  
6 any real support for these assumptions. It appears that  
7 there may be some of these key assumptions that support  
8 the building of additional high-density housing in Marin.  
9 Other than West Marin, this county is fairly densely  
10 populated. I don't see this county needing any additional  
11 high-density housing.

12 Thank you.

13 MAYOR EKLUND: Great.

14 John Palmer, Susan Kirsch, Guy Meyer, and then  
15 Richard Hall.

16 JOHN PALMER: Yes. Hi. John Palmer from Mill  
17 Valley. A couple of things. First of all, I agree with  
18 the speaker who came and said this is happening way too  
19 quickly. I'm not going to repeat what he said. I am just  
20 going to say, he is absolutely right. This is happening  
21 way too quickly. Not enough people are aware of it. Not  
22 enough people are aware of the implications of it. We  
23 really need to take the time to do it right.

24 The second thing is that a lot of Plan Bay Area  
25 is based on what I would call untested or unchallenged

1 precepts. For example, the concept that high-density  
2 housing along an urban corridor will reduce greenhouse  
3 gases, that's just taken as a given. There's many, many,  
4 many similar precepts in this Plan which are really  
5 unchallenged. And I would like to see a really thoughtful  
6 challenge come forward. For example, that one, that  
7 high-density housing along transportation corridors will  
8 reduce greenhouse gas. It is obvious to all of us who  
9 live here, that if the transportation corridors become  
10 more clogged, it will have the exact opposite effect of  
11 not decreasing greenhouse gases, but increasing them. If  
12 you really want to decrease greenhouse gases, the simplest  
13 possible way to do it is to increase public transit.

14 I have a lot of sympathy for the people who  
15 stood up here and said they can't get around, they can't  
16 get through the canal, they can't get to their jobs.  
17 Every time we turn around, they're cutting, you know,  
18 public transit.

19 So if you guys really care about decreasing  
20 greenhouse gases, then you should lobby very hard for  
21 increased public transit. That benefits everyone.

22 And the only thing -- other thing I would like  
23 to say is that when the Plan Bay Area came out, there was  
24 an article in the Wall Street Journal. It was very  
25 telling; that what the Wall Street Journal said -- The

1 headline of the article was, "California Declares War on  
2 the Suburbs." There's a lot of people here who believe  
3 that; that this is a centrally-planned, non-particularly  
4 -- not particularly well-thought-out way for people who  
5 have an entirely different set of benefits to be gained  
6 from it imposed on smaller communities that really don't  
7 have the power to resist. And I think that if you really  
8 take the time to get this right, you'll find that there is  
9 a way to empower the small communities to build more  
10 housing in a way that won't increase greenhouse gases.

11 Thank you.

12 SUPERVISOR RICE: Susan Kirsh, followed by Guy  
13 Meyer, Richard Hall, and Kay Tokerud.

14 SUSAN KIRSH: Susan Kirsch; a 34-year resident  
15 of Mill Valley. So I would like to underscore too the  
16 theme that many speakers are bringing forward to say -- to  
17 recommend that you give this process more time, and that  
18 it seems to call for at least a six-month extension to be  
19 able to give people a chance to be informed and educated  
20 and thoughtful about this process.

21 A part of what seems to be a -- just a terrible  
22 inadequacy of what's gone on so far is the fact that  
23 there's been such a lack of transparency. And with  
24 appreciation for the three of you, who will be voting on  
25 the ABAG, MTC executive committee, I would guess that

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1 there are many, many of us in this room who really have no  
2 direct representation in this vote; that none of the three  
3 of you are my representative by the fact that the Board of  
4 Supervisors got to choose two of you to represent them,  
5 and the mayors and city councils got to select you to  
6 represent mayors and city council members. It leaves a  
7 whole roomful of us without a representative, who we have  
8 voted for, who we can count on to speak on our behalf.

9           So if there is a six-month extension, I would  
10 hope that there would also be a way of further  
11 transparency and engagement so that even if we don't have  
12 direct representation that we could count on our  
13 supervisors or our local civic leaders to bring us  
14 education and engage us in a process of looking at what  
15 the choices are.

16           Then I've got one other comment that I want to  
17 make, and that's in regard to the point of this Plan  
18 around equitable access. And with great appreciation for  
19 all of us who wish our children could live in this county  
20 where we live, and the people who want affordable housing,  
21 but I want to point out -- because I've read much of this  
22 Plan -- that this Plan, on the point of equitable access,  
23 actually diminishes affordable housing. If you look on  
24 Page 108 of the Plan, you will read that instead of  
25 achieving equitable access, ABAG/MTC's own conclusion says

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1 the Plan moves in the wrong direction. So whereas, HUD  
2 already determines that if you are spending more than 30  
3 percent of your income on housing, you will be  
4 cost-burdened regarding healthcare and food and  
5 transportation. This Plan by their own account will  
6 require low and lower middle income residents to use 69  
7 percent of their household income on housing and  
8 transportation.

9 So I encourage you to extend the deadline; that  
10 we work on this to get it right to really have something  
11 of social equity in a plan that we all have to live with  
12 for the next 25 years.

13 Thank you.

14 SUPERVISOR KINSEY: Guy Meyer will be followed  
15 by Richard Hall, Kay Tokerud -- Tokerud, and Sue Beittel.

16 GUY MEYER: Hello. I am Guy Meyer. I'm a  
17 resident of San Rafael and of Marin County for the last 38  
18 years. Sustainability starts in the present with existing  
19 communities, and I believe that sustainability is  
20 completely entwined with the essence of what democracy is.  
21 If you want to build a sustainable civilization from the  
22 ground, the people have to be completely connected to the  
23 process of decision making that affects them. Increasing  
24 density, increasing population, gradually -- and I'm old  
25 enough to see it. Maybe some young people haven't seen it

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1 -- lowers the quality of life. That's my opinion.

2 California -- Excuse me. I believe that  
3 California needs a moratorium on all large or grand-scale  
4 developments. It's been the heritage, shall we say, of  
5 California since the 1960s. There is a book in the Civic  
6 Center I saw 25 years ago called, "The Destruction of the  
7 Golden State," written in 1967. The story has never  
8 ended. The story has never been challenged, and it seems  
9 to me that this process is giving a green light -- it is  
10 giving a jet-pack to the developers who are just hungry.  
11 It is a fantastic opportunity for them and not for the  
12 people of California and the Bay Area.

13 Fresh water. I can't believe how we take this  
14 for granted in California. I was trying to look for the  
15 details or something in the computer to see. I know that  
16 in 2006, a grand jury was convened in Marin County and  
17 wrote a report about our fragile water supply. Back in  
18 the 1980s, we coaxed the population to start getting water  
19 from the Russian River, ending our own self-reliance on  
20 our own water. That Russian River water may be taken away  
21 from us at any given time with more drought. How do you  
22 take care of your existing community? What is your oath  
23 of office to your residents that have voted you in, as  
24 opposed to the people who may want to move here someday,  
25 and God bless them wherever they are?

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1           The problem of taking care of the people where  
2           they are might help them where they are too. Locating  
3           people near highways is directly putting people in harm's  
4           way; exhaust, particulate matter. There's been studies --  
5           major studies that have shown that. Marin County has  
6           pretty favorable weather conditions; may not be as bad as  
7           Fremont or other places, but still, it's not good.

8           California needs a new vision of local  
9           independence and strength gained from local manufacturing;  
10          things that we've completely lost. Anyways --

11          MAYOR EKLUND: Mr. Meyer, your three minutes --

12          GUY MEYER: -- dependence on the building  
13          industry is not sustainable.

14          MAYOR EKLUND: Thank you very much. Please  
15          submit comments.

16          Richard Hall, followed by Kay Tokerud, Sue  
17          Beittel, and Councilman George Barich.

18          SUPERVISOR KINSEY: And after that we will go to  
19          the two-minute period for speakers. Thank you.

20          RICHARD HALL: Thank you. I am Richard Hall. I  
21          live in San Rafael. Supervisors Kinsey, Rice, and Mayor  
22          Eklund. Thank you for having this time for us to speak.

23          Plan Bay Area is supposed to reduce co2  
24          emissions. It is one of its primary goals. However, the  
25          Plan is questionable based on assumptions that are flawed,

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1 and it is actually more likely to increase co2 emissions.

2 It's also likely to contribute to 101 gridlock,  
3 serves a subsidization program for transit and housing  
4 that will needlessly tax Marin residents.

5 Plan Bay Area claims it will reduce the region's  
6 greenhouse gas emissions by 15 percent. But the Plan  
7 itself admits that if nothing is done, emissions would  
8 actually fall by 12 percent. So even if its assumptions  
9 are valid, the Plan only makes a difference of three  
10 percent. But the Plan is built on three  
11 highly-questionable assumptions; that high-density housing  
12 will lead people to drive less and take transit more; that  
13 transit emits less co2 per passenger mile than driving;  
14 that reducing greenhouse gas emissions is worthwhile no  
15 matter what the cost.

16 The core premise is that high-density housing  
17 will increase ridership, but Portland has tried this. For  
18 25 years, Portland has had one of the most aggressive  
19 transit-oriented development policies, and it has failed.  
20 The Cascade Policy Institute up there has found that  
21 people living in four and five-story transit-oriented  
22 developments built in that city are no more likely to take  
23 transit to work than people living elsewhere. In downtown  
24 Portland, during the most intense investment in MAX, their  
25 light rail, the share of weekday commuting on transit

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1 actually fell from 40 percent of trips to 36 percent  
2 during the past decade, according to the city's own  
3 auditor.

4           So we are repeating past historic mistakes here.  
5 Why are we repeating them? There's no need for this. You  
6 should just look at Portland's failure. Plan Bay Area  
7 rewards the construction of high-density housing units  
8 near transit, such as right here in north San Rafael Civic  
9 Center SMART station. This is going to inundate roads and  
10 intersections that are already at capacity with added  
11 traffic, and yet have no measurable increase in transit  
12 ridership. It did not work. They do not take more  
13 transit.

14           The second premise, that transit emits less co2  
15 per passenger mile than driving, also fails to stand up to  
16 scrutiny. Trains in Austin, San Diego, and other cities  
17 are like our SMART train. SMART has not reduced its --  
18 released its co2 figures publicly. So if we base it on  
19 those similar trains, the average per passenger mile of a  
20 train like the SMART train will be no better than the  
21 average car in 2025.

22           Golden Gate Ferry is three times worse than  
23 cars, and Marin and Sonoma County buses are as bad or  
24 worse than cars. So this is built on bad premises; bad  
25 logic.

1           MAYOR EKLUND: Thank you very much for your  
2 comments, and please submit written comments.

3           SUPERVISOR RICE: Kay Tokerud, followed by Sue  
4 Beittel. Councilman George Barich, and Martha Vega.

5           KAY TOKERUD: I'm Kay Tokerud. I'm a property  
6 owner in several counties in the Bay Area. My group is  
7 the Post-Sustainability Institute. And we actually intend  
8 to make a legal challenge to this Plan on several grounds  
9 that I'll go through quickly.

10           Plan Bay Area violates the 5th Amendment of the  
11 US Constitution by taking property rights without just  
12 compensation.

13           Plan Bay Area violates the 14th Amendment of the  
14 US Constitution, the Equal Protection Clause.

15           Plan Bay Area violates Article 1, Section 7a of  
16 the California Constitution, which provides that a person  
17 may not be deprived of life, liberty, or property without  
18 due process of law or denied equal protection of the laws.

19           Plan Bay Area violates Article 1, Section 1 of  
20 the California Constitution, which provides that all  
21 people are by nature free and independent and have  
22 inalienable rights. Among these are enjoying and  
23 defending life and liberty; acquiring, possessing and  
24 protecting property; and pursuing and obtaining safety,  
25 happiness, and privacy.

1                   Plan Bay Area violates voter-approved urban  
2 growth boundary ordinances because the Priority  
3 Development Areas are within the urban growth boundaries  
4 but are much smaller, restricted areas. They are in  
5 violation of ordinances that clearly state that  
6 development must be encouraged out to the limits of city  
7 services. Urban Growth Boundaries. These ordinances are  
8 found throughout the Bay Area and cannot be changed  
9 without voter approval.

10                   Plan Bay Area will result in lower property tax  
11 revenues in areas outside of the Priority Development  
12 Areas. This will result in loss of services, roads,  
13 police, schools, maintenance of government.

14                   This Plan self-describes as being a bold plan,  
15 an aggressive plan. And I looked up the definition of  
16 "aggressive": Characterized by or tending toward  
17 unprovoked offenses, attacks, invasions, or the like;  
18 inclined to behave in an actively hostile fashion;  
19 pursuing one's aims and interests forcefully, sometimes  
20 unduly so.

21                   So you've called it that yourself. And what  
22 you're doing is, basically in the rural areas, you're  
23 taking conservation easements on all land without paying a  
24 penny for it. Land trusts pay millions of dollars to buy  
25 conservation easements at this time. This Plan is asking

1 every county to deny all property development outside of  
2 the urban growth areas without paying anything for that.  
3 So you are really stealing here, and this -- also, I just,  
4 you know, want to reiterate that this Plan does follow  
5 exactly the UN Agenda 21 model.

6 Thank you.

7 SUPERVISOR KINSEY: Thank you. So, you know,  
8 I've mentioned about the clapping. I am going to  
9 obviously concede that you are not going to pay attention,  
10 but our hearing will be ending at 9 o'clock.

11 Sue Beittel will be followed by council member  
12 George Barich. And then we'll begin the two minutes.

13 Martha Vega and Barbara Patton will follow.

14 SUE BEITTEL: Sue Beittel. I'm a resident of  
15 San Rafael, and I am representing the League of Women  
16 Voters of Marin County tonight. We have written and had  
17 approved by our Board a rather long statement, and I am  
18 going to highlight some of the items in that statement.

19 Our response to Plan Bay Area: The importance  
20 of regional outlook and long-range planning. Since the  
21 1960s, the League of Women Voters has supported the idea  
22 of communities around the Bay Area examining together the  
23 need for clean air and water, environmental and  
24 agricultural protection, transit infrastructure, and a  
25 range of housing appropriate for all segments of the

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1 community. All of these issues impact everyone in the Bay  
2 Area. There are no boundaries. So a plan to approach  
3 these issues in a collective way is imperative. Plan Bay  
4 Area represents an opportunity to fulfill that need.

5 Plan Bay Area does not introduce concepts that  
6 are foreign to planning in Marin County. In 2007, the  
7 Marin County General Plan focused on sustainability,  
8 including many of the same issues and future visioning as  
9 Plan Bay Area. It needs to be remembered that Plan Bay  
10 Area provides a general context for local planning.

11 Land-use planning, including housing and  
12 commercial uses, continues to be the responsibility of  
13 each jurisdiction. The Plan does not take away that  
14 mandated local decision making, but places it in the  
15 context of the future of our interconnected counties.

16 And then a few more points: Climate change  
17 response requires transportation and land-use discussions.  
18 All possible tools to address climate change need to be  
19 part of planning.

20 Open space and agricultural preservation: The  
21 League supports the inclusion of careful preservation of  
22 open space and agriculture around the Bay Area. Equity  
23 access is a priority for any future visioning. There is a  
24 high need for rental housing. When planning for housing  
25 in Marin County, the highest priority is for a range of

1 rental housing. Our less than 1 percent vacancy rate  
2 promotes very high rents and a hardship for many families  
3 and seniors. We have within our midst outstanding  
4 examples of attractive, affordable in-fill rental housing  
5 complexes built by nonprofits as permanently affordable  
6 and accessible to transit. And then we have some areas  
7 that we think need improvement.

8 MAYOR EKLUND: Sue, your three minutes are up.

9 SUE BEITTEL: Okay. We'll send it to you.

10 MAYOR EKLUND: I suggest you send that in  
11 writing. And thank you very much for your comments.

12 Councilman George Barich. And then starting the  
13 two-minute limit is Martha Vega, Barbara Patton, and then  
14 Michelle Belfor.

15 COUNCILMAN GEORGE BARICH: Good evening. By  
16 requiring the speakers to use a speaker card, you've  
17 violated the Brown Act, and you all know that. You well  
18 know that.

19 I oppose this Plan -- this One Bay Area Plan. I  
20 went to school in Marin. I studied government in San  
21 Francisco. I studied the law. I have property interests  
22 in Marin. I am a former city council member in the City  
23 of Cotati. This Plan is blatantly unsustainable. 300  
24 billion dollars over 25 years is obscene. The propensity  
25 for fraud, waste, and abuse is almost unimaginable.

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1           When I was on the Cotati City Council, I railed  
2           against this Plan -- a 73 million dollar downtown specific  
3           plan based on the strings attached and the grant money  
4           coming from the MTC and ABAG and the state and federal  
5           government, because Cotati didn't have a dime for any of  
6           it to put in their stack-and-pack housing downtown, single  
7           lane -- single lane round-abouts, and turning our  
8           beautiful semi-rural community into a little thriving  
9           metropolis.

10           This is government on steroids. It's based on  
11           junk science. It has questionable population projections.  
12           I moved to the north bay to avoid the congestion and the  
13           lack of parking that is in this Plan. Now you want to  
14           impose all this on us again. Under this Plan it will turn  
15           all these little rural communities into little  
16           mini-metropolises on valuable land that is not meant for  
17           this type of development.

18           Furthermore, on your claim to -- in claim of  
19           preparation for this Draft Plan, you say that you reached  
20           out to people of color. That's not only blatantly racist,  
21           but it also violated my civil rights by not reaching out  
22           to all of us equally. And there may be a claim in the  
23           lawsuit coming forward on civil rights grounds as well.

24           Now, in bad weather, cold weather, wet weather,  
25           I am not going to get on my bicycle; drive to work. I am

1 not going to go pick up my dry cleaning. I am not going  
2 to take my dog to the vet on my bicycle in bad weather.  
3 Okay? I'm not going to take a day off work either.

4 Thank you.

5 SUPERVISOR RICE: Thank you.

6 Martha Vega, Barbara -- followed by Barbara  
7 Patton, Michelle Belfor, and then Alan Scotch.

8 MARTHA VEGA: (Through an Interpreter.) Hi.  
9 This is Martha Vega, and she represents the families in  
10 San Rafael of low income. And I'll be translating.

11 First of all, I'd like to say, I believe in  
12 affordable housing. She also believes in the equality of  
13 all people, and that we all deserve to live in an  
14 environment of safety and health.

15 Where I live, there are families that live in  
16 houses, and it's completely crowded where they have  
17 kitchens where maybe only two people can fit in. And  
18 there is many people living in one room because these  
19 apartments cost about 1,600- to \$1,800, and the deposit is  
20 double this. This is paid with the salary of about three  
21 jobs.

22 Marin County one day will not be what it is --  
23 what it was 20 years ago. If you don't believe it, you  
24 should ask yourself why there are stores that sell  
25 products for about a dollar. Salaries are not large

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1 enough. The cost of transportation is very high.

2 SUPERVISOR KINSEY: Thank you. Thank you very  
3 much.

4 Barbara Patton, Michelle Belfor, Alan Scotch,  
5 and Elizabeth Manning.

6 BARBARA PATTON: My name is Barbara Patton, and  
7 I live in Tiburon. I am a native Californian, and I've  
8 lived in Marin County almost 45 years. I have two  
9 comments to make, and each comment will be followed by a  
10 rhetorical question for you.

11 Plan Bay Area is very similar to a concept used  
12 by Paulo Freire, an Italian communist, please, who was a  
13 planner and architect working in Arizona in the 1960s. I  
14 happened to have worked and volunteered for him for a  
15 summer when I was in college. I went into that program  
16 not knowing what his theory or the concept was that he was  
17 promoting. Now, I do. I learned very quickly what he was  
18 up to. He was a control freak who did not listen to  
19 anyone.

20 So even though you are having these public  
21 meetings to listen to people, my rhetorical question is:  
22 Are you really listening, or have you already made up your  
23 minds about Plan Bay Area?

24 My next comment is -- Well, actually, it is  
25 going to start with a question and then end with a

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1 rhetorical question. Why is the United Nations behind  
2 this Plan? I'd like to see an answer to that question  
3 published in your papers and published in the IJ and the  
4 Chronicle and every local newspaper; a clear, concise,  
5 to-the-point answer to that question.

6 SUPERVISOR KINSEY: Thank you. Thank you.

7 BARBARA PATTON: We are a self-governing  
8 republic, and we are -- have not been given the  
9 opportunity to even think or vote on this topic. It is  
10 shocking.

11 MAYOR EKLUND: Barbara, thank you very much for  
12 your comments. Your three minutes are up.

13 BARBARA PATTON: You're welcome.

14 MAYOR EKLUND: Michelle Belfor, Alan Scotch,  
15 Elizabeth Manning, and then Alexandra Deist-Wong.

16 MICHELLE BELFOR: I have a question for you:  
17 Why is it that Susan Adams worked on this for  
18 nine-and-a-half years, and we just found out about it four  
19 years ago?

20 Also, a lot of you are aware, I'm sure, that One  
21 Bay Area -- Plan Bay Area, MTC, ICKLY (phonetic) MTC and  
22 SMART are all the same company. Their base is in Oakland.  
23 What bothers me is that you're making decisions for us.  
24 We are supposed to be the voters. We are supposed to have  
25 a say in this. And you have infiltrated every city

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1 council in California. I've been to most of them in  
2 Sonoma and all of them in Marin. And I've seen the same  
3 people on your city councils. It really, really bothers  
4 me that my children may have this to look forward to, or  
5 not to look forward to because they may never be able to  
6 have a home because you want to get rid of suburbia, move  
7 us into the center of town, put us on public  
8 transportation -- and like George Barich said and others  
9 -- I don't feel like going to the grocery store on a  
10 train. I don't want to share a bike. And, you know, I  
11 work very hard, along with my husband, to provide for our  
12 kids; to send them to college; to purchase our home. And  
13 I'm sitting here thinking, why are we fixing the backyard?  
14 You are just going to take it away. So you know what?  
15 You may think this is over, but I'm telling you, it's not.

16 Also, I think it would be time for you to fess  
17 up and let these people know that this has been in the  
18 works since 1932. I've seen the blueprint, along with  
19 Debbie Bosacaluki (phonetic) and Heather Gus. And it's  
20 amazing to me that you could be a party to anything that  
21 wants to reduce the population of the world to one  
22 billion. That means some of these people that are  
23 concerned about transportation, they are not going to be  
24 here anyway for it. The seniors, which you are --

25 SUPERVISOR KINSEY: Thank you. Thank you.

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1           MAYOR EKLUND: Thank you, Michelle, for your  
2 comments.

3           MICHELLE BELFOR: Give us six more months --

4           MAYOR EKLUND: Thank you.

5           MICHELLE BELFOR: -- because we are going to  
6 give you six more months.

7           SUPERVISOR RICE: Alan Scotch, followed by  
8 Elizabeth Manning, Alexandra Deist-Wong. And then Toni  
9 Shroyer.

10           ALAN SCOTCH: Good evening. I am Alan Scotch  
11 from San Rafael, and I'm here to tell you that Plan Bay  
12 Area will not work for a realistic long-term future, when  
13 every home will have solar panels and a wind turbine on  
14 its roof, as every single family home will be generating  
15 more electricity than consumed. Charging the electric car  
16 every night. And that's right. Everyone will have an  
17 electric car. Home installation will become irrelevant.  
18 Solar panels and a wind turbine on the roof of a  
19 multi-family apartment building can never be enough to  
20 meet the needs of the multi-families below, and will not  
21 be energy cost efficient. But single family houses will  
22 be net energy producers.

23           Also in the future there will be local waste  
24 recycling and water capture and re-use; not necessarily  
25 too distant -- in the too distant future. Water will be

1 stored and re-processed for re-use and more. Human waste  
2 even will be locally processed and put back into the  
3 ground. Remember, with excess renewable energy, all  
4 things are possible. This will happen. This is yet  
5 another reason why the single family detached home with a  
6 garden is the way of the future for carbon sequestration  
7 and water recycling and storage, as well as energy  
8 efficiency.

9 Bottom line, the Plan Bay Area will be -- will  
10 relatively increase greenhouse gases; not decrease it,  
11 totally negating the whole purpose of Plan Bay Area.

12 Thank you.

13 SUPERVISOR KINSEY: Thank you.

14 Elizabeth Manning, followed by Alexandra  
15 Deist-Wong, Toni Shroyer, and Paul Gusciora.

16 ELIZABETH MANNING: Elizabeth Manning, Marin  
17 resident. After having attended Plan Bay Area meetings in  
18 all the nine counties, I know the majority of the public  
19 comments oppose it. It's not just that our small towns  
20 will lose their individual character to the bland  
21 uniformity of regionalism, this Plan will eventually deny  
22 new homeowners the choice of traditional housing,  
23 gradually forcing most residents into high-density living  
24 conditions in the interest of social justice, or what you  
25 call "social justice." The historical problem with the

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1 social welfare is that it slowly cripples the spirit as it  
2 extinguishes the joys of accomplishment in an individual's  
3 pursuit of happiness.

4           Before the March 20th Citizen Marin Meeting  
5 commenced, it was used by political bureaucrats to add  
6 their tired dirty tricks before it -- outside this  
7 happened. I am a UC Berkeley-trained social worker who  
8 has worked in the Bay Area for 40 years. I mention this  
9 to underscore my admonition to Mr. Kinsey and others who  
10 attempt to use the cheap tactics of racism and apartheid  
11 to distract or intimidate the less informed. It's likely  
12 -- It's likely that because of people like Mr. Kinsey that  
13 the Bay Area was chosen to lead this invasive attack on  
14 our property rights and small town autonomy.

15           Central planning does not work, whether it is  
16 the soviets or Johnson's so-called great society which  
17 ushered in the pathetic cycle of generational welfare.  
18 Given sufficient study, the end goals are obvious. This  
19 Plan -- or whatever it is called nationwide -- over time  
20 robs the family of the American dream. Single home  
21 privacy will be -- will come to be considered a selfish  
22 luxury except for those bureaucrats who have arrived and  
23 will be able to live on the ridge tops --

24           SUPERVISOR KINSEY: Thank you. Thank you for  
25 your comments.

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1 ELIZABETH MANNING: -- with the views of the  
2 water.

3 MAYOR EKLUND: Elizabeth, thank you very much  
4 for your comments.

5 ELIZABETH MANNING: I'm not finished.

6 MAYOR EKLUND: I'm sorry, but your two minutes  
7 are up.

8 (Audience outburst.)

9 MAYOR EKLUND: Can Alexandra Deist-Wong --

10 SUPERVISOR KINSEY: Please --

11 MAYOR EKLUND: -- please come up.

12 ELIZABETH MANNING: It is politically --

13 MAYOR EKLUND: Toni Shroyer, Paul Gusciora, and  
14 then Frank Egger.

15 Is Alexandra here? Alexandra, please come  
16 forward.

17 ALEXANDRA DEIST-WONG: Yes. I would just like  
18 to say that I'm deeply disturbed about the actual  
19 autocratic nature of these proceedings. I'm confused.  
20 Where is the statute that gives your authority and  
21 legitimacy as a political governing body that makes  
22 decisions for our future -- for my future that have  
23 irrevocable, long-term repercussions? I'm very confused  
24 as to why this entire procedure is so totally  
25 undemocratic. I have yet to see ABAG on a ballot. I have

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1 yet to see Plan Bay Area on a ballot. And the way that  
2 this whole project is submitted in package form is  
3 fundamentally undemocratic, and I am horrified.

4 SUPERVISOR RICE: Toni Shroyer, followed by Paul  
5 Gusciora --

6 SUPERVISOR KINSEY: Gusciora.

7 SUPERVISOR RICE: -- Frank Egger, and then Larry  
8 Bragman.

9 TONI SHROYER: Good evening. I'm Toni Shroyer.  
10 I'm a Novato resident and Marin County native. Currently  
11 the Draft Environmental Impact Report has failed with  
12 regard to public safety, and is developer-oriented and not  
13 public safety public-oriented. Public safety is essential  
14 to everyone.

15 Developers advocate for best practices of  
16 management of multi-family dwellings of 40 units or more.  
17 Why? Because it is more viable or profitable for them.  
18 Profitability cannot have dominion over public safety.  
19 Adequate public safety should include all units; not just  
20 those of 40 units or more. Because of budget cuts, many  
21 cities and counties do not have a full complement of law  
22 enforcement personnel. This is true of staff of code  
23 enforcement officials as well.

24 So my question is: Are we going to build even  
25 more units and stretch our current law enforcement

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1 personnel even further? The developers are being allowed  
2 to compromise public safety whenever they decide to build.  
3 For example, the California Tax Allocation Committee --  
4 the CTAC -- allows nonprofit developers to have a 55-year  
5 tax exemption and are not held accountable for keeping  
6 their complexes free of crime. What we have seen in  
7 Novato, CTAC will request security cameras, security  
8 gates, and part-time security guards, and then the  
9 developer is deemed in compliance regardless. Clearly,  
10 this is not enough.

11 There are two things we must accomplish: First,  
12 we must have best practices for all affordable and  
13 multi-family units, regardless whether they're clustered  
14 in 40 units or more.

15 Two, there must be public safety impact fees  
16 imposed to developers to compensate for the stress placed  
17 upon the current infrastructure by high-density housing.  
18 Let's be people oriented; not developer oriented.

19 Thank you.

20 SUPERVISOR KINSEY: Thank you. Paul Gusciora,  
21 followed by Frank Egger, Larry Bragman, and Clayton Smith.

22 Welcome, Paul.

23 PAUL GUSCIORA: Hi. I'm Paul Gusciora. Thanks  
24 for getting the pronunciation right.

25 I've been a resident of San Rafael since 1992,

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1 and a homeowner. I've been a resident of Marin since  
2 1987. And my wife's been a business owner in San Rafael  
3 since 1993. I'm an engineer, and somewhat of an  
4 environmentalist. And so some of the things that have  
5 been talked about tonight go to economics. And in case  
6 you've missed it, there are three rules of economics: If  
7 you subsidize something, you get more of it. If you tax  
8 something, you get less of it. And the third, which is  
9 becoming obvious now in certain -- certain efforts in the  
10 United States, if you make something illegal, you raise  
11 its price, but you don't get rid of it.

12 So what I want to say is, in engineering, when  
13 you end up at a result that is so clearly wrong, it is  
14 time to throw it out and start all over again. And I  
15 think that some of the proposals that are being thrown  
16 about really are clearly wrong for Marin. I believe that  
17 Marin needs to withdraw from ABAG, and that all of us  
18 taxpayers need to remove from public office at the next  
19 election cycle any elected official that doesn't support  
20 that position.

21 Thank you.

22 MAYOR EKLUND: Frank Egger, Larry Bragman,  
23 Clayton Smith, and then Kerry Stoebner.

24 (Audience outburst.)

25 Frank Egger. Go ahead. Thank you.

1                   FRANK EGGER: Supervisors and Mayor, Frank  
2 Egger, President of Ross Valley Sanitary District.  
3 Speaking for myself only; not the Board. I also serve as  
4 Central Marin Sanitation Agency Commissioner. We treat  
5 the sewage from two-thirds of San Rafael, all of the Ross  
6 Valley, and Corte Madera; roughly a hundred thousand  
7 residents. To my knowledge, no one from ABAG or MTC or  
8 One Bay Area Plan has ever contacted the Ross Valley  
9 Sanitary District regarding our system's current status  
10 and future capacity. One Bay Area Plan and its EIR are  
11 fairly flawed.

12                   The Bay Area Regional Water Quality Control  
13 Board meets Wednesday, May 8th in Oakland to issue the  
14 final Cease and Desist Order against our Ross Valley  
15 agency. We have major structural capacity issues. The  
16 estimated cost to repair in that capacity is 180 million  
17 dollars. The One Bay Area Plan calls for 1,446 new  
18 residential units in Ross Valley, and 2,246 new jobs.  
19 Sewer collection treatment capacity issues must be  
20 addressed.

21                   For the record, Fairfax is one of the most  
22 affordable communities in Marin. How did that come about?  
23 Fairfax has height limits. Fairfax protects existing  
24 rental units. I authored the ordinance in the '70s,  
25 during a previous term as mayor. We made findings in past

1 -- what I called the "Affordable Housing Act." No  
2 apartment or multiple residential housing unit in Marin  
3 may be -- in Fairfax may be converted to a condominium.

4 I was personally sued by a developer for loss of  
5 his income because Fairfax prohibited his condo conversion  
6 application for 127 apartments that he wanted to set up  
7 and sell individually. Case law was established as a  
8 result of the developer's lawsuit. Fairfax has never lost  
9 a residential unit to a condo conversion.

10 Unless employees in our communities can earn a  
11 living wage, affordable housing will be out of reach for  
12 them. During another term as mayor, I authored Fairfax's  
13 Living Wage Law, and to this day Fairfax has the highest  
14 Living Wage Law -- wage ordinance in not only California,  
15 but the nation.

16 Protect existing affordable housing. Stop  
17 condominium conversion. Make sure -- Mandate Living Wage  
18 Laws in all of our cities.

19 MAYOR EKLUND: Thank you, Frank. Your two  
20 minutes are up. I'm sorry.

21 FRANK EGGER: Thank you.

22 SUPERVISOR RICE: Larry Bragman, followed by  
23 Clayton Smith, Kerry Stoebner, and Ray Day.

24 LARRY BRAGMAN: Good evening, supervisors and  
25 council member. I am Larry Bragman, a member of the

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1 Fairfax town council. I am just speaking for myself.

2 The town council of Fairfax has not had an  
3 opportunity to take up the Bay Area Plan and consider it  
4 and make comments as a deliberative body. So I certainly  
5 echo everyone's request that the deadline for comments be  
6 extended, I would say, a minimum of 120 days; maybe six  
7 months, given the scope of the project.

8 Fairfax has been trying to build low income and  
9 elderly housing for four years since I've been on the  
10 council. And there is just -- there is no federal support  
11 for that type of development. It all depends on tax  
12 breaks for developers, and it's a down market; very  
13 difficult to do. Maybe we need to rethink how we're  
14 approaching housing. And maybe we need to be subsidizing  
15 people's housing directly, instead of giving tax breaks to  
16 developers in order to encourage it.

17 So please, please, slow this thing down. You're  
18 going to have a lot more support if you do. It will  
19 actually reflect what the people want, and maybe we'll get  
20 to a consensus where people will understand it and accept  
21 it, even if it is grudgingly.

22 So thank you very much.

23 MAYOR EKLUND: Thank you.

24 SUPERVISOR KINSEY: Thank you.

25 Clayton Smith, followed by Kerry Stoebner, Ray

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1 Day, and James Bitter.

2 CLAYTON SMITH: Yes. My name is Clayton Smith,  
3 and I live in Mill Valley. I would like to say that when  
4 I look at this country right now -- I think there is  
5 widespread agreement with this -- the great malaise that  
6 is gripping this country has one word that really can  
7 typify it, and that is "cronyism." This issue of cronyism  
8 is very much exemplified by Plan Bay Area, which is basically  
9 cronyism on steroids, to put it bluntly. And it reminds  
10 me, quite frankly, of that meeting in the Godfather where  
11 the one guy complains about Don Corleone. He has all  
12 those politicians in his pocket.

13 And I'd have to say that I would say that the  
14 great finance interests industry and the development  
15 industry and the people up in Sac -- I would say they have  
16 a government in their pocket. And that's why this  
17 government that is in their pocket is a government that no  
18 longer listens to the people who actually do the work of  
19 this society, pay its bills, mind their own business, and  
20 obey its laws and live in peace and harmony with one  
21 another.

22 And I would say that this Plan Bay Area is an  
23 example of a government that is actually attacking civil  
24 society as it exists currently. It is like the war in  
25 Afghanistan, in Iraq, and the other places that this

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1 government has created ferment and civil crisis and  
2 strife. You have come here to do the same thing to our  
3 community, only in the -- and I would say that if fascism  
4 has come to America, it is coming in this guise of social  
5 equity and justice, when really we know it's just a  
6 vehicle to create power and to line people's pockets.

7 Thank you.

8 MAYOR EKLUND: Kerry Stoebner, Ray Day, James  
9 Bitter, and then Sue Heston.

10 KERRY STOEBNER: Kerry Stoebner, Mill Valley.  
11 And I also want to identify myself as one of the members  
12 of the Marin Water Coalition that was here, I think, four  
13 years ago talking about the proposed desalination plant.  
14 And I think before we go further with the One Bay Area  
15 Plan, there has to be an identification of where the water  
16 is going to come from for this massive new development  
17 because we were told by MMWD that we were in crisis, that  
18 there was no more water, that we would run out of water  
19 unless we built a 400 million dollar desal plant; that  
20 contrary to the assertions that you want a -- greenhouse  
21 gas emissions cut down, a desalination plant uses nine  
22 times more energy than water obtained through conventional  
23 sources. And MMWD right now is the largest energy user in  
24 Marin.

25 This is -- Not only that, but for our

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1 desalination plant that is proposed for Marin, we would  
2 take the water from our toxic -- the toxic hot spot -- San  
3 Francisco Bay -- that is filled with fire retardants,  
4 arsenic, pesticides, herbicides, and I do not think that  
5 these are all going to be removed via reverse osmosis.  
6 There are no safe levels for carcinogens. And that is  
7 what you would be asking us to replace our rainwater with  
8 from our seven reservoirs. We can be self-sustaining -- a  
9 sustainable watershed here in Marin, but not if we add the  
10 equivalent of an entire new town.

11           MAYOR EKLUND: Kerry, thank you very much for  
12 your comments.

13           KERRY STOEBNER: Thank you.

14           SUPERVISOR RICE: Ray Day, followed by James  
15 Bitter, Sue Hestor, and Deborah from Sonoma County.

16           RAY DAY: Hi. I'm Ray Day. I'm a resident of  
17 Marinwood; been in Marin County for over 35 years. Just  
18 to restate this for everyone in Marinwood, we are not  
19 against reasonable affordable housing. We just don't need  
20 a hundred percent affordable housing. And that's the  
21 problem. I am in favor of "No plan for the One Bay Area";  
22 reason being that with the densities proposed and  
23 especially in our area, it doesn't fit Marinwood and its  
24 open space surroundings. We have a beautiful community,  
25 and we are going to go ahead and fill it up with these

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1 several-story units to go ahead and accommodate the  
2 hundred percent affordable housing.

3           The people brought up water as one of the issues  
4 that is in this area. I'll tell you, being from Southern  
5 California at one time, 90 percent of the water is  
6 imported in Southern California. And San Diego tried a  
7 program to recycle that water. Media got ahold of it, and  
8 they called it "Toilet to Tap." Okay, folks? That's what  
9 we are going to have; Toilet to Tap. So get used to it.

10           The public needs to vote on this -- these plans.  
11 It shouldn't be left up for the discretion of public  
12 officials. They just don't have the common sense to vote  
13 for what we need. Please extend the deadline for the  
14 comment on the EIR.

15           Thank you very much.

16           SUPERVISOR KINSEY: Thank you. James Bitter,  
17 followed by Sue Hestor, Deborah, and then Helen Lindquist.

18           JAMES BITTER: James Bitter, Mill Valley. I  
19 want to avoid saying what I really think, like having to  
20 tell Susan Adams that reading -- she is reading the EIR  
21 report; having trouble getting through it. That report  
22 wasn't meant for public consumption. It was meant for the  
23 benefit of the consultants and their numerous -- it costs  
24 across this country millions of tax payer dollars. It was  
25 meant for their benefit.

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1           I want to avoid the sight of Steve Kinsey  
2 standing next to the sign -- the guy with the sign,  
3 "Apartheid in Marin." I am a native of Marin. It was one  
4 of the most embarrassing things I have seen in a long  
5 time; Judy Arnold at the Board of Supervisors criticizing  
6 people. At the visioning meetings, people actually came  
7 from the East Bay -- Can you imagine that? People from  
8 the East Bay. And they were a little bit disruptive.  
9 They were slightly -- about as unhappy as this crowd is  
10 about what you're doing.

