

Plan BayArea

PUBLIC OUTREACH and PARTICIPATION PROGRAM

Volume 4

Phase Four: Draft Plan Bay Area (2013)

September 2013

APPENDIX B:

What We Heard — Public Hearings



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

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Public Outreach and Participation Program
Phase Four: Draft Plan Bay Area (2013)

NOTE: Appendix B is bound separately from the rest of the report.

Appendix B. What We Heard— Public Hearings

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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

--o0o--

Reported by: AMBER EMERICK

CSR NO. 13546

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

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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. The public comment is

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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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3 (Pages 6 to 9)

Emerick And Finch, Certified Shorthand Reporters
 Transcript of Proceedings

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

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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

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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

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4 (Pages 10 to 13)

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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

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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.

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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 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

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5 (Pages 14 to 17)

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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 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 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 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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6 (Pages 18 to 21)

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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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7 (Pages 22 to 25)

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 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

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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

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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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8 (Pages 26 to 29)

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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

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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 --

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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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10 (Pages 34 to 37)

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<p>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.</p> <p style="text-align: right;">Page 38</p>	<p>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</p> <p style="text-align: right;">Page 40</p>
<p>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.</p> <p style="text-align: right;">Page 39</p>	<p>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?</p> <p style="text-align: right;">Page 41</p>

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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

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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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13 (Pages 46 to 49)

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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 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,

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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.

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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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14 (Pages 50 to 53)

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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

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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

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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

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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

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16 (Pages 58 to 61)

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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 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 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

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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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17 (Pages 62 to 65)

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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 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.)
 19 --o0o--
 20
 21
 22
 23
 24
 25

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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 CERTIFICATE OF REPORTER
 2
 3 I, AMBER EMERICK, hereby certify that the witness
 4 in the foregoing deposition was by me duly sworn to tell
 5 the truth, the whole truth, and nothing but the truth in
 6 the within-entitled cause;
 7
 8 That said deposition was taken in shorthand by
 9 me, a Certified Shorthand Reporter of the State of
 10 California, and was thereafter transcribed into
 11 typewriting, and that the foregoing transcript constitutes
 12 a full, true and correct report of said deposition and of
 13 the proceedings which took place;
 14
 15 That I am a disinterested person to the said
 16 action.
 17
 18 IN WITNESS WHEREOF, I have hereunto set my hand
 19 this 10th day of May, 2013.
 20
 21
 22 _____
 23 AMBER EMERICK CSR No. 13546
 24
 25

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18 (Pages 66 to 69)

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 Transcript of Proceedings

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING
ON THE DRAFT PLAN BAY AREA
CONTRA COSTA COUNTY

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

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

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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

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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.

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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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3 (Pages 6 to 9)

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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.

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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 You can view the Draft Plan and comment
 2 on-line at our website, 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

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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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4 (Pages 10 to 13)

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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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5 (Pages 14 to 17)

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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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6 (Pages 18 to 21)

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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

Page 23

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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7 (Pages 22 to 25)

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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. Pruet, followed by patty

11 Strong, followed by John Doe, followed by Heather Gass.

12 HEATHER PRUETT: My name is Heather Pruet 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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8 (Pages 26 to 29)

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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 --

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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.

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10 (Pages 34 to 37)

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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 an 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

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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.

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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.

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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 particle pollution.
 23 Asthma more common for children living near
 24 freeways.
 25 Children living near busy roads more likely to

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11 (Pages 38 to 41)

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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

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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.

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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

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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

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12 (Pages 42 to 45)

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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.

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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

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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

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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.

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13 (Pages 46 to 49)

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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.

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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

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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.

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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

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14 (Pages 50 to 53)

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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

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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

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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.

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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

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15 (Pages 54 to 57)

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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

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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

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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

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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.

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16 (Pages 58 to 61)

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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.

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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

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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

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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

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17 (Pages 62 to 65)

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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

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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.

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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 Chapmen, 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

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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.

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18 (Pages 66 to 69)

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1 MAYOR PIERCE: Thank you.
 2 The next speaker is Bill Legler, followed by
 3 Jordan Fruchtmann, 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

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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 Fruchtmann, followed by Barbara
 25 Hodgkinson, followed by Pam Jones, followed by Eric

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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.

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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

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<p>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.</p> <p style="text-align: right;">Page 74</p>	<p>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</p> <p style="text-align: right;">Page 76</p>
<p>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.</p> <p style="text-align: right;">Page 75</p>	<p>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</p> <p style="text-align: right;">Page 77</p>

20 (Pages 74 to 77)

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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

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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.

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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

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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.

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21 (Pages 78 to 81)

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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

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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

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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

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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.

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22 (Pages 82 to 85)

Emerick And Finch, Certified Shorthand Reporters
 Transcript of Proceedings

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.

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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

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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

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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.

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23 (Pages 86 to 89)

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 Transcript of Proceedings

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

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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

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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

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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.

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24 (Pages 90 to 93)

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Transcript of Proceedings

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.

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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

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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.

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25 (Pages 94 to 97)

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 Transcript of Proceedings

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

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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

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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

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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.

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26 (Pages 98 to 101)

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Transcript of Proceedings

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.

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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

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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

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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

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27 (Pages 102 to 105)

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 Transcript of Proceedings

1 tonight.
 2 (Hearing concluded at 9:21 p.m.)
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1 CERTIFICATE OF REPORTER
 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.
 13
 14
 15 _____
 16 AUDREY L. TAKATO
 17 CSR No. 13288
 18
 19
 20
 21
 22
 23
 24
 25

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1 COUNTY OF ALAMEDA)
 2) Ss.
 3 STATE OF CALIFORNIA)
 4
 5
 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.
 14
 15
 16
 17 _____
 18 JULIE REPPAS, CSR #11405
 19
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28 (Pages 106 to 108)

Emerick And Finch, Certified Shorthand Reporters
 Transcript of Proceedings

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

--o0o--

Reported by: AMBER EMERICK

CSR NO. 13546

1 A T T E N D E E S
 2 PAT EKLUND, Mayor of City of Novato
 3 STEVE KINSEY, Marin County Board of Supervisors
 4 KATIE PRICE, Marin County Board of Supervisors, District 2
 5 --o0o--
 6
 7 BE IT REMEMBERED that, pursuant to Notice of the
 8 hearing, and on April 29, 2013, 7:00 p.m., at the Marin
 9 Center, 10 Avenue of the Flags, San Rafael, California,
 10 before me, AMBER EMERICK, CSR NO. 13546, State of
 11 California, there commenced a Public Hearing.
 12 --o0o--
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Page 2

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

Page 4

1 M E E T I N G A G E N D A
 2 P A G E
 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

Page 3

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--

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2 (Pages 2 to 5)

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 Transcript of Proceedings

1 Monday, April 29, 2013 7:05p.m.
 2 PROCEEDINGS
 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 officials 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

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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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3 (Pages 6 to 9)

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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.
 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

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4 (Pages 10 to 13)

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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 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

Page 16

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

Page 15

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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5 (Pages 14 to 17)

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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

Page 18

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

Page 19

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

Page 20

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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6 (Pages 18 to 21)

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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

Page 22

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

Page 23

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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7 (Pages 22 to 25)

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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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8 (Pages 26 to 29)

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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 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 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

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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

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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.

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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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10 (Pages 34 to 37)

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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

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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

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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.

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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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11 (Pages 38 to 41)

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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

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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

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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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12 (Pages 42 to 45)

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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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13 (Pages 46 to 49)

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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.

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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.

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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

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14 (Pages 50 to 53)

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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

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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 roundabouts, 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

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15 (Pages 54 to 57)

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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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16 (Pages 58 to 61)

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<p>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</p> <p style="text-align: right;">Page 62</p>	<p>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.</p> <p style="text-align: right;">Page 64</p>
<p>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</p> <p style="text-align: right;">Page 63</p>	<p>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</p> <p style="text-align: right;">Page 65</p>

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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 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.

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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 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

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18 (Pages 66 to 69)

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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 STOEENR: 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 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

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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 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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20 (Pages 74 to 77)

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<p>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</p> <p style="text-align: right;">Page 78</p>	<p>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 --</p> <p style="text-align: right;">Page 80</p>
<p>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</p> <p style="text-align: right;">Page 79</p>	<p>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</p> <p style="text-align: right;">Page 81</p>

21 (Pages 78 to 81)

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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.

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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 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

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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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22 (Pages 82 to 85)

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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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23 (Pages 86 to 89)

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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, Sarah 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

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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.

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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.

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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

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24 (Pages 90 to 93)

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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

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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.

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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

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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 patriotism (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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25 (Pages 94 to 97)

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

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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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26 (Pages 98 to 101)

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.)
 22
 23
 24 --o0o--
 25

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1 CERTIFICATE OF REPORTER
 2
 3 I, AMBER EMERICK, hereby certify that the
 4 foregoing proceeding was taken in shorthand by me, a
 5 Certified Shorthand Reporter of the State of California,
 6 and was thereafter transcribed into typewriting, and that
 7 the foregoing transcript constitutes a full, true and
 8 correct report of said proceedings which took place;
 9
 10 That I am a disinterested person to the said
 11 action.
 12
 13 IN WITNESS WHEREOF, I have hereunto set my hand
 14 this 10th day of May, 2013.
 15
 16 _____
 17 AMBER EMERICK CSR No. 13546
 18
 19
 20
 21
 22
 23
 24
 25

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27 (Pages 102 to 105)

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Transcript of Proceedings

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING)
ON THE DRAFT PLAN BAY AREA)
NAPA COUNTY)

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

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
10 --oOo--
11
12
13
14
15 BE IT REMEMBERED that, pursuant to Notice
16 of the Hearing, and on April 8, 2013, 7:00 p.m. at the
17 Elk's Lodge, 2840 Soscol Avenue, Napa, California,
18 before me, SALLIE ESTUDILLO, CSR No. 9060, State of
19 California, there commenced a Public Hearing.
20
21 --oOo--
22
23 MEETING AGENDA
24
25

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Introduction by Supervisor Luce	4
Introduction by Supervisor Dodd	6

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1 PUBLIC SPEAKERS
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5 KEVIN EGGERS 11, 23, 50
6 PENNY JESSFIELD 13
7 JACK SIMONITCH 13
8 SUSAN BARLOW 14, 26, 48
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10 CHET MARTINE 17
11 JULIE DREW 18
12 GERALDINE DREW 26, 45
13 CHANTEL WILKINSON 32
14 NATHAN STOUT 37
15 GLENN ELLEN SMITH 38
16 GERALD RICO 49
17
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Page 3

1 --oOo--
2 SUPERVISOR LUCE: As I mentioned earlier, we
3 would like you, if you plan to speak tonight, to fill
4 out these blue speaker cards, it helps with our reporter
5 get your name correct, as well as it helps me in terms
6 of calling you up to the microphone when it's time for
7 you to speak. I'll give you a little bit of
8 introduction and then we'll get rolling. And I haven't
9 done a Pledge of Allegiance, so let's get to that. Why
10 don't we do that right now.
11 Join me in the Pledge of Allegiance.
12 (The Pledge of Allegiance.)
13 SUPERVISOR LUCE: Kind of gave me a script
14 here but I'm just going to go from memory. My name is
15 Mark Luce, I'm the Association of Bay Area Government's
16 President but I'm also your local county supervisor. I
17 think most of you know that. So it's a pleasure to play
18 both roles tonight in representing us here.
19 With me is also Bill Dodd. I'll give him
20 a chance to say hello in a second. Also our county
21 supervisor, a member of the MTC Commission, which I'm
22 also a member of MTC Commission. I'm the ABAG
23 representative, he's the Napa County representative, so
24 Napa County, you are very well-represented in MTC.
25 I want to acknowledge some of the other

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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 Pedrosa, 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

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2 (Pages 2 to 5)

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

Page 6

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

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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

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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

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3 (Pages 6 to 9)

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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

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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

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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

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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

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4 (Pages 10 to 13)

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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 principlally 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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5 (Pages 14 to 17)

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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6 (Pages 18 to 21)

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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

Page 24

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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7 (Pages 22 to 25)

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 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 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 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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8 (Pages 26 to 29)

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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 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 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 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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9 (Pages 30 to 33)

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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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10 (Pages 34 to 37)

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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 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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11 (Pages 38 to 41)

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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

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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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12 (Pages 42 to 45)

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 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

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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 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: Eeew.
 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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13 (Pages 46 to 49)

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Transcript of Proceedings

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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14 (Pages 50 to 53)

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.
 12 (The meeting adjourned at 8:45 p.m.)
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1 STATE OF CALIFORNIA)
) ss.
 2 COUNTY OF NAPA)
 3
 4 I, the undersigned, hereby certify that the
 5 discussion in the foregoing meeting was taken at the
 6 time and place therein stated, that the foregoing is a
 7 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 15th day of April, 2013.
 18
 19
 20
 21 _____
 22 SALLIE ESTUDILLO, CSR. 9060
 23
 24
 25

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15 (Pages 54 to 56)

Emerick And Finch, Certified Shorthand Reporters
Transcript of Proceedings

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING
ON THE DRAFT PLAN BAY AREA
SAN FRANCISCO COUNTY

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Thursday, April 11, 2013

Hotel Whitcomb

Reported by: SARAH GOEKLER

CSR 13446

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

Page 6

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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3 (Pages 6 to 9)

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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

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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 plea 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 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 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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4 (Pages 10 to 13)

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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5 (Pages 14 to 17)

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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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6 (Pages 18 to 21)

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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 JOËL 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 Joël 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.

