

# BayArea Plan

September 2013

Strategy for a  
Sustainable  
Region



Association of  
Bay Area  
Governments



Metropolitan  
Transportation  
Commission

Public Outreach and  
Participation Program  
Volume 4  
Phase Four:  
Draft Plan Bay Area (2013)

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## **PUBLIC OUTREACH and PARTICIPATION PROGRAM**

Volume 4

Phase Four: Draft Plan Bay Area (2013)

September 2013



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



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## Public Outreach and Participation Program

### Phase Four: Draft Plan Bay Area (2013)

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#### Appendices

Note: Appendices A through F are separate documents, available online as indicated below.

- A. Meeting Packet: MTC Planning Committee and ABAG Administrative Committee (June 14, 2013)

Appendix A documents can be found online at:

<http://apps.mtc.ca.gov/events/agendaView.akt?p=2070>

Memo: Draft Plan Bay Area -- Summary of Public Comments (with attachments)

- Summary of Spring 2013 Public Engagement
- Plan Bay Area Public Meetings: Three-Plus Years of Dialogue and Consultation
- Plan Bay Area 2013 Public Opinion Poll: Key Findings/Management Summary and Topline Summary:
- Plan Bay Area Comment Themes
- Frequently Asked Questions
- Draft Plan Bay Area Housing and Employment Distribution Revisions

Memo: Draft Plan Bay Area -- Key Issues and Preliminary Recommendations (with attachments)

- Key Issue/Policy: Regional Housing and Population Forecast
- Key Issue/Policy: Housing Redistribution to Suburban Locations

- Key Issue/Policy: Affordable Housing
- Key Issue/Policy: Reducing Potential Risk of Displacement
- Key Issue/Policy: Transportation Investments
- Key Issue/Policy: Regional Express Lane Network

#### B. What We Heard: Public Hearings

Appendix B documents can be found online at:

<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

1. Alameda County Public Hearing Transcript
2. Contra Costa County Public Hearing Transcript
3. Marin County Public Hearing Transcript
4. Napa County Public Hearing Transcript
5. San Francisco County Public Hearing Transcript
6. San Mateo County Public Hearing Transcript
7. Santa Clara County Public Hearing Transcript
8. Solano County Public Hearing Transcript
9. Sonoma County Public Hearing Transcript
10. EIR Public Hearing Transcripts
11. Open House/Public Hearing Written Comments

#### C. What We Heard: Plan Bay Area Town Hall

Appendix C documents can be found online at:

<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

#### D. What We Heard: Public Opinion Poll

Appendix D documents can be found online at:

<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

#### E. Open Houses/Public Hearings: Materials

1. Open House & Public Hearing: Announcement Brochure
2. Open House Display Stations
3. Guide to the Draft Transportation Improvement Program
4. Frequently Asked Questions
5. Participant Comment Form

*Appendix E documents can be found online at:*

[http://onebayarea.org/pdf/final\\_supplemental\\_reports/DRAFT\\_PBA\\_Public\\_Outreach\\_and\\_Participation\\_Program\\_v4-phase\\_4-Appendix\\_E.pdf](http://onebayarea.org/pdf/final_supplemental_reports/DRAFT_PBA_Public_Outreach_and_Participation_Program_v4-phase_4-Appendix_E.pdf)

#### F. Community-Hosted Focus Groups

1. Written Comments
2. Sample Agenda
3. Sample Focus Group Presentation
4. Guide to the Draft Transportation Improvement Program
5. Comment Sheet
6. Evaluation Form

*Appendix F documents can be found online at:*

[http://onebayarea.org/pdf/final\\_supplemental\\_reports/DRAFT\\_PBA\\_Public\\_Outreach\\_and\\_Participation\\_Program\\_v4-phase\\_4-Appendix\\_F.pdf](http://onebayarea.org/pdf/final_supplemental_reports/DRAFT_PBA_Public_Outreach_and_Participation_Program_v4-phase_4-Appendix_F.pdf)





# Chapter 1

## Overview

### A. Plan Bay Area Overview

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly prepared and adopted Plan Bay Area, the long-term Regional Transportation Plan (RTP) for the San Francisco Bay Area as well as the region's Sustainable Communities Strategy (SCS). The plan — which considers how and where the region should accommodate growth projected for the next 28

years — conforms to federal and state regulations, including California legislation from 2008 (Senate Bill 375, Steinberg), which requires each of the state's 18 metropolitan areas to reduce greenhouse gas emissions from cars and light trucks. Under Senate Bill 375, the Bay Area must develop a sustainable communities strategy — a new element of the regional transportation plan — that strives to reach the greenhouse gas (GHG) reduction target established by the California Air Resources Board. The law also requires the region to plan for housing 100 percent of its projected population at all income levels. Plan Bay Area is the region's first regional transportation plan subject to SB 375.

Development of Plan Bay Area was a three-year effort that began in 2010. A comprehensive public involvement program was a key part of the process. Extensive outreach with local government officials was required, as well as a public participation plan that included workshops in each county and public hearings on the draft prior to adoption of a final plan.

Thousands of people participated in stakeholder sessions, public workshops, telephone and internet surveys, and more. Befitting the Bay Area, the public outreach process was boisterous and contentious. The region's 101



cities and nine counties also participated in the development of the plan, as did our fellow regional agencies, the San Francisco Bay Conservation and Development Commission and the Bay Area Air Quality Management District. Community-based organizations and advocacy groups representing the diverse interests of the Bay Area were active participants throughout the process, as were some three dozen regional transportation partners.

The public involvement activities are organized into four phases and are documented in four volumes:

1. Phase One: Preliminary Discussions (2010) and Summary of 2010-2013 Activities
2. Phase Two: Initial Vision Scenario (2011)
3. Phase Three: Draft Preferred Scenario (2012)
4. Phase Four: Draft Plan Bay Area (2013)

## **B. Phase Four Overview: 2013 Draft Plan Bay Area**

This report summarizes the spring 2013 public participation activities that occurred in conjunction with the release of the Draft Plan Bay Area (Draft Plan) on March 22, 2013 and its companion Draft Environmental Impact Report (DEIR) on April 2, 2013. The formal public comment period for both documents closed on May 16, 2013, and provided an opportunity for the public to comment on the policy framework laid out in the Plan for the region to accommodate future growth and on strategic investments in the region's transportation system.

ABAG and MTC reached out to Bay Area residents and local governments to seek comments on the Draft Plan and DEIR in a number of ways that are summarized below. All of the comments were made available for review online: [www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html](http://www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html). More than three years of dialogue and consultation culminated in a public comment period that included:

- Twelve public hearings in all nine counties, with some 1,250 residents attending and 385 speaking. Another 140 completed comment forms at the hearings. Transcripts and comments are available online and are included as Appendix B of this report. Legal notices announcing the hearings were published in newspapers in all nine Bay Area counties.



- Over 600 comment letters and emails submitted on the Draft Plan and DEIR. All correspondence is posted online and can be sorted by county and by the type of commenter (individual, government agency, stakeholder organizations, for example).
- An interactive “Plan Bay Area Town Hall” that garnered some 90 comments online from individuals who were able to review and comment on the Draft Plan from the convenience of their homes (see Appendix C).
- A statistically valid telephone poll of over 2,500 Bay Area residents that was conducted during March, April and early May 2013 to measure the general public’s opinion on issues relating to Plan Bay Area (see Appendix D).
- Presentations to local elected officials in all nine counties; notices of all meetings were mailed to the clerks of the board of all local jurisdictions.
- Consultation workshop with Native American tribal government leaders in Sonoma County.
- A series of 12 focus groups conducted in early spring 2013 — in partnership with community organizations working in low-income communities and communities of color — drew a total of 181 participants. One session each was conducted in Spanish and Cantonese.
- A briefing for news reporters to encourage coverage of the Plan and public hearings.
- An overhauled and streamlined OneBayArea.org web site with improved and more user-friendly navigation.
- Release of two news releases to Bay Area media outlets during the public comment period to encourage coverage and participation in meetings.
- A direct mail piece and five email blasts to notify residents about the release of the draft and opportunities to comment
- Five display ads in community newspapers to inform Spanish- and Chinese-speaking residents of the comment opportunities.
- Frequent updates and announcements posted online and through social media.

Note: For a comprehensive summary of all Plan Bay Area public participation activities from preliminary planning through adoption, please see

Phase 1 Summary Report, Ch. 1A:

**Plan Bay Area Overview:  
Public Engagement a Key  
Element of Plan Bay Area.**



- A special joint meeting of the full boards of MTC and ABAG on July 18, 2013, starting shortly after 6:30 p.m. and concluding six and one-half hours later, at approximately 1 a.m. The Oakland Convention Center venue had seats for 520 and nearly all chairs were full. A final public hearing for the Draft Plan included testimony from 163 speakers and lasted for three and one-half hours.



# Chapter 2

## Elected Official Briefings

Senate Bill 375 calls for public meetings with elected officials in every Bay Area county to discuss the Draft Plan, with prior notice being sent to each county's clerk of the board. Per the law, one meeting per county is required, assuming a minimum attendance threshold is met that includes "representatives on the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county."

Executives from MTC and ABAG attended meetings with elected officials in each county to discuss the draft sustainable communities strategy and solicit input. The attendance requirements were met at each of the nine meetings (see Table 1, below).

**Table 1: Attendance by Local Elected Officials at Plan Bay Area Briefings**

Agency/County	Date/Time/Location	# of Incorporated Cities in County	# of Cities Represented at Meeting	% Attendance by Population
Alameda County Transportation Commission	4/25/13 at 2:30 p.m. in Oakland	14	12	94%
Contra Costa Transportation Authority	4/17/13 at 6 p.m. in Concord	19	14	72%
Transportation Authority of Marin County	4/25/13, 5 p.m. in San Rafael	11	9	90%
Napa County Transportation Planning Agency	4/17/13 at 1 p.m. in Napa	5	5	100%
San Francisco County Transportation Authority	4/23/13, 11 a.m. in San Francisco	1	1	100%
City/County Association of Governments of San Mateo County	4/11/13 at 6:30 p.m. in San Carlos	20	18	91%
Valley Transportation Authority of Santa Clara County	6/6/13 at 3:30 p.m. in San Jose	15	9	88%
Solano Transportation Authority	4/10/13 at 6 p.m. in Suisun City	7	7	100%
Sonoma County Transportation Authority	4/8/13 at 2:30 p.m. in Santa Rosa	9	9	100%

# Chapter 3

## Public Opinion Poll

### Telephone Poll Results

MTC and ABAG retained a research firm to conduct a telephone survey of over 2,500 residents to measure public opinion on various land use, housing and transportation trade-offs under consideration in the Draft Plan. The sample is statistically valid by county, and for the region overall. Appendix A includes key findings from the poll along with the top-line survey results. Cross-tabs by county are available on the OneBayArea.org web site (at <http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>).

A telephone survey was conducted with a cross section of 2,516 Bay Area residents, for an overall margin of error of +/- 1.96%, with a minimum of 250 surveys completed in each Bay Area county. These surveys were then weighted to proportionally represent the overall Bay Area population by county and age (using 2010 Census data). Thus, this telephone survey provides projectable data for the region as a whole, as well as county-level results.

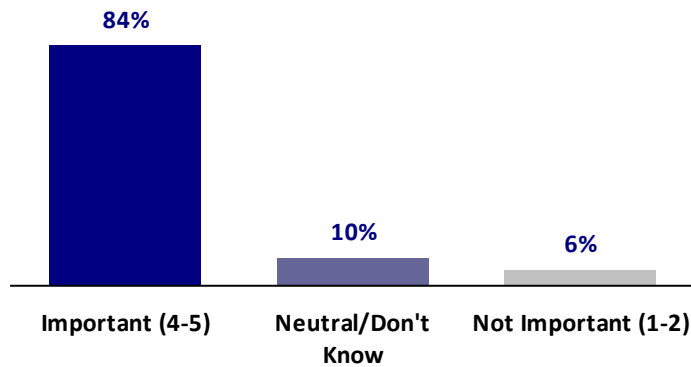
The telephone survey used a hybrid sampling approach that combines residential cell phone listings, Random Digit Dial (RDD), and listed residential telephone numbers for the Bay Area. This mix of sources is important due to the large share of Bay Area households that are “cell phone only.”

The survey questionnaire consisted of 35 questions, of which 3 were open-ended and 32 were multiple choice. Each survey took approximately 14 minutes to complete. Surveys were conducted in English, Spanish, and Chinese. Surveys were conducted from March 13, 2013 to May 11, 2013.

Following is a summary of key findings. See Appendix D for the full report on the 2013 Plan Bay Area survey.

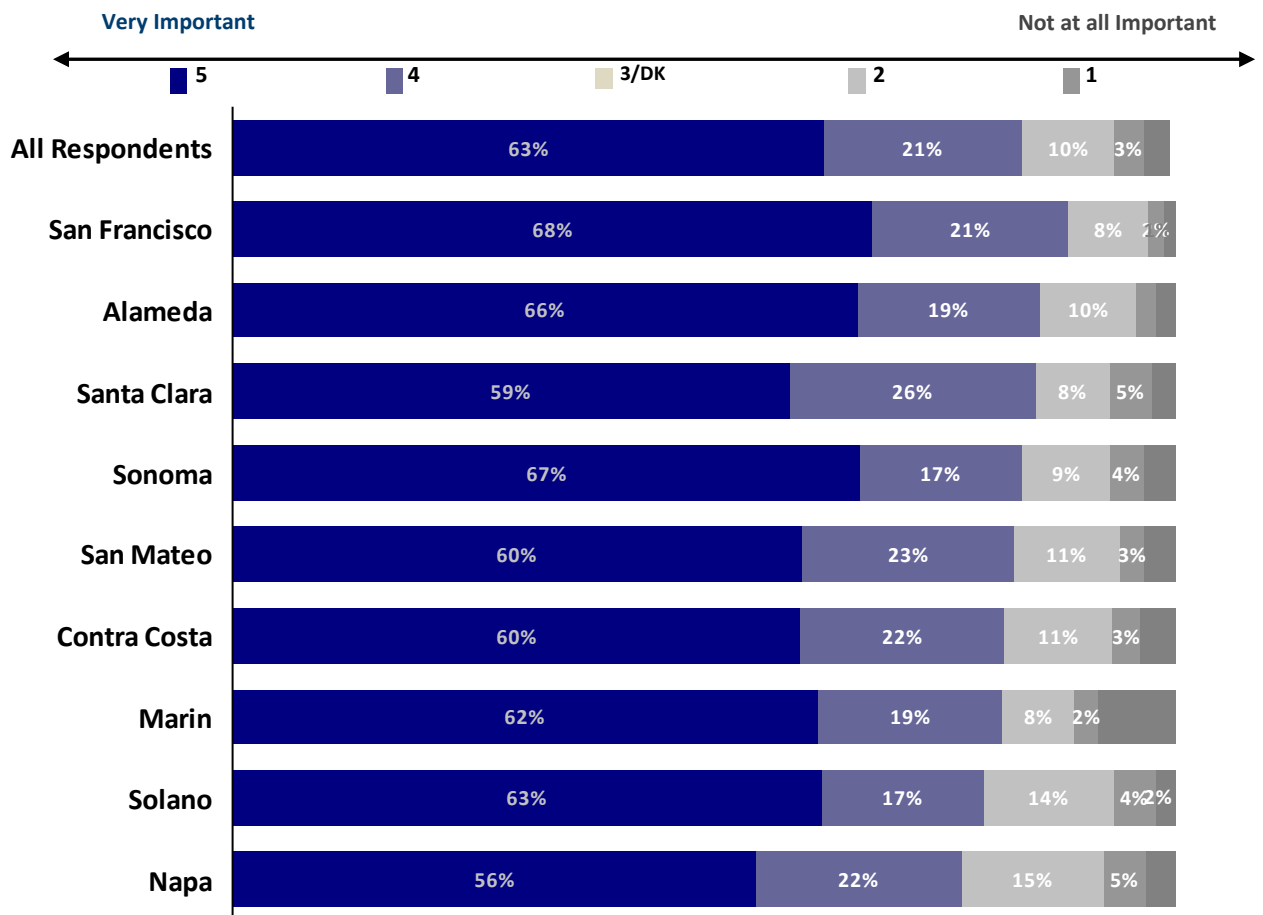
## Plan Bay Area Initial Reaction

After hearing a brief description of Plan Bay Area, a large share of residents indicated that this type of plan is important to the region. 84% rate it as very or somewhat important. Younger residents and transit users rate the importance even higher than others.



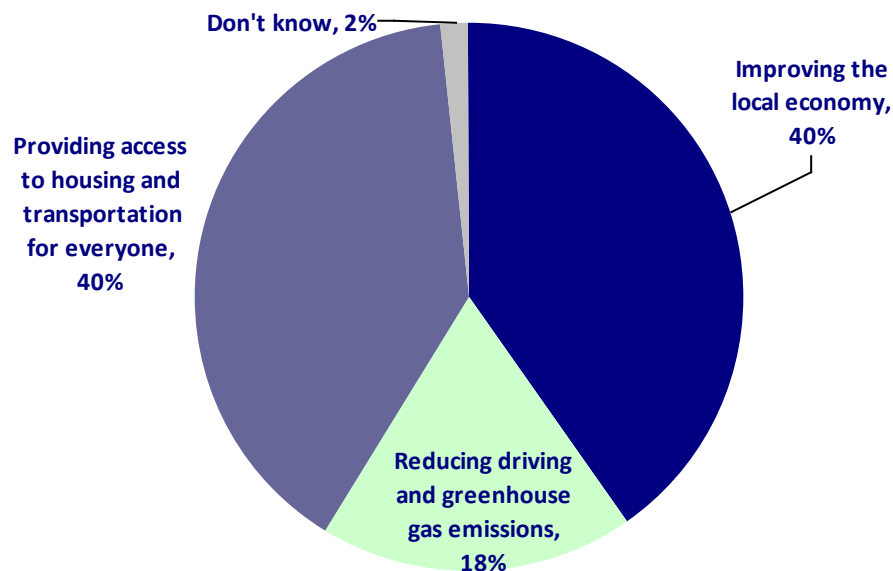
## Plan Bay Area by County

The level of importance by individual county remains high as well, ranging from 89% (in San Francisco) to 77% (in Napa).



## Most Important Components

- Three key components of the plan were initially highlighted as most important to the Bay Area's future – improving the local economy, providing access to housing and transportation for everyone, and reducing driving and greenhouse gases.
  - Improving the local economy was considered the most important part of the plan for many (40%);
  - Providing access to housing and transportation was equally important (40%);
  - Reducing driving and greenhouse gases was lowest (18%).

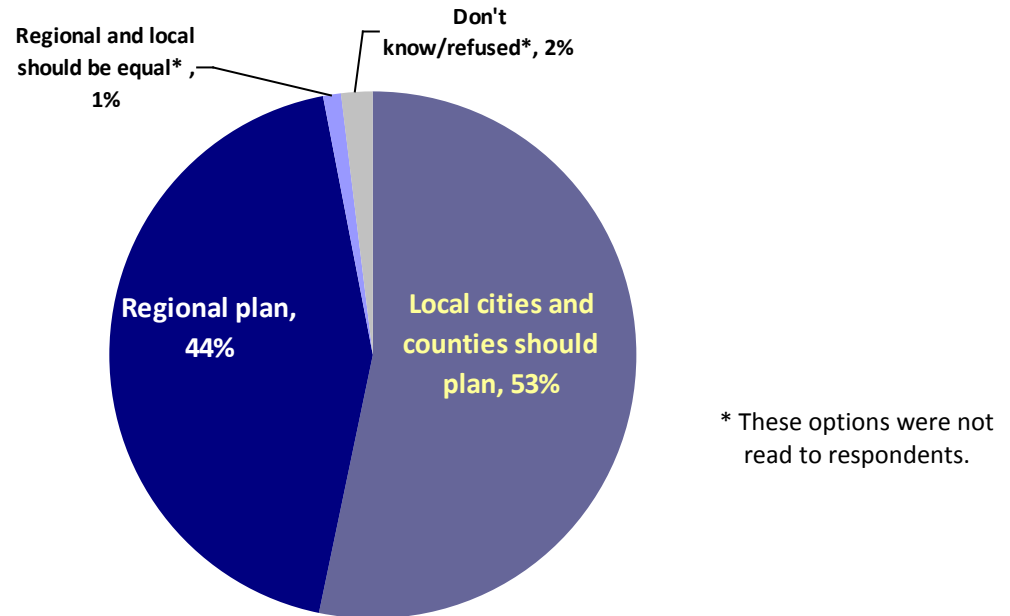


- By county, providing access to housing and transportation was ranked more important among respondents from San Mateo, San Francisco, Santa Clara, and Alameda counties.



## Local vs. Regional Planning

Residents are split on whether a regional plan should guide housing and commercial development in the Bay Area or if local cities and counties should plan for these on their own. This appears to be a particularly divisive issue. Overall, slightly more than half of residents (53%) think this planning should be done locally, while 44% think this should be part of a regional plan.



Among counties, San Francisco has the highest percentage supporting a regional plan (48%), while Napa has the highest percentage supporting local (75%).

	Local cities and counties should plan	A regional plan should guide development	A mix
<b>By County</b>			
<b>Napa</b>	75%	22%	1%
<b>Sonoma</b>	63%	35%	2%
<b>Marin</b>	58%	38%	2%
<b>Solano</b>	58%	41%	1%
<b>Contra Costa</b>	53%	46%	-
<b>San Mateo</b>	52%	44%	2%
<b>Santa Clara</b>	52%	46%	1%
<b>Alameda</b>	51%	43%	1%
<b>San Francisco</b>	49%	48%	1%

Some of the key reasons that respondents oppose a regional plan for development include (multiple choice question):

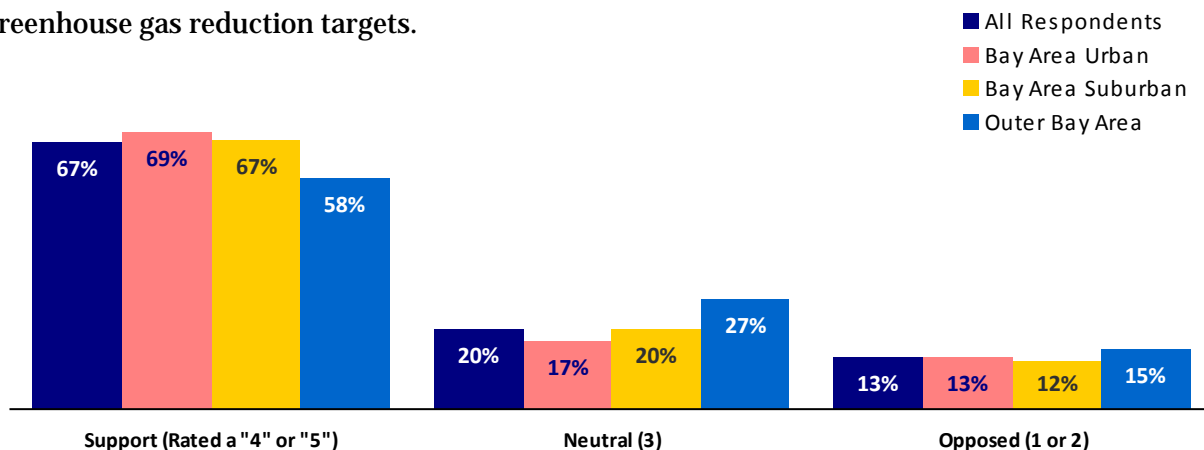
- Local government knows the needs of its own citizens better.
- Unrealistic/too difficult to get counties to agree.

Some also indicate local control should stay – but local agencies/decision-makers should be able to work together to address regional issues.

## Transportation Strategies

### Reducing Driving / Decreasing Greenhouse Gas Emissions

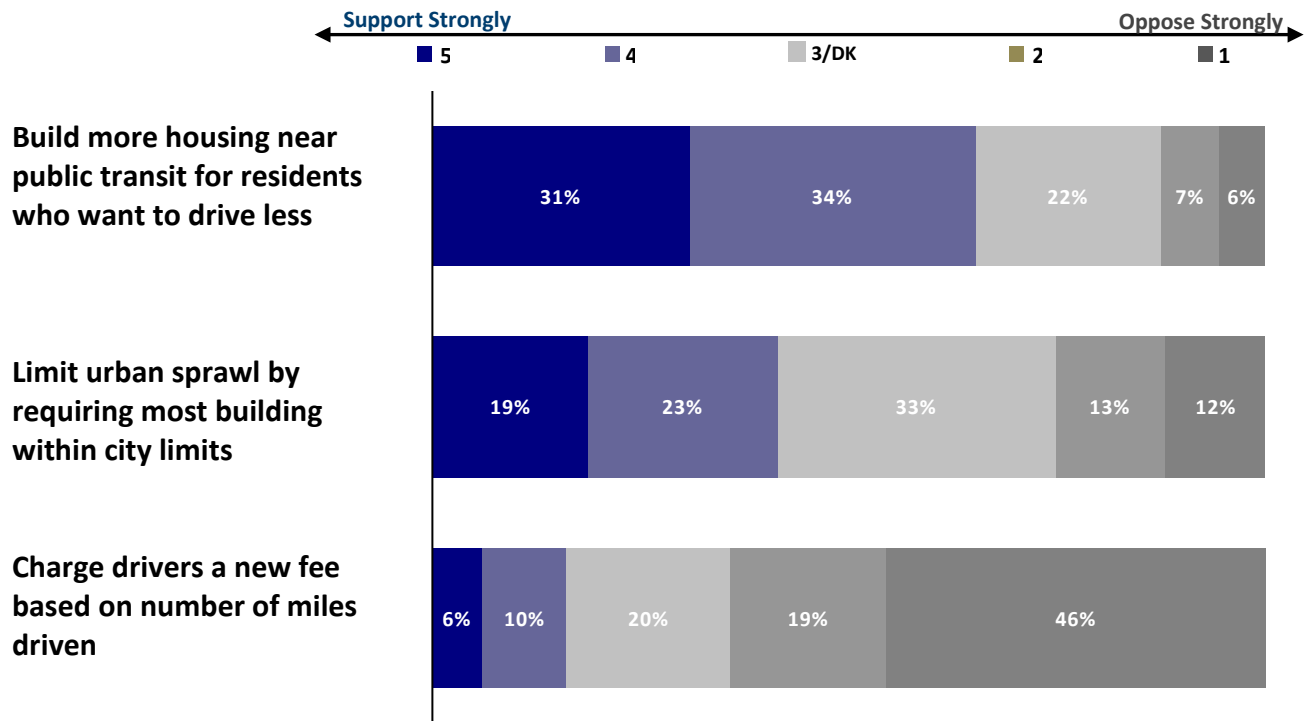
- Despite ranking lowest of the three key components of Plan Bay Area, reducing driving as a way to decrease greenhouse gas emissions (as a stand-alone issue) is actually supported by two-thirds (67%) of respondents. Respondents seem to support this goal even though it does not resonate as strongly as the economy or housing/transportation in general.
- Urban residents were most likely to support the reduction of greenhouse gas emissions, and were generally more favorable towards the various measures being considered to reach greenhouse gas reduction targets.



### Greenhouse Gas Reduction Strategies

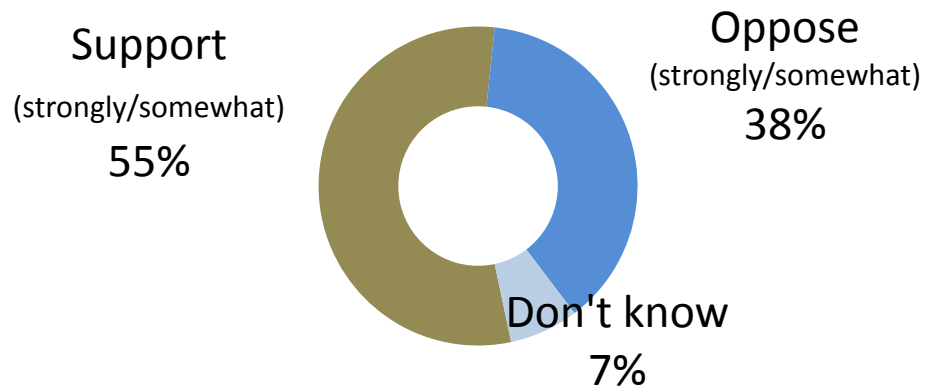
- Among the greenhouse gas reduction strategies, the most strongly supported strategy was building more housing near public transit designed for residents who want to drive less, with 65% of respondents supporting this measure strongly (rating it a '4' or '5').
- The strategy opposed by most residents was charging drivers a new fee based on the number of miles driven. More than half of respondents (64%) said they oppose this idea (rated a '1' or '2'), with nearly half (46%) strongly opposing.