11           But let me remind Judy Arnold that ABAG and MTC  
12 are in the East Bay. They're in the same building. Steve  
13 Kinsey is on the -- is a commissioner. \$11,000, I  
14 believe, that he got sitting on that Board. He is going  
15 to vote for this thing. The rest of the Board is going to  
16 vote for this thing. The Board of Supervisors -- I'm  
17 running out of gas here -- they appoint the planning  
18 commission. As we speak, they are working on 17 sites  
19 where we are going to have 30 units per site. We have to  
20 do this. The Board has appointed them. The Board is --  
21 our Board of Supervisors is the Plan. God help us.

22           MAYOR EKLUND: Thank you very much, Mr. Bitter.  
23 Sue Hestor, Deborah from Sonoma County, Helen Lindquist,  
24 and then Bill Lindquist.

25           SUE HESTOR: Hi. I'm Sue Hestor, and I am from

1 San Francisco. I couldn't come to the San Francisco  
2 meeting because I was at another hearing.

3 I support regional housing needs allocation for  
4 San Francisco and, if anything, it needs to be increased.  
5 Part of the unknown problem to very many people is that we  
6 are losing middle class and low-income housing by the tens  
7 of thousands in San Francisco because of upscaling to the  
8 -- I was going to say dot com -- the techies that are  
9 coming into the City and other upscale people.

10 The problem we have with the map is that San  
11 Francisco all along the Bay side is totally fill, a  
12 hundred percent fill. San Francisco grew by filling in  
13 the Bay. And we have marshes, and we have dead boats that  
14 are sunk, and the land is put on top of them that  
15 constitutes the San Francisco waterfront. At the same  
16 time, ABAG has this area as the area for growth of  
17 housing. I know this area. This area is not -- The only  
18 housing that can be built in this area, particularly south  
19 of Market, is high-end condos. We need affordable  
20 housing, and yet the Plan calls for in-fill development on  
21 areas that will never take affordable housing. And sea  
22 level rise is an inevitable problem. Right now there is  
23 -- sea level comes in -- the sea comes in to the old  
24 marshes.

25 We had deaths in Loma Prieta in the south of

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1 Market. Everyone knows about deaths in the Marina. We  
2 had them in south of Market. Where can I submit a map? A  
3 map. I want to submit a map.

4 MAYOR EKLUND: Thank you, Sue, for your  
5 comments.

6 SUE HESTON: I came from San Francisco. Damn  
7 it. I want to submit my map.

8 MAYOR EKLUND: Sue, I'm sorry, but your two  
9 minutes are up.

10 SUE HESTON: Who --

11 MAYOR HESTON: Please submit your comments in  
12 writing.

13 We need Deborah from Sonoma County.

14 SUE HESTON: I wanted to submit --

15 SUPERVISOR RICE: Deborah, followed by Helen  
16 Lindquist, then Bill Lindquist, and then Michael Gravelle.

17 DEBORAH: Hi. My name is Deborah, and I'm with  
18 StoptheCrime.net. If all of you sitting in the audience  
19 want to know the real plan, go to stopthecrime.net; read  
20 the Iron Mountain Report. It came out of John F.

21 Kennedy's administration. It will show you exactly what  
22 this fraudulent panel is doing to all of us right now.

23 Also, under the source documents on  
24 stopthecrime, you may want to take a look at the NASA  
25 document that was found. It talks about massive media

1 disinformation. That is what we have. So I urge all of  
2 you -- I have fliers. You can come and get them.

3 I want to read a quote. This is from CIA  
4 Director William Casey in 1981. "We'll know our  
5 disinformation campaign is complete when absolutely  
6 everything the American people believe is false." And  
7 that is the reality of our current time.

8 I also want to say, let's stop calling ABAG and  
9 their bodies and agencies our government. They and you  
10 are not. You are posing as a legitimate government, and  
11 you are not. You do not serve us. You are not elected,  
12 but rather you serve the private corporations listed on  
13 Dunn and Bradstreet.

14 It is our duty to expose the reality that you  
15 are fraudulently receiving public funds and corporate  
16 immunity while you are actively promoting the harm of all  
17 of us. Even if you -- and most of you employees are as  
18 much in the dark as the rest of us, you are responsible  
19 and ultimately culpable for the acts that you are doing to  
20 all of us.

21 I also want to say that a grant is a contract  
22 between those that offer the contract and those that agree  
23 to that contract. Grants are corporate contracts, and we  
24 are not obligated to them. And you -- because you've  
25 agreed to them -- not us -- as regional panels have signed

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1 some of these contracts, you have no authority over us.

2 And you can move into the --

3 SUPERVISOR KINSEY: Thank you. Thank you for  
4 your comments.

5 DEBORAH: -- low-income housing yourself and  
6 live in a five-minute lifestyle because you've signed it;  
7 we haven't.

8 SUPERVISOR KINSEY: Helen Lindquist.

9 Thank you.

10 Helen Lindquist, followed by Bill Lindquist,  
11 Michael Granell -- Gravelle, and Bob Chilvers. We will  
12 then be after 9 o'clock, but we're prepared to allow all  
13 the speaker cards that we've currently received to speak  
14 for at least one minute. Thank you.

15 AUDIENCE MEMBER: Excuse me, sir. Why is it  
16 necessary to artificially shorten the meeting at the  
17 beginning with your show-and-tell, and --

18 SUPERVISOR KINSEY: Excuse me.

19 AUDIENCE MEMBER: A short time frame of 9  
20 o'clock --

21 SUPERVISOR KINSEY: Excuse me. 7 o'clock to 9  
22 o'clock was -- 7 o'clock to 9 o'clock was the public  
23 hearing.

24 AUDIENCE MEMBER: They are not going to allow  
25 the democratic process --

1 SUPERVISOR KINSEY: We could end it right now,  
2 sir.

3 MAYOR EKLUND: Helen Lindquist.

4 SUPERVISOR KINSEY: We could end it right now,  
5 but we are going to continue.

6 AUDIENCE MEMBER: Where is the party?

7 SUPERVISOR KINSEY: I'm going to give the  
8 opportunity for Ms. Lindquist and Mr. Lindquist. Thank  
9 you.

10 AUDIENCE MEMBER: Just stick with it.

11 HELEN LINDQUIST: I want to make a couple of  
12 comments. In the old days, marshes were filled in, levies  
13 were built, and they thought this was the way to go for  
14 housing and for farming. Now we know the value of  
15 marshes, and how they can protect the environment; how it  
16 is great for birds and in-coming tides, high tides. So  
17 let's not build any of this multiple housing on marshy  
18 areas. The SMART railroad is bad enough. It goes through  
19 a lot of it.

20 The other point is that I'd like a true  
21 scientific check for ABAG and MTC to do for basing their  
22 whole raise-on-bet on greenhouse gases. Greenhouse gas  
23 emissions are not a problem. They've gone down since  
24 we're using more natural gas. SB 375, which links this  
25 transport to a reduction in greenhouse gases is false

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1 hearing, and we shouldn't rely on that. Just as we  
2 shouldn't stick with AB 32 by Schwarzenegger. If you know  
3 anything about carbon dioxide -- we all breathe it, as do  
4 cars. So if you want to help the climate, stop breathing.

5 MAYOR EKLUND: Bill Lindquist, Michael Gravelle,  
6 Bob Chilvers, and then Bill Carney.

7 BILL LINDQUIST: My name is Bill Lindquist. I  
8 live in Tiburon. I've been in Marin for 17 years, and I  
9 love the place. I've lived in several countries. I've  
10 lived in towns as small as 2,000 people, and cities as  
11 large as 8 million. And I can tell you, the larger the  
12 city, the larger the bureaucracy that's running it, the  
13 more inefficient it is, and the more totalitarian it gets.

14 To think that ABAG can come up with a plan as  
15 complex as it's come up with over an area like the Bay, as  
16 diverse as it is, and as widespread as it is too -- and to  
17 think it might work is purely delusional. And I'm afraid  
18 the only way to fight delusion is in the courts. And I  
19 will support the lawsuit that was mentioned by the lady in  
20 yellow who talked earlier tonight.

21 And in parallel with that, I would like to see  
22 on the next ballot three referenda: One, to vote you guys  
23 out of office who support ABAG. Number one.

24 Number two, to have Marin County withdraw from  
25 ABAG.

1                   And lastly, have ABAG eliminated itself.

2                   SUPERVISOR RICE: Michael Gravelle, followed by  
3 Bob Chilvers, Bill Carney, and then Denise Beck.

4                   MICHAEL GRAVELLE: Good evening, Board. My name  
5 is Mike Gravelle. And I'm a resident of Lucas Valley.  
6 I'm also a father, a coach, and an active member of the  
7 community. To be perfectly honest, I don't proclaim  
8 myself to represent the people of Lucas Valley, but I  
9 wanted to express that there are not a lot of people here  
10 from Lucas Valley due to the -- all the extra curricular  
11 activities with the George Lucas thing.

12                   A lot of people were scared because they've  
13 received death threats for speaking out, exercising their  
14 votes by using their voices. So I'm just going to stick  
15 to the issues that directly impact Lucas Valley; try to  
16 keep this brief.

17                   First of all, we've got a two-lane road. We've  
18 heard a lot of comments on traffic congestion, co2  
19 emissions, et cetera. Grady Ranch is not the location for  
20 any type of development. Lucas Valley is as rural as it  
21 gets. Once you pop over Big Rock, you are in West Marin.  
22 And it just makes no sense to position this type of  
23 project out in that setting for a number of reasons.  
24 There's no stores out there. There's no medical offices  
25 out there. There's none of the services -- public or

1 otherwise -- that the people that are going to be living  
2 in those units are going to need. You are isolating them;  
3 forcing them to rely on public transportation, which I  
4 don't know if that's part of the Plan or not. I haven't  
5 reviewed that, but there's certainly not adequate  
6 transportation for the people in that corridor.

7           The fire and public safety issues, I know you  
8 guys don't want to hear about it, but the school  
9 district -- I think the projection was that there was 1.3  
10 kids going into the school district from each of the  
11 units, 750 units. That gets 750 kids, maybe a little bit  
12 more than that into the Dixie School District with not one  
13 dollar going. You guys have to consider that. This is  
14 the American dream. Don't take it away.

15           SUPERVISOR KINSEY: Thank you.

16           Bob Chilvers, Bill Carney, Dennis Beck -- Denise  
17 -- Excuse me. Denise Beck and Elaine Reichert. And we  
18 will go to one minute after that.

19           BOB CHILVERS: I'm Bob Chilvers. I've been a  
20 resident of Marin County for almost 40 years. The idea of  
21 high-density housing near transportation and jobs is not  
22 exactly new. Seventy years ago, probably the largest  
23 employer in Marin County was the Marinship Kaiser Shipyard  
24 in Sausalito. High-density housing within walking  
25 distance of those jobs was built in Marin City.

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1     Apparently ABAG was so impressed by the success of that  
2     high-density housing development that they decided to  
3     pepper Marin County with a number of other Marin cities.  
4     Rather than call this Plan Bay Area, I think a better name  
5     for it would be the Marin City Multiplier Plan.

6                   MAYOR EKLUND: Thank you very much.

7                   Bill Carney, Denise Beck, Elaine Reichert,  
8     Sharon Rushton.

9                   BILL CARNEY: Good evening. I'm Bill Carney  
10    with Sustainable San Rafael. We're going to submit a  
11    letter on this, but a few preliminaries: We think this  
12    Plan is a good start. It's a good start towards  
13    addressing the most pressing issue of our era, which is  
14    climate change.

15                   It also is a start towards addressing the  
16    perennial issue of providing more workforce housing in  
17    Marin and elsewhere in the Bay Area. It does this by also  
18    promoting a revitalization of our traditional Marin  
19    downtowns and village and town centers. If you want to  
20    see what transit-oriented development looks like, go to  
21    downtown San Rafael, go to downtown Mill Valley, go to  
22    downtown San Anselmo. We have the examples right here of  
23    what a compact and friendly and walkable and bikeable sort  
24    of development can be. We should build on those  
25    traditions, and we believe this Plan is a start in that

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1 direction.

2 We would encourage strengthening the Plan in  
3 several ways: The climate initiatives that are included  
4 in it accomplish -- account for less than 1 percent of the  
5 spending under this Plan, and yet they accomplish close to  
6 40 percent of the reductions in carbon emissions. We  
7 would encourage those to be beefed up and put more money  
8 there, where you are getting the most bang for the buck.  
9 In particular, the nexus with green building. It's an  
10 important nexus to make. It is a key development under  
11 this Plan. There needs to be assurances that those  
12 buildings are zero-emission buildings. Sea level rise  
13 clearly needs to be addressed.

14 And finally, BCDC and the Air Quality District  
15 that are theoretically partners in this effort need to be  
16 brought on as senior partners so that things like sea  
17 level rise are in fact fully addressed.

18 SUPERVISOR RICE: Thank you, Bill.

19 BILL CARNEY: Thank you very much.

20 SUPERVISOR RICE: Denise Beck, followed by  
21 Elaine Richert, Sharon Rushton, and Valeri Hood.

22 DENISE BECK: Okay. This is going to be  
23 addressed to primarily Kinsey, since I'm your constituent.  
24 As one of your constituents, I'm most -- I have to let you  
25 know that I've been extremely disappointed in your track

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1 record. Okay?

2 SUPERVISOR KINSEY: Thank you.

3 DENISE BECK: This is, like, the what? Fifth  
4 time I've had to address you. You tend to go through the  
5 unpopular -- for unpopular large scale development  
6 projects, or related projects without going through proper  
7 channels. You have total disregard for public opinion.

8 Three years ago, after Marin residents gathered  
9 18,000 signatures, over a dozen endorsements from  
10 environmental groups, all the political parties, Senator  
11 Leno endorsed it, community leaders endorsed it, to put  
12 Measure T on the ballot, you were one of the main  
13 politicians -- and your buddy Huffman, the father of  
14 desalination -- that endorsed to support Measure S, which  
15 would've fast-tracked the permitting process for  
16 unnecessary, environmentally unfriendly, exceedingly  
17 expensive multi-million dollar desalination project.

18 In February 2012, you tried to push through the  
19 San Quentin development Designation Resolution, which  
20 would allow ABAG to label San Quentin as the priority  
21 development site and circumvent the environmental review.

22 Up until -- And then you've also recently wanted  
23 to push through a massive freeway project in Corte Madera  
24 without doing an EIR and botched data. You were using  
25 data from the Marina to justify that we needed that big

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1 project. This is not San Francisco. This is Marin.

2 Okay?

3 Now you are trying to push this One Bay Plan  
4 through; another massive development plan. And I think  
5 it's outrageous. You are accusing us as being racist.

6 If you really want equity, fund education, train  
7 and increase employment opportunities, increase the  
8 Minimum Living Wage, rather than waste public funds on  
9 these projects.

10 MAYOR EKLUND: Denise, I'm sorry. Your two  
11 minutes are up. Thank you.

12 SUPERVISOR KINSEY: Elaine Reichert. Elaine  
13 will get one minute, and the other speakers will have one  
14 minute behind them as well. We still have about 30 cards  
15 left.

16 ELAINE REICHERT: My name is Elaine Reichert.  
17 I live in Santa Benicia, which is a multi-income, very  
18 affordable neighborhood. It is racially diverse. We have  
19 two large affordable housing unit complexes there. And I  
20 want to say, every unit produces two- to three cars or  
21 small trucks, which not only park in their front lots, but  
22 all over the neighborhood.

23 The fantasy developments that assume people are  
24 going to use transit don't take into account the reality  
25 of how people live, to get to grocery stores, to get their

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1 kids to schools. Unless there's some kind of magic fund  
2 to subsidize transit, everybody's going to need a car for  
3 various life functions.

4 At the same time, Novato, for example, is  
5 rapidly developing car-dependent retail theme parks. No  
6 wonder there's a push for subsidized housing. That  
7 supports businesses that don't pay a living wage and don't  
8 provide healthcare benefits. But of course, we have  
9 community-subsidized clinics for that.

10 MAYOR EKLUND: Thank you, Elaine.

11 Sharon Rushton, Valeri Hood, Sarah Azerad, and  
12 Carol Sheerin.

13 SHARON RUSHTON: Good evening. I'm Sharon  
14 Rushton. I am from the El Monte district in  
15 unincorporated Marin. And I'm representing Sustainable  
16 Tam El Monte, as well as myself this evening. The Draft  
17 Plan Bay Area's Draft Environmental Impact Report  
18 demonstrates that implementation of Plan Bay Area would  
19 cause 39 significant, unavoidable, adverse environmental  
20 impacts resulting in severe environmental harm and serious  
21 illness, injury, and loss of life. The severity,  
22 magnitude, and number of these impacts are astonishing.  
23 They include, but are not limited to: Impacts from  
24 insufficient water supply, inundation from sea level rise,  
25 exposure to hazardous materials, inadequate waste water

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1 treatment capacity, a net increase in sensitive receptors  
2 located in transit priority project corridors where there  
3 are high concentrations of cancer-causing toxic air  
4 contaminants --

5 SUPERVISOR KINSEY: Thank you.

6 MAYOR EKLUND: Thank you, Sharon.

7 SHARON RUSHTON: -- and fine particulate matter  
8 emissions.

9 SUPERVISOR KINSEY: Thank you. Please submit  
10 your additional comments. Thank you.

11 SHARON RUSHTON: As well as additional  
12 environmental impacts --

13 SUPERVISOR RICE: Valeri Hood.

14 SHARON RUSHTON: -- and sensitive --

15 SUPERVISOR RICE: Thank you, Sharon. You can  
16 submit your comments in writing. Thank you.

17 Valeri Hood, Sorah Azerad, Carol Sheerin, and  
18 Peter Lacques.

19 VALERI HOOD: Hi. Valeri Hood; born here 61  
20 years ago. This Plan subverts local control. My town  
21 Fairfax is at gridlock right now, and several times per  
22 day, yet we're slated for 280 new units, and how many more  
23 in four years because ABAG just keeps wanting more? It's  
24 like a monster.

25 I support workforce housing, but oppose

1 give-aways to developers who will make huge profits.  
2 We've been compared to the Oakland Hills in terms of fire  
3 danger, and yet you advocate increasing traffic density.  
4 Caltrans advocated for a four-lane highway from 101 to the  
5 coast. And when we reach total gridlock -- which we will  
6 -- it will destroy another facet of small-town living.

7           There is a massive push towards geoengineering  
8 at the federal level, to meet our water needs, and I think  
9 this Plan will open the flood gates for local desal, which  
10 our towns can ill afford.

11           We should not, as a community, accept the  
12 parameters offered here as any kind of solution to  
13 affordable workforce housing. I hope that all  
14 participants will think outside the box offered. And here  
15 we desperately need affordable housing. And I see this  
16 pitting community members against each other. That's a  
17 huge concern for me.

18           SUPERVISOR KINSEY: Thank you.

19           VALERI HOOD: I think those of us who oppose  
20 this need to start a Web site tonight; a petition to  
21 desist --

22           SUPERVISOR KINSEY: Please. Thank you, Valeri.

23           And we are going to have Sarah Azerad, please,  
24 followed by Carol Sheerin, Peter Lacques, and John Hart.  
25 Thank you.

1                   SARAH AZERAD: Hello. I live in Lucas  
2 Valley-Marinwood. There's not a lot of us here tonight.  
3 Now I understand why. It's a subsection of District 1.  
4 It is a quiet and beautiful neighborhood. People from all  
5 over the Bay, as you all know and on the panel, come here  
6 for this reason specifically. I'm sure we all agree. 600  
7 of the 852 high-density housing units listed within the  
8 Plan are slated for our district. That's 70 percent of  
9 the new housing units planned for Marin County. Most of  
10 them in our neighborhood -- in Marinwood - Lucas Valley.  
11 It will be a huge influx of people and students in our  
12 district without ongoing funding. A huge influx.

13                   The Dixie School District is funded from  
14 property taxes, and the new high-density housing is mostly  
15 exempt from paying property taxes. So the Plan leaves it  
16 up to our neighborhood to support this increase. We have  
17 only 2,900 households. Okay? That's small. We are a  
18 small community.

19                   MAYOR EKLUND: Thank you, Sarah, for your  
20 comments. If you could submit your comments in writing.

21                   SARAH AZERAD: All right. I did. Yes. Thank  
22 you.

23                   MAYOR EKLUND: Great.

24                   Carol Sheerin, Peter Lacques, John Hart, and  
25 then Kevin Gladstone.

1 CAROL SHEERIN: My name is Carol Sheerin. I  
2 live in San Rafael. I've been in my house for 46 years.  
3 Some of you may have read my letter in today's IJ. I also  
4 e-mailed a copy to every town, city, county-elected  
5 official to make sure they read it. I -- the letter  
6 basically asks for all officials of every town, city, and  
7 county to band together and request a six-month extension  
8 on the comment period en masse for us to have time to  
9 handle all of this. It was pointed out by Susan Adams  
10 that it was a 1,356-page document, which is much too much  
11 to read. Democracy is not given a chance to work with  
12 this Plan Bay Area.

13 One speaker mentioned elections when you ob --  
14 all of you are up for election. I'd like to give you a  
15 reminder that the democratic process for holding our  
16 elective officials accountable is a recall.

17 SUPERVISOR RICE: Peter Lacques --

18 PETER LACQUES: Thank you. Peter --

19 SUPERVISOR: -- followed by John Hart, Kevin  
20 Gladstone, and D. Dearborn.

21 PETER LACQUES: Thank you. Peter Lacques,  
22 Fairfax, California. One minute; not enough time to  
23 comment. I have concerns in the Environmental Impact  
24 Report about water, supplies for the projective growth.

25 I also have concerns about the location of many

1 of these PDAs in areas that will be subject to rising sea  
2 level rise, which also is not adequately addressed in the  
3 Environmental Impact Report.

4 Fundamentally, according to ABAG's own handout,  
5 Chapter 5, Performance, I have questions whether this is  
6 the right way to go because the rationale for this is to  
7 increase affordable housing to reduce greenhouse gases.  
8 ABAG's own numbers indicate that as a result of the Plan,  
9 low-income people earning under \$38,000 after this is  
10 implemented will be spending 74 percent of their income on  
11 housing and transportation, versus 72 percent now. That's  
12 actually increasing the cost of housing and  
13 transportation; does not seem very effective. Likewise,  
14 commute times are going to either remain the same or  
15 increase.

16 SUPERVISOR KINSEY: Thank you.

17 PETER LACQUES: It does not seem to be  
18 addressing affordable housing or transportation.

19 SUPERVISOR KINSEY: Thank you, Peter.

20 PETER LACQUES: Thank you.

21 SUPERVISOR KINSEY: John Hart, Kevin Gladstone,  
22 D. Dearborn, and Anna Spake.

23 JOHN HART: Hi. John Hart of Santa Benicia.  
24 Given the short time, I'm going to whittle all comments  
25 down to one. There has been much distress expressed

1 tonight about the fact that unelected regional agencies  
2 are in charge of these regional planning chores. But  
3 perhaps everyone in this room -- and I smile -- could  
4 agree that a good step would be -- give to the Association  
5 of Bay Area Governments a directly-elected board.  
6 Otherwise, I have to say that I am generally favorably  
7 inclined to the thrust of this Plan. I've always wanted  
8 to be a contrarian. This is my chance. Thank you.

9 MAYOR EKLUND: Thank you very much, Mr. Hart.  
10 Kevin Gladstone, D. Dearborn, Ann Spake, and  
11 then Dennis Finney.

12 KEVIN GLADSTONE: My name is Kevin Gladstone.  
13 I'm also a contrarian. And my hat is off to the  
14 Association of Bay Area Governments and the One Bay Area  
15 Plan being that when I was a census numerator in the year  
16 2000, we had a ten-page form.

17 In the year 2010, it was a postcard. So there  
18 is this dearth of data available for planning, for equity,  
19 affordable housing, regional housing needs allocations,  
20 housing elements. So it's a very noble effort. My hat is  
21 off to you. And I believe it's a good start. If we need  
22 more time, we always have 2020 to look forward to for the  
23 census to recover.

24 SUPERVISOR KINSEY: Thank you.

25 SUPERVISOR RICE: Thank you very much.

1 D. Dearborn, followed by Ann Spake, Dennis  
2 Finney, and Lou T-O-something from Santa Rosa.

3 SUPERVISOR KINSEY: We don't have a speaker for  
4 D. Dearborn, so just let that one go.

5 SUPERVISOR RICE: All right. So D. Dearborn is  
6 not here.

7 So Ann -- Ann Spake --

8 AUDIENCE MEMBER: Oh, I think she left. Yeah.

9 SUPERVISOR RICE: Okay.

10 ANN SPAKE: D. Dearguard (verbatim) is here.  
11 You called her earlier.

12 SUPERVISOR KINSEY: She is going to get a  
13 chance, Ann.

14 ANN SPAKE: First of all, one minute is not  
15 enough to make comments, so mine will be in writing -- my  
16 detailed comments.

17 I've spent at least 50 hours trying to read in  
18 detail the EIR on this Plan, to understand whether it  
19 really takes into account the things that we need it to  
20 address for sustainability, and I find it to be completely  
21 deficient. Again and again it states that the impacts are  
22 significant and unavoidable. I would suggest to you they  
23 are very avoidable.

24 It consistently and repeatedly basically  
25 identifies and discounts the serious impacts that it

1 states. The -- one of the fundamental flaws in it is that  
2 it addresses -- says it can only address the effects of  
3 the projects on the environment, but it cannot address the  
4 effects of the environment on the project. And I assume  
5 the project is people -- involves people.

6 SUPERVISOR KINSEY: Thank you, Ann. We'll look  
7 forward to your comments.

8 Dennis Finney, followed by Lou Torn (phonetic)  
9 from Santa Rosa, Grace Severtson, and then Margaret  
10 Zegart.

11 DENNIS FINNEY: Good evening. I'm Dennis Finney  
12 from Lucas Valley. And like the other woman who was from  
13 Lucas Valley earlier, I'm in favor of you guys postponing  
14 any decision you make for six months. Lucas Valley -- as  
15 she mentioned -- is slated for 70 percent of all of this  
16 housing we're talking about -- the density; yet in Lucas  
17 Valley and Marinwood, it is literally four or five --  
18 maybe even up to six or seven miles away from any of the  
19 transportation that the SMART train is going to provide.

20 There's no bus transit to Grady Ranch. All this  
21 smacks of political patronism (verbatim) -- patronage and  
22 expediency on your parts -- whoever the benefactors are.  
23 Clearly, it is not a voted position that this Board is,  
24 and I applaud the fact that, you know, you guys are just  
25 putting out these for public comment. But also -- And the

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1 fact that your political contributions -- Katie Price and  
2 Kinsey -- are online, but they are from political pacts in  
3 Oakland and from contractors.

4 SUPERVISOR KINSEY: Thank you.

5 MAYOR EKLUND: Thank you, Dennis.

6 Next speaker is Lou Toure -- I'm not sure on the  
7 last spelling -- from Santa Rosa. Grace Severtson,  
8 Margaret Zegart, and then Jean Rieke is our last card.

9 LOU TOURE: Yeah. I'm Lou from Santa Rosa. And  
10 a couple months ago, I went down to Dominican Republic,  
11 and Al Gore was there, and he did a book signing and then  
12 a review of his book, "The Future." And I think he  
13 misnamed it. It really should have been "The Near Future"  
14 because in that book, he says the middle class is going to  
15 be hollowed out. And I haven't heard any talk about  
16 middle-class families here. I hear low income.

17 We know the upper incomes that have  
18 single-family homes, there won't be any more of those  
19 allowed to be built in the future. And you haven't talked  
20 about the zero incomes. What are you going to do with the  
21 people when your Plan is in place, and we really have  
22 fewer jobs, with people with no income.

23 Second point about Al Gore, his previous book  
24 was a science fiction docudrama. It was called the  
25 "Inconsistent Truth." And in that he talks about how

1 carbon dioxide is a pollutant, and how it's going to ruin  
2 the world. Did you ever realize that carbon dioxide is  
3 what feeds the plants? And have you looked around and  
4 realized, why aren't our forests flourishing instead of  
5 declining?

6 SUPERVISOR KINSEY: Thank you.

7 SUPERVISOR RICE: Lou, thank you very much.

8 Grace Severtson, followed by Margo Zegart, and  
9 then Jean Rieke.

10 GRACE SEVERTSON: Hello. My name is Grace  
11 Severtson. I've been living in Corte Madera for 40 years,  
12 and I want to say, from the many, many comments made  
13 tonight, it appears there are endless black holes in the  
14 present Plan Bay Area. I am asking you, Representative  
15 Kinsey -- You represent me -- to please initiate with  
16 others, the other elected officials, and with us, the  
17 people, to take the road less traveled, to embrace fully  
18 the precautionary principle to slow down. Have at least a  
19 six-month open educational process so that all the  
20 residents who live in Marin can listen to what's going on.  
21 Too many do not know what's going on. I just found out  
22 about it myself.

23 So we need full open democracy, public debate  
24 and education. Education is critical. Do not move on  
25 this until you have at least 80 percent of the people

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1 educated -- a hundred percent of Marin precautionary  
2 principle.

3 SUPERVISOR KINSEY: Thank you.

4 GRACE SEVERTSON: Thank you.

5 SUPERVISOR KINSEY: Margaret Zegart, followed by  
6 Jean Reike.

7 MARGARET ZEGART: I'm sorry to take the time.

8 On Page 1.2-25, it says, in the DEIR: PDAs are nominated  
9 by local jurisdictions to appropriate places to  
10 concentrate future growth; existing neighborhoods by  
11 transit to provide a larger range and also to have a  
12 better, more friendly environment.

13 Now, you people know that 250 percent of the new  
14 housing is going to be on floodplain. It's absurd. It  
15 doesn't meet equity; doesn't meet any standard at all. I  
16 hope that you will -- I appreciate all you do for us in  
17 the county. I really do, but this is a mistake, and you  
18 can correct it. I don't -- I wonder if you can get --  
19 grant us the money you've already accepted for two  
20 transportation projects because that seems to be tying  
21 down your good judgment.

22 SUPERVISOR KINSEY: Thank you.

23 MARGARET ZEGART: Thank you.

24 MAYOR EKLUND: Thank you very much, Margaret.

25 Our last speaker tonight is Jean Reike. Is Jean

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1 here? Thank you. You have one minute. Thank you.

2           JEAN REIKE: Hi. Jean Reike. Larkspur, 31  
3 years; Marin, 41 years; the Bay Area. First, I think  
4 you've heard over and over again tonight: Government by  
5 the people.

6           Secondly, I so appreciate everything you do.  
7 There are many practical wants and needs. But you have  
8 been elected to be Marin County supervisors and elected  
9 officials. We have a treasure here that's been lost  
10 throughout the Bay Area by high density, by urbanization.  
11 We are a rural suburban area with a treasure that once you  
12 take it away, we will never have again. Please be our  
13 Marin County officials.

14           MAYOR EKLUND: Thank you very much.

15           We are going to say some closing comments.  
16 Supervisor Kinsey will go first.

17           SUPERVISOR KINSEY: Very briefly. Just thank  
18 you, for those of you who stuck around. The comments have  
19 been noted both by the official scribes, as well as by  
20 each of us individual representatives. The clear concerns  
21 that have been raised tonight have been heard. We will  
22 continue to have public conversation on May 9th and May  
23 30th in Marin County, as well as conversations that will  
24 occur at our Transportation Authority on May 13th. So  
25 there will be additional opportunities for folks who are

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1 interested in having this conversation continue or  
2 continue to participate with your elected representatives.

3 Marin County is the slowest growing county. We  
4 will continue to be the slowest growing county. That is  
5 an important part of our culture, our outlook, and I think  
6 that in this Plan -- although there are many things that  
7 have been brought up this evening, I do need to point out  
8 that as the Bay Area is growing, that we have been  
9 assigned less than 1 percent of the future growth.

10 The most important thing that I've heard this  
11 evening, that we will just have to see where we can go,  
12 has to do with providing more opportunity, more time. I'm  
13 not certain -- There are significant consequences to  
14 providing more time, as it relates to both state laws, as  
15 well as our financial opportunities with federal funds.  
16 But I do understand folks have had a real concern about  
17 the pace at which this has moved. I will say, too,  
18 however, that this process began several years ago. Each  
19 of the cities and towns have taken up these issues.  
20 People were concerned about that. They have taken up  
21 these issues. They've made comments through the  
22 Transportation Authority, as well as their city councils  
23 and town councils. And so I think there is in fact a  
24 significant amount of your representatives who have been  
25 participating in the process.

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1 Thank you again.

2 AUDIENCE MEMBER: Have the county supervisors --

3 MAYOR EKLUND: Supervisor Rice would like to  
4 make a closing comment, and then I will make the last.

5 SUPERVISOR RICE: Just very quickly.

6 Thank you, for all of you who stuck through here  
7 and shared your comments. Lots of concerns. Some of them  
8 conflicting concerns; a lot of them very valid concerns.  
9 We are listening carefully, and I think that you need to  
10 continue to provide us with what you're thinking; what  
11 your concerns are.

12 As Supervisor Kinsey said, we are going to have  
13 another opportunity on May 9th, a forum hosted by  
14 Dominican to discuss this, and then again on May 30th. So  
15 we're trying to make ourselves available and provide the  
16 opportunities for people to learn and get educated and  
17 provide their feedback.

18 As with any decision that gets made at any level  
19 of government, never is every -- are 100 percent of the  
20 people happy with the decision. But we try to hear all of  
21 the things, and then we have to apply our judgment.  
22 That's the role we play. So thank you for coming.

23 MAYOR EKLUND: Thank you all very, very much for  
24 coming and participating in this whole process. You know,  
25 I grew up in Marin. I went to John Mateo, Vallecitos, and

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1 Terra Linda High. I'm lucky to be able to stay in Marin  
2 County. And all of us want to maintain the quality of our  
3 communities, and the small-town character and really  
4 encourage you to stay involved.

5 As the representative for the 11 cities in Marin  
6 County, I have encouraged all the city councils and town  
7 councils to place this Plan Bay Area and Draft EIR on  
8 their agendas so that their public -- the people that live  
9 in that community -- can comment on that. And I encourage  
10 you, if they have not already done so, please encourage  
11 them to do that.

12 Also as the representative, I have set up a  
13 meeting with all the ABAG delegates for each of the cities  
14 in Marin County after the close of the public comment  
15 period so we can start talking about how should I  
16 represent Marin cities in the votes that will be coming up  
17 in June and July.

18 Lastly, I wanted to remind you all, please  
19 submit your comments by May 16th, 4:00 p.m. Thank you  
20 again very much for coming, and good night.

21 (WHEREUPON, the hearing concluded at 9:33 p.m.)

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CERTIFICATE OF REPORTER

I, AMBER EMERICK, hereby certify that the foregoing proceeding was taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of May, 2013.

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AMBER EMERICK CSR No. 13546

0001

1 METROPOLITAN TRANSPORTATION COMMISSION  
2 ASSOCIATION OF BAY AREA GOVERNMENTS  
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5 PUBLIC HEARING  
6 ON THE DRAFT PLAN BAY AREA  
7 SAN MATEO COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS  
Monday, April 29, 2013  
Crowne Plaza Hotel  
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Reported by: SARAH GOEKLER  
CSR 13446

0002

1 ATTENDEES  
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3 Adrienne Tissier - San Mateo County Board of Supervisors  
4 Dave Pine - Executive Board of ABAG  
5 Alicia Alguirre - Mayor of Redwood City  
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9 BE IT REMEMBERED that, pursuant to Notice of  
10 the Hearing, and on Monday, April 29, 2013, 7:00 p.m. at  
11 the Crowne Plaza Hotel, 1221 Chess Drive, Foster City,  
12 California, 94404 before me, SARAH GOEKLER,  
13 CSR No. 13446, State of California, there commenced a  
14 Public Hearing.

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0003

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0005

1 Monday, April 29, 2013 7:04 p.m.  
2 P R O C E E D I N G S  
3 SUPERVISOR TISSIER: Good evening, everyone.

4 Welcome. I'd like to ask, before we start the meeting,  
5 if you all rise and join me in the Pledge of Allegiance.  
6 (Whereupon, the Pledge of Allegiance took  
7 place.)

8 SUPERVISOR TISSIER: I am Adrienne Tissier. I  
9 serve on the County Board of Supervisors here in San  
10 Mateo and represent the county on the Metropolitan  
11 Transportation Commission.

12 With me tonight is the in colleague Supervisor  
13 Dave Pine, who also serves on the Executive Board of the  
14 Association of Bay Area Governments.

15 Alicia Alguirre represents the cities here in  
16 San Mateo County. She's also a member of MTC.

17 And I think -- I didn't see other electives,  
18 unless I missed them. Yes, I did. If you're an elected  
19 official in our county, please stand up. Just to let  
20 them know that the electives do care about what's going  
21 on here. Thank you. Thank you.

22 So I want to welcome you tonight to tonight's  
23 public hearing. I know your time is valuable and your  
24 attendance is an indication of how much you care about  
25 the future of San Mateo County and our region.

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1 And as a local elected official, I'm  
2 frequently in the position of having to make tough  
3 decisions about how our county should or shouldn't grow.  
4 So any time I can hear directly from all of you that are  
5 residents here in our county and throughout the Bay  
6 Area, I absolutely welcome it.

7 What's been helpful so far about the Plan Bay  
8 Area process is that the local elected officials  
9 throughout our county at this table are not officials  
10 from Sacramento. We are local officials who are  
11 listening to our local residents to understand what it  
12 is you would like to see in the Plan Bay Area.

13 Now, we are -- obviously, San Mateo is part of  
14 the Bay Area, but we always have considered ourselves to  
15 be a little bit distinct. The plan respects this  
16 distinction. It emphasizes the different investments  
17 and development for different parts of each region.  
18 That means San Mateo County's homegrown priorities for  
19 growth will guide development in our county, not  
20 anything imposed from the outside.

21 Our hearing tonight is your opportunity to  
22 comment for the official record about the Draft Plan Bay  
23 Area, which is now out for public review.

24 This plan offers a long-range transportation  
25 and land-use vision for the very diverse, unique and

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1 wonderful region that we can call home.

2 The dialogue on this plan has been heated at  
3 times, but I feel it's been an important conversation to  
4 have. By looking ahead over the long term, we can  
5 provide a foundation for a future that we are proud to  
6 pass along to the next generation.

7 A court reporter is here this evening to  
8 transcribe your remarks, so please speak clearly into  
9 the microphone. He or she may ask you to repeat  
10 something, so -- to make sure we have a good record of  
11 your comments.

12 And if you have not already done so, please  
13 fill out a request-to-speak card. I believe there's --  
14 they're in the back room or there's people walking  
15 around with them. And please turn it in to one of our  
16 MTC staff members. I will call up the speakers in the  
17 order in which they put their cards in. The public  
18 comment will be limited to two minutes per speaker, and  
19 everyone who wants to speak will have an opportunity to  
20 speak.

21 We have written comment sheets at the welcome  
22 table over there where you -- but I also see some being  
23 passed around as well.

24 So now I'd like to turn over to my colleague,  
25 Supervisor Dave Pine, so he can offer a few words as

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1 well.

2 SUPERVISOR PINE: Thanks, Adrienne.

3 And it's great to see so many people here  
4 tonight. Fantastic turnout. Adrienne has done a good  
5 job of, I think, keying up what we'll be doing this  
6 evening and the importance of getting your input. I  
7 just wanted to share a couple of thoughts.