Page 24

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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7 (Pages 22 to 25)

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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 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 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 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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8 (Pages 26 to 29)

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 avid, 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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10 (Pages 34 to 37)

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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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11 (Pages 38 to 41)

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.

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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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12 (Pages 42 to 45)

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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 scenic (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 sorely 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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13 (Pages 46 to 49)

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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 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 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 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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14 (Pages 50 to 53)

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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 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 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.

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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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15 (Pages 54 to 57)

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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

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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.

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16 (Pages 58 to 61)

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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.

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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.

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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

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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

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17 (Pages 62 to 65)

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Transcript of Proceedings

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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1 CERTIFICATE OF REPORTER
 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
 14
 15
 16 _____
 17 SARAH L. GOEKLER, CSR 13446
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1 (Hearing concluded at 8:38 p.m.)
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18 (Pages 66 to 68)

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING
ON THE DRAFT PLAN BAY AREA
SAN MATEO COUNTY

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 29, 2013

Crowne Plaza Hotel

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Reported by: SARAH GOEKLER

CSR 13446

1	ATTENDEES	
2		
3	Adrienne Tissier - San Mateo County Board of Supervisors	
4	Dave Pine - Executive Board of ABAG	
5	Alicia Alguirre - Mayor of Redwood City	
6		
7	---o0o---	
8		
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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1	PUBLIC SPEAKERS	
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21	---o0o---	
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1	MEETING AGENDA	
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12	JEFF HOBSON	19
13	GEORGE ROBINS	20
14	GLENN GELINEAU	22
15	BOB COHEN	23
16	MELISSA HIPPARD	25
17	TOM WEISSMILLER	26
18	MIKE BULEA	27
19	NINA PELLEGRINI	29
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1	Monday, April 29, 2013	7:04 p.m.
2	PROCEEDINGS	
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.	
		Page 5

2 (Pages 2 to 5)

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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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3 (Pages 6 to 9)

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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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4 (Pages 10 to 13)

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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5 (Pages 14 to 17)

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 Gelineau.
 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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6 (Pages 18 to 21)

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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7 (Pages 22 to 25)

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 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 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 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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8 (Pages 26 to 29)

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.

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9 (Pages 30 to 33)

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

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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.

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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

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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

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10 (Pages 34 to 37)

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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 Magginietti, followed by Susan

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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

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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 Magginietti, followed
 10 by Susan Hart, followed Bea Phillips.

11 PAUL MAGGINETTI: My name is Paul Magginietti.
 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

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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 Zorlawsky (illegible).
 23 I'm not sure if I have that correct.

24 Do we have Susan Hart?

25 PUBLIC SPEAKER: I think she left.

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11 (Pages 38 to 41)

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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.

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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. "Zorlawasy" (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

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1 sympathetic.
 2 CHERIE ZORLAWSY: Zorlawasy (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

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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?"

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12 (Pages 42 to 45)

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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.

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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

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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

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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?

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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

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14 (Pages 50 to 53)

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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

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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

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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

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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.

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15 (Pages 54 to 57)

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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

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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.

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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

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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

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16 (Pages 58 to 61)

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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

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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

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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

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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.

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17 (Pages 62 to 65)

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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.
 13 They bought a house in the Terra Nova area of
 14 Pacifica. Six years later they lost it to property
 15 taxes because money was being spent on other things that
 16 they want to shift to. I understand low-cost housing,
 17 all that. But it has to be paid for somehow. They lost
 18 that house. They moved to the city and lived in a flat.
 19 Moved back to Fairmont and bought a house in '68. Lost
 20 that one to property taxes three years later. Moved to
 21 Marin County. Lost one two years later for that.
 22 And when I was employed by the County of
 23 Marin, working into college, and Prop 38 came up, I
 24 voted for it, and I lost my job. But people stopped
 25 losing houses. And now there's all this discussion

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1 taking Prop 13 over. Everything you're talking about
 2 here is being done with information and facts. You
 3 probably got more staff in that room than we have in
 4 this room here. But you're not responding to the people
 5 that are here. You're not having meetings. Okay?
 6 The reason why I don't go to the Oakland
 7 meetings of ABAG, the same reason the electrician in
 8 that county moved from Oakland to Dublin. It's not a
 9 safe place.
 10 You don't advertise the meetings. It doesn't
 11 fall on the brine (phonetic), as far as I can see. What
 12 you're doing is unfair. You're not paying attention to
 13 focus. You've got these wonderful dreamy ideas. The
 14 thing is, somebody is going to have to win and lose.
 15 The people that live down here that want to walk, want
 16 the transit, they can all have that. The folks that got
 17 houses on the hill that will get 2 percent of the
 18 improvement that are all preferred.
 19 On your own web page, there's a story in the
 20 left-hand column about San Rafael requesting ABAG to let
 21 them get a change. They got it; seven cities didn't.
 22 There's definitely oversight by you guys and force being
 23 used. I don't want the force there. I want you to back
 24 out of this.
 25 SUPERVISOR TISSIER: Thank you, sir. Thank

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1 you, sir.
 2 That's the last speaker I have. So we will be
 3 taking all this information. We have it being recorded
 4 here, so your voices are being heard.
 5 There are meetings in each and every one of
 6 the counties, the nine Bay Area counties. And we'll
 7 take all these under advisement, and we will be
 8 making -- well, we have more and more meetings over at
 9 MTC and ABAG in the future. So we welcome any comments
 10 online. You can send letters. We see them all, and we
 11 welcome any of your comments.
 12 Thank you very much for being here this
 13 evening.
 14 (Proceedings concluded at 8:26 p.m.)
 15 ---o0o---

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1 CERTIFICATE OF REPORTER
 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
 14
 15
 16
 17 SARAH L. GOEKLER, CSR 13446
 18
 19
 20
 21
 22
 23
 24
 25

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800-331-9029

emerickfinch@emerickfinch.com

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

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2		
3	Sam Liccardo - San Jose City Council Member, ABAG Board Member, and MTC Commissioner	
4		
5	Ronit Bryant - Mountain View City Council Member and ABAG Board Member	
6		
7	---o0o---	
8		
9	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 PROCEEDINGS
 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 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 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 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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3 (Pages 6 to 9)

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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 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 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 Padraig 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 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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4 (Pages 10 to 13)

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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 Freemont. I'll also a
 25 business representative for SMWIA Local 104, which

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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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5 (Pages 14 to 17)

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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 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 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 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 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 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 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 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 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 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
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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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10 (Pages 34 to 37)

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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 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 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 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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11 (Pages 38 to 41)

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1 First of all, I want to thank you for planning
 2 this outreach meeting. I think it's a good start to
 3 bring affected residents and homeowners into this
 4 dialogue. So, first of all, thank you for -- for making
 5 this outreach effort.

6 And, Council Member Bryant, it's nice to have
 7 you here tonight. I'm a resident of Mountain View.

8 And so I'd like to speak a little more about a
 9 specific high-density project with which Council Member
 10 Bryant is very familiar. I live by -- I live in
 11 Mountain View, near the intersection of Castro and
 12 Miramonte. So there is a project under consideration to
 13 build the high-density housing complex at the
 14 intersection of Castro and El Camino. And I have a
 15 couple of concerns about it that I'd like to share.

16 First off, that this particular project would
 17 not be within practical walking distance of Caltrain or
 18 any other public transportation, as far as -- as far as
 19 I can see. So if you had 200 -- 200 residents living
 20 there, the likely traffic pattern would be to introduce
 21 200-plus cars onto an already crowded street
 22 intersection. So, to me, I just don't see how that's in
 23 keeping with the vision of ABAG, with where -- with
 24 where this is trying to go.

25 Also, this would put out of business a popular
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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 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 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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12 (Pages 42 to 45)

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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 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 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 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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13 (Pages 46 to 49)

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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 And finally, on the point of quality jobs,
 2 really making the emphasis to continue to work with
 3 community partners, going forward. They have the
 4 access, they have the information, they have the staff,
 5 they have the people, they have the insider knowledge to
 6 really be able to make this plan inclusive, going
 7 forward, and really engage the communities.
 8 And, in closing, I really want to emphasis
 9 [sic]: The point in building this plan together,
 10 collaboratively, is to engage the community. I
 11 definitely encourage you to continue to do so as we go
 12 forward with this plan.
 13 Thank you.
 14 COMMISSIONER LICCARDO: Thank you.
 15 Mr. City, Ishi City, followed by J. West or
 16 J. Wert. I may -- I'm having a hard time reading.
 17 Followed by Ralph Kearns. If you are any of those three
 18 people, feel free to come forward.
 19 MS. CITY: I am Ishi City. I am against this
 20 plan. I want cities to have local control. I want the
 21 money I pay for gas taxes to pay for road repairs. If
 22 you choose Plan Bay Area, you lose the character of your
 23 town and the whole Bay Area.
 24 COMMISSIONER LICCARDO: Thank you.
 25 MR. WEST: I am James West.
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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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14 (Pages 50 to 53)

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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. FAWCETT: 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
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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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15 (Pages 54 to 57)

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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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16 (Pages 58 to 61)

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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 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 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 Sunnysvale, 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. KURL: 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 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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17 (Pages 62 to 65)

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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 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 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 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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18 (Pages 66 to 69)

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 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 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 -- 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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19 (Pages 70 to 73)

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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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20 (Pages 74 to 77)

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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 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 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 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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21 (Pages 78 to 81)

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1 and -- to help sustain an accessible community and also
 2 that have public transit.
 3 Anyway, 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 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 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
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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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22 (Pages 82 to 85)

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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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23 (Pages 86 to 89)

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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.)

19

20 ---o0o---

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1 CERTIFICATE OF REPORTER

2

3 DANIELLE READING, CSR No. 10826, and NOELIA
 4 ESPINOLA, CSR No. 8060, Certified Shorthand Reporters,
 5 hereby certify:

6 That the preceding hearing was taken in
 7 shorthand, are disinterested persons, at the time and
 8 place therein stated, and that the proceedings were
 9 thereafter reduced to typewriting, by computer, under
 10 our direction and supervision.