## Greenhouse Gas Reduction Strategies



## Express Lanes

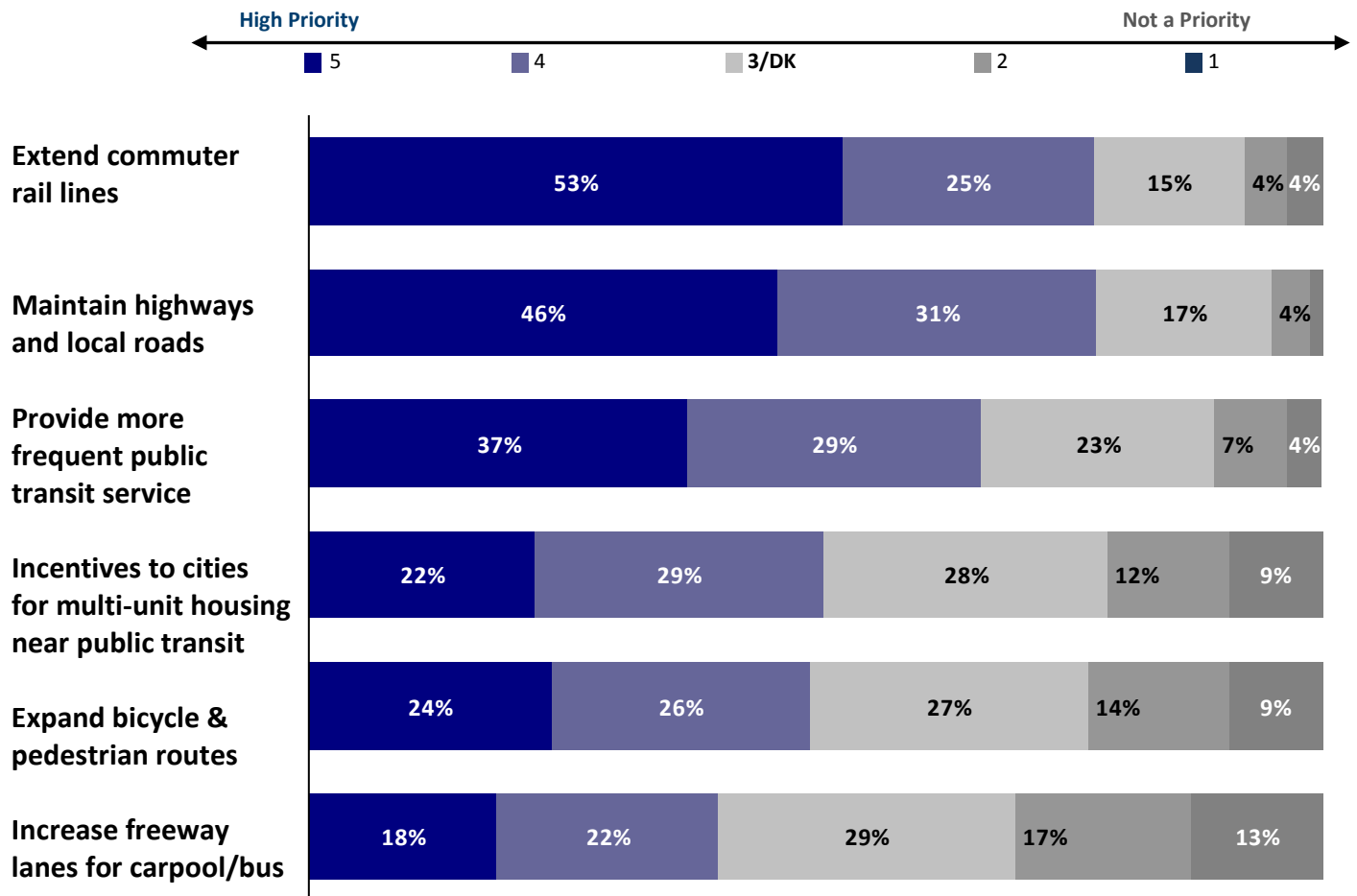
- When asked if they support or oppose the idea of establishing additional express lanes on Bay Area freeways, 55% of respondents overall supported additional express lanes.
- There is very little difference across areas, although the more urban the area, the slightly higher the support: Urban – 56%; Suburban – 55%; and Outer Bay Area – 53%.



## Funding Priorities

Among the transportation-related issues tested, the ones that were considered the highest priority for funding include:

- Extend commuter rail, such as BART and Caltrain, throughout the Bay Area (78%);
- Maintain highways and local roads, including fixing potholes (77%);
- Provide more frequent public transit service (66%).



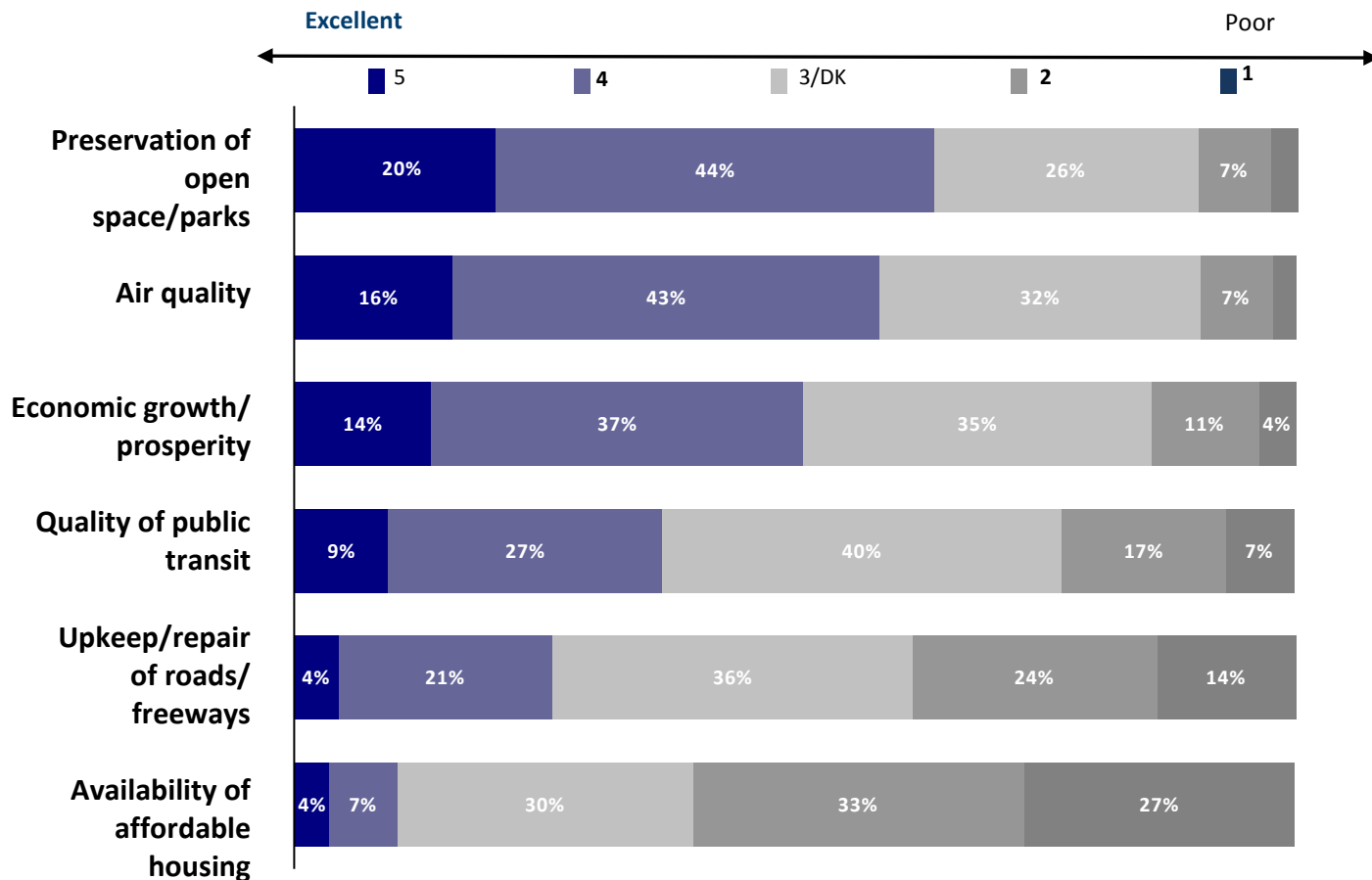


## Residents' Perception of Key Issues in Bay Area

Residents rate the Bay Area highly on open space preservation and air quality, but lower on other key issues asked about.

When asked, "How are we doing now?," residents rate the Bay Area as excellent/good as follows:

- Preservation of open space and parks (64%);
- Air quality (59%);
- Economic growth and prosperity (51%);
- Quality of public transit (36%);
- Upkeep and repair of local roads and freeways (25%);
- Availability of affordable housing (11%).



These ratings vary some depending on the area. For example, those in the outer Bay Area rate availability of affordable housing more highly; but suburban and urban residents rate economic growth and prosperity more highly than those in the outer Bay Area.

## Trade-Offs and Attitudinal Statements

The most highly rated attitudinal statements were (*percent who agree shown in parenthesis*):

- Government agencies should play an active role in attracting jobs and promoting the economy in the Bay Area (79%);
- I would take public transit more often if it took less time than driving (77%);
- There should be a focus on walking and biking rather than having to rely on a car (70%);
- Changes will be needed to maintain the quality of life in the Bay Area for future generations (70%);
- In general, warnings about greenhouse gas emissions causing climate changes are valid (70%).

# Chapter 4

## Open Houses, Public Hearings, Correspondence and Online Engagement



Coinciding with the release of the Draft Plan in April 2013, MTC and ABAG conducted a series of Open Houses/Public Hearings in each of the nine Bay Area counties. The meeting format included two parts — an open house from 6 p.m. to 7:30 p.m. and a public hearing from 7 p.m. to 9 p.m. Members of the public were able to view displays and ask questions of ABAG and MTC staff during the Open House. They could then offer oral comments at the public hearing as part of the official record for the Draft Plan. Those who preferred could opt to submit their comments in writing via a comment form that was provided at the open house and public hearing. Participants were able to comment on the Draft Plan, the Draft Environmental Impact Report (DEIR), the Draft 2013 Transportation Improvement Program (TIP), as well as a Draft Air Quality Conformity Analysis on the Draft Plan and the Draft TIP. In addition to the nine county-based Open Houses/Public Hearings, the agencies conducted three public hearings specifically for the DEIR.



The goal for this round of public engagement was to provide multiple venues, methods and opportunities for the public to comment on the Draft Plan and DEIR, while meeting state and federal requirements. The meeting format was designed with input from MTC's Policy Advisory Council and ABAG's Regional Planning Committee.

Posters at the Open House encouraged participants to submit written comments at the Open House or offer oral comments at the public hearing, or submit comments on the Draft Plan or the Plan's Draft EIR via e-mail or U.S. mail. Additionally, attendees were reminded to participate in an online forum called Plan Bay Area Town Hall at [www.onebayarea.org](http://www.onebayarea.org).

During the public hearings, many sought clarification on aspects of the Draft Plan. Staff continuously updated the “Frequently Asked Questions” (FAQ) on the OneBayArea.org website to answer basic questions and to address misperceptions and inaccuracies stated by some.

Staff from MTC and ABAG reviewed, analyzed and presented a summary of comments from the hearings to MTC’s Planning Committee, which met jointly with ABAG’s Administrative Committee. At the same meeting, staff presented preliminary recommendations for changes to the Draft Plan in response to comments (see Appendix A).

**Table 2: County Public Open Houses and Public Hearings**

<i><b>County</b></i>	<i><b>Date/Time</b></i>	<i><b>Venue</b></i>	<i><b>Estimated Attendance</b></i>	<i><b>Public Speakers</b></i>
<i>Open House, 6-7:30 p.m. and Public Hearing, 7-9 p.m. (in same venue)</i>				
<b>Alameda</b>	May 1, 2013	Mirage Ballroom (Fremont)	70	32
<b>Contra Costa</b>	April 22, 2013	Marriott Hotel (Walnut Creek)	190	58
<b>Marin</b>	April 29, 2013	Marin Center (San Rafael)	320	64
<b>Napa</b>	April 8, 2013	Elks Lodge (Napa)	50	14
<b>San Francisco</b>	April 11, 2013	Whitcomb Hotel (San Francisco)	75	32
<b>San Mateo</b>	April 29, 2013	Crowne Plaza Hotel (Foster City)	75	36
<b>Santa Clara</b>	May 1, 2013	Hilton Hotel (San Jose)	200	50
<b>Solano</b>	April 22, 2013	Solano County Fairgrounds (Fairfield)	45	21
<b>Sonoma</b>	April 8, 2013	Friedman Center (Santa Rosa)	75	26
<i>Draft Environmental Impact Report (DEIR) Public Hearings</i>				
<b>Alameda</b>	April 16, 2013 at 10 a.m.	Embassy Suites Hotel (San Rafael)	56	16
<b>Marin</b>	April 16, 2013 at 7 p.m.	Joseph P. Bort MetroCenter (Oakland)	70	30
<b>Santa Clara</b>	April 17, 2013 at 1 p.m.	MLK, Jr. Library (San Jose)	30	6
<b>Totals:</b>			<b>1,256</b>	<b>385</b>



## **A. Open House Display Stations**

At each of the nine Plan Bay Area open houses, members of the public had the opportunity to view displays and maps, review the Draft Plan and Draft TIP and then ask questions of staff experts or policy makers in attendance. Following is a description of all the featured displays. Copies of the display boards are shown in Appendix E.

### **Welcome Station**

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A staffed “Welcome Station” provided visitors with information and an orientation to the evening. Attendees could pick up materials, including a flash drive loaded with the Draft Plan and the Draft EIR. Other materials included a revised and expanded “Frequently Asked Questions” hand out answering a range of questions concerning Plan Bay Area. This “FAQ” was revised and expanded to include new questions asked by members of the public at the workshops.

### **Station A: Where We Live, Where We Work**

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Participants could learn more about how the Draft Plan focuses future jobs and housing growth into areas nominated by local jurisdictions to create a network of complete communities and expand a prosperous and equitable regional economy (Chapter 2: The Bay Area in 2040 and Chapter 3: Where We Live, Where We Work).

### **Station B: Investments**

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Interested residents could learn more about strategies for maintaining and boosting the efficiency of the existing road and transit system, while making investments in projects that support the focused growth land-use framework (Chapter 4: Investments).

## **Station C: Setting Our Sights on Performance**

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Attendees were able to learn more about how the Draft Plan meets mandated and voluntary performance objectives to accommodate future growth in a way that preserves the character of our communities and our region (Chapter 5: Performance and Chapter 1: Setting Our Sights).

## **Station D: A Plan to Build On**

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Participants had the opportunity to learn about ongoing and future efforts to achieve the Draft Plan Bay Area vision through policies, programs and legislative advocacy (Chapter 6: A Plan to Build On).

## **Station E: Comment Station**

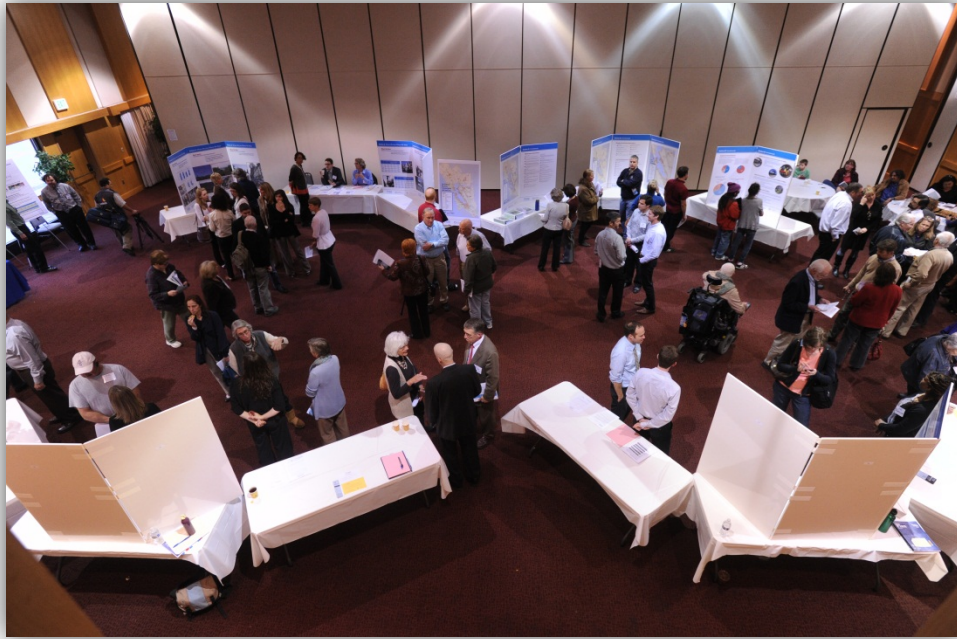
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At this station, meeting attendees were able to sit down and complete a comment form and submit written comments on the Draft Plan Bay Area or on one of its supplemental documents.

## **Station F: Partner Station**

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Partner agencies, such as county-level congestion management agencies and Caltrans, were invited to set up and staff an information table to showcase local programs, plans or activities.



## B. Correspondence

Nearly 600 comment letters and emails were submitted on the Draft Plan and DEIR. All correspondence was posted online and sortable by county and by the type of commenter (individual, government agency, stakeholder organizations, for example). Correspondence may be viewed online at:

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

## C. Online Engagement

### Website Redesign

Since its launch in 2010 through adoption of Plan Bay Area, the OneBayArea.org web site garnered 66,000 unique visitors and some 356,000 page views. As development of Plan Bay Area continued through 2012, however, it became clear that the site was in need of an overhaul to make it easier for visitors to the site to find information on Plan Bay Area. Staff retained a web design firm to develop a content management system to streamline the interface and simplify the experience for visitors to the web site. The site's new look simplified the browsing experience to make the navigation more intuitive. A number of new features were incorporated into the site design, including:

- A carousel at the top of the home page that includes important notices, flags new content and other items of interest.
- A modified main menu system displayed horizontally across the top of each page. Subordinate pages have additional menu options listed on the left.
- Links at the top right of each page that allow you to view web pages in languages other than English.
- A prominent Plan Bay Area button at the top right of each page. Visitors to the site can use this as a shortcut, or navigate to Plan Bay Area content using the “Regional Initiatives” pull-down menu.
- Top news headlines are displayed on the left of the home page. Web users can still use the menu system to navigate to a full list of recent news headlines, as well as a news archive.



- New interactive features on the right-hand side of the home page, such as quizzes and polls on relevant topics.
- A “What We Heard” feature distilling public comments from different rounds of public engagement.
- A “Frequently Asked Questions” feature that was regularly updated to address new questions as they were raised by members of the public.

## Plan Bay Area Town Hall

A new “Plan Bay Area Town Hall” online comment forum was launched in April 2013 in conjunction with the release of the Draft Plan Bay Area. Through this forum, visitors to the site could review each chapter of the Draft Plan and then make comments from the comfort of their own homes. Most “Town Hall” comments submitted were critical of the Plan in general and expressed concern that it would lead to a loss of local control over land use decisions. A complete Town Hall report is included in Appendix C.

MTC also maintained OneBayArea Facebook and Twitter accounts, each with several hundred followers.



# Chapter 5

## Focus Groups Hosted by Community Organizations



Focus groups were held with twelve community-based organizations (CBOs) during the spring of 2013 in preparation for the release of the Draft Plan Bay Area. The goal of working in partnership with these organizations was to engage some of the typically underrepresented communities in the development of Plan Bay Area and gather their perspective on the Draft Plan efforts.

The February through April 2013 series of focus groups was the third round of public engagement done with these partner community groups, who were selected in a competitive bid process in 2011. The majority of the focus groups were conducted prior to the release of the Draft Plan and the intent was more educational than previous rounds of outreach. The focus groups informed

the communities about the pending release of the Draft

Plan and prepared them to be active participants in offering their opinions about the proposed regional growth strategy and corresponding transportation investments. Participants also were encouraged to attend a public hearing and/or submit comments in some other form once the draft was released.

### Meeting Format

During the focus group, participants were reminded that Plan Bay Area is a blueprint to coordinate land use and housing plus transportation policies and investments, and that the plan is part of California's approach to reducing greenhouse gas emissions from vehicles.

The participants were briefed on what was heard from their community during the past two rounds of outreach. They were then given some background on Plan Bay Area, including information on how the document would be organized and where to look for information about various topics. They were invited to discuss pertinent issues and ask questions. The group was then given a presentation by a local planner — either from the county-based congestion management agency or from a local city — on how local plans tie into Plan Bay Area and how individuals can be involved at the local level. Finally, the group was given the schedule of meetings and opportunities to comment on the Draft Plan, and given an opportunity to ask any final questions.

## Key Comments Heard

Even though the focus groups were largely educational in nature, comments are always encouraged. Participants were able to comment orally during the meeting and/or submit a written comment form. Below is a summary of some of the key comment themes heard from the focus group participants.

### *Transportation*

- In order for people to consider getting out of their cars, public transit needs to be affordable, clean, safe and reliable.
- Transit fares for youth and seniors should be considerably lower or perhaps even free.
- Transit should be available for necessary services (such as medical appointments and court appearances) and on nights and weekends, and not just for Monday-Friday daytime work commutes.
- Transit agencies need to work together to improve service connectivity.
- Subsidies for electric vehicles do not benefit low-income residents.
- The concept of “fix-it first” is important, and participants recognize there is not enough funding; however, modern innovations (things like the Clipper card, apps and other technologies) are also important.



## *Housing*

- “Affordable” housing as defined by Bay Area standards may not be affordable for low-income residents.
- Some Bay Area communities are not creating affordable housing in new developments, which causes low-income workers to have to live elsewhere and commute.
- There is concern that transit-oriented development will displace some current residents and businesses.
- There is widespread support for “complete communities,” meaning communities that provide a range of housing and businesses to meet the needs of local residents.

## *Outreach/Education*

- Outreach into communities of concern is appreciated and should continue.
- More education about Plan Bay Area goals and greenhouse gas reduction efforts is needed.
- More education is needed at the local level about how regional planning connects with local plans and projects.
- Ongoing “town halls” or informational workshops are needed even when there is not a comment period in process.

Below is a graphic view of topics raised at the community-based focus groups. Based on meeting notes, the “word cloud” shows the most frequently voiced topics in red, less discussed in dark blue, and least discussed in light blue. Similarly, the word size shifts from large to small to illustrate how frequently topics were raised by participants.



**Table 3: Focus Groups with Community-Based Organizations**

<b>County</b>	<b>City/Community</b>	<b>Host Community Group</b>	<b>Date/ Time / Location</b>	<b>Attendees</b>
Alameda	Hayward/ Union City	South Hayward Parish	Thursday, February 7, 2013 6:30-9 pm Hayward	12
Contra Costa	Richmond/San Pablo	Richmond Main Street Initiative	Wednesday, March 20, 2013 6-8:30 pm Richmond	10
Contra Costa	Concord/Monument Corridor	Concord Community Economic Development Organization	Monday, April 15, 2013 11:30 am-2:00 pm Concord	19
Marin	Marin City and Canal Neighborhood	Grassroots Leadership Network of Marin	Thursday, March 21, 2013 11:30 am-2:00 pm. San Rafael	18
San Francisco	Chinatown	Chinatown Community Development Corporation	Thursday, March 14, 2013 4-6:30 pm San Francisco	13
San Francisco	Bayview Hunters Point/Mission District	POWER	Wednesday, March 27, 2013 5:30-8:00 pm	15
San Mateo	North Fair Oaks/ East Palo Alto/ South San Francisco / San Bruno	Housing Leadership Council; Peninsula Conflict Resolution Center	Wednesday, March 6, 2013 6-8:30 pm Redwood City	28
Santa Clara	Central San Jose	San Jose Downtown Association	Tuesday, March 19, 2013 2-4:30 pm. San Jose	15
Santa Clara	San Jose/Milpitas	Vietnamese Voluntary Foundation (VIVO)	Friday, March 15, 2013 12-2:30 pm San Jose	10
Solano	Dixon	Dixon Family Services	Thursday, March 7, 2013 12:30-3:00 pm Dixon	10
Sonoma	Santa Rosa/ Roseland	KBBF Radio	Tuesday, March 12, 2013 6-8:30 pm Santa Rosa	17
Multi-county (meeting conducted in Spanish)	San Francisco Bayview Hunters Point and Mission District; Santa Rosa Roseland Neighborhood; and Concord Monument Corridor	POWER, KBBF Radio, Concord Community Economic Development Organization	Wednesday, April 3, 2013 6:00-8:30 pm San Francisco	14



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Four: Draft Plan Bay Area (2013)

## APPENDICES A THROUGH F

*Appendices A through F are separate documents, available online as indicated below.*

- A. Meeting Packet: MTC Planning Committee and ABAG Administrative Committee (June 14, 2013)  
*Appendix A documents can be found online at:*  
<http://apps.mtc.ca.gov/events/agendaView.akt?p=2070>
- B. What We Heard: Public Hearings  
*Appendix B documents can be found online at:*  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>
- C. What We Heard: Plan Bay Area Town Hall  
*Appendix C documents can be found online at:*  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>
- D. What We Heard: Public Opinion Poll  
*Appendix D documents can be found online at:*  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>
- E. Open Houses/Public Hearings: Materials  
*Appendix E documents can be found online at:*  
[http://onebayarea.org/pdf/final\\_supplemental\\_reports/DRAFT\\_PBA\\_Public\\_Outreach\\_and\\_Participation\\_Program\\_v4-phase\\_4-Appendix\\_E.pdf](http://onebayarea.org/pdf/final_supplemental_reports/DRAFT_PBA_Public_Outreach_and_Participation_Program_v4-phase_4-Appendix_E.pdf)
- F. Community-Hosted Focus Groups  
*Appendix F documents can be found online at:*  
[http://onebayarea.org/pdf/final\\_supplemental\\_reports/DRAFT\\_PBA\\_Public\\_Outreach\\_and\\_Participation\\_Program\\_v4-phase\\_4-Appendix\\_F.pdf](http://onebayarea.org/pdf/final_supplemental_reports/DRAFT_PBA_Public_Outreach_and_Participation_Program_v4-phase_4-Appendix_F.pdf)



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PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Four: Draft Plan Bay Area (2013)

## APPENDIX A

Meeting Packet: MTC Planning Committee with ABAG Administrative Committee (June 14, 2013)

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Appendix A documents can be found immediately following this cover sheet, or online at:  
<http://apps.mtc.ca.gov/events/agendaView.akt?p=2070>



TO: MTC Planning Committee, ABAG Administrative Committee

DATE: June 7, 2013

FR: Executive Director, MTC; Executive Director, ABAG

RE: Draft Plan Bay Area – Summary of Public Comments

### **Background**

MTC and ABAG released the Draft Plan Bay Area on March 22, 2013, followed by the Draft Environmental Impact Report (DEIR) on April 2, 2013. The formal public comment period for both documents closed on May 16, 2013.

Attachment 1 summarizes the various ways that ABAG and MTC reached out to Bay Area residents to seek comments on the Draft Plan and DEIR. In all, a total of 588 oral and written comments were received. All of the comments are available for review online:<http://www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>. The public comment period caps off more than three years of dialogue and consultation on this planning effort. A summary of all public workshops, policy board meetings and other public engagement activities dating back to the spring of 2010 is included as Attachment 2.

### **Telephone Poll Results**

MTC and ABAG retained a research firm to conduct a telephone survey of over 2,500 residents to measure public opinion on various land use, housing and transportation trade-offs under consideration in the Draft Plan. The sample is statistically valid by county, and for the region overall. Attachment 3 includes key findings from the poll along with the top-line survey results. We will present these results at your June 14 meeting. Cross-tabs by county are available on the OneBayArea.org. web site (see above link).

### **What We Heard: Key Themes from Comments**

Attachment 4 summarizes key themes heard through public comments on the Draft Plan. A number of comments sought clarification on aspects of the Draft Plan. Staff has continuously updated the “Frequently Asked Questions” (FAQ) on the OneBayArea.org website to answer basic questions and to address misperceptions and inaccuracies stated by some commenters. The most recent update of the FAQ is found in Attachment 5. Several comments are discussed in greater detail in Agenda Item 5(b) for your consideration for revisions to the Draft Plan.

### **Comments from Implementing Agencies**

More than 45 local jurisdictions, all nine County Congestion Management Agencies, and several transit and other public agencies provided written comments on the Draft Plan and/or DEIR. Most of the letters address broad themes, such as growth and development patterns, transportation investments, the role of local/regional government, concerns about forecasting, and implementation of Plan Bay Area. County-level agencies and larger jurisdictions generally expressed support for the Draft Plan as proposed, given that it has been widely vetted and is

generally supported by local agencies in their respective counties. Some jurisdictions expressed concerns about aspects of the DEIR alternatives to the Draft Plan, questioning their feasibility and impact on local control.

A number of generally smaller local jurisdictions expressed support for the goals of SB 375 and Plan Bay Area, but expressed concern about the accuracy of the Draft Plan's housing and employment forecast, the limited level of growth outside of Priority Development Areas (PDAs) in their community, potential future shifts away from local control over land use decisions, and the ability of communities to implement the Plan, particularly given the loss of redevelopment authority. Many implementing jurisdictions expressed support for the Draft Plan's Advocacy Platform, including CEQA modernization, with a few jurisdictions indicating that they did not support changes to CEQA. Agencies across the spectrum expressed significant support for expanding funding for affordable housing and transportation infrastructure.

#### Comments from Organizations

Written comments were received from a wide array of organizations. More than a dozen organizations signed joint letters or provided their own letters in support of some key components of the Environment, Equity, and Jobs DEIR Alternative. These organizations advocated for revisions to the Draft Plan that include: (1) shifting 25,000 housing units from PDAs to "PDA-like places" and suburban job centers; (2) increasing the regional control total for housing; (3) shifting funding from the Freeway Performance Initiative (FPI), Express Lanes and the One Bay Area Grant (OBAG) to transit operations in some parts of the region; and (4) modifying OBAG to condition funding based upon local anti-displacement policies.

Several organizations associated with the Bay Area Business Coalition that provided key inputs for the Enhanced Network of Communities DEIR Alternative expressed support for elements of that Alternative, including (1) a higher regional control total for housing as a means to support job growth and reduce commuting; (2) a growth distribution that is less heavily weighted to the PDAs; and (3) strong support for partnering with the regional agencies to advocate for CEQA modernization, affordable housing funding, the replacement of redevelopment funding, and expanded funding for transportation infrastructure.

A number of environmental organizations expressed support for the Draft Plan's growth pattern that concentrates development within the region's existing urban footprint and encouraged MTC and ABAG to take an active role relative to air quality mitigations and to assist project sponsors seeking to "tier off" the Plan's final Environmental Impact Report. Several chapters of the League of Women Voters expressed appreciation for the process to develop Plan Bay Area, support for regional planning, and a desire for increased transit funding for both operations and maintenance. Finally, a few organizations submitted comments stating that MTC and ABAG lack the authority to develop Plan Bay Area and are in violation of both the state and federal constitutions.