8 I have served on the Board of Supervisors in  
9 San Mateo now for two years, and one of the fun things  
10 about the job is it's giving me the opportunity to serve  
11 on regional committees. And one thing we all share is  
12 just how special the Bay Area is and how important it is  
13 that we continue to make it a special place. We're the  
14 19th largest economy in the world, just the Bay Area.  
15 And we have an awful lot going for us; right? We have a  
16 center of innovation, great educational institutions,  
17 incredible open space, incredible mix of people,  
18 tolerance for all different kinds of ideas. But we have  
19 to compete around the world. And when I think of the  
20 Bay Area Plan, I think of that as a tool to help us do  
21 that.

22 Another thought too, just -- a personal  
23 reflection is, a lot of the things talked about in this  
24 plan, I think we've been doing -- committed to San Mateo  
25 County for a long time. When you think of San Mateo

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1 County, most of our land is protected open space. It's  
2 really just the bay side where we can have development.  
3 And we don't have opportunities for sprawl. We don't  
4 have empty land to build on.

5 So over the last decade or so, there has been  
6 a real focus and concentration on trying to build along  
7 transportation corridors. And we've had some, I think,  
8 some very impressive successes when you think of the  
9 Crossings at El Camino and San Bruno or Bay Meadows that

10 will allow people to use Caltrain. So in many respects,  
11 I think we're way ahead of the curve on some of the  
12 concepts introduced here.

13 And then finally, it's also important to  
14 remember that ultimately local land use decisions are  
15 always local. City councils and local planning  
16 commissions decide what gets built in our communities.  
17 It's really kind of an incredible thing. The president,  
18 the congress, ABAG, board of supervisors, it's the local  
19 communities that decide; these other groups do not. So  
20 keep that in mind as we go forward.

21 So just a couple final remarks: This plan  
22 we're now working on and anticipate voting on in the  
23 summer will be updated in four years, so it won't be  
24 perfect, but we'll have a chance to look at it again in  
25 four years. But we do want to hear your comments so

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1 that we can share them with the MTC and ABAG boards.  
2 You can also provide comments online if you don't want  
3 to testify (verbatim) tonight. Just go to  
4 onebayarea.org, and comments will be received through  
5 May 16th at 4:00 p.m. So we are eager to get your  
6 input.

7 And, again, thanks for coming tonight.

8 SUPERVISOR TISSIER: Thank you, Dave.

9 Also joining me is my other colleague,  
10 Supervisor Warren Slocum, who is also on ABAG.

11 Okay. I'm going to go ahead and start. So  
12 far I have about 21 speakers. So each speaker will have  
13 two minutes each, and I'm sure I'll be receiving more  
14 cards along the way.

15 Victor Torreano, followed by Anne Kenney,  
16 followed by Irvin Dawid.

17 VICTOR TORREANO: Hello. I'm Victor Torreano,  
18 business representative of Smart Local 104, which  
19 represents over 9,000 sheet metal workers in Northern  
20 California.

21 Our members perhaps have a greater stake than  
22 most in the final version of the OneBayArea Plan. Both  
23 the quality of the communities they live in and their  
24 capacity to earn a decent living is at stake.

25 At our annual campaign for jobs conference,

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1 over 250 of our members adopted a set of principles  
2 which we called "Livable Communities Initiative." We  
3 are the first building trades union in the nation to do  
4 so. Much of the OneBayArea Plan supports this  
5 initiative.

6 For example, protecting our open space, as it  
7 does, pushes -- protecting our open space, as it does,  
8 pushes construction toward infill development provides  
9 us work and reduces greenhouse gas emissions. Having  
10 housing placed along the transit corridors and having  
11 lots of choices for transit will help our members and  
12 families get to where we need to go and make transit

13 less costly.

14 We're concerned that not enough is being done  
15 to provide housing that is affordable to our members. A  
16 union sheet metal worker building thousands of housing  
17 units envisioned by this plan makes less than \$40,000 a  
18 year. Not enough to pay the 2,800 for a two-bedroom  
19 apartment that's going to be the rate in many cities.

20 We are very concerned that the Bay Area plan  
21 is completely silent on the thousands of construction  
22 jobs that will result in building out the plan. Here's  
23 why we are concerned:

24 The current business model for developers  
25 building infill development is based on creating the

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1 low-wage workforce imported from the Central Valley.  
2 BRE is a perfect example. This developer has two new  
3 projects in Sunnyvale, totaling over 600 units. At  
4 their Solstice site, 17 of the 25 contractors are based  
5 outside the region. Sheet metal workers are paid \$12 an  
6 hour and shipped in from Sacramento.

7 Can there be something in the plan to  
8 encourage the use of local workforce and paying each  
9 worker's area standard wages?

10 Can there be something in the plan for the  
11 benefit of having several billion dollars in  
12 construction wages recirculated within the local  
13 economy, resulting in millions of local sales tax  
14 revenue?

15 SUPERVISOR TISSIER: Thank you, Victor. Your  
16 time is up. Thank you.

17 Anne Kenney, followed by Irvin Dawid, followed  
18 by Douglas Henton.

19 Welcome.

20 ANNE KENNEY: Hi. I thought I had a few more  
21 minutes to being second.

22 So here's what concerns me about this plan:  
23 Is that our country is founded on freedom. And this  
24 plan applicates a lot of the plan decisions that we have  
25 in our local community to a group of -- to one master

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1 group of people. And so a lot of the ideas here about  
2 having transportation projects that are spending  
3 billions of dollars, when the truth is, we already spent  
4 billions of dollars, and we haven't removed that many  
5 people from their cars. And though we have problems  
6 here in San Mateo, we asked to have Proposition 8 years  
7 ago that would increase density, and it was rejected by  
8 the voters.

9 And the question that I'm asking is, we have  
10 all these projects that come in front of our local city  
11 councils and the county, and then they're rejected  
12 because there's so many restrictions on them that the  
13 developers sometimes will even just go away because  
14 they're sick and tired of waiting.

15 So my question to you guys is, is this a smart

16 move for not only San Mateo County, but for the Bay Area  
17 in general? It takes away a lot of -- Am I there?

18 SUPERVISOR TISSIER: We lost all the mikes.

19 (Pause in proceedings.)

20 ANNE KENNEY: Thank you for giving me a  
21 second. So I'm going to speak into the mike because  
22 it's recording on the -- yes. Thank you.

23 So here's the thing that -- the challenge I  
24 give you is, there's a whole bunch of -- the ideas  
25 moving toward central planning, and the problem I have

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1 with central planning is it removes the freedom for us  
2 to go to our local governments and ask for changes  
3 because now a big group of people have taken that on,  
4 and we should be able, in our local communities, to  
5 effect change without having to go to yet another large  
6 faceless organization to make decisions about how we run  
7 our lives, and how we want to live. And, frankly, I  
8 don't want to use the bus or public transportation if I  
9 don't have to. I want to be able to use my car because  
10 after all that's what we're about. We're about freedom,  
11 being able to go where we want.

12 And it seems like you guys are trying to take  
13 that away with this very large unmanageable plan and  
14 planning for growth that may or may not come and for  
15 things that may not come to fruition.

16 SUPERVISOR TISSIER: Irvin Dawid, followed by  
17 Douglas Henton, followed by Evelyn Stivers.

18 IRVIN DAWID: Irvin Dawid. I'm a fairly new  
19 resident of Burlingame. I'm supportive of the plan, but  
20 perhaps I'm actually coming from the opposite end of the  
21 last speaker.

22 As has been emphasized throughout the works --  
23 the open house and even just now, essentially, local  
24 government is in charge of the local land-use decisions,  
25 and this plan doesn't change that. I think people, you

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1 know, should recognize that. And that perhaps for me is  
2 what I'm concerned about, because I think we need some  
3 more oversight of what local city councils do.

4 I think local city councils need to be held  
5 accountable for their decisions. And if they -- for  
6 instance, if city councils choose -- Supervisor Pine,  
7 you mentioned a lot of development that's occurring  
8 alongside the bay. I tend to see more commercial  
9 development than I do residential development. And when  
10 cities choose to build that commercial development and  
11 they get the sales tax revenue, where do the workers  
12 come from? So many of the workers on the peninsula come  
13 from across the bay, and to me that doesn't seem right.  
14 I think there's an equity issue there. We supply the  
15 jobs; you supply the people. We won't supply the homes  
16 because our city councils -- simply, they're responding  
17 to residents who basically are more concerned about what  
18 they perceive is their own quality of life; less people,

19 less traffic, less parking problems. Whereas, from my  
20 perspective, this goes to the heart of what  
21 sustainability is about.

22 Sustainability is that future generations will  
23 actually enjoy or have a better environment and better  
24 life than we do. We have to stop thinking of our own  
25 quality of life and perceive threats like increased

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1 density and more about what the future generations will  
2 have.

3 SUPERVISOR TISSIER: Thank you.

4 Douglas Henton, followed by Evelyn Stivers.

5 DOUGLAS HENTON: Hi. I've lived in San Mateo  
6 for 25 years. I'm deeply committed to this community.  
7 I've actually also been involved in a number of  
8 activities here around the future of this region.

9 I just want to compliment the work. I know  
10 how hard this is to do something that involves so many  
11 people. So I think this is a reasonable collaboration.

12 I've been involved, actually, here in the  
13 county, and Supervisor Pine mentioned this: We did  
14 something called the San Mateo County Vision. And this  
15 process was going on and meeting with people in town  
16 halls, listening to people, trying to understand what  
17 their needs were. And many of the things that came back  
18 in the county were similar in what's in this plan;  
19 quality jobs, transit-oriented development, affordable  
20 housing. That's what people want. So I think the work  
21 here is pretty good.

22 I think what's going on is, you need a region  
23 that collaborates to compete globally. We're out there.  
24 We have to come together. We have to solve our problem.  
25 I think if there's anything here that I'm seeing with

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1 people is this notion that you can't have a regional  
2 strategy without local implementation. I think this is  
3 what this plan is. It's a reasonable strategy that  
4 needs local implementation. And I did read this: "Will  
5 Bay Plan take away local control of land-use  
6 development? No. The decisions about land-use  
7 development remain in the hands of local elected  
8 officials. State legislation is explicit; that neither  
9 ABAG or MTC has legal authority to supersede land use in  
10 cities and county."

11 So if the issue here is really how do we  
12 create a regional vision, come together on that, and  
13 then encourage people to follow through on that vision.  
14 So I compliment the work of this group, and I hope that  
15 it will proceed.

16 SUPERVISOR TISSIER: Thank you.

17 Evelyn Stivers, followed by Jeff Hobson,  
18 followed by George Robins.

19 Welcome.

20 EVELYN STIVERS: Thank you so much for the  
21 opportunity to speak. My name is Evelyn Stivers. I

22 work with the Nonprofit Housing Association of Northern  
23 California. And I really love the plan overall. A  
24 couple things:

25 The Bay Area has some of the worst

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1 megacommuters of -- actually, a part of the Census  
2 Bureau, we have the worst rate of megacommuters in the  
3 country as a region, and that traffic congestion and  
4 that traffic problem is really at the heart of what this  
5 plan gets at. We need to figure out how people can get  
6 to jobs and get to where they need to get to within our  
7 traffic -- or transportation and our housing network.

8 And I'm concerned -- although, I overall like  
9 the plan, I'm very concerned about the voluntary nature  
10 of the land-use side. I completely understand that  
11 we -- you, as a regional government, have no control  
12 over individual cities and counties or what they approve  
13 or don't approve, but the more collaborative process  
14 that was used in San Mateo to come up with a reasonable  
15 arena would be great to see something look more like  
16 that for the overall region.

17 It's very disappointing to see communities  
18 like Marin, like Napa really not taking their fair  
19 share, even though Marin County, for example, has 60,000  
20 people that commute in for low income jobs every day.  
21 And that's a traffic problem that all of us in the  
22 region have to deal with.

23 So thank you for your leadership. Thank you  
24 for the work that you're doing, and I hope you can help  
25 us solve the problems in the whole region. Thank you.

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1 SUPERVISOR TISSIER: Jeff Hobson, followed by  
2 George Robins, followed by Glenn Gelineau.

3 JEFF HOBSON: Hi. I'm Jeff Hobson. I also --  
4 I work with TransForm, and we'll be submitting some more  
5 detailed comments in writing as well focused and more --  
6 a bigger picture of this evening.

7 I don't live here in San Mateo County. I live  
8 in Alameda County, but I can't go to Alameda County's  
9 meeting on Wednesday night because I'll be coaching a  
10 Little League game. And I see a little bit of  
11 similarities between the reasons that I coach in Little  
12 League and the reasons that I'm here this evening to  
13 talk about this regional planning.

14 I also happen to participate in my kids'  
15 schools' PTA. I'm on -- I'm the treasurer of the  
16 homeowners' association in the condo I live in. And I  
17 do all of those kinds of things because I believe in  
18 collective action to try and make our lives better. I  
19 think we can do well by doing this planning. So I  
20 appreciate the work that all of you are doing to try and  
21 help make all of our lives better through that mutual  
22 planning.

23 I also want to talk about freedom a little bit  
24 and talk to you about my wife's aunt who lives in San

25 Mateo, not too far away. She just turned 70, recently  
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1 retired from teaching at San Francisco State for many  
2 years. She still drives some, but she doesn't think  
3 that she is a safe enough driver to be out on the  
4 freeways. And she's probably not alone. And so she  
5 gets around almost entirely on public transit.  
6 Certainly, when she goes any distance -- she does come  
7 up and visits me and my family. And so she depends on  
8 having the freedom of having public transit available to  
9 her in order to be able to live her life. I hope that  
10 through this plan that we are able to do more investment  
11 in public transits. We would like to see more  
12 investment than is actually in the Draft Plan as it  
13 stands.

14 So we notice that in the Draft Plan, the Draft  
15 Environmental Impact Report that came with it, looked at  
16 several different scenarios and found that one of them,  
17 the equity of the job scenario --

18 SUPERVISOR TISSIER: Your time is up.

19 JEFF HOBSON: Well, it's the best one. So  
20 we'd like to see that.

21 SUPERVISOR TISSIER: Anybody, if you want -- I  
22 know people probably have lots and lots of comments;  
23 feel free to also submit them.

24 George Robins, followed by Glenn Geleineau.

25 GEORGE ROBINS: I'm George Robins. I moved

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1 here from New York 11 years ago; live in Belmont. And  
2 what I'd like to say is, this is a free country. It's  
3 driven by a free market economy. That's what your adult  
4 right is. We should not have people telling the  
5 citizens -- the individual citizens how they're going to  
6 live their lives. We should not have people saying that  
7 because you can afford to live here, you're going to pay  
8 for stack-and-pack housing so others that can't afford  
9 to live here are going to live. If they can't afford  
10 it, they'll live where they can live.

11 If we don't have enough housing, have enough  
12 land for that housing, let's free up from some of that  
13 open space. I came from New York where my lot was  
14 small, a half acre. A neighbor across the street, a  
15 couple acres up the street, and it was great. We didn't  
16 need open space; we had our yards. Now I'm packed. I  
17 can reach out and touch my neighbor.

18 Let's just let the free market economy drive  
19 it and not have bureaucracies drive it. There was a  
20 comment made about we have to oversee a -- local cities,  
21 local councils. No, we don't. The voters oversee the  
22 local councils. If they don't do their job, they're  
23 voted out of office. And that happens at all levels.

24 I think that's about it.

25 SUPERVISOR TISSIER: Thank you.

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1 Glenn, you're going to have to pronounce your

2 last name for me.  
3 GLENN GELINEAU: Gelineau.  
4 SUPERVISOR TISSIER: Okay. Thank you.  
5 GLENN GELINEAU: I would like to echo the  
6 sentiments of the previous speaker. I oppose the One  
7 Bay Area Plan. I also oppose the regional governments.  
8 You're not elected directly by the people. I think if  
9 we're going to have a body such as ABAG and MTC, they  
10 should be directly elected by the electorate, not  
11 appointed by their council.  
12 I think the public resoundingly voted down  
13 Prop 31 during the last election, which spoke to  
14 regional governments. And I think it clearly spoke --  
15 and it seems like this is being pushed on us in spite of  
16 the will of the electorate.  
17 I personally think that this plan has been  
18 foisted upon the public, and they're largely unaware of  
19 it. You've done a very poor job of advertising this  
20 whole process. I think that this process should be put  
21 to a vote of the people. The people have the right to  
22 determine whether they want One Bay Area Plan or not.  
23 And you're pushing this thing through with very little  
24 publicity. Only a handful of us that happened to be  
25 aware of it follow and pay attention to what's going on  
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1 make it to this meetings.  
2 If the people out there really knew what  
3 you're up to and what you're doing, this whole room  
4 would be packed. This hotel wouldn't be sufficient to  
5 hold the people that would want to comment on this.  
6 Thank you.  
7 SUPERVISOR TISSIER: It's either Bob Cohen or  
8 Bob Cohev, followed by Melissa Hippard, followed by Tom  
9 Weissmiller.  
10 BOB COHEN: Good evening. Thank you for  
11 letting me speak.  
12 My name is Bob Cohen, and my wife and I are  
13 long-term residents of unincorporated San Mateo County.  
14 I consider myself a pragmatic environmentalist, but I'm  
15 also an oceanographer and a certified consulting  
16 meteorologist.  
17 As a scientist, I'm very interested in the  
18 climate change debate, and I think that's portrayed as a  
19 small part of the One Bay Plan, but it's also shown as  
20 the Number 1 goal of the plan in the room next door.  
21 And I would like to bring to your attention  
22 some observations which have been ignored in the  
23 preparation of your plan, but they have a huge impact on  
24 the decisions you're making today.  
25 I have a plot here, which I'll deliver after I  
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1 talk, of sea level of San Francisco from 1850 to  
2 present. It's available from NOAA data. It's public  
3 data, and you can see a constant slope during the entire  
4 period from 1850. Given that CO2 only started

5 increasing in 1950 until present, there's no change in  
6 the slope of the sea level, which proves that sea level  
7 is independent of carbon dioxide increase. Similar  
8 plots are available worldwide, including Europe and New  
9 York City.

10 And my question to you is, what verifiable  
11 assumptions are MTC and ABAG using for sea level  
12 changes, and how do they affect the climate change  
13 portion of the One Bay Area Plan?

14 There's also a series of reports from the  
15 Intergovernmental Panel on Climate Change, the IPCC.  
16 And they've so far issued four reports in their -- they  
17 have another one in preparation to be published in 2014.  
18 Fortunately, that was leaked to the press about two  
19 months ago, and I have here a plot from that report,  
20 which I'll also give to you afterwards.

21 But this graph shows that temperatures have  
22 been stable, not increasing, since 1997. And you can  
23 see with the plot of temperature that the models are not  
24 predicting the observations. And so that the  
25 observations are now --

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1 SUPERVISOR TISSIER: Sir, your time is up.  
2 You can submit that to us. Thank you.

3 Melissa Hippard, followed by Tom Weissmiller.

4 MELISSA HIPPARD: Hi. I'm Melissa Hippard.  
5 I'm a ten-year resident of Redwood City. I've been a  
6 lifetime resident of the Bay Area where I absolutely  
7 love living.

8 I like the plan. I like city center growth.  
9 However, I am concerned that the plan is still too  
10 auto-centric for reason when you were talking is --  
11 because of SB 375, which asks us to, like, reduce  
12 greenhouse gas emissions, and I think the plan could do  
13 a lot more.

14 I've lived in Redwood City for ten years. I  
15 take a Caltrain to work every day. I walk downtown.  
16 I'm a long-distance cyclist. I bike all over the  
17 peninsula, including here this evening. I care very  
18 much about safety on our roads. I live in a  
19 single-family home near downtown Redwood City. If my  
20 owner of the house chooses to sell it, I will not be  
21 able to stay in the area, given the current rents. I'm  
22 very concerned about the lack of choices in housing and  
23 just looking at some of the apartments coming online  
24 between Mountain View and up in San Mateo, they're  
25 thousands and thousands of dollars. And that's more

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1 than I can currently pay or say my father, who's on  
2 Social Security. So I'm very concerned about that.

3 And I'm also very concerned that we need to  
4 invest equally in our grand infrastructure of the roads,  
5 et cetera, as well as the ranches and farmlands and open  
6 space. It's a sustainability plan, and the plan doesn't  
7 say enough about how we're going to actually make sure

8 that the natural resources we say we care about and love  
9 are actually going to be taken care of. Just not  
10 building on them isn't enough.

11 So these are my tax dollars too. This is  
12 money coming from the federal government, and I'm saying  
13 that I want to see my tax dollars spent on bike and  
14 pedestrians safety and infrastructure and more public  
15 transits, and I want our air quality to get better.

16 Thank you.

17 SUPERVISOR TISSIER: Tom Weissmiller, followed  
18 by Mike Bulea, followed by Nina Pellegrini.

19 TOM WEISSMILLER: Good evening. My name is  
20 Tom Weissmiller. I've been a resident of San Mateo  
21 since 1980. I work in San Francisco, and every day I  
22 take Caltrain from the Millbrae station.

23 By the Millbrae station, there's a number of  
24 the high-density housing units, and a number of the  
25 housing units and the retail spaces seem vacant. My  
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1 concern is that the One Bay Area Plan is investing in  
2 housing and transportation plans that are not  
3 sustainable.

4 Another example is, today I heard on the news  
5 that the ferry from South San Francisco to Oakland, the  
6 train ticket was \$7, but it requires \$87 subsidy for  
7 each ticket. We just can't live with this. We've  
8 got -- I know there's a lot of moving parts. Whatever  
9 we do, we've got to make it right.

10 Thank you.

11 SUPERVISOR TISSIER: Thank you. Mike Bulea,  
12 followed by Nina Pellegrini, followed by Gail Raabe.

13 MIKE BULEA: Hello. Thank you for giving us a  
14 rare opportunity to speak.

15 I wish you had this type of meeting in every  
16 city, that you advertise them in the main newspapers,  
17 like the big page. Make sure people in every town in  
18 every city know that this thing is going on, and that  
19 you give every city and every town and every county  
20 ample opportunities to learn about your plan and to give  
21 them an opportunity to go in their neighborhood and in  
22 their town and speak up, whatever they think, whether  
23 they think it's good or bad.

24 So I think it's inadequate that you have only  
25 a couple of them or -- and they're not advertised. The  
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1 only way you find out is just by coincidence. That's  
2 the first observation.

3 The second one, I would like to basically  
4 reiterate what previous speakers have said. This change  
5 is radical. It changes the structure and the role of  
6 the United States government. And it just flies in the  
7 face of the Constitution. You cannot have both. We  
8 need -- for something so great in terms of changing and  
9 in terms of the expenditure -- I understand it's going  
10 to be maybe around \$300 billion for the next 30 years.

11 This is the largest most expensive real estate and  
12 transportation undertaking in the State of California.

13 And for something like this, I don't  
14 understand why you will not definitely want to have a  
15 referendum because that's the way you would make sure  
16 that people understand. Because ultimately, we, the  
17 taxpayers, are liable to pay for this, and we're going  
18 be using it. So definitely please move this thing and  
19 make into a referendum. That's second.

20 Third, I would like to mention, every time I  
21 drive on the road, I see the public transit is basically  
22 virtually empty. So you see two or three people in the  
23 back. Nobody likes it.

24 SUPERVISOR TISSIER: Thank you. Nina  
25 Pellegrini, followed by Gail Raabe, followed by Chris

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1 Pareja.

2 NINA PELLEGRINI: Hi. I'm Nina Pellegrini.

3 I have been to a lot of your meetings last  
4 year, workshops, and I agree with what the speaker  
5 previous said, that you guys are not advertising these  
6 enough. A lot of people do not know what the Bay Area  
7 plan is. I think it should be put to a vote. That's  
8 what America is all about. Voting by the citizens of  
9 the country into what they want or not want. That's why  
10 I came to this country.

11 I'm from Cuba, and I can see the same thing  
12 happening here to your plan. That's why I'm completely  
13 against it. This is central -- call it engineering,  
14 because you're trying to put people into houses, one on  
15 top of the other, limited by where the urban boundaries  
16 are, and that is so you can look at them, you can be  
17 able to know at all times where they are. You want to  
18 take cars away because cars give people freedom.  
19 Freedom of action, and that way you cannot control them.

20 In Cuba, you cannot go from Point A to Point B  
21 without a card that you have to show and get permission  
22 from the Government to go from here to Menlo Park. If  
23 that's what you want to do to this country, you're going  
24 to ruin it. And you guys are sitting behind that desk,  
25 and I hope that you can read Agenda 21 because this plan

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1 is all over the country and the world. It's not only  
2 here.

3 And you're doing the buildings of this  
4 stack-and-pack housing, that it takes the beauty of this  
5 country of the individuality of the towns, you're making  
6 them all look the same, and that is destroying. And you  
7 will destroy the individual -- individuality of this  
8 country and in San Mateo especially.

9 So I urge you to read before you vote on this  
10 thing. Thank you very much.

11 SUPERVISOR TISSIER: Gail Raabe, followed by  
12 Chris Pareja, followed by Michele Beasley.

13 GAIL RAABE: Good evening. I'm Gail Raabe, a

14 resident of Redwood City.

15 When I read the Draft Plan and related  
16 documents, I was pleased to find these three statements:  
17 "The Plan will create livable communities, reserve open  
18 space and direct development within the 2010 urban  
19 footprint, promoting development and priority  
20 development areas, takes development pressure off the  
21 region's open space and ag lands. Open space  
22 preservation requires regional solutions."

23 What I didn't find in these documents is any  
24 assurance that this plan will actually protect the  
25 region's important open space lands. The plan's draft

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1 EIR acknowledges that many of the transportation  
2 projects could induce further development onto farmland,  
3 open space and even into the bay. A good example are  
4 the 1,400 acres of salt ponds in Redwood City.

5 The ponds are designated in open space in the  
6 city's general plan. They're under Williamson Act open  
7 space contract. They provide habitat for thousands of  
8 migratory shore birds. The scientists identify the  
9 ponds as important for marsh restoration. They're  
10 included in the approved expansion boundary for the  
11 National Wildlife Refuge. And finally, the site is  
12 threatened by potential new development plans.

13 By all measures, the salt ponds are a great  
14 candidate for ABAG's priority conservations area  
15 designation. And yet when six local and regional groups  
16 submitted an application for consideration, the Redwood  
17 City council did not forward the application on to ABAG,  
18 so now there's a real concern. If the transportation  
19 improvement projects for Redwood City are implemented,  
20 they will definitely help Redwood City's award winning  
21 downtown plan. But these same transportation  
22 improvements will make the salt ponds even more  
23 vulnerable to future bay-fill development.

24 There needs to be a strong regional mechanism  
25 in place to insure protection for the Bay Area's open

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1 space lands. This objective is a critical part of the  
2 Bay Area plan that has not been adequately addressed.

3 Thank you.

4 SUPERVISOR TISSIER: Thank you.

5 Chris Pareja, followed by Michele Beasley,  
6 followed by Matt Jones.

7 CHRIS PAREJA: Chris Pareja from Hayward.

8 There are lots of initials in the draft of the  
9 One Bay Area Plan. There's ABAG, MTC. There are PDAs  
10 and more of the plan I read, the more I added my own  
11 initials, most commonly "WTF." For those of you who  
12 don't know what that means, it means "what the heck."

13 On page 19 you set a goal to increase the  
14 average daily time walking or biking per person for  
15 transportation by 70 percent. So what you're asking for  
16 is more money for transportation so you can tell us not

17 to use your transportation and that we need to walk  
18 more. WTF?

19 On page 31 you say you're expecting  
20 2.2 million more people in the Bay Area by 2040 when the  
21 trend is a mass exodus from the Bay Area in California  
22 and even people of questionable documentation because  
23 they can't find work. WTF?

24 On page 30 you projected job growth that's a  
25 percent of national job growth, but you didn't seem to

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1 take into account the trend of businesses leaving the  
2 Bay Area and state because it's too expensive to do  
3 business and it's over regulated, over taxed area of the  
4 country. WTF?

5 On page 31 you're assuming an unemployment  
6 rate of less than 5 percent, even though the  
7 four-quarter average on a Q1 shows the U6 unemployment  
8 for California is 18.8 percent. WTF?

9 The whole plan is supposed to satisfy SB 375  
10 CO2 reduction requirements, but you can't show  
11 measurements from 1990 or today to let me know if we've  
12 made any progress. Again, WTF?

13 On page 62 you say you expect 27 percent of  
14 the funding for this to come from federal and state  
15 governments, which are both broke. And you say you're  
16 expecting \$400 billion in unexpected revenues. WTF?

17 So in summary, you want to build real homes  
18 and transportation for imaginary people to protect them  
19 from environmental poisons you haven't measured, as they  
20 work in imaginary jobs, and we're going to pay for all  
21 of this with money you can't prove exists. If you want  
22 to know if I approve of the plan, I would say "NFW."  
23 That means "no way."

24 SUPERVISOR TISSIER: Michele Beasley, followed  
25 by Matt Jones, followed by Patricia Boyle.

0034

1 MICHELE BEASLEY: Hello. My name is Michele  
2 Beasley. I live in Belmont, and I was born and raised  
3 in San Mateo County. This is my home, and I love it  
4 here.

5 I believe the Draft Plan is pointing us in the  
6 right direction and will allow the region in the county  
7 that I love to thrive even more by being more strategic  
8 on how we spend our transportation dollars, getting more  
9 bang for their transportation buck, so to speak.

10 I want to be able to get around the peninsula  
11 and the region more easily without a car. I ride my  
12 bike sometimes down Ralston to catch Caltrain at  
13 Belmont, which can get a little sketchy at times, and if  
14 I miss the train, I'm out of luck for an hour.

15 So it would be great to invest more in bicycle  
16 infrastructure and to make our transit system more  
17 robust because I think it would encourage people to  
18 leave their cars at home, which is great for everyone,  
19 including the people who want to and have to drive

20 because then there are less people on the road with  
21 them.

22 I would say my main concern is how this region  
23 addresses affordable housing. Living near transit is  
24 going to be very desirable. Rents are completely  
25 ridiculous right now, something like \$1,500 for a

0035

1 one-bedroom apartment. When you consider people earning  
2 minimum wage, I would say that's a crisis. People who  
3 work in San Mateo County should have the option to live  
4 in San Mateo County. I like inclusive communities.

5 Actually, three of my friends, all people who  
6 grew up here, are moving out of the area -- this is just  
7 in the past year -- moving to Portland, San Diego and  
8 China because of the high cost of living here.

9 So I would suggest that the plan incorporate  
10 some of the best parts of the equity environment and job  
11 scenario so we can make sure that there are homes that  
12 everyone can afford, and that we can reward cities that  
13 prevent putting out low income families, and so  
14 therefore, I think the plan would be even better.

15 Thank you.

16 SUPERVISOR TISSIER: Thank you. Matt Jones,  
17 followed by Patricia Boyle, followed by Christine  
18 Kradjian.

19 MATT JONES: Hi. My name is Matt Jones. I'm  
20 a lifelong resident in San Mateo County. I'm an avid  
21 hiker, runner, bicyclist and a proud dog owner.

22 What makes this region so appealing to me are  
23 the multitude of trails, parks and open spaces that are  
24 accessible to me, our efficient transportation system  
25 and excellent quality of life.

0036

1 Efforts in this county, such as the passage of  
2 Measure A this past November, showed that voters are  
3 willing to do what is needed to maintain this quality of  
4 life, and regional efforts like Plan Bay Area are  
5 definitely a step in the right direction.

6 In particular, I'm pleased that Plan Bay Area  
7 addresses concerns without sprawl by promising  
8 containment within urban growth limits over the next 30  
9 years. In San Mateo County, these efforts are apparent  
10 with the new mixed-use development nearby the Bay  
11 Meadows racetrack, which contains access to green space  
12 and multiple options for transportation.

13 However, Plan Bay Area needs to do more to  
14 discuss how to incorporate close proximities to green  
15 space in all new development. And if this is not  
16 possible, to provide affordable available transportation  
17 options.

18 As noted in the plan, we will see a greater  
19 demand for affordable housing options, and it's  
20 imperative that we achieve the state-mandated goal of  
21 housing a 100 percent of our projected population growth  
22 by income level. As a young adult who's currently

23 searching for housing in the Bay Area, I need more  
24 affordable options.

25 Second, protection of open space must be at  
0037

1 the forefront of all major planning decisions.  
2 Protecting open space provides a variety of health and  
3 benefits. And as this region prepares for the effects  
4 of climate change, we need to provide a dedicated source  
5 of funding to protect our quality of life and  
6 biologically sensitive areas. Utilizing online  
7 planning's resources, such as the conservation lands  
8 network in the Bay Area's protected database will give  
9 policymakers the ability to meet this challenge.

10 Lastly, we need to provide funding for local  
11 agriculture. They not only serve as effective carbon  
12 sinks but will additionally provide us with a lower  
13 carbon footprint when making food purchases. Our  
14 farmers on the San Mateo coast need the same protection  
15 for their land that is given to the many other open  
16 spaces in the region.

17 Thank you.

18 SUPERVISOR TISSIER: Patricia Boyle, followed  
19 by Christine Kradjian, followed by Paul Magginetti.

20 PATRICIA BOYLE: I'm representing the League  
21 of Women Voters for the Bay Area, and we strongly  
22 support the planning process which has successfully  
23 coordinated land use and transportation planning for the  
24 Draft Plan Bay Area.

25 The League places a high priority on reducing  
0038

1 carbon and other emissions from cars and trucks, which  
2 impacts air quality and contributes to the problem of  
3 climate change. The plan exceeds the SB 375 requirement  
4 of a 15 percent per capita reduction in greenhouse gases  
5 by 2035.

6 Funds allocated to transit operations do not  
7 appear adequate to restore the previous service cuts or  
8 to meet future demands. The focus on the narrow  
9 emission of cutting operating costs is in conflict with  
10 meeting the needs of all residents to expand its  
11 services and affordability. The proposed expenditure of  
12 15 billion for BART extension and the creation of  
13 regional hot lanes deserves further study.

14 We commend the regional agents' study of sea  
15 rise over time; however, we're concerned that the future  
16 expansion plans are projected for some flood-prone  
17 areas. Risk assessments, mitigation measures and  
18 funding mechanisms need to be completed.

19 We strongly urge that the alternatives which  
20 offer superior benefits to the environment also provide  
21 robust incentives for affordable housing and enhanced  
22 transit services in the Draft Plan.

23 Thank you.

24 SUPERVISOR TISSIER: Thank you. Christine  
25 Kradjian, followed by Paul Magginetti, followed by Susan

0039

1 Hart.

2 CHRISTINE KRADJIAN: Hello. Christine  
3 Kradjian. 32-year resident in the area, and I represent  
4 my family.

5 We just heard about all of this, and we're  
6 alarmed with what we're hearing, what's going on. And  
7 from whence is it coming? You know, we're wondering if  
8 some of the local officials may be hopefully abducting  
9 to this and not just bowing down to orders from what  
10 seem to be on high.

11 Anyway, the question from my family and  
12 friends is, what is your plan with our private residents  
13 and our private property that we've owned and we plan to  
14 pass on to our family? We're reading in your documents  
15 that most single-family neighborhoods will remain  
16 largely unchanged.

17 So the question is, who's going to decide  
18 which of us will be kicked out of our properties, or how  
19 are you going to change the area? So that's like a key  
20 question.

21 I came -- my ancestors came to this country to  
22 be free. I don't see why this hasn't been put to a vote  
23 by the people. We're alarmed at all the stacked  
24 housing -- the stacked housing we're seeing up and down  
25 the corridors. We go to doctors' appointments up and

0040

1 down El Camino. Who's going to live in these? Why do  
2 people have to live in these? What happened to the free  
3 country where we have a lawn, a place for children to  
4 play?

5 I think this should be brought to the vote of  
6 the people in this country, in this state, in this  
7 county. And I hope there's some elected officials that  
8 are standing up for us.

9 SUPERVISOR TISSIER: Paul Magginetti, followed  
10 by Susan Hart, followed Bea Phillips.

11 PAUL MAGGINETTI: My name is Paul Magginetti.  
12 I live in San Carlos. I've lived on the peninsula all  
13 my life.

14 I take a map here of all the PDA areas  
15 (indicating), and I have to wonder if my local city  
16 council would approve of these. I don't think they did.

17 And what this plan does, it takes away the  
18 property rights of anybody who happens to be within a  
19 PDA. I'm not yet, but I probably soon will be, and my  
20 single-family home will be in jeopardy. This takes away  
21 local control by putting them under duress on rules that  
22 they have to follow.

23 I have a story: Caltrain has been delaying  
24 keeping their equipments in good repair because they  
25 need to money to balance the budget. San Mateo is going

0041

1 to go off the cliff in 2014. So they have a plan to  
2 lease their land for 99 years to developers to build

3 stack-and-pack housing on it. This money is coming from  
4 CalPERS and AIG to build these, and they're going to put  
5 a housing project in my city, shoehorned in between El  
6 Camino and the train tracks. The city is under duress  
7 because Caltrans is threatening to sue them if they  
8 don't go through with this.

9 So you can see how this plan, if you use the  
10 old boy backdoor networks, is not going to come out  
11 good. You're going to have stupid projects like this.  
12 The reason I know this is I got tired of getting run  
13 around, and I made a document request under the Records  
14 Act, and I found all the e-mails, and they're all  
15 talking to them. The whole time they've just been  
16 leading this by the nose and saying, "Yeah, yeah. We  
17 heard you say. We're going to listen." They're not  
18 listening, and you're giving them the license not to  
19 listen to them and shove anything they want down our  
20 throats. Please don't do that.

21 SUPERVISOR TISSIER: Susan Hart, followed by  
22 Bea Phillips, followed by Cherie Zorlawasy (illegible).  
23 I'm not sure if I have that correct.

24 Do we have Susan Hart?

25 PUBLIC SPEAKER: I think she left.

0042

1 SUPERVISOR TISSIER: She left? Okay.

2 Bea Phillips, and then followed by Cheri --  
3 I'm not sure if this is correct -- Zorlawasy, and then  
4 followed by John Q. Public.

5 BEA PHILLIPS: Good evening. My name is Bea  
6 Phillips, and I live in South San Francisco. My husband  
7 has lived there for 50 years.

8 And I feel railroaded, and I feel like this  
9 plan is being whitewashed. For one thing, I don't  
10 believe there's any science in global warming, and I  
11 don't believe that the climate change has just happened  
12 recently just because of man. I think climate change  
13 has been happening ever since the world began.

14 I'm concerned about all these transportation  
15 projects, the billions and billions of dollars that I  
16 don't know where the money will come from, in order to  
17 keep us out of our cars and off the streets.

18 I'm concerned about the small businesses that  
19 are up and down the El Camino Real. I don't know how  
20 they're going to survive if people can't get out and  
21 park and go into the business and shop or use the  
22 business. I think that they will suffer greatly with  
23 all of these transportation changes, unless there's some  
24 modification made in the transportations.

25 I also feel concerned about my grandchildren.

0043

1 I don't think stack and pack is a healthy way to live.  
2 I agree with the lady who said that we need yards for  
3 our children to play in. And we need -- it's -- we need  
4 our own mental health by having our gardens and our  
5 places to work and grow in our backyards. I also think

6 that -- I've lost my train of thought.

7 I agree with the gentleman who said that these  
8 meetings are wonderful, and that they're not advertised.  
9 And I agree that this is a very small meeting compared  
10 to the number of people who will be affected by these  
11 decisions.

12 I was very disappointed to learn that South  
13 San Francisco City Council joined ABAG and MTC. I  
14 didn't know anything about it. These meetings were not  
15 held or not advertised, and we were not even privy to  
16 discuss this and to understand all of it before it's  
17 already in place.