11

12 IN WITNESS WHEREOF, I have hereunto set my hand
 13 this day of , 2013.

14

15

16

17

18 DANIELLE READING, CSR 10826

19

20 NOELIA ESPINOLA, CSR 8060

21

22

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24 (Pages 90 to 91)

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

1
2 ATTENDEES
3 JIM SPERING - Solano County Board of
4 Supervisors.
5 LINDA SEIFERT - Solano County Board of
6 Supervisors.
7 --oOo--
8 BE IT REMEMBERED that, pursuant to Notice of
9 the hearing, and on April 22, 2013, 7:00 p.m. at the Solano
10 County Fairgrounds, McCormack Hall, 900 Fairgrounds Drive,
11 Vallejo, California, before me, SUSAN L. STRAUB, CSR No.
12 7608, there commenced a Public Hearing.
13 --oOo--
14 PUBLIC SPEAKERS
15
16 F.D. CRUTCHFIELD PAGE 4
17 SHIRLEE PIERCE 5
18 DORIS ROBINSON 6
19 NATHAN DANIEL STOUT 9
20 BOB BERMAN 10
21 LYNNE HANSEN 13
22 MICHAEL J. HAYES 14
23 JOEY PORTER 15
24 GEORGE GUYAN, JR. 17
25 KATHY KERRIDGE 19

Page 2

1 DOUG DARLING 21
2 PUBLIC SPEAKERS (CONTINUED)
3 PAGE
4 COLEEN COLE MORRISON 23
5 SHIRLEY HUMPHREY 25
6 GINGER EMERSON 29
7 JUDY IRVIN 30
8 ROBERT BREKKE 32
9 MARY SAVAGE 34
10 NATALIA CLARKE 35
11 NORMAN H. REECE 37
12 LAURA PETERS 40
13 ANNZEL L. LOUFAS 41
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Page 3

1
2 --oOo--
3 MS. SEIFERT: And so with that, I direct our
4 court reporters and instruct our court reporters that the
5 public hearing is now underway and I think we have our
6 first speaker.
7 MR. SPERING: Okay. Thank you, Linda.
8 The first speaker is F.D. Crutchfield and
9 then Shirlee Pierce, and following Shirlee will be Doris
10 Robinson.
11 MR. CRUTCHFIELD: Good evening. I'm neither
12 Shirlee nor Doris.
13 Thank you for the opportunity to speak with
14 you. I am still wondering, who are you? There are two
15 elected people in this vast Army of unelected people that
16 have generated this plan. Faceless, nameless bureaucrats
17 following some kind of plan that we're not privy to. The
18 whole attitude seems to be, the public be damned.
19 I have attended previous meetings and there
20 is an overwhelming avalanche of propositions to item after
21 item. The figures you are using are very suspect. I
22 challenge to support the employment numbers, the housing
23 numbers. They seem to be taylorred to fit the plan rather
24 than the plan fitting the real numbers.
25 If it's so good, why can't we vote on it?

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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

2 (Pages 2 to 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

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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

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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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3 (Pages 6 to 9)

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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

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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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4 (Pages 10 to 13)

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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.

Page 14

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.

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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 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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5 (Pages 14 to 17)

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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.

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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 trials 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.

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6 (Pages 18 to 21)

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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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7 (Pages 22 to 25)

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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 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.

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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 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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8 (Pages 26 to 29)

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.

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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 some way 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

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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

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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.

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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 one, 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

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10 (Pages 34 to 37)

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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

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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

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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

Page 40

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 Annel Loufas?
 18 MS. LOUFAS: Yes.
 19 MR. SPERING: Okay.
 20 Annel?
 21 MS. LOUFAS: Annel 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.

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11 (Pages 38 to 41)

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Transcript of Proceedings

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.)
14
15
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17 --oOo--
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1
2 STATE OF CALIFORNIA)
3) ss.
4 COUNTY OF SOLANO)
5
6 I, the undersigned, hereby certify that the
7 discussion in the foregoing meeting was taken at the time
8 and place therein stated, that the foregoing is a full,
9 true and complete record of said matter, to the best of my
10 ability.
11 I further certify that I am not of counsel
12 or attorney for either or any of the parties in the
13 foregoing meeting and caption named, or in any way
14 interested in the outcome of the cause named in said
15 action.
16
17
18 IN WITNESS WHEREOF, I have
19 hereunto set my hand this
20 5th day of May, 2013.
21
22
23 _____
24 SUSAN L. STRAUB, CSR NO. 7608
25

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12 (Pages 42 to 43)

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Transcript of Proceedings

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING
ON THE DRAFT PLAN BAY AREA)
SONOMA COUNTY)
_____)

REPORTER'S TRANSCRIPT OF PROCEEDINGS
MONDAY, APRIL 8, 2013
FRIEDMAN EVENT CENTER

Reported by: CINDY L. BOCCALEONI
Hearing Reporter

1
2
3 ATTENDEES
4 JAKE MACKENZIE - Rohnert Park City Councilman
5 DAVID RABBITT - Sonoma County Supervisor, 2nd District
6 ---oOo---
7
8
9 BE IT REMEMBERED that, pursuant to Notice of the
10 Hearing, and on April 8, 2013, 7:00 p.m. at Friedman
11 Center, 4676 Mayette Avenue, Santa Rosa, California 95405,
12 before me, CINDY L. BOCCALEONI, CSR No. 12987, State of
13 California, there commenced a Public Hearing.
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15 ---oOo---
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Page 2

1 REVERAND TIM CARNAHAN, NBOP SRIMA, 43
2 FAITH LUTHERAN CHURCH
3 WAYNE GORDON, NA 45
4 ANN SEELY 48
5 BILL KORTUM, SCCA 49
6 JEANETTE MCFALL, REALTOR KELLER WILLIAMS 50
7 MICHEL STAMOULIS 53
8 ---oOo---
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Page 4

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2
3 PUBLIC SPEAKERS
4 PAGE
5 STEPHANIE REYES 9
6 KAY TOKERUD 11
7 ORLEAN KOEHLE 13
8 PHAEDRA GLIDDEN 16
9 MARGE SORBI 18
10 JAMES BENNETT, POST SUSTAINABILITY INSTITUTE, 19
11 THE NORTH BAY INDEPENDENT
12 DAVID GRABILL, SONOMA COUNTY HOUSING ADVOCACY 21
13 GROUP AND LATINOS UNIDOS DE NAPA
14 DENNIS ROSATTI, CONSERVATION ACTION 23
15 LLOYD GUCCIONE, PEACE AND FREEDOM PARTY 25
16 ROSA KOIRE - POST SUSTAINABILITY INSTITUTE 27
17 JACK SWEARENGEN, FRIENDS OF SMART 30
18 STEVE BIRDLEBOUGH, TRANSPORTATION LAND USE 31
19 COALITION
20 ANN HANCOCK, CLIMATE PROTECTION CAMPAIGN 32
21 DEBORAH, STOP THE CRIME.NET 33
22 GEORGE BARICH 35
23 NEIL HANCOCK 38
24 GINNY DOYLE 39
25 JENNY BARD 40
VESTA COPESTAKES, SONOMA COUNTY GAZETTE 41

Page 3

1
2
3
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

Page 5

2 (Pages 2 to 5)

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Transcript of Proceedings

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 are 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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3 (Pages 6 to 9)

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Transcript of Proceedings

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 KOEHLE: Thank you. My husband is from

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4 (Pages 10 to 13)

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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5 (Pages 14 to 17)

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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 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 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 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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6 (Pages 18 to 21)

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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 Count, 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? Lands 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 the 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 an 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 Birdleough,
 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

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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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12 (Pages 42 to 45)

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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.

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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.

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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

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13 (Pages 46 to 49)

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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

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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

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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, let's 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

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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

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<p>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</p> <p style="text-align: right;">Page 54</p>	<p>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--- 24 25</p> <p style="text-align: right;">Page 56</p>
<p>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.</p> <p style="text-align: right;">Page 55</p>	

15 (Pages 54 to 56)

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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

1 ATTENDEES

2

3 BRAD PAUL - ABAG Deputy Director

4

5 CAROLYN CLEVINGER - MTC Associate Planner Analyst

6

7 --oOo--

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13 BE IT REMEMBERED that, pursuant to Notice of the Public

14 Hearing, and on April 16, 2013, 10:00 a.m. at the

15 Embassey Suites Hotel, 101 Mcinnis Parkway, San Rafael,

16 California, before me, SALLIE ESTUDILLO, CSR No. 9060,

17 State of California, there commenced a Public Hearing

18 under the provisions of California Environmental Quality

19 Act.

20

21 ---oOo---

22 MEETING AGENDA

23

24 PAGE

25 Introduction by Joan Chaplick

Presentation by Carolyn Clevenger

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1 PUBLIC SPEAKERS

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14 PAM DREW 24

15 JEAN RIEKE 26

16 NANCY OCADA 28

17 ROBERT CHILVERS 30

18 ELIZABETH MOODY 32

19 MARGARET NAN 33

20 ANN SPAKE 36

21 JULIE LEITZELL 39

22 CAROL SHEERIN 40

23 SUE BEITTEL 42

24 JOY DAHLGREN 43

25

Page 3

1 --oOo--

2 (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

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2 (Pages 2 to 5)

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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

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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.

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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

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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

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3 (Pages 6 to 9)

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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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4 (Pages 10 to 13)

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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,

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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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5 (Pages 14 to 17)

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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 que. 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 Maravalle 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 Kettunenezsar, 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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6 (Pages 18 to 21)

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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

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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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7 (Pages 22 to 25)

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

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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 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

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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

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8 (Pages 26 to 29)

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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

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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 Marinello 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

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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

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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

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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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10 (Pages 34 to 37)

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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

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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

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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

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11 (Pages 38 to 41)

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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 thinkers
 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 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 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 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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12 (Pages 42 to 45)

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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.

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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

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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

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13 (Pages 46 to 49)

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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

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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

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14 (Pages 50 to 53)

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<p>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.</p> <p style="text-align: right;">Page 54</p>	<p>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, Lillie, 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</p> <p style="text-align: right;">Page 56</p>
<p>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 Lillie 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</p> <p style="text-align: right;">Page 55</p>	<p>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 --</p> <p style="text-align: right;">Page 57</p>

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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 --

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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

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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 _____
 22 SALLIE ESTUDILLO, CSR. 9060
 23
 24
 25

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16 (Pages 58 to 61)

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METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
OAKLAND

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tuesday, April 16, 2013

Metropolitan Transportation Commission
Oakland, California

Reported by: SARAH GOEKLER
CSR 13446

1 ATTENDEES
2
3 Carolyn Clevenger - MTC
4 Mark Shorett - ABAG
5 Jamillah Jordan - MIG/Moderator
6
7 ---o0o---

8
9 BE IT REMEMBERED that, pursuant to Notice of
10 the Public Hearing, and on April 16, 2013, 7:00 p.m. at
11 the Joseph P. Bort MetroCenter, 101 8th Street, Oakland,
12 California 94607, before me, SARAH GOEKLER,
13 CSR No. 13446, State of California, there commenced a
14 Public Hearing under the provisions of the California
15 Environmental Quality Act.
16
17 ---o0o---

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25

Page 2

1 MEETING AGENDA
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16 KASEY SAETURN 28
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19 PETER SINGLETON 31
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21 JIM BITTER 33
22 AZIBUIKE AKABA 35
23 RACHEL HALLOWGRASS 36
24 ---o0o---

25

Page 3

1 Tuesday, April 16, 2013 7:04 p.m.
2 PROCEEDINGS
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.

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2 (Pages 2 to 5)

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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.

Page 6

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, 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

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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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3 (Pages 6 to 9)

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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

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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.

Page 12

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 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.