#### Comments from Individuals

Oral and written comments from individuals focused on many of the same themes raised by implementing agencies or stakeholder groups. The majority of speakers at the public hearings opposed the plan, and some expressed their opinion that regional planning is unconstitutional. Many were concerned the plan would threaten their property rights, force them to give up their car and live in high-density housing, or force unwanted growth in their communities. Some

speakers questioned the accuracy of the population and job growth projections on which the Plan is based.


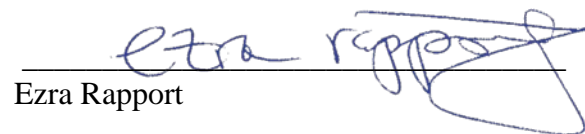
Many expressed concern about the impact of growth on existing communities, and the potential for a decline in the quality of life in the region. Some highlighted possible negative impacts of the plan on other infrastructure, such as schools, water, sewer, and police and fire services.

A significant number of commenters support the concept of PDAs, focused growth around expanded public transit, and a policy to maintain the region's existing transportation infrastructure. A number of young people attended several of the public hearings and expressed concern about the impact of the high cost of living here, especially for housing and transportation. Many speakers requested that the plan do more to address the potential risk of displacement and several suggested that revenues from express lanes be used to increase public transit service. Many individuals also requested that more be done to provide affordable housing, support improved, more frequent and affordable public transit, and offer housing for workers in the same county as their job. A number of speakers expressed support for more bicycle lanes, and projects to increase bicycle and pedestrian safety.

#### Minor Corrections to Draft Plan

The housing and employment distribution in Draft Plan Bay Area was modified to make minor corrections to the datasets used and, in some cases, adjust local jurisdiction growth based on corrections to how the distribution methodology was applied. A narrative with a more detailed description of the changes and the related distribution tables are included in Attachment 6.

At the meeting on June 14, staff will review the themes in Attachment 4 in preparation for your discussion of potential revisions to the Draft Plan under agenda item 5(b). A full evaluation of the Plan's public engagement process will be conducted after the Plan's adoption.

  
Steve Heminger  
Ezra Rapport

#### Attachments

- 1 – Summary of Spring 2013 Public Engagement
- 2 – Plan Bay Area Public Meetings: Three-Plus Years of Dialogue and Consultation
- 3 – Topline Summary: Plan Bay Area Telephone Survey
- 4 – Plan Bay Area Comment Themes
- 5 – Frequently Asked Questions
- 6 – Draft Plan Bay Area Land Use Revisions

**Summary of Spring 2013 Public Engagement:  
Release of Draft Plan Bay Area and Draft Environmental Impact Report**

- 12 Public hearings in all nine counties, with some 1,250 residents attending and 385 speaking. Another 140 completed comment forms at the hearings. Transcripts and comment forms are available online here:

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

587 comment letters and emails were submitted on the Draft Plan and DEIR. All correspondence is posted online and can be sorted by county and by the type of commenter (individual, government agency, stakeholder organizations, for example). This can be viewed at this link:

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

- An interactive “Plan Bay Area Town Hall” garnered some 90 comments online from individuals who were able review and comment on the draft Plan from the convenience of their homes.  
<http://onebayarea.org/file10069.html>
- Presentations to local elected officials were made in all nine counties; notices of all meetings were mailed to the clerks of the board of all local jurisdictions.
- Consultation workshop with Native American tribal government leaders in Sonoma County
- A series of 12 focus groups conducted in early spring 2013 in partnership with community organizations working in low-income communities and communities of color, drew a total of 181 participants. One session each was conducted in Spanish and Cantonese.
- A statistically valid telephone poll of over 2,500 Bay Area residents was conducted during March, April and early May 2013 to measure the general public’s opinion on issues relating to Plan Bay Area.
- Staff conducted a brown-bag lunch for news reporters to encourage coverage of the Plan and public hearings, and issued two news releases during the public comment period to encourage participation
- A direct mail piece and five email blasts were sent to notify residents about the release of the draft and opportunities to comment.
- Legal notices were published in newspapers in all nine Bay Area counties.





Meeting/Event	Special Workshops	ABAG/MTC mtg. with Plan on agenda	TOTAL
<b>2010</b>			
Local Government Summit (with ABAG Spring General Assembly)		1	1
Bay Area Greenhouse Gas Reduction Target Workshop: Oakland	1		1
Leadership Roundtables with Elected Officials (Summer/Fall 2010)	9		9
MTC's Policy Advisory Council		4	4
ABAG's Regional Planning Committee		5	5
Regional Advisory Working Group		8	8
MTC Planning Committee /ABAG Administrative Committee		6	6
ABAG Executive Board		5	5
MTC Commission		2	2
<b>2011</b>			0
Spring 2011 Workshops: all nine counties (2 in Alameda County)	10		10
Spring 2011 Community Hosted Meetings	10		10
Briefings for local elected officials in all nine counties: Spring 2011	21		21
MTC's Policy Advisory Council		8	8
ABAG's Regional Planning Committee		5	5
Regional Advisory Working Group		9	9
Equity Working Group		10	10
Native American Tribal Consultation	1		1
MTC Planning Committee /ABAG Administrative Committee		10	10
ABAG Executive Board		6	6
MTC Commission		5	5
<b>2012</b>			0
January 2012 Workshops: all nine counties	9		9
January 2012 Community Hosted Focus Groups	10		10
EIR Scoping Meetings: Fairfield, Oakland, SF, San Jose, San Rafael	5		5
MTC's Policy Advisory Council		6	6
ABAG's Regional Planning Committee		3	3
Regional Advisory Working Group		4	4
Equity Working Group		8	8
Native American Tribal Consultation	1		1
MTC Planning Committee /ABAG Administrative Committee		10	10
ABAG Executive Board		4	4
MTC Commission		2	2
Joint MTC Commission/ABAG Executive Board Meeting		2	2
<b>2013</b>			0
Spring 2013 Open Houses/ Public Hearings (all nine counties)	9		9
Public Hearings on Draft EIR: Oakland, San Jose, San Rafael (April)	3		3
February - April 2013 Community-Hosted Focus Groups	12		12
Presentations to Elected Officials (9 counties, with county CMAs)	9		9
MTC's Policy Advisory Council		3	3
ABAG's Regional Planning Committee		1	1
Regional Advisory Working Group		1	1
Equity Working Group		2	2
Native American Tribal Consultation	1		1
MTC Planning Committee /ABAG Administrative Committee		5	5
ABAG Executive Board		2	2
MTC Commission		1	1
<b>Totals</b>	<b>111</b>	<b>138</b>	<b>249</b>

## Plan Bay Area 2013 Public Opinion Poll Key Findings – Management Summary

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A telephone survey was conducted with a cross section of 2,516 Bay Area residents, for an overall margin of error of +/- 1.96%. Over 250 interviews were completed with residents of each Bay Area county. These interviews were then weighted to proportionally represent the overall Bay Area population by county and age (using 2010 Census data). Thus, this telephone survey provides projectable data for the region as a whole, as well as county-level results.

The telephone survey used a hybrid sampling approach which combines residential cell phone listings, Random Digit Dial (RDD), and listed residential telephone numbers for the Bay Area. This mix of sources is important due to the high share of Bay Area households who are “cell phone only.”

The survey questionnaire consisted of 35 questions, of which 3 were open-ended and 32 were closed-ended. Each survey took approximately 14 minutes to complete. Surveys were conducted in English, Spanish, and Chinese. Interviews were conducted from March 13, 2013 to May 11, 2013.

In addition to the 35 survey questions, respondents were also asked demographic and transportation usage, including questions about voter registration, party affiliation, and voting frequency. Reporting will include analysis based on respondent demographics, as well as differences among likely voters and unlikely/non-voters.

Following is a summary of key findings and the topline marginal responses to survey questions.

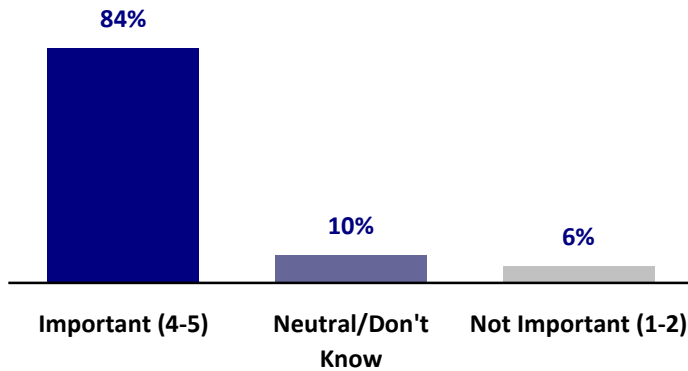
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## Plan Bay Area 2013 Public Opinion Poll

### Key Findings – Management Summary

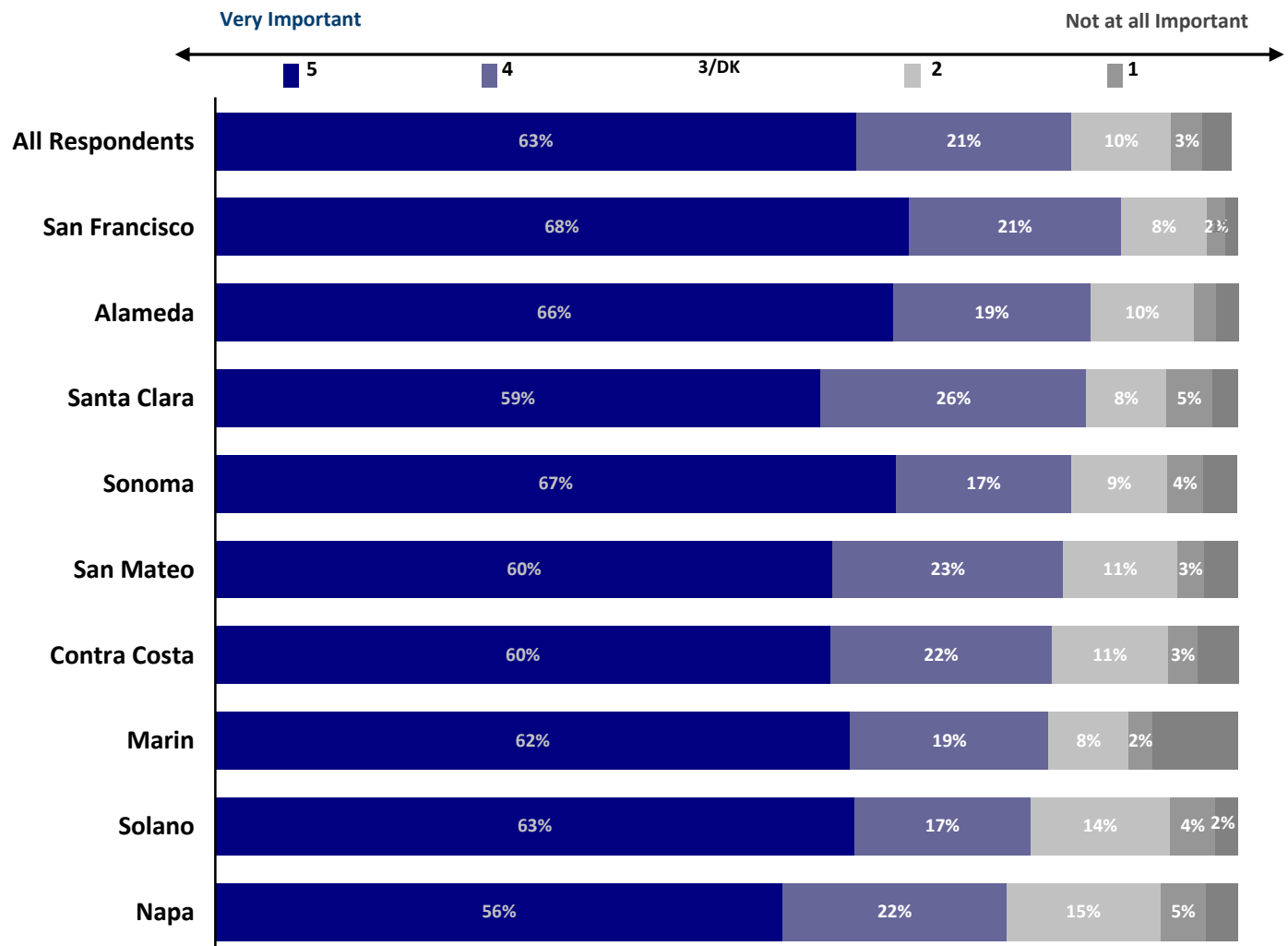
#### Plan Bay Area Initial Reaction

- After hearing a brief description of Plan Bay Area, a large share of residents feel that this type of plan is important to the region. **84%** rate it as very or somewhat important.
  - Younger residents and transit users rate the importance even higher than others.



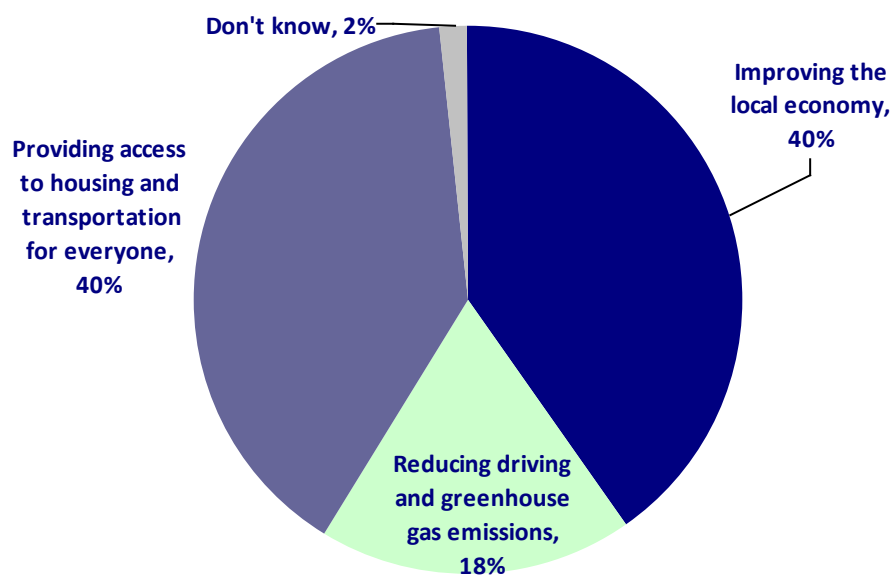
#### Plan Bay Area by County

- The level of importance by individual county remains high as well, ranging from 89% (in San Francisco) to 77% (in Napa).



## Most Important Components

- Three key components of the plan were initially highlighted as most important to the Bay Area's future – improving the local economy, providing access to housing and transportation for everyone, and reducing driving and greenhouse gases.
  - Improving the local economy was considered the most important part of the plan for many (40%);
  - Providing access to housing and transportation was equally important (40%);
  - Reducing driving and greenhouse gases was lowest (18%).

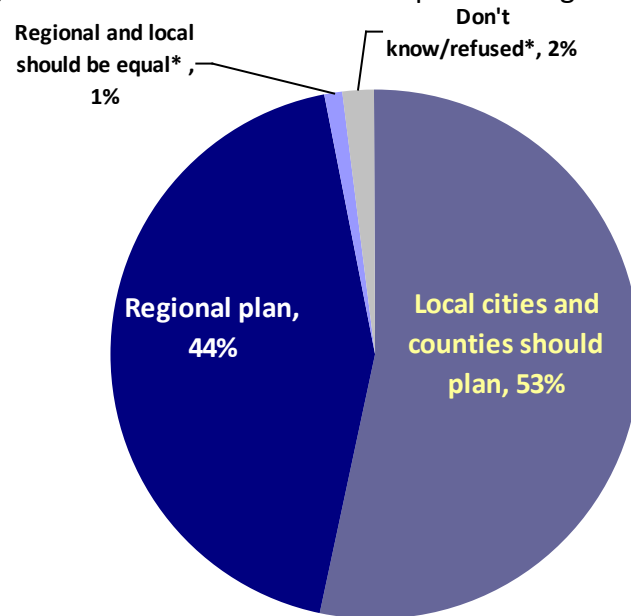


- By county, providing access to housing and transportation was ranked more important among respondents from San Mateo, San Francisco, Santa Clara, and Alameda counties.

## Housing and Commercial Development

### Local vs. Regional Planning for Development

- Residents are split on whether a regional plan should guide housing and commercial development in the Bay Area or if local cities and counties should plan for these on their own. This appears to be a particularly divisive issue. Overall, slightly more than half of residents (53%) think this planning should be done locally, while 44% think this should be part of a regional plan.



\* These options were not read to respondents.

- Among counties, San Francisco has the highest percentage supporting a regional plan (48%), while Napa has the highest percentage supporting local (75%).

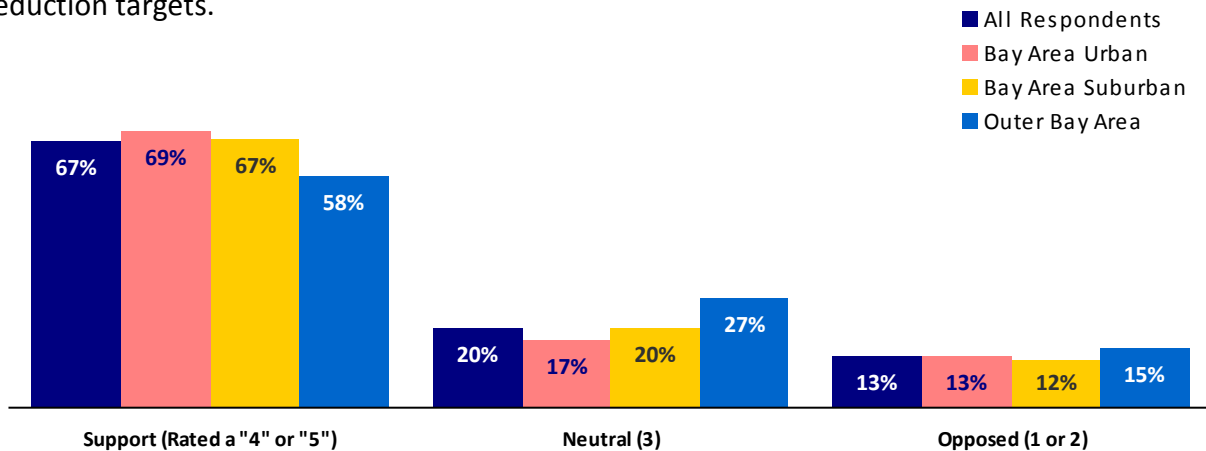
	Local Cities & Counties	A Regional Plan	A Mix
<b>By County</b>			
<b>Napa</b>	75%	22%	1%
<b>Sonoma</b>	63%	35%	2%
<b>Marin</b>	58%	38%	2%
<b>Solano</b>	58%	41%	1%
<b>Contra Costa</b>	53%	46%	-
<b>San Mateo</b>	52%	44%	2%
<b>Santa Clara</b>	52%	46%	1%
<b>Alameda</b>	51%	43%	1%
<b>San Francisco</b>	49%	48%	1%

- Some of the key reasons that respondents oppose a regional plan for development include (open ended question):
  - Local government knows the needs of its own citizens better.
  - Unrealistic/Too difficult to get counties to agree.
- Some also indicate local control should stay – but local agencies/decision-makers should be able to work together to address regional issues.

## Transportation Strategies

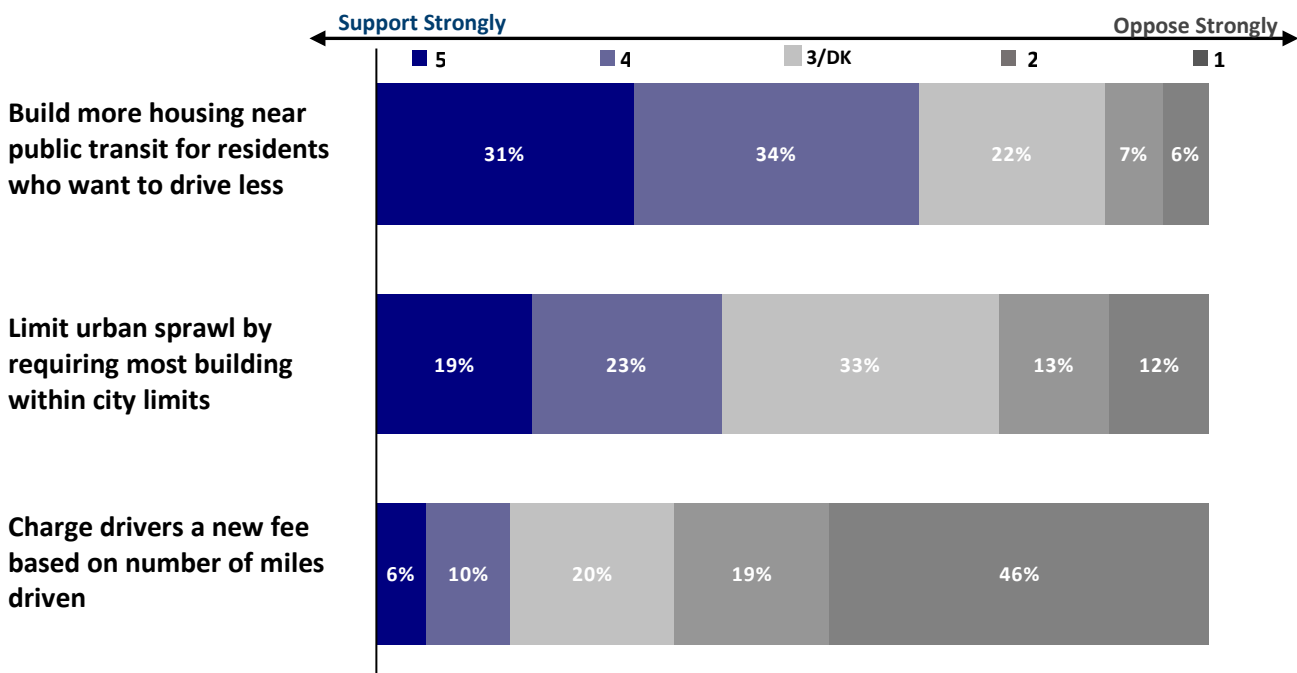
### Reducing Driving / Decreasing Greenhouse Gas Emissions

- Despite ranking lowest of the three key components of Plan Bay Area, reducing driving as a way to decrease greenhouse gas emissions (as a stand-alone issue) is actually supported by two-thirds (67%) of respondents. Respondents seem to support this goal even though it does not resonate as strongly as the economy or housing/transportation in general.
- Urban residents were most likely to support the reduction of greenhouse gas emissions, and were generally more favorable towards the various measures being considered to reach greenhouse gas reduction targets.



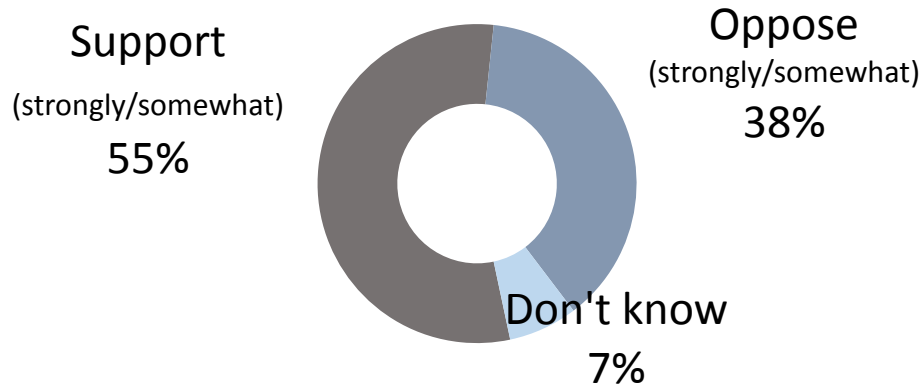
### Greenhouse Gas Reduction Strategies

- Among the greenhouse gas reduction strategies, the most strongly supported strategy was: building more housing near public transit designed for residents who want to drive less, with 65% of respondents supporting this measure strongly (rating it a '4' or '5').
- The strategy opposed by most residents was: charging drivers a new fee based on the number of miles driven. More than half of respondents (64%) said they oppose this idea (rated a '1' or '2'), with nearly half (46%) strongly opposing.



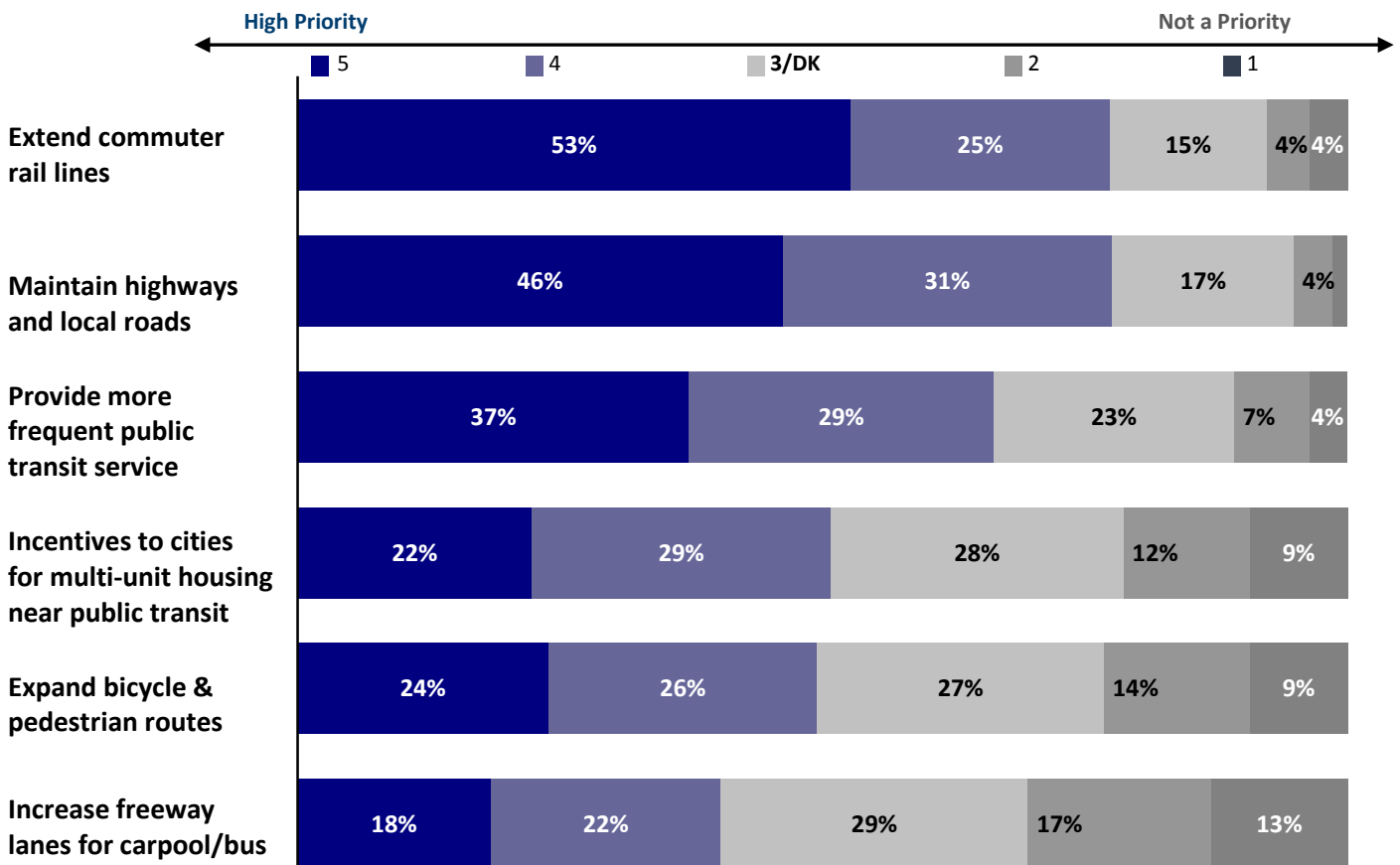
## Express Lanes

- When asked if they support or oppose the idea of establishing additional express lanes on Bay Area freeways, 55% of respondents overall supported additional express lanes.
- There is very little difference across areas, although the more urban the area, the slightly higher the support: Urban – 56%; Suburban – 55% and Outer Bay Area – 53%.