18 Thank you.

19 SUPERVISOR TISSIER: Cheri -- you're going to  
20 have to pronounce your last name for me.

21 CHERIE ZORLAWSY: Yes. "Zorlawtsy" (phonetic).

22 SUPERVISOR TISSIER: Say that one more time.

23 CHERIE ZORLAWSY: I'm so used to  
24 mispronunciation --

25 SUPERVISOR TISSIER: I am too, so I'm

0044

1 sympathetic.

2 CHERIE ZORLAWSY: Zorlawtsy (illegible).

3 SUPERVISOR TISSIER: Thank you.

4 CHERIE ZORLAWSY: Thank you.

5 While your attention has been focused on the  
6 myriad details of this plan, science has come along and  
7 trumped it. There is now a cutting edge scientific fix  
8 for the possibilities of serious global warming called  
9 geoengineering. Many are speaking about it, including  
10 Jeff Goodell from Sunnyvale who wrote a book on the  
11 topic called "How to Cool the Planet: Geoengineering  
12 and the Audacious Quest to Fix Earth's Climate."

13 At his recent lectures sponsored by Peninsula  
14 Open Space Trust, he said, "Experts agree that no matter  
15 how hard we try to lower our carbon emissions, it will  
16 not affect the climate." That means nothing that your  
17 plan here in One Bay Area will actually affect the  
18 climate. Why not?

19 Of the global population of some 7 billion,  
20 the Bay Area has only 7 million people; a drop in the  
21 bucket. That's .1 percent of the world's population.  
22 Even if we gave up all transportation modes in favor of  
23 roller skates, it would make no difference to the global  
24 climate.

25 But geoengineering, the aerosol spraying of

0045

1 reflective particulates into the atmosphere to reflect  
2 sunlight away from the earth would quickly and  
3 economically cool the planet. The technology already  
4 exists. We are so fortunate to discover this  
5 breakthrough before the draconian changes envisioned in  
6 Plan Bay Area inflict irreversible harm on our diverse  
7 communities.

8 Just think, all that social engineering

9 forcing people out of their cars and into few laden  
10 buses, all the stack-and-pack housing, the loss of  
11 individuality and tranquility of our suburbs would have  
12 been for nothing. Fortunately, Plan Bay Area has been  
13 rendered obsolete.

14 SUPERVISOR TISSIER: Are you John Q. Public?

15 JOHN Q. PUBLIC: Yes, I am. You can call me  
16 John. You can call me Mr. Public, and don't ask me what  
17 the "Q" stands for because I haven't figured that out  
18 yet.

19 SUPERVISOR TISSIER: Before you start, Rich  
20 Hedges is after you, and then Jennifer Walsh.

21 JOHN Q. PUBLIC: Very good.

22 So I was near the open space that you want to  
23 provide. One time I was at that political meeting of  
24 some rich guy in Los Altos Hills, and he asks me, "Gee,  
25 are you here from the Hills?"

0046

1 I said, "No, I'm down there." And you can see  
2 the downtown of a place called Mountain View, where from  
3 Mountain View, we can see the hills, but from the hills,  
4 they can also see us.

5 And he said, "You know, you folks down in  
6 Mountain View, I can see the downtown. You got some  
7 restaurants down there that I like."

8 And I was thinking, "Okay. Well, maybe I  
9 could serve you if you come down."

10 But these are the folks that are most  
11 interested in preserving the open space, the folks that  
12 occupy it. And they have a plan for the Bay Area. It  
13 involves being competitive internationally, bringing in  
14 more foreign labor, and being able to generate a profit  
15 right here in the Bay Area. The heck with the quality  
16 of life for people that are here.

17 Now, the truth is that local communities have  
18 no control. You talk about state legislation giving you  
19 that, but the minute you oppose the state legislature,  
20 they'll take it away. And what communities need to do  
21 as a hedge against that, other than getting involved in  
22 the election of people to the state legislature, is to  
23 form charter cities so that you have some constitutional  
24 basis for challenging the state mandates on additional  
25 housing.

0047

1 Why can't we say no to an extra 2 million  
2 people that the corporate profiteers want to bring  
3 into -- how about we say no to that? How about we say  
4 no to dedicated bus lanes on El Camino Real so that we  
5 can drive there? Can you say no? Politically, you're  
6 not going to be able to say no, unless you take over the  
7 state legislature.

8 Thank you very much.

9 SUPERVISOR TISSIER: Rich Hedges, followed by  
10 Jennifer Walsh, followed by Joshua Hugg.

11 RICH HEDGES: My name is Rich Hedges, and I'm

12 very supportive of this plan.

13 There are some things that I would like to  
14 talk about it. But first, let me say that I already  
15 live the plan. I walked here tonight. I live in a  
16 transit-oriented area. You're in it now. There's  
17 transit at all parts of the Bay Area that leave from  
18 here, and I walk for all my services but groceries, and  
19 I'm 70 years old. And one of the reasons I still walk  
20 is because I've always walked, and it's very healthy. I  
21 can attest to it.

22 A couple of concerns I have is, I'm very  
23 fortunate. I imagine most of the older folks that are  
24 here now did what I did and bought a house 40 years ago  
25 and their house is paid for. If they have children,

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1 they understand the struggle people are having to rent  
2 an apartment or buy a house here. The more stock in  
3 housing we have, the more we'll moderate the increase in  
4 housing. You ask the real estate people. They tell you  
5 the problem with selling housing right now is not enough  
6 product in this region. So there's a scarcity of  
7 product. We need to build more. We're building 2,000  
8 units of housing from Hillsdale to Concord Drive. It's  
9 already been approved. Some of it has been started, and  
10 I talk to people every day that work in the area that I  
11 work in, asking "Can we get a below-market rate house?  
12 We're so sick of driving, and it's really cutting in on  
13 our time with our kids."

14 But in this plan -- just let me tell you a  
15 couple things that I want to deal with. We have to deal  
16 with that below-market rate housing in a much stronger  
17 way. We have to have affordable housing. That's  
18 spelled out in this. And we also have to spell out  
19 projections for workers so that we don't bring people  
20 from other parts of the area in to do the jobs that  
21 local people can do. And there needs to be a prevailing  
22 or at least a community wage, but I would prefer  
23 prevailing wage for those people.

24 Our folks at the top of the level in the  
25 industry I came out of make about 30 grand a year, and

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1 they can't live here, but they grew up here. And  
2 they're living somewhere else. Let's fix it with Plan  
3 Bay Area. I'm supportive.

4 Transit is very good here. It's not as  
5 expensive. Many of our modes of transit are operating  
6 near break even because of the increased density. LA  
7 does because of its density.

8 SUPERVISOR TISSIER: Thank you.

9 Jennifer Walsh, followed by Joshua Hugg,  
10 followed by William Nack.

11 JENNIFER WALSH: Hello. I'm not used to  
12 actually speaking into microphones. I usually just use  
13 my voice.

14 I was looking at the very nice boards that

15 were out there, and there was something about "Plan  
16 moves in opposite direction from target." And I really  
17 like the graphics for that. My concern is target 10B  
18 which states: "Decreased number of miles of poor  
19 quality highway lanes to less than 10 percent of total  
20 highway system." And according to this, it's not being  
21 met. In fact, instead, it's the percentage of poor  
22 quality state highway lane miles in the region will rise  
23 to 44 percent of regional highway system by year 2040.

24 And so I wanted to make sure that people who  
25 choose to drive are able to drive, that we're able to go  
0050

1 wherever we want to go whenever we want to. And that --  
2 it said that highways were supposed to be maintained,  
3 and that they will be maintained.

4 Thank you.

5 SUPERVISOR TISSIER: Thank you. Joshua Hugg,  
6 followed by William Nack, followed by Janet Borgens.

7 JOSHUA HUGG: Hi. Josh Hugg. I'm a resident  
8 of San Mateo. And I came here 15 years ago as an  
9 engineer for Intel.

10 I worked in R&D down in Santa Clara, and I  
11 wouldn't have even considered coming here had I not been  
12 given a salary that allowed me to buy a house. Points  
13 of my mortgage; took care of all my closing costs. By  
14 moving into my neighborhood of San Mateo, which is north  
15 central, which is also considered by MTC as a community  
16 of concern.

17 SUPERVISOR TISSIER: Can you step a little  
18 closer to the microphone?

19 JOSHUA HUGG: Sure. Sorry about that.

20 I made it that much more difficult for my  
21 neighbors. And Silicon Valley is a very special place.  
22 We draw from an international pool of workers. All of  
23 them are -- have had similar deals that I had or even  
24 better. If you've -- the net result of the decades is,  
25 we've relegated over half of our workforce to commuting  
0051

1 in, and a lot of those people -- you know, they grew up  
2 in our community. And when there was ever a chance to  
3 buy a house, they looked at the prices and just left.

4 I'm very happy that we -- that we're moving  
5 forward with the sustainable community strategy plan  
6 because I think it helps address some of these gaps,  
7 maybe not aggressively enough.

8 I would encourage you to look closer to the  
9 equity environment and job scenario for some of the  
10 proposals that it has. But we have to stop bleeding our  
11 communities. North central has some of the worst  
12 overcrowding. If you're not commuting into the county,  
13 then you're moving into overcrowded conditions. If  
14 you're graduating from college, more likely than not,  
15 you're moving right back in with mom and dad, and that  
16 only lasts for so long.

17 So with the priority development areas that

18 are being proposed, I would hope that we can maximize  
19 those high opportunity areas; access to transit, access  
20 to amenities. My mother-in-law takes advantage of that  
21 in Redwood City. More people need to be able to take  
22 advantage of those high opportunity areas.

23 SUPERVISOR TISSIER: Thank you. William Nack,  
24 followed by Janet Borgens, followed by Sofia Lozano.

25 WILLIAM NACK: You ready?

0052

1 Good evening. My name is William Nack. I've  
2 been a resident of San Mateo for 47 years.

3 I'm here this evening to speak on behalf of  
4 San Mateo County Building Trades Council, representing  
5 26 local San Mateo County construction unions.

6 While there will be some negative impacts from  
7 construction as a result of this plan, the Draft EIR and  
8 the plan itself missed a critical positive impact as a  
9 result of the proposed alternative; that being jobs,  
10 millions of construction industry jobs.

11 In addition, the EIR in its mitigation  
12 measures should make policy recommendations encouraging  
13 or requiring project sponsors to pay the workers area  
14 standard wages and require local apprentices who are  
15 enrolled in the State of California approved  
16 apprenticeship programs to be part of the construction  
17 team.

18 Without labor standards in the plan and the  
19 EIR, the transit-oriented housing that will be developed  
20 as a part of this plan will not necessarily benefit  
21 local workers or pay decent wages. Creating middle  
22 class jobs is a key to improving the health of our local  
23 communities.

24 Decent wages will ensure the construction  
25 workers can afford housing in the Bay Area. This will

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1 allow them to travel fewer miles per day to get to work,  
2 thereby improving their health and decreasing air  
3 pollution from vehicles.

4 Highly skilled and continuously trained local  
5 workers will be permitted and accountable to  
6 implementing the best environmental mitigation measures  
7 envisioned by the EIR for construction projects.

8 The outcomes of the proposed mitigation  
9 measures in the EIR will depend on the quality and  
10 commitment of the workforce that will implement that.

11 I look forward to working with you to  
12 implement these proposed amendments to the plan and the  
13 Draft EIR, and I thank you for allowing me to speak to  
14 you this evening.

15 SUPERVISOR TISSIER: Thank you.

16 Janet Borgens, followed by Sofia Lozano,  
17 followed by Mitu Schrude (phonetic). I'm sorry. I  
18 can't read the writing.

19 JANET BORGENS: Hi. My name is Janet Borgens.  
20 And my concerns have to do with some of the

21 things that are missing out of the plan. And I'd like  
22 to see for those that -- I'm a planning commissioner in  
23 Redwood City, and some of the things we deal with are  
24 based on CEQA documents. And so although the plan says  
25 that the plan does not override local or land-use

0054

1 control, one of the things we deal with in CEQA is if  
2 the plan meets regional or any other plans that are  
3 currently going on. So it would be, are they in  
4 compliance with regional goals and policies?

5 So I want to make sure that that is included  
6 in the verbiage, that it says that -- that is -- that  
7 CEQA will not be challenged because I think it's  
8 important that we don't have that cross-jurisdiction  
9 where someone can come up to us and say, "Yeah, but it  
10 doesn't meet the regional goals that you've already  
11 established, so -- even if you say it doesn't take away  
12 land-use."

13 Other things, I'd like to see a glossary of  
14 terms. I know in here you have "What does open space  
15 mean?" But I think it would be good for the general  
16 public to hear, what do you consider to be protected  
17 open space? And what the implications it might have on  
18 protected open space; the definition for "critical  
19 habitat."

20 Mapping is based on what? I looked at some of  
21 the maps here, and they're not consistent. Some of them  
22 say -- in Redwood City, for instance, some of our space  
23 is urbanized area. And then other ones, it says it's  
24 protected open space. Albeit, when I look at the map, I  
25 know it's all developed already, so I'm just curious as

0055

1 to -- can you have a little bit more detail about  
2 exactly what that area is because, according to this  
3 map, that's all green; it's protected open space, and  
4 that's Redwood Shores, and that's all developed. So  
5 I'm, like, "Okay. We've already screwed that one up."

6 So if we could get a little more specific on  
7 the definitions of that. How do you define urban growth  
8 and the boundaries? Let's see. And just a glossary --  
9 "open space" versus "protected open space." What does  
10 that mean?

11 Thank you.

12 SUPERVISOR TISSIER: Thank you.

13 Mitu, can you pronounce your name for me, if  
14 you would?

15 SOFIA LOZANO: I'm Sofia Lozano.

16 SUPERVISOR TISSIER: I'm sorry?

17 SOFIA LOZANO: I'm Sofia Lozano.

18 SUPERVISOR TISSIER: Oh, Sofia. I'm sorry.  
19 Please, go ahead.

20 SOFIA LOZANO: Hi. My name is Sofia. I am 25  
21 years old. I live in Santa Clara. I work in San Mateo,  
22 and I will be going to school in Berkeley.

23 The commute is killing me, and I'm not the

24 only one. I know a lot of people my age that do the  
25 same type of commute, so I'm very interested in public  
0056

1 transportation development. And it really baffles me  
2 that people feel so strong about any kind of  
3 development, whether it's housing development or  
4 transportation development. And it may be a  
5 generational clash, so I wanted to say what is important  
6 for me as a 25-year-old.

7 It's important for me to have public  
8 transportation that is comprehensive. It is important  
9 for me to live in inclusive communities. It is  
10 important for me to live in a sustainable way. And I  
11 know that this costs money, but I'm willing to pay the  
12 taxes because it's important for me.

13 Thank you.

14 SUPERVISOR TISSIER: Mitu Schrude (phonetic),  
15 first name M-I-T-U? Okay.

16 Linda Koelling, followed by Matt Walsh,  
17 followed by Mark Roest.

18 LINDA KOELLING: Good evening. Linda  
19 Koelling. I'm a resident of Foster City. I've been a  
20 resident for 40 years. Formerly, I grew up in San  
21 Francisco where we had transportation, and I had to take  
22 two buses to get to high school.

23 I think the missing element around here is  
24 that you have not held enough open sessions for the  
25 public. I've known about this because I was an elected  
0057

1 official in the City of Foster City, so I've known about  
2 this for quite a while. This is being shoved down our  
3 throats, unfortunately.

4 There are a lot of moving parts to this whole  
5 plan. Some of the parts can be very good for the  
6 community. It's not about a generation gap either. I'm  
7 talking about local control. I don't care what you say  
8 up here and what has been written, local control is  
9 being systematically chipped away to a point where local  
10 officials are not going to have control. And the  
11 ability for the voters to have any kind of say in  
12 anything is going to get -- the gap is going to widen,  
13 and we know that.

14 Communities have been resigned over the last  
15 several years to share its services. That was the first  
16 step; to regionalizing everything. We are not going to  
17 have control over this. MTC is going to have control  
18 over it. The Nine Bay Area Commission that's going to  
19 be set up is going to have control, not the people.  
20 We're going to be looking like robots in 50 years.  
21 Thankfully, I'm not going to be here, but my grandkids  
22 will be.

23 This isn't about sustainable communities. If  
24 you want a sustainable community to live in, live in  
25 Foster City. It's a wonderfully planned community.

0058

1 We are using too many buzz words. And like I  
2 said, the whole thing about sustainable communities is a  
3 blanket, and one blanket -- one size does not fit all.

4 If the -- if -- we all moved out of San  
5 Francisco to suburbia for a reason. Well, if suburbia  
6 is now evolving to a more urban climate, then we need a  
7 better infrastructure, and transportation is Number 1.

8 SUPERVISOR TISSIER: Matt Walsh, followed by  
9 Mike Roest, followed by Dante Pellegrini.

10 MATT WALSH: By the way, I just want to say  
11 that I fully support maintaining the legality of walking  
12 so that I can continue to walk. I think that should be  
13 supported.

14 I also want to say that I hear a lot that  
15 local authority will be maintained, and there's this --  
16 discretion will be protected. But the reason I have a  
17 problem really buying into that is that the  
18 incentivization, the money that they'll have to turn and  
19 walk away from just seems like an awfully hard thing for  
20 them to say no to. And I don't like this idea that they  
21 basically have a choice between funding or what their  
22 constituents may want.

23 The second half of it is in terms of housing  
24 pricing, I do fully support reduced housing prices.  
25 But, you know, the Japanese -- if anybody here -- drove

0059

1 here in a Lexus, the way they do things is they have a  
2 five-wise process where they say, "Why can't we make a  
3 fast, comfortable car like the Lexus LS 400?" And they  
4 deep decompose.

5 So the question is, why are housing prices  
6 high? Certainly, supply is a problem. But also,  
7 really, the pricing of housing reflect income levels.  
8 And income levels reflect the amount of money that  
9 somebody needs to make to get by. Those also include  
10 taxes. And they also include the property taxes. And  
11 if you do the math, if anybody in here owns a home and  
12 you see what it costs to actually rent a house and come  
13 out ahead, you see where these numbers come from.

14 And the problem I have is by making life and  
15 doing business here more expensive, you're going to make  
16 those pressures greater, and that will push housing  
17 prices higher, except for places where the Government is  
18 controlling those, and that doesn't end well, as we know  
19 from countries to the east.

20 So in conclusion, I really support all the  
21 things in the plan. I like the idea of having public  
22 transportation. I want more people to have the  
23 opportunity to live here. I want more businesses to  
24 succeed. But I don't think that's going to get there by  
25 making things that are already expensive more expensive.

0060

1 SUPERVISOR TISSIER: Mark Roest, followed by  
2 Dante Pellegrini, followed by Rosemary Boardman.

3 MARK ROEST: Hi. My name is Mark Roest, and I

4 live in San Mateo. I've been there for a few years now.  
5 I grew up in San Jose, back when you could walk from  
6 Story & White to Regional View Airport across two  
7 fences.

8 So rebuilding rural economies takes population  
9 pressure off of urban areas, which reduces pricing  
10 pressure under real estate, which can help make more  
11 housing affordable.

12 I second the call for urban agriculture and  
13 would add support for developing --

14 SUPERVISOR TISSIER: Can you get a little  
15 closer to the microphone?

16 MARK ROEST: Better?

17 SUPERVISOR TISSIER: Better.

18 MARK ROEST: I second the call for urban  
19 agriculture, and I support developing resources to  
20 encourage regional food shed approach, a slow food  
21 movement, organic farming, and all of that, and start --  
22 get to dismantling the national food system in favor of  
23 regional, as well as services for rural communities that  
24 encourage sustainable growth there.

25 This will reduce the degree of pressures for  
0061

1 very large complexes, given the time frame to visualize  
2 dispersed high-density housing on sustainable open  
3 space -- substantial open space with on-site food  
4 gardens.

5 I encourage the use of national building  
6 systems, as well as advanced structural technology to  
7 reduce the cost of construction, to pull prices down.

8 And, of course, I own a battery company, so  
9 I'm very much in favor of wholesale conversion of  
10 renewable energy, sustainability, conservation.

11 And if you -- those people who are climate  
12 skeptics here would go take a look at the north pole,  
13 you'll see the truth of the matter.

14 SUPERVISOR TISSIER: Thank you.

15 Dante Pellegrini, followed by Rosemary  
16 Boardman, followed by Jay Michlin.

17 DANTE PELLEGRINI: How are you? Excuse me.  
18 Sorry about that. Thank you for your time.

19 Four elected officials of fine counties,  
20 hundreds of towns and cities, talking about a 30-year  
21 plan, \$206 billion in transportation money, and there's  
22 four of you here, and I think this is, what, our third  
23 meeting on this subject. It's nine counties, hundreds  
24 of cities and towns, 7 million people, and you've got  
25 four elected official in front of the room in the third  
0062

1 meeting that we're having on this.

2 I urge you. You guys have the ability to do  
3 this: Advocate to put this to the vote of the residents  
4 of these nine counties. This is -- this is not  
5 something that we have to rush into. This is not --  
6 And I understand there's a debate about global

7 warming, whether or not it's factual, true, effective,  
8 what it is. This is not something that's going to  
9 happen in the next year. I think everybody here would  
10 agree that we're not -- the ocean is not going to rise  
11 and flood San Francisco in the next six months.

12 That being said, take your time, advocate your  
13 other elected officials to put this on a ballot. Let us  
14 vote for it. That way everybody can know about it. I  
15 mean, this is the third meeting. There aren't even 100  
16 people here. Talking \$3 billion over the next 30 years.

17 Please don't make this mistake. Hopefully we  
18 elected you for a reason. Do the right thing; put it to  
19 a vote. You guys have the right to do that. You  
20 represent us.

21 Thank you.

22 SUPERVISOR TISSIER: Rosemary Boardman,  
23 followed by Jay Michlin.

24 ROSEMARY BOARDMAN: Hi. My name is Rosemary  
25 Boardman, and I am a Bay Area native. I grew up in

0063

1 Belmont, and I live in San Mateo, and I'm a teacher.  
2 I'm in my tenth year of teaching, and I rent a studio  
3 apartment.

4 When we don't allow our teachers and our  
5 police officers and our firefighters to be able to  
6 afford to live in our communities, our communities  
7 suffer for that. I previously lived in Portland,  
8 Oregon, and within a year and a half of teaching, I was  
9 able to save enough money to purchase my condo.

10 Portland has an urban growth boundary, and  
11 they have been planning for the fact that their  
12 population is going to increase. We know that the Bay  
13 Area is a desirable place to live. We know that more  
14 people will come and live here, and it is important that  
15 we plan for that increase in population.

16 We've been talking a lot tonight about quality  
17 of life issues. And one big quality of life issue is  
18 being able to get to where you're going in a timely  
19 fashion in a way that's affordable, and I believe that  
20 having public transportation that people can choose to  
21 use that is affordable and easy is a great way to go. I  
22 know that -- I live on El Camino. I work off of El  
23 Camino, but I don't take the bus because it's not  
24 convenient for me. If it was, I would take it.

25 And so -- I would live in a high-density

0064

1 environment because I like to walk to my grocery  
2 shopping and my local library and my coffee shop. I  
3 don't want to have to get into my car to go somewhere.

4 Thank you.

5 SUPERVISOR TISSIER: Jay Michlin.

6 JAY MICHLIN: Hi. Jay Michlin. I'm a  
7 resident of the City of San Mateo. Much I can say, not  
8 the least of which, is how much I personally am  
9 listening to other people here, and I know you have too.

10 But I want to say something a little bit  
11 different, and it's a plea to you for some humility  
12 about our ability to plan 30 years in our future. Think  
13 about it. What a monumental undertaking that is.

14 So I've been around a while, and I've asked  
15 myself if in 1960, when I was growing up I tried to plan  
16 30 years into the future, what would I have today?  
17 Orchards here? Not 7 million people.

18 In 1980, I tried to plan 30 years;  
19 semiconductor chip plants, complete with all the  
20 pollution and the particular electric needs they have.  
21 I wouldn't have even thought about something called  
22 Google.

23 So among other things, I'm involved in the  
24 city government. And the main thing I've learned there  
25 is extraordinary humility. Humility about paying

0065

1 attention to citizens, caring what citizens say, hearing  
2 every side, and learning from what they say.

3 And being a bit humble about my own ability to  
4 project the future, I'd ask you to do the same.

5 SUPERVISOR TISSIER: Thank you.

6 So that was the last of my speaker cards. I  
7 had two people, and I'll repeat their names again in  
8 case they are here. But Susan Hart and Mitu -- I can't  
9 pronounce the last name. Okay.

10 MIKE SCHRADER: I filled out a card.

11 SUPERVISOR TISSIER: Pardon me?

12 MIKE SCHRADER: I filled out a card. My name  
13 is Mike Schrader (phonetic). I wasn't called.

14 SUPERVISOR TISSIER: Let me check. I have all  
15 the cards here that I got.

16 Sir, come up anyway. And we'll make sure we  
17 fill out another one, if we didn't get it.

18 MIKE SCHRADER: At the start of the  
19 discussion, you folks made comments about the great  
20 meeting, and I was over next door and saw all the plans  
21 and all the staff people. And today I find out through  
22 the web page and looked at the plan, hundreds of pages  
23 totally baffled me. So I took the same approach I do  
24 when I see initiatives on the ballot. I went and looked  
25 to see what the people on the other side have to say.

0066

1 I have been watching ABAG quite a while. I  
2 find it very interesting. I've got friends who've been  
3 with ABAG. You have a lot to do. I think one of the  
4 supervisors made a comment, it was great to have all  
5 these people show up in the room. I asked up front when  
6 I got here how many public meetings there were. One.  
7 This county's got over 600,000 people. Probably don't  
8 have any idea what's going on. You're elected  
9 officials, but you're insulated because there's a map.

10 Let me tell you a story what happened, why my  
11 parents came to this country 60 years ago. I'll be 60  
12 next year.



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CERTIFICATE OF REPORTER

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2  
3 I, SARAH L. GOEKLER, CSR No. 13446, a  
4 Certified Shorthand Reporter, hereby certify:  
5 That the preceding hearing was taken in  
6 shorthand by me, a disinterested person, at the time and  
7 place therein stated, and that the proceedings were  
8 thereafter reduced to typewriting, by computer, under my  
9 direction and supervision;

10  
11 IN WITNESS WHEREOF, I have hereunto set my  
12 hand this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

13  
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15  
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17 \_\_\_\_\_  
18 SARAH L. GOEKLER, CSR 13446  
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METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON  
THE DRAFT PLAN BAY AREA  
ALAMEDA COUNTY

\_\_\_\_\_ /

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, May 1, 2013

Mirage Ballroom

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Reported by: AMBER EMERICK

CSR NO. 13546

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A T T E N D E E S

PAGE

RICHARD VALLE, Alameda County Board of  
Supervisors  
BILL HARRISON, Mayor of Fremont  
TIM SBRANTI, Mayor of Dublin

--o0o--

BE IT REMEMBERED that, pursuant to Notice of the  
hearing, and on May 1, 2013, 7:00 p.m., at the Mirage  
Ballroom, 4100 Peralta Boulevard, Fremont, California,  
before me, AMBER EMERICK, CSR NO. 13546, State of  
California, there commenced a Public Hearing.

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M E E T I N G    A G E N D A

PAGE

INTRODUCTION BY SUPERVISOR VALLE

P U B L I C    S P E A K E R S

CHRIS PAREJA  
LLOYD SALSBERY  
DAVID ERLICH  
CELESTE PARADISE  
RYAN JAMES  
ROB STOKER  
MIMI STEEL  
CLARRISSA CABANSAGAN  
MYESHA WILLIAMS  
PATTY LEAL  
PAMELA TAPIA  
ADAM GARCIA  
DEVILLA ERVIN  
URI PACHTER  
JUDY GALLETTI  
ALEX STARR  
PAT FERGUSEN  
BOB GOODWILL  
SHARON CORNU  
BOB FULTON

1 LAURA BALDERREE

2 P U B L I C S P E A K E R S

3 JOE LEAL

4 FERNANDO NAVARRO

5 AUDIE BROCK

6 LIZ MANNING

7 FRED VOLKING

8 NICHOLAS STEWART

9 JOSE ORNELIS

10 DEBORAH TAYLOR

11 LINDA HARELLSON

12 LINDA ROSS

13 DOLORES T

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1 Wednesday, May 1, 2013

7:06 p.m.

2 P R O C E E D I N G S

3

4 SUPERVISOR VALLE: Good evening, ladies and  
5 gentlemen. I would like to call the meeting to order. I  
6 would ask our host, Mayor Bill Harrison -- You can't hear?  
7 Testing.

8 Again, I would ask our host, Mayor Bill  
9 Harrison, to lead us in the pledge of allegiance.

10 (Pledge of allegiance recited.)

11 SUPERVISOR VALLE: My name is Supervisor Richard  
12 Valle, Alameda County Board of Supervisors, District 2.  
13 I'm also an Executive Board Member of ABAG. My colleague,  
14 Supervisor Scott Haggerty, sends his regrets. He's  
15 suffering from severe allergies and just can't make it  
16 this evening. But he sends his regrets and hopes that we  
17 have a successful and fruitful evening.

18 I'd like to introduce -- In addition to Mayor  
19 Bill Harrison, to my left is Dublin Mayor Tim Sbranti. We  
20 have several other electeds. We -- the three of us --  
21 will be convening the meeting this evening.

22 I'd like to publicly acknowledge other electeds:  
23 Mayor Carol Dutra-Vernaci from Union City; Anu Natarajan,  
24 Vice Mayor of Fremont; Robert Raburn, BART Director; Mayor  
25 Al Nagy from Newark; and then from Sacramento, Michelle

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1 Thomas, Senator Corbett's office; Rocky Fernandez,  
2 Assembly Member Wykowski's office. And then from  
3 Supervisor Haggerty's office, Dawn Argula. Dawn. And  
4 Eileen Ing, from Supervisor Nate Miley's office.

5 MAYOR HARRISON: And Chris from your office.

6 SUPERVISOR VALLE: And Chris Miley from  
7 Supervisor Valle's office.

8 Also we're very honored to have our  
9 newly-elected Ohlone College Board Trustee, Kevin Bristow.

10 All right. I think I covered the bases on the  
11 electeds. I have some opening remarks that have been  
12 prepared for me by Ellen Griffin. Thank you, Ellen. And  
13 this will talk you through the process, and what we hope  
14 to accomplish this evening, so bear with me.

15 We all know how valuable your time is. I  
16 sincerely appreciate your being here. Fortunately there's  
17 no Warrior game tonight.

18 As elected officials, we often want to hear and  
19 have to make difficult decisions about planning in our  
20 respective jurisdictions. And these are great  
21 opportunities for the public to weigh in and talk about  
22 what concerns you have and specifically with regard to the  
23 growth of the Bay Area.

24 As you all know, Alameda County is a very  
25 special place. That's why we are all here. And so many

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1 people would love to be here. And so what we are planning  
2 to do this evening is hold a public hearing about the  
3 future growth of Alameda counties; growth and priorities  
4 with regard to housing, transportation, and many other  
5 issues that come along with that.

6 There's a lot of equity issues that we also need  
7 to talk about, and social justice issues that we need to  
8 talk about. So those are all part of this Draft Plan Bay  
9 Area, which is now out for public review. Plan Bay Area  
10 offers a long-range transportation and land-use vision for  
11 the very diverse, unique, and wonderful region that all of  
12 us call home. And this is a very special place.

13 The dialogue in the past has been heated at  
14 times, but we believe and sincerely endear people to come  
15 up and give us their honest opinions because if we all  
16 agreed on everything, then these meetings would be very  
17 boring. So we really look forward to hearing your  
18 comments.

19 And for those of you who have extended comments  
20 beyond the public comment portion of it, you can write  
21 your comments down and put them out. And those forms are  
22 out in the lobby; and submit them in writing to us. You  
23 can also go online and submit those comments.

24 Tonight we have two court reporters, Amber and  
25 Julie to our left. They are here to transcribe your

1 remarks. Please speak clearly so that in case they need  
2 to, they may ask you to repeat your name, or if they can't  
3 quite understand what you said, they may ask you to repeat  
4 what you've said because we want to be sure that you are  
5 on the record.

6 If you haven't already done so, we have blue  
7 speaker cards. And please turn those in to our staff. We  
8 have currently about 19 cards that we're going to call  
9 forward. I will call up the speakers in the order we  
10 receive them. Public comment will be limited to two  
11 minutes per speaker. My fellow mayors may be more  
12 liberal. We've -- Again, the written comment sheets are  
13 at the table located outside.

14 It is worth noting, while this Plan is slated  
15 for adoption this summer, it is a work-in-progress that  
16 will be updated every four years to reflect new  
17 priorities, resources, and new approaches. All the  
18 comments that we hear tonight will be shared with decision  
19 makers that serve on MTC or ABAG. Results from all the  
20 public hearings, as well as online comments or -- and from  
21 the telephone survey will be summarized and shared with  
22 the Boards of MTC and ABAG in June.

23 We expect to adopt a final version of Plan Bay  
24 Area in July. You can view the Draft Plan and comment  
25 online as well at [OneBayArea.org](http://OneBayArea.org). The public comment is

1 due to close on Thursday, May 16th, at 4:00 p.m.

2 Also, I want to acknowledge we have a couple of  
3 key staff here: Ezra Rapport; Ken Kirkby, who are also  
4 here but will not be addressing or answering questions.  
5 That opportunity was earlier in the evening. And maybe  
6 you can catch them if they are still here.

7 So with that said, I will ask the mayors to my  
8 left and right -- I'll give them half the cards, and  
9 they'll call up the participants in the order that they  
10 receive them. And I'll let them take it from there.  
11 Thank you.

12 We'll start with -- Why don't we flip from one  
13 mayor to the other, and each of you can call the  
14 participants up.

15 MAYOR SBRANTI: Speaker number one is Chris  
16 Pareja.

17 CHRIS PAREJA: Again, I'm Chris Pareja. I am  
18 from Hayward, and I have read a large part of the Plan,  
19 and it will actually limit choices as oppose to increase  
20 choices, and it will ruin quality of life for people like  
21 me. I often walk a mile-and-a-half to three miles round  
22 trip to get coffee, groceries, tacos or -- God forbid --  
23 doughnuts. And I know this may be hard to believe, but I  
24 am perfectly capable of defining for myself how walkable  
25 my community is.

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1           And I know we're being told that we need to use  
2 more mass transit, but that will actually double or triple  
3 the time that it would take to complete most of the trips  
4 I take, which means less time with my family, and a lower  
5 quality of life. Speaking of my family, my wife and kids  
6 like to plant carbon offsets in the backyard in the dirt.  
7 You could also call those things fruits and vegetables.  
8 And corn, beans, and squash don't work so well in pots on  
9 balconies, if we are even allowed to have balconies in  
10 these new high-density homes.

11           Honestly, if we had money to afford it, I'd buy  
12 a plot of land, and we would be free-range humans. But  
13 since we have too many politicians and bureaucrats around  
14 here that believe in excessive taxation, regulation, and  
15 central planning, we can barely afford to be limited-range  
16 humans. I know for sure, though, that I don't want to  
17 have to move my family to one of these pretty little human  
18 kennels, even if there is a restaurant downstairs.

19           In the Contra Costa meeting, I talked about this  
20 being terrible for minorities. At the San Mateo meeting,  
21 I explained that the assumptions are based on faulty  
22 numbers and vapor. And tonight I'm here to say that this  
23 Plan will be horrible, generally, for life quality and  
24 should be rejected in its entirety.

25           Many of the other speakers at the other

1 meetings, however, said that it should go to a vote of the  
2 people. And if it does, I think that there's going to be  
3 a lot of work to do to drive up support. I jokingly said  
4 that you may want to give voters a coupon to stop by the  
5 local marijuana dispensary on the way to vote. You could  
6 call the whole operation "poll pot." Why would I joke  
7 like that? Because if people actually read the Plan and  
8 understood what was in it, the only ones who would support  
9 it are people who are getting gifts from it or paychecks  
10 or are high out of their minds.

11 Thank you.

12 MAYOR HARRISON: Thank you.

13 Next speaker, Lloyd Salsbery.

14 LLOYD SALSBERY: Hi. My name is Lloyd Salsbery;  
15 born and raised in the Bay Area. I'm currently living in  
16 Castro Valley. I guess I am here to congratulate you  
17 tonight on your new building. You know, it's really going  
18 to be nice, I'm sure. I have a few numbers here, but I  
19 don't have to share them with you because everybody knows  
20 it. But, you know, these are the people that need to know  
21 the numbers because it's their money.

22 So we bought this old Post Office. This is the  
23 artist-rendering of what it will be. Believe me, it is  
24 not that now. Okay? So we, the people, bought this for  
25 175 million. I think it's -- No. On their Web site,

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1 their current estimate for the seismic retrofitting and  
2 all that -- it's actually 218 million, but I just use 220  
3 to round it off.

4 And then I did a little map of my own, knowing  
5 how government things tend to grow; Bay Bridge, the  
6 estimate is this, but (indicating). So I would be willing  
7 to take bets. Before this is occupied, 300 million  
8 dollars would be a very -- probably conservative figure  
9 for what it will cost you, the people. It's a nice  
10 building. Look at all the corners. Think of the corner  
11 offices available in this building. You can have more  
12 executives because we've got corner offices all over this  
13 thing, you know. I mean, you know, this isn't the best  
14 use of the people's money.

15 Thank you.

16 MAYOR SBRANTI: Thank you.

17 Our next speaker will be David Erlich.

18 DAVID ERLICH: My name is David Erlich. I'm  
19 from San Leandro, California; formerly of Lancaster,  
20 California, where they've done this. That's why I moved.

21 We have our mixed-use housing with the mix-use  
22 part still empty, and the affordable housing is well --  
23 well occupied. Look, I just want to -- Let's let it be  
24 known that there's more staff here than there are citizens  
25 basically. Let it be known that you're not going to make

Page 12

1 the decision for 9 million people. The people in this  
2 room, they are the only ones that can put this together  
3 right now, you guys, which -- Mayor, Mayor, Mayor -- you  
4 guys have been elected, but you weren't elected to do  
5 this. Trust me. You were not elected to do this.

6 You need to go back to your city councils. You  
7 need to tell them exactly what Plan One Bay Area is. It's  
8 an overwhelming -- Have you read the book, "Animal Farm"?  
9 We all read the book, "Animal Farm." The pigs didn't --  
10 they didn't end up too well.

11 And also 1984. That's another direction we are  
12 headed. 1984. They keep us in our little domiciles. TV  
13 telling us what to do; how to work; how much to work for.  
14 Well, let me tell you something: The answer to 1984 is  
15 1776.

16 Ladies and gentlemen, have a good night.

17 MAYOR HARRISON: Thank you.

18 Our next speaker is Celeste Paradise.

19 CELESTE PARADISE: A little short. Hi, you  
20 guys. Thanks for having me. I used to live in Fremont;  
21 went to James Leitch for primary school. Nice place out  
22 here. So, yeah.

23 There's some people believe in global warming;  
24 some don't. I won't debate all that. It -- Just suffice  
25 it to say, some people want to live one way, and some

1 people want to live another. And it would be maybe nice  
2 to do what the committee would like to do; have more space  
3 for the animals, and maybe it is prettier for the  
4 neighbors, and some people might like that.

5 And I would just say, it is my life, and I want  
6 to spend my money on what I want to spend. I don't miss  
7 the days when I didn't have a car. I like my truck. I  
8 like driving in my truck to work; listening to Mark Globin  
9 (phonetic). And so I would just say, anybody in this room  
10 who has ever been approached by a homeless person who has  
11 asked for money, and you said "no" is no different than I  
12 am. You know, you may have your reasons. Maybe you  
13 didn't have the money. Maybe you did have it, but maybe  
14 you wanted to spend it on something else. I wouldn't  
15 judge you for that. You are no different than I am,  
16 except that you might use the machinery of government to  
17 try and make me spend the fruit of my labor on something I  
18 don't want to spend it on.