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4 (Pages 10 to 13)

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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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5 (Pages 14 to 17)

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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

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

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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

Page 20

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

6 (Pages 18 to 21)

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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

Page 22

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

Page 23

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

Page 24

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

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7 (Pages 22 to 25)

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 stainability, 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 serges, 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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8 (Pages 26 to 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.
 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

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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 in 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

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<p>1 CERTIFICATE OF REPORTER 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 14 15 16 _____ 17 SARAH L. GOEKLER, CSR 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 13446</p>	

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT
SAN JOSE

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, April 17, 2013

Martin Luther King, Jr. Library

San Jose, California

Reported by: AUDREY L. TAKATO

CSR 13288

1 ATTENDEES
2
3 Carolyn Clevenger - MTC
4 Mark Shorett - ABAG
5 Joan Chaplick - MIG/Moderator
6
7 ---o0o---

8
9
10 BE IT REMEMBERED that, pursuant to Notice of the
11 Public Hearing, and on April 17, 2013, 1:00 p.m. at the
12 Dr. Martin Luther King, Jr. Library, 150 East San
13 Fernando Street, San Jose, California 95112, before me,
14 AUDREY TAKATO, CSR No. 13288, State of California, there
15 commenced a Public Hearing under the provisions of the
16 California Environmental Quality Act.
17
18 ---o0o---

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Page 2

1 Wednesday, April 17, 2013 1:08 p.m.
2 PROCEEDINGS
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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11 MICHAEL LUDWIG 18
12 DON CONNERS 18
13 HILDA LA FEBRE 20
14 JIM BITTER 21
15 ---o0o---

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Page 3

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. CLEVENGER: 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

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2 (Pages 2 to 5)

Emerick And Finch, Certified Shorthand Reporters
Transcript of Proceedings

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

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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

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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

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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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3 (Pages 6 to 9)

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Transcript of Proceedings

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

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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

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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

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4 (Pages 10 to 13)

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

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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.
 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

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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.
 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

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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

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5 (Pages 14 to 17)

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<p>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</p> <p style="text-align: right;">Page 18</p>	<p>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 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. CLEVENGER: 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</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p style="text-align: right;">Page 19</p>	<p>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</p> <p style="text-align: right;">Page 21</p>

6 (Pages 18 to 21)

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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,

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1 CERTIFICATE OF REPORTER
 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 _____ day of _____, _____.
 13
 14
 15 _____
 16 AUDREY L. TAKATO
 17 CSR No. 13288
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Page 24

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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7 (Pages 22 to 24)

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Alameda written	Alameda County	Waste of taxpayer money. Top down central planning. Leave control with cities. No Plan.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Alameda written	Charlie Cameron, Alameda County	1. There were no seats for attendees to sit in the lobby, waiting for the 7 pm public hearing. What are the seniors and disabled to do? 2. There were no secure bike area for people to secure their bikes. 3. There was no trash receptacle in the lobby area after 5:30 pm. I put my trash in a smokers receptacle outside the building. 4. I got there via public transit was there any questions at the start of the 7 pm public hearing like how many people got here via public transit for your own info and tally -- and at other plan meetings? 5.. I did leave just before 6 pm and I did fill out a speakers card and did turn in approx. 10 pages of my comments for the Draft Plan and Draft EIR and Draft TIP. To have the moderator and court reporter note my attendance and turning in my comments because there was no lobby seats to sit down till before 7 p.m.	Draft Plan Bay Area
Alameda written	Christine Ippolito, Alameda County	I am very in favor of the concept of sustainable communities - near transportation - infill. Strongly support housing for low and moderate income families with children including 3 and 4 bedroom units.	Draft Plan Bay Area
Alameda written	Christine Ippolito, Alameda County	Please include some gardens, small parks/playgrounds in or near multi-unit dwellings. Don't build more houses than can be provided water into the future. Protect and enlarge our open spaces. Don't infill the entire eastern shoreline of SF.	Draft Plan Bay Area
Alameda written	Kim Evans	Affordable housing. Good transportation with affordable fares.	Draft Plan Bay Area; Draft TIP & AQ Conformity
Alameda written	P. Ghosh	Affordable housing needed. Good transportation and affordable fares.	Draft TIP & AQ Conformity
CCC written	Amanda Elliott, Contra Costa County	We need more West County representation. Please consider holding a meeting in Richmond or El Cerrito.	Draft Plan Bay Area
CCC written	Ana Irma Angulo (#2)	Also more housing for retirees and seniors is needed because the waiting lists are great and today, there are a lot of retirees suffering due to the lack of housing.	Draft Plan Bay Area; Draft TIP & AQ Conformity
CCC written	Ana Irma Angulo, Contra Costa County (#1)	I would like the transportation service for persons of limited resources, mainly single women with children and women who need to go to the hospital or important appointments to be renewed. Many years ago, I was a single mother and I made use of this service and it was very valuable to me. I now work at the front desk of the Michael Chavez Center and many people ask for this service. Thank you.	Draft Plan Bay Area; Draft TIP & AQ Conformity
CCC written	Colleen O'Connell, Contra Costa County	The EIR and OneBayArea plan are based on flawed set of data. California has a shrinking population, not a growing population. The supposed need for every community to absorb ultra affordable housing in packed-in 4 story buildings is therefore greatly overstated. The imposition of these projects on the remaining productive taxpayers in California will only hasten the exodus under way.	Draft Plan Bay Area; Draft EIR
CCC written	Daniel G. DeBusschere, Contra Costa County	I word searched the digital edition of the draft Plan for the words "BART parking" and I found none. Why is the issue of additional BART parking missing? Significant VMT can be reduced with additional parking?	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
CCC written	Dr. Cheryl Morgan	To put it bluntly, this is a grandiose, well rehearsed lie. Repeatedly your representatives claim that Agenda 21 does not influence this plan - clearly it does when the text is taken from Agenda 21 documents. Socialism is planning for the benefit of the majority at a cost to minorities -- & your plan meets this definition of socialism. Socialism is un-American. Are you?	Draft Plan Bay Area
CCC written	Emilio Melendez, Contra Costa County	Plan Bay Area is necessary for many reasons. One reason is that many families would benefit in different areas. It would also benefit small businesses such as restaurants, super markets.	Draft TIP & AQ Conformity
CCC written	Eric Strattmann, Contra Costa County	I just found out about this plan 1 month ago and most people I talk to in my community of Orinda have never heard of it. Actually, I have yet to meet a single person who knows about this. Changes are being pushed upon our local communities without any opportunity for people to have an appropriate say. This should be put to a vote city by city. This will irreversibly damage the unique character of my city, my property value, schools. At the very least 6 months should be allowed (not 45 days) for the public to weigh in.	Draft Plan Bay Area; Draft EIR
CCC written	Igor Skaredoff, Contra Costa County (#1)	Former Concord Naval Weapons Station should be a priority conservation area.	[blank]
CCC written	Igor Skaredoff, Contra Costa County (#2)	Ferry from Martinez to San Francisco - connecting with existing Amtrak at Martinez Station	[blank]
CCC written	Janet Maiorana (#2)	2. There is no analysis on impact of the high density subsidized housing on cities.	[blank]
CCC written	Janet Maiorana (#3)	3. CEQA waivers for eligible projects is ridiculous. 4. Leadership should be by example. All MTC/ABAG members and staff should not be given free parking or allowed to use cars.	[blank]
CCC written	Janet Maiorana, Contra Costa County (#1)	1. Citizens need more time to analyze the Plan and draft EIR. Ninety days would be appropriate.	[blank]
CCC written	Jesus Nunez	Promote healthy communities. Provide housing to all residents. Maintain transportation services. Reduce premature deaths.	[blank]
CCC written	Jewlia Eisenberg, Alameda County	Thank you for thinking regionally! We can't solve our housing or transportation issues without working together for a more sustainable future.	Draft Plan Bay Area; Draft EIR
CCC written	Joanne Ford, Richmond	More representation from Richmond and low-income families.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
CCC written	Lenore Krause Contra Costa County	In this state we think of the levels of government to be: City (in my case, Pleasant Hill); County (Contra Costa); State (California); Federal (The United States of America). ABAG and MTC are like another level of government that we do not need and we do not want. When ABAG and MTC tell me how to live and where to live, they are yielding way too much power. When they blackmail cities into doing their command by withholding transportation funds from the city if the city does not do as ABAG and MTC demand, this is a level of power I cannot comprehend. If we would have to have this level of government, we should at least be able to elect the officials of this government directly. We elect our representatives to other governmental bodies in this state directly. You might say to me that city councils and other government bodies select their duly elected officials to serve on sub-committees, etc. This is true, but none of these sub-committees has the power that has been given to ABAG and MTC. The elected officials of our various cities should be the ones to make zoning decisions, etc. Our city officials should not allow this power grab by ABAG and MTC. It is time for us to withdraw from ABAG and MTC.	Draft Plan Bay Area
CCC written	Marita Platon (#1)	All your assumptions are based on erroneous data. There are more economical ways to help the environment without vested interest benefiting from these ways.	Draft EIR
CCC written	Marita Platon, Contra Costa County (#2)	Why is this plan being imposed on cities and not let free market work? We are a free enterprise economy with supply & demand working itself out. Subsidy on these low cost houses are a huge expense and there is a lot of abuse and waste of resources. This has to stop and let the free market work.	Draft Plan Bay Area
CCC written	Mike Garrabrants	The OneBayArea plan is deeply flawed. 1. It is based on a flawed presumption that to be "one", we need to have all regions be homogenous and occupied with high-density transit villages. This flawed assumption arises from the failed government philosophy that the government knows more about what people want than the people, or perhaps worse, the government seeks to impose its will through "strong arm" tactics. Practically, these plans are flawed because they are based on flawed assumptions. California is shrinking and will continue to do so.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
CCC written	Nati Flores, Contra Costa County (#1)	On Section C Target 4: to reduce fatalities: there are non-profits who do a lot of work and education on bicycle and pedestrian safety and advocate for more biking. It would be very important that if we wanted to make a difference in this area to also fund these organizations.	Draft Plan Bay Area
CCC written	Nati Flores, Contra Costa County (#2)	Section C Target 7: build complete streets. I really like this, I moved into a community with complete streets and I can see the difference it makes in our driving habits. I enjoy spending time on trails, walking to shop and walking my children to school.	Draft Plan Bay Area
CCC written	Nati Flores, Contra Costa County (#3)	Section C Target 2: We used to live in Concord, we moved east for 10 years. We now live in Antioch. Even though my commute is not long in miles, it is long in time travel. I look forward to the day I can take BART or my bike to work. I work in Concord and have worked there for 12 years but I can't afford to live there. I do think that it's important to build affordable housing so we don't have to move out of our communities. Incentives like "Free BART ride day" or reduced fares for sports events or other events that clog up the freeways are also important. All the freeways are congested even on the weekdays.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
CCC written	Pablo Fragoso (#1)	Plan Bay Area is necessary because it promotes the economy in our area. It is also essential to promote housing to all residents of the Bay Area because there are large communities that require more access to housing and reasonable prices. Public transportation transfers given at time of boarding need to be a bit more extensive, should one have a medical appointment, once the appointment is over and you leave the doctor's office, the transfer is not valid and you have to pay again.	Draft Plan Bay Area
CCC written	Pablo Fragoso (#2)	On the streets, more access should be provided to use bicycles so we can ride safely. Should more bicycle lanes be made, autos would be less utilized and it would lower our pollution levels. Build hospitals with economic access for low-income communities; when you don't have enough money, you do not seek medical attention as often because it is very expensive to pay for appointments. Create communities with shops, employment opportunities, parks, schools, etc.	Draft Plan Bay Area
CCC written	Ralph Hoffman	We need to place on the ballot and pass an additional 1/2% sales tax in Contra Costa County to fund improved public transit. Today we have record high temperatures because increased greenhouse gases from automobiles, diesel trucks and motorcycles have contributed to global warming.	Draft TIP & AQ Conformity
CCC written	Roger Acuna	This is a request to amend the RHNA to include universal housing access design for new developments. We are seeing a trend for access to all areas in and around living spaces. There is an increase in baby boomer population, injured war vets and accident related disabilities. There is a preference to live at home rather than a nursing home.	Draft Plan Bay Area
CCC written	William Bucher	[Open House] Station D - A Plan to Build On -- my concerns relate to a platform for advocacy. I don't agree with efforts to reduce taxpayer approval % from 2/3 to 55%; maybe 2/3 to 60%. Also I don't agree with efforts to revise CEQA. Infill development is a <u>local</u> issue, and the controls should be set at that level.	[blank]
CCC written		I'm excited to see the logical connection between houses, jobs, and investing in infrastructure. I don't want to commute 2 hours from a starter home to my job in the Bay Area! I want cities to get smarter and MTC to serve the existing densities in Oakland, Richmond, San Pablo, etc., Don't ignore the majority! Good plan guys.	Draft Plan Bay Area
CCC written		Told us that the officers who are elected officials are deciding what will happen to their cities with the consent of the people living in their cities. Why is this being imposed on us? Why not put these on the ballot box and see what the majority of the residents want for their city?	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
CCC written		If I wanted a controlled lifestyle, I would join a commune. Growing families don't want their children to grow up in an apartment. Tight living spaces for kids encourages gangs. Boredom encourages drugs. Smart housing is a poor environment for children.	Draft Plan Bay Area
CCC written		Seniors are not interested in downsizing. Their lifestyle includes "elbow room". Downsizing comes when they enter a rest home. Don't hurry the process.	Draft Plan Bay Area
DEIR Hearing Marin written	B. Emily Sykes, Marin	Affordable Homes. Please consider allowing funding for Trailer Camp land purchase. This could be formulated; a trust for homes situated on the land. Consider Palo Alto trailer camp land sale.	Draft Plan Bay Area
DEIR Hearing Marin written	Cesar Lagleva, Marin	Great job! Check out website concernedmarinites.org	[blank]