## Funding Priorities

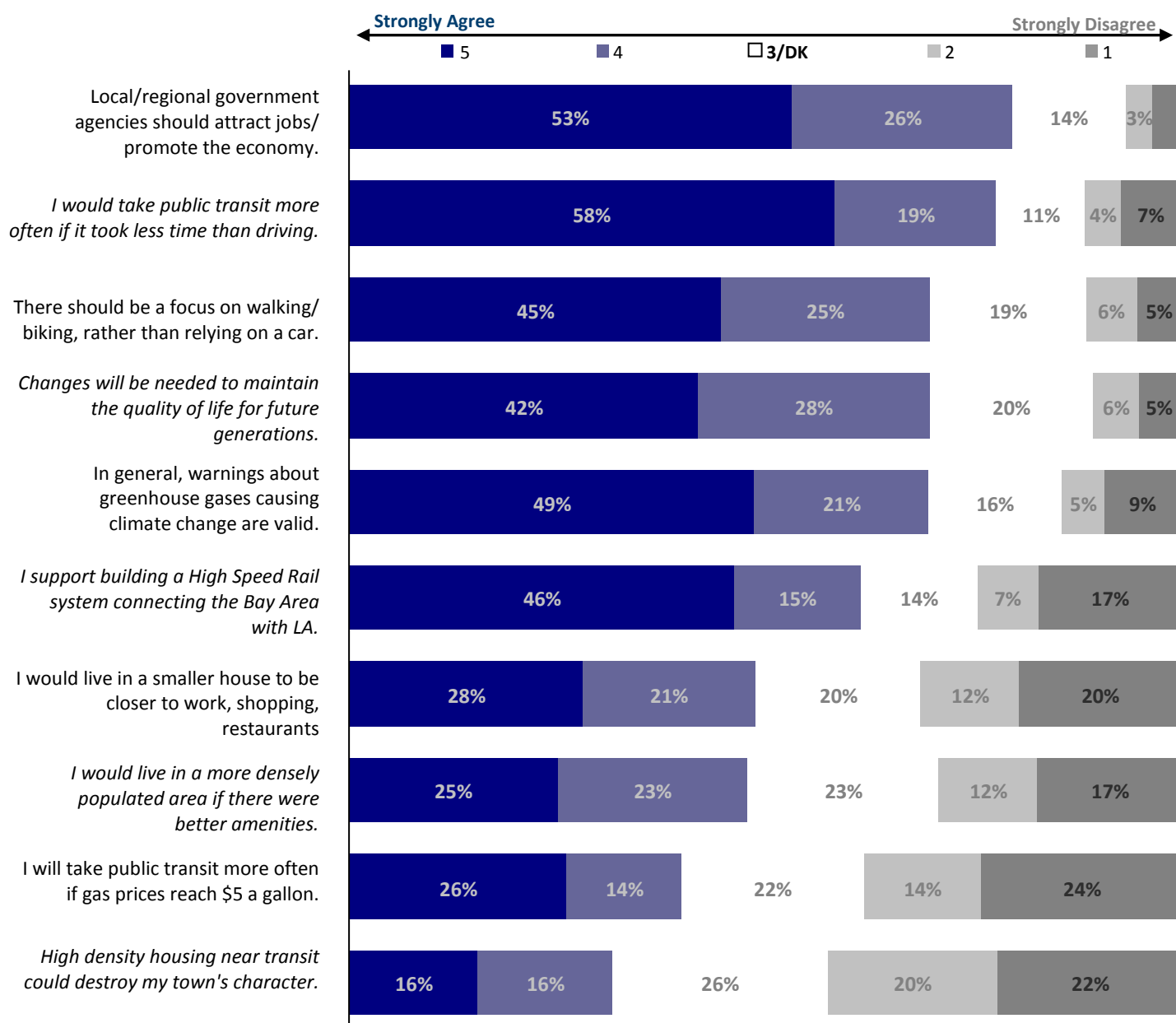
- Among the transportation related issues tested, the ones that were considered the highest priority for funding include:
  - Extend commuter rail, such as BART and Caltrain, throughout the Bay Area (78%);
  - Maintain highways and local roads, including fixing potholes (77%);
  - Provide more frequent public transit service (66%).





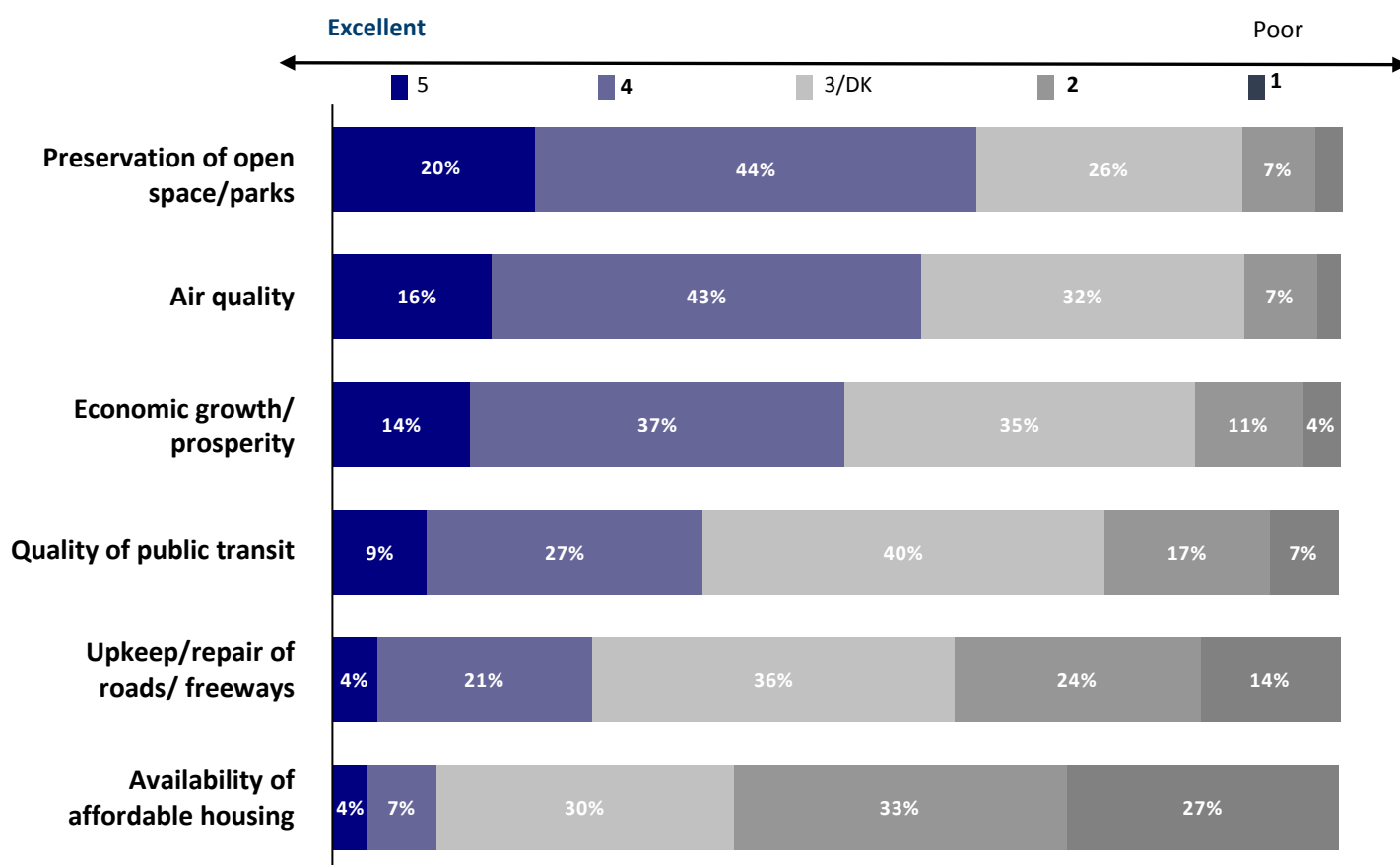
## Trade-Offs and Attitudinal Statements

- The most highly rated attitudinal statements were (*percent who agree shown in parenthesis*):
  - Government agencies should play an active role in attracting jobs and promoting the economy in the Bay Area (79%);
  - I would take public transit more often if it took less time than driving (77%);
  - There should be a focus on walking and biking rather than having to rely on a car (70%);
  - Changes will be needed to maintain the quality of life in the Bay Area for future generations (70%);
  - In general, warnings about greenhouse gas emissions causing climate changes are valid (70%)



## Residents' Perception of Key Issues in Bay Area

- Residents rate the Bay Area highly on open space preservation and air quality, but lower on other key issues asked about.
- When asked, "How are we doing now?," residents rate the Bay Area as excellent/good as follows:
  - Preservation of open space and parks (64%);
  - Air quality (59%);
  - Economic growth and prosperity (51%);
  - Quality of public transit (36%);
  - Upkeep and repair of local roads and freeways (25%);
  - Availability of affordable housing (11%).



- These ratings vary some depending on the area. For example, those in the outer Bay Area rate availability of affordable housing more highly; but suburban and urban residents rate economic growth and prosperity more highly than those in the outer Bay Area.

## PLAN BAY AREA PUBLIC OPINION SURVEY

Topline Marginals – 6/3/13

Bay Area Resident Telephone Poll in English, Spanish, and Chinese

Sample Size = 2,516 Margin of Error: +/- 1.96%

### Introduction

Hello, I'm \_\_\_\_\_ calling on behalf of MTC (the Metropolitan Transportation Commission) and the Association of Bay Area Governments. We are conducting an important survey with Bay Area residents. Your input will be used to help develop a 30 year regional plan for our area.

*(INTERVIEWER NOTES: If necessary, explain:*

- *The Metropolitan Transportation Commission (MTC) is a transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area*
- *The Association of Bay Area Governments (ABAG) is a regional planning agency and Council of Governments for the nine counties and 101 cities and towns of the San Francisco Bay region. ABAG is focused on advocacy, collaboration, and excellence in planning, research, and member services.*
- *The (regional) plan seeks sustainable regional growth to preserve the quality of life in the Bay Area. This includes: improving the economy, reducing driving and greenhouse gases, accommodating housing needs and growth, and other regional issues that we face.*
- *The survey should take between 12-14 minutes to administer*
- *No selling is involved*
- *Responses will be treated in confidence*
- *If Spanish or Chinese monolingual household, flag for callback.)*

### BASE (All Respondents) N = 2,516

1) About how long have you lived in the Bay Area? *(Read list if necessary)*

Less than one year	2%
One – five years	7%
Six – ten years	9%
Eleven – twenty years	18%
Over twenty years	64%
Don't know (do not read)	<1%

2) Which county do you live in? *(Read list if necessary)*

Santa Clara	25%
Alameda	21%
Contra Costa	15%
San Francisco	11%
San Mateo	10%
Sonoma	7%
Solano	6%
Marin	4%
Napa	2%

**BASE (All Respondents) N = 2,516****Current Perception of Region**

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area? (Randomize)

	Excellent 5	4	3	2	Poor 1	DK	MEAN
3) Quality of public transit services ....	9%	27%	34%	17%	7%	5%	3.17
4) Up-keep and repair of local roads and freeways.....	4%	21%	36%	24%	14%	<1%	2.78
5) Preservation of open space and parks .....	20%	44%	25%	7%	3%	2%	3.73
6) Economic growth and prosperity ...	14%	37%	33%	11%	4%	1%	3.47
7) Availability of affordable housing...	4%	7%	26%	33%	27%	4%	2.24
8) Air Quality ^ .....	16%	43%	32%	7%	2%	<1%	3.63

**Plan Bay Area – General**

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

9. In general, how important do you think it is to establish this type of a regional plan?

Use a 5 point scale where 5 is Very Important and 1 is Not at all important.

5	Very Important	63%
4		22%
3		9%
2		3%
1	Not at All Important	3%
0	Don't know (Do Not Read)	1%

**MEAN 4.39**

10. Why is that?

^ New or edited question

**BASE (All Respondents) N = 2,516**

11. Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone?\* (select one)

11a. Which is next most important? (select one)

	Most Imp (Q11)	Next Most Imp (Q11a)
1 Improving the local economy	40%	29%
2 Providing access to housing and transportation for everyone	40%	40%
3 Reducing driving and greenhouse gas emissions	18%	29%
4 Don't know (Do Not Read)	2%	3%

\*Note: If needed, re-read the options: "the first one is..., the second one is..., the third one is..."

**Plan Bay Area Funding Priorities**

Next I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

(Interviewer note: If asked, the funding itself is coming from Federal, State and local sources for projects related to this plan. These questions are asking how to allocate - or divide up - those funds)

	High Priority			Not a Priority			DK	MEAN
	5	4	3	2	1			
12) Increase the number of freeway lanes for carpoolers and bus riders ....	18%	22%	28%	17%	13%	1%		3.15
13) Expand bicycle and pedestrian routes .....	24%	26%	27%	14%	9%	1%		3.41
14) Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area .....	53%	25%	14%	4%	4%	1%		4.20
15) Maintain highways and local roads, Including fixing potholes .....	46%	31%	17%	4%	1%	<1%		4.17
16) Provide more frequent public transit service ^.....	37%	29%	22%	7%	4%	1%		3.91

^ New or edited question

**BASE (All Respondents) N = 2,516**

	High Priority				Not a Priority		
	5	4	3	2	1	DK	MEAN
17) Provide financial incentives to cities to build more multi-unit housing near public transit .....	22%	29%	28%	12%	9%	<1%	3.43

**Policies to Reduce Use of Cars and Greenhouse Gas Emissions**

18) The Bay Area plan also focuses on reducing (the amount of) driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy?^  
Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

5	Support Strongly	39%
4		27%
3		20%
2		6%
1	Oppose Strongly	7%
0	Don't know (Do Not Read)	1%

**MEAN 3.87**

Next I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 Support Strongly and 1 Oppose Strongly)

	Support Strongly			Oppose Strongly			
	5	4	3	2	1	DK	MEAN
19) Build more housing near public transit designed for residents who want to drive less ^ .....	31%	34%	22%	7%	6%	<1%	3.79
20) Limit urban sprawl by requiring most additional housing and commercial buildings be built within current city or town limits	19%	23%	32%	13%	12%	2%	3.24
21) Charge drivers a new fee* based on the number of annual miles driven ....	6%	10%	19%	19%	46%	1%	2.11

(Note: Expansion of Express Lanes is another greenhouse gas reduction strategy. A specific question about this is being asked later in the questionnaire – Q34)

\*New fee: Specifics are still being developed, this could be an annual fee using vehicle registration or a vehicle device which calculates mileage at the fuel pump

^ New or edited question

**BASE (All Respondents) N = 2,516****Regional vs. Local**

22. Which statement do you agree with more?

a) There should be a regional plan guiding housing and commercial development in the Bay Area. OR

b) Local cities and counties on their own should plan housing and commercial development in their area.

Local Cities and Counties Should Plan	53%
Regional Plan	44%
Regional and local should be equal ( <i>do not read</i> )	1%
Don't know ( <i>do not read</i> )	2%
Refused ( <i>do not read</i> )	<1%

23. Why is that?

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**Trade Offs and Attitudinal Statements**

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree. (*Randomize*)

	Strongly Agree			Strongly Disagree		DK	MEAN
	5	4	3	2	1		
24) I would be willing to live in a smaller house to be closer to work, shopping and restaurants .....	28%	21%	19%	12%	20%	1%	3.26
25) I would live in a more densely populated area if there were better neighborhood amenities (restaurants, shops, etc.)^ .	25%	23%	22%	12%	17%	1%	3.27
26) I would take public transit more often if it took less time than driving ^ .....	58%	19%	10%	4%	7%	1%	4.18
27) I will take public transit more often if gas prices reach \$5.00 a gallon ^ .....	26%	14%	19%	14%	24%	3%	3.04
28) Throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip .....	45%	25%	19%	6%	5%	<1%	3.98

^ New or edited question



**BASE (All Respondents) N = 2,516**

	Strongly Agree			Strongly Disagree			DK	MEAN
	5	4	3	2	1			
29) Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area.....	53%	26%	13%	3%	3%	1%		4.23
30) I support building a High Speed Rail system connecting the Bay Area with the Los Angeles area ^ .....	46%	15%	13%	7%	17%	2%		3.67
31) In general, warnings about greenhouse gas emissions causing climate changes are valid ^ .....	49%	21%	15%	5%	9%	1%		3.96
32) Encouraging high density housing near public transit could destroy the character of my city or town ^ .....	16%	16%	25%	20%	22%	1%		2.82
33) Changes will be needed in my community to maintain the quality of life in the Bay Area for future generations ^ .....	42%	28%	18%	6%	5%	1%		3.97

**Express Lanes**

Express lanes\* are currently in use in Alameda and Contra Costa counties. They are designed to reduce commute times. Based on congestion, they would allow solo drivers to use the carpool lanes for a fee while carpoolers and bus riders continue to use the lanes for free.

34) Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways? ^

(Get answer, then ask): Is that strongly or somewhat?

*\* If necessary, Express Lanes are also called High Occupancy Toll Lanes or HOT lanes.*

4	Support Strongly	28%
3	Support Somewhat	27%
2	Oppose Somewhat	17%
1	Oppose Strongly	21%
	Don't know (Do not read)	6%

**MEAN 2.67**

^ New or edited question

**Plan Bay Area Comments by Theme**  
(includes oral and written comments submitted by  
individuals, public agencies and stakeholder organizations)

In reviewing the many individual comments submitted about the Draft Plan Bay Area, several themes emerge. The following summary is grouped according to subject with reference to responses as either provided in the Frequently Asked Questions (Attachment 5) or to be discussed in greater detail in agenda item 5(b) as potential revisions to the Draft Plan.

***Plan Bay Area Purpose and Process — addressed in the Frequently Asked Questions***

- Comments about legitimacy of the regional planning process
- Questions about the need to reduce greenhouse gas emissions
- Protect people's ability to live in suburban and rural communities; don't want to be forced to live in high-density housing
- Concerns about diminished private property rights
- Support for Plan Bay Area's approach to cleaner air, complete streets, reducing sprawl

***Demographics***

- Don't agree with statements in the report about preferences of different demographic groups

***Growth — addressed in the Frequently Asked Questions and agenda item 5(b)***

- Assumptions on population and employment are flawed
- Need more information about the housing and job distributions
- Water supply for new development need to be addressed

***Development Feasibility — addressed in agenda item 5(b)***

- Concerns about the feasibility of the growth shown in the Plan
- Request for specific actions from ABAG/MTC to ensure that development is feasible

***Land Use/Environment — addressed in the Frequently Asked Questions and agenda item 5(b)***

- Concerns about the impact of growth on public services
- Concern that the Plan will supersede local land use planning
- Need to include other strategies to reduce GHGs in the Plan
- Need to better integrate planning around air quality, hazards, sea level rise
- Comments about CEQA streamlining
- Concern that local jurisdictions won't get enough assistance from regional agencies to implement EIR mitigations

***Affordable Housing — addressed in agenda item 5(b)***

- Need for additional funding for affordable housing
- Feasibility of providing sufficient affordable housing
- Need for Plan to ensure minimal displacement of current low-income residents

- Questioned the location of high-density or affordable housing; concerned about local impacts of affordable housing

***Funding — addressed in agenda item 5(b)***

- Concern that Plan implementation is not feasible with current resources
- Need to identify additional funding sources for successful implementation of the Plan
- Suggested changes to OBAG
- Increase funding for transit operations and maintenance needs
- Increase funding for streets and roads maintenance
- Comments about possible funding sources (bridge tolls, VMT tax, state/federal sources, Infrastructure Financing District, etc.)
- Suggestions for better ways to distribute funding
- Need for policies and funding sources to support open space and Priority Conservation Areas

***Transportation — addressed in the Frequently Asked Questions and item 5(b)***

- Provide more public transit service
- Comments for and against funding for highways
- Redirect express lane revenues to public transit
- Invest in bike/pedestrian infrastructure

***Public Health — addressed in the Frequently Asked Questions***

- Concern about health impacts of infill development near highways

***Social Infrastructure***

- Concern about growth impacts on public services such as schools, libraries, and social services
- Desire for local hire, job training, and living wage incentives



## Frequently Asked Questions

### Overview

#### **What is Plan Bay Area?**

Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county San Francisco Bay Area. It builds on earlier efforts to develop an efficient transportation network and grow in a financially and environmentally responsible way. It is a work in progress that will be updated every four years to reflect new priorities. By planning now, we will create a Bay Area we will be proud to leave to future generations.

#### **Why is there a Plan Bay Area?**

By law (Senate Bill 375), all regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan (RTP). SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. In the Bay Area, this requires the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to adopt an SCS that meets greenhouse gas reduction targets adopted by the California Air Resources Board (CARB).

#### **Who is responsible for doing this planning?**

Within the Bay Area, the law gives joint responsibility for Plan Bay Area to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). These two agencies work with the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). They also partner with local communities, agencies, and a wide range of stakeholders to ensure broad public input into Plan Bay Area's preparation.

#### **What does the Metropolitan Transportation Commission do?**

MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area. MTC operates the regional transportation network as smoothly and efficiently as possible now and for the future.

#### **Under what authority does MTC exist?**

The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. Federal law [Title 23, United States Code, Section 134 (d)] designates MTC as the Metropolitan Planning Organization for the nine-county San Francisco Bay Area. As such, MTC must adopt and regularly update a long-range regional transportation plan.

The Commission's work is guided by a 21-member policy board, with 18 of the commissioners designated as voting members. Sixteen of the voting commissioners are appointed by local elected officials in each county. The two most populous counties, Alameda and Santa Clara, each have three representatives on the Commission: the county board of supervisors selects one member; the mayors of the cities within the county collectively appoint another; and the mayors of the biggest cities in these two counties (Oakland in Alameda County and San Jose in Santa Clara County) each appoint a representative.

### **What does the Association of Bay Area Governments (ABAG) do?**

The Association of Bay Area Governments (ABAG) is the regional planning agency and council of governments (COG) serving the people who live and work in the 101 cities and towns of the Bay Area, including coastal communities, older industrial centers, rural towns and big cities. ABAG was formed by local government leaders in 1961 who recognized the need to address common issues from a regional perspective.

ABAG's mission is promoting good planning to build a better Bay Area in order to enhance the quality of life here by supporting regional collaboration, planning, research and member services. ABAG also houses the San Francisco Bay Trail project, the San Francisco Estuary Project, and a Risk Management and Insurance Services program that provides cost effective self-insurance to over two dozen local jurisdictions. ABAG also conducts regional population and employment projections and the state-mandated Regional Housing Need Allocation (RHNA) process (Government Code Section 65584 *et seq.*).

### **Under what authority does ABAG exist?**

ABAG is a joint powers agency formed in 1961 pursuant to California Government Code Section 6500, *et seq.*, and the council of governments (COG) for the San Francisco Bay Area. ABAG is governed by a 38-member Executive Board comprised of locally elected officials based on regional population. A General Assembly made up of elected officials from every member jurisdiction determines policy matters and reviews major Executive Board actions and recommendations. Each delegate has one vote, and a majority of city and county votes are required for action.

### **So why are regional agencies involved in planning?**

As required by State legislation (Government Code Section 65080 *et seq.*) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area Region. An RTP is a long-range transportation plan, updated every four years, that identifies the strategies and investments to maintain, manage, and improve the

region's transportation network. In 2009, MTC adopted its most recent RTP, known as the Transportation 2035 Plan for the San Francisco Bay Area.

As the Council of Governments for the Bay Area, ABAG is responsible for providing a forum for local jurisdictions to work out issues with impacts that cross jurisdictional boundaries. ABAG also is required by state law (Article 10.6 of the California Government Code) to update the Regional Housing Need Allocation (RHNA) every eight years, and to allocate specific housing targets to individual cities and counties. State law (Senate Bill 375) also requires ABAG and MTC to plan jointly for transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks.

### **What will Plan Bay Area do?**

State law requires Plan Bay Area to:

1. Identify “areas within the region sufficient to house all the population of the region” — where people will live, including all income groups, for at least the next 25 years; and
2. Reduce greenhouse gas emissions from cars and light-duty trucks by an amount specified by the CARB.
3. Meet the federal requirements for an RTP.

### **How does the Plan Bay Area affect me, personally?**

This Plan looks ahead to 2040 and seeks to preserve what we love about our small towns, cities and farmlands; maintain key transportation infrastructure; and offer more choices in where we will live and how we will get around. As a long-range initiative, Plan Bay Area will have more of an impact on future generations than it will on those of us here today. The goal is to reduce traffic congestion, improve transit options, create more opportunities to walk or bike, strengthen existing neighborhood infrastructure and support the creation of more affordable housing options within Bay Area communities.

### **Will Plan Bay Area change the character of the region's rural communities, small towns and suburban residential neighborhoods?**

No. Most single-family neighborhoods will remain unchanged. Plan Bay Area recognizes the diversity of communities across our region. The Plan concentrates new growth in areas nominated by local governments, with most of the growth taking place toward the center of our region in cities like San Francisco, Oakland and San Jose. Overall, over two-thirds of all regional growth by 2040 is allocated to Priority Development Areas. As a result, small cities, single family neighborhoods and rural areas throughout the Bay Area will take on a very small share of the region's overall growth. Local land use authority is retained by the region's cities and counties. Local jurisdictions will continue to determine where future development occurs.

### **How do smaller suburban job centers benefit from Plan Bay Area?**

Plan Bay Area supports growing suburban job centers such as the Tri-Valley by maximizing the amount of forecasted employment growth in these jurisdictions given the amount of housing that they deem appropriate. The Draft Plan invests in the region's transportation network to support

job growth and housing in existing communities by focusing the lion's share of funding on maintaining and improving the efficiency of the existing transit and road system.

The Draft Plan also includes strategic transportation investments that benefit suburban cities by addressing management, reliability and safety of the existing freeway, highway and arterial infrastructures while targeting freeway improvements to most congested locations.

**Why would local governments want to support the Plan Bay Area?**

Implementation of Plan Bay Area is intended to improve the quality of life of neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs and services. Plan Bay Area redirects some regional resources to more closely align with local community development visions, as adopted in local plans. This includes funding from the One Bay Area Grant Program and assistance in meeting the requirements of the California Environmental Quality Act (CEQA).

**This sounds like a big effort. Are we starting from scratch?**

Not at all. For decades, the Bay Area has been encouraging more focused and compact growth. Plan Bay Area builds on this history and places even greater emphasis on the integration of transportation and land use planning. Plan Bay Area continues our traditional emphasis of investing in operating and maintaining our existing transportation system, and builds on successful regional programs centered on focused growth around high quality transit, including affordable housing, complete streets that serve pedestrians and bicyclists and well as motorists, and protection and preservation of open space.

**When will the Draft Plan Bay Area be complete?**

MTC and ABAG issued a Draft Plan Bay Area for public comment in April 2013, after more than two years of public dialogue and consultation. The agencies are scheduled to consider adoption of the Final Plan in July 2013. If adopted, Plan Bay Area will be updated every four years, as required by law, to reflect the region's changing needs and priorities.

**What does it cost to conduct and complete a planning process like this?**

The budget for the planning portion of Plan Bay Area (that is, the costs associated with conducting the process versus the funding the plan directs toward programs and projects) is approximately \$3.1 million over 3 years. This includes consultant assistance and staff costs to update the regional travel model; to create a new, integrated economic and land use model for the current Plan and future updates to the Plan; to conduct model analyses; to evaluate the performance of plan scenarios, alternatives and projects; to prepare the Draft Plan and the Draft Environmental Impact Report; to complete supplementary reports and to conduct public engagement. Funding comes from the region's annual allocation of federal, state and local planning revenues.

**What are some of the other regional efforts related to Plan Bay Area?**

The Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC) are considering how to improve the region's land use pattern and placement of public infrastructure, including transportation. To reduce air pollution (smog, particulate matter and airborne toxins), the Air District is considering how to address the air quality impacts of transportation and other sources associated with land development. BCDC is preparing for rising sea levels and storm surges affecting areas on and near the Bay shoreline. Future sea levels will have implications for the location of development and transportation infrastructure.

## **About Forecasts**

### **How can ABAG and MTC predict the future?**

We do not predict the future. For several decades, both MTC and ABAG have been developing and updating long-term regional plans for the Bay Area by using computer modeling to forecast transportation and housing demand, economic growth, demographics, and land-use changes, among others. These forecasts are used to inform planning and investment decisions. The forecasts are updated every two to four years to make sure they are based on the most reliable data, including locally adopted plans for development and conservation.

### **How many people will Plan Bay Area need to accommodate?**

The Bay Area is currently home to about 7 million people. Data suggests that over the next 30 years the region will attract another 2 million people. The rate of growth depends on several variables, including job growth, age distribution, predicted birth and death rates, and estimated migration into the Bay Area.

### **Why do the Department of Finance population numbers differ from ABAG's projections?**

California's Department of Housing and Community Development, the Department of Finance, and ABAG all agree that economic trends need to be addressed in Plan Bay Area. ABAG's 2.1 million population growth projection is directly tied to employment growth. The Department of Finance's 2013 projections do not take into account the high rate of growth in jobs, population and migration into the region. The Department of Finance population projections depict only one possible course of future population change, i.e., the one reflecting assumed trends in fertility, mortality, and migration. The model does not consider employment, which is a major driver of migration. The Department of Finance will incorporate ABAG employment forecasts in the future. The Department of Finance, and Department of Housing and Community Development agree with ABAG's methodology and projections.

### **Why are your population estimates based on one number and not a range?**

We recognize that there is a range of future population estimates; however for planning purposes we have to arrive at a single number. Based on the current population and assumptions for fertility rates, death rates and future jobs (which affects job seekers moving to the Bay Area), the Plan Bay Area estimate represents what we believe is the most likely future population. To ensure the forecast is as accurate as possible, it will be updated every four years.



**Why should we have confidence in the population/demographic models used to support the plan?**

The Plan Bay Area forecast was developed by ABAG with extensive assistance and peer review by a team of economists and other state agencies including the California Department of Finance. The forecast uses demographic data from national and state sources, such as the U.S. Bureau of Labor Statistics, U.S. Census, and the California Department of Finance. It relies upon standardized forecasting methods to estimate the Bay Area's share of expected national employment growth and the detailed demographic characteristics (e.g., age, gender, race/ethnicity, etc.) of the region's future population. The methodology for forecasting the region's future population is based on natural increase of the existing population (births minus deaths) and expected job growth (which draws people to the region). A detailed description of the forecasting methodology is available in the *Draft Forecast of Jobs, Population and Housing*.

The forecast includes these inputs and is based on the best professional estimates of ABAG staff. In addition, although the SCS forecasts population growth out to 2040, by law the SCS must be updated every four years. This provides ABAG the opportunity to continually refine the assumptions and data used in its forecasts.

**Why are natural hazards such as earthquakes, sea level rise and flooding not integrated more directly into the plan?**

Plan Bay Area is a long-term, regional-scale plan covering 101 cities and nine counties, over 150 major transportation projects, and many other transportation and land use projects over the next approximately 27 years. The Plan and the Environmental Impact Report address natural hazards at the level appropriate for long-term, programmatic regional plans. Potentially significant site-specific natural hazards caused by projects implemented under Plan Bay Area will be addressed at the project-specific level. MTC and ABAG will continue to monitor these issues and revise Plan Bay Area in response to the changing environment every four years, as required by law.