19 So basically I stand for freedom, the kind of  
20 freedom this country was supposed to protect. Or put  
21 another way: (Singing.) Oh, say, did you know? A couple  
22 centuries ago, were there men and so sound, the best  
23 country did they found. Where a man would receive, from  
24 his king or neighbor. And free he could keep, all the  
25 fruits of his labor. And here free men can pray, for the

1 state shan't say nay, and the children be his, to reside  
2 he see fit. And we those very children, too long sleep,  
3 awaking now to say, a land for the free, because of our  
4 brave.

5 Thank you, guys.

6 MAYOR SBRANTI: Okay. Our next speaker is Ryan  
7 James.

8 RYAN JAMES: Do you mind if I remove the mic?  
9 If that's all right. I just want to be able to see the  
10 whole -- all the beautiful faces out here.

11 My name is Ryan James. I'm representing my  
12 organization, Double "O" G -- Original Organic Gardener.  
13 We are based and founded in East Oakland, California. And  
14 I just wanted to come up here today and talk about how we  
15 feel, based on how my kids among Double "O" G -- Double  
16 "O" G is, my first and second-graders said, "Double "O" Gs  
17 plant, grow, and harvest food in their own unique, healthy  
18 way."

19 So all I am here today to say is that I want to  
20 encourage the youth involvement with all of the planning  
21 that we are going to be doing for the future. The future  
22 is all for our youth, and what we want to do is make sure  
23 we include them in the conversation. We work to educate  
24 our youth. We work to get our youth to research and come  
25 up with the technology needed to solve the problems.

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1           The biggest problem here that we are addressing,  
2 I believe, is greenhouse gases. That seems to speculate  
3 on agriculture, transportation, industrial. It all boils  
4 down to greenhouse gases. So what we -- what I am  
5 advocating is that we have our youth fully participating  
6 in the conversations, such as we are having today, so they  
7 can be making the choices themselves also. Even though  
8 they are not able to vote because they are not 18, we  
9 still need to have their input because regardless, in 40  
10 years, they're going to be the change makers. They are  
11 going to be the workers that are going to be carrying out  
12 the plans that we're coming up with today.

13           So I just want to, like I said, encourage our  
14 investment in the youth to be the drivers for the  
15 sustainable future that we're collectively all working  
16 together as one team. If we work against each other,  
17 we're not going to be able to progress and get what we  
18 want accomplished. So I would just encourage everyone;  
19 make sure we include our youth in the investments for  
20 tomorrow.

21           Thank you. Have a beautiful day.

22           MAYOR HARRISON: Thank you.

23           Our next speaker, who probably will not be  
24 singing, is Rob Stoker.

25           ROB STOKER: Yes. Lucky for you.

1                   Good evening. My name is Rob Stoker. And I'm  
2 with Sheet Metal Workers, Local 104. We represent over  
3 9,000 sheet metal workers living and working in Northern  
4 California. And our members, perhaps, have a greater  
5 stake than most in the final version of the Plan Bay Area;  
6 both the quality of the communities that they live in, and  
7 the capacity to earn a decent living is at stake.

8                   Our members adopted a set of principles we call  
9 "A Livable Communities Initiative." Much of the Plan Bay  
10 Area supports this initiative. For example, providing our  
11 open space as it does, pushes construction towards in-fill  
12 development, providing us work, and reducing greenhouse  
13 gas emissions. However, we are concerned that not enough  
14 is being done to provide housing that is affordable to our  
15 members.

16                   A union sheet metal worker building the  
17 thousands of affordable units envisioned by this Plan  
18 makes less than \$40,000 a year; not enough to pay the  
19 \$2,800 a month for a two-bedroom apartment. That's the  
20 going rate in most of our cities.

21                   We are very concerned that the Plan Bay Area is  
22 completely silent on the thousands of construction jobs  
23 that will result from the build-out of this Plan. We are  
24 concerned because the current business model for  
25 developers building an in-fill development is based on

1 creating a low-wage workforce imported from the Central  
2 Valley. BRE is a perfect example of that. On two of  
3 their Sunnyvale projects that they have currently, sheet  
4 metal workers there are paid \$12 an hour, and they are  
5 imported from Sacramento.

6 Why is there nothing in the Plan encouraging the  
7 use of local workforce, and paying those workers  
8 area-standard wages? Why is there nothing in the Plan of  
9 the benefit of having several billion dollars in  
10 construction wages recirculated within the local economy,  
11 resulting in millions in local sales tax revenues?

12 Why isn't there anything in the Plan about the  
13 thousands of new middle class careers that could be the  
14 result of the build-out of this Plan.

15 These apprenticeship opportunities for our youth  
16 and returning veterans will not happen if no in-public  
17 policy encourages that. Without guiding public policy,  
18 huge profits will be extracted from the build-out of this  
19 Plan, partly at the expense of improvising tens of  
20 thousands of construction workers. We must not allow that  
21 to happen.

22 Thank you.

23 MAYOR SBRANTI: Thank you.

24 Next speaker is Mimi Steel.

25 MIMI STEEL: Hello. I'm Mimi Steel, and I'm a

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1 resident of Castro Valley. Today I am not going to talk  
2 about the fact that there has been no global warming for  
3 the past 17 years, and Russian scientists have just come  
4 up with a theory that there is going to be actually global  
5 cooling for the next 200 years. So that really brings up  
6 the issue of what's going on with this Plan. And when I  
7 look at this Plan, I see a lot of lies, and a lot of  
8 misinformation. And I also think that you guys need to  
9 understand, as elected officials, you are going to be out  
10 of a job. You are basically going to be just figureheads  
11 because all of the power is flowing to the region. We are  
12 taking local control away from the cities, and that's not  
13 right.

14 So I would like to talk about a couple of the  
15 lies in your statements. First of all, Mark Loose  
16 (phonetic) has made a statement on your -- on a Web site  
17 saying that this is a grassroots plan. This is not a  
18 grassroots plan. This is top-down, central planning. And  
19 the people that are most affected by this are not being  
20 involved in the process.

21 You have a statement in one of the articles that  
22 came out about the Plan that this is a plan that is great  
23 for Asians and Hispanics because they really love to live  
24 in high-density housing. That's pretty insulting  
25 actually. And I think you need to take another look at

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1 that.

2           There was just an article that was published  
3 recently called, "The Triumph of Suburbia." And this is  
4 another lie that you put out. Your lie is that people  
5 don't want the suburbs anymore. They want to live in  
6 these high-density, stack-and-pack housing. That is an  
7 absolute lie.

8           And let me quote from this notice that I got.  
9 First of all, this was a Brookings Institute study that  
10 said that most jobs within three miles of downtown have  
11 declined in the year 2000. They also state that new  
12 low-cost suburbs are where people want to live because  
13 they like privacy, mobility, and choices that were once  
14 available only to the wealthiest people. You are cutting  
15 that off.

16           I think I want to end with this final statement  
17 that -- Oh. There is another lie here in your thing:  
18 Aging baby boomers continue to show a preference for  
19 suburbia; not for high-density housing.

20           MAYOR HARRISON: Thank you. If you can wrap it  
21 up.

22           MIMI STEEL: Yeah. Nowhere are these changes  
23 more remarkable than by looking at what's actually in the  
24 Plan. And I want -- My final comment is Ezra here, who is  
25 one of the top people at MTC, drove his car to this

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1 meeting, as probably most of you have done.

2 Thank you very much.

3 MAYOR HARRISON: Thank you.

4 Clarrissa Cabansagan. Sorry for butchering  
5 that.

6 CLARRISSA CABANSAGAN: That's okay. Hi. My  
7 name is Clarrisa Cabansagan. I am a transportation  
8 advocate at Transform. I am a long-time Alameda County  
9 resident. I went to Cal. I grew up in San Francisco and  
10 Daly City, and I want to say that I agree with what the  
11 Plan Bay Area is trying to do; trying to get us all to  
12 drive a little less and preserve our beautiful Bay Area.

13 I went to transportation planning school because  
14 I realized how much of my life was determined by the  
15 choices that decision makers like you will be making in a  
16 few months. I'd like to say that I was pleased to see  
17 that the Environment, Equity, and Jobs scenario came out  
18 as the environmentally superior alternative. And I would  
19 like to urge MTC and ABAG to really look at what was  
20 modelled in that scenario, that increased transit  
21 operations funding, it reduced the scope of the highway  
22 network, put more affordable housing in communities where,  
23 you know, they weren't being planned for, and also put  
24 stronger anti-displacement measures.

25 And I feel that, you know, we have the future of

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1 the Bay Area to look at. I feel that as someone who has  
2 lived here, who calls this place home, I work really hard  
3 to make sure that it works for everyone. So many of the  
4 people that I know are tripling -- doubling up in  
5 apartments. And that's kind of a testament to see the  
6 great need that we have.

7 I'm proud to say that I got here on BART, and I  
8 biked from the BART station to here. And I think that  
9 that's why it's so important for us to invest in our  
10 existing transportation system, and to also improve  
11 transit and housing for everyone; not just people that can  
12 afford to live the way that they have been for so long.

13 Thank you.

14 MAYOR SBRANTI: Okay. Our next speaker is  
15 Myesha Williams.

16 MYESHA WILLIAMS: Hello. My name is Myesha  
17 Williams, and I am here mainly to support two young  
18 activists that -- advocates that I've been working with  
19 for years, who are trying to make a way for themselves at  
20 this table. I just want to quickly say that I support --  
21 I would urge you to include the measures around transit  
22 operation funding and anti-displacement measures that are  
23 currently in Alternative 5; the Environment, Equity, and  
24 Jobs alternative.

25 Transit is really important to the communities

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1 that we come from, and especially to these guys that will  
2 be speaking today.

3 Thank you very much.

4 MAYOR HARRISON: Thank you. Patty Leal.

5 PATTY LEAL: My name is Patty Leal. I live in  
6 Union City. I've been a Bay Area resident my whole life,  
7 over 50 years. I have watched as this area has grown and  
8 developed. I'm sad about the fact that there are no more  
9 Gladiola fields welcoming you to Union City, but I do  
10 appreciate the opportunity to walk to Union Landing and  
11 take advantage of the things that are offered there.

12 I also enjoy having a park near my house where  
13 my husband walks our dogs on a regular basis, where my  
14 kids used to practice soccer, and where it is just nice to  
15 be outdoors close to home.

16 I want my adult children to have the option to  
17 stay in the Bay Area. Their roots are here. Their  
18 extended family is here. I don't want them to be priced  
19 out of the area. My neighbor's daughter teaches in  
20 Hayward, but because of house prices, she has been forced  
21 to move to a farther-away city and now spends at least  
22 two-and-a-half hours a day commuting. So I -- And there  
23 is no easy public transportation from where she lives to  
24 her job. So either her kids are going to have a tired  
25 teacher, and when she starts her family, she will have

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1 less time at home. And she has a lower quality of life  
2 because she can't afford to live in the neighborhood where  
3 she teaches.

4 So I'm excited about a plan for the region that  
5 will be sustainable and equitable. I really appreciate  
6 the fact that they're going to protect the open spaces,  
7 and I would just encourage you to ensure there is  
8 affordable housing, and again, public transportation is  
9 wonderful.

10 Thank you.

11 MAYOR SBRANTI: Thank you very much.

12 Our next speaker is Pamela Tapia.

13 SUPERVISOR VALLE: And while Pamela is coming  
14 up, I just want to announce that Mayor Jean Quan from the  
15 great city of Oakland has just entered.

16 PAMELA TAPIA: Good evening. My name is Pamela  
17 Tapia. I'm a student at the Peralta Colleges. Thank you  
18 for the opportunity to speak to you today about the Plan  
19 Bay Area.

20 I am here to urge you to modify the proposed  
21 Plan to increase the level of funding for transit and for  
22 affordable housing included in Alternative 5, and to also  
23 adopt the other anti-displacement measures in Alternative  
24 5. Without more investment in affordable housing and  
25 other anti-displacement policies, displacement will occur,

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1 forcing longer, more expensive and more polluting commutes  
2 to low-income residents.

3 In September of 2009, my mother lost her low --  
4 her minimum-wage job. Her factory decided to pack up and  
5 move to South Carolina. As a single parent raising two  
6 kids, my mom depended on that \$208 to pay the \$700 rent on  
7 our apartment on the West Oakland-Emeryville border. She  
8 spent most of her check on housing and transportation.  
9 She decided to move her family to Central Valley where an  
10 apartment was half the price of our former home. But  
11 there are no jobs -- at least none that she was qualified  
12 to do the work. She had no option. She had to go back to  
13 do the same thing she had always been doing.

14 After almost four months of desperate  
15 job-hunting, my mother found a job in the Union City's  
16 Industrial Park. My mom lives in Manteca, but has to  
17 commute to Union City for work. What used to be a  
18 30-minute ride from our apartment near MacArthur BART  
19 turned into a 4-hour commute. Since she doesn't have a  
20 car, she would have to take the bus from Manteca to  
21 Stockton. From Stockton she'll have to take a \$20 Amtrak  
22 train to Richmond. From Richmond she would have to pay \$5  
23 to get on BART to Union City. From Union City BART she'll  
24 have to catch another bus to her workplace, bringing the  
25 total amount to almost \$60 a day, just to travel for work.

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1 At a rate of \$8 an hour, working 8-hour shifts, she would  
2 make an approximate of \$64 a day. She would spend \$60 on  
3 transportation just a day. She literally could not afford  
4 to work.

5 To avoid spending so much money traveling, she  
6 determined she would have to stop traveling. During  
7 weekdays, she would sleep in BART trains, riding the train  
8 until the end of the line, getting off and riding back  
9 down in the opposite direction; even sleeping on her job's  
10 cafeteria or on somebody's couch.

11 I felt awkward writing this and even weirder  
12 reading this to you. I'm not asking for your pity. That  
13 is not my goal, but these are the facts. This happens.

14 The proposed Plan assumes displacement will not  
15 result in increased rates in commuting from outside Bay  
16 Area or cross-commuting between counties. This assumption  
17 is not supported by historical trends and does not agree  
18 with my own experience.

19 Thank you.

20 MAYOR HARRISON: Thank you.

21 Adam Garcia.

22 ADAM GARCIA: Hello. My name is Adam Garcia. I  
23 am 32 years old. I was raised in the East Bay in Castro  
24 Valley for elementary school and to the end of high  
25 school. I hold a degree in environmental science and

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1 urban planning and currently reside in car-free San  
2 Francisco.

3 We are confronted with a new understanding of  
4 how our lives -- our daily lives -- impact the world. We  
5 are all connected to each other in ways we don't  
6 acknowledge or can't understand. In the Bay Area, about  
7 10 percent of the air pollution comes from China, while  
8 about 40 percent of the pollution we generate is pushed  
9 into the Central Valley; the location of five of the  
10 countries' most polluted cities.

11 In America, 5 percent of the population consumes  
12 a quarter of the world's resources. Many of your precious  
13 metals will run out in the next 40 years. There are  
14 serious indicators that the effects of this march towards  
15 progress will compromise our well-being. Red flag current  
16 assumptions about our world must be questioned. Obesity  
17 rates are at their highest level from our poor diets and  
18 lack of exercise, forcing higher insurance rates.

19 The northwest passage to the arctic is open for  
20 the first time in recorded history from melting ice; a  
21 boom to shipping, but a threat to our local cities. And  
22 our co2 levels are at the highest they've been in 3  
23 million years, reaching 400 parts-per-million this month.

24 Many people understand that we can no longer  
25 maintain the same patterns of growth and consumption that

1 prevailed in the decades since. It is for this reason  
2 that I support Plan Bay Area as it addresses a new  
3 understanding of how we need to work together to ensure  
4 that my five-day-old niece and your grandchildren do not  
5 inherit a climate that threatens to be the end game for  
6 their quality of life.

7 I actually believe the Plan does not go far  
8 enough to ensure we play a role in reducing carbon dioxide  
9 emissions. Roughly 35 percent of these emissions come  
10 from cars and light trucks, from urban development  
11 patterns that nearly mandate carbon shift as a requirement  
12 to partaking in society's benefits.

13 In combination with smarter focus development  
14 patterns, I want to leave you with three suggestions for  
15 Plan Bay Area that will help move the needle to reducing  
16 emissions, improving energy efficiency, and enhancing our  
17 health. At the neighborhood level, cities and counties  
18 must create complete protected bicycle lane networks that  
19 allow safe movement of people to and from their work,  
20 home, school, and play. Bicycles require no emissions to  
21 operate, have lower impact on the pavement, requiring less  
22 road maintenance than cars --

23 MAYOR SBRANTI: Get to the last two really  
24 quick.

25 ADAM GARCIA: -- lower health and give more

1 money for local shops. I encourage including a casual  
2 carpool system across the region, as well as --

3 MAYOR SBRANTI: So that's number two.

4 And the third.

5 ADAM GARCIA: And the third one is establishing  
6 a region-wide single transportation provider. There are  
7 22 providers across the Bay Area, and I want to see a  
8 program that utilizes the highway network to expand this.

9 Thank you very much for considering these  
10 comments.

11 MAYOR SBRANTI: Thank you.

12 Our next speaker is Devilla Ervin.

13 DEVILLA ERVIN: So, hello. My name is Devilla  
14 Ervin. I was born and raised in Oakland. I urge you to  
15 adopt the transit operations funding and funding for  
16 affordable housing and other anti-displacement measures in  
17 Alternative 5. As a young man looking to live on his own,  
18 I am deeply troubled by the threat of displacement in my  
19 community and other areas slated as Priority Development  
20 Areas. By underestimating the impact of displacement, I  
21 feel we are doing a disservice to the entire purpose of  
22 the Draft Plan. Displacement needs to be at the forefront  
23 of this conversation because you cannot cut down VMT  
24 and/or greenhouse gas emissions without dealing with this  
25 threat.

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1           Living in Oakland, I have known many people who  
2 find themselves being forced to leave their homes and  
3 communities that hold a sense of history and family to  
4 find housing that is less expensive. One example of this  
5 is my foster mother. My junior year of high school, she  
6 found a place that was affordable, but it was in  
7 Sacramento. She was still working in Hayward and was  
8 commuting up to five hours a day just to get to and from  
9 work. This is what I fear for thousands of other  
10 low-income families with the adoption of this proposed  
11 Plan in the absence of additional mitigation.

12           By increasing investment in public  
13 transportation, affordable housing, and strategies to  
14 retain and build businesses that serve the existing  
15 community, the Equity, Environment, and Jobs alternative  
16 -- or Alternative 5 -- will go a long way towards  
17 addressing these concerns and mitigating the impacts of  
18 displacement. Without careful, conscious, and deliberate  
19 planning, more low-income residents will be pushed out to  
20 less-attractive, and more polluted parts of the city,  
21 while attracting persons who have not historically found  
22 these areas attractive.

23           Plan Bay Area should not add to the list of  
24 issues residents already have to deal with. Plan Bay Area  
25 should be providing solutions and incorporating the

1 strategies in Alternative 5 that makes it the  
2 environmentally-superior alternative, thus leading to a  
3 more sustainable and resilient Bay Area.

4 Thanks.

5 MAYOR HARRISON: Thank you.

6 Uri Pachter.

7 URI PACHTER: Hello. My name is Uri Pachter,  
8 and I live in Oakland. I love where I live. The  
9 apartment building my partner and I live in has a lush  
10 courtyard, grilling area, great management, and we are in  
11 a quiet residential block two streets from Lake Merritt,  
12 and a few minutes away from exciting bars, restaurants,  
13 and theaters in downtown Oakland.

14 Additionally, since we live a short walk from  
15 BART, I have a really easy commute to work where I can  
16 listen to music, do the crossword puzzle, and -- or even  
17 take a quick nap. The one car we own is great for  
18 occasional errands and weekend trips, but almost  
19 everything we need is accessible by foot, bike, or  
20 transit.

21 I have seen the unbelievable backup that exists  
22 on a typical weekday to take the Bay Bridge into San  
23 Francisco. I can't imagine that inside these cars that  
24 are inching along, approaching the toll plaza, people are  
25 enjoying their commute. Most people are making the best

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1 of it, but probably wish they could spend this lost time  
2 being productive at work or with their families.

3 I strongly support Plan Bay Area because it  
4 envisions a future where Bay Area residents will have more  
5 options. Ideally, people should be able to decide whether  
6 they want to spend their money on a larger home, yet a  
7 longer commute; or on a vibrant neighborhood and a smaller  
8 home. Currently there are plenty of the former on the  
9 market -- larger homes and longer commutes -- but very few  
10 housing options in vibrant neighborhoods, especially ones  
11 that I could afford. Shouldn't everyone at least be able  
12 to make that choice?

13 Our current apartment has one bedroom, which is  
14 sufficient for now. However, eventually we would like to  
15 move into a two-bedroom apartment without having to move  
16 out of the neighborhood. Plan Bay Area encourages housing  
17 options in vibrant places and gives my partner and I hope  
18 that we will be able to continue to love where we live.

19 Thank you.

20 MAYOR SBRANTI: Thank you.

21 Our next speaker is Cody Galletti. I apologize.  
22 Is that -- I couldn't read the first name. So --

23 JUDY GALLETTI: That's okay. I like "Cody."

24 I just want to say that I pray for your youth  
25 that they get to one day own their own garden. The US

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1 government is a republic. The people are the most crucial  
2 arm of our government, and the leaders answer to them in  
3 our land.

4 Today you pretend that your style of government  
5 actually exists in our Constitution, and that this  
6 totalitarian regional government can legally place people  
7 in sediments as described by One Bay Area. At least your  
8 old name exposes what you are doing. "One Bay Area."

9 On Page 131 of the Plan Bay Area, you talk about  
10 changing our voting threshold from two-thirds to 55  
11 percent. Why stop there in your pretend world? If the  
12 ends justify the means, and your end is that everyone will  
13 always vote your way, instead of 55 percent, why not 40  
14 percent? Or 25 percent? Or 10 percent? Or even .10  
15 percent? How far are you willing to go to win?

16 You pretend that your emission numbers are true,  
17 and your buses are not empty, and your settlements are  
18 sustainable. You pretend that people are staying in the  
19 Bay Area and some are actually moving in. You pretend  
20 that in 2040, the Bay Area will actually have a couple of  
21 residents left to pay taxes.

22 Let's pretend that your future numbers are  
23 accurate. What will the tax rate be for these few 2040  
24 taxpayers left here? In a republic, regional government  
25 doesn't exist. These people behind me are the reality of

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1 our republic. In a republic, the people would be voting  
2 on this Plan. We demand that right.

3 MAYOR HARRISON: Thank you.

4 Fremont's own, Alex Starr, from the League of  
5 Women Voters, please.

6 ALEX STARR: I think I'm going to run a few  
7 seconds long. I am Alex Starr, and I live -- I live in  
8 unincorporated Alameda County. The League of Women Voters  
9 strongly supports the process of regional planning that  
10 successfully coordinates land use and transportation.

11 The League places a high priority on reducing  
12 carbon and other emissions from cars and light trucks. We  
13 are pleased that the Draft Plan slightly exceeds the  
14 threshold of 15 percent of per capita in GHG within the  
15 Bay Area by 2035.

16 Draft Plan Bay Area places primary emphasis on  
17 maintaining the existing transportation system. Despite  
18 this goal, the two large expenditures are slated to be for  
19 transit expansion, BART extension to San Jose, Santa  
20 Clara, and a HOT lane system requiring 120 miles of new  
21 freeway lanes to be built. Neither of these top two  
22 expenditures is rated highly in terms of cost  
23 effectiveness or in meeting goals of the Draft Plan.

24 In the Draft Plan, funds allocated to transit  
25 operations do not appear to be adequate to meet the needs

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1 of the Bay Area's growing population, or to restore  
2 service cuts made during the last few years, especially to  
3 AC Transit. The Plan specifies that transit agencies are  
4 to be given funds as rewards for increasing ridership and  
5 improving productivity, goals that do not take into  
6 account the diverse needs for many residents for  
7 affordable transit. Excuse me. The focus on a narrow  
8 mission of cutting operating costs threatens the public  
9 service goal of meeting the needs of all residents.

10 We urge you to consider shifting Draft Plan  
11 funding from high cost -- low-cost effective projects to  
12 transit operations and system maintenance. Alameda County  
13 voters' rejection of Measure B extension places more  
14 pressure than ever on funds for maintenance. Transit  
15 services are needed in off-peak hours and to many  
16 different destinations to serve the needs of a diverse  
17 population.

18 As you've been hearing from previous speakers,  
19 transportation costs for low-income households will rise  
20 steeply when combined with housing costs under the Plan.  
21 A vision for transit, limited to cost cutting is too  
22 narrow to ensure that the Bay Area will have a top-notch  
23 transit system that will act as an incentive to drivers to  
24 leave their cars at home.

25 You want me to --

1           MAYOR SBRANTI: Please wrap it up.

2           ALEX STARR: Okay. The last major point I want  
3 to make is that we support the EEJ and the TFP  
4 alternatives.

5           Thank you.

6           MAYOR SBRANTI: Great. Thank you.

7           Our next speaker is Pat Ferguson.

8           PAT FERGUSEN: It is not coming off  
9 (indicating).

10           Good afternoon -- Good evening, and thank you  
11 for letting me come and talk. I want to ask a question.  
12 I've been looking at Plan Bay Area for a long time. I've  
13 gone to a lot of the meetings that you had the last  
14 go-around, and you don't have more people here because  
15 many people thought they were a waste of time, and nobody  
16 listened to them, unfortunately.

17           How many of you here believe in man-made global  
18 warming? Because that's kind of the driving -- driver of  
19 that Senate Bill 32 and One Bay Area. How many people  
20 believe in global warming.

21           (Audience participation.)

22           PAT FERGUSEN: Okay. Well, I've been  
23 researching this for a long time, and it seems we have  
24 been hoaxed. And I -- Who is saying this? The scientists  
25 are saying this. In the 2003 UN meeting -- I think it was

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1 in Milan, Italy -- there were a group of scientists there  
2 who called themselves "Plan B." And the Plan B scientists  
3 realized that a lot of the data was being misrepresented.  
4 And so they gathered together, and they said the  
5 international panel on climate change was not looking at  
6 some of the stuff and was kind of fudging the numbers.

7 In 2007, they came back, and by that time they  
8 had more people -- scientists -- who they were working  
9 with. And what they found at that meeting was that the  
10 scientists who signed off on the final report from the  
11 IPCC -- International Panel on Climate Change -- those  
12 people signed off on something that wasn't represented.

13 Well, this new group called themselves the  
14 "Non-governmental International Climate Change..." --

15 MAYOR HARRISON: Can you wrap it up, please.

16 PAT FERGUSEN: -- "...Panel." I'm sorry. I've  
17 got so much more I want to say.

18 MAYOR HARRISON: If you can submit your  
19 comments, that would be great.

20 PAT FERGUSEN: Well, what I would like to do is,  
21 I would like to be able to put my information from all  
22 these -- I have 500 scientists in one group, and thousands  
23 in another. I am talking about --

24 MAYOR HARRISON: Submit your information. We  
25 have to get to the next speaker, please.

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1 PAT FERGUSEN: Okay. Go to www.I -- I --  
2 NIPCC.org. NIPCC.org.

3 MAYOR HARRISON: Thank you. And you can put the  
4 rest of your stuff in writing, please.

5 PAT FERGUSEN: Okay. The other thing is, I  
6 don't like diversity.

7 MAYOR HARRISON: Wait. You need to sit down.  
8 I'm sorry.

9 PAT FERGUSEN: I like the melting pot that was  
10 America. We have time. We have time.

11 MAYOR HARRISON: It is not fair --

12 PAT FERGUSEN: I like the melting pot. I grew  
13 up in the melting pot. All this diversity is meant to  
14 separate us.

15 MAYOR HARRISON: I'm sorry. We have other  
16 speakers, ma'am.

17 PAT FERGUSEN: We all should be able -- My time  
18 is out?

19 MAYOR SBRANTI: Yeah, it is.

20 MAYOR HARRISON: Yes. Your time is out. Thank  
21 you, though. Please submit everything in writing.

22 PAT FERGUSEN: If you have time at the end, I  
23 would love to continue talking. And you have a very nice  
24 new Assistant Director, or Deputy Director Paul.

25 MAYOR HARRISON: Thank you.

1           PAT FERGUSEN: I will be getting him the  
2 information.

3           MAYOR HARRISON: All the information. That  
4 would be great. Thank you.

5           Bob Goodwill, please.

6           PAT FERGUSEN: Thank you.

7           AUDIENCE MEMBER: You are rude.

8           MAYOR HARRISON: I'm sorry. Bob Goodwill.  
9 There you go.

10          BOB GOODWILL: My name is Bob Goodwill. I am a  
11 lifelong resident of Hayward, California. And I came to  
12 talk to you about BART. BART runs on electricity, and we  
13 burn coal to make electricity. Coal exhaust contains  
14 uranium 235, uranium 238, thorium, cadmium, and mercury.  
15 It doesn't go into a leaded vault in a cave in the middle  
16 of nowhere. It goes into the air, where we breathe it.

17          A lot of BART cars have the aerodynamics of a  
18 brick. We can save a lot of electricity and not burn a  
19 lot of coal if we would merely make BART cars more  
20 aerodynamic. By reducing the coefficient drag, we would  
21 also use less electricity, which would reduce the demand  
22 on electricity, which would benefit everybody. I think it  
23 is time we did something about that.

24          Thank you very much for your time.

25          MAYOR HARRISON: Thank you.

1                   MAYOR SBRANTI: Thank you very much.

2                   Sharon Cornu.

3                   SHARON CORNU: Good evening. I am Sharon Cornu.  
4 I am a long-time resident of Oakland. I know several  
5 people here on behalf of my advocacy on behalf of working  
6 families. I'm here tonight as a consultant on transit,  
7 housing, and food access. And I had not planned on  
8 speaking, but I am moved to speak by some of the comments  
9 that have come before.

10                   I want to make four quick points. First, and  
11 this -- Those who fail to plan, plan to fail. If we do  
12 not as a region plan for continued growth, we would simply  
13 have traffic. And it used to be one of the tenets of even  
14 the most conservative ideologies that planning around  
15 transportation and water quality and air quality was  
16 something we did as a society. So I salute the commission  
17 for planning.

18                   Second, climate change is a fact. The question  
19 has been asked and answered. Climate change is a fact.

20                   The third --

21                   AUDIENCE MEMBER: It's a theory.

22                   SHARON CORNU: Third, the Equity, Environment  
23 and Jobs initiative -- alternative is an excellent plan,  
24 but still doesn't take us to where we need to be, in terms  
25 of affordable housing. The cost that working families

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1 throughout the Bay Area are paying to sustain family  
2 housing makes it impossible to make other investments in  
3 education and in our communities. And so that's an effort  
4 that the equity alternative needs to be expanded. That's  
5 the alternative to work from.

6 Thank you for your service on Metropolitan  
7 Transportation Commission. I understand the role that you  
8 play here. Thank you for being here tonight, and for the  
9 work you do in so many arenas.

10 MAYOR HARRISON: Thank you.

11 Bob Fulton.

12 BOB FULTON: Did you say, "Bob Fulton"?

13 MAYOR HARRISON: Bob Fulton. Yes, sir.

14 BOB FULTON: Yes, that's me.

15 MAYOR HARRISON: Thank you, sir.

16 BOB FULTON: Just a couple of procedural -- I  
17 have some questions for you guys. I noticed earlier -- I  
18 heard one of the people mention that there seems to be  
19 very few just plain old citizens here tonight, and an  
20 awful lot of people that are sort of imbedded right into  
21 this One Bay Area Plan. Also, how is this meeting  
22 noticed? Anybody know? And you -- "I don't know" is  
23 okay.

24 MAYOR HARRISON: I don't know specifically.

25 BOB FULTON: Anybody? How was it noticed?

1 SUPERVISOR VALLE: There were several notices.  
2 This is a public hearing, sir. If you would like to,  
3 after the hearing, you can ask the staff those questions.

4 BOB FULTON: Are you saying, "I don't know"?  
5 Because that's okay. That's all right.

6 SUPERVISOR VALLE: We know, but we are here to  
7 listen to you, sir.

8 BOB FULTON: Well, you are listening. That's  
9 what you're listening to, is me, and I am asking you a  
10 question. Very simple: How was the meeting noticed  
11 because we don't have many people here? We have a lot of  
12 staffers, a lot of you guys; not too many citizens.

13 The answer I guess is solid. Would this be the  
14 same answer if we talked about the previous meetings?  
15 I've been to some of those also; seem to be kind of devoid  
16 of a lot of people that were just interested in coming and  
17 hearing it; understanding what One Bay Area is all about.

18 I see all your charts and everything else out  
19 there; the people you've contacted, and so forth. I just  
20 wonder how our previous meetings were noticed. Anybody  
21 know? No. Okay.

22 Next question: Who pays for the consultants  
23 that you hired to put together the Plan? Anybody know  
24 that? I'm going to accept silence as "I don't know."

25 How about for the Plan implementation? Who is

1 going to pay for that? How about local government? State  
2 government. Federal government? How about the taxpayers?  
3 Taxpayers.

4 SUPERVISOR VALLE: Sir, these are your two  
5 minutes. Use them any way you want.

6 BOB FULTON: Last question. I've asked this  
7 before and didn't get an answer either. A lot of people  
8 interested -- even this young fella. Anybody here know  
9 what the greenhouse gases are? Can you name them?  
10 Anybody? Staff too. Even somebody from the crowd.

11 AUDIENCE MEMBER: Carbon dioxide. Methane.  
12 Nitrous. Chlorinated gases.

13 BOB FULTON: And what's the most -- the  
14 greenhouse --

15 AUDIENCE MEMBER: Carbon dioxide; 84 percent.

16 BOB FULTON: Okay. I hate to tell him, but it  
17 happens to be water vapor. Never mentioned. It is by far  
18 the greatest. And the very smallest one is man-made  
19 carbon dioxide that you guys hang your hats on.

20 Incredible.

21 I suggest a reading, by the way, someone else --  
22 I suggest you read the Declaration of Independence,  
23 particularly the first several paragraphs. And I would  
24 invite everyone here who hasn't read the Declaration  
25 recently to read it, particularly the people here who are

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1 representing other people.

2 MAYOR SBRANTI: Thank you.

3 BOB FULTON: Thank you.

4 MAYOR SBRANTI: Our next speaker is Laura  
5 Balderree.

6 LAURA BALDERREE: Hello. I live in Emeryville,  
7 and perhaps one of the reasons why there aren't more  
8 people here is because this event is not terribly transit  
9 accessible. And the bus that I rode here from the BART  
10 station was far from empty.

11 I live in a community that has densified  
12 incredibly. It's doubled in size, at least in the 20  
13 years that I've lived there. The congestion has not  
14 doubled because they made investments in transit. We tax  
15 ourselves to pay for the free Emery Go Round. It takes  
16 people to BART. There are bike paths. There is the  
17 Amtrak station. It is a very livable community. But I am  
18 a little tired of other communities not stepping up to the  
19 plate.

20 So that's why I really support One Bay Area, to  
21 try and get everybody onto the same page. It just isn't  
22 sustainable for people to continue to move out to the  
23 Central Valley and insist on having a larger home. But  
24 the fact that even a small home is not affordable to the  
25 middle class is a problem.

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1           So we need good investment in transit to avoid  
2 increasing congestion as we densify. And we need some  
3 relief for the middle class that are priced out of even  
4 small homes. I mean, "small homes," meaning condos, that  
5 sort of thing.

6           Thank you.

7           MAYOR HARRISON: Thank you.

8           Joe Leal. Joe Leal.

9           JOE LEAL: Hi. I'm Joe Leal from Union City.  
10 And I just want to say a few things about air quality. I  
11 had the opportunity to be in Costa Rica a couple years ago  
12 for work. And I was -- This was about 5 o'clock in the  
13 afternoon, and the guys that I worked with -- We were  
14 sitting at a little restaurant there just watching the  
15 people queue up for the bus. Our eyes were watering, and  
16 you could really choke on the amount of smog that was in  
17 the air. And it made me appreciate that we have had  
18 planning since the '70s, when I started driving.

19           I think we probably have two -- maybe three  
20 times the number of cars on the road, but the air is  
21 cleaner than what I remember growing up. We don't have as  
22 many brown days -- that brown cover across the Bay Area,  
23 as I recall. Yes, we do still have those smog days, but  
24 they're not as bad.

25           Anyway, one last thing. I -- In fact, I had

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1 Richard's son on my soccer team a number of years ago in  
2 the '90s. And I coached for -- I think -- about 12 years.  
3 And I had one child bring his inhaler one time. So I made  
4 sure that I told parents, "If your child has an inhaler,  
5 make sure that they bring it and set it on the sidelines."  
6 Anyway, one of the years, I had half my team with inhalers  
7 show up. Okay? And, again, this was back in the '90s. I  
8 do think that the air has cleaned up a lot since the '70s,  
9 but I think we can do a better job. And that only comes  
10 through proper planning.

11 Thank you.

12 MAYOR SBRANTI: Thank you very much.

13 Our next speaker is Fernando -- it looks like  
14 Navarro. But I apologize if I didn't say that correctly.

15 FERNANDO NAVARRO: Good evening. I am glad I  
16 got a chance to come to one of these meetings. I have  
17 heard about these meetings and whatnot. But I do want to  
18 stress one point -- and forgive me for my appearance. I  
19 am just an average Joe. I don't have anything prepared.  
20 Right from the cuff.

21 They say that when the government fears people,  
22 that's democracy. But when the people fear the  
23 government, that's tyranny. Okay? I hate to burst your  
24 bubble, but this monopoly that guys have been running for  
25 a couple of years now -- if an average guy like me can

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1 find out about these meetings -- and I can see from back  
2 there, the level of arrogance I am getting from  
3 politicians is ridiculous. Okay? And if you think that  
4 stacking these meetings with a monopoly of crisis actors  
5 and people that are coming here on a regular basis is  
6 going to push this, you are wrong.

7 MAYOR HARRISON: Now, it can be --

8 FERNANDO NAVARRO: So the fact that an average  
9 guy like myself is finding out about this, start shaking.  
10 Okay? Agenda 21, you guys can't get away with it. It is  
11 not going to work.

12 The science is coming out in waves. Global  
13 warming is baloney. It's a fertilizer. Okay? All right?  
14 You guys can, like, hem and haw, but it is "We the  
15 people." I am just going to talk to you guys  
16 (indicating). All right?

17 If you think that history is going to allow you  
18 guys to build concentration camps and drag us with boxcars  
19 into these stack 'em and pack 'em, and if you think we are  
20 just going to sit there and have you build it around us,  
21 you are nuts. And that's all I have to say.

22 Thank you very much.

23 MAYOR HARRISON: Thank you.

24 Audie Bock.

25 AUDIE BOCK: Good evening, everyone. My name is

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1 Audie Bock. I live in unincorporated Alameda County. I  
2 am a former state legislator, and I am currently an  
3 elected official in Alameda County on a Fire Protection  
4 District Board. But I am here as a citizen; not  
5 representing my elective office.

6 I am concerned because I focused on Chapter 4 of  
7 the One Bay Area Plan because it is called "Investments."  
8 And I'm questioning what government means by "investments"  
9 because the basic concept of an investment is, it's  
10 something that you put capital into with the expectation  
11 of a return on your investment.

12 So when you are using nothing but taxpayer  
13 dollars, that's coerced capital. And who gets the return  
14 on your investment? It's not necessarily the people that  
15 have been forced to give you the money. And I hope that  
16 as elected officials, which most of you are, that you  
17 remember that, and that what we need to focus on now is  
18 how to make do. That is to maintain what we have because  
19 we are in a situation of declining economy. And I don't  
20 think anybody disputes that.