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
DEIR Hearing Marin written	Ericka Erickson, Marin County (#1)	First, I would like to call attention to the time and place of the public hearings: a public hearing held during a weekday in the morning - and where public transit doesn't reach is not accessible to working families and the ones that are most affected by the plans regarding transit and affordable housing.	Draft EIR
DEIR Hearing Marin written	Ericka Erickson, Marin County (#2)	I would also highlight the fact that the Alternative 5 - EEJ - is the environmentally superior alternative - and most of its aspects should be included in the final plan, especially the elements related to transit and housing (affordable).	Draft EIR
DEIR Hearing Marin written	Gil and Jane Pruitt, Marin	Any plan needs to protect the current quality of life in the suburban communities (low housing density, open space and protect wildlife)! New housing should follow a balanced housing model (20% low income in any new housing build). Higher density housing should not be built near transportation in suburban communities!	Draft Plan Bay Area; Draft TIP & AQ Conformity
DEIR Hearing Marin written	Pam Drew, Marin County	You have not adequately dealt with 1) water supplies for increased population; 2) endangered species and Bay wet lands; 3) increased local traffic congestion and air pollution; 4) improper projections artificially inflated projections and your refusal to correct these projections; 5) densification being improper for the land form: 30 U/A not appropriate for Novato, San Rafael or any of the rest of Marin, aesthetically or other wise.	Draft EIR
DEIR Hearing Oakland written	Brenda Barron Oakland	There are other problems with current service levels. BART does not have enough trains so that people can sit down. I often have to stand when I catch BART to go to school. BART has been having some issues lately with the tracks. I was on BART for almost two hours, and many people were delayed when they had to get to work and school. I would also like to see cleaner buses and BART cars and stations.	Draft TIP & AQ Conformity
DEIR Hearing Oakland written	Tehran K. Clark Alameda County	I would like to see the sustainable community strategy's Plan Bay Area incorporate open space conservation and include agricultural space in the plan. Food security is an often forgotten element of equity. Considering how far food travels can lead to a reduction in greenhouse gasses, if grown closer to where people are. PBA should include preservation of regional and state parks and local parks while promoting the use of taking public transportation to those areas instead of driving.	[blank]
DEIR Hearing San Jose written	Ed Mason Santa Clara County	Housing/land use is an unfunded mandate. 5.5% of federal discretionary budget is for housing and community proposed social security payment reduction attempts to balance the budget and I do not want to pay for this. Future housing will be funded by local bonds for below market rate housing.	Draft EIR
DEIR Hearing San Jose written	Michael Ludwig Santa Clara County	It's hard for me to judge the overall environmental impact of Plan Bay Area, because I feel some of the projects in it will increase pollution (many of the projects to add new general purpose lanes to roadways will just encourage people to drive more), while some of the other projects in it will decrease pollution (most of the projects that make taking transit easier, such as additional transit lines and/or service hours).	Draft EIR
DEIR Hearing San Jose written	Phyllis Cassel Santa Clara County	Reducing greenhouse gasses by 15% is far too little for a goal. Note Palo Alto's drop in greenhouse gasses. Effort and planning makes a big difference. Reduction of greenhouse gasses is not the only reason to concentrate transportation and housing. Keeping open space open provides for ground water recharge, space for natural fauna and animals, etc. and all those benefits. We need housing if employment increases. A rational density 20-30 units per acre allows for both housing and open space.	[blank]

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Marin written	Angela Gott, Marin County	I have lived in Marin since 1989. I've never married, no kids, and always worked part-time mostly with multiple jobs to afford high rents. I was born in 1951 so I'm 62, poor, in severe need of senior subsidized housing. Many boomer-aged women never earned much due to a wide range of discriminatory practices. Now we are aging and need subsidized safe housing to be built with good public transportation so we can get around independently. Senior housing is desperately needed to be built for senior boomer generation women so we won't become homeless in Marin.	[blank]
Marin written	Carla Giustino, Marin County	We do not want high density housing in an area that cannot support it, i.e., Marin Civic Center area. This area is not designed for high density housing. The water, traffic was designed for parks and open space by Frank Lloyd Wright and this should stay that way. I am for development but not in this area.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Marin written	Cesar Lagleva, Marin	I support it.	[blank]
Marin written	D. Jan Visaya, Marin County	Regional planning is a fantastic idea. It seeks to solve many problems that have plagued our communities for decades. Not only is it a plan to make the Bay Area resilient, but it sets forth a way to create/reshape "smarter" communities. Housing is needed in nearly every metropolitan region in the country. Growth is going to happen and it makes perfect sense to prepare for that growth. Many workers that work in Marin travel from outside of Marin. Until we build alternative transportation, which "Marinites" are up against, affordable housing/mixed income housing communities are necessary. Increasing density will make alternative transportation practical and a more reliable public transportation. The choices the Plan Bay Area sets forth are what I want my government to allow me to choose.	Draft Plan Bay Area
Marin written	Elizabeth Prior, Marin County	I support affordable housing.	Draft TIP & AQ Conformity
Marin written	Jessica Williams, Marin County	I appreciate the extensive stakeholder engagement to produce a regional focused plan. I hope there are policies and funding sources developed to significantly encourage local governments and agencies to implement the plan.	Draft Plan Bay Area
Marin written	John Rojas, Marin County	With regards to low cost, affordable housing, they should not be built in clusters and in one location. Affordable housing needs to be dispersed in small amounts throughout Marin County. Market rate apartments and homes, condos or single family also need to be built for builder incentive. Schools will suffer if a non profit (builder) builds without paying fair share of property tax.	Draft Plan Bay Area
Marin written	Judith McCord, Marin County	I am opposed to the housing plans, due to traffic concerns. As a resident of Marin Lagoon, I am only too familiar with the inability to leave or return to my home when the county fair or other popular events occur. The thought of having all the cars trying to enter and exit McInnis or get through the stop sign to enter 101-S, with the trains stopping at the station, it could turn out to be a real nightmare.	Draft Plan Bay Area
Marin written	Liz Sprecht, Marin County	I am a founder of El Porvenir, a nonprofit organization which works with Nicaraguans to develop clean drinking water projects. For 23 years I have been studying and using facts and figures about potable water. If Plan Bay Area should actually be put into effect, where would the drinking water for all the additional homes come from? If PBA is considering a desal plant, they should realize this would defeat the purpose of the Plan: Increased greenhouse gases would result from any desalinating activity. The net result would be more greenhouse gases.	Draft EIR