## **About Transportation**

**How does Draft Plan Bay Area invest transportation funds?**

Draft Plan Bay Area focuses the lion's share of investment on maintaining the existing transit and road system and boosting the transportation system's efficiency. The Plan also provides support for focused growth in Priority Development Areas, including the new One Bay Area Grant program.

**How much transportation revenue is expected to be available?**

The Draft Plan Bay Area forecasts transportation revenue totaling \$289 billion over 28 years. However, most of this money will be needed just to maintain the existing transportation network. Of the total amount, \$57 billion is "discretionary," or available for assignment to new projects and programs.

**How does Plan Bay Area invest future transportation funds?**

***Draft Plan Investments by Function***

Function	Committed YOES billions	Discretionary Revenue YOES billions	Total YOES billions	% of Total
Transit: Maintain Existing System	\$139	\$20	\$159	55%
Road and Bridge: Maintain Existing System	\$69	\$25	\$94	33%
Transit: Expansion	\$13	\$8	\$21	7%
Road and Bridge: Expansion	\$11	\$4	\$15	5%
<b>Total</b>	<b>\$232</b>	<b>\$57</b>	<b>\$289</b>	<b>100%</b>

**How does the Draft Plan Bay Area propose to invest future discretionary funds?**

The Draft Plan invests discretionary funds into six key investment strategies: (1) county investment priorities would receive \$16 billion, or 29 percent of available funds; (2) system maintenance would receive \$15 billion, or 26 percent; (3) programs to support focused growth are slated to garner \$14 billion through the One Bay Area Grant program, or 25 percent of expected discretionary funds; (4) transit expansion projects would receive \$5 billion, or 9 percent; (5) freeway and transit efficiency projects would receive \$4 billion, or 7 percent; and (6) \$1 billion (less than 1 percent) would go toward programs specifically designed to combat climate change. The plan includes a \$2 billion reserve fund set aside for future rail expansion projects.

**What is OBAG?**

The One Bay Area Grant (OBAG) program is designed to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process. The program totals \$320 million over the next four years (\$14.6 billion over the life of the Plan, which amounts to 5 percent of overall funding and 25 percent of discretionary funding in the plan). The program grants local communities the flexibility to invest in transportation infrastructure that supports infill development by providing funds for bicycle and pedestrian improvements, local road repair and planning activities, while also providing funds for Safe Routes to School programs and for Priority Conservation Areas.

**How does the Draft Plan propose to support bicycle and pedestrian travel?**

State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the Plan period. The One Bay Area Grant program, \$14.6 billion over the life of the Plan, is another fund source that can be used to pay for 'Complete Streets' projects. These projects can include stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, Safe Routes to Transit, and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

In addition to this funding, cities and counties that wish to use OBAG grant funds must adopt a 'Complete Streets' resolution and in the future an updated general plan element to improve the delivery of Complete Streets projects serving all road users, including pedestrians and bicyclists. During MTC's last survey of project sponsors in 2006, over 55% of transportation projects surveyed already included complete streets elements. The resolution requirement is expected to increase the rate of complete street implementation.

## **What does the Plan propose to fund for the region's Climate Initiatives Program?**

The Climate Initiatives Program invests in eight programs focused on technology advancements and incentives for travel options to help the region meet the SB 375 GHG emissions targets. The programs include: implementing the Commuter Benefit Ordinance, authorized by SB 1339; expanding car sharing to ensure vehicles are available at high-demand locations and expanded to suburban communities; providing incentives to reduce the cost of vanpools; establishing discounted fees charged on new vehicles with low miles-per-gallon rating to help purchase fuel-efficient vehicles; a public education campaign and rebates for tools that encourage “smart driving”; establishing a voluntary vehicle buy-back incentive program to accelerate the removal of low-mpg vehicles coupled with incentives towards the purchase of plug-ins or electric vehicles; and investing in a regional electric vehicles charger network. In addition, the Plan calls for the expansion of the most successful strategies identified in the Climate Initiatives Innovative Grants program, which is currently underway.

## **About Housing and Land Use**

### **Why do we have RHNA – Regional Housing Need Allocation?**

California Housing Element law (Article 10.6 of the California Government Code) requires each jurisdiction to plan for housing for all income levels by ensuring that local zoning and planning support the production of a diverse range of new housing. The RHNA is the state-mandated process to identify the share of the state's housing need for which each jurisdiction must plan over an 8-year period. Jurisdictions are not responsible for building the housing; only for demonstrating in their local Housing Element that it could be built under current zoning. ABAG oversees the RHNA process in the nine-county San Francisco Bay Area.

### **How does Plan Bay Area relate to the Sustainable Communities Strategy (SCS), Regional Transportation Plan (RTP) and Regional Housing Need Allocation (RHNA)?**

Plan Bay Area combines these three initiatives into a single, integrated regional plan. For example, RTPs traditionally include land use projections. Plan Bay Area's distribution of growth is the SCS. Senate Bill 375 also stipulates that the SCS will identify areas to accommodate the RHNA. State law requires that the RHNA follow the development pattern specified in the Sustainable Communities Strategy.

### **Does Plan Bay Area override local land use control?**

No. Cities and counties, not MTC or ABAG, are ultimately responsible for the manner in which their local communities continue to be built out in the future. For this reason, cities and counties are not required to revise their “land use policies and regulations, including [their] general plan, to be consistent with the regional transportation plan or an alternative planning strategy.” [Gov. Code, § 65080, subd. (b)(2)(J)]. The Plan's SCS merely provides a land use vision that “*if implemented*, [would] achieve the greenhouse gas emission reductions targets” for the region. (Pub. Resources Code, § 21155, subd. (a) (emphasis added).) The proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations.

Rather than increase regional land use control, the Plan facilitates implementation by expanding incentives and opportunities available to local jurisdictions to support growth in Priority Development Areas (PDAs). In addition to funding transportation and planning projects in PDAs, the Plan sets the stage for cities and counties to increase the efficiency of the development process, if they choose, for projects consistent with the Plan and other state legislation.

**What is a Priority Development Area?**

Priority Development Areas (PDAs) are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. Over 70 local governments have voluntarily designated some 170 PDAs, which are proposed to absorb about 80 percent of new housing and over 60 percent of new jobs on less than five percent of the Bay Area's land. The result is a locally supported, compact and efficient growth pattern that meets CARB's GHG reduction targets and provides adequate housing for the Bay Area's growing population.

**What is a Priority Conservation Area?**

Priority Conservation Areas are identified in partnership with land trusts, open space districts, parks and recreation departments, local jurisdictions and property owners to preserve the region's diverse farming, recreational, and resource lands for future generations. This process builds on a century of park development and open space protection. The purpose of designating Priority Conservation Areas is to protect key natural lands in the San Francisco Bay Area through purchase or conservation easements with willing property owners.

**If Plan Bay Area includes additional housing units in my community, does this guarantee that those units are going to be built?**

No. The pace at which new housing is built will be determined by various factors, including local zoning, the financial feasibility of building the new housing permitted under this zoning, and ultimately the decision by a city council, town council, or board of supervisors to approve each housing project. Cities and counties will continue to retain all control over local building decisions following adoption of the Plan. Over the long term, communities may change zoning, provide incentives for developers, or adjust other land use policies to increase or decrease the feasibility of building the levels of housing projected in the Plan.

**Have ABAG and MTC investigated whether Plan Bay Area's development is feasible?**

The regional land use plan, or distribution of growth to individual jurisdictions, was developed through a variety of land use and transportation scenarios that distributed the total amount of growth forecasted for the region to specific locations. These scenarios sought to address the needs and aspirations of each Bay Area jurisdiction, as identified in locally adopted general plans and zoning ordinances, while meeting Plan Bay Area performance targets adopted by ABAG and MTC to guide and gauge the region's future growth.

The framework for developing these scenarios is based as Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) nominated by local governments, not ABAG or MTC. ABAG and MTC incorporated local feedback from individual jurisdictions, relying on their best

assessment of feasible growth over the plan period and then applied a series of additional factors to achieve Plan Bay Area's goals. The scenarios were then developed through an open, deliberative process, during which public input was sought at every step along the way. After further modeling, analysis, and public engagement, the five initial scenarios were narrowed down to a single preferred land use scenario.

Feasibility of this scenario was further tested by an assessment of a representative sample of PDAs from throughout the region by consultants at Economic and Planning Systems (EPS) deeply familiar with the market characteristics of each jurisdiction in the Bay Area. Overall, the study concluded that the proposed development pattern contained in the preferred scenario, while ambitious, represents an achievable level of growth with sufficient policy changes, some of which are now underway or currently being examined.

**So all projects in Plan Bay Area will require further environmental review?**

It's important to note that while Plan Bay Area includes a "Program-level" EIR under the California Environmental Quality Act (or CEQA), any major transportation, housing or other project included in the plan must still comply with CEQA, and in some cases the National Environmental Policy Act (NEPA). For example, if a project to add bicycle lanes is listed in the Plan, separate environmental review specific to that project is still required under CEQA and will be conducted by the jurisdiction with approval authority over the project. Likewise, if the Plan describes new housing units or jobs within a city or county, the actual planning and development enabling any proposed project that might be brought forward to a city or county would fall under a local environmental review and still need local approval. SB 375 provides CEQA streamlining benefits that local jurisdictions can take advantage of, but it the Plan Bay Area EIR does not preclude future environmental review.

**What is open space and who owns it?**

Open space generally refers to undeveloped land or water that could be either publicly or privately owned.

**Is Plan Bay Area consistent with Urban Growth Boundaries and similar locally adopted growth controls in many Bay Area counties?**

Yes. The Draft Plan accommodates 100% of new growth within existing urban growth boundaries and similar locally adopted growth controls. It also emphasizes protection for the region's farmland and scenic and natural resource areas, including Priority Conservation Areas.

**How will local sewer, fire, water and other local infrastructure be impacted by housing growth? What about schools, libraries, and other public services?**

Infrastructure, school, police, and fire service effects will vary in different locations, with those locations experiencing more growth likely requiring additional services. Funding for many of these services will be locally determined, as public service standards, performance measures, and policies related to police and fire are typically set by local jurisdictions and agencies; and library and recreation facilities are typically set in city and county general plans. For schools, standards

relating to class size are primarily determined at the state level, although local school districts are responsible for the planning and construction of school facilities. Additional funding may come from developer agreements, which can include impact fees to support schools and other community benefits, such as parks and libraries.

As a regional plan encompassing nine counties, Plan Bay Area cannot provide a detailed assessment of local needs. However the compact growth pattern in the SCS should allow jurisdictions to leverage existing facilities and absorb some of the increased demand with facilities that are currently underutilized. Overall, more compact urban development costs less for upfront infrastructure, saves on ongoing delivery of services, and generates more local tax revenue per acre than conventional suburban development. New employment associated with providing public services is recognized in the Plan Bay Area jobs forecast, with increases in every county consistent with population growth.

The SCS DEIR found that impacts to schools, libraries, and parks from land use development are Potentially Significant, and therefore would have to undergo environmental review during the approvals process to determine feasible mitigations. For additional information, please see the Draft EIR, chapters 2.12 and 2.14.

### **How are water needs for new development proposed in this plan being addressed?**

Plan Bay Area is a programmatic document and the Draft EIR includes a program-level assessment of impacts related to water supply. The Draft EIR demonstrates the region faces questions regarding water supply deficiencies particularly during drought years. While numerous factors influence water demand, including employment growth, socio-economic characteristics, geographic distribution of the population, variation in precipitation levels, and water conservation practices, overall population growth is the most important factor. The projected population growth will occur with or without the Plan.

The proposed Plan Bay Area concentrates the projected growth within currently developed areas in the region, which reduces per capita water consumption. As a result, the proposed Plan should help protect the region's water supply by reducing development pressure on rural areas; areas where per capita water use is typically higher and new water infrastructure would be needed to accommodate growth.

With a few exceptions, the areas anticipated for new development conform to local general plans and specific plans. Each of the Bay Area's urban water suppliers must prepare an Urban Water Management Plan that assesses current and future demands for water. The potential future development would have been accounted for in the local Urban Water Management Plan.

## **About Greenhouse Gas Emissions**

### **What are the greenhouse-gas reduction targets?**

In 2010, the California Air Resources Board (CARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as required by law. For the San Francisco Bay Area, this

means a 7 percent per capita reduction target for the year 2020 and 15 percent per capita reduction target for 2035, based on 2005 levels. CARB set the GHG emissions reductions targets for the various regions in the state as a per capita metric. The DEIR of the Plan included both this “SB 375 metric” focused on reducing per capita emissions from cars and light duty trucks related to transportation and land use planning, as well as an overall GHG emissions metric in its analysis of Plan Bay Area.

### **Why is lowering greenhouse gas emissions important?**

Lowering greenhouse gas (GHG) emissions protects public health, lowers energy consumption, and reduces our contribution to global warming. More immediately, strategies to reduce emissions emphasize creating more options to take public transit, walk or use a bicycle for transportation instead of a car, when viable and appropriate. In addition, other laws require Plan Bay Area to meet federal and state air quality health standards for several pollutants.

### **Why the focus on cars and light trucks?**

Transportation is the biggest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our overall emissions, most of that comes from personal travel in on-road vehicles. To reduce our contribution to global warming, the region must pursue multiple transportation and land use strategies.

Plan Bay Area will:

1. Reduce the separation of land uses (jobs, stores, schools, and homes) and encourage more complete, mixed-use communities, so people can drive less and walk, bike or use more transit;
2. Cluster more homes, jobs and other activities around transit, so people can more easily use transit rather than drive; and
3. Plan land uses and transportation together, to reduce traffic congestion, improve vehicle speeds, reduce emissions from idling and other inefficiencies.

### **What about low-carbon fuels, more efficient cars, and solar/green buildings? Won't that reduce the region's greenhouse gas emissions? Why do we even need SB 375?**

Vehicle technology and transportation pricing (e.g., parking) are likely to have a significant impact on reducing greenhouse gas emissions. The impact of more efficient vehicles would be significantly reduced, however, if we continue to drive more and congestion increases because of inefficient land uses. Experts agree that there is no single answer. Changes in technology as well as changes in travel behavior will be necessary to reduce emissions to healthier levels in the future. There are other planning and implementation efforts that address building energy efficiency, renewable energy production, and additional GHG reduction approaches (for example, local Climate Action Plans and Energy Upgrade California (<https://energyupgradeca.org/overview>)).

Further, SB 375 requires regional planning agencies in the state to include a Sustainable Communities Strategy (SCS) in their regional transportation plan that demonstrates how the region could achieve the GHG emissions reductions targets through integrated land use and

transportation planning. The CARB Scoping Plan, developed to implement AB 32 as a comprehensive statewide strategy to reduce GHG, specifically charges CARB with implementing GHG reduction strategies related to clean vehicles and fuel efficiency. Therefore, the SB 375 targets analysis does not include the GHG emissions reductions and benefits of statewide standards that are anticipated as the result of fuel efficiency standards and the low carbon fuels standards (LCFS) as part of the region's efforts to reduce GHG emissions through integrated land use and transportation planning. Were MTC/ABAG to include those benefits in the SB 375 analysis, the region would be taking credit for emissions reductions in the land use and transportation planning sector that the state is taking credit for as part of ARB's responsibilities, thus double counting.

### **What if Plan Bay Area can't meet its targets?**

If we cannot meet the greenhouse-gas reduction targets in Plan Bay Area, then we must prepare an Alternative Planning Strategy (APS) to accompany the Sustainable Communities Strategy (SCS). The APS would identify the physical, economic or political conditions required to meet the regional greenhouse gas targets.

## **Equity**

### **What does “social equity” mean?**

Social equity is the idea that all persons should have fair and equal access to opportunity. Plan Bay Area is designed to find housing for all persons at all income levels in the region, improve air quality in polluted areas and to make housing and transportation more affordable for lower-income households. For more information, visit the One Bay Area web page on [equity](#).

### **What does “environmental justice” mean?**

Environmental justice stems from a Presidential Executive Order to fairly distribute benefits and burdens for disadvantaged communities and to include minority and low-income communities in decision-making. The federal government oversees regional planning. As a recipient of federal funds, MTC is required to incorporate environmental justice principles in all its planning efforts, including Plan Bay Area.

## **Public Input**

### **How are local governments and other organizations involved?**

Local officials, as well as environmental, social justice, faith-based, public-health and business leaders, are engaging in Plan Bay Area through a Regional Advisory Working Group that provides input on planning and policy issues. The agencies also get input from several other interest groups through MTC's Policy Advisory Council and ABAG's Regional Planning Committee. These meetings are open to the public and broadcast live via streaming audio. For more details, visit [OneBayArea.org](http://OneBayArea.org).



**How are you involving residents in low-income communities and communities of color?**

MTC and ABAG are partnering with nonprofit groups working in low-income communities and communities of color, selected through a competitive procurement process, to involve residents in those communities in development of the Plan.

**Are businesses involved in the Plan Bay Area process?**

Yes. MTC and ABAG have been working with business leaders from throughout the region, especially at key points during development of the Plan.

**Is my input really considered by ABAG and MTC?**

Absolutely. Oral and written comments from workshops, telephone survey results, a web survey and focus groups, have been analyzed, summarized and presented to ABAG and MTC decision makers at key milestones in the development of the plan. The Draft Plan and its Draft Environmental Impact Report (DEIR) were released March 22 and April 2 respectively for public review and comment. All oral and written comments will be summarized and presented for review by ABAG and MTC board members to inform their final action on the Draft Plan, which is slated for adoption in July 2013.

**How can I get involved?**

Public engagement is essential to the success of all the regional planning efforts. Plan Bay Area needs the input of all stakeholders — especially the people who live and work in Bay Area communities — to build a plan that meets their vision, goals and aspirations for a prosperous future.

There are many ways to get involved. You can go to our [Get Involved](#) page to sign up for alerts about [meetings](#) and other opportunities to have your voice heard. We also encourage you to visit our [Public Process](#) page, which explains the nuts and bolts of what can be an admittedly complicated multi-year planning process.

Plan Bay Area is based on the work of hundreds of local planning efforts that have taken place around the Bay Area. We encourage you to get involved in local planning efforts, including neighborhood plans, General Plan and Housing Element updates. A second regional planning effort, the Bay Area Prosperity Plan, is engaging a broad range of community organizations and partners around the region on economic development and housing strategies to implement Plan Bay Area. You can learn more about this effort at <http://onebayarea.org/regional-initiatives/Bay-Area-Prosperity-Plan.html>.

**Why don't you do more to publicize opportunities to comment on this plan?**

MTC and ABAG are conducting an extensive public engagement program. Methods for publicizing comment opportunities include:

- Regular press releases to the news media outlets about comment opportunities
- Numerous presentations to local elected officials and civic groups.
- Social media (Facebook and Twitter)
- An interactive web site that has drawn some 50,000 unique visitors to learn about Plan Bay Area and comment via a “Virtual Workshop” and an online “Plan Bay Area Town Hall”
- Email and direct mail

## **The Role of Regional Government**

**Some claim that Plan Bay Area is part of an ill-intended global agenda to force lifestyle changes — is this true?**

Plan Bay Area is a home-grown effort to plan for future transportation and land use needs. Most of us who live here are accustomed to saying that we live in “The Bay Area.” That simple phrase speaks volumes. It shows we already share a regional identity. We have a history of joining together on issues that cross jurisdictional lines. Notable examples include working to save San Francisco Bay, set aside land for a vast system of interconnected parks and open space, and pioneer a regional rapid rail system. All these efforts have shaped our collective identity and put us on the map as a region. Our first long-range comprehensive regional plan was completed in 1964 by ABAG. MTC has been adopting and updating regional transportation plans since 1971, the most recent of which was adopted in 2009. Plan Bay Area is a work in progress that will be updated every four years. While it is done in part to meet state and federal laws that require metropolitan areas to plan for regional needs, the Plan furthers a very important conversation in the Bay Area about the quality of life we enjoy today, and how to leave a better region for future generations.

**Is there any relationship between Plan Bay Area and U.N. Agenda 21?**

No. Plan Bay Area is mandated by California Senate Bill 375. For more information, read the American Planning Association fact sheet “[Agenda 21: Myths and Facts](http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf)” available online at <http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf>.

**Does Plan Bay Area force local governments to accept regional dictates in order to receive transportation funding?**

Plan Bay Area does not require local governments to implement regional requirements in order to receive transportation funding. The majority of funding in the Plan (\$232 billion, or 80%) is already committed for specific purposes. The remaining \$57 billion in revenues are available for assignment through the plan. As revenues become available, MTC assigns these funds to specific projects and programs, and may, at its discretion, include specific requirements. For the One Bay Area Grant program (OBAG) — which is slated to receive 5% of funding included in the Plan — MTC requires recipients to comply with existing state law by having an approved housing element. MTC directs the majority of OBAG funds to areas that local jurisdictions have nominated and have been approved as Priority Development Areas, though it is not a requirement to be designated a PDA in order to receive funding. So the Plan itself does not dictate specific requirements to local governments, rather the subsequent funding programs may

include policies to ensure scarce transportation revenues are invested appropriately and in a manner that supports implementation of the Plan.

**Will Plan Bay Area be on the ballot for approval by voters?**

Rather than asking voters to adopt the long-range transportation and land use plan, state law requires this action from ABAG (as the state-designated Council of Governments) and MTC (as the federally designated Metropolitan Planning Organization). Both boards consist of locally elected officials.

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**Draft Plan Bay Area  
Housing and Employment Distribution Revisions  
June 10, 2013**

Minor modifications have been made to the housing and employment distributions in the Draft Plan Bay Area (“Draft Plan”). These modifications take into account the considerable local input received on the land use plan to date. Specifically, the modifications reflect: (1) corrections to datasets that were used to develop the jobs and housing distributions in the Draft Plan; (2) adjustments to ensure consistency with Regional Housing Needs Allocation (RHNA); and (3) adjustments to local jurisdictions growth based on corrections to how the distribution methodology was applied. These modifications are described in more detail below. The revised employment and housing distribution tables are attached to this document. These minor modifications do not affect the conclusions of regional significance in the Draft Environmental Impact Report, nor do they impact the regional modeling results in a significant way.

**Corrections to Data Sets**

Several errors in the data used to develop the employment and housing distributions were identified both by ABAG staff and local jurisdictions. These include: errors in the number of jobs in specific jurisdictions within the National Establishment Time Series (NETS) data set that was used to develop the job distribution, errors in the U.S. Census housing data used to develop the housing distribution, and errors in local plan data that was used to develop the housing distribution.

*NETS Corrections*

The correction to the NETS base data was made for five jurisdictions including Hayward, Lafayette, Hillsborough, Unincorporated San Mateo County (specifically the San Francisco Airport area), Saratoga and Los Altos Hills. The corrections reduced 2010 jobs for each of these jurisdictions, with the exception of the San Francisco Airport, which saw a significant increase in 2010 jobs. The 2010 job shifts were contained within each county (reductions in one city meant a proportional increase in jobs for other cities within the county). The modified base data was then used to recalculate 2040 jobs, resulting in shifts in the 2040 job distribution for all jurisdictions throughout the region. However, the bulk of the shifts were contained within the counties in which the corrections were made. At the regional level, the overall shift of jobs is negligible.

*U.S. Census Corrections*

Two fixes were made to the U.S. Census 2010 housing unit and household data set that was used in the housing distribution. These include a reduction in the 2010 housing numbers for Colma, per a statement of correction from the U.S. Census Department, and a fix to the split of housing units and households within and outside Orinda’s Priority Development Area (PDA). The result of the first correction was an increase of 2010 units to the Unincorporated San Mateo County area adjacent to Colma. The result of the second is a change only in the 2040 housing figures for Orinda’s PDA. In both cases, housing growth for these jurisdictions was not modified.

*Corrections to local plan data*

A change was made to Cupertino’s “local plan feedback” number, used to develop the housing distribution, to correct an error found after adoption of the Jobs-Housing Connection Strategy in May of 2012. The result of this fix was a reduction of housing growth in Cupertino.

### **Adjustments to ensure consistency with RHNA**

Upon development of the Regional Housing Needs Allocation, ABAG found that the eight-year RHNA housing allocation for two jurisdictions, Clayton and Los Altos Hills, was higher than the housing growth for these jurisdictions in the thirty-year Plan Bay Area housing distribution. These jurisdictions received additional housing growth in the Plan Bay Area distribution so that total growth is equivalent to the RHNA number.

### **Adjustments to local jurisdiction growth based on corrections to application of methodology**

The formal public comment period for both documents closed on May 16, 2013. A number of jurisdictions commented on the levels of employment and housing growth allocated in the Draft Plan as being too high, too low, or overly concentrated in their cities' PDAs. Twenty jurisdictions requested adjustments to their job number, sixteen requested adjustments to their housing number, and five requested shifts in growth from their PDAs to other areas within their city.

The distribution of employment and housing growth in the Draft Plan takes into account a variety of factors—including input from jurisdictions, level of transit service, Vehicle Miles Travelled by Household, in-commuting by low-wage workers, housing values, existing employment base, and concentration of knowledge-based economic activity, among others. ABAG staff thoroughly reviewed each request for modification and the overall methodology assigning job and housing growth to each jurisdiction. Staff acknowledged that the application of the distribution methodologies in certain instances was not appropriate. Several modifications for a small number of areas are noted below.

For all other jurisdictions, staff deemed that the distribution methodology was applied appropriately and consistently. Employment and housing growth in these jurisdictions was found to be consistent with and comparable to similarly-sized cities, and could be reasonably accommodated over the thirty-year time-frame of the Draft Plan.

#### *Job Adjustments*

Upon review of the employment methodology and employment figures for Dublin and Livermore, additional job growth was assigned to these cities. Staff found that the employment distribution methodology is slightly under-allocating certain sectors of employment growth in these cities, given that the model bases growth largely on cities' existing jobs base and does not account well for current and anticipated employment growth rates. Dublin and Livermore are currently small job centers but have growing jobs in the knowledge-based sector. These cities were assigned proportionately fewer jobs than cities with larger current job bases but less capacity and slower expected rates of growth, such as Hayward and Unincorporated Alameda County. Growth in Hayward and Unincorporated Alameda County was reduced commensurate to the increases in Dublin and Livermore.

### *Housing Adjustments*

Housing growth for the portion of the El Camino Real Priority Development Area (PDA) in Burlingame was reduced. This is a reduction of the growth that was assigned to the Burlingame El Camino Real PDA as part of the additional housing growth allocation to several key job centers and locations along the core transit network in the Jobs-Housing Connection Strategy<sup>1</sup>. Staff found that this PDA was inappropriately assigned this additional housing growth given its close proximity to the San Francisco Airport. The balance of housing from this adjustment was distributed to all other cities and towns within the region per the growth distribution methodology.

Housing growth in the Plan was deemed to be quite low for Brentwood. The level of housing was adjusted upward to reflect a more reasonable rate of growth considering current development rates. The increase in housing growth in Brentwood is commensurate with the decrease in Cupertino.

Housing growth in the PDAs was reduced for the following jurisdictions: Lafayette, Walnut Creek, San Mateo, and Sunnyvale. In the case of Lafayette and Walnut Creek, staff acknowledges that a portion of the housing growth allocated to these jurisdictions' PDAs, given their small size, could be accommodated in the transit-accessible areas adjacent to the PDAs. In the case of San Mateo and Sunnyvale, it was recognized that housing growth was somewhat over-concentrated in the cities' PDAs in relation to the regional concentration of growth in the PDAs. Growth in San Mateo's PDAs was adjusted to achieve a lower concentration of growth, down from 81% to 77% of total city growth, and for Sunnyvale, growth in the PDAs was adjusted down from 83% to 79% of total city growth. The total growth for all four of these cities was not modified.

### **Conclusions**

These changes do not affect the regional significance conclusions in the Draft Environmental Impact Report, nor do they result in significant changes in the regional modeling results, including the conclusion that the Draft Plan achieves the greenhouse gas emissions reduction targets.