21 But this Plan says that it's going to rely on  
22 performance -- a performance assessment of scenarios.  
23 What the heck does that mean? What is a performance  
24 assessment of a scenario? I really wish that you could  
25 produce these things in language that ordinary people like

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1 me could understand.

2 And going on, it makes assumptions on the  
3 investment strategy. And the assumption is a continuing  
4 increase in revenues from local taxes, from bridge tolls,  
5 from sales tax, from transit fares, and a 3 percent growth  
6 in federal funding.

7 Everything is predicted to increase, including  
8 1.5 billion dollars from the happy train. We don't even  
9 get the happy train. So I don't understand how these  
10 projections are relying on anything real. The most  
11 important thing is that you are basing your new strategies  
12 on the more flexible federal requirement of revenues that  
13 are, quote, "reasonably expected to be available." In  
14 other words, you don't have to plan things the way you  
15 used to based on reality. You can use federal government  
16 fiction; things that don't exist as the basis for your  
17 financial planning. That is wrong. And I think you can  
18 be very innovative by not following federal directives.

19 MAYOR SBRANTI: Okay. Thank you for your  
20 comments.

21 AUDIE BOCK: We hope that you will do that.

22 MAYOR SBRANTI: Thank you.

23 Our next speaker is Liz Manning.

24 LIZ MANNING: Liz Manning, Bay Area. First, I  
25 need to say to everyone that this is a fake meeting, like

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1 they all are. This gentleman over here (indicating), who  
2 comes to all of them -- Mr. Kirkby, I think your name is.  
3 It is just a show.

4 But since I am here, I want to say this: That  
5 after having attended Plan Bay Area meetings in all of the  
6 nine counties, I know the majority of the public comments  
7 oppose it. The problem is not just that our towns will  
8 lose their individual character to the bland uniformity of  
9 regionalism, this plan will eventually deny new homeowners  
10 the choice of traditional housing, gradually forcing most  
11 residents into high-density living conditions in the  
12 interest of what's called "social justice."

13 I should mention that I'm a Berkeley-trained  
14 social worker; worked in the Bay Area for 40 years. The  
15 historical problem with incremental socialism is that it  
16 gradually cripples the spirit and extinguishes the joys of  
17 the individual's pursuit of happiness.

18 Given sufficient study of this Plan, the end  
19 goals are obvious. One Bay Area -- or whatever it's  
20 called across the nation -- over time robs the family of  
21 the American dream. Within a few generations, single home  
22 privacy will be considered a selfish luxury, except for  
23 those bureaucrats who have clawed their way up the  
24 regional political ladder to the ridge-top properties with  
25 the views and the good cars. You know they are going to

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1 bulldoze all your houses in suburbia; not in the next  
2 generation or two, but after that. Absolutely. It's the  
3 plan. If you don't know it, you haven't studied this Plan  
4 enough. This Plan has been going on since the '30s. Yup.

5 MAYOR HARRISON: Thank you.

6 Fred Volking (phonetic). Fred Volking  
7 (phonetic). Fred something with a "V."

8 AUDIENCE MEMBER: Volking.

9 MAYOR HARRISON: Volking. Sorry.

10 FRED VOLKING: A lot of what I have to say has  
11 pretty much been said. As far as global -- greenhouse  
12 gases, there are enough scientists that have already  
13 proven that's incorrect. If you check England, where a  
14 lot of this study came from, now when they teach the kids  
15 or come up with this information, they now have to tell  
16 them a lot of this information is no longer true. Today  
17 is Earth Day. It is also Lenin's birthday. If you put  
18 stack-and-pack like you have in Dublin, it's right next to  
19 the freeway. That's almost worse than riding a bike next  
20 to the freeway because you're there all the time. And  
21 your home is there. You are supposed to shop there. You  
22 are not supposed to have a car. So you are going to get  
23 everything from freeways in the stack and pack. Dublin  
24 has done it already, and they want us to do it in  
25 Pleasanton.

1           If you want to eliminate vehicles, it is not  
2 going to happen unless you force people out of their  
3 vehicle. Call it nudging if you want. But in the future,  
4 it will be force. And by the way, with this Plan -- They  
5 are doing the same thing in Russia, but they are a little  
6 ahead of you right now. If you ride a bike, what do you  
7 exhale? Oops; co2. Plants love it. I consider people in  
8 this country as individuals; not part of a group. But  
9 what you are trying to do is make everybody one big group.  
10 Teachers are teaching everybody that it's one big group.

11           I've got a lot more of it, but that will do for  
12 now.

13           MAYOR SBRANTI: Our next speaker is Nicholas  
14 Stewart.

15           NICHOLAS STEWART: Good evening. I would first  
16 of all just like to thank you guys for having meetings  
17 like this. Whether or not I agree with all of you guys,  
18 I'm glad the citizens are participating. Whether or not  
19 you guys believe in global warming or not; whether or not  
20 you know what a republic actually is; whether or not you  
21 like stack and pack or not, the reality is that things  
22 change over time. Sorry. We need to be prepared for the  
23 future. I think that's obvious.

24           And regardless, again, of your feelings, I am  
25 glad that there are citizens participating in these,

1 whether they are fake people or not; whether you're actors  
2 or not -- I'm not. Look at my face; not an actor -- or  
3 the girth, not really big Hollywood.

4 But personally, I love the Plan. Could be  
5 better, of course. I've already submitted comments in  
6 writing for that. I just wanted to thank you guys for  
7 spending your time this evening when you don't have to.

8 Thank you.

9 MAYOR HARRISON: Thank you very much.

10 Jose Ornelis. Want me to video you because you  
11 were doing it.

12 JOSE ORNELIS: Yeah. I wish I could  
13 (indicating). Hi. My name is Jose. I work in Castro  
14 Valley. I sort of like the look of stack and pack. It's  
15 kind of interesting. There's some cool parts of the state  
16 -- that's kind of cool.

17 I like to read counselor's books where he talks  
18 about stack and pack, where it talks -- or I should say,  
19 "mixed use." "Mixed use" is an interesting concept. I  
20 love to read books where it talks about architecture and  
21 he eviscerates modern architecture. I love that stuff.  
22 Even he would be the first to tell you that part of the  
23 reason we don't have more sustainable communities or this  
24 more green kind of architecture is because of planning  
25 commissions. Now, he is talking about '40s, '50s, and

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1 '60s and the '70s. So, you know, that's interesting; he  
2 doesn't like planning commissions.

3 Also, for me, there's an additional thing I  
4 don't like. And that's the idea that some folks who would  
5 take my tax money and then mandate to me where I would  
6 live, how I live. And just the idea that these many  
7 abstractions where you take my money and you plan these  
8 communities and then you get the architecture --  
9 architects, I should say, and the design plans and all  
10 that. You actually increase the costs of this kind of  
11 stuff.

12 So where I might want to go out and look for a  
13 more sustainable house; maybe something that is post and  
14 beam, not the concrete pad, you know, whatever, with some  
15 nice backyard that I could terrace and put some gardens on  
16 and stuff, you guys make all that stuff more expensive.

17 And we want to talk about transportation.  
18 Everybody wants to talk about air quality. Cafe standards  
19 did their own damage to alternatives for building  
20 materials and cars, the size of vehicles, and engines;  
21 especially engines. So I know you guys think, well, you  
22 know, we are going to plan for this new carbon-free life,  
23 but I would prefer it if you would say -- persuade me --  
24 maybe ask me, maybe form some companies, get some  
25 marketing going, and sell me some products because I am

1 interested in buying more green products.

2 What I am not interested in is waking up and  
3 being forced to go to this little utopia, which you think  
4 you are building, which might absolutely be the opposite.  
5 But you won't know until you get there.

6 MAYOR SBRANTI: The next speaker is Deborah  
7 Taylor.

8 DEBORAH TAYLOR: Good evening. My name is  
9 Deborah Taylor. I live in the city of Oakland, and I am  
10 here to comment on the Plan's goal to provide housing for  
11 all of Bay Area residents. My question -- or what I would  
12 like to ask the commission is that in your investment  
13 area, if there could be an investment for housing in the  
14 Plan -- I know you have discretionary investment income,  
15 and it's all transportation orientated. But if this goal  
16 is to have sustainable communities by providing housing  
17 considering the fact that we develop the funding for  
18 affordable housing and for housing for middle-income  
19 people, has been cut or eliminated, there needs to be some  
20 sort of source.

21 So I would like to encourage you to think about  
22 adding at least a goal or designate some of that  
23 discretionary income towards housing that, you know, you  
24 are building towards these transit areas. And I think  
25 that will, you know, help encourage affordable housing and

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1 make it much more equitable.

2 Thank you.

3 MAYOR HARRISON: Thank you.

4 Linda Harellson. Harmeson --

5 LINDA HARMESON: You got it.

6 MAYOR HARRISON: Close to Harrison, so... Thank  
7 you.

8 LINDA HARMESON: Good evening. My name is Linda  
9 Harmeson. I live in Pleasanton. I was born and raised in  
10 Illinois. And about 1980, drifted out to California as  
11 one of my life-long dreams. I just want to say something  
12 to the youth and address the comment about planning. My  
13 mother passed away last year at 96. She lived in 80  
14 square feet in a skilled nursing facility at \$7,000 a  
15 month. So start planning. We could talk -- That's a  
16 whole 'nother subject for a whole 'nother time.

17 What is interesting -- So in 2010, I was not  
18 focused on this subject at all. And then I drifted into  
19 here. And I've been looking at this, and all I can tell  
20 you is that the assumptions here are wild and crazy. You  
21 have some interesting perspectives.

22 Let me just tell you mine: I've worked for a  
23 dot com that's still in business; over a hundred years.  
24 In 2000, they started a plan to have workers work from  
25 home. I'm the only one in the office because I have to be

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1 there. I work in a virtual ghost town. So sometimes when  
2 there are things about getting out of your car, hello, I  
3 don't get this.

4 The other one is, I need exercise. Well, talk  
5 to my boss because he wants me to work, work, work, work,  
6 work. But if I took the bus to and from -- I went out to  
7 the schedule, and I figured it out. It is going to take  
8 me two -- two-and-a-half more hours to get to and from  
9 work. And it's going to cost me \$8.50 a day. I don't  
10 spend that on gas right now. So -- And guess what? Could  
11 I make a deal with you guys? Could I drive to work and  
12 promise that I'll walk 17 minutes a day?

13 So anyway, I talked about my mother. I'll talk  
14 about my father. B-17 pilot during World War II; shot  
15 down over Swinefurt, Germany. The German government gave  
16 him a home for two years. But I will say this about  
17 Yankee ingenuity: If you saw the movie Stalag Luft III --  
18 Those guys tried to dig their way out. So I'm hoping he's  
19 gonna channel to me to help me figure out how to help you  
20 guys say that this is a stupid plan, and we've got to come  
21 up with something else.

22 Thank you.

23 MAYOR SBRANTI: Next speaker is Linda Ross.

24 LINDA ROSS: I'm Linda Ross, and I live here in  
25 Fremont. I raised my kids here, and they are all grown up

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1 and, of course, they had to move out of the area because  
2 they couldn't afford to live here. But I wouldn't want to  
3 raise my kids in a little apartment; two by -- You are  
4 talking maybe adults.

5           What about the families? You know, people want  
6 to have houses where they can let their kids run out in  
7 the little backyard. You can't let them go to the park  
8 anymore. It is not safe. They get kidnapped. So to have  
9 your own house with -- for your kids to go out and play in  
10 the backyard or the front yard, where you can keep an eye  
11 on them -- I don't hear anything for the families. It is  
12 all about, like, this is supposed to be for the adults  
13 supposedly because there's no -- kids would not want to be  
14 cooped up in a little area.

15           They -- It's hard to raise kids in a house or an  
16 apartment. Even people that are in apartments, I don't  
17 think they want to be there with kids. And then they like  
18 to have pets. You know, pets and all these getting  
19 crammed in these little areas, it is not workable. This  
20 is why society is going crazy. There is just too much.  
21 Everybody's stuff intruding on everybody else's freedoms  
22 because you just don't have the space. And people are  
23 going nuts.

24           SUPERVISOR VALLE: Thank you, ladies and  
25 gentlemen. We have no more speaker cards. We will be

1 here for a while longer. I would ask my colleagues if  
2 they would like to make any concluding remarks.

3 Any of you?

4 MAYOR JEAN QUAN: Well, I haven't -- I am a new  
5 member of the MTC Oakland. I just got the seat recently,  
6 and this is the first hearing I've gone to. And this is  
7 the first Plan that I will go through as an MTC  
8 commissioner. I was on ABAG -- And this is a joint ABAG  
9 and MTC project.

10 During the last time we discussed the numbers,  
11 and so, about half of you seem to be from Oakland, anyhow.  
12 I tried to get and will see if I can get some kind of  
13 meeting in Oakland that's a little closer to the urban  
14 core because it seems most of these meetings have been out  
15 here in the suburbs. And there's a different perspective.  
16 So I'm not going to take the bait on certain people's  
17 descriptions of Oakland and urban living. Right now  
18 Oakland is supposed to be, like, one of the fifth places  
19 -- best places to visit in the world. And we're  
20 definitely a city that has everything from redwood forests  
21 to estuary bayside homes, and everything in between.  
22 We're a city from rich people, poor people, and everything  
23 in between. And we actually sort of like our diversity,  
24 and we like our mix.

25 And in the last fight over this -- And I do

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1 believe in global warming. It was not just the issue of  
2 global warming, but it was the issue of how do you have a  
3 diverse economy and diverse life and one that you don't  
4 have to drive so much? That's a great thing about  
5 America; got lots of different choices.

6 I grew up in the valley -- the Tri-Valley -- for  
7 part of my life. I spent a lot of time with my aunts and  
8 uncles -- because my mom was a single mom -- in Berkeley,  
9 San Francisco, Oakland. And the Bay Area has an amazing  
10 number of choices. And one of the things that we've  
11 looked at -- the last Plan was, does it make sense to put  
12 housing where public transportation is, particularly with  
13 an aging population?

14 A lot of the people who are refugees into San  
15 Francisco come from two places: They come from people who  
16 can't afford San Francisco because it's become so  
17 expensive, and my friends who went to Berkeley with me,  
18 who decided they don't need the four-bedroom house  
19 anymore, and would like to be in the city where sometimes  
20 there are more things happening in one day in Oakland than  
21 is happening in their town in one month, and so that's,  
22 again, the choices.

23 It's a national migration of seniors back to  
24 cities and closer to the public transportation because  
25 even though baby boomers thought we would be the

1 generation that would rule forever, some day, which some  
2 of us can see in 10 or 20 years, where the kids take the  
3 car keys away. And we still want to live independently,  
4 and we still want to have opportunity to do all the things  
5 we expected to do.

6           Personally, I now live in the Oakland Hills. I  
7 keep my eye out for that house near the lake so that when  
8 I get older, I can walk to Chinatown for dim sum and walk  
9 around the lake every day.

10           So when we looked at the issue of the housing,  
11 it, one, made sense to put housing where transportation  
12 already was. And Oakland's General Plan calls for  
13 building more density along all of our corridors. By  
14 building more density in places like West Oakland, we've  
15 actually stopped some of the gentrification push-out  
16 because we built a lot of affordable senior housing that  
17 has sort of a good mix of seniors on both low-income and  
18 working class and middle class seniors. And they're  
19 pretty vibrant communities.

20           If you have any doubt -- If you get cable or you  
21 want to watch video, watch us on streaming video. Watch  
22 the seniors; video the seniors; come down to the city  
23 council meetings.

24           The other thing that we looked at is that some  
25 cities, because of affordable housing, had higher

1 concentrations of poverty, and that we are trying to  
2 develop neighborhoods that are more mixed in income. And  
3 so we tried to make sure -- I had the first -- As a  
4 council member, I had the first affordable housing  
5 buildings above MacArthur, and they are two of the nicest  
6 in my entire district; very well built, attractive places  
7 to live, places where a lot of seniors are on the waiting  
8 list of varying incomes in particular.

9           And we also thought that if Oakland and San  
10 Francisco and San Jose under this Plan take more housing,  
11 that we should get a bigger share of the state and federal  
12 funding. And we generally have. And so that's fair. If  
13 we do more of the housing -- and particularly since we  
14 make a point to integrate in low- and moderate-income  
15 housing into our city, that we should get state bonds.

16           Now, there is no -- someone said that there is  
17 no ongoing revenue source right now. I think that's a  
18 problem for the state. I'm hoping that the legislature  
19 eventually fixes that. But it also means that we ask the  
20 cities around the Bay Area also to build affordable  
21 housing. Oakland and San Francisco and San Jose -- and I  
22 know that's more controversial that people have a right to  
23 live in different places. And some cities have really  
24 stepped up. Walnut Creek, Dublin have built mixed-income  
25 housing, which makes those communities more interesting.

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1 I think more -- more mixed. And that is an interesting  
2 issue.

3 And so the Plan is not that radical. It really  
4 isn't, despite the fear. And there's a lot of politics in  
5 fear in our country. It is really not that radical,  
6 what's beginning to happen, just because that's what makes  
7 sense. And a lot of the young people that you heard from  
8 here today, I see them every day. We are having a flood  
9 of people -- particularly young, talented people -- move  
10 to Oakland.

11 If you want to take a look at that, I invite you  
12 to the Art Murmur on Friday. It is an amazing mix of  
13 people. It's a little bit like Mardi Gras. It happens  
14 the first Friday every month in our city. And we have a  
15 lot of creative and interesting people coming to Oakland  
16 because of the affordability housing.

17 And I'll just end with this: It is a joke  
18 between me and Ed Lee, who is a friend of mine. San  
19 Francisco Guardian had a cover, and it said, "Is Oakland  
20 cooler than San Francisco?" Now, they did mean global  
21 warming cooler, but I have to say, I've never seen such a  
22 hot week in May as we did today. But what they were  
23 talking about is that because the housing -- Oakland's  
24 more affordable; that more of the artists, more of the  
25 young people, more of the creative people are moving to

1 our city. And that's what is creating things like uptown,  
2 the Art Murmur, and this whole creative culture that made  
3 the New York Times name us the fifth most interesting  
4 place to visit last year.

5 And so I think somebody said change is going to  
6 happen. So we either should do it in a way that's fair  
7 and planned, or we just let the market run it. And if we  
8 do that, I think -- I think then you don't have  
9 necessarily clean air and affordable housing throughout  
10 the Bay Area.

11 CELESTE PARADISE: If diversity occupies  
12 Oakland, you can keep it.

13 (Outbursts from audience.)

14 MAYOR HARRISON: Before I make a couple  
15 concluding remarks, I do have one final --

16 (Outbursts from audience.)

17 MAYOR JEAN QUAN: I've got to say something.  
18 The Occupy -- The Occupy Oakland people that we arrested  
19 were mostly from the suburbs.

20 CELESTE PARADISE: You didn't do anything for  
21 your own shopkeepers, ma'am. We had Chinese woman hiding  
22 in our restaurant.

23 MAYOR HARRISON: Dolores T. We have a final  
24 speaker from Dolores. Sorry.

25 LIZ MANNING: This is a radical plan, Mayor.

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1 You need to learn about it.

2 MAYOR HARRISON: Dolores. Thank you.

3 DOLORES T: Hi. Just some really quick  
4 comments. A lot of it, I think, was kind of said earlier.  
5 But really just -- And I want to look at the Plan more in  
6 depth and definitely provide comments before the deadline,  
7 but just some clarity in terms of funding streams for  
8 cities and municipalities that create affordable housing  
9 because that's really what's needed in this area, is  
10 making sure people aren't displaced. And just what the  
11 two youths said earlier was perfect. And they are the  
12 ones that are going to inherit the entire Bay Area, so I  
13 think we need to put a little bit more weight into what  
14 they are saying.

15 But the major thing I wanted to say today wasn't  
16 in relation to the Plan. It was just in terms of this  
17 event itself. And looking at the other scheduled events  
18 that were happening across the Bay Area for the public  
19 hearings, the common trend that I seen -- which was very  
20 disheartening -- is that they were all happening in  
21 communities that were predominantly middle- or  
22 upper-income levels. Even in Alameda County here, which  
23 -- I mean, my personal perspective is that it is probably  
24 one of the lowest income counties in the entire Bay Area.  
25 You guys chose the city furthest south in the entire

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1 county, and probably the one that is in the higher  
2 threshold, in terms of income.

3 And then this location in and of itself is not  
4 very accessible. I work with and I am a person with a  
5 disability. And I had to drive here because there wasn't  
6 really that much options that I felt comfortable, in terms  
7 of even getting here. I also had about five or six other  
8 people that wanted to attend today who couldn't, and the  
9 one person who did, you know, there was a bus, and there  
10 was a lot of -- a little bit of weariness, in terms of  
11 even getting to this location. So I am questioning what  
12 the logic was behind that, in terms of planning the  
13 sessions.

14 And I think most importantly, the lesson learned  
15 here is that the comments that you receive today are  
16 really a reflection of the community that you seem to have  
17 targeted based on the location. And a lot of the comments  
18 today seemed very -- I am not going to judge the comments,  
19 but I think you guys have an idea about the certain  
20 population that you reached, and why that was as opposed  
21 to targeting a population that would have really given you  
22 some constructive feedback.

23 Thank you.

24 MAYOR HARRISON: Thank you, Dolores. And I  
25 would just end with my comments, saying, while I welcome

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1 everyone to Fremont, I am sorry it was difficult to get  
2 to. But I don't know how the selection -- but this whole  
3 thing -- this whole group -- all Bay Area -- was to get  
4 Mayor Jean Quan down to Fremont. No. I'm just kidding.

5 MAYOR JEAN QUAN: (Inaudible.)

6 MAYOR HARRISON: Where I am happy to have you.  
7 The thing that makes me so proud is seeing the youth  
8 getting involved and hearing what the youth had to say.  
9 That's very important. I appreciate everyone. This is  
10 what democracy is about; everyone talking, everyone  
11 listening and hearing both sides. You are not going to  
12 agree with me. I am not going to agree with you. I am  
13 sorry that you thought that I was being rude, but I was  
14 trying to administer and be fair to everyone here. If  
15 there's more time afterwards, we can talk, and you can  
16 tell everyone else who wants to hear. I appreciate  
17 everyone's involvement.

18 This is a -- I know -- very controversial issue  
19 I am looking forward to hearing. I want to encourage  
20 everyone to put all of your comments in writing and submit  
21 them because that's what is going to be part of the  
22 document as it goes forward.

23 Thank you very much.

24 MAYOR SBRANTI: And I just want to say in  
25 closing, just echoing the mayor's comments. It is really

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1 great to hear just the passion on both sides, the  
2 diversity of opinions both here and throughout the  
3 nine-county Bay Area region.

4 I look forward to reading the comments as this  
5 continues to move forward. It is obvious by everyone's  
6 presence tonight that everybody here loves the Bay Area  
7 and wants what's best.

8 And I really also want to commend how respectful  
9 everyone was. I know at times, you know, people were  
10 hearing things that maybe you passionately disagree with,  
11 but everybody was really respectful. And I really  
12 appreciate that.

13 SUPERVISOR VALLE: And ladies and gentlemen,  
14 just a reminder: Thursday, May 16th, 4:00 p.m. is the  
15 deadline for getting your comments in.

16 Thank you, and have a good evening. We are  
17 adjourned.

18 (WHEREUPON, the meeting was adjourned at 8:34 p.m.)

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CERTIFICATE OF REPORTER

I, AMBER EMERICK, hereby certify that the witness in the foregoing deposition was by me duly sworn to tell the truth, the whole truth, and nothing but the truth in the within-entitled cause;

That said deposition was taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said deposition and of the proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of May, 2013.

---

AMBER EMERICK CSR No. 13546

800-331-9029

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METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE DRAFT )  
PLAN BAY AREA )  
SANTA CLARA COUNTY )  
)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, MAY 1, 2013

HILTON SAN JOSE

Reported by: DANIELLE READING, CSR 10826

NOELIA ESPINOLA, CSR 8060

Emerick and Finch, Certified Shorthand Reporters

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ATTENDEES

Sam Liccardo - San Jose City Council Member, ABAG Board Member, and MTC Commissioner

Ronit Bryant - Mountain View City Council Member and ABAG Board Member

---o0o---

BE IT REMEMBERED THAT, pursuant to Notice of the Hearing, and on Wednesday, May 1, 2013, commencing at 7:12 p.m., thereof at Hilton San Jose, at 300 Almaden Boulevard, San Jose, California 95110, before us, Noelia Espinola and Danielle Reading, Certified Shorthand Reporters for the State of California, there commenced a Public Hearing.

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1 Wednesday, May 1, 2013 7:12 p.m.

2 P R O C E E D I N G S

3 COMMISSIONER LICCARDO: Well, good evening.

4 Thanks for coming. Good evening. It's wonderful to see  
5 so many familiar faces and some not-so-familiar faces.

6 And I imagine some of you came a long way to be here.

7 I'm just curious. If you drove more than 30 minutes  
8 from wherever you came from -- at work or home -- to get  
9 here, could you raise your hand. I'm just curious.

10 Thank for your sacrifice in coming all this  
11 way. I know many of you are residents of Santa Clara  
12 County or in San Jose. Some of you are not. Thank you  
13 for joining us.

14 We're, of course, embarking on an effort to see  
15 how cities and towns throughout the Bay Area can start  
16 to collaborate together. Because for many of you who  
17 sat in traffic for more than 30 minutes, you probably  
18 know something about how it is we got to be a Bay Area  
19 where lots of people sit in traffic for a whole lot more  
20 than 30 minutes. And it has something to do with the  
21 fact that land use and transportation weren't always  
22 planned together in a way in which cities and towns are  
23 talking to one another. And so now we're actually doing  
24 that. We're communicating with one another.

25 I'm pleased to be here with my colleague, Ronit  
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1 Bryant, who is a council member in the City of Mountain  
2 View and former mayor and a member of the Association --  
3 the Executive Board of the Association of Bay Area  
4 Governments. I'm also a member of that board as well as  
5 a commissioner with the Metropolitan Transportation  
6 Commission. And I also am an elected city council  
7 member here, representing downtown San Jose.

8 We're thrilled that you're here because we know  
9 that you are passionate about the future of our region,  
10 and that is why you are here and you want to make sure  
11 you are heard.

12 We are going to make sure you are heard in a  
13 few ways. First of all, though we're only two members  
14 of these boards, all of the members of the boards are  
15 going to be provided with your public comments. We have  
16 a certified court reporter here, who is going to be  
17 taking a transcript. I know that much of this is being  
18 recorded as well. We are -- my understanding is  
19 summaries of the comments are going to be provided to  
20 all the commission and board members as we make  
21 decisions about our future through Plan Bay Area.

22 And I think we all know, as we are all elected  
23 officials from different cities and towns throughout the  
24 region, that this is going to be -- have to be a plan  
25 that reflects the great diversity of our region, the

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1 fact that not all towns and cities are alike. And a lot  
2 of folks like the way their city and town is. And  
3 that's a good thing. And we want to preserve what is  
4 great about our region, but we also want to plan for  
5 what we know will be a continued growth in this region.

6 Because I can tell you, in the city of San  
7 Jose, where I'm from, we could build all the walls we  
8 want, and we're going to keep growing. We're going to  
9 have approximately 400,000 people over the next quarter  
10 century, and most of those folks are going to be  
11 children and grandchildren of people who are already  
12 here.

13 And the question is, how are we going to plan  
14 for that growth? Are we going to plan for it at all?  
15 And we've seen what -- over the last century, what a  
16 lack of planning does, with growth and sprawl and the  
17 challenges that that presents.

18 So, obviously, we're got a lot of work to do.  
19 And I want to, obviously, get right to public comment.  
20 But, before we do, I'd like to ask my colleague, Ronit,  
21 to say a few words.

22 I should tell you all that we have a lot of  
23 folks who want to make comment. And please fill out a  
24 blue card. And where -- are -- the blue cards are being  
25 passed around now, as we speak. Please fill one out,  
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1 and we will take them.

2 We're going to ask, because we have so many  
3 people that would like to speak and we know many of you  
4 have families to get home to -- we're going to ask  
5 everyone to limit their comments to two minutes. So  
6 that way we can make sure that everyone is heard.

7 With no further ado, I'd like to introduce my  
8 colleague, Ronit.

9 BOARD MEMBER BRYANT: Thank you, Sam. And  
10 thank you all for -- for coming here.

11 I'm from Mountain View, where we are working  
12 very hard to both stay as we are and manage change. And  
13 we have companies like Google and Microsoft and Intuit  
14 in Mountain View, so change is knocking on our door all  
15 the time. But we have neighborhoods that we love. We  
16 have our Shoreline park, which we love. And we're  
17 trying to figure out how to preserve what we love and  
18 yet have some growth that we control. It's -- that's a  
19 really exciting thing. It gets people riled up. It  
20 gets people very excited. But it's a challenge that  
21 we're all facing. And we've been working on this Plan  
22 Bay Area for quite some time now, with input from the  
23 counties, from the cities, from the residents.

24 The point to remember is that this is a work in  
25 progress. So hopefully we will get it fairly right.

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1 But we will have to continue working on it to make sure  
2 that we have all this high-tech industry that produces  
3 jobs for us and we also have our wonderful open spaces,  
4 which are part of the reason why we live here. And  
5 figuring out how to have all of that is our challenge.

6 Let's see. So that's what this Plan Bay Area  
7 is trying to do, to give us all options to live in  
8 different ways. Some of us like one way of living; some  
9 of us like another. Let's see if we can figure out how  
10 we can all do this together.

11 The comments that we hear tonight -- it's a  
12 small table. There is -- at the ABAG Executive Board,  
13 at the MTC, there is a lot of us. Not everyone could  
14 make it tonight. All the comments that we hear tonight  
15 will be shared with the MTC and ABAG boards. We will be  
16 listening to your comments. This isn't going to be a  
17 conversation, unfortunately, because there's so many of  
18 us. This is going to be listening to the comments that  
19 you make.

20 The draft plan itself is available online at  
21 the website OneBayArea.org. And the public comment  
22 period closes on Thursday, May 16th, at 4:00 p.m.

23 With that, let's listen to your comments.

24 I would like to instruct our court reporter  
25 that the public hearing is underway and ask our first  
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1 speaker to begin. And Sam will read out the name.

2 COMMISSIONER LICCARDO: Thank you.

3 And what I'll do is I'll ask several people to  
4 approach. And if the first person whose name is called  
5 could start speaking, and the other two can get near the  
6 microphone. We know that it's a large room, and it will  
7 probably be -- eliminate a lot of pausing and waiting if  
8 everybody is able to come up together.

9 So first ask Alex Chen, followed by -- and  
10 forgive me -- I'm going to mispronounce your name,  
11 because I'm not sure I can read this spelling. It looks  
12 like Pdraig Omathuna. So forgive me if I mispronounced  
13 that. I might have certainly have. Followed by Willie  
14 Solis.

15 Good evening, Alex.

16 MR. CHEN: It's a lot of pressure.

17 I just want to start off by saying that I  
18 think, for people like me and people -- other people of  
19 my age, affordability is very important. And one of,  
20 like, the huge expenses in my life is my car, which is  
21 old and raggedy, guzzles up gas, any gas that I put in  
22 it. Really expensive to maintain despite the poor  
23 quality. And so, for that reason, I would love to see a  
24 more robust transportation -- public transit  
25 infrastructure in the Bay Area, not just in Santa Clara

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1 County. That would be a huge load off my wallet.

2 And, you know, I think the biggest deterrent  
3 for, like, people who don't like taking public transit  
4 is that it's inconvenient. And I think, you know, the  
5 answer to that would be, you know, to really make an  
6 honest effort to invest in public transit  
7 infrastructure.

8 And, yeah, it's not -- it's not simply just  
9 telling people, oh, you know, drive less, you know.  
10 What am I going to do instead? It's -- you have to take  
11 kind of like a holistic approach.

12 And so -- the other kind of aspect of  
13 affordability is rent. You know, as someone who's just  
14 kind of starting out in their career and, you know, as a  
15 lazy person too, I would like to be able to find an  
16 affordable place to live, where I can hop on the bus  
17 really easily and get to work. The saddest day every  
18 month is, you know, when I have to hand over a rent  
19 check to my landlord. So I would like that day to be a  
20 little less sad. It's always going to be sad but. . .

21 I think Plan Bay Area is a step in the right  
22 direction. I look forward to seeing, you know, a  
23 better -- a more interconnected Bay Area -- Santa Clara  
24 County, San Jose, what have you. You know, I would like  
25 to sell my piece-of-crap car to some poor high school

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1 student and maybe get like an extra ten minutes of  
2 shuteye on the bus on my way to work.

3 Thanks.

4 COMMISSIONER LICCARDO: Thank you. The ringing  
5 you may hear is the two-minute bell. So just in time.

6 Welcome, Padraig.

7 MR. OMATHUNA: Hi there. Yeah, my name is  
8 Padraig Omathuna. So I'm a resident of Los Gatos.

9 COMMISSIONER LICCARDO: Forgive me for  
10 mispronouncing.

11 MR. OMATHUNA: No worries. No worries.

12 So I -- actually, I'm against the plan. I'm  
13 actually for, I guess, the goals of SB 375, which is the  
14 reduction of greenhouse gases.

15 Okay. So I'm against the plan. Okay? I'm for  
16 the goals of SB 375, which is the reduction of  
17 greenhouse gases.

18 And I'm against this plan for a number of  
19 reasons. One, I don't understand how, I guess,  
20 affordable housing, et cetera, ties in with greenhouse  
21 gases. Okay? I would say that if you want to reduce  
22 greenhouse gases, hike the price of gas. It's a much  
23 simpler way of doing it, rather than the social  
24 engineering experiment that we're -- that we're doing at  
25 the moment.

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1           Another thing, too, is this plan for the Bay  
2 Area is not based on realistic projections for  
3 population growth within the Bay Area. For instance,  
4 the RHNA 2007 growth projections that you guys signed  
5 off on in ABAG had growth projections of 10 percent.  
6 The census came out with 5 percent. All right? So that  
7 was a significant overallocation of resources.

8           Now once more we are allocating 10 percent for  
9 the growth of the Bay Area in the next RHNA allocation,  
10 which is 2014. And we see that 10 percent growth going  
11 on and on and on.

12           However, if you look at the BayAreaCensus.gov  
13 figures, you will see that the growth in the population  
14 of the Bay Area is actually decreasing, percentage-wise,  
15 year on year. And, in fact, 1950 saw one of the largest  
16 increases in the population in the Bay Area, 1 million.  
17 Last year it was -- let's see -- .4 million, 400,000  
18 people. All right? So it's half of what it was in  
19 1950.

20           And with these projections, you are projecting  
21 that 700,000 people are going to be coming into the Bay  
22 Area, you know, year after year. And that's actually  
23 going to be increasing with 10 percent growth. We'll  
24 actually hit something like almost a million in 2040.  
25 And that, again, is just like unrealistic.

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1           Another part is -- I think -- you know, these  
2 type of allocations and social engineering is going to  
3 destroy the one thing that attracts people to the Bay  
4 Area, which is a lot of nature, a very -- a very nice  
5 lifestyle. And it's going to destroy a lot of the  
6 downtowns. I live in Los Gatos, and I --

7           COMMISSIONER LICCARDO: I'm sorry, sir.

8           MR. OMATHUNA: That's okay. But the other guy  
9 got more time too, right?

10          COMMISSIONER LICCARDO: No, no. When the --  
11 when the bell hits --

12          MR. OMATHUNA: Okay. And then, finally,  
13 community outreach --

14          COMMISSIONER LICCARDO: Thank you, sir.

15          MR. OMATHUNA: Community outreach -- I -- you  
16 know --

17          COMMISSIONER LICCARDO: Sir, thank you. I'm  
18 sorry.

19          MR. OMATHUNA: Sixty percent of businesses have  
20 not even heard of this.

21          COMMISSIONER LICCARDO: Willie -- Willie Solis,  
22 followed by Rich Hedges and Susan Stuart.

23          MR. SOLIS: Good evening, ladies and gentlemen.  
24 I'm Willie Solis, and I live in Fremont. I'll also a  
25 business representative for SMWIA Local 104, which

1 represents over 9,000 sheet metal workers in Northern  
2 California.

3 Our members, perhaps, have a greater stake than  
4 most in the final version of the One Bay Area plan.  
5 Both the quality of the communities they live in and  
6 their capacity to earn a decent living is at stake.

7 At our annual Campaign For Jobs conference,  
8 over 250 of our members adopted a set of principles we  
9 call the Livable Community Initiative. We are the first  
10 building trades union in the nation to do so.

11 Much of the One Bay Area plan supports this  
12 initiative. For example, protecting our open spaces.  
13 It does -- pushes construction towards infill  
14 development, providing us work and reducing greenhouse  
15 gas emissions. Having houses placed along transit  
16 corridors and having lots of choices for transit will  
17 help our members' family get to where they need to go  
18 and make transit less costly.

19 We are concerned that not enough has been done  
20 to provide housing that is affordable to our members. A  
21 union sheet metal worker building the thousands of  
22 housing units envisioned by this plan make less than  
23 \$40,000 a year. Not enough to pay the \$2800 for a  
24 two-bedroom apartment that is the going rate in many  
25 cities.

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1           We are very concerned that the Plan Bay Area is  
2 completely silent on the thousands of construction jobs  
3 that will result from building out of this plan. Here's  
4 why we're concerned. The current business model for  
5 developers building infill development is based on  
6 creating a low-wage work force imported from the Central  
7 Valley.

8           BRE, B-R-E, is a perfect example. This  
9 developer has two new projects in Sunnyvale, totaling  
10 over 600 units. At the resulting sites, 17 out of 34  
11 contractors were based outside the region. Sheet metal  
12 workers were paid \$12.00 an hour and shipped in from  
13 Sacramento.

14           Why is there nothing in the plan encouraging  
15 the use of the local work force and paying these workers  
16 their standard wages? Why is there nothing in the plan  
17 of the benefits of having several billions in  
18 construction wages recirculated within the local  
19 economy, resulting in millions in local sales tax  
20 revenues? Why isn't there anything in the plan about  
21 the thousands of new middle-class careers that could be  
22 the results of the building?

23           Thank you.

24           COMMISSIONER LICCARDO: Thank you, Mr. Solis.

25           Rich, Mr. Hedges, followed by Susan Stuart and  
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1 Chris Lepe.

2 MR. HEDGES: Can you hear me?

3 COMMISSIONER LICCARDO: Yes. Go ahead, sir.

4 MR. HEDGES: Okay. Rich Hedges. I'm very much  
5 in favor of this plan. There's a couple of deficiencies  
6 I want to talk you to about that I would like to see  
7 clarified.

8 I really thank you for doing this. A great man  
9 told me, when he hired me 40 years ago, a plan usually  
10 helps you succeed, so plan to succeed. And I think  
11 you've done that.

12 I would like to say that my union is a block  
13 from here. If you pass it, you will see it's  
14 13 stories. We were the first building in  
15 redevelopment, and we have 12 stories of  
16 below-market-rate housing for retirees. Not just our  
17 members but everybody.

18 And I see many of the people in here are very  
19 much like me. They've probably got a home that's paid  
20 for. I've had a home for 40 years. I fixed my costs.

21 The first man that spoke was young. We need to  
22 keep people like that in the region. They're bright.  
23 And they are having a really hard time staying housed.  
24 We need better transit. We need better housing.

25 I want to talk to you about some of the things  
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1 in the -- in the plan that we need to fix. There has to  
2 be more below-market-rate housing. I'm not saying  
3 low-income housing. Below-market-rate housing. Big  
4 difference.