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Marin written	Lois Riddick, Marin City	Seniors in Marin City were looking forward to a shuttle service that would enable them to get from Hillside to shop in grocery stores, since there are few markets that are affordable. I do not wish to see seniors remain isolated from social times, or whatever use for transportation. I, as well as others, have spent so much money to get a cab up the hill. Taxi vouchers comparable to San Francisco would be helpful for seniors. Just volunteering has been strenuous and challenging financially to take care of my needs as well as to advocate for seniors and disabled populations. Whistlestop provides ride shares but some seniors can't take it because the long rides. And time changes over night without being able to arrange for another ride other ways. Marin Catch-a-Ride only permits 4 round-trip rides only 3.5 miles requiring an additional \$1.45 per ride for that short distance.	Draft Plan Bay Area
Marin written	Margaret K. Zegart, Marin County (#2)	P9: Main County's Unincorporated Area Planning Commission's decision on several occasions has Commissioners noting that existing "needs and aspirations of each Bay Area - "Marin" as identified in locally adopted general plans and zoning "shall accommodate through a California Environmental Quality Act (CEQA) review, appropriate housing sites. Local not regional decisions. P10: Job growth in Marin has its primary one related to tourism and travel to West Marin. This city pattern of related housing formula is not appropriate to Marin.	Draft Plan Bay Area
Marin written	Margaret K. Zegart, Marin County (#1)	P2: PDAs originally developed to serve the infill areas "urban cities". They [mistakenly] have been broadened to advance focused employment growth. Local jurisdictions - Marin Affordable Housing Advocates - supported by Supervisors to achieve money for transit "among other place types". LOS F or worse where level of service is stand still traffic in Southern Marin on summer sunny days, all sunny weekends - and at all commute peak periods (not considered on the countywide plan analysis). It is not a transit center area as Tamalpais Junction serves Mill Valley on a limited schedule, and commuter period only bus along a portion of Shoreline Highway in Tamalpais Valley and minimal service weekdays on a West Marin shuttle. P7: Grand Jury notes senior populations (and all others, of course) have a lack of hillside transit service. The county has not accepted nor provided maintenance of first decade public use mapped 20th century (Tamalpais Land and Water) paths throughout the Tamalpais Planning areas - as well as "paper streets". . Lanes on Almonte heavily used or a program of identified parking areas on streets. Eager to have funds for highway improvements, multi-modal lanes for safe cyclists and pedestrian paths, safe, sustainable sites for public housing in Southern Marin are compromised and affordable housing in hazardous sites have been identified as priority development areas. Deep bay mud, traffic congestion, increased air quality hazards because of (stalled, really) traffic. Two identified public hazards related to transportation are LOS levels; safe cyclist and pedestrian accidents/health air quality. High tides cause year round monthly access flooding, as well to 101/to Shoreline. Greenhouse gas reduction goals are now compromised; increased affordable and market rate housing in Mill Valley and Tamalpais planning are increasing/paralleling the ineffectiveness of performance scenarios. P.5: Introducing Plan Bay Area: Strategy for a Sustainable Region.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Marin written	Margaret K. Zegat, Marin County (#3)	P12: Plan Bay Area's "Bold Step with Strategic Investments that provide support for focused growth in priority development areas, including the new One Bay Area grant program. "Fix it First Highest Priority" ensures that existing transportation assets are funded." Traffic signals when justified by LOS) if speed is your goal. 5 in a mile are necessary for existing Tamalpais planning area residents to reach highway 101 (or to return) some education of public media should address circulation issues. P13: The One Bay Area Grant Program (OBAG) is contra indicated in the unique congested area (Manzanita/Tenmassee Valley/ GGNRA Ocean Destination, Mill Valley Almonte Blvd/Mill Valley Shoreline Highway accessed Tamalpais Valley, West Marin residents and all state, county and federal open space destinations. P14: A Plan to Build On - Priority Development Areas were recommended by local governments, unfortunately these are not supported by citizens, aware of climate change mappings. Not considered beyond mid century sea level rise, impacting transportation corridors. (Already summer ice melts complete estimated to be by mid century levels by some scientists upon which used data in documents are made. For safety and sustainable land and transportation figures, 3,000 should be included as likely climate warming will be increased by China, India and other world wide populations their intercontinental trade and manufacturing growth with western hemisphere growth. Healthy communities should not be a compromised goal by PDAs planned and sites for affordable housing to gain transit funding as now Marin proposes.	Draft Plan Bay Area
Marin written	Martha Vega, Marin County	Dear Representative, I requested that the Plan be made available in some manner in Spanish. My request was ignored. I think that every person who is a participant in this community has the right to be informed.	[blank]
Marin written	Nicolas Adrian Mabey, Marin County	I support it.	[blank]
Marin written		Without a just plan we will not be able to pay the high cost of living in the future. Our economy will fall because there will be less production workers for big businesses.	[blank]
Marin written		Affordable housing is treated with a discriminatory tone in Marin and at these hearings. Displacement of existing affordable units is an issue; much less construction of additional affordable units. Quality of life should be an index for the whole community, not just property owners.	Draft Plan Bay Area
Marin written		A.) In your "Introducing Plan Bay Area" document, pg. 7, it says "increased racial & ethnic diversity will increase demand for multi-family housing." Excuse me! You're saying, in effect, that minorities wish to live in multi-family housing. That is simply not true. It seems you're trying to prepare people to accept more multi-family housing, which of course is your agenda. Nice try, but we're not buying it.	Draft Plan Bay Area
Marin written		We in Marin must act to lower greenhouse gases by figuring out a way to make workers in Marin able to afford to live in Marin near their jobs. "Affordable to the people who work here" is different from "subsidized" and this plan must more clearly define how the housing and transportation goals can encourage workers in Marin to live in Marin. 65,000 of Marin's 110,000 workers drive into Marin in single occupancy vehicles every day. How does Plan Bay Area for Marin specifically address affordability for workers in Marin? Plan Bay Area is a good thought but the mechanism is not clear. Please clarify.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Marin written		B.) You're assuming x many thousands of jobs will be created over the next 30 years. These are way overly optimistic. Because of this, you project substantial population increase, which are, thus, overly optimistic. Another assumption which is incorrect is that people will live in multifamily housing, if built. San Rafael built 33 San Pablo, a 3 or 4 story housing complex, and they couldn't sell them as condos, and now can't rent them.	Draft Plan Bay Area
Marin written		599 of the 852 affordable housing units slated for unincorporated Marin are planned for my District 1. 70% of the new housing units. This will create a huge influx of people and students in our school district. Affordable housing will mostly be exempt from paying property taxes -- leaving us -- our neighborhood -- with the responsibility to shoulder the added cost of this extra 20% increase in population. If the plan is developed it will severely impact our small (Marinwood/Lucas Valley) community. It will increase population and strain our schools. It will also result in displacement -- current and potential new families will leave or won't move in due to these changes. It will increase number of drivers in Marinwood and Lucas Valley and it will create a physical division of our community in the above ways. I am against accepting 70% of the new housing units slated for Marin to be built in our small 2,900 household community for these reasons.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Marin written		Absolutely opposed to housing development plans and the autocratic/ undemocratic process of a few bureaucrats. Disrespectfully undemocratic.	Draft Plan Bay Area
Marin written		Highly opposed to housing development plans. Elected officials mustn't forget that their constituents have to live with the long-term repercussions of this badly thought-through project.	Draft Plan Bay Area
Marin written		The time allowed for comments on the plan -- only a little more than 1 month -- is much too short to honor the importance of the Plan.	Draft Plan Bay Area
Marin written		I support the overall vision of One Bay Area and the goal to reduce GHG. This is an important step for our children's future if we are to combat climate change impacts. I think there are too many misunderstandings/ fear mongering. Please present pictures of "high density housing" as people will be surprised at how much it fits in (2-3 stories) with existing buildings. Please explain that we are discussing primarily market rate housing and that small, walkable community condos are the types of places that hold their value and that young families desire. Please do a better job of educating the community about the plan's details, with pictures of what this could look like with current examples. Also please clear up the confusion over eminent domain. Nobody has to lose their suburban home. Finally, please clarify that this is not about attracting new "growth" but rather accommodating our anticipated future population growth more sustainably. Small, walkable communities are always more sustainable than suburban sprawl.	Draft Plan Bay Area
Marin written		I am concerned that the TIP provides "Plans" for motorized transport and neglects to provide a statewide impetus, framework, and support for efforts to improve bicycling, walking and other forms of active transportation. This is a huge gap in a greenhouse-gas-reducing program for transportation dollars! There should be a statewide active transportation plan and it should have dedicated funding. Statewide it could do things like arrange rebates for electric cargo bike purchase similar to the rebates for electric cars. E-cars produce far more greenhouse gas than e-bikes.	Draft TIP & AQ Conformity
Napa written	Jack Gray City of Napa resident	Why has Steve Heminger, President of the MTC, indicated to the California Air Resources Board that a part of the aggressive strategies to implement this plan included raising the cost of driving a private automobile by a factor of 10?	

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Napa written	Jack Gray City of Napa resident	Has any actual opportunity been afforded or will any opportunity be afforded for an open vote of the individual area residents to approve adoption of this plan? Who has provided definition of sustainability for this plan?	Draft Plan Bay Area
Napa written	Jack Simonitch Napa County (#1)	Why does Napa County not require the Wine Train to provide service between Napa and Vallejo for connection to the Bay Area and other Interstate and nationwide transportation? Why build two bridges on the Napa River paid for by Flood Control funds?	Draft TIP & AQ Conformity
Napa written	Jack Simonitch Napa County (#2)	Affordable Housing: I propose that funding for affordable housing be completely transferred to the wine industry, the hotel industry and to all other employers of low-income workers. Maybe a head tax of \$150 to 200 per low-income employee per year. We are not building low-cost housing for people working in San Francisco. Would not the Fairgrounds be a good place to build affordable housing? Move the Fairground out of the center of the city.	Draft Plan Bay Area and Draft EIR
Napa written	Mike Costanzo, Napa	Does not seem to support needed transportation improvements in this county. While the overall goals are good, why not find a way to provide funding to improve or at least address our challenges as the third most visited destination in California?	[blank]
Napa written	Nathan Stout, Solano County (#1)	Please make water taxi or vaporetti service a reality from Mare Island on the Napa River. Please make my comment part of the public record.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Napa written	Nathan Stout, Solano County (#2)	Please extend capability of Napa County Wine Train to reach Mare Island as a new destination and transfer point to the ferry in order to make a possible travel from San Francisco to Napa, which would generate more environmentally friendly tourism. Please make my comment part of the public record.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
San Mateo written	Angelica Mariano, San Mateo County	I particularly was interested in the transit system investments and am happy to hear that BART is expanding to the South Bay. The statistics shared about demographics were also interesting.	Draft Plan Bay Area
San Mateo written	Blake Lyon, San Mateo County	Of particular concern is the use of the term "protected open space" without a proper definition of such a term as noted in Appendix 2. Secondly, the maps in Appendix 2 also reference an "urban growth boundary" that does not appear to reflect local land use policies.	Draft Plan Bay Area
San Mateo written	Erik Larsen	Thank you for holding this public meeting. As someone who moved to the Bay Area for work and depends on public transportation across county lines, I'm keenly interested in affordable and equitable access.	Draft Plan Bay Area
San Mateo written	Finau Faleofa, San Mateo County	There should be affordable transportation and housing. Transportation locations shouldn't just be in the downtown areas. There should be a schedule change for more transportation instead of just every hour. Samtrans should have a better plan for the future instead of [not legible]. There should be more awareness and involvement with the people in each community. The people of the community should be able to be involved in decisions being made. There should be a variety of ethnicities involved in Plan Bay Area organizations, because most communities are made up by other ethnic groups rather than just white. There should be notification of global harmony, recycling, compost and being Go Green.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
San Mateo written	Irvin Dawid, San Mateo County	I have to be one the 8:22 northbound Caltrain. If I'm not called by 7:50 p.m. please accept my comments: I am supportive of efforts to reduce transportation emissions by reducing driving by increasing growth in areas were jobs, transit and services are located. This means increasing density – something many cities are unwilling to do. I would like to see firmer ways to reward cities that increase residential density and for those that don't, they need to feel the consequences.	Draft Plan Bay Area
San Mateo written	Janet Borgens, San Mateo County	Clarification on "definition" of protected open space. RWC area designated "Urban Resource." Need definition of terms. If this becomes an adopted plan what are the CEQA ramifications for local jurisdictions?	Draft Plan Bay Area
San Mateo written	Jay Michlin, San Mateo County	I'm concerned about our planning for "sustainability." Suppose we had done that in 1960, or even 1980? We would have strangled the otherwise organic growth that has made the Bay Area so successful. History shows that the future always astonishes us.	Draft Plan Bay Area
San Mateo written	Johanna Coble, San Francisco	This plan has flown under the radar. It is a hugely expensive plan that is being foisted on the public without their knowledge. It should be brought out of the darkness and brought forth into the light so that the public an vote on it. Please bring this plan to the people and let us vote on it.	Draft Plan Bay Area and Draft TIP & AQ Conformity
San Mateo written	Kolsarina Hafoka, San Mateo County	We need affordable transportation and housing! What is affordable? Housing costs should not be increased. We are barely managing now so in the future we should look into helping the community with having affordable housing for all people. Transportation costs for the public need to be decreased for all people and not dent people's wallets.	Draft Plan Bay Area and Draft TIP & AQ Conformity
San Mateo written	Leonard W. Stone, San Mateo County	Could you have made a 25-year plan in 1988 that would make any sense in 2013? We do not know what will change but we know the rate of change is accelerating. If man is causing the climate to change, when did it start? The climate has always been changing. When did it stop changing so man could make it start changing again?	Draft Plan Bay Area
San Mateo written	Marco Durazo, San Mateo County	I respect the outreach conducted for this process but have some feedback. I only got a 2-week notice for this meeting -- more time would have been helpful. Also, not sure if language translation was offered. How the Bay Area deals with population growth is critical but how we deal with those already living here -- those living on the margins -- is also important. There are many working poor in our region.	Draft Plan Bay Area
San Mateo written	Mark Roest, San Mateo County	Rebuilding rural economies takes pressure off urban areas, which reduces pricing pressure on real estate, which can help make more housing affordable. I second the call for urban agriculture, and I support encouraging the services that could make regional food shed development more viable, including more affordable housing and flexibility in building codes. Instead of continuous high density a la strip malls, I suggest smaller high density buildings on open space, including food gardens, giving some of the benefits of single family homes. I encouraged the use of both natural building systems and advanced structural systems and materials to reduce the cost and environmental impact of housing and services	Draft Plan Bay Area
San Mateo written	Meletuna Pikula, San Mateo County	Being a teen, it is a struggle to see people trying to get houses and transportation. We need affordable housing and transportation. I'm looking forward to community with affordable houses.	Draft Plan Bay Area and Draft TIP & AQ Conformity