### ***Appendix: Employment and Housing Distribution by Jurisdiction and PDA/Investment Area***

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<sup>1</sup> [http://onebayarea.org/pdf/Draft\\_Plan\\_Bay\\_Area/Draft\\_PBA\\_Forecast\\_of\\_Jobs\\_Population\\_and\\_Housing.pdf](http://onebayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Forecast_of_Jobs_Population_and_Housing.pdf), p. 39

**Appendix: Employment and Housing Distribution by Jurisdiction and PDA/Investment Area**

## Employment Growth by Jurisdiction and PDA/Investment Area

### KEY

**Jurisdiction (Bold Italic)**

*Priority Development Area or  
Investment Area*

### Alameda County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Alameda</b>		<b>24,070</b>	<b>33,220</b>	<b>9,160</b>	<b>38%</b>
Naval Air Station	Transit Town Center	1,220	8,420	7,200	
Northern Waterfront	Transit Neighborhood	2,440	3,440	1,000	
<b>Albany</b>		<b>4,230</b>	<b>5,630</b>	<b>1,400</b>	<b>33%</b>
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,920	2,440	520	
<b>Berkeley</b>		<b>77,110</b>	<b>99,330</b>	<b>22,220</b>	<b>29%</b>
Adeline Street	Mixed-Use Corridor	950	1,630	680	
Downtown	City Center	15,210	21,600	6,390	
San Pablo Avenue *	Mixed-Use Corridor	2,400	3,340	950	
South Shattuck	Mixed-Use Corridor	1,150	1,450	300	
Telegraph Avenue	Mixed-Use Corridor	1,740	2,560	820	
University Avenue *	Mixed-Use Corridor	1,410	1,990	580	
<b>Dublin</b>		<b>16,810</b>	<b>31,650</b>	<b>14,840</b>	<b>88%</b>
Downtown Specific Plan Area	Suburban Center	4,460	5,950	1,490	
Town Center	Suburban Center	310	3,010	2,700	
Transit Center	Suburban Center	0	9,030	9,030	
<b>Emeryville</b>		<b>16,070</b>	<b>23,610</b>	<b>7,550</b>	<b>47%</b>
Mixed-Use Core	City Center	11,280	18,450	7,170	
<b>Fremont</b>		<b>90,010</b>	<b>120,000</b>	<b>29,990</b>	<b>33%</b>
Centerville	Transit Neighborhood	4,030	4,470	440	
City Center	City Center	18,770	24,660	5,900	
Irvington District	Transit Town Center	5,470	5,650	180	
South Fremont/Warm Springs	Suburban Center	12,890	28,980	16,090	
<b>Hayward</b>		<b>68,140</b>	<b>87,820</b>	<b>19,680</b>	<b>29%</b>
Downtown	City Center	6,300	9,270	2,970	
South Hayward BART	Mixed-Use Corridor	320	810	480	
South Hayward BART	Urban Neighborhood	470	1,610	1,130	
The Cannery	Transit Neighborhood	1,450	2,320	870	
Mission Corridor	Mixed-Use Corridor	1,700	2,830	1,120	
<b>Livermore</b>		<b>38,450</b>	<b>53,210</b>	<b>14,760</b>	<b>38%</b>
Downtown	Suburban Center	2,880	3,710	830	
East Side	Suburban Center	16,370	24,360	8,000	
Isabel Avenue/BART Station Planning Area	Suburban Center	3,300	8,500	5,200	
<b>Newark</b>		<b>17,930</b>	<b>23,150</b>	<b>5,220</b>	<b>29%</b>
Dumbarton Transit Oriented Development	Transit Town Center	860	2,100	1,240	
Old Town Mixed Use Area	Transit Neighborhood	180	390	210	
<b>Oakland</b>		<b>190,490</b>	<b>275,760</b>	<b>85,260</b>	<b>45%</b>
Coliseum BART Station Area	Transit Town Center	5,160	12,430	7,270	
Downtown & Jack London Square	Regional Center	88,260	127,710	39,450	
Eastmont Town Center	Urban Neighborhood	3,460	5,320	1,860	
Fruitvale & Dimond Areas	Urban Neighborhood	8,150	15,700	7,550	
MacArthur Transit Village	Urban Neighborhood	10,600	12,880	2,280	
Transit Oriented Development Corridors	Mixed-Use Corridor	33,560	41,830	8,270	
West Oakland	Transit Town Center	7,440	14,910	7,470	
<b>Piedmont</b>		<b>1,930</b>	<b>2,410</b>	<b>490</b>	<b>25%</b>
<b>Pleasanton</b>		<b>54,340</b>	<b>69,640</b>	<b>15,300</b>	<b>28%</b>
Hacienda	Suburban Center	9,910	15,330	5,410	
<b>San Leandro</b>		<b>39,980</b>	<b>52,920</b>	<b>12,940</b>	<b>32%</b>
Bay Fair BART Transit Village	Transit Town Center	1,440	2,700	1,260	
Development *	City Center	2,790	2,840	50	
East 14th Street *	Mixed-Use Corridor	9,010	15,680	6,670	
<b>Union City</b>		<b>20,600</b>	<b>25,700</b>	<b>5,100</b>	<b>25%</b>
Intermodal Station District	City Center	340	2,810	2,470	
<b>Alameda County Unincorporated</b>		<b>34,300</b>	<b>43,600</b>	<b>9,300</b>	<b>27%</b>
Castro Valley BART	Transit Neighborhood	2,020	2,980	960	
East 14th Street and Mission Street	Mixed-Use Corridor	2,740	4,250	1,510	
Hesperian Boulevard	Transit Neighborhood	1,860	2,600	740	
Meekland Avenue Corridor	Transit Neighborhood	900	1,330	430	



## Employment Growth by Jurisdiction and PDA/Investment Area

### Contra Costa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Antioch</b>		<b>19,090</b>	<b>25,530</b>	<b>6,430</b>	<b>34%</b>
Hillcrest eBART Station	Suburban Center	20	3,260	3,250	
Rivertown Waterfront	Transit Town Center	4,030	4,530	490	
<b>Brentwood</b>		<b>8,670</b>	<b>11,660</b>	<b>3,000</b>	<b>34%</b>
<b>Clayton</b>		<b>1,540</b>	<b>1,950</b>	<b>410</b>	<b>27%</b>
<b>Concord</b>		<b>47,640</b>	<b>69,450</b>	<b>21,810</b>	<b>46%</b>
Community Reuse Area	Regional Center	170	14,200	14,040	
Community Reuse Area	Transit Neighborhood	0	3,240	3,240	
Downtown	City Center	7,850	10,200	2,360	
<b>Danville</b>		<b>13,460</b>	<b>17,620</b>	<b>4,160</b>	<b>31%</b>
Downtown Danville	Transit Town Center	5,320	7,290	1,970	
<b>El Cerrito</b>		<b>5,880</b>	<b>7,310</b>	<b>1,430</b>	<b>24%</b>
San Pablo Avenue Corridor	Mixed-Use Corridor	1,850	2,240	390	
<b>Hercules</b>		<b>3,910</b>	<b>6,440</b>	<b>2,530</b>	<b>65%</b>
Central Hercules	Transit Neighborhood	800	1,830	1,030	
Waterfront District	Transit Town Center	1,230	1,890	650	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	730	1,180	450	
<b>Lafayette</b>		<b>9,940</b>	<b>12,430</b>	<b>2,490</b>	<b>25%</b>
Downtown	Transit Town Center	5,250	6,730	1,480	
<b>Martinez</b>		<b>18,320</b>	<b>22,490</b>	<b>4,160</b>	<b>23%</b>
Downtown	Transit Neighborhood	4,040	5,110	1,070	
<b>Moraga</b>		<b>4,740</b>	<b>5,940</b>	<b>1,190</b>	<b>25%</b>
Moraga Center	Transit Town Center	1,140	1,510	360	
<b>Oakley</b>		<b>3,750</b>	<b>6,680</b>	<b>2,930</b>	<b>78%</b>
Downtown	Transit Town Center	800	1,390	580	
Employment Area	Suburban Center	680	2,290	1,610	
Potential Planning Area	Transit Neighborhood	290	880	590	
<b>Orinda</b>		<b>5,530</b>	<b>6,940</b>	<b>1,410</b>	<b>25%</b>
Downtown	Transit Town Center	3,220	3,980	760	
<b>Pinole</b>		<b>6,740</b>	<b>8,490</b>	<b>1,740</b>	<b>26%</b>
Appian Way Corridor	Suburban Center	2,430	3,190	750	
Old Town	Transit Town Center	2,840	3,440	610	
<b>Pittsburg</b>		<b>14,180</b>	<b>19,800</b>	<b>5,620</b>	<b>40%</b>
Downtown	Transit Neighborhood	1,390	2,500	1,110	
Pittsburg/Bay Point BART Station	Transit Town Center	140	1,450	1,310	
Railroad Avenue eBART Station	Transit Town Center	5,610	7,930	2,320	
<b>Pleasant Hill</b>		<b>17,370</b>	<b>22,940</b>	<b>5,570</b>	<b>32%</b>
Buskirk Avenue Corridor	Mixed-Use Corridor	4,590	6,200	1,610	
Diablo Valley College	Transit Neighborhood	2,550	4,190	1,640	
<b>Richmond</b>		<b>30,790</b>	<b>42,320</b>	<b>11,530</b>	<b>37%</b>
Corridor	Mixed-Use Corridor	6,600	8,670	2,070	
South Richmond	Transit Neighborhood	7,030	9,360	2,340	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,790	3,010	1,210	
<b>San Pablo</b>		<b>7,470</b>	<b>9,660</b>	<b>2,190</b>	<b>29%</b>
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	5,530	7,510	1,980	
Rumrill Boulevard	Empl. Investment Area	220	320	100	
<b>San Ramon</b>		<b>43,960</b>	<b>58,320</b>	<b>14,370</b>	<b>33%</b>
City Center	Suburban Center	10,430	17,800	7,360	
North Camino Ramon	Transit Town Center	11,430	14,460	3,030	
<b>Walnut Creek</b>		<b>41,720</b>	<b>57,380</b>	<b>15,660</b>	<b>38%</b>
West Downtown	Suburban Center	7,450	12,070	4,620	
<b>Contra Costa County Unincorporated</b>		<b>40,220</b>	<b>54,040</b>	<b>13,820</b>	<b>34%</b>
Contra Costa Centre	Mixed-Use Corridor	3,740	4,750	1,010	
Downtown El Sobrante	Mixed-Use Corridor	940	1,430	490	
North Richmond	Transit Neighborhood	1,490	1,980	500	
Pittsburg/Bay Point BART Station	Transit Neighborhood	400	1,150	750	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	680	990	310	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Marin County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Belvedere</b>		<b>430</b>	<b>480</b>	<b>50</b>	<b>12%</b>
<b>Corte Madera</b>		<b>7,940</b>	<b>8,260</b>	<b>320</b>	<b>4%</b>
<b>Fairfax</b>		<b>1,490</b>	<b>1,820</b>	<b>330</b>	<b>22%</b>
<b>Larkspur</b>		<b>7,190</b>	<b>7,810</b>	<b>620</b>	<b>9%</b>
<b>Mill Valley</b>		<b>5,980</b>	<b>6,790</b>	<b>810</b>	<b>14%</b>
<b>Novato</b>		<b>20,890</b>	<b>24,390</b>	<b>3,490</b>	<b>17%</b>
<b>Ross</b>		<b>510</b>	<b>590</b>	<b>80</b>	<b>16%</b>
<b>San Anselmo</b>		<b>3,740</b>	<b>4,360</b>	<b>610</b>	<b>17%</b>
<b>San Rafael</b>		<b>37,620</b>	<b>44,960</b>	<b>7,340</b>	<b>20%</b>
Civic Center/North Rafael Town Center	Transit Town Center	5,660	6,860	1,200	
Downtown	City Center	8,250	10,480	2,230	
<b>Sausalito</b>		<b>6,220</b>	<b>7,640</b>	<b>1,420</b>	<b>23%</b>
<b>Tiburon</b>		<b>2,340</b>	<b>2,690</b>	<b>340</b>	<b>15%</b>
<b>Marin County Unincorporated</b>		<b>16,380</b>	<b>19,360</b>	<b>2,980</b>	<b>18%</b>
Urbanized 101 Corridor	Transit Neighborhood	2,260	2,960	700	

### Napa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>American Canyon</b>		<b>2,920</b>	<b>4,160</b>	<b>1,240</b>	<b>42%</b>
Highway 29 Corridor	Mixed-Use Corridor	1,280	2,100	810	
<b>Calistoga</b>		<b>2,220</b>	<b>2,640</b>	<b>420</b>	<b>19%</b>
<b>Napa</b>		<b>33,950</b>	<b>44,520</b>	<b>10,570</b>	<b>31%</b>
Downtown Napa	Rural Investment Area	9,870	11,620	1,750	
Soscol Gateway Corridor	Rural Investment Area	1,080	1,960	870	
<b>St. Helena</b>		<b>5,340</b>	<b>6,230</b>	<b>890</b>	<b>17%</b>
<b>Yountville</b>		<b>1,600</b>	<b>1,980</b>	<b>380</b>	<b>24%</b>
<b>Napa County Unincorporated</b>		<b>24,630</b>	<b>30,010</b>	<b>5,380</b>	<b>22%</b>

### San Francisco County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>San Francisco</b>		<b>568,720</b>	<b>759,500</b>	<b>190,780</b>	<b>34%</b>
19th Avenue	Transit Town Center	9,980	13,570	3,590	
Balboa Park	Transit Neighborhood	2,690	3,460	770	
Bayview/Hunters Point	Urban Neighborhood	19,590	29,260	9,670	
Shipyards/Candlestick Point					
Downtown-Van Ness-Geary	Regional Center	315,570	368,150	52,580	
Eastern Neighborhoods	Urban Neighborhood	61,070	70,890	9,820	
Market & Octavia	Urban Neighborhood	31,850	34,790	2,940	
Mission Bay	Urban Neighborhood	2,770	27,200	24,430	
Mission-San Jose Corridor	Mixed-Use Corridor	12,680	18,760	6,080	
Port of San Francisco	Mixed-Use Corridor	5,430	24,400	18,970	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,720	2,590	860	
Transbay Terminal	Regional Center	7,950	37,660	29,720	
Treasure Island	Transit Town Center	260	3,010	2,750	

## Employment Growth by Jurisdiction and PDA/Investment Area

### San Mateo County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Atherton</b>		<b>2,610</b>	<b>3,160</b>	<b>550</b>	<b>21%</b>
<b>Belmont</b>		<b>8,180</b>	<b>10,450</b>	<b>2,270</b>	<b>28%</b>
Villages of Belmont	Mixed-Use Corridor	1,250	2,500	1,250	
<b>Brisbane</b>		<b>6,780</b>	<b>7,670</b>	<b>890</b>	<b>13%</b>
San Francisco/San Mateo Bi-County Area (with San Francisco)	Suburban Center	500	960	460	
<b>Burlingame</b>		<b>29,540</b>	<b>37,780</b>	<b>8,240</b>	<b>28%</b>
Burlingame El Camino Real	Transit Town Center	12,290	17,920	5,630	
<b>Colma</b>		<b>2,780</b>	<b>3,200</b>	<b>420</b>	<b>15%</b>
<b>Daly City</b>		<b>20,760</b>	<b>26,580</b>	<b>5,820</b>	<b>28%</b>
Bayshore	Transit Town Center	1,100	3,230	2,130	
Mission Boulevard	Mixed-Use Corridor	3,770	5,200	1,430	
<b>East Palo Alto</b>		<b>2,670</b>	<b>3,680</b>	<b>1,000</b>	<b>38%</b>
Ravenswood	Transit Town Center	790	1,210	420	
<b>Foster City</b>		<b>13,780</b>	<b>17,350</b>	<b>3,570</b>	<b>26%</b>
<b>Half Moon Bay</b>		<b>5,030</b>	<b>6,020</b>	<b>990</b>	<b>20%</b>
<b>Hillsborough</b>		<b>1,850</b>	<b>2,250</b>	<b>410</b>	<b>22%</b>
<b>Menlo Park</b>		<b>28,890</b>	<b>34,980</b>	<b>6,090</b>	<b>21%</b>
El Camino Real Corridor and Downtown	Transit Town Center	5,620	7,650	2,050	
<b>Millbrae</b>		<b>6,870</b>	<b>9,300</b>	<b>2,430</b>	<b>35%</b>
Transit Station Area	Mixed-Use Corridor	1,340	3,370	2,040	
<b>Pacifica</b>		<b>5,870</b>	<b>7,100</b>	<b>1,230</b>	<b>21%</b>
<b>Portola Valley</b>		<b>1,500</b>	<b>1,770</b>	<b>270</b>	<b>18%</b>
<b>Redwood City</b>		<b>58,080</b>	<b>77,480</b>	<b>19,400</b>	<b>33%</b>
Downtown	City Center	10,430	14,060	3,630	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	8,480	11,900	3,420	
<b>San Bruno</b>		<b>12,710</b>	<b>16,950</b>	<b>4,240</b>	<b>33%</b>
Transit Corridors	Mixed-Use Corridor	6,620	10,520	3,900	
<b>San Carlos</b>		<b>15,870</b>	<b>19,370</b>	<b>3,510</b>	<b>22%</b>
Railroad Corridor	Transit Town Center	1,940	3,090	1,150	
<b>San Mateo</b>		<b>52,540</b>	<b>72,950</b>	<b>20,410</b>	<b>39%</b>
Downtown	City Center	4,370	6,970	2,600	
El Camino Real	Mixed-Use Corridor	2,260	5,660	3,410	
Rail Corridor	Transit Neighborhood	8,810	18,590	9,800	
<b>South San Francisco</b>		<b>43,550</b>	<b>53,790</b>	<b>10,240</b>	<b>24%</b>
Downtown	Transit Town Center	2,530	6,800	4,270	
<b>Woodside</b>		<b>1,760</b>	<b>2,060</b>	<b>310</b>	<b>17%</b>
<b>San Mateo County Unincorporated</b>		<b>23,570</b>	<b>31,180</b>	<b>7,600</b>	<b>32%</b>
Midcoast	Rural Investment Area	1,870	2,640	770	
<b>City County Association of Governments of San Mateo County</b>		<b>66,960</b>	<b>95,590</b>	<b>28,660</b>	<b>43%</b>
<b>El Camino Real:</b>					
Daly City **	Mixed-Use Corridor	3,820	5,210	1,380	
Colma	Mixed-Use Corridor	2,120	2,400	280	
South San Francisco	Mixed-Use Corridor	4,740	6,120	1,380	
San Bruno **	Mixed-Use Corridor	7,190	10,290	3,100	
Millbrae **	Mixed-Use Corridor	4,560	6,280	1,730	
San Mateo **	Mixed-Use Corridor	17,100	29,020	11,940	
San Carlos **	Mixed-Use Corridor	10,040	12,350	2,300	
Redwood City **	Mixed-Use Corridor	7,360	9,670	2,310	
Menlo Park **	Mixed-Use Corridor	5,520	7,510	2,000	
Uninc Daly City	Mixed-Use Corridor	300	410	120	
North Fair Oaks	Mixed-Use Corridor	3,600	5,650	2,050	
Unincorporated County	Mixed-Use Corridor	610	680	70	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Campbell</b>		<b>27,320</b>	<b>35,170</b>	<b>7,850</b>	<b>29%</b>
Central Redevelopment Area	Transit Neighborhood	7,900	10,250	2,340	
<b>Cupertino</b>		<b>26,090</b>	<b>33,110</b>	<b>7,030</b>	<b>27%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	10,540	13,780	3,240	
<b>Gilroy</b>		<b>17,650</b>	<b>21,960</b>	<b>4,310</b>	<b>24%</b>
Downtown	Transit Town Center	2,380	3,620	1,240	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	2,380	2,990	600	
<b>Los Altos</b>		<b>14,760</b>	<b>18,240</b>	<b>3,480</b>	<b>24%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	5,690	7,250	1,560	
<b>Los Altos Hills</b>		<b>2,060</b>	<b>2,540</b>	<b>480</b>	<b>23%</b>
<b>Los Gatos</b>		<b>23,630</b>	<b>29,040</b>	<b>5,410</b>	<b>23%</b>
<b>Milpitas</b>		<b>45,190</b>	<b>57,810</b>	<b>12,630</b>	<b>28%</b>
Transit Area	Suburban Center	5,270	9,600	4,330	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	310	510	190	
<b>Monte Sereno</b>		<b>450</b>	<b>580</b>	<b>120</b>	<b>29%</b>
<b>Morgan Hill</b>		<b>17,570</b>	<b>22,140</b>	<b>4,570</b>	<b>26%</b>
Downtown	Transit Town Center	1,670	3,010	1,340	
<b>Mountain View</b>		<b>47,950</b>	<b>63,590</b>	<b>15,640</b>	<b>33%</b>
Downtown	Transit Town Center	9,450	10,310	860	
East Whisman	Empl. Investment Area	8,740	12,420	3,680	
El Camino Real Corridor	Mixed-Use Corridor	5,790	6,660	860	
North Bayshore	Suburban Center	7,400	15,110	7,700	
San Antonio Center	Transit Town Center	3,160	4,340	1,180	
Whisman Station	Transit Neighborhood	650	1,210	560	
<b>Palo Alto</b>		<b>89,690</b>	<b>119,470</b>	<b>29,780</b>	<b>33%</b>
California Avenue	Transit Neighborhood	3,390	5,060	1,670	
<b>San Jose</b>		<b>377,140</b>	<b>524,510</b>	<b>147,380</b>	<b>39%</b>
Bascom TOD Corridor	Mixed-Use Corridor	11,530	12,920	1,400	
Bascom Urban Village	Mixed-Use Corridor	1,710	2,670	960	
Berryessa Station	Transit Neighborhood	6,150	12,220	6,060	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	880	1,720	840	
Camden Urban Village	Mixed-Use Corridor	5,610	7,640	2,040	
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,340	5,590	3,250	
Capitol/Tully/King Urban Villages	Suburban Center	4,090	7,090	3,000	
Communications Hill	Transit Town Center	3,940	5,660	1,720	
Cottle Transit Village	Suburban Center	2,550	3,040	490	
Downtown "Frame"	City Center	26,930	31,320	4,390	
	Mixed-Use Corridor	10,020	13,460	3,440	
East Santa Clara/Alum Rock Corridor					
Greater Downtown	Regional Center	28,250	56,410	28,160	
International Business Park	Empl. Investment Area	11,670	19,810	8,130	
North San Jose	Regional Center	84,660	130,760	46,110	
Oakridge/Almaden Plaza Urban Village	Suburban Center	5,440	9,710	4,270	
Old Edenvale	Empl. Investment Area	6,920	14,750	7,830	
Saratoga TOD Corridor	Mixed-Use Corridor	3,530	5,540	2,000	
Stevens Creek TOD Corridor	Mixed-Use Corridor	5,690	8,040	2,350	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	8,970	15,660	6,680	
Westgate/El Paseo Urban Village	Suburban Center	3,440	5,240	1,790	
	Mixed-Use Corridor	4,060	6,850	2,790	
Winchester Boulevard TOD Corridor					
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	22,590	24,880	2,290	
<b>Santa Clara</b>		<b>112,890</b>	<b>146,180</b>	<b>33,290</b>	<b>29%</b>
El Camino Real Focus Area	Mixed-Use Corridor	4,400	6,990	2,590	
Santa Clara Station Focus Area	City Center	10,070	12,820	2,750	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	10,320	14,520	4,200	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Saratoga</b>		<b>9,910</b>	<b>11,640</b>	<b>1,730</b>	<b>17%</b>
<b>Sunnyvale</b>		<b>74,810</b>	<b>95,600</b>	<b>20,790</b>	<b>28%</b>
<i>Downtown &amp; Caltrain Station</i>	<i>Transit Town Center</i>	3,760	5,680	1,920	
<i>East Sunnyvale</i>	<i>Urban Neighborhood</i>	8,070	9,260	1,190	
<i>El Camino Real Corridor</i>	<i>Mixed-Use Corridor</i>	13,220	16,500	3,280	
<i>Lawrence Station Transit Village</i>	<i>Transit Neighborhood</i>	4,170	5,110	950	
<i>Moffett Park</i>	<i>Empl. Investment Area</i>	11,450	19,090	7,640	
<i>Peery Park</i>	<i>Empl. Investment Area</i>	5,990	8,000	2,010	
<i>Reamwood Light Rail Station</i>	<i>Empl. Investment Area</i>	3,060	3,740	690	
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	1,550	2,530	990	
<b>Santa Clara County Unincorporated</b>		<b>39,160</b>	<b>47,940</b>	<b>8,770</b>	<b>22%</b>

## Employment Growth by Jurisdiction and PDA/Investment Area

### Solano County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Benicia</b>		<b>14,240</b>	<b>18,930</b>	<b>4,680</b>	<b>33%</b>
Downtown	Transit Neighborhood	2,540	2,840	300	
Northern Gateway	Empl. Investment Area	6,780	10,930	4,150	
<b>Dixon</b>		<b>4,460</b>	<b>5,780</b>	<b>1,310</b>	<b>30%</b>
Downtown	Rural Investment Area	560	830	280	
<b>Fairfield</b>		<b>39,300</b>	<b>53,310</b>	<b>14,010</b>	<b>36%</b>
Downtown South (Jefferson Street)	Suburban Center	2,970	4,280	1,320	
Fairfield-Vacaville Train Station	Transit Town Center	340	2,650	2,310	
North Texas Street Core	Mixed-Use Corridor	1,420	2,420	1,000	
West Texas Street Gateway	Mixed-Use Corridor	1,680	2,890	1,210	
<b>Rio Vista</b>		<b>1,790</b>	<b>2,340</b>	<b>550</b>	<b>31%</b>
Downtown	Rural Investment Area	670	1,000	330	
<b>Suisun City</b>		<b>3,080</b>	<b>4,520</b>	<b>1,440</b>	<b>47%</b>
Downtown & Waterfront	Transit Town Center	1,040	1,960	930	
<b>Vacaville</b>		<b>29,800</b>	<b>41,120</b>	<b>11,310</b>	<b>38%</b>
Allison Area	Suburban Center	900	1,710	810	
Downtown	Transit Town Center	2,800	3,800	1,000	
<b>Vallejo</b>		<b>31,660</b>	<b>43,070</b>	<b>11,410</b>	<b>36%</b>
Waterfront & Downtown	Suburban Center	3,640	5,940	2,300	
<b>Solano County Unincorporated</b>		<b>8,010</b>	<b>10,870</b>	<b>2,860</b>	<b>36%</b>

### Sonoma County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Cloverdale</b>		<b>1,570</b>	<b>2,270</b>	<b>700</b>	<b>45%</b>
Downtown/SMART Transit Area	Transit Town Center	880	1,390	510	
<b>Cotati</b>		<b>2,920</b>	<b>3,860</b>	<b>940</b>	<b>32%</b>
Downtown and Cotati Depot	Transit Town Center	650	1,190	550	
<b>Healdsburg</b>		<b>6,440</b>	<b>8,210</b>	<b>1,780</b>	<b>27%</b>
<b>Petaluma</b>		<b>28,830</b>	<b>38,690</b>	<b>9,860</b>	<b>34%</b>
Central, Turning Basin/Lower Reach	Suburban Center	3,110	8,330	5,220	
<b>Rohnert Park</b>		<b>11,730</b>	<b>16,320</b>	<b>4,590</b>	<b>39%</b>
Central Rohnert Park	Transit Town Center	3,350	5,170	1,820	
Sonoma Mountain Village	Suburban Center	140	1,190	1,050	
<b>Santa Rosa</b>		<b>75,460</b>	<b>103,940</b>	<b>28,470</b>	<b>38%</b>
Downtown Station Area *	City Center	9,250	13,820	4,550	
Mendocino Avenue/Santa Rosa Avenue Corridor *	Mixed-Use Corridor	23,230	30,080	6,850	
North Santa Rosa Station *	Suburban Center	8,960	13,060	4,100	
Roseland	Transit Neighborhood	2,650	3,890	1,240	
Sebastopol Road Corridor	Mixed-Use Corridor	2,110	3,450	1,340	
<b>Sebastopol</b>		<b>5,650</b>	<b>7,300</b>	<b>1,650</b>	<b>29%</b>
Nexus Area	Rural Investment Area	5,440	7,010	1,570	
<b>Sonoma</b>		<b>6,650</b>	<b>8,650</b>	<b>2,000</b>	<b>30%</b>
<b>Windsor</b>		<b>5,610</b>	<b>7,760</b>	<b>2,150</b>	<b>38%</b>
Redevelopment Area	Suburban Center	1,020	1,830	810	
<b>Sonoma County Unincorporated</b>		<b>47,150</b>	<b>60,470</b>	<b>13,320</b>	<b>28%</b>
Forestville	Rural Investment Area	540	590	50	
Graton	Rural Investment Area	410	720	320	
Guerneville	Rural Investment Area	640	980	340	
Penngrove Urban Service Area	Rural Investment Area	340	610	260	
The Springs	Rural Investment Area	2,100	2,580	480	

\* Indicates PDAs that overlap within a jurisdiction. Job totals for the overlapping areas are assigned to one PDA only, with no duplicate counts.

\*\* Indicates C/CAG El Camino Real PDAs that overlap with another PDA. Job totals may duplicate jobs already listed in that city.