5 And I'm also -- and I'm also very concerned  
6 about no comments about prevailing wage. We do not need  
7 people coming in here and taking all the value that  
8 we're adding to this -- this area out of construction  
9 and taking it somewhere else. We need to make sure our  
10 local work force, both union and nonunion, are able to  
11 be employed in these projects.

12 So I would close with just saying that -- keep  
13 it up.

14 I hope that we will make sure that our young  
15 people can stay here. Our members are young, for the  
16 most part. Most of them are working now, so they can't  
17 be here. But they would tell you they are sick of  
18 driving for an hour for \$25,000 a year. Even though  
19 have good healthcare and a pension, it still doesn't pay  
20 the bills or pay for the housing. And it's about all  
21 they can take. They have very little time with their  
22 families.

23 So let's get this plan off and rolling.

24 I wish there were more requirements. That's  
25 another thing that I see that's probably a deficiency.

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1 We need to make more requirements in the plan for  
2 cities.

3 COMMISSIONER LICCARDO: Thank you, sir.  
4 Susan Stuart.

5 MS. STUART: Hi, I'm Susan Stuart. I'm with  
6 the County Public Health Department. And -- which is a  
7 member of the Bay Area Regional Health Inequities  
8 Initiative.

9 COMMISSIONER LICCARDO: Could I ask you to  
10 speak up just a bit.

11 MS. STUART: Sure. We'd like to commend the  
12 regional planning bodies and the participating  
13 stakeholders for this innovative effort. The draft plan  
14 is an enormous step towards sustainability, as it  
15 prioritizes existing transportation and focuses on the  
16 location of housing near transit, the reduction of  
17 premature deaths from particulate matter, the  
18 preservation of ag land and open space and the  
19 investment in local projects that support focus growth  
20 through the One Bay Area grants.

21 However, a major concern with the draft plan is  
22 the displacement of vulnerable communities that would  
23 result from the dramatic increase in the cost of housing  
24 and transportation predicted in the draft plan. The  
25 plan expects lower-income families to spend nearly

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1 three-quarters of their income on housing and  
2 transportation, leaving very little for food, clothing  
3 and education. This is both a financial burden for  
4 individual families, as people are saying, and a threat  
5 to the viability of the local economy.

6 It also means that a large percentage of the  
7 population will continue to spend long hours in commutes  
8 to work, making it difficult for them to spend time with  
9 their families in their communities and difficult for  
10 them to get physical activity, which is so important in  
11 the prevention of chronic disease.

12 Another concern is the expected rate of injury  
13 and fatality collisions in the communities that will  
14 experience the biggest growth and the need to invest  
15 more heavily in projects that calm traffic and make  
16 roads safe for all users.

17 Going forward, we ask that you continue to  
18 partner with Public Health and refine methods for  
19 measuring impacts on health. One example is the  
20 Integrated Transport and Health Impact Modeling Tool  
21 that was developed with MTC staff. This research  
22 determined that for every 1 percent increase in active  
23 transit commuting, the region could expect a roughly  
24 1 decrease -- 1 percent decrease in mortality.

25 We urge the regional agencies to continue to  
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1 explore alternatives, including the Equity, Environment  
2 and Jobs Alternative, which was called the  
3 environmentally superior alternative in the draft EIR.

4 Thank you.

5 COMMISSIONER LICCARDO: Thank you.

6 Mr. Lepe, followed by Michael Ludwig and  
7 Michael Shaw.

8 MR. LEPE: Hello. So my name is Chris Lepe.  
9 I'm the community planner for TransForm, a Bay Area  
10 transportation advocacy organization.

11 And, you know, overall, we support the plan.  
12 Plan Bay Area is going to bring people closer to their  
13 jobs, and it's going to provide better transportation  
14 options. For the first time, transportation projects  
15 are being ranked in terms of cost-effectiveness and  
16 benefits for the environment and for communities. So  
17 this is a greatly superior plan from where we have come  
18 from before, from previous plans.

19 And -- however, we do have few different  
20 concerns. In particular, the HOT lane network. So we  
21 are not opposed to HOT lanes, but we are opposed to  
22 adding excess capacity. And so we would like to see,  
23 instead of the revenues from the HOT lanes go towards  
24 additional highway expansion -- what we'd like to see  
25 that instead go to is transportation options -- better

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1 public transportation options. For example, shuttles,  
2 you know, buses along -- express buses along the  
3 freeways and also a low-income pass to allow for  
4 low-income individuals as well as youth, a youth pass --  
5 to allow them to be able to access different  
6 destinations. So I think the HOT lane network is one of  
7 the main concerns that we have, but we think that can be  
8 fixed.

9           Also, we would like to see more funding for  
10 transit operations. So with the EEJ, the Environment,  
11 Equity and Jobs Alternative, there's actually a  
12 significant amount of additional transit operations  
13 projected as part of that plan that will help reduce our  
14 greenhouse gas emissions and get people from Point A to  
15 Point B.

16           Finally, as we invest in communities such as  
17 low-income communities, we should try to avoid the  
18 displacement of people living in those neighborhoods.  
19 Because those are the folks that are dependent on our  
20 public transportation services. So we would like to see  
21 anti-displacement measures as part of the plan.

22           And just -- I'd like to finish by saying that  
23 the EEJ alternative provides so many more benefits in  
24 regards to health, the environment and just improving  
25 the quality of life for Bay Area residents.

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1                   Is that my time?

2                   COMMISSIONER LICCARDO: It is. Thank you.

3 Thank you, Mr. Lepe.

4                   Michael Ludwig, followed by Michael Shaw and  
5 Mike Bulea. I hope I didn't mispronounce that.

6                   MR. LUDWIG: Thank you.

7                   I'm Michael Ludwig from San Jose. And I do  
8 like, in general, what you are doing with this Plan Bay  
9 Area, especially trying to coordinate the growth in  
10 housing and jobs with transportation.

11                  I am concerned about a few things. Most of  
12 Chris Lepe's comments -- I want to echo them. I agree  
13 with him. And also the concerns about affordability. I  
14 am a low-income person, so -- so I am very concerned  
15 that there be low-income housing and low-income transit,  
16 things like that, available.

17                  I see in the plan it's expected to accommodate  
18 79 percent of new housing within PBA. That's good.  
19 That's a high percentage. I like that. But only  
20 63 percent of new jobs. And the 63 percent sounds low,  
21 but I notice it only includes PBA's. If you also  
22 include the -- the new jobs that are within a half-mile  
23 of a rail transit station or a BRT station, how much  
24 would that 63 percent increase? I hope by a lot.

25                  And I can't think of anything else, so I'll  
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1 just. . .

2 COMMISSIONER LICCARDO: Thank you, Michael.

3 And that's actually a helpful example. If  
4 anyone doesn't feel the need to take up the full two  
5 minutes, you're not obligated to do so.

6 Okay. Mike Bulea, followed by Don Connors and  
7 Megan Fluke.

8 MR. SHAW: Did you said Michael Shaw?

9 COMMISSIONER LICCARDO: Mike, yes.

10 MR. SHAW: Michael Shaw.

11 COMMISSIONER LICCARDO: Oh, I'm sorry. Michael  
12 Shaw. Forgive me, Mr. Shaw.

13 MR. SHAW: I'm going to start by saying two  
14 minutes is not enough time for somebody who has spent  
15 many years studying these issues to be able to express  
16 the problems with the One Bay Area plan.

17 My name is Michael Shaw. I'm from  
18 FreedomAdvocates.org. It's a tax-exempt organization  
19 dedicated to expanding public understanding of the  
20 nature of natural law and understanding the nature of  
21 Agenda 21, the globalist plan for the remake of America.

22 Your connection with One Bay Area and to  
23 Agenda 21 is phenomenal. Your thrust to create  
24 stack-and-pack living arrangements is an assault on our  
25 auto mobility, on single-family neighborhood living and  
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1 on private property, including the designation of  
2 wildland corridors throughout Central California.

3 COGs and regionalism. The transformed system  
4 of American government is regionalism. Not something  
5 you learn about in eighth grade. Regionalism is  
6 extra-Constitutional. It implements a Soviet system. A  
7 Soviet system is one where you've got agencies like One  
8 Bay Area, the COG, Council of Governments. COGs exist  
9 across the United States. America is being taken over  
10 by an alternate system of government which no one knows  
11 about, no one has approved and which doesn't exist under  
12 the constitutional framework of the American republic.

13 So I ask you: How do you justify the powers  
14 taken on by COGs like ABAG? COGs engage in regional and  
15 municipal planning, economic and community development,  
16 cartography and GIS, hazard mitigation and emergency  
17 planning, aging services, water use, pollution control,  
18 transit administration and transportation planning.  
19 What happened to local government? You have replaced it  
20 without awareness to the public.

21 How do you reconcile actions that pursue these  
22 Agenda 21 objectives -- first, the abolition of private  
23 property; second, absolving political boundaries, like  
24 county lines; and, third, the creation of dense human  
25 settlements -- with the fact that there is virtually no

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1 public support for these actions in California, other  
2 than those who stand to gain on a short-term basis?

3 I would ask for more time, because your  
4 association with the ICLE organization needs to be  
5 understood by the public. If you shut me off --

6 COMMISSIONER LICCARDO: Thank you, Mr. Shaw.

7 Mike Bulea. Mike Bulea, followed by Don  
8 Connors.

9 MR. BULEA: Thank you.

10 So, first of all, two minutes is unacceptable.  
11 I mean, why don't -- 30 seconds? You really don't get  
12 to hear from us. So two minutes is not acceptable.

13 Second thing, this is the largest real estate  
14 and transportation development in California. It  
15 costs -- it is estimated to cost \$300 billion for a  
16 period of 30 years, and yet the vast majority of  
17 Californians and people in the Bay Area have no idea  
18 this even exists. You are not advertising in  
19 newspapers. You are not advertising on TV. So this  
20 things -- you're actually flying this thing under the  
21 radar, yet it is much larger than the speed train that  
22 was supposed to cost \$40 billion. Forty  
23 billion/300 billion, and no one has heard about it.

24 So my first request is to advertise. Make sure  
25 you advertise this thing. Don't make any decisions

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1 until you do not [sic] make sure that the population is  
2 fully aware of it. And the best way and the necessary  
3 way of doing such a large project is to put it up for a  
4 vote, referendum.

5 Second thing -- thank you. Second thing:  
6 There are better alternatives than public transit.  
7 These things are not flexible. They are written in  
8 stone. You can't change them. The nature of life is  
9 everything is changing.

10 So I know everybody wants cheaper things. We  
11 want cheaper rent. I want a cheaper car. The thing is,  
12 people don't understand that the more government spend,  
13 the more taxation, inflation and borrowing.

14 And that is -- that is why I put that \$16  
15 trillion poster in there. Because right now it's  
16 150,000 per taxpayer. In four short years, the third  
17 largest item on the federal budget is going to be  
18 \$1 trillion. Just the interest rate on the -- on the  
19 national debt. So the money collected from income taxes  
20 is not going to actually result in government services.  
21 It's just going to go to pay for the interest, without  
22 touching the principal.

23 It's stupid to spend so much money and spend  
24 this money on the interest and then destroy the business  
25 environment, make it financially toxic to the point

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1 where they can no longer keep their doors open, they  
2 have to outsource, they have to do all these things that  
3 result in a loss of jobs. Please remember that.

4 COMMISSIONER LICCARDO: Thank you, sir.

5 MR. BULEA: And make sure you put it up for a  
6 vote.

7 COMMISSIONER LICCARDO: Megan got in front of  
8 Don. But go ahead. No, that's okay, Megan.

9 Hi, Don.

10 MR. CONNORS: Hi, Sam. It's been a while. I  
11 see -- he used to represent me, but I had to move.

12 COMMISSIONER LICCARDO: I'm sorry about that.

13 MR. CONNORS: I've seen and participated in a  
14 lot of changes over my 72 years. A lot of this was for  
15 the good and improved the quality of life and some of it  
16 not so much and made matters worse. Based on my  
17 knowledge, education and 50 years of statistical  
18 analysis in a variety of fields, I say this plan falls  
19 into the latter category.

20 One of the things that they talk about is  
21 changes in technology and transit behavior will be  
22 necessary to achieve the objectives. Some of us in the  
23 room remember back in the '70s, when the first fuel  
24 economy standards were put in. It was due to the  
25 fuel -- due to the Arab oil embargo. Global warming was

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1 not an issue. In fact, it was global cooling at the  
2 time. Same groups and same scientists are now telling  
3 us about global warming. But that's an issue for  
4 another day.

5 So, 25 or 30 years later, we take a look and we  
6 find out that the fuel economy of the average car on the  
7 road has doubled. So you think, Whoopee. We've  
8 achieved our goal, we're using less oil. People are  
9 saving money on gas. Wrong. Miles driven per car  
10 doubled, exactly offsetting the increase in fuel  
11 economy. So these projections of social engineering do  
12 not stand up very well. And, by the way, I did that  
13 research, and it was published locally in the Metro and  
14 nationally in the Wall Street Journal. So I'm not  
15 talking through my hat.

16 Also, citizens say they would like to have --  
17 well, some of them have testified they would like to  
18 have near transit and be able to get closer to work.  
19 Well, that sounds good, but let's look at people's  
20 record on this. People have a very low opinion of  
21 Congress, and yet they keep sending the same people back  
22 to Congress. So they don't vote for their convictions.

23 And -- well, I see I'm out of time, but I've  
24 got a lot more. And I'll try to submit that via e-mail  
25 comments.

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1 COMMISSIONER LICCARDO: Feel free to submit it  
2 in writing or by e-mail.

3 MR. CONNORS: Pardon?

4 COMMISSIONER LICCARDO: Feel free to submit by  
5 e-mail or in writing.

6 MR. CONNORS: Yeah.

7 COMMISSIONER LICCARDO: Thank you. Thank you,  
8 Mr. Connors.

9 Megan Fluke Medeiros, followed by Jeff  
10 Loughridge and Susan M., as in Mary, from Gilroy.

11 MS. MEDEIROS: Hi. My name is Megan Fluke  
12 Medeiros, and I'll just say I could not find a safe  
13 place to park my bike, so it's really nice to have  
14 police guards in the back. So thank you for the police  
15 tonight.

16 So I'm a San Jose resident, a bicyclist, an  
17 active transit user, pedestrian. And I wish that my  
18 husband and I could go from being a one-car household to  
19 a zero-car household. But it's just absolutely  
20 impossible in our region.

21 I'm also a Sierra Club Loma Prieta chapter  
22 staff.

23 And I just -- I feel that -- I -- just like  
24 everybody deserves the choice to drive around, I and  
25 other people like me deserve the choice to get around

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1 safely and conveniently with a bicycle. And right now I  
2 can't. And, you know, my daily commute in a car would  
3 take me half an hour, and I spend an hour and a half on  
4 the train getting to work, just from San Jose to Palo  
5 Alto. So this isn't okay. And I feel like the plan is  
6 going in the direction to making it easier for people  
7 like me to get around safely and conveniently.

8           While I work at the Sierra Club Loma Prieta  
9 chapter and I fully support our comments and  
10 recommendations in our letter that you should have  
11 already received or you will receive soon, I'm here to  
12 speak in support of the general direction of Plan -- the  
13 Plan Bay Area process and for long-term planning in  
14 general to address the structural changes we are facing,  
15 globally and locally.

16           Furthermore, I want to voice my support for a  
17 final plan which answers the following important  
18 questions that we are not addressing today. One, how  
19 can we plan our cities to better meet the needs and  
20 preferences of an aging population? Two, how can we  
21 meet the growing demand from young adults for walkable  
22 urban neighborhoods? Three, how can we utilize planning  
23 to address the public health crisis in our cities?  
24 Four, how can we plan our cities to ensure that our  
25 local businesses will be able to attract the workers

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1 that they need at all income levels? Five, how can we  
2 address the climate crisis and reduce greenhouse gas  
3 emissions as we change and grow? Six, how can we plan  
4 our cities so that we increase the convenience and  
5 cost-effectiveness of public transit? Seven, how can we  
6 ensure our housing needs meet the needs of the people we  
7 need and value in our communities?

8 COMMISSIONER LICCARDO: Thank you.

9 MS. MEDEIROS: And, finally, how can we meet  
10 the obligation that we have to others in future  
11 generations?

12 COMMISSIONER LICCARDO: Thank you.

13 MS. MEDEIROS: Thank you.

14 COMMISSIONER LICCARDO: Susan.  
15 Welcome.

16 MR. LOUGHRIDGE: Yeah. Hi. My name is Jeff  
17 Loughridge.

18 I want to say I don't support this plan -- not  
19 even in the slightest -- because I think that it's a  
20 program that we didn't ask for. It's a government  
21 program that's been pushed down our throats, along with  
22 several other programs.

23 But this one in particular is most egregious  
24 because it involves the whole Bay Area. Not just one  
25 town. And that's why -- one of the reasons you're

1 getting around all of the separate towns and all of  
2 their ordinances, by overlaying the zoning that's in  
3 each of those areas with your own plan, which changes  
4 everything. The zoning on -- the zoning on the land  
5 that you are touching -- well, anyway. . .

6 So my example of how this -- this -- it's a  
7 very complicated program. It relies on a lot of complex  
8 information from many sources. And the worst thing that  
9 would be if this information that you are basing it on  
10 is incorrect.

11 Well, the population numbers, which is one of  
12 the basis for your projections, is based on a two  
13 thousand -- ABAG's numbers. And ABAG is supposed to  
14 represent the Council of Bay Area Governments. They  
15 don't represent the Bay Area, though. Because they came  
16 up with a population growth projected at 10 percent.  
17 The census came out two years later and proved that it  
18 was 5 percent. They are also supposed to take their  
19 numbers from the Department of Finance, which rounded  
20 down their numbers to 5 percent. ABAG didn't do that.  
21 And that was in 2010. Since then they've added the same  
22 10 percent to the 2014 RHNA numbers, so affordable  
23 housing and everything else. All your numbers are based  
24 on the wrong projections of population growth, so it  
25 can't be right. And when you're off by 5 percent in

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1 Year 1, 40 years or 30 years later, you are going to be  
2 off by at least 15 percent.

3 So I think this is a social engineering that we  
4 did not ask for and we don't want.

5 COMMISSIONER LICCARDO: Thank you, sir.

6 Susan will be followed by another Susan, Susan  
7 Russell, and Phyllis Cossel. I hope I haven't  
8 mispronounced that.

9 Hi, Susan.

10 SUSAN M.: Hi, my name is Susan, and I'm from  
11 Gilroy.

12 And I do want to say -- just add to what Jeff  
13 said about the population. Because people are leaving  
14 California. California is the highest-taxed state in  
15 the country, with New York, and it's going to get worse.  
16 So people are leaving, they are not coming in. So I've  
17 got to say that the -- that that has to be looked at  
18 again, because it's not going to reach that.

19 But, anyway, I want to say, regarding -- I  
20 perused the EIR, the 1335 pages of the EIR, and what I  
21 see is total control over my life. It's in housing.  
22 It's in transportation. It's in land use, taking away  
23 from agriculture, ranching. We used to be the  
24 breadbasket of America, that's gone. Okay? You are  
25 opening up space that you say can be used by the public,  
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1 no, we can't go on these lands anymore. They are going  
2 into open space to just sit empty. Is this to put on  
3 the solar things to run the energy we need for our  
4 electric cars. What I see is the total control of my  
5 life, and I did not vote for this.

6 I'm just going to address a small part of it,  
7 because it's got to do with the electric car issue.  
8 Have we looked at -- first of all, electric cars are  
9 cost-prohibitive. That young gentleman, Mr. Chen, who  
10 spoke first, he wants to get into something a little bit  
11 more cost-effective. That car will cost him 20,000 more  
12 than a gas-fueled car. They're poor performance.  
13 They've gone under with taxpayer money. There's some  
14 failures in the Volt, with the engine fires. Fisker was  
15 billions of taxpayer monies that failed. There were  
16 recalls on Toyota Priuses.

17 And my question is, where are the recharging  
18 stations going to be and how much are they going to  
19 cost? And what are the hours that are going to be  
20 needed to recharge your vehicle? I wonder if all of  
21 that has been addressed. And where is the -- this is  
22 electricity to recharge, right? Aren't we looking at  
23 limiting the use of our electricity? Where are we going  
24 to get that electricity?

25 COMMISSIONER LICCARDO: Thank you, Susan.  
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1 Susan Russell. Susan will be followed by  
2 Phyllis Cossel and Libby Lucas.

3 MS. RUSSELL: Okay. I'm speaking from the  
4 League of Women Voters of the Bay Area. We strongly  
5 support regional planning that coordinates Bay Area  
6 transportation and housing land use decisions to reduce  
7 greenhouse -- greenhouse gas emissions and to meet the  
8 region's full housing needs for people of all incomes,  
9 in accordance with SB 375. Done well, regional planning  
10 will protect our environment, improve our economy,  
11 increase social equity, conserve agricultural lands and  
12 make our lives safer and more secure.

13 These are region -- issues of regionwide  
14 importance that require thoughtful regional policies.  
15 The recently released draft EIR and the equity analysis  
16 provide a wealth of information that should be used to  
17 improve the draft Plan Bay Area approved for study.

18 In particular, we note that the draft EIR  
19 identifies the Environment, Equity and Jobs or the EEJ  
20 scenario, Alternative 5, as the environmentally superior  
21 alternative among scenarios analyzed. The EEJ  
22 alternative also outperforms the other alternatives and  
23 most of the performance targets and equity metrics your  
24 agencies have adopted. Compared to all the other  
25 alternatives, the EEJ alternative would bring us less

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1 traffic, healthier residents, fewer traffic deaths, more  
2 affordable neighborhoods, and would do a better job of  
3 allowing our most vulnerable neighbors to stay in their  
4 homes.

5 We urge MTC and ABAG to incorporate the best  
6 elements from the EEJ alternative and add key  
7 mitigations into the final Plan Bay Area to improve  
8 outcomes on a host of issues vital to the future of the  
9 region. In particular, with regard to affordable  
10 housing, plan for sufficient housing affordable to  
11 low-wage workers in all infill locations with access to  
12 jobs and transit.

13 With regard to displacements, strengthen the  
14 One Bay Area grant program to better incentivize local  
15 anti-displacement and affordable housing policies. Fund  
16 mitigations such as land-bagging and housing rehab.

17 And with regard to health and active  
18 transportation, fund more active transportation and  
19 complete streets programs to maximize health co-benefits  
20 of physical activity and transit use and better mitigate  
21 air pollution.

22 COMMISSIONER LICCARDO: Thank you. Ms. Cossel.

23 MS. COSSEL: I'm Phyllis Cossel, and --

24 COMMISSIONER LICCARDO: Forgive me for  
25 mispronouncing.

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1 MS. COSSEL: I support the regional -- a  
2 regional plan for the San Francisco Bay Area. We need  
3 our open spaces to support more than clean air. We need  
4 these lands to provide watershed and agriculture and  
5 other uses. We need the water to be able to regenerate  
6 someplace. We don't need private developers to fill  
7 every little piece of land we have. We need to stay out  
8 of the bay lands in our work. And that needs to be done  
9 consistently, for a number of reasons that you have  
10 listed already. And most people know the water level's  
11 rising, the lands are fragile, and we shouldn't be  
12 building on them.

13 We need an adequate supply of housing. Supply  
14 controls cost. A shortage increases the price for  
15 housing for everyone, and an adequate supply reduces the  
16 price for everyone. We need housing for all kinds of  
17 people in the community, and we need it close enough  
18 together that we are able to keep other spaces open for  
19 other uses.

20 Thank you.

21 COMMISSIONER LICCARDO: Libby -- Libby Lucas,  
22 followed by Selena Santa Cruz and Ron -- I think it's  
23 Sacman [sic].

24 MS. LUCAS: Hi. My name is Libby Lucas. My  
25 background is environment and recreation.

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1           I probably shouldn't be speaking because I have  
2   yet to get ahold of the -- a copy of this document to  
3   really read it in hard copy. I looked at the  
4   transportation plan briefly today at one library, but  
5   the other libraries didn't have the documents.

6           I think that my biggest concern is -- the  
7   meeting the other day, someone waved two or three pages  
8   in the air and said, These are all the wetlands that are  
9   going to be impacted. I think when AB 375 was passed,  
10  it was to address climate change. And I think the  
11  wetlands, marshes, are your best way of mitigating for  
12  car emissions. The sequestrian capability is quite  
13  extraordinary. And yet if you -- if this plan is  
14  removing acres and acres of wetlands, I think that's  
15  highly questionable as far as overall planning. You  
16  know, the salt pond restoration is lovely, but it's a  
17  lot of open water. It doesn't do the same job the  
18  marshes themselves do. And so often your expanding of a  
19  highway like 101 is then impacting the marshes that are  
20  still there as a buffer.

21           And I guess my other concern is that with the  
22  density increase, you have to consider the schools and  
23  the libraries and the places for children to play. And  
24  the minute your population density gets to a certain  
25  point, they're the ones that are going to be suffering

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1 if they can't, you know, fly a kite or swing a baseball  
2 bat.

3 So please look at the overall impacts that your  
4 plan is making.

5 Thank you very much.

6 COMMISSIONER LICCARDO: Thank you. Ms. Santa  
7 Cruz.

8 MS. SANTA CRUZ: Yes, my name is Selena Santa  
9 Cruz.

10 And I have a question, really, for you on your  
11 FAQs, under "Miscellaneous." It's the environmental  
12 justice asking, What is that? It's a presidential  
13 executive order, a presidential executive order, who is  
14 a minority, whose citizenship is questionable at best.  
15 It is to benefit and burden disadvantaged communities  
16 and to include minority and low-income communities in  
17 decision-making. Is this decision-making including  
18 illegal aliens? And who's paying for these low-income  
19 disadvantaged minorities? Non-minorities? Those are  
20 the questions that I'd like to know.

21 Thank you.

22 COMMISSIONER LICCARDO: Ron Saclewan, followed  
23 by Georgine Scott and Beth C., as in Charlie, from  
24 Gilroy.

25 MR. SACLEWAN: Hello. Thank you.  
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1 local market called the Rose Market, which I think both  
2 of us probably shop there. And I think that's a -- that  
3 would be really a tragedy.

4 You know, if you look at small businesses that  
5 are affected by some of these high-density housing  
6 projects, someone that spends a lot of their own time  
7 and a lot of their money to develop -- to build up a  
8 small business, grow it up and they are doing well --  
9 kind of part of the American dream, if you want to think  
10 of it that way -- and then -- then these projects would  
11 come out -- come down and steamroll several small  
12 businesses, through no fault of their own. They would  
13 stay in business if this project wouldn't come along.

14 So I submit that this particular project is  
15 probably -- to me, at least, as a local resident who  
16 would be very impacted by this project, I don't see how  
17 it's in keeping with the philosophy of where I think  
18 your group is going. And I submit, therefore, that it  
19 should be reconsidered and probably not pursued.

20 One additional consideration is it's directly  
21 across the street from Graham Middle School and would  
22 have a significant impact on traffic.

23 So I would just suggest that as -- there should  
24 be dialogue involving local homeowners when -- on  
25 specific projects like this.

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1           And I thank you again for having this initial  
2 discussion. It's very helpful, and it's very good to be  
3 able to air this out in public. But a project such as  
4 this one, it's an example of many -- need to be brought  
5 under scrutiny.

6           Thank you.

7           COMMISSIONER LICCARDO: Thank you, sir.

8           Georgine is followed by Beth and Matt Freeman.

9           MS. SCOTT: Hi. Georgine Scott.

10           I wanted to have Mr. Shaw speak on my behalf,  
11 but I was told that I couldn't. So I can only assume  
12 that you don't want somebody highly educated on this  
13 subject educating the rest of the public here.

14           So I -- I would like to say, I am opposed to  
15 this plan. I agree with what Mr. Shaw had said. If you  
16 read -- One Bay Area plan is a vision. It's straight  
17 out of the sustainable development Agenda 21 document.  
18 If you don't know about it, I would suggest you go to  
19 the website and read it and understand what it's about.  
20 It's a United Nations plan.

21           This particular plan, I believe, is a vision  
22 that's unrealistic, nonattainable, and is based on false  
23 and unsubstantiated data. And, in fact, I actually  
24 wrote the County and asked them for their data to  
25 support climate control or global warming or whatever

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1 you want to call it, and I actually got a bunch of  
2 gobbledygook. I was expecting to get actual legal  
3 references or cases or something that supported it, but  
4 I didn't get it.

5 This plan targets and caters to minorities and  
6 the low income and is designed to redistribute the  
7 wealth, with new made-up feel-good terms such as  
8 "environmental justice" and "social equity," to make the  
9 people feel good as you slowly take away our rights. It  
10 gains -- all this plan seems to do is gain more control  
11 over our lives.

12 And the transportation to reduce air  
13 pollution -- that, to me, seems like a joke. Just as  
14 the greenhouse gas emissions, reducing air pollution is  
15 laughable when you devise plans where I can sell my cars  
16 to you because you are not using them. I don't  
17 understand how that's actually reducing any air  
18 pollution.

19 Then on Page 3 in the plan, it says you  
20 can't -- if you can't meet the targets, oh, well.  
21 That's okay. We'll just go to Plan B because, quote,  
22 that doesn't have to be as feasible or achievable as the  
23 SCS. I can't believe how much time you spent coming up  
24 with answers like that.

25 Thank you.  
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1 COMMISSIONER LICCARDO: Thank you.

2 MS. CALVERT: Hi. My name is Beth Calvert, and  
3 I'm a native Californian, born and raised here. I lived  
4 in Gilroy for over 30 years.

5 I specifically moved to a rural part of South  
6 County, where I chose to build my home on an acre lot.  
7 I believe it is our individual freedom to choose where  
8 we live, how large a house we want and can afford, what  
9 type of car do we want to drive. And so I totally  
10 reject the social engineering of the Plan Bay Area.

11 Stated in their own literature, it says, "The  
12 Bay Area Plan will reduce the separation of land use,  
13 jobs, stores, schools and homes and encourage more  
14 complete mixed-use communities so people can drive less  
15 and walk, bike or use more transit.

16 "Number 2. Cluster more homes, jobs and other  
17 activities around transit so people can more easily use  
18 transit rather than drive.

19 "Plan land use and transportation together to  
20 reduce traffic congestion, improve vehicle speeds,  
21 reduce emissions from idling and other inefficiencies."

22 And you also state that the priority  
23 development areas are proposed to absorb 80 percent of  
24 the new housing and 66 percent of new jobs on only  
25 3 percent of the Bay Area land. You are trying to push  
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1 us into small areas. I do not want my four children to  
2 be socially engineered into living in cluster homes and  
3 mixed-use communities. If they choose to live there, I  
4 would love to have them do so. But do not force future  
5 generations into this type of housing by slowly limiting  
6 their choices in where they can live and work.

7 COMMISSIONER LICCARDO: Thank you.

8 Mr. Freeman will be followed by Cat Nguyen and  
9 Dat Phan.

10 MR. FREEMAN: Good evening. I'm Matt Freeman  
11 of the Santa Clara County Open Space Authority. The  
12 Authority is a special district responsible for  
13 protecting and managing open spaces, greenbelts,  
14 wildlife habitat, water resources, farms and ranches in  
15 Santa Clara County, including the cities of San Jose,  
16 Santa Clara, Milpitas, Campbell and Morgan Hill.

17 The Authority really appreciates the emphasis  
18 of Plan Bay Area to direct much of the Bay Area's  
19 anticipated growth into existing urban areas, to promote  
20 compact development and infill to reduce greenhouse gas  
21 emissions. This is a great first step. We feel,  
22 however, that the emphasis -- or that the Plan could do  
23 more to achieve its goals through proactive and focused  
24 conservation of greenbelts, open spaces and agricultural  
25 lands.

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1 More specifically, the Authority would like to  
2 see more focus and investment in the protection and  
3 establishment of the priority conservation areas.  
4 SB 375 includes a requirement that financial incentives  
5 to cities and counties be considered for the protection  
6 of open space, farmland and natural resources. The One  
7 Bay Area grant program, however, only includes  
8 \$10 million towards the establishment of the priority  
9 conservation areas out of an estimated nearly  
10 290 billion in transportation revenue over the next  
11 28 years.

12 In Santa Clara County many of the priority  
13 conservation areas fall within really important areas  
14 that have been identified as critical land conservation  
15 priorities by the Bay Area Open Space Council's  
16 Conservation Lands Network and the Santa Clara Valley  
17 Habitat Conservation Plan. So increased investment in  
18 these areas is really essential to ensure the economic  
19 viability of our remaining farmlands and also to protect  
20 the natural systems that provide so many benefits to  
21 ensure livable communities, clean air, clean water,  
22 food, access to recreation, tourism, new sheds. So, by  
23 protecting these important natural resource areas and  
24 farmlands, conservation and the priority conservation  
25 areas will help the cities meet their greenhouse gas

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1 reduction targets by reducing vehicle miles traveled, by  
2 protecting natural areas for carbon sequestration --

3 COMMISSIONER LICCARDO: Thank you, sir.

4 MR. FREEMAN: -- and potentially through  
5 regional advanced mitigation.

6 Thank you.

7 COMMISSIONER LICCARDO: Thank you, Mr. Freeman.

8 Cat Nguyen, followed by Dat Phan.

9 MS. NGUYEN: Hello. My name is Cat Nguyen.  
10 I'm with the Vietnamese Voluntary Foundation, VIVO.

11 And, first of all, I do want to thank the --  
12 everyone who was part of Plan Bay Area. I feel like  
13 this is the first time ethnic communities, immigrant  
14 communities, refugee communities was really asked to be  
15 involved in the outreach. And there was a very active  
16 effort to get us involved in the outreach. So we do  
17 want to thank you. And the staff has been really great  
18 about that.

19 In general, we do support the Plan. We do  
20 agree with TransForm and some of the other groups that  
21 the Environmental, Equity and Jobs Alternative is a plus  
22 to the plan, in general.

23 The main emphasis we would like is affordable  
24 housing to low-wage workers in infill locations with  
25 access to jobs or transit.

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1 Thank you.

2 COMMISSIONER LICCARDO: Thank you.

3 Dat Phan, followed by Ishi City and a person  
4 with the first initial J., Wert.

5 MR. PHAN: Great. Thank you, everyone.

6 I just wanted to also extend my gratitude  
7 towards Plan Bay Area folks for really making an effort  
8 to not only get to the community but really engage folks  
9 in the discourse.

10 A couple points I wanted to emphasize is  
11 especially when it comes to putting this plan together  
12 and putting it into action, it's going to affect all  
13 nine counties. And especially for Santa Clara County  
14 and the city of San Jose, with a population of almost a  
15 million people, I really wanted to emphasize, when it  
16 comes to investments in transportation for the future --  
17 buses, trains, light rail -- really to emphasize  
18 translation services for the Bay Area's diverse  
19 immigrant and aged community we have here in the city.  
20 Especially when it comes to affordable housing, thinking  
21 about the aging and the growing senior population, the  
22 number of students that are here in the city. And  
23 particularly for working families, making sure seniors  
24 have access to the community centers, families have  
25 access to jobs and students have access to schools.

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1                   COMMISSIONER LICCARDO: I'm sorry. I had you  
2 as -- I misread. Thank you.

3                   MR. WEST: Yeah, right. I am just now learning  
4 about the Bay Area plan. And I am experiencing some  
5 parts of it. I live in Palo Alto. I used to live in  
6 San Francisco. Living in Palo Alto was very different  
7 from living in San Francisco, which was a very diverse  
8 city, culturally, sexual orientation-wise, racially, all  
9 those kinds of things.

10                  The biggest distinction that I have experienced  
11 in living in Palo Alto has been the lack of diversity,  
12 especially around race and really finding anyone that's  
13 out, sexual orientation-wise.

14                  This is of interest to me because as a city  
15 like Palo Alto -- and I'm talking about Palo Alto  
16 here -- brings in low-income housing, it's attracting a  
17 population of people that it has very limited experience  
18 with. And I have found repeatedly that people like  
19 myself, people of color, people in a low-income income  
20 bracket -- and when we are talking Palo Alto, it's  
21 really anything less than \$100,000. So I think, you  
22 know, if you make somewhere up to 100, that's a lot of  
23 money.

24                  We pay taxes. We vote. We contribute. I  
25 think we contribute to a lot to this country. There are  
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1 those of us that serve this county, and we contribute to  
2 our communities. But when we find when we go to the  
3 local planning departments, the local city councils,  
4 because we're such a small percentage of people -- Palo  
5 Alto does not have a large minority community -- that  
6 we're cut off. So when local communities are planning  
7 for these kinds of things and they are looking to get  
8 input on how to serve us, there is no input. We are  
9 totally cut off from the planning boards and planning  
10 decisions. We find that things are planned for us.

11 Examples of this is they have now an almost --  
12 a housing development where there's lots of traffic, and  
13 they're putting kids in there. If that was a  
14 residential area, they wouldn't put kids in there.

15 COMMISSIONER LICCARDO: Thank you, Mr. West.  
16 Ralph Kearns.

17 And -- forgive me. Just one moment, sir.

18 Ladies and gentlemen, I certainly appreciate  
19 people want to express their points of view, and we want  
20 you all to express your points of view. I would ask  
21 you: Please refrain from booing or any negative  
22 comments if you are not in front of the microphone.  
23 Everyone is going to have an opportunity to speak, but  
24 we'd like to have a civil dialogue.

25 Mr. Kearns.  
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1 MR. KEARNS: Thank you.

2 First thing is, population is going to grow  
3 over the years. So I think double-decking most of the  
4 freeways might be something to look at. The land's  
5 already there. It's already used. Put solar paneling  
6 above it for additional creation of electricity.

7 I think the homeowners should have a better  
8 access to solar-paneling the houses such that you don't  
9 have solar-paneling of the deserts, of which the desert  
10 wildlife may not be accustomed to the extra shade that's  
11 being created.

12 Bay Area Rapid Transit is a good example of  
13 local control overpowering regional. I think BART  
14 should have gone all the way around the Bay Area. But  
15 the two should work together.

16 Thank you. I think I've covered everything I  
17 wanted to say.

18 COMMISSIONER LICCARDO: Thank you, Mr. Kearns.

19 Gudith -- I would say Fawcett. Gudith Fawcett,  
20 Sue Adams and Michael Dittmer.

21 MS. FAWCECT: I am a Mountain View resident,  
22 and I'm familiar with Ronit. I probably work in one of  
23 the very first mixed-use buildings built. My office is  
24 at Two Worlds in Mountain View. The idea is the main  
25 floor was business, and above that was the residential.

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1 Three of the original owners tried that. They didn't  
2 last long. Somehow it was a little too close, working  
3 and living in one building. And they all gave it up  
4 within a year. So, you know, that's all I can say about  
5 actual experience.

6 And the other issue I have is the bus rapid  
7 transit on the El Camino. Since 1981 I've been sitting  
8 in that building, watching the empty buses go by. And  
9 maybe someday they are going to be filled, but they  
10 aren't filled now. And they want to spend \$875,000 per  
11 bus. They've said one bus will go by every ten minutes.  
12 875,000. 875,000. 875,000. Empty. Empty. I mean,  
13 every ten minutes is insanity. If you had a peak rush  
14 hour and you needed a bus every ten minutes, that would  
15 be fine by me. But that's not the way it's been  
16 explained. It's a waste of money.

17 We only have so much money, and you are taxing  
18 people out of California. I have two clients -- I'm an  
19 insurance broker. I have two clients that can't wait to  
20 get out. Now that the market is back, they are selling  
21 their house and they are out. I've had entire families  
22 move. I would go except I have three children and six  
23 grandchildren. Unless I can get the group to go, I'm  
24 not going. But I was born and raised in San Francisco.

25 I understand transportation, and this is not working out

1 very well.