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
San Mateo written	Serena Ip, San Mateo County	I support the Plan Bay Area draft but after tonight's hearing I do urge slowing down the timeline for more time for outreach and support. I enjoyed the smaller outreach groups and hope people here tonight were involved in those groups or were aware of them. However, I do not agree with the majority of what the speakers said tonight. I only agree there should be more time for comments and outreach. I do think the plan is heading in the right direction. Young workers, the ones who make up a large part of our unique economy, need to comment and be involved. Most of the people who spoke tonight do not fall in that category and likely do not share the same views. I know I don't. We need more affordable options for housing near transit and resources. Regional planning is important to coordinate environmental needs, housing and transit.	Draft Plan Bay Area
San Mateo written	Sofia Lozano-Pallos	I am a community member interested in getting to know more about the ideas for future development. Great that you are having open houses to discuss this. I however would like to see what projects are ideas and which ones are already funded and development is starting or about to start. I would like to see concrete information or places where I can get it.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
San Mateo written	Uainani Pikula, San Mateo County	Well, being a teen and still attending high school, I don't have that much understanding of what's going on. But with the information I know we should have affordable housing and transportation. I believe we should put money for mainly affordable housing for helping people at least have homes. Many are on the streets or living with other family because they can't afford to pay own house. We should at least help these families keep their house in our community.	Draft Plan Bay Area and Draft TIP & AQ Conformity
San Mateo written	Vera Herrington, San Mateo County	I am concerned about the environment of the Bay Area for my grandchildren and their children. Will they have back yards to play in? Will people still be able to have gardens and little private back yards to work in? I see the Central Valley farmers denied water and the Siskiyou counties being threatened to lose their farms and ranches. Food will be more expensive and not natural.	[blank]
San Mateo written	Yesenia Ramos	I would like to know how the 2040 demographics (ethnic) were projected. I think the 3% for multirace is not realistic nor are the PI numbers. Also, how is this information being translated into other languages to make it accessible to other people?	Draft Plan Bay Area
San Mateo written		Let free markets build the housing people want. Don't risk CALPERS retirement money funding stack and pack housing. If it's financially sound banks will loan the money. I don't want to bail out the state pension fund if such ventures fail.	Draft Plan Bay Area
San Mateo written		I am not interested in living in "stack and pack" housing by the railroad tracks. Neither do I support changing the character of our city (San Mateo).	[blank]
Santa Clara written	Anita Kearns, Santa Clara County	Make it practical for the common homeowner to solar panel his/her home. The next major technological development most likely will increase our electrical usage. This will decrease the environmental impact in/on the desert and desert wildlife. Also allow the "middle income" person to have a slight increase in income.	Draft Plan Bay Area
Santa Clara written	Bena Chang, Silicon Valley Leadership Group, Santa Clara County	We support regional planning and like the progress MTC/ABAG are making to accommodate the number of homes we need in this region in the right places.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Santa Clara written	Blank	The estimates indicate an increase in population. How accurate can this be with the increase in taxes, regulations and housing development restrictions? More people are leaving and will leave in the next 20 years because of these issues.	[blank]
Santa Clara written	Blank	Will the \$200+ billion need to be \$500 billion by 2040? Increased costs and expenses. Will this be like another bullet train, underfunded, not budgeted, fiasco?!	[blank]
Santa Clara written	E. Jane Hendricks, Santa Clara County	Leave the Plan to those who live locally - Plan #1 leave it as it is. High density steep stairs are not "senior" friendly. Loss of independence by not maintaining roads/highways.	[blank]
Santa Clara written	Ed Mason, Santa Clara County	I. Will this plan work? 1) Do not know.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	J. Cost of 2-vol. EIR and Plan. 1) What is the cost of these documents?	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	G. Emergency Evacuation: 1) San Francisco unable to evacuate in a timely manner for an earthquake or atomic, biological or chemical attack. The 1989 earthquake during the Giants world series game demonstrates the severe problems to evacuate the area.	
Santa Clara written	Ed Mason, Santa Clara County	[part of D from above] 3) Treasure Island Ferry -- BTU ratio per passenger mile will be excessive. Development for a new San Francisco neighborhood seems ill conceived.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	E) Baby Boomers Age in Place: 1) Articles locally written indicate California and San Francisco are not like the rest of the country. 2) Personal experience, round table discussions, etc. indicate seniors desire to age in place at home until an "event" occurs placing them in a care facility. They will not move to the downtown core. Only the few wealthy will move to downtown high rise such as Rincon Tower in San Francisco.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	H. Social Justice: 1) People do not want to pay the full price at a restaurant for the dishwasher to afford housing. Rather government must implement below market rate housing burdening the property owner tax rate. 2) 40% of college graduates work in jobs requiring less qualifications and earning less money to pay off student debt that will qualify for BMR housing.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	[part of H from above] 3) Ohlone-VTA Parking Lot conversion to housing has cars, garages, and has not increased light rail ridership to the projected 40,00 boarding predicted 20 years ago. Current light rail ridership is about 33,000 boardings even with all the expansions.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	D) Transit 1) No mention of corporate commuter buses impacting/ clogging neighborhood streets in San Francisco. 2) 24% of San Francisco trips at 103,431 are outbound trips. ABAG housing requirement being imposed appears to satisfy the "bedroom" commuter to the South Bay and San Mateo County.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County	F) Short Commutes By Young Workers: 1) The young workers may desire a short commute but their actions indicate otherwise by riding corporate commuter buses for about an hour or more.	Draft Plan Bay Area; Draft EIR