## Housing Growth by Jurisdiction and PDA/Investment Area

### KEY

**Jurisdiction (Bold Italic)**

*Priority Development Area or  
Investment Area*

### Alameda County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Alameda</b>		<b>32,350</b>	<b>38,250</b>	<b>5,890</b>	<b>18%</b>	<b>30,120</b>	<b>36,570</b>	<b>6,450</b>	<b>21%</b>
Naval Air Station	Transit Town Center	1,460	5,470	4,010		1,090	5,040	3,950	
Northern Waterfront	Transit Neighborhood	1,070	1,830	760		990	1,760	780	
<b>Albany</b>		<b>7,890</b>	<b>9,060</b>	<b>1,170</b>	<b>15%</b>	<b>7,400</b>	<b>8,740</b>	<b>1,340</b>	<b>18%</b>
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,810	2,060	240		1,690	1,970	280	
<b>Berkeley</b>		<b>49,450</b>	<b>58,740</b>	<b>9,280</b>	<b>19%</b>	<b>46,030</b>	<b>55,980</b>	<b>9,950</b>	<b>22%</b>
Adeline Street	Mixed-Use Corridor	690	940	250		620	900	280	
Downtown	City Center	2,690	6,840	4,150		2,570	6,670	4,100	
San Pablo Avenue *	Mixed-Use Corridor	1,630	2,500	870		1,440	2,340	900	
South Shattuck	Mixed-Use Corridor	340	460	110		310	440	120	
Telegraph Avenue	Mixed-Use Corridor	1,110	1,470	360		990	1,400	410	
University Avenue *	Mixed-Use Corridor	1,480	2,030	550		1,390	1,940	550	
<b>Dublin</b>		<b>15,780</b>	<b>24,320</b>	<b>8,530</b>	<b>54%</b>	<b>14,910</b>	<b>23,610</b>	<b>8,700</b>	<b>58%</b>
Downtown Specific Plan Area	Suburban Center	830	1,790	960		790	1,750	950	
Town Center	Suburban Center	4,130	5,990	1,860		3,750	5,770	2,020	
Transit Center	Suburban Center	670	3,810	3,140		620	3,720	3,100	
<b>Emeryville</b>		<b>6,650</b>	<b>12,110</b>	<b>5,470</b>	<b>82%</b>	<b>5,690</b>	<b>11,620</b>	<b>5,930</b>	<b>104%</b>
Mixed-Use Core	City Center	4,150	9,620	5,470		3,530	9,300	5,780	
<b>Fremont</b>		<b>73,990</b>	<b>91,620</b>	<b>17,630</b>	<b>24%</b>	<b>71,000</b>	<b>89,090</b>	<b>18,090</b>	<b>25%</b>
Centerville	Transit Neighborhood	10,850	13,360	2,510		10,360	12,990	2,620	
City Center	City Center	7,310	10,210	2,900		6,870	9,910	3,040	
Irvington District	Transit Town Center	7,280	10,260	2,980		6,910	9,990	3,080	
South Fremont/Warm Springs	Suburban Center	2,330	5,310	2,980		2,180	5,150	2,970	
<b>Hayward</b>		<b>48,300</b>	<b>60,610</b>	<b>12,320</b>	<b>25%</b>	<b>45,370</b>	<b>58,850</b>	<b>13,490</b>	<b>30%</b>
Downtown	City Center	2,290	5,510	3,220		2,100	5,370	3,280	
South Hayward BART	Mixed-Use Corridor	180	1,360	1,170		170	1,330	1,160	
South Hayward BART	Urban Neighborhood	1,800	4,500	2,700		1,660	4,400	2,740	
The Cannery	Transit Neighborhood	340	1,100	750		330	1,070	740	
Mission Corridor	Mixed-Use Corridor	1,480	3,320	1,840		1,230	3,210	1,980	
<b>Livermore</b>		<b>30,340</b>	<b>40,040</b>	<b>9,700</b>	<b>32%</b>	<b>29,130</b>	<b>38,940</b>	<b>9,800</b>	<b>34%</b>
Downtown	Suburban Center	1,020	2,690	1,680		920	2,620	1,710	
East Side	Suburban Center	100	4,370	4,270		90	4,280	4,200	
Isabel Avenue/BART Station Planning Area	Suburban Center	530	4,000	3,470		470	3,910	3,440	
<b>Newark</b>		<b>13,410</b>	<b>17,100</b>	<b>3,680</b>	<b>28%</b>	<b>12,970</b>	<b>16,640</b>	<b>3,660</b>	<b>28%</b>
Dumbarton Transit Oriented Development	Transit Town Center	140	2,550	2,400		140	2,500	2,360	
Old Town Mixed Use Area	Transit Neighborhood	600	970	370		580	940	370	
<b>Oakland</b>		<b>169,710</b>	<b>221,160</b>	<b>51,450</b>	<b>30%</b>	<b>153,790</b>	<b>212,470</b>	<b>58,680</b>	<b>38%</b>
Coliseum BART Station Area	Transit Town Center	3,870	10,720	6,850		3,440	10,420	6,980	
Downtown & Jack London Square	Regional Center	11,910	26,200	14,290		10,630	25,390	14,770	
Eastmont Town Center	Urban Neighborhood	6,850	7,260	410		5,960	6,840	880	
Fruitvale & Dimond Areas	Urban Neighborhood	14,210	18,580	4,370		12,840	17,820	4,990	
MacArthur Transit Village	Urban Neighborhood	8,820	13,910	5,090		8,030	13,410	5,390	
Transit Oriented Development Corridors	Mixed-Use Corridor	67,370	77,500	10,130		60,970	74,320	13,350	
West Oakland	Transit Town Center	10,830	17,690	6,870		9,030	16,940	7,920	
<b>Piedmont</b>		<b>3,920</b>	<b>4,020</b>	<b>100</b>	<b>3%</b>	<b>3,800</b>	<b>3,890</b>	<b>90</b>	<b>2%</b>
<b>Pleasanton</b>		<b>26,050</b>	<b>33,160</b>	<b>7,110</b>	<b>27%</b>	<b>25,250</b>	<b>32,300</b>	<b>7,050</b>	<b>28%</b>
Hacienda	Suburban Center	1,310	4,900	3,590		1,270	4,800	3,530	
<b>San Leandro</b>		<b>32,420</b>	<b>39,630</b>	<b>7,210</b>	<b>22%</b>	<b>30,720</b>	<b>38,390</b>	<b>7,670</b>	<b>25%</b>
Bay Fair BART Transit Village	Transit Town Center	660	1,560	900		630	1,520	890	
Development *	City Center	4,210	7,900	3,690		3,930	7,690	3,760	
East 14th Street *	Mixed-Use Corridor	3,850	4,830	980		3,490	4,610	1,120	
<b>Union City</b>		<b>21,260</b>	<b>24,270</b>	<b>3,010</b>	<b>14%</b>	<b>20,430</b>	<b>23,650</b>	<b>3,220</b>	<b>16%</b>
Intermodal Station District	City Center	1,060	1,850	800		1,030	1,810	780	
<b>Alameda County Unincorporated</b>		<b>51,020</b>	<b>56,470</b>	<b>5,450</b>	<b>11%</b>	<b>48,520</b>	<b>54,590</b>	<b>6,070</b>	<b>13%</b>
Castro Valley BART	Transit Neighborhood	1,480	2,150	670		1,400	2,090	690	
East 14th Street and Mission Street	Mixed-Use Corridor	7,190	9,120	1,930		6,740	8,800	2,060	
Hesperian Boulevard	Transit Neighborhood	2,860	3,560	690		2,740	3,450	720	
Meekland Avenue Corridor	Transit Neighborhood	1,400	1,860	460		1,300	1,790	500	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Contra Costa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Antioch</b>		<b>34,850</b>	<b>40,340</b>	<b>5,490</b>	<b>16%</b>	<b>32,250</b>	<b>38,790</b>	<b>6,540</b>	<b>20%</b>
Hillcrest eBART Station	Suburban Center	160	2,450	2,290		150	2,400	2,250	
Rivertown Waterfront	Transit Town Center	1,600	3,430	1,830		1,430	3,330	1,900	
<b>Brentwood</b>		<b>17,520</b>	<b>19,420</b>	<b>1,900</b>	<b>11%</b>	<b>16,490</b>	<b>18,690</b>	<b>2,190</b>	<b>13%</b>
<b>Clayton</b>		<b>4,090</b>	<b>4,240</b>	<b>150</b>	<b>4%</b>	<b>4,010</b>	<b>4,150</b>	<b>150</b>	<b>3%</b>
<b>Concord</b>		<b>47,130</b>	<b>65,200</b>	<b>18,070</b>	<b>38%</b>	<b>44,280</b>	<b>63,190</b>	<b>18,920</b>	<b>43%</b>
Community Reuse Area	Regional Center	150	3,420	3,270		70	3,320	3,240	
Community Reuse Area	Transit Neighborhood	0	9,120	9,120		0	8,960	8,960	
Downtown	City Center	4,600	7,740	3,140		4,200	7,530	3,320	
<b>Danville</b>		<b>15,930</b>	<b>17,440</b>	<b>1,500</b>	<b>9%</b>	<b>15,420</b>	<b>16,920</b>	<b>1,500</b>	<b>10%</b>
Downtown Danville	Transit Town Center	1,450	2,200	750		1,370	2,130	760	
<b>El Cerrito</b>		<b>10,720</b>	<b>12,000</b>	<b>1,280</b>	<b>12%</b>	<b>10,140</b>	<b>11,560</b>	<b>1,410</b>	<b>14%</b>
San Pablo Avenue Corridor	Mixed-Use Corridor	700	1,180	480		630	1,150	510	
<b>Hercules</b>		<b>8,550</b>	<b>13,070</b>	<b>4,520</b>	<b>53%</b>	<b>8,120</b>	<b>12,690</b>	<b>4,570</b>	<b>56%</b>
Central Hercules	Transit Neighborhood	410	2,850	2,440		400	2,800	2,400	
Waterfront District	Transit Town Center	690	1,710	1,020		640	1,660	1,020	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	620	1,340	710		600	1,310	710	
<b>Lafayette</b>		<b>9,650</b>	<b>11,020</b>	<b>1,370</b>	<b>14%</b>	<b>9,220</b>	<b>10,640</b>	<b>1,420</b>	<b>15%</b>
Downtown	Transit Town Center	2,030	2,930	900		1,890	2,840	950	
<b>Martinez</b>		<b>14,980</b>	<b>16,240</b>	<b>1,270</b>	<b>8%</b>	<b>14,290</b>	<b>15,690</b>	<b>1,410</b>	<b>10%</b>
Downtown	Transit Neighborhood	820	1,510	690		750	1,460	710	
<b>Moraga</b>		<b>5,750</b>	<b>6,540</b>	<b>790</b>	<b>14%</b>	<b>5,570</b>	<b>6,350</b>	<b>780</b>	<b>14%</b>
Moraga Center	Transit Town Center	440	780	340		430	760	330	
<b>Oakley</b>		<b>11,480</b>	<b>17,010</b>	<b>5,520</b>	<b>48%</b>	<b>10,730</b>	<b>16,440</b>	<b>5,720</b>	<b>53%</b>
Downtown	Transit Town Center	560	1,740	1,180		520	1,690	1,180	
Employment Area	Suburban Center	580	1,480	900		560	1,450	890	
Potential Planning Area	Transit Neighborhood	1,060	2,310	1,260		980	2,240	1,260	
<b>Orinda</b>		<b>6,800</b>	<b>7,610</b>	<b>800</b>	<b>12%</b>	<b>6,550</b>	<b>7,340</b>	<b>790</b>	<b>12%</b>
Downtown	Transit Town Center	340	550	210		330	530	210	
<b>Pinole</b>		<b>7,160</b>	<b>8,240</b>	<b>1,080</b>	<b>15%</b>	<b>6,780</b>	<b>7,970</b>	<b>1,200</b>	<b>18%</b>
Appian Way Corridor	Suburban Center	560	1,150	590		520	1,110	590	
Old Town	Transit Town Center	1,430	1,540	110		1,300	1,470	180	
<b>Pittsburg</b>		<b>21,130</b>	<b>28,520</b>	<b>7,390</b>	<b>35%</b>	<b>19,530</b>	<b>27,510</b>	<b>7,990</b>	<b>41%</b>
Downtown	Transit Neighborhood	1,870	3,700	1,820		1,600	3,540	1,950	
Pittsburg/Bay Point BART Station	Transit Town Center	0	1,090	1,090		0	1,070	1,070	
Railroad Avenue eBART Station	Transit Town Center	3,930	7,470	3,530		3,600	7,240	3,640	
<b>Pleasant Hill</b>		<b>14,320</b>	<b>15,530</b>	<b>1,210</b>	<b>8%</b>	<b>13,710</b>	<b>15,060</b>	<b>1,360</b>	<b>10%</b>
Buskirk Avenue Corridor	Mixed-Use Corridor	1,730	1,820	90		1,620	1,750	130	
Diablo Valley College	Transit Neighborhood	360	660	300		330	640	310	
<b>Richmond</b>		<b>39,330</b>	<b>49,020</b>	<b>9,690</b>	<b>25%</b>	<b>36,090</b>	<b>47,090</b>	<b>11,000</b>	<b>30%</b>
Corridor	Mixed-Use Corridor	5,240	5,750	500		4,700	5,480	780	
South Richmond	Transit Neighborhood	3,590	4,960	1,380		3,250	4,740	1,490	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,870	3,460	1,590		1,710	3,350	1,640	
<b>San Pablo</b>		<b>9,570</b>	<b>11,460</b>	<b>1,890</b>	<b>20%</b>	<b>8,760</b>	<b>11,030</b>	<b>2,270</b>	<b>26%</b>
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	2,780	4,250	1,470		2,530	4,110	1,580	
Rumrill Boulevard	Empl. Investment Area	430	430	0		400	410	20	
<b>San Ramon</b>		<b>26,220</b>	<b>31,550</b>	<b>5,330</b>	<b>20%</b>	<b>25,280</b>	<b>30,730</b>	<b>5,440</b>	<b>22%</b>
City Center	Suburban Center	490	1,410	920		480	1,390	910	
North Camino Ramon	Transit Town Center	130	1,910	1,780		40	1,820	1,780	
<b>Walnut Creek</b>		<b>32,680</b>	<b>40,050</b>	<b>7,370</b>	<b>23%</b>	<b>30,440</b>	<b>38,520</b>	<b>8,080</b>	<b>27%</b>
West Downtown	Suburban Center	1,520	4,100	2,580		1,270	3,970	2,700	
<b>Contra Costa County Unincorporated</b>		<b>62,400</b>	<b>67,090</b>	<b>4,690</b>	<b>8%</b>	<b>57,710</b>	<b>63,770</b>	<b>6,060</b>	<b>11%</b>
Contra Costa Centre	Mixed-Use Corridor	1,910	2,380	470		1,780	2,310	530	
Downtown El Sobrante	Mixed-Use Corridor	1,810	2,290	480		1,670	2,190	510	
North Richmond	Transit Neighborhood	1,240	1,530	290		1,030	1,410	380	
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,170	1,870	700		1,020	1,800	780	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,740	1,910	170		1,590	1,830	240	



## Housing Growth by Jurisdiction and PDA/Investment Area

### Marin County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Belvedere</b>		1,050	1,070	20	2%	930	970	40	4%
<b>Corte Madera</b>		4,030	4,250	230	5%	3,790	4,080	280	8%
<b>Fairfax</b>		3,590	3,790	210	6%	3,380	3,620	240	7%
<b>Larkspur</b>		6,380	6,770	390	6%	5,910	6,450	540	9%
<b>Mill Valley</b>		6,530	6,920	390	6%	6,080	6,540	460	8%
<b>Novato</b>		21,160	22,220	1,070	5%	20,280	21,450	1,180	6%
<b>Ross</b>		880	940	50	7%	800	860	60	8%
<b>San Anselmo</b>		5,540	5,790	250	5%	5,240	5,530	290	6%
<b>San Rafael</b>		24,010	27,400	3,390	14%	22,760	26,490	3,730	16%
Civic Center/North Rafael Town Center	Transit Town Center	1,990	3,030	1,040		1,900	2,950	1,050	
Downtown	City Center	2,610	3,960	1,350		2,420	3,830	1,410	
<b>Sausalito</b>		4,540	4,790	260	6%	4,110	4,470	350	9%
<b>Tiburon</b>		4,030	4,250	220	5%	3,730	4,000	270	7%
<b>Marin County Unincorporated</b>		29,500	30,550	1,060	4%	26,190	27,580	1,390	5%
Urbanized 101 Corridor	Transit Neighborhood	4,580	5,020	440		4,290	4,810	520	

### Napa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>American Canyon</b>		5,980	7,900	1,910	32%	5,660	7,630	1,980	35%
Highway 29 Corridor	Mixed-Use Corridor	440	1,980	1,540		400	1,930	1,530	
<b>Calistoga</b>		2,320	2,370	50	2%	2,020	2,130	110	5%
<b>Napa</b>		30,150	33,430	3,280	11%	28,170	32,020	3,860	14%
Downtown Napa	Rural Investment Area	150	640	490		130	620	490	
Soscol Gateway Corridor	Rural Investment Area	640	1,090	450		600	1,050	450	
<b>St. Helena</b>		2,780	2,830	60	2%	2,400	2,520	120	5%
<b>Yountville</b>		1,250	1,280	30	2%	1,050	1,110	60	6%
<b>Napa County Unincorporated</b>		12,280	13,030	750	6%	9,580	10,890	1,300	14%

### San Francisco County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>San Francisco</b>		376,940	469,430	92,480	25%	345,810	447,350	101,540	29%
19th Avenue	Transit Town Center	5,220	11,170	5,950		4,790	10,870	6,070	
Balboa Park	Transit Neighborhood	1,270	3,120	1,850		1,190	3,020	1,830	
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	11,610	22,520	10,900		10,470	21,770	11,300	
Downtown-Van Ness-Geary	Regional Center	101,520	128,660	27,150		89,850	121,620	31,770	
Eastern Neighborhoods	Urban Neighborhood	34,270	45,690	11,420		31,650	43,820	12,170	
Market & Octavia	Urban Neighborhood	11,950	18,160	6,210		11,130	17,540	6,410	
Mission Bay	Urban Neighborhood	3,470	6,850	3,390		3,200	6,610	3,410	
Mission-San Jose Corridor	Mixed-Use Corridor	31,230	32,490	1,260		29,360	30,880	1,510	
Port of San Francisco	Mixed-Use Corridor	120	1,950	1,830		110	1,910	1,800	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,630	6,880	5,250		1,510	6,720	5,210	
Transbay Terminal	Regional Center	490	5,210	4,720		190	4,990	4,800	
Treasure Island	Transit Town Center	690	7,960	7,270		590	7,750	7,160	

## Housing Growth by Jurisdiction and PDA/Investment Area

### San Mateo County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Atherton</b>		2,530	2,750	220	9%	2,330	2,580	250	11%
<b>Belmont</b>		11,030	12,150	1,120	10%	10,580	11,790	1,210	11%
Villages of Belmont	Mixed-Use Corridor	920	1,830	910		890	1,790	900	
<b>Brisbane</b>		1,930	2,180	250	13%	1,820	2,090	270	15%
	Suburban Center	0	0	0		0	0	0	
San Francisco/San Mateo Bi-County Area (with San Francisco)									
<b>Burlingame</b>		13,030	16,700	3,670	28%	12,360	16,170	3,800	31%
Burlingame El Camino Real	Transit Town Center	7,610	10,870	3,260		7,170	10,530	3,360	
<b>Colma</b>		430	680	240	58%	410	660	250	61%
<b>Daly City</b>		32,590	36,900	4,310	13%	31,090	35,770	4,680	15%
Bayshore	Transit Town Center	1,590	3,580	1,990		1,550	3,510	1,960	
Mission Boulevard	Mixed-Use Corridor	2,270	3,310	1,050		2,070	3,210	1,150	
<b>East Palo Alto</b>		7,820	8,670	860	11%	6,940	8,340	1,400	20%
Ravenswood	Transit Town Center	1,030	1,880	860		970	1,830	860	
<b>Foster City</b>		12,460	13,350	900	7%	12,020	12,950	930	8%
<b>Half Moon Bay</b>		4,400	4,660	270	6%	4,150	4,410	260	6%
<b>Hillsborough</b>		3,910	4,230	310	8%	3,690	4,010	320	9%
<b>Menlo Park</b>		13,090	15,090	2,000	15%	12,350	14,520	2,170	18%
El Camino Real Corridor and Downtown	Transit Town Center	1,130	2,050	920		1,010	1,980	970	
<b>Millbrae</b>		8,370	11,400	3,020	36%	7,990	11,050	3,060	38%
Transit Station Area	Mixed-Use Corridor	280	2,710	2,420		270	2,650	2,390	
<b>Pacifica</b>		14,520	15,130	610	4%	13,970	14,650	680	5%
<b>Portola Valley</b>		1,900	2,020	130	6%	1,750	1,900	160	9%
<b>Redwood City</b>		29,170	37,890	8,720	30%	27,960	36,860	8,900	32%
Downtown	City Center	1,060	6,310	5,250		990	6,180	5,190	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	770	2,300	1,530		730	2,250	1,520	
<b>San Bruno</b>		15,360	19,820	4,460	29%	14,700	19,170	4,470	30%
Transit Corridors	Mixed-Use Corridor	4,330	7,660	3,330		4,140	7,450	3,320	
<b>San Carlos</b>		12,020	13,800	1,780	15%	11,520	13,390	1,870	16%
Railroad Corridor	Transit Town Center	460	1,230	770		440	1,200	760	
<b>San Mateo</b>		40,010	50,200	10,180	25%	38,230	48,620	10,390	27%
Downtown	City Center	540	1,610	1,070		500	1,560	1,060	
El Camino Real	Mixed-Use Corridor	880	2,080	1,200		840	2,030	1,200	
Rail Corridor	Transit Neighborhood	520	5,180	4,660		500	5,080	4,580	
<b>South San Francisco</b>		21,810	28,740	6,920	32%	20,940	27,900	6,970	33%
Downtown	Transit Town Center	1,590	4,700	3,120		1,510	4,600	3,090	
<b>Woodside</b>		2,160	2,250	90	4%	1,980	2,080	110	5%
<b>San Mateo County Unincorporated</b>		22,510	27,470	4,960	22%	21,070	26,170	5,100	24%
Midcoast	Rural Investment Area	3,900	4,900	1,000		3,670	4,660	990	
<b>City County Association of Governments of San Mateo County</b>		46,710	71,390	24,690	53%	44,100	69,360	25,270	57%
<b>El Camino Real:</b>									
Daly City **	Mixed-Use Corridor	5,960	7,230	1,270		5,570	7,000	1,430	
Colma	Mixed-Use Corridor	410	650	240		390	640	250	
South San Francisco	Mixed-Use Corridor	5,670	9,200	3,530		5,450	8,970	3,520	
San Bruno **	Mixed-Use Corridor	4,350	6,930	2,580		4,150	6,730	2,580	
Millbrae **	Mixed-Use Corridor	2,910	5,100	2,190		2,730	4,950	2,230	
San Mateo **	Mixed-Use Corridor	13,180	19,990	6,810		12,490	19,400	6,910	
San Carlos **	Mixed-Use Corridor	3,570	4,730	1,160		3,350	4,600	1,250	
Redwood City **	Mixed-Use Corridor	4,820	7,020	2,210		4,560	6,830	2,280	
Menlo Park **	Mixed-Use Corridor	2,850	3,850	1,000		2,650	3,730	1,080	
Uninc Daly City	Mixed-Use Corridor	400	430	30		320	400	80	
North Fair Oaks	Mixed-Use Corridor	2,540	6,180	3,640		2,400	6,030	3,630	
Unincorporated County	Mixed-Use Corridor	50	80	30		40	80	30	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Campbell</b>		<b>16,950</b>	<b>19,990</b>	<b>3,040</b>	<b>18%</b>	<b>16,160</b>	<b>19,440</b>	<b>3,270</b>	<b>20%</b>
Central Redevelopment Area	Transit Neighborhood	1,340	2,820	1,470		1,260	2,750	1,490	
<b>Cupertino</b>		<b>21,030</b>	<b>24,790</b>	<b>3,760</b>	<b>18%</b>	<b>20,180</b>	<b>24,040</b>	<b>3,860</b>	<b>19%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	3,160	5,570	2,410		2,980	5,400	2,420	
<b>Gilroy</b>		<b>14,850</b>	<b>17,570</b>	<b>2,720</b>	<b>18%</b>	<b>14,180</b>	<b>17,050</b>	<b>2,870</b>	<b>20%</b>
Downtown	Transit Town Center	980	2,910	1,930		880	2,820	1,940	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	1,880	1,880	0		1,730	1,800	70	
<b>Los Altos</b>		<b>11,200</b>	<b>12,310</b>	<b>1,100</b>	<b>10%</b>	<b>10,750</b>	<b>11,850</b>	<b>1,100</b>	<b>10%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	750	1,200	450		700	1,160	460	
<b>Los Altos Hills</b>		<b>3,000</b>	<b>3,130</b>	<b>130</b>	<b>4%</b>	<b>2,830</b>	<b>2,980</b>	<b>150</b>	<b>5%</b>
<b>Los Gatos</b>		<b>13,050</b>	<b>13,830</b>	<b>780</b>	<b>6%</b>	<b>12,360</b>	<b>13,220</b>	<b>870</b>	<b>7%</b>
<b>Milpitas</b>		<b>19,810</b>	<b>32,430</b>	<b>12,620</b>	<b>64%</b>	<b>19,180</b>	<b>31,680</b>	<b>12,500</b>	<b>65%</b>
Transit Area	Suburban Center	790	7,870	7,080		750	7,730	6,970	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	460	780	320		450	760	310	
<b>Monte Sereno</b>		<b>1,290</b>	<b>1,370</b>	<b>80</b>	<b>6%</b>	<b>1,210</b>	<b>1,300</b>	<b>80</b>	<b>7%</b>
<b>Morgan Hill</b>		<b>12,860</b>	<b>16,690</b>	<b>3,830</b>	<b>30%</b>	<b>12,330</b>	<b>16,150</b>	<b>3,820</b>	<b>31%</b>
Downtown	Transit Town Center	570	1,990	1,420		510	1,930	1,420	
<b>Mountain View</b>		<b>33,880</b>	<b>43,280</b>	<b>9,400</b>	<b>28%</b>	<b>31,960</b>	<b>41,800</b>	<b>9,850</b>	<b>31%</b>
Downtown	Transit Town Center	5,240	6,390	1,150		4,790	6,030	1,240	
East Whisman	Empl. Investment Area	720	720	0		690	690	0	
El Camino Real Corridor	Mixed-Use Corridor	9,190	11,150	1,960		8,740	10,830	2,090	
North Bayshore	Suburban Center	360	1,790	1,420		350	1,750	1,410	
San Antonio Center	Transit Town Center	3,590	6,350	2,760		3,420	6,180	2,770	
Whisman Station	Transit Neighborhood	670	1,670	1,010		650	1,640	990	
<b>Palo Alto</b>		<b>28,220</b>	<b>35,630</b>	<b>7,410</b>	<b>26%</b>	<b>26,490</b>	<b>34,370</b>	<b>7,880</b>	<b>30%</b>
California Avenue	Transit Neighborhood	800	1,650	850		750	1,600	850	
<b>San Jose</b>		<b>314,040</b>	<b>443,320</b>	<b>129,280</b>	<b>41%</b>	<b>301,370</b>	<b>432,030</b>	<b>130,660</b>	<b>43%</b>
Bascom TOD Corridor	Mixed-Use Corridor	680	2,240	1,560		650	2,190	1,540	
Bascom Urban Village	Mixed-Use Corridor	1,780	2,590	810		1,670	2,520	850	
Berryessa Station	Transit Neighborhood	1,880	7,990	6,110		1,850	7,850	6,000	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	640	1,720	1,080		610	1,690	1,070	
Camden Urban Village	Mixed-Use Corridor	490	1,480	1,000		480	1,460	980	
Capitol Corridor Urban Villages	Mixed-Use Corridor	860	7,100	6,240		820	6,960	6,140	
Capitol/Tully/King Urban Villages	Suburban Center	1,090	3,340	2,250		1,060	3,270	2,210	
Communications Hill	Transit Town Center	6,810	10,150	3,340		6,540	9,910	3,370	
Cottle Transit Village	Suburban Center	0	3,580	3,580		0	3,510	3,510	
Downtown "Frame"	City Center	18,120	28,210	10,090		16,980	27,410	10,440	
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	7,180	13,380	6,200		6,750	12,980	6,230	
Greater Downtown	Regional Center	4,590	19,750	15,160		3,670	19,310	15,650	
International Business Park	Empl. Investment Area	200	200	0		190	190	0	
North San Jose	Regional Center	10,880	43,740	32,860		10,420	42,830	32,410	
Oakridge/Almaden Plaza Urban Village	Suburban Center	1,910	9,210	7,300		1,790	9,030	7,240	
Old Edenvale	Empl. Investment Area	150	150	0		140	140	0	
Saratoga TOD Corridor	Mixed-Use Corridor	2,430	3,550	1,120		2,340	3,470	1,130	
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,620	7,800	5,170		2,500	7,630	5,120	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	11,150	20,960	9,810		10,320	20,420	10,100	
Westgate/El Paseo Urban Village	Suburban Center	850	3,340	2,490		800	3,270	2,480	
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,850	6,850	2,000		4,630	6,690	2,050	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	25,920	30,950	5,030		24,880	30,100	5,220	
<b>Santa Clara</b>		<b>45,150</b>	<b>58,930</b>	<b>13,780</b>	<b>31%</b>	<b>43,020</b>	<b>57,260</b>	<b>14,230</b>	<b>33%</b>
El Camino Real Focus Area	Mixed-Use Corridor	1,840	5,400	3,560		1,650	5,220	3,580	
Santa Clara Station Focus Area	City Center	480	3,880	3,410		450	3,810	3,360	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	2,080	3,540	1,460		1,970	3,440	1,480	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Saratoga</b>		<b>11,120</b>	<b>11,760</b>	<b>630</b>	<b>6%</b>	<b>10,730</b>	<b>11,360</b>	<b>630</b>	<b>6%</b>
<b>Sunnyvale</b>		<b>55,790</b>	<b>74,820</b>	<b>19,030</b>	<b>34%</b>	<b>53,380</b>	<b>72,800</b>	<b>19,410</b>	<b>36%</b>
<i>Downtown &amp; Caltrain Station</i>	<i>Transit Town Center</i>	<i>1,840</i>	<i>3,810</i>	<i>1,980</i>		<i>1,730</i>	<i>3,710</i>	<i>1,980</i>	
<i>East Sunnyvale</i>	<i>Urban Neighborhood</i>	<i>1,020</i>	<i>4,280</i>	<i>3,260</i>		<i>950</i>	<i>4,170</i>	<i>3,220</i>	
<i>El Camino Real Corridor</i>	<i>Mixed-Use Corridor</i>	<i>10,990</i>	<i>15,410</i>	<i>4,410</i>		<i>10,350</i>	<i>14,940</i>	<i>4,590</i>	
<i>Lawrence Station Transit Village</i>	<i>Transit Neighborhood</i>	<i>1,660</i>	<i>4,420</i>	<i>2,760</i>		<i>1,560</i>	<i>4,330</i>	<i>2,770</i>	
<i>Moffett Park</i>	<i>Empl. Investment Area</i>	<i>20</i>	<i>20</i>	<i>0</i>		<i>20</i>	<i>20</i>	<i>0</i>	
<i>Peery Park</i>	<i>Empl. Investment Area</i>	<i>130</i>	<i>130</i>	<i>0</i>		<i>110</i>	<i>120</i>	<i>10</i>	
<i>Reamwood Light Rail Station</i>	<i>Empl. Investment Area</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>0</i>	<i>0</i>	<i>0</i>	
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	<i>1,440</i>	<i>3,270</i>	<i>1,830</i>		<i>1,390</i>	<i>3,200</i>	<i>1,810</i>	
<b>Santa Clara County Unincorporated</b>		<b>29,690</b>	<b>32,500</b>	<b>2,820</b>	<b>9%</b>	<b>28,080</b>	<b>31,070</b>	<b>2,990</b>	<b>11%</b>

