

D1-A1



D1-A2





D1-A3



D1-B1



D1-B2

D1-B3

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D1-C1

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D1-C2

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D1-C3

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D1-C4

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D1-C5

D1-D1

D1-D1.5



D1-D2



D1-D3



D1-D4



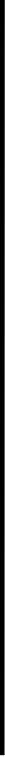
D1-E1



D1-E2

D1-E3

D1-F1



D1-F2



D1-F3

D1-G1



D1-H1



D1-H2



D1-H3



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D1-I1

Vertical line extending from the label 'D1-I1' down the page.

D1-I2

D1-I3

D1-J1

D1-J2





D1-K1



D1-K2



D1-K3



D1-K4



D1-L1



D1-L2

D1-M1





D1-N1



D1-N1.5



D1-N2



D1-N3



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D1-O1



D1-P1





D1-Q1



D1-Q2

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D1-R1





D1-R2



D1-R3



D1-R4





D1-R5



D1-S1



D1-T1







D1-U1



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

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.

D1-X3

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.

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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.

D1-Z2

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.

D1-Z3

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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D1-AA1

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.

D1-BB1

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

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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



D1-DD1

1 STATE OF CALIFORNIA)
) ss.
 2 COUNTY OF MARIN)

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.

13

14

15 IN WITNESS WHEREOF, I have
 16 hereunto set my hand this
 17 7th day of May, 2013.

18

19

20

21

 SALLIE ESTUDILLO, CSR. 9060

22

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25

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE
ENVIRONMENTAL IMPACT REPORT
FOR THE DRAFT PLAN BAY AREA

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

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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.

---o0o---

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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

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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.

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.

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. CLEVINGER: 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, 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

Page 9

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

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.

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.

D2-A1
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.

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.

D2-B1 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

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

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.

D2-C1

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

Page 18

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.

D2-D1

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

Page 21

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

D2-E2

D2-F1

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.

D2-F2

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.

D2-F3

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.

D2-G1

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.

D2-H1

24 A few concerns: At this point, first of all,
25 the amount of public notice, it claims in the report and

Page 26

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.

D2-H2

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.

D2-H3

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.

D2-H4

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.

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

Page 29

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.

D2-J2

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

D2-K1

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

1 here are raising a couple of really important points
2 that I hope that you folks considered.

D2-L1

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.

D2-L2

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

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.

D2-M1

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.

D2-M2

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.

D2-M3

22 MS. JORDAN: Thank you.

23 Sir?

D2-N1

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

Page 35

D2-01

D2-02

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

Page 36

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

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE
ENVIRONMENTAL IMPACT REPORT
FOR THE DRAFT PLAN BAY AREA

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, April 17, 2013

Martin Luther King, Jr. Library

San Jose, California

Reported by: AUDREY L. TAKATO

CSR 13288

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ATTENDEES

- Carolyn Clevenger - MTC
- Mark Shorett - ABAG
- Joan Chaplick - MIG/Moderator

---o0o---

BE IT REMEMBERED THAT, pursuant to Notice of the Hearing, and on Wednesday, April 17, 2013, commencing at 1:08 p.m. thereof at the Martin Luther King, Jr. Library, 150 E. San Fernando Street, Suite 225/229, San Jose, California 95112, before me, AUDREY L. TAKATO, a Certified Shorthand Reporter for the State of California, there commenced a Public Hearing.

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MEETING AGENDA

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---o0o---

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.

Page 4

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
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

1 May 1st, and there's information on a brochure at the
2 front table that has the location and time of all of the
3 remaining -- the six remaining public hearings on the
4 actual Plan itself.

5 For comments on the Plan itself, you can, if
6 you would like to, just send a comment via e-mail rather
7 than attending one of the open houses and public
8 hearings. You can send those to info@onebayarea.org,
9 and that information is also in the brochure. So if you
10 would like to grab that, that has the details.

11 The purpose of the Environmental Impact
12 Report is to analyze and disclose the potential
13 environmental impacts of implementation of the proposed
14 Plan.

15 It's meant to inform decision-makers,
16 responsible agencies, and the public of the range of
17 potential impacts. It also recommends measures that can
18 help mitigate the impacts that are found to be
19 significant, and it analyzes a range of alternatives to
20 the proposed project.

21 A little background on the Plan. It's the
22 first time in the region that we've done an integrated
23 land use and transportation plan as required by Senate
24 Bill 375. That bill does require that the integrated
25 plan reduce greenhouse gas emissions or GHG by

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

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
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

Page 8

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.

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
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

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

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

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

1 is Ivana Yeung. I'm with the County Roads and Airports
2 Department.

D3-A1

3 We had a comment regarding the transportation
4 section, which is 2.1. We had read that there were
5 going to be significant unavoidable regional impacts.

6 While we realize that is probably going to be
7 the case, we are wondering if there were going to be
8 plans to have a map or some analysis for the Santa Clara
9 County in particular, just because we understand that we
10 have a lot of employment areas here, but I feel that a
11 lot of the congested VMT miles are going to be in the
12 Santa Clara County. Are there any plans to include that
13 in the EIR.

14 MS. CHAPLICK: Questions will just be
15 recorded and responded to in the final EIR.

16 IVANA YEUNG: Okay.

17 MS. CHAPLICK: Okay. Thank you.

18 Our next commenter, I have a card from Ed
19 Mason. And please introduce yourself and where you are
20 from for the record.

21 ED MASON: Good afternoon. Ed Mason of San
22 Jose.

D3-B1

23 And on Page 1-2-7, it says that there's going
24 to be an increase in the number of seniors that will be
25 in the downtown areas. I really find that hard to

Page 14

1 believe in the Bay Area. It might be happening across
2 the nation, but there are two articles that basically
3 say, nobody is going anywhere for the baby boomers that
4 are retiring.

5 It's been my experience in roundtable and
6 personal surveys that basically seniors are going to age
7 in place and not go into the downtown areas, and I
8 believe that only the wealthy move to Rincon Hill in San
9 Francisco.

D3-B2

10 Also, there is no mention on Page 1-2-24.
11 There's jobs and prosperity. There is no mention made
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

Page 15

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 Oakland
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.

D3-B3 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.

D3-B4 24 ED MASON: Yeah. And also, 75 percent of the
25 jobs are half a mile off of a freeway exit, and only

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.

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

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.

D3-C1

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 Connors.

25 DON CONNERS: I know an awful lot of very

D3-D1

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.

D3-E1

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. CLEVINGER: The proposed Plan is the
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

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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

Page 21

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
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,

Page 22

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.)

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CERTIFICATE OF REPORTER

I, AUDREY L. TAKATO, CSR No. 13288, 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 _____, _____.

AUDREY L. TAKATO

CSR No. 13288