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Santa Clara written	Ed Mason, Santa Clara County (#3)	C) Plan Mitigates for Auto -- Poor Message to Change Transportation Habit 1) Old Oakland Road is parallel to Highway 880 which was widened over ten years ago. 2) 75% of Bay Area jobs within 1/2 mile of freeway exits and 25% within one half mile of 88 regional train stations or 50% with frequent bus service. 3) Allows PDA development to escape CEQA review, a sweet deal for developers.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County (#1)	Library hard copy available March 4, 2013 and review period too short for over 2,000 pages of EIR and Draft Plan. A) Unfunded mandate for local general infrastructure such as schools, parks, police, fire and inadequate sewer treatment capacity in San Francisco. 1)Federal discretionary budget may be balanced with reductions to the entitlements budget and my social security. 2) MTC lobby for federal funds for Housing -- which may be reduced. Will MTC lobby for U.S. corporations to pay their fair share of taxes on overseas profits which have not been returned to U.S.. shore.	Draft Plan Bay Area; Draft EIR
Santa Clara written	Ed Mason, Santa Clara County (#2)	B) Sea Level Rise -- Commute with the Fish. 1) California contributes to 2% of greenhouse gas. 2) Transportation is 39% of greenhouse gas in Bay Area but no breakdown of heavy trucks, airplanes, ships, autos or light trucks. 3) Even if 15% reduction goals are met, what is total cost for small impact on world greenhouse gas.	Draft Plan Bay Area; Draft EIR
Santa Clara written	G. Scott, Santa Clara County	One Bay Area is an unattainable, unrealistic "vision" or scheme to make money and gain control over the people. The Plan is based on false, unsubstantiated data. The Plan targets minorities and is geared towards re-distributing the wealth. It uses terms such as social justice and environmental justice to try and make the ignorant feel like you are being "fair" to them. This is a destructive plan.	Draft Plan Bay Area; Draft TIP & AQ Conformity
Santa Clara written	J. McDonald, Santa Clara County	This plan is all about government control of land and citizens. It does not take into account better ideas and products and plans that will emanate in the next few years. Why do you want to lock progress in your box? You assume people have no initiative or responsibility to control their own lives. Keep our towns and cities local with local control. Bigger is not better. It's costlier and graft goes undetected.	Draft Plan Bay Area
Santa Clara written	Jean Ryan, Santa Clara County	Are you planning on passing a vehicle miles driven tax (VMD)? It is mentioned in your EIR report on one of your proposals. Is this to discourage driving? Sounds like you want to get our cars off the road. Where's the fairness in that? You're hurting the farmers, businesses, and low income people.	Draft EIR
Santa Clara written	Michael Ludwig, Santa Clara County	I want to express my support for how Plan Bay Area conserves open space and makes it easier to take public transit by clustering development in small areas. These are goals that people want, are good, and are realistically achievable.	Draft Plan Bay Area
Santa Clara written	Molly Lee, Milpitas	I like the idea of what the Bay Area is planning but hopefully more people will be using public transportation. Sometimes, I feel it unsafe when it is a little bit dark to wait for transpiration and also some places are not safe to wait for a bus to come. Sometimes, I have heard people getting robbed or killed just waiting for public transportation. My biggest concern is a guarantee of safety to use public transportation.	Draft TIP & AQ Conformity
Santa Clara written	Nu Ngo, Santa Clara	We need to improve public transportation. Less costly for low income people. Better scheduling to encourage ridership.	Draft Plan Bay Area
Santa Clara written	Raul Peralez, Santa Clara County	Very informative. I appreciate this comprehensive work.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Santa Clara written	Ron Sackman, Santa Clara County	I live in Mountain View. Our city council is pursuing a mixed use high density housing project at Castro and El Camino. It is not within practical walking distance of public transportation, and will effectively add 200+ cars daily to a congested intersection. It will also destroy several extremely popular local businesses, and add traffic congestion to the middle school across the street. Can ABAG assist homeowners in voicing such concerns to our city council, specifically calling out projects counterproductive to ABAG's vision?	Draft Plan Bay Area
Santa Clara written		No	Draft Plan Bay Area
Santa Clara written		I was looking at the map of the PDAs, and I saw one thing that didn't make sense to me. It looks like the PDA in northern San Jose extends east along the Brokaw Road corridor to about Old Oakland Road. Why? This is an area very UNDER-served by public transit. Having a PDA in an area that you can't get to/from by public transit is insane!	Draft Plan Bay Area
Santa Clara written		On Page 8 of the FAQ's - I object to "environmental justice" and "social equity". Distributing benefits to include minority and low income communities and to make housing and transportation more affordable for lower income households indicates entitlement programs will increase and the impact will be on income-makers. California already has 33-50% indigents, will this also include non-citizens and illegal aliens? While citizens pay -- No!	[blank]
Santa Clara written		My concern is cost. Although there are billions raised, how much state, federal and local taxes will go to implement these projects? California is broke and cannot afford anything until our billions in debt is paid.	[blank]
Santa Clara written		I personally believe the most useful way to reduce traffic moving forward is to encourage companies to implement telecommuting policies for their employees. Is telecommuting an area which ABAG is working?	Draft Plan Bay Area
SF written	Alicia Garza, POWER (#1)	We (POWER) are concerned that the Plan does not go far enough to prevent displacement of low income residents and does not go far enough to ensure the preservation of deeply affordable housing.	Draft Plan Bay Area
SF written	Alicia Gazra, POWER (#2)	We also think there should be less money for highways and more for public transit.	Draft Plan Bay Area
SF written	Carlin Christy, POWER, San Francisco	The draft plan for the Bay Area needs to take a more integral look at affordable housing options for the Bay Area. Displacement is a real and serious concern and San Francisco has one of the highest displacement rates in the African American community in the country. Income disparity needs to be taken into account and steps need to be taken to increase the amount of affordable housing so that San Francisco is a city for <u>all</u> residents, not just those wealthy enough to pay extraordinary rental prices.	Draft Plan Bay Area
SF written	D Jan Visaya, Marin	PlanBayArea has the chance to place California "on the map". Again, having been a resident of the Bay Area for 5 years and a resident of California for my whole life, the Bay Area region is rich with culture, and balance. I applaud what PlanBayArea sets out to achieve. In order to protect our green space, enhance our neighborhoods, and form "place", we need to change the way we live. I am for increasing density in all counties because we'd stop sprawl. I am all for public transportation because the automobile has been the <u>only</u> option for too long. There's something wrong when "third world countries" has a better idea of <u>place</u> . I hope PlanBayArea's work establishes that. My home is not my house but my neighborhood. Godspeed. Please extend BART to the north bay.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
SF written	David Pilpel, San Francisco (#1)	General: MTC, ABAG and other agencies need to document their public outreach. Those efforts need to be meaningful and engage the public with draft plans and options before final recommendations are made to decision makers. Final staff recommendations should change and evolve based in part on public comments, and the final staff recommendations should document those changes.	Draft Plan Bay Area
SF written	David Pilpel, San Francisco (#2)	Plan Bay Area: The planned level of housing, jobs, and population seem unnecessarily high. I support increased concentration of development in core urban areas. If investments are scaled and tied to development, they need to be phased with that development.	Draft Plan Bay Area
SF written	Edward Mason, San Francisco (#1)	The residential segment is an unfunded mandate. Anticipate future federal discretionary funding to be lacking. Thus causing local bond funds support below market rate housing. ABAG/City Planning designate the housing quantity, but will the San Francisco housing be occupied by south bay (Google, Apple, HP, EA, etc.) workers? Seniors I know indicate they plan to age in place in their residence until a significant event occurs requiring movement to a care facility. They have no current plan to downsize to the urban core.	Draft Plan Bay Area
SF written	Edward Mason, San Francisco (#2)	Lastly, the "bottom of the iceberg" infrastructure -- police, fire, sewer, water, power, etc. is not considered or funded -- will corporate offshore income be taxed to enhance federal and state tax revenue? What is the population capacity of San Francisco? No absolute number is provided. In four years, will we go through this "shadow dance" again. The plan mitigates conditions, but never makes the public statement that unless your auto/truck habits change, you will be commuting with the fish as the sea level rises.	Draft Plan Bay Area
SF written	Gwynn, San Francisco	Highways are not "investments". It is throwing money away for an outdated destructive transportation system. The future is not highways, it is density, mass transit, walking and biking. Stop funding old school technology.	Draft TIP & AQ Conformity
SF written	Jame Ervin, Alameda	I am concerned about the amount of transit spending. Transit expansion would help reduce the environmental impact. Although some PDAs are in areas where transit use is common, improved transit would increase the value of the PDAs in existing denser and transit friendly corridors.	Draft TIP & AQ Conformity
SF written	James B. Walsh	Global human over population will be the root cause of the collapse of the planet's entire environment and the extinction of the human race. While planning for the future is all well and good, do recognize that these plans ultimately serve to accommodate more population and enable the ultimate destruction of our world. While this issue may lie beyond the purview of your focus, to not put into place some mitigating policies, to not even mention the over population issue within the context of the Plan, I find to be completely disingenuous in any discussion of our future.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
SF written	Jane Martin, San Francisco (#1)	I am very concerned about PlanBayArea's impact on displacing low-income communities in San Francisco. Transit Oriented Development is not deeply affordable and accessible to existing low-income people of color. It will have a devastating impact.	Draft Plan Bay Area
SF written	Jane Martin, San Francisco (#2)	The Plan spends too much on highway expansion and not enough on public transit. The Plan should prioritize affordable, good public transit for low-income transit dependent riders.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
SF written	Jenn Fox, SF	Thank you for working on comprehensive planning for the Bay Area, and for limiting growth to within Urban Growth Boundaries. Open space and agricultural lands ALSO need our investment to remain viable. Please ensure that all Bay Area residents can access the Bay Area's parks and trails via public transit.	Draft Plan Bay Area
SF written	Juana Teresa Tello, San Francisco	I am concerned with the definition of "affordable" in relationship to housing. Representing a low-income community myself, I am concerned with the displacement of families as a result of large scale transit oriented development. We should be prioritizing truly and deeply affordable housing in all projects drafted. I also think the MTC should invest billions in public transportation, and shift the balance in the budget, away from highway expansion and roads - to prioritize environmentally sustainable options.	Draft Plan Bay Area
SF written	Karla Dominguez, San Francisco	Access to affordable housing needs to be integrated into the Plan in a better way. The Plan does not do enough to address the problem of lower income families getting pushed out of this area. Transportation should help the families here now who are struggling to access more opportunities. It should not help gentrify neighborhoods.	Draft Plan Bay Area
SF written	Marcy Berry, San Francisco	Thank you for all the effort going into this Plan. However, although we all want clean air and abundant housing, I believe PlanBayArea is framing the argument to perpetrate the assumption that only government funded by taxes, can achieve these goals. Not so. Not only is this a spurious assumption, the fact that with PlanBayArea, all aspects of our lives are being forcefully affected is being glossed over.	Draft Plan Bay Area
SF written		Even with an annual budget of over seven billion dollars, the government of the City and County of San Francisco is incapable of maintaining the basic infrastructure of the city. Even with hundreds of millions of dollars in extra "pot hole" bond money, the streets remain a mess. Even while adopting the catchy phrase "Transit First City", MUNI is unreliable. The government is unable to handle the current level of population as it is. There is no political will. Why spend any time, money, resources and energy on future planning when you people can't manage as it is? How can you even dream of cramming more people into this city when the current physical facilities are so over taxed with the level of population you now have? How do you expect the citizens to have any faith whatsoever in any future "plan" that you might concoct when you seem in over your heads -at best- and just rank incompetent -at worst- with your handling of things now as it is?	[blank]
SF written		This process is too complicated and not transparent enough. I want to see the names, job titles, job responsibilities, salaries and benefits of all the government personnel working on this plan published online, along with any other costs associated with the planning process, broken down in detail. I want to see advocates of limited government -- libertarians, constitutionalists, Tea Party supporters, etc. -- included in the nuts and bolts of actual planning. I feel we are just being given lip service on a public process that will not really result in the plan being revised based on our concerns.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Solano written	Michael J. Hayes, Solano	Need to stabilize, rather than accommodate population. Need language in plan that advocates for a stable population (no growth or loss). ABAG must not be a front for a home building industry.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Solano written	Mona Babauta, Exec. Director, Soltrans	I am fully supportive of the many policies and elements of the RTP. They will only help improve the quality and level of transportation services in Solano County. Thank you for all the good work!	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Solano written	Nathan Daniel Stout	I am against the OneBayArea plan. Let the individual citizens determine the actions of their city government. I want my comments to be part of the public record.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity
Solano written	Tom Ovens, Solano	Because Vallejo has much of the lowest priced housing, it is a magnet for low income people. An additional problem is that the historical downtown area has much of the cheapest housing. 40% of that area is rental with 59% of rental being subsidized housing of one form or another. Can ABAG be helpful in creating a more even distribution of low income housing throughout our city and county? Vallejo residents are organizing to create new priorities for housing in Vallejo. We need more middle class residents, more business downtown and protection of the character of our historical neighborhoods. High density is not appropriate in these areas. More affordable and convenient transportation to San Francisco can be of great help in attracting middle class residents who currently live in San Francisco but seek affordable and desirable housing options. Currently, the cost and scheduling restraints are a significant handicap. Vallejo residents want a new vision of the city. We want more control over our own destiny. We are fearful that ABAG will force its own specific ideas upon us which may not be in keeping with what we envision for ourselves. We need more services and employment opportunities for the low income people who are already here. We need more owner occupied houses, not high density rentals, especially if designed for low income.	Draft Plan Bay Area; Draft TIP & AQ Conformity
Sonoma written	D. Ornelas Sonoma County	Apply more resources to protect the environment.	Draft Plan Bay Area
Sonoma written	Daniel P. Kerbein Sonoma County	No more freeway lane additions, please, anywhere. By the time gasoline reaches \$10 and more per gallon, there will be plenty of road room and people will be screaming for trains, buses and shuttles. Put transit in now - for the same reason you would put in solar, for the future.	Draft Plan Bay Area
Sonoma written	David Torres Santa Rosa	I highly recommend more city buses running more frequently. It's ridiculous how long I had to wait for public transit transportation. It took me 3 buses and 3 ours to arrive at my one mile destination, which only takes me 45 minutes to walk.	Draft Plan Bay Area
Sonoma written	Jose A. Carranza (#1)	The streets and roads of Santa Rosa and Sonoma County need safer spaces/lanes for bicyclists	Draft Plan Bay Area
Sonoma written	Jose A. Carranza, Sonoma County (#2)	Local bus service in the city of Santa Rosa needs to be more frequent...I would like to see more bus service in communities of need in Santa Rosa	Draft Plan Bay Area
Sonoma written	Lisa Maldonado Sonoma	Find a way to extend the SMART train and get more drivers off the 101. Increase bus service and add mini buses at rural small cities. More subsidies for buses! Tax incentives for housing built near public transportation.	Draft TIP & AQ Conformity
Sonoma written	Lynn McGarvey Sonoma County resident	1) Portland has had a 2040 plan for years. Has the plan gone far enough. 2) Plan needs specifics for each county. 3) Need connections to San Francisco -- specifically! 4) Show environmental lands, especially connections for wildlife corridors, creeks, wetlands, forests. 5) Plan more affordable housing including seniors.	Draft Plan Bay Area
Sonoma written	M. Stamos Sonoma County	We need at least "4 lanes" on 101 heading toward San Francisco. We need a "BART" that will come to Sonoma County . The SMART train is not enough for people to find a job. The jobs are limited here in Sonoma County. We are limiting the next generations.	Draft TIP & AQ Conformity

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft [as indicated by the commentator]
Sonoma written	Martha Mendoza Sonoma County	I would like very much to see safer streets for people who ride their bicycles; on many streets there is no bike lane and no protection for people who have to use bicycles. Bike lanes provide a safer trip for our communities/ our county.	Draft Plan Bay Area
Sonoma written	Robyn Anderson Sonoma County	Nice job! Moving in the right direction! I support the Plan fully.	Draft Plan Bay Area
Sonoma written	Roger Delaware Sonoma County	Sustainable agriculture, local food production and distribution should be part of this plan. Review and consider signing the Good Food Pledge of the Los Angeles Food Policy Council. This will benefit local nutrition, air quality (less trucking), farm worker safety and rights.	Draft Plan Bay Area and Draft EIR
Sonoma written	Sean Hamlin Sonoma County	Great work!	[blank]
Sonoma written	Stan Gow Sonoma County	There should be more thought of the transit users (locations and times) when scheduling the hearings. There's a disconnect between the policy makers and the end users.	[blank]
Sonoma written	Veronica Jacobi, Sonoma County	Alternative 5 - submitted by Transform and others. I strongly support this alternative. I strongly support SB375 and I encourage acceleration to combat climate change/destabilization. Transit Operating Funds - operating funds are needed. 395ppm - carbon must be reduced. 1% Climate Change. 5% Road and Bridge expansion. KBBF's - study session for community input was very helpful.	Draft Plan Bay Area; Draft TIP & AQ Conformity
Sonoma written	Wayne Gordon, Sonoma County resident (#1)	Number 1 on "Frequently Asked Questions" says "Plan Bay Area is an integrated long-range transportation and land use/housing plan in the nine county San Francisco Bay Area." The first question of "6 more...." will Plan Bay Area take away local control of land use development?" Answer: "No. Decisions remain in hands of local ..." Question Number 1 contradicts the answer to "Will planning take away local control?" How can we trust you?	Draft Plan Bay Area
Sonoma written	Wayne Gordon, Sonoma County resident (#2)	Much of the material contains references to "climate change" and controlling CO2. However, many scientists more each day reveal the hoax of the [not legible] that CO2 or anything else man does causes climate. We know (fact) that the earth has been warming for well over a century -- and that since about 1998 it has been cooling (fact). Why should we believe anything else when you state as fact that there is "climate change" caused by man?	Draft Plan Bay Area
Sonoma written		I hoped to see more reports on progress made towards 2030 and 2035 plans. Specific improvement projects would be more meaningful with target completion dates.	[blank]
Sonoma written		Find a way to complete SMART to the Larkspur Ferry, especially with across the platform transfer. With this in place, and the now-firm connection to the Sonoma County Airport, a regional public transit corridor is born. This makes the SMART project a strong candidate for federal and regional investment.	Draft Plan Bay Area

Plan Bay Area -- Spring 2013 Public Hearings --Written Comments

Source	Name	Comment	Comment Applies to Which Draft <i>[as indicated by the commentator]</i>
Sonoma written	Adam Kirshenbaum	More spread-out affordable housing through sustainable affordable transit will bolster the economy across all social strata and ethnic groups, the disabled and people of color and age, as well as support cleaner air, water and physical and mental health. Speed up the Smart Train! And the Bay Area Plan! Three years more of limited transit (after waiting 11 years -- too long -- already). Please note that agencies such as the Post Sustainability Institute are front groups to realtors and developers who will price out the poor who need public transit for work, school, medical care, etc. (not legible) I ride my bike everywhere I can within Sonoma County and take buses through the Bay Area. I have no car and live in dense affordable housing because of my disability.	Draft Plan Bay Area; Draft EIR; Draft TIP & AQ Conformity