## Housing Growth by Jurisdiction and PDA/Investment Area

### Solano County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Benicia</b>		<b>11,310</b>	<b>12,690</b>	<b>1,380</b>	<b>12%</b>	<b>10,690</b>	<b>12,250</b>	<b>1,560</b>	<b>15%</b>
Downtown	Transit Neighborhood	600	1,530	930		530	1,480	950	
Northern Gateway	Empl. Investment Area	0	0	0		0	0	0	
<b>Dixon</b>		<b>6,170</b>	<b>6,660</b>	<b>490</b>	<b>8%</b>	<b>5,860</b>	<b>6,430</b>	<b>580</b>	<b>10%</b>
Downtown	Rural Investment Area	740	990	250		690	960	270	
<b>Fairfield</b>		<b>37,180</b>	<b>48,300</b>	<b>11,120</b>	<b>30%</b>	<b>34,480</b>	<b>46,430</b>	<b>11,950</b>	<b>35%</b>
Downtown South (Jefferson Street)	Suburban Center	680	1,100	420		600	1,060	460	
Fairfield-Vacaville Train Station	Transit Town Center	410	6,450	6,050		90	6,060	5,970	
North Texas Street Core	Mixed-Use Corridor	1,770	3,470	1,700		1,600	3,370	1,780	
West Texas Street Gateway	Mixed-Use Corridor	1,120	3,550	2,430		1,020	3,450	2,440	
<b>Rio Vista</b>		<b>3,890</b>	<b>4,260</b>	<b>370</b>	<b>10%</b>	<b>3,450</b>	<b>3,950</b>	<b>500</b>	<b>14%</b>
Downtown	Rural Investment Area	360	720	360		300	680	380	
<b>Suisun City</b>		<b>9,450</b>	<b>10,820</b>	<b>1,370</b>	<b>14%</b>	<b>8,920</b>	<b>10,490</b>	<b>1,570</b>	<b>18%</b>
Downtown & Waterfront	Transit Town Center	1,180	2,230	1,040		1,090	2,160	1,060	
<b>Vacaville</b>		<b>32,810</b>	<b>36,910</b>	<b>4,100</b>	<b>12%</b>	<b>31,090</b>	<b>35,860</b>	<b>4,770</b>	<b>15%</b>
Allison Area	Suburban Center	610	700	100		550	690	130	
Downtown	Transit Town Center	250	940	690		220	920	690	
<b>Vallejo</b>		<b>44,430</b>	<b>46,980</b>	<b>2,540</b>	<b>6%</b>	<b>40,560</b>	<b>44,900</b>	<b>4,340</b>	<b>11%</b>
Waterfront & Downtown	Suburban Center	1,130	1,970	840		980	1,920	950	
<b>Solano County Unincorporated</b>		<b>7,450</b>	<b>8,950</b>	<b>1,500</b>	<b>20%</b>	<b>6,710</b>	<b>8,400</b>	<b>1,690</b>	<b>25%</b>

### Sonoma County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Cloverdale</b>		<b>3,430</b>	<b>4,210</b>	<b>790</b>	<b>23%</b>	<b>3,180</b>	<b>4,040</b>	<b>860</b>	<b>27%</b>
Downtown/SMART Transit Area	Transit Town Center	1,150	1,880	730		1,040	1,800	760	
<b>Cotati</b>		<b>3,140</b>	<b>3,650</b>	<b>510</b>	<b>16%</b>	<b>2,980</b>	<b>3,530</b>	<b>560</b>	<b>18%</b>
Downtown and Cotati Depot	Transit Town Center	890	1,290	400		830	1,250	410	
<b>Healdsburg</b>		<b>4,800</b>	<b>5,000</b>	<b>200</b>	<b>4%</b>	<b>4,390</b>	<b>4,650</b>	<b>270</b>	<b>6%</b>
<b>Petaluma</b>		<b>22,740</b>	<b>25,440</b>	<b>2,700</b>	<b>12%</b>	<b>21,740</b>	<b>24,620</b>	<b>2,880</b>	<b>13%</b>
Central, Turning Basin/Lower Reach	Suburban Center	810	2,570	1,760		750	2,500	1,750	
<b>Rohnert Park</b>		<b>16,550</b>	<b>20,160</b>	<b>3,610</b>	<b>22%</b>	<b>15,810</b>	<b>19,600</b>	<b>3,790</b>	<b>24%</b>
Central Rohnert Park	Transit Town Center	1,360	2,320	960		1,300	2,270	970	
Sonoma Mountain Village	Suburban Center	200	2,210	2,010		200	2,170	1,980	
<b>Santa Rosa</b>		<b>67,400</b>	<b>83,430</b>	<b>16,030</b>	<b>24%</b>	<b>63,590</b>	<b>80,580</b>	<b>16,990</b>	<b>27%</b>
Downtown Station Area *	City Center	2,230	6,130	3,900		2,080	5,980	3,900	
Mendocino Avenue/Santa Rosa Avenue Corridor *	Mixed-Use Corridor	6,280	7,720	1,440		5,850	7,460	1,610	
North Santa Rosa Station *	Suburban Center	4,240	6,200	1,960		3,960	6,040	2,090	
Roseland	Transit Neighborhood	3,570	6,480	2,920		3,400	6,300	2,900	
Sebastopol Road Corridor	Mixed-Use Corridor	2,610	4,630	2,020		2,400	4,480	2,080	
<b>Sebastopol</b>		<b>3,470</b>	<b>3,890</b>	<b>430</b>	<b>12%</b>	<b>3,280</b>	<b>3,710</b>	<b>430</b>	<b>13%</b>
Nexus Area	Rural Investment Area	2,510	2,890	390		2,360	2,750	400	
<b>Sonoma</b>		<b>5,540</b>	<b>5,840</b>	<b>300</b>	<b>5%</b>	<b>4,960</b>	<b>5,390</b>	<b>430</b>	<b>9%</b>
<b>Windsor</b>		<b>9,540</b>	<b>11,460</b>	<b>1,920</b>	<b>20%</b>	<b>8,960</b>	<b>10,880</b>	<b>1,910</b>	<b>21%</b>
Redevelopment Area	Suburban Center	1,430	2,640	1,200		1,370	2,550	1,190	
<b>Sonoma County Unincorporated</b>		<b>67,970</b>	<b>73,400</b>	<b>5,430</b>	<b>8%</b>	<b>56,950</b>	<b>63,740</b>	<b>6,790</b>	<b>12%</b>
Forestville	Rural Investment Area	990	1,390	400		890	1,290	400	
Graton	Rural Investment Area	570	1,000	440		530	960	430	
Guerneville	Rural Investment Area	460	870	410		370	780	410	
Penngrove Urban Service Area	Rural Investment Area	440	820	380		420	790	380	
The Springs	Rural Investment Area	5,110	6,200	1,090		4,700	5,850	1,150	

\* Indicates PDA that overlap within a jurisdiction. Housing totals for the overlapping areas are assigned to one PDA only, with no duplicate counts.

\*\* Indicates C/CAG El Camino Real PDAs that overlap with another PDA. Housing totals may duplicate jobs already listed in that city.



TO: MTC Planning Committee, ABAG Administrative Committee    DATE: June 7, 2013

FR: Executive Director, MTC  
Executive Director, ABAG

**RE: Draft Plan Bay Area – Key Issues and Preliminary Recommendations**

MTC/ABAG received a large volume of written comments from public agencies, stakeholder organizations, and members of the public during the comment period for Draft Plan Bay Area in addition to oral comments received at public hearings. This memo provides staff's recommendations for: (1) potential revisions to the Draft Plan in advance of the adoption of the Final Plan and Final EIR on July 18, 2013 and (2) Plan implementation-related issues identified in the comment period that staff believes would serve to advance successful implementation of Plan Bay Area. Staff is seeking committee direction on these recommendations.

**Cap and Trade Revenue in the Investment Strategy**

The Draft Plan does not account for revenue from Cap and Trade that the region may be granted to administer by the Legislature. These revenues will be available starting in 2015 and the program is currently set to expire in 2020. State legislation has not yet been enacted to establish a framework for how these funds will be administered by state and regional agencies and what types of projects would be eligible. However, AB 574 (Lowenthal) includes eligible uses for transportation and affordable transit-oriented development consistent with the investment strategies proposed in the Draft Plan Bay Area. Staff recommends that the Plan revenue estimates be revised to include \$120 million per year over the life of the Plan, for a total of \$3.1 billion. This estimate assumes that the program will be extended after 2020, similar to the Plan's assumption that existing county sales tax measures will be extended by voters before they expire.

**Corrections/Clarifications**

In some cases, comments about Draft Plan Bay Area encompass information and statements regarding the purpose and intent of the Plan and/or implementing authority of MTC/ABAG that require clarification prior to discussion about potential changes to the Plan:

**Statement: “Plan Bay Area usurps local land-use authority”**

Correction: Per Senate Bill 375, “Nothing in a Sustainable Communities Strategy shall be interpreted as superseding the exercise of the land use authorities within the region.” Plan Bay Area does not regulate local land use authority or preclude a local jurisdiction from planning or approving growth that is different than the level or location of growth described in the Plan.

**Statement:** *“All transportation funding is being shifted to the urban core because of the Plan”*

Correction: In Plan Bay Area, MTC continues its long-standing Fix-It-First Policy by dedicating 88% of the plan’s \$289 billion in funding to maintaining the region’s existing transportation system across our urban, suburban, and rural communities. The vast majority of these maintenance funds flow by formula or long-established policy to the region’s transit operators and local governments, which is unaffected by any changes in Plan Bay Area. The Draft Plan invests 5% of total revenue (\$14.6 billion) in the new One Bay Area Grant Program which supports focused growth by requiring that 70% (Central and South Bay) or 50% (North Bay) of program funding is invested in or proximate to Priority Development Areas.

**Statement:** *“The Draft Plan puts 95% of housing growth into 15 cities with PDAs”*

Correction: The Draft Plan directs 64% of housing growth to the region’s top 15 employment centers. The Draft Plan directs 62% of housing growth to the region’s 15 largest cities.

**Statement:** *“The Environmental Impact Report (EIR) does not adequately address the impacts of individual projects.”*

Correction: Any transportation project or development proposal in the region will face more public review and, if applicable, will be subject to additional project-level CEQA review before being approved at the local level. The Plan’s EIR is a programmatic review of the plan itself.

**Statement:** *“The EEJ scenario significantly outperforms the Draft Plan.”*

Correction: CEQA requires lead agencies to identify the environmentally superior alternative. The EEJ alternative developed as part of the Draft Environmental Impact Report was determined to be the environmentally superior alternative, predominantly due to slightly greater Greenhouse Gas (GHG) and Toxic Air Contaminant (TAC) emission reductions than the proposed project, the Draft Plan. However the overall differences in environmental impacts are minimal at the regional scale and in some respects the proposed Plan performs better than the EEJ alternative.

**Statement:** *“The Plan should focus on technological advancements that result in more sweeping reductions in greenhouse gas emissions than land-use changes and public transit that people do not want.”*

Correction: SB375 calls for the development of a Sustainable Communities Strategy (SCS) as part of Regional Transportation Plans in California to reduce per capita greenhouse gas emissions from automobiles and light trucks through integrated land use and transportation planning and to identify locations for a region’s future housing growth. The purpose of the SCS is to provide a tool for regional governing bodies, such as MTC and ABAG, to meet CARB’s GHG reduction targets specific to the land use and transportation planning sector. The land use and transportation planning sector accounts for a small portion of overall Scoping Plan GHG reductions, but it is still an important contribution to the State’s GHG emissions reduction efforts and is entirely separate and

in addition to other Scoping Plan measures, such as vehicle efficiency and clean fuel technologies. In meeting GHG emissions reduction targets for the land use and transportation sectors, MTC and ABAG must follow CARB direction to exclude regulation-driven changes to vehicle fuels and performance from our modeling in meeting SB375 emission targets. The plan does support and assume technology changes and other advancements to reduce green gas emissions within the requirements of the law.

### **Key Issues and Policy Alternatives**

A number of key issues and policy alternatives were identified and highlighted by various entities and individuals during the Draft Plan Bay Area comment period. Staff has prepared analysis and developed recommendations about the following issues for your consideration, as outlined in Attachments A-F:

- Regional Population and Housing Forecast (Attachment A)
- Housing Redistribution to Suburban Locations (Attachment B)
- Affordable Housing (Attachment C)
- Reducing Potential Risk of Displacement (Attachment D)
- Transportation Investments (Attachment E)
- Regional Express Lanes Network (Attachment F)

### **Additional Initiatives and Priorities for Plan Implementation**


A number of implementing agencies or organizations identified priorities as we work together to advance the implementation of Plan Bay Area. Some of these issues to be explored further are already identified in the Draft Plan, such as sea level rise, climate adaptation, and earthquake and hazards resiliency. However, the comments also identified new implementation issues that were not directly addressed in the Draft Plan. Staff recommends that the following key initiatives and policy-related efforts be added to the final Plan Bay Area as key areas for additional work by ABAG and MTC. That work will permit these issues to be considered more fully in the 2017 update of Plan Bay Area.

- 1 Goods Movement and Industrial Lands: The movement of freight and the protection of production and distribution facilities has important environmental, economic and equity implications for the region. Building on MTC's *Regional Goods Movement Study* and related land use analysis, MTC/ABAG will evaluate the needs related to the development, storage and movement of goods through our region and identify essential industrial areas to support the region's economic vitality. This issue will also be considered as part of MTC's participation in the update of the State of California's freight and rail plans and as MTC/ABAG prepare for the update of Plan Bay Area.
- 2 Inter-Regional Coordination: The nine-county Bay Area is closely connected with its adjacent counties and metropolitan areas through issues such as inter-regional commuting, housing needs, and job access. To advance the goals of Plan Bay Area and ensure that the region is planning efficiently with adjacent regions, MTC/ABAG staff propose to advance coordinated planning and modeling efforts with MPOs in key

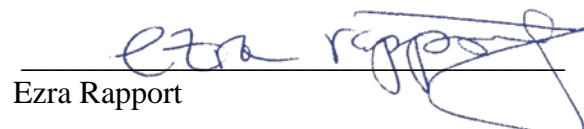


neighboring counties, particularly SJCOG (San Joaquin), SACOG (Sacramento), and AMBAG (Monterey/Santa Cruz).

- 3 State of the Region Report: Plan Bay Area is a performance-based plan. MTC has long tracked the state of the region's transportation system, while ABAG has monitored housing growth and development. In 2015 at the mid-point between release of the first Plan Bay Area in July 2013 and the update of the Plan in 2017, MTC/ABAG staff propose to release a State of the Region Report that examines a variety of relevant issues directly related to Plan Bay Area and more broadly to quality of life in the region.
- 4 Priority Conservation Area (PCA) Program Expansion and Refinement: MTC/ABAG will expand and refine the PCA program to strengthen regional coordination around open space preservation and maximize the impact of available funding. This will involve defining the role of different kinds of PCAs in supporting agriculture, recreation, habitat, and other ecological functions and using this analysis to seek additional funding for PCA conservation efforts.
- 5 Integration of Economic Development into Regional Planning: MTC/ABAG will consider relevant findings from the Regional Prosperity Plan, and the Bay Area Business Coalition-led economic development strategy to craft policies for the update of Plan Bay Area. This will include both worker-based strategies for career pathways, model land use guidelines for growing industries, and place-based strategies to support the growth of different kinds of Priority Development Areas, including small towns, mixed use corridors and existing office parks.
- 6 Local Project Consistency with Plan Bay Area: To provide greater clarity to local jurisdictions and other stakeholders about the process for utilizing the environmental review provisions of SB375 and CEQA streamlining provisions for infill projects, per SB226, MTC/ABAG will prepare guidance for local municipalities to determine the consistency of projects with the plan and ensure that SB375 CEQA streamlining provisions are readily available to local jurisdictions.
- 7 Regional Planning: As outlined in SB792 (DeSaulnier), the Bay Area Air Quality Management District (BAAQMD) should join with MTC and ABAG in preparing and adopting the 2017 update of Plan Bay Area with the Air District taking the lead on planning issues related to criteria pollutants and toxic air contaminants. Likewise, the Bay Conservation and Development Commission (BCDC) should join its three regional agency partners in preparing and adopting the update Plan by taking the lead on planning issues related to sea level rise and adaptation to climate change.



Steve Heminger



Ezra Rapport

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## **Attachment A**

### **Key Issue/Policy: Regional Population and Housing Forecast**

**Issue Area:** A number of organizations and local jurisdictions have suggested that the population and housing projection in the Draft Plan be either increased or decreased. This stems from concerns about the validity of the methodology used to create the forecast on the part of some jurisdictions and members of the public, and about the adequacy of the forecast's projection of housing growth to meet the region's long-term housing needs on the part of some developers and housing advocates.

**Key Considerations:** The population and housing forecast included in the plan has undergone significant scrutiny and has been validated by the California Departments of Finance (DOF) and Housing and Community Development (HCD). The methodology used to create the forecast starts with projected regional job growth, which is the main determinant of ABAG's regional population and housing growth forecast—consistent with other major regional forecast models in California and the models used by the three major national economic forecasting firms.

Forecasted job growth to 2040 is estimated as a share of U.S. projected job growth, based on an assessment of regional competitiveness by major industry sector. The Bay Area's strength in industry sectors that are expected to grow, such as professional services and information, results in a higher rate of projected job growth than the rate for the nation as a whole. While the expected economic growth by 2040 is lower than in previous decades, it still reflects a healthy regional economy. During the economic recovery over the past two years, the region has experienced employment growth at a faster rate than the Plan forecast.

Population growth is projected in terms of natural increases from births and deaths and migration into the region. The ABAG forecast uses California Department of Finance (DOF) fertility and mortality assumptions to determine the amount of natural increase in the population to develop a population profile. Migration, rather than being tied to recent trends, is forecasted as a function of job growth. From population growth, a forecast of households and housing units is developed. The final forecast incorporates all of these factors, as well as assumed availability of funding to support affordable housing.

This regional forecast was used as the basis for developing the employment and housing growth pattern adopted by the MTC and the ABAG Executive Board in May 2012 as the Preferred Alternative and included in the Draft Plan. Changes in the regional forecasts that occurred prior to the selection of the Preferred Alternative reflected changing data regarding national, state, and regional demographic and economic conditions, most notably the sustained economic recession.

The population projections incorporate the most recent data and trends, and were developed through sound methodology in collaboration with DOF and HCD. Plan Bay Area and its related forecast will be updated every four years.

### **Recommendation:**

1. Retain the population and housing forecast utilized in the Draft Plan.

## **Attachment B**

### **Key Issue/Policy: Housing Redistribution to Suburban Locations**

**Issue Area:** Housing advocates, developers, and some stakeholders raised concerns about the concentration of future housing production in core urban areas in the Plan. From one perspective some argue that, the Plan does not provide enough low and moderate income housing in locations with strong job and transit access and high quality amenities including schools. From another, the Plan does not distribute enough housing, including market rate housing to greenfield suburban locations with untapped development potential that can help meet the region's future demand. These questions have led some entities to question the "feasibility" of the Draft Plan.

**Key Considerations:** The distribution of housing in the Draft Plan was adopted in May 2012 by the ABAG Executive Board and the Commission as the Preferred Alternative. This followed extensive consultation with local jurisdictions, stakeholders, and the general public. The Draft Plan's housing distribution identifies the locations that can accommodate future growth, including the scale and type of growth most appropriate for different types of locations. It provides a more focused growth pattern for the region than historic trends, identifies locations for future housing growth while recognizing the unique characteristics of the Bay Area's communities. Relative to the assertion that the Draft Plan's land-use pattern is not feasible, the consultant team responsible for the PDA Readiness Assessment that was developed to evaluate the distribution of future growth in PDAs believe that the Draft Plan's growth allocations represent an achievable, if not easy, outcome consistent with the scope and purpose of a comprehensive regional plan. The team also has stated that in their opinion, it is not at all certain that non-PDA areas are more "ready" for significantly more growth than has been allocated to them under Plan Bay Area.

Shifting the distribution of housing growth in the Plan to more suburban locations would have ripple effects across the region. In addition to increasing the number of housing units distributed to suburban communities without any prior consultation, it would create major distribution changes in other jurisdictions. In the case of shifting low and moderate income housing to job and transit rich suburbs, it would also likely require a dramatic increase in housing subsidies for which no funding source has been identified. Redistributing housing to greenfield suburban locations would likely increase pressure on open space, and create a host of other environmental impacts. Redistributing housing to suburban locations also conflicts with SB 375's requirement to "utilize the most recent planning assumptions considering local general plans and other factors." (Government Code Section 65080(b)(2)(B).)

### **Recommendation:**

1. Retain the housing distribution in the Draft Plan.

## Attachment C

### **Key Issue/Policy: Affordable Housing**

**Issue Area:** A large number of comments on the draft Plan Bay Area cite concerns about the lack of financial support for affordable housing. Given today's soaring housing costs, housing production costs in the Bay Area, and the complexity of developing housing in locations near transit, additional resources are needed to facilitate the preservation of currently affordable housing and the construction of new affordable homes in the future. The loss of redevelopment funding combined with reduced funding levels at the state and federal level leaves a structural financing gap of at least 10-20% on most affordable housing projects in the region after accounting for typical equity investments from banks, local trusts and fees, and other lenders.

The success of Plan Bay Area implementation hinges on increasing the availability of affordable housing. Production of affordable housing and community stability have been raised as critical issues to retain and improve the quality of life of existing neighborhoods, accommodate future growth, and address the labor needs of our business community.

**Key Considerations:** For the 1999-2006 Regional Housing Need Allocation (RHNA) period, the region produced 44% of its Very Low and 75% of its Low Income housing units needed, leaving approximately 23,000 very low and low income units un-built. The current RHNA period includes 78,000 very low and low income units. Production is again expected to fall short of the region's needs unless new funding sources and strategies are identified. Also, a substantial amount of otherwise affordable housing is in need of rehabilitation.

The Transit Oriented Affordable Housing (TOAH) Fund established with \$10 million from MTC created a \$50 million fund by leveraging investments from banks (Citi and Morgan Stanley), community development financial institutions (CDFIs), two community foundations, and two national foundations. An additional investment of \$10 million set to take place in late 2013 will grow the fund to at least \$90 million, a leverage of 3:1 on this second investment.

Funding for the production and rehabilitation of affordable housing will require local planning and entitlement processes that support this effort. Coordination with Congestion Management Agencies (CMAs) as well as the provision of incentives for local jurisdictions will be essential. Priority Development Areas (PDAs) provide a policy framework that can support investments in disadvantaged communities as well as encourage housing production in communities with access to employment and educational opportunities based on regional and local collaboration.

CMAs are providing a new level of support through their PDA Investment and Growth Strategy reports. Most CMAs already have compiled an inventory of affordable housing and displacement policies by local jurisdictions.

**Recommendation:**

1. Reserve \$600 million over the life of the Plan from Cap and Trade revenues to a regional affordable housing fund. Based on the experience with TOAH and local jurisdictions' contributions to affordable housing production and preservation, this \$600 million can be leveraged to a large degree to support the creation and rehabilitation of affordable housing units. The fund can support the preservation of currently affordable units and assist with the development of new affordable units. The specific provisions and identification of partners in the fund and leveraging opportunities will be determined following adoption of Plan Bay Area.
2. Continue the use of Regional PDA Planning funds to facilitate the entitlement of affordable housing in transit corridors.

## Attachment D

### **Key Issue/Policy: Reducing Potential Risk of Displacement**

**Issue Area:** Cities, housing organizations and individuals have raised concerns about the potential for involuntary renter displacement associated with the transit oriented growth pattern in Plan Bay Area, especially in the region's low and moderate income neighborhoods. While cities have actively supported planning and funding for PDAs, investments in neighborhoods with transit access and urban amenities may increase rents and result in a net loss of unrestricted affordable housing. At the same time, low-income neighborhoods are in need of investments and increasing income diversity that can support a broader range of services and amenities as well as provide economic mobility.

**Key Considerations:** The Plan's goal is to house the region's current and future population without displacement. The Plan's sustainability strategy is to increase affordable housing near transit. The Plan has assessed the potential risk of displacement by location based on areas of major growth where people pay more than half of their income in rent. This includes approximately 30,000 households or about 1 percent of the total Bay Area households. Displacement risk does not affect all or even the majority of PDAs. However, the effectiveness of the Plan relies on the social, cultural and economic vitality of our existing neighborhoods, which could be disrupted through displacement.

Displacement risk can be primarily addressed by increasing resources for the creation and preservation of affordable housing (as described in Attachment C "Affordable Housing") and improving economic opportunities for current residents.

To ensure that growth and investments support vertical mobility for existing residents rather than horizontal displacement, the One Bay Area Grant (OBAG) program provides a framework for local government and Congestion Management Agencies (CMAs) to adopt appropriate neighborhood stabilization and affordable housing policies through the OBAG-related Priority Development Area Investment and Growth Strategies. The success of this effort will require monitoring and appropriate revisions as well as the development of additional regional initiatives. These initiatives will need to recognize the unique qualities of each neighborhood and the need for policy interventions that are locally defined.

In March 2012, MTC and ABAG launched the HUD-funded Bay Area Regional Prosperity Plan. The Prosperity Plan is envisioned as an implementation component of Plan Bay Area. The Prosperity Plan's Housing Initiative will support capacity-building and knowledge sharing, community-response, policy and tool development, and funding analysis activities across the region to address the potential risk of displacement of low- and moderate income households.

**Recommendation:**

1. Target neighborhood stabilization investments, including housing rehabilitation, small site acquisition and land banking, in the allocation of projects funded by the Transit Oriented Affordable Housing (TOAH) fund. All of these uses are currently eligible for funding.
2. Based on local input gathered in the CMA's Investment and Growth Strategies and ABAG's housing development and policies inventory over the next 24 months, ABAG/MTC will provide a menu of affordable housing and anti-displacement policies for consideration in the next round of One Bay Area Grant funding. This strategy will provide the flexibility to address unique local conditions as well as incentives for local jurisdictions to guide and direct resources to affordable housing production.
3. Consider implementing and funding best practices with regard to neighborhood stabilization and anti-displacement efforts that emerge from research projects funded by the HUD Regional Prosperity Grant



## Attachment E

### **Key Issue/ Policy: Transportation Investments**

**Issue:** A large number of comments addressed the level of investment for public transit and local streets and roads. Many stakeholder organizations and individuals requested more funding for transit, specifically funding for local bus operations and youth bus passes. In addition, letters from several agencies flagged the need to address the remaining unfunded transit capital needs. Many others questioned the cost-effectiveness of additional transit services and emphasized the importance of maintaining the existing infrastructure, both transit and streets and roads. Others called for a larger investment in the region's road network to better maintain the roads and expand them, alongside comments from many stakeholder organizations critical of roadway expansion.

**Key Considerations:** After accounting for the transit and local road investment proposed in the Draft Plan, the region faces a \$17 billion transit capital shortfall and a \$20 billion shortfall in local street and road rehabilitation needed to achieve the Plan's adopted performance targets for this critical infrastructure. The Draft Plan fully funds the operating shortfalls of the existing transit system but also recognizes the importance of controlling costs, improving service and attracting new riders. The Transit Sustainability Project seeks a five percent drop in operating costs by 2018, and then indexes those costs to inflation. The Draft Plan also assumes an investment of \$500 million over the Plan period to support infrastructure improvements in ridership and service productivity.

Cap and Trade revenues will be available starting in 2015 and staff is recommending that the Plan revenues be increased to reflect a total of \$3.1 billion from this revenue source through 2040. After accounting for an investment of \$600 million of these funds for transit-oriented affordable housing (see Attachment C), the balance of funds totals \$2.5 billion.

**Recommendation:** Staff recommends that the balance of Cap and Trade revenues (\$2.5 billion) be reserved for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area. The share of funds reserved for these purposes, the specific project sponsors, and investment requirements (i.e., consistency with the goals of Transit Sustainability Project and complete streets elements, etc.) would be subject to further deliberation and public outreach following adoption of Plan Bay Area.

## Attachment F

### **Key Issue/Policy: Regional Express Lanes Network**

**Issues Area:** The Draft Environmental Impact Report (DEIR) for Plan Bay Area included three versions of the Regional Express Lanes Network (see attached map).

1. **Regional Express Lanes Network:** The Draft Plan includes a Regional Express Lane Network of approximately 350 miles that aims to close gaps within the existing high occupancy vehicle (HOV) lane system on I-80, I-880, I-580 and I-680 to increase travel time savings and reliability for carpools and buses in those corridors. The Express Lanes Network converts existing carpool lanes to express lanes and uses the revenue generated to finance completion of the carpool/express lane system.
2. **Reduced Scope Express Lanes Network:** A Reduced Scope Express Lanes Network, as evaluated in Alternative 3 of the DEIR, includes HOV lane conversions and HOV lane gap closures in the inner Bay Area for a total of approximately 300 miles. This alternative removes the proposed expansion express lanes on I-580 and I-80 at the outer edges of the Bay Area (shown in red on the attached map).
3. **Committed Express Lanes Only:** Alternative 5 of the DEIR includes only Committed Express Lanes. This alternative removes express lanes on I-80, I-880 and portions of I-680 and I-580. It includes only the existing express lane on I-680 and express lanes on I-580 east of Livermore for a total of approximately 40 miles.

We received a significant number of comments requesting changes to the Regional Express Lanes Network, as defined in the draft Plan. The requests include:

- Limit Express Lanes Network to only include segments that are conversions of existing HOV lanes.
- Include expansion express lanes (those segments where no HOV lane currently exists) only if they are conversions of a general purpose lane to an Express Lane.