2 COMMISSIONER LICCARDO: Thank you.

3 Ms. Adams is followed by Michael Dittmer and  
4 Cecilia Ng.

5 MS. ADAMS: Hi. I'm a native Californian.  
6 I'm --

7 COMMISSIONER LICCARDO: Would you pull the  
8 microphone. . .

9 MS. ADAMS: I was born and raised in  
10 California. I've seen a lot of changes that concern me  
11 and not so happy with. Everywhere I go I've been  
12 mentioning One Bay Area plan, the Grand Boulevard plan,  
13 et cetera. And I've never run across anyone who seems  
14 to know what it's about. So I say, Well, start going to  
15 city councils to find out what's, you know, going on and  
16 checking it out.

17 I don't think it should be up to a small group  
18 of people to decide the future for all. More people  
19 need to be made aware of this.

20 I do not support this social engineering plan.  
21 I don't want my family/friends being slowly nudged to  
22 something -- to someone else's idea of how we should  
23 live.

24 COMMISSIONER LICCARDO: Thank you.

25 MR. DITTMER: Hi. My name is Michael Dittmer,  
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1 and I'm from DeAnza College.

2 I'd like to also voice my support for Plan Bay  
3 Area. But, like Chris Lepe, I'd like to support my --  
4 voice my support for the EEJ option. I believe that the  
5 money from the HOT lane should be used to support public  
6 transit options instead of simply more lanes in the  
7 road.

8 And I also believe that the displacement that  
9 poor and low-income people are facing in our housing  
10 should also be addressed as well.

11 Now, there's a lot of people here who seem to  
12 think that we're going to, you know, tell people where  
13 they have to live, tell them what car they have to  
14 drive, and that simply isn't true. We need to think  
15 about the ways that our car-centric planning has ruined  
16 people's lives. Think about what New York City did  
17 during the 1960s under the design -- under the traffic  
18 planner -- who I believe his name was Robert Moses. And  
19 what they did is that they destroyed neighborhoods in  
20 order to build more highway. If that's not government  
21 intrusion in your life, I don't know what is. That is  
22 very clear and an example where we need to empower  
23 people with our transit options and our housing options  
24 instead of limiting what they can do because they have  
25 to purchase a car and they have to drive on the highway.

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1           The simple fact remains that if we were to put  
2 this to a vote, severe problems could happen. So, for  
3 example, when BART was implemented, there were certain  
4 counties like Santa Clara County that did not approve of  
5 the plan. And, as a result, BART was -- BART was  
6 fragmented across the Bay Area. The simple fact remains  
7 is that we need to coordinate our effort in order -- so  
8 that in -- for an example, like Plan Bay Area, so that  
9 we can get an effective solution. If Santa Clara County  
10 was to vote against the plan and Alameda County was to  
11 vote for it and then another county voted against it,  
12 we'd get fragmented implementation. And that would be  
13 worse for everyone, including those taxpayers who want  
14 their money well spent.

15           The fact remains is that there are plenty of  
16 externalities to our car use. People are dying. There  
17 are about 40,000 people who die from car pollution each  
18 year because we drive cars. That needs to change. That  
19 costs lives. That costs money.

20           And, ultimately, we need public transit  
21 solutions that actually solve that problem. Ultimately,  
22 we don't need our public transit solutions to distribute  
23 money from the poor to the wealthy through the use of  
24 HOT lanes that would prioritize wealthy people over poor  
25 people, even when poor people pay for those lanes.

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1 Thank you.

2 COMMISSIONER LICCARDO: Thank you, sir.

3 Cecilia Ng will be followed by Mounia O'Neal --  
4 forgive me for mispronouncing your name -- and Rich  
5 Richer.

6 MS. NG: All right. Yeah, so Michael is a very  
7 hard act to follow, but I'll do my best.

8 All right. My name is Cecilia, and I'm also  
9 from DeAnza College.

10 And, first, I'd like to really thank Plan Bay  
11 Area for recognizing and honoring all points of view by  
12 having these faces, faces like these. I'd like to push  
13 for more -- like others said, to have more community  
14 voices speak in these things, and reach out to them so  
15 they can provide their input.

16 And, specifically, I have come here today to  
17 show support for the Environment -- Environment, Equity  
18 and Jobs Alternative. And I'm -- I'm personally coming  
19 to speak as a person of color, a student who plans to  
20 study in the Bay Area and ultimately live in the Bay  
21 Area, work here. And, really, I'd like to show my  
22 utmost support for the EEJ, because it is the best.

23 Because it's going to bring us less traffic, healthier  
24 residents and fewer traffic deaths and more affordable  
25 neighborhoods and it would do a better job of allowing

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1 our most elderly neighbors to stay in their homes.

2 And then, really, like, my perspective is that  
3 for the Plan Bay Area to continue, we have to look at  
4 long term and always keep in mind environmental justice.  
5 And for that to happen, we need to make sure that  
6 low-income people do not get priced out and left out of  
7 the planning. And for that to happen, I'd like to show  
8 my support for rethinking how we're implementing the new  
9 HOT lanes and to show support for better funding for  
10 public transportation, better public transportation  
11 options, such as BRT. And I'd like to also show support  
12 for protection against displacement; specifically, for  
13 people with low income in housing.

14 And -- yeah. Thank you very much for your  
15 time.

16 COMMISSIONER LICCARDO: Thank you.

17 Ms. O'Neal.

18 MS. O'NEAL: Hi. I'm Mounia O'Neal. I just  
19 want everyone who is here and a student, raise your  
20 hand. Because I think it's really awesome. We brought  
21 a lot of people from DeAnza College, who are going to be  
22 transferring soon to colleges in the Bay Area.

23 Just because -- this is something that really  
24 affects our lives, as students who have lived here our  
25 whole lives, such as me. I've lived here for 20 years,  
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1 my whole life. And I've seen how a lot of the policies  
2 that have been implemented have impacted my own life, as  
3 a daughter of a single mother and someone whose father  
4 was in the Army, just because of how difficult it could  
5 be to get around and to access a lot of the resources.  
6 And so I really do want that freedom of choice of not  
7 being able to -- of not having to drive continuously.

8 I -- I used to nanny, and I worked -- two  
9 full-time jobs now. And so driving around and taking my  
10 siblings everywhere is just a huge burden on myself and  
11 on my family. To implement something like bus rapid  
12 transit, that would basically make access to our schools  
13 and to our communities -- you would basically be saying  
14 that you don't need a car to be an active member of our  
15 community, which I don't think should be true.

16 And just in terms of the environmental justice.  
17 When I was a nanny, I could see so many of the kids that  
18 I worked with would -- are developing asthma and having,  
19 basically, a lot of -- sorry. I'm getting really  
20 nervous.

21 COMMISSIONER LICCARDO: You are doing fine.

22 MS. O'NEAL: A lot -- sometimes when we think  
23 of these things like environmental justice we kind of  
24 see it as a huge theory rather than something that's  
25 actively in the lives of a lot of Bay Area residents.

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1                   So I just want to voice my support for the EEJ  
2 plan and for including students, people of color,  
3 minorities, disabled folks, in this plan. So thank you  
4 so much.

5                   COMMISSIONER LICCARDO: Thank you.

6                   MS. O'NEAL: Mr. Richer will be followed by Jim  
7 Kurtl or Kurtl. And followed by Benjamin Cogan and then  
8 Rob Means.

9                   MR. RICHER: Okay. Thank you very much.

10                  The stage name is Rich G. Richer because the  
11 rich get richer, because that's a prerequisite of really  
12 to any plan. There has to be a way here for the rich to  
13 get richer.

14                  You know, we all come from somewhere. And here  
15 in Silicon Valley, unlike the rest of the country -- we  
16 have, in Santa Clara County, 1.8 million folks, 700,000  
17 of whom are foreign-born. Now, that isn't by chance.  
18 It's by importation. That is, corporate executives see  
19 the opportunity to bring in cheap labor, relatively,  
20 talented folks from around the world. And that's  
21 really, I think, what this plan is about, bringing in  
22 folks from elsewhere. Not necessarily a bad thing but  
23 could have impacts for people that are here.

24                  The folks that came here tonight to speak on  
25 principle, I congratulate you. If you came here to get  
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1 a job as a \$100,000 bus driver, I'm not so favorable to  
2 you. There are a lot of people that have trickle-down  
3 interests in this. You want to spread it around and  
4 sell it to folks, and that's interesting.

5 But I think the truth tonight is that folks who  
6 are here are speaking not to you two but to that blank  
7 wall in back of you. Because you folks aren't going to  
8 do anything for them.

9 And an example of that is down in Mountain  
10 View, where the city council expresses opposition to a  
11 dedicated bus lane, as the council did in Sunnyvale, and  
12 that's going forward with a regional board, the VTA.  
13 And they are silent about what they are going to do in  
14 Palo Alto, because you're taking piece by piece. That's  
15 what this regionalism is about. Disenfranchisement.

16 Thank you very much.

17 COMMISSIONER LICCARDO: Thank you.

18 MR. KURLT: Good evening. My name is Jim  
19 Kurtl. I'm a Sierra Club urban environmental advocate.  
20 And I have some recommendations.

21 First of all, what I saw is a smorgasbord of  
22 projects. There's no -- how do we call it? --  
23 excitement leadership in what you are proposing. What  
24 you need is to get out in front and lead. This means  
25 you have to be looking at like 2060 or 2050, out in

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1 front of the city plans instead of following what the  
2 city plans are. You need to have goals for emission  
3 reductions. You need to have goals for public  
4 transportation use increase. Go from 1 percent to  
5 25 percent. You need solar power goals. Increase it to  
6 25 percent of the solar power generated in the area. I  
7 don't see any innovation in your plan. I just see  
8 smorgasbords of projects.

9 Another example that you could do to get out in  
10 front is affordable housing. We have heard here in the  
11 audience it's a huge issue. Instead of having this  
12 anemic 15 percent that most of the cities have for  
13 mixed-use, residential, commercial housing, hey, state  
14 it at 25 percent. We need help in that area.

15 I personally have a Social Security check that  
16 I live on, and I'm retired. It's \$1500 a month. I  
17 don't have a public pension.

18 The other thing that I can recommend that would  
19 show some innovation is for these bus rapid transit  
20 routes, install synchronized traffic lights so all the  
21 vehicles can move at a higher speed. This would have an  
22 immediate permanent reduction in emissions.

23 I don't see that kind of innovation. Come on.  
24 You guys are being paid big bucks. Think ahead. Look  
25 out. Show some innovation.

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1                   COMMISSIONER LICCARDO: Mr. Cogan, followed by  
2 Rob Means and then Ms Hernandez, Anaruth Hernandez.

3                   MR. COGAN: Okay. Mike check. It's kind of  
4 hard to hear back there.

5                   Anyways, thank you for hosting the meeting.  
6 This conversation is not for you guys. I see three  
7 cameras. One, two, three. I expect to see this  
8 information anywhere else in the world and find it on  
9 the Internet.

10                  For those watching, I want a record on how many  
11 speakers were pro and against this agenda. And any  
12 reports that there was no opposition would be false.

13                  So, this is a very touchy subject. And the  
14 guys from DeAnza College, thank you very much. It feels  
15 good to speak.

16                  And I think affordable housing sounds really  
17 good. And I agree. I want that. But there's a bigger  
18 picture. There's a bigger scheme. There's actually  
19 something bigger behind all this, behind the white wall.  
20 I don't know -- you know, behind -- how far you want to  
21 go behind the white wall for the better situation. And  
22 it's not affordable housing. It's affordable living.  
23 It's responsibility. Okay?

24                  And so what's really going on? And so we got  
25 world factors. World factors. We got United Nations.

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1 United Nations. We got NATO. NATO. And we got the  
2 military presence around the sea. Okay?

3 And we could talk all those different issues if  
4 you want to watch, or we can go back to the simple fact.  
5 The simple fact: \$16 trillion in deficit. Okay? And  
6 then you want to take subsidized big money and throw it  
7 down our throats and put people everywhere. And I'm not  
8 saying -- everyone has a right to live. Okay?

9 But the point I'm making is not affordable  
10 housing. Okay? It's affordable living. Okay? You got  
11 taxes. You got DMV taxes. You got food taxes. You got  
12 overseas. We got money we owe -- the Federal Reserve.  
13 And we got these millions that were spent. You can't  
14 afford to live. You can't. And you are in California.  
15 You are in California.

16 And so if you want to make our lives easier,  
17 make it more affordable to live. And we -- you know, I  
18 can prove you are wasting money, because you built a  
19 train, a train to nowhere, the high-speed train.  
20 300 million a year, and there's no train. It's the  
21 track. And you want me to trust you? You want me to  
22 trust you? White board -- white board, whoever you are,  
23 you want me to trust you.

24 So I don't know how far the spiderweb goes and  
25 how far you want to go, but freedom has a price.

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1 COMMISSIONER LICCARDO: Thank you.

2 MR. COGAN: Thank you for your time.

3 COMMISSIONER LICCARDO: Thank you.

4 Mr. Means.

5 MR. MEANS: We've heard folks here talk about  
6 needing convenient transit. We've heard folks talk  
7 about -- natural law folks, in particular, talk about  
8 local control. We've got concerns about aging  
9 population, additional freeway lanes and invoking  
10 environmental and public impact of all of that.

11 All of those constituencies would probably be  
12 interested in automated transit networks, which were  
13 suggested by the Advanced Transit Association  
14 representative when this process was started back in  
15 July but which was, essentially, blown off by staff,  
16 saying, Well, yeah, we're doing a 25-year plan, but  
17 because none of the agencies submitted ATM plans, with  
18 the exception of San Jose, at the airport, we're not  
19 going to include it in our long-term plans.

20 So I suggest that there's a problem with the  
21 process if we're talking about a 25-year plan that does  
22 not include advanced transit options.

23 A possible solution to this gridlock or  
24 breakdown of our process here would be to support an  
25 advanced transit network option, opportunity, project,  
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1 pilot project, in Milpitas. I represent the Sunnyhills  
2 Neighborhood Association, and we are trying to get a  
3 crossing of the railroad tracks there, using a PRT or  
4 advanced transit technology. And we would appreciate  
5 the support of yourselves, MTC, ABAG and anyone here who  
6 thinks that the process is somehow broken. I'll be  
7 passing out flyers, and I hope that you support us.

8 Thank you.

9 COMMISSIONER LICCARDO: Thank you, Mr. Means.  
10 Anaruth Hernandez, followed by Shirley Nathan,  
11 followed by Luis Flores.

12 MS. HERNANDEZ: Hello? Hello: Hi. My name is  
13 Anaruth Hernandez, and I'm with DeAnza. I'm a student  
14 at DeAnza school. Go DeAnza.

15 And I just really want to thank you guys for  
16 having this plan. I am in support of the plan. I think  
17 it's very mindful and thoughtful to try to think ahead.  
18 And I really like the gentleman's vision of not just  
19 thinking ahead but being innovative with all the  
20 resources that we do have here.

21 I would like to voice my, I guess, approval of  
22 EEJ, which is the Environment, Equity and Jobs  
23 Alternative. I think it is very important. It's a very  
24 important aspect of how we move forward, and I think  
25 that the Bay Area needs to.

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1           So some of the things that I really like about  
2 this plan is affordable housing. And I know that it has  
3 a lot of different definitions. To me, it means being  
4 able to live in a house, in an apartment, with my two  
5 parents.

6           Public transportation, it is very -- it's very  
7 important. Without it, my dad would never get to work,  
8 which is about a three-hour bus ride. And so on and so  
9 forth. I think what I would really like to make sure  
10 you guys understand is that the impact is realistic.  
11 And not only would my dad not be able to get to work,  
12 but my mom wouldn't, either. And I -- they actually  
13 leave me the car. So I'm a student. I get to work and  
14 take the car and drive to school. And I really like  
15 that, but I need -- I need to not be able to have to  
16 rely on a car.

17           And there's a lot of opposition against this  
18 plan, and I think it's because -- like another gentleman  
19 said, everyone comes from somewhere. Right? And that's  
20 just -- that's just how it is.

21           But I can't express how much it means to me  
22 that you have these public hearings. And I really hope  
23 to participate more.

24           Thank you.

25           COMMISSIONER LICCARDO: Thank you,  
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1 Ms. Hernandez.

2 Ms. Nathan will be followed by Luis Flores and  
3 Mark Henry Young.

4 MS. NATHAN: Hi. My name is Shirley Nathan.  
5 And I have been shocked to witness the rapid  
6 transformation of the Bay Area, mainly due to the ill of  
7 the building ordered by ABAG specifically, as well as  
8 traffic congestion, with roads being narrowed and lanes  
9 eliminated.

10 Saving the environment is being used in order  
11 to implement this agenda, when, in reality, controlling  
12 the citizens to conform to an unrealistic utopian agenda  
13 is behind this hysteria. It benefits no one in the long  
14 run. How can stacking people in small boxes be healthy  
15 and sustainable? Bike-riding is great but totally  
16 unrealistic when used as a goal to replacing the  
17 automobile, which affords the most freedom and  
18 flexibility.

19 Transit corridors may work for commuters who  
20 live near the trains. But, then again, there's so much  
21 mobility in our society that all alternatives should be  
22 planned, such as improving the roads and adding parking  
23 spaces instead of eliminating them. I've never read of  
24 so many cases of road rage leading to violence, with  
25 people fighting over parking spaces and rushing to get

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1 ahead in merging lanes since your mandates have been  
2 implemented.

3 Your population growth predictions conflict  
4 with the Department of Finance, using statistics that  
5 are about 40 percent higher than those put out by the  
6 Department. And yet you still insist that cities  
7 conform to your requirements.

8 And there's also no provision for single-family  
9 homes in your plan.

10 You are an unelected body, taking over local  
11 governments who are intimately acquainted with what is  
12 necessary for their cities, treating them all the same.  
13 Most people have never heard of ABAG, but when they  
14 realize what is happening they are usually shocked.

15 I attended one of your meetings where a board  
16 member boasted that you do not have to be beholden to  
17 the Brown Act. This is blatantly wrong. This is not a  
18 right, left or party issue. It's just a right or wrong  
19 issue.

20 COMMISSIONER LICCARDO: Thank you, Ms. Nathan.

21 MS. NATHAN: Thank you.

22 COMMISSIONER LICCARDO: Mr. Flores.

23 MR. FLORES: My name is Luis Flores, and I was  
24 raised in San Jose since I was a baby. I was born out  
25 of state.

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1                   And I'm here to show support for Senate  
2 Bill 375 and for the Plan Bay Area, as they aim to  
3 implement affordable public housing and efficient  
4 transportation system.

5                   I personally am an avid biker. I bike to  
6 DeAnza College with some of my classmates over here.  
7 And I bike from the east of San Jose to Cupertino. And  
8 on a good day I could definitely beat the express lane,  
9 Bus 323. I can get to DeAnza faster than riding that  
10 bus. So the days that I'm lazy I do end up riding 323.  
11 But, like, I bike to DeAnza ten-plus miles, and I'm  
12 riding faster than the best option of public  
13 transportation.

14                   So more accessible and I think a faster  
15 transportation system is vital for people who do want  
16 alternative forms of transportation besides -- and  
17 people who can't afford a car to use.

18                   I would also ask that the express lanes are to  
19 be strategically placed in neighborhoods that could best  
20 reap the benefits. And those tend to be lower-income  
21 communities, as they are the ones who, I think, need the  
22 alternative form of transportation the most.

23                   And I would like to end by showing my support  
24 for bus rapid transit, as they are the ones who are  
25 looking to implement some of these plans into El Camino  
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1 and -- and Stevens Creek. So I'm here to show support  
2 for the bus rapid transit system.

3 And thank you.

4 COMMISSIONER LICCARDO: Thank you.

5 Welcome, Mark.

6 Mark will be followed by Brian Darrow and Jerry  
7 Mungai and Martin Bernal.

8 MR. YOUNG: Well, I'd just like to begin by  
9 saying three things. Number one, I'm Bay Area-bred,  
10 having been raised on the Peninsula, on the East Bay.

11 Number two, I am not an environmentalist. I'm  
12 a transportation engineer.

13 And the third thing, I just have a question for  
14 all the folks with the signs. How many of you guys  
15 think that this plan is going to cost too much?

16 Anybody? Well, I hate to tell you, we're already paying  
17 too much. The bastion of liberal thought, the Texas  
18 Transportation Institute, has already quantified the  
19 cost of congestion in the hundreds of millions on a  
20 yearly basis. So whether we act now or we don't do  
21 anything, we're either paying through our nose.

22 The second part, whether we like to or not,  
23 we're not an agglomeration of individual communities.  
24 You go anywhere in the country and nobody has heard of  
25 Los Gatos or Cupertino or Hayward. What we hear, we're

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1 Bay Area. Whether we like to or not, we're already one  
2 Bay Area, whether we like to admit it or not. As  
3 Benjamin Franklin put it, we must all hang together or  
4 assuredly we must all -- we shall all hang separately.

5 The third part is that I think I'm doing all  
6 right for myself. I have a job and a half. I'm working  
7 my way through my master's right now. I do all right.  
8 There's just one problem. I can't even consider trying  
9 to buy a house. I can't consider doing anything with my  
10 life. I couldn't buy a car. I can't do nothing like  
11 that. There's something wrong with the picture. I'm  
12 gainfully employed, and I can't make any plans for my  
13 future.

14 There's a sort of a name for a place like this,  
15 where a young fellow like me has no future. It's called  
16 Detroit. If we end up like that, well, we won't have  
17 any more congestion. That's for sure. It's bloody  
18 ludicrous when we don't have any path for a young fellow  
19 like me or my peers to try to build our way up.

20 Thank you.

21 COMMISSIONER LICCARDO: Thank you.

22 Welcome, Brian.

23 MR. DARROW: Hi. Good evening. I'm Brian  
24 Darrow with Working Partnerships USA, and I'm here to  
25 express our support for most of the Plan Bay Area draft.

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1 We think the plan is really a step in the right  
2 direction. Particularly, we're glad to see that all of  
3 the growth is really focused within the existing urban  
4 service area, bringing housing and jobs closer together.

5 I think most of us who live in Santa Clara  
6 County know that we have vast opportunities to live in  
7 low-density suburban communities. I grew up in one.  
8 And we'll continue to have those opportunities. What we  
9 lack is options for more walkable neighborhoods, with  
10 access to transit. So we're glad to see the region  
11 starting to plan to invest in that type of growth, in  
12 incentivizing cities to move in that direction if they  
13 can.

14 What we think is missing, however, from the  
15 plan are some of the best aspects of the Environment,  
16 Equity and Jobs scenario. In particular, we'd urge MTC  
17 and ABAG to strengthen the One Bay Area grant program to  
18 better encourage anti-displacement and affordable  
19 housing policies. It's critical that we don't push out  
20 the families that rely most on transit from the areas  
21 that are being improved by transit investments.

22 Secondly, we'd ask that you prioritize transit  
23 operations with future unrestricted funds. And please  
24 ensure that the HOT lane network is designed in a way  
25 that mitigates the impacts on low-income commuters. And  
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1 also that we use existing highways rather than spend  
2 money on building expanded freeways.

3 Finally, I'd just like to make the point that  
4 we'd like the plan to consider the quality of the jobs  
5 that development creates. Unfortunately, one-third of  
6 jobs in Silicon Valley now pay less than enough to meet  
7 the basic standard for self-sufficiency. In 2000 that  
8 was one-fourth of the jobs. So we're moving in the  
9 wrong direction. In other words, it's very hard for  
10 workers to afford to live here, which increases commute  
11 times, it increases traffic congestion, and it lowers  
12 quality of life.

13 We'd like to see standards in the plan to  
14 encourage using a local work force and encourage jobs  
15 that pay sustainable wages that allow folks to afford to  
16 live here. Building a strong middle class doesn't just  
17 happen by itself. It's the result of conscious policy  
18 decisions and long-term planning. So it's important to  
19 make sure that our land use and transportation plans  
20 consider and promote the creation of quality jobs.

21 Thank you.

22 COMMISSIONER LICCARDO: Thank you, Brian.

23 Jerry Mungai, followed by Martin Bernal and  
24 Sarah Peters.

25 MR. MUNGAI: Can you hear me? You can.  
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1 I notice that these charts here show that San  
2 Jose job growth is going to be up 39 percent and housing  
3 is going to be up 41 percent. Meanwhile, San Francisco  
4 jobs going up 34 percent, but housing is only going up  
5 25. San Jose already has imbalance between jobs and  
6 housing. We need more jobs and fewer housing units.

7 We already -- this housing -- we have this --  
8 housing is expensive here because of the thousands of  
9 acres that are devoted to open space for reptiles,  
10 gophers, birds and whatever. And the only humans that  
11 really can use all these open space areas is a minority  
12 of people who can afford to have folks take care of  
13 their homes and their gardens and whatnot. And those  
14 people live in San Jose. So we have a very economic  
15 imbalance in San Jose. And, meanwhile, the San Jose  
16 residents have to live in -- crammed into high-rises,  
17 which is called stack-and-pack housing.

18 Affordable housing is a -- affordable  
19 housing -- housing is affordable to anyone. It depends  
20 upon your income levels. Even a house in Atherton could  
21 be affordable to somebody but not to somebody else. But  
22 let the market decide what is affordable and get rid of  
23 these arrays, these armies of bureaucrats who define  
24 "affordability" -- categories low, low, low, moderate,  
25 above market, et cetera. This is really all about

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1 control.

2 And it was very interesting to see here -- what  
3 does "environment justice" mean? The Presidential  
4 executive order talks about fairly distributed benefits  
5 and burdens for disadvantaged communities to include  
6 minority and low-income communities. What's fair? Who  
7 determines that?

8 So this is really nothing more than social  
9 justice, taking from those who have and forcibly giving  
10 it to those who don't have. Our policies -- economic  
11 policies are forcing the middle class to flee the state  
12 and to go elsewhere, leaving only the wealthy, those  
13 that live in the silk stocking districts around San  
14 Jose, and the poor that work in their factory floors.

15 COMMISSIONER LICCARDO: Thank you, Mr. Mungai.

16 After Mr. Bernal, we'll have Sarah Peters, Thai  
17 Le and Simon Tan.

18 MR. BERNAL: My name is Martin Bernal, and this  
19 is an extension of Michael Shaw's speech that he was  
20 giving.

21 ICLE. ABAG has worked closely and has  
22 generally conformed to policies -- policy directives  
23 delivered by ICLE. Evidence all over the web. ICLE --  
24 full name is International Council for Local  
25 Environmental Initiatives -- is an international

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1 nongovernmental organization that is accredited by the  
2 United Nations for purposes of implementing the action  
3 plan of Agenda 21, the blueprint for world government.  
4 Local -- quote, Local Agenda 21 Planning Guide, close  
5 quote, was drafted by ICLE -- by the ICLE organization.  
6 ICLE has contracts with over 600 U.S. cities and  
7 1200 cities around the world. The highest concentration  
8 of ICLE cities contracts -- ICLE city contracts in the  
9 world is the San Francisco Bay Area.

10 Article 1, Section 10, California Penal Code  
11 Section 37 and 38, dating from the 1850s, sets forth the  
12 procedure for noticing officials of treasonous activity.  
13 This is called a misprision of treason. Ask Scott  
14 Haggerty, H-a-g-g-e-r-t-y -- I might have mispronounced  
15 that -- supervisor in Alameda and ABAG leader, as to how  
16 you might experience receipt. Those interested may  
17 obtain information on misprision of treason by visiting  
18 FreedomAdvocates.org and reading the Misprision of  
19 Treason Primer.

20 Ladies and gentlemen, the development of  
21 policies you are pursuing are a patent implementation of  
22 Agenda 21 sustainable development. Michael Shaw, over  
23 there, challenges any elected official who is part of  
24 ABAG to publicly debate the philosophical, economic and  
25 political implications of ABAG's existence and/or the  
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1 nature of Agenda 21 in its implementation in the U.S.,  
2 often directed by Council on Governments.

3 COMMISSIONER LICCARDO: Thank you, Mr. Bernal.

4 MR. BERNAL: I plan to leave California.

5 COMMISSIONER LICCARDO: Sarah Peters.

6 MS. PETERS: Hi. My name is Sarah Peters. I'm  
7 a longtime Bay Area resident, formerly in Oakland and  
8 now here in San Jose.

9 I'm here to voice my support for Plan Bay Area  
10 and SB 375. And I think we all know that the Bay Area  
11 is a really attractive place to live. That's why we  
12 have to have this planning effort.

13 I myself moved here from the Central Valley  
14 about ten years ago. Because in the Central Valley  
15 there's not a lot of jobs. There's not a lot of  
16 opportunity. And, honestly, I hated having to drive  
17 everywhere. When I was a kid, I couldn't get anywhere  
18 without my mom driving me. When my grandmother got too  
19 old to drive, her world just shut in around her. If we  
20 had been living in a place like San Francisco or Central  
21 Oakland, where there was good transit and opportunities  
22 to walk places, our lives would have been pretty  
23 different. So I moved here because I wanted to live  
24 somewhere that had opportunity and not spend a third of  
25 my income on a car when I was still paying off my

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1 student loans.

2 But, as I spent more and more years here, I  
3 became afraid that I wouldn't get to live here long  
4 term. I'd be priced out. And I am a college-educated  
5 professional. So when you think about people like me  
6 getting priced out, think about all the other people who  
7 are getting priced out. Rents kept going up and housing  
8 prices kept going up, and the only places that were  
9 getting built were houses way, way out in the suburbs.  
10 Well, talk about a lack of options and social  
11 engineering. . .

12 So, personally, I'm really excited to see Plan  
13 Bay Area focusing growth in existing urban centers and  
14 increasing connections between housing, jobs, schools  
15 and transportation.

16 That's all I want to say. Thanks.

17 COMMISSIONER LICCARDO: Thank you.

18 Ms. Le, followed by Simon Tan and C., as in  
19 Charlie, Novak. Thank you.

20 MS. LE: Okay. So my name is Thai. I am a  
21 student from San Jose State University. I am barely  
22 learning more about this plan myself. So if there are  
23 any population projections that are wrong or some of the  
24 projections are wrong, I hope you guys take it into  
25 consideration and really make this plan a good plan

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1 and -- to help sustain an accessible community and also  
2 that have public transit.

3           Anyhow, I want to say that I support the  
4 general idea of this plan, but -- and from -- I'm a  
5 person from a younger generation that do want to live in  
6 the city. And I love the idea of being able to walk out  
7 of my house or my apartment, or whatever the heck I'm  
8 going to be living in in a few years, and walk five  
9 minutes and hit a bus stop, hop on the bus, go to work  
10 or go to school. And so I do support the idea of this  
11 plan and everything else that DeAnza students have  
12 supported so far and also Chris Lepe from TransForm.

13           And on the topic of electric automobile, if I'm  
14 going to drive in the city, I would love an electric car  
15 that will help reduce pollution and also global climate  
16 change. And most of all I love the idea, and it's  
17 really support public transit.

18           And continue on.

19           COMMISSIONER LICCARDO: So I have five cards  
20 left in my hand. If you would like to speak, get the  
21 cards in because time is running short.

22           Okay. Simon.

23           MR. TAN: Hi. So this is actually my first  
24 time speaking at a public hearing, so excuse me.

25           Originally I didn't -- I wasn't going to speak  
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1 at first, because after looking through the plan, I  
2 realized just the sheer amount of complexity and the  
3 amount of detail that you guys went into. And, clearly,  
4 a lot of effort went into the plan, and I just -- I  
5 can't think -- fathom how I could have provided some  
6 useful input into it.

7 But, you know, while sitting here and listening  
8 to a lot of the opposition to the plan, I'm really  
9 shocked, actually, to the opposition just because  
10 like -- I mean, maybe it's a generational gap, maybe,  
11 you know. It seems that way. That people who are the  
12 most vocal about the plan, against the plan, are the  
13 ones who seem to have, you know, the most time or the  
14 most ability, the most dedication, to come out here and  
15 voice their opposition.

16 But, you know, let me ask a rhetorical question  
17 to the room. And it's really, like, if you are against  
18 the plan, are you really against, you know, specific  
19 parts of the plan or are you against central planning in  
20 general? Because central planning -- so it seems that  
21 way. Okay. It seems that way.

22 But -- well, here's the thing. Here's the  
23 thing, though. If you don't have centralized planning,  
24 you don't have a sustainable growth plan for the future.  
25 This state can't sustain itself without central

1 planning. Like the best cities and regions -- hold on.  
2 The best cities -- the best cities and regions in the  
3 world are planned.

4 I mean, you look at a place like Singapore.  
5 They are known for like 50-year plans. And the fruits  
6 of their planning from 50 years ago pay off now.  
7 Because that place is tiny. Like, you know, they have  
8 to plan in order to sustain the amount of sheer  
9 population growth that happens.

10 California has population growth. California  
11 has incoming residents. You have to realize that  
12 this -- this is -- this is a -- this is a problem that  
13 we have to deal with, starting now. And, you know,  
14 having different regions and different cities kind of  
15 arguing about -- well, you know, this plan doesn't work  
16 for me; this plan does and disagreeing doesn't really  
17 create a cohesive story for the Bay Area.

18 No plan is going to make everybody happy.  
19 Every plan is going to piss off somebody. But which one  
20 is the responsible plan? Which one is the one that  
21 actually accounts for future growth and which is the  
22 scalable one?

23 So I thank you.

24 COMMISSIONER LICCARDO: Thank you, Mr. Tan.

25 C. -- C. Novak, followed by Gloria Strong,  
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1 followed by Susan Marsland.

2 MR. NOVAK: Hi, panel. Thank you very much for  
3 having this public forum. I appreciate that.

4 I'm going to focus on more of the politics and  
5 the local representation of this matter. All politics  
6 is local. But when you look at this plan, it just puts  
7 it further and further out from the reach of people that  
8 are going to be affected by it. So if there are  
9 millions -- are millions of people in the Bay Area and  
10 this is something that's driven by some world  
11 organization and unelected officials, that just is a  
12 recipe for disaster and not having transparency, control  
13 and accountability.

14 The -- we are a democratically elected  
15 republic, so far. I believe in solutions of the  
16 individual and innovation. We are Silicon Valley. The  
17 people have the power. They've got the wisdom. We can  
18 find a solution. We don't need a one-size-fits-all,  
19 huge plan that is forced upon us and our children and  
20 grandchildren, if this plan is going to last 30 years.

21 I just look at many different government-run  
22 organizations, the inefficiencies of it -- the  
23 inefficiencies of them. When the Transcontinental  
24 Railroad was first built, two companies did it. One was  
25 a government-sponsored; one was an individual, privately

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1     financed. The privately financed made it faster, lower  
2     budget, more efficient.

3             I believe in the power of the free market. The  
4     free market is the power. When you look at other  
5     government-run organizations, there is no centralized  
6     control board that has the flexibility, the wisdom, of  
7     all of the individual people reacting in common.

8             You can look at other forms of governments  
9     around the world and how well they run. Look at any  
10    centralized, controlled Eastern European power, and they  
11    just don't have the flexibility, the wisdom and the  
12    reaction time as individuals do.

13            So I would like to say that a lot of decent  
14    causes start out sounding good, but then they get  
15    hijacked and they are under control and you can't reach  
16    them and there's no accountability.

17            So thank you.

18            COMMISSIONER LICCARDO: Thank you, Mr. Novak.

19            Gloria Strong, followed by Susan Marsland,  
20    followed by Jean Ryan.

21            MS. STRONG: My name is Gloria Strong. I just  
22    want to say, freedom has the best chance of making  
23    everybody happy. And I am speaking for the oppressed  
24    minority, the individual.

25            Mr. Liccardo, you told us earlier to be civil.  
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1 Would you tell somebody who is being assaulted to be  
2 civil as well? We will not be silenced.

3 Thank you.

4 COMMISSIONER LICCARDO: Thank you.

5 Susan Marsland, followed by Jean Ryan, followed  
6 by Noel Tebo.

7 MS. MARSLAND: Thank you for the opportunity to  
8 speak. I am here to support SB 375 and the plan area  
9 draft of the plan that we have in front of us tonight  
10 that emphasizes housing elements and transportation.  
11 This plan does prepare the San Francisco Bay Area as an  
12 economic player in a global world.

13 I do have one concern about Target Number 7 on  
14 equitable access, and hope that the 10 percent decrease  
15 on Page 108 can be raised to help struggling households.  
16 And those kinds of households involved all kinds of  
17 people, from teachers, police, fire. And we need to do  
18 a little bit more to support those people.

19 If you can please incorporate some of the  
20 recommendations from the EEJ, which will help also  
21 address the gap in equitable access for all people.

22 Thank you. And thank you to the students that  
23 came tonight. I have a lot of respect and admiration  
24 for you being here. Thank you.

25 COMMISSIONER LICCARDO: Ms. Ryan, followed by  
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1 Mr. Tebo.

2 MS. RYAN: Hi. I'm Jean from Morgan Hill.

3 And I understand where those DeAnza students  
4 are coming from, because at one time I was a student and  
5 wasn't making -- very little money. But the American  
6 dream is to have your own home, and most of these homes  
7 are in suburbia. And part of this plan is taking money  
8 out of suburbia to finance this regional plan.

9 I downloaded the 1300 pages of this EIB report,  
10 and I was able to get through the first 100. And the  
11 thing that hasn't been mentioned here is about the  
12 vehicle miles driven in your plan. I think eventually  
13 you want to impose a tax on people who drive cars and  
14 record how many miles they drive and tax them  
15 accordingly. To this I find a terrible thing in  
16 California, because we're being taxed already. But to  
17 tax the miles you are driving? Who is that going to  
18 hurt? It's going to hurt low-income people, anybody  
19 trying to get to work. I think it's vastly unfair. But  
20 this is something that was not mentioned, but it is in  
21 your report.

22 Thank you.

23 COMMISSIONER LICCARDO: Thank you.

24 And finally -- finally, Mr. Tebo.

25 MR. TEBO: Hi. My name is Noel Tebo. I live  
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1 in San Jose.

2 My simple desire is for my children and  
3 grandchildren not to have to move away so that they can  
4 live in a good community with affordable housing and  
5 great transportation. Including walking and bike and  
6 transit as well as cars.

7 We've all seen what 50 years of unplanned  
8 growth and urban sprawl has done to California. It's  
9 been a disaster. The so-called free market merely makes  
10 rich developers richer. Our children deserve better  
11 ideas.

12 Frankly, I never expected to hear so much  
13 ideological nonsense tonight about doing smart planning.  
14 It's time to leave horse-and-buggy ideas behind. I  
15 support the Bay Area plan. It is a sensible, smart idea  
16 that's supported by our elected officials.

17 Good job. Our kids deserve it.

18 Thank you.

19 BOARD MEMBER BRYANT: As we conclude tonight, I  
20 just want to thank you all for coming. Obviously,  
21 there's been a wide diversity of opinions here, which is  
22 what makes the Bay Area so wonderful. We are very  
23 diverse. We disagree. We all live together. I think  
24 that's why so many people want to come here.

25 The final two takeaways: One is that this is a  
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1 work in progress. And the other is that land use  
2 decisions are made at the local level by your elected  
3 officials. I know how it works in Mountain View. We  
4 have areas that we want to change, areas that we don't  
5 want to change. People get choices. People --  
6 different people want to live in different places, and  
7 one set of people finds it very difficult to understand  
8 the other set of people. Why would you want to live in  
9 suburbia and drive? Or why would you want to live in an  
10 apartment near the train tracks? People find it very  
11 difficult to understand each other, but we all find a  
12 way to live together in the Bay Area.

13 So thank you for coming.

14 COMMISSIONER LICCARDO: Thank you. I would  
15 just like to echo my colleague's comments. I appreciate  
16 all of you taking time out of your very busy days to be  
17 here.

18 (Hearing concluded at 8:59 p.m.)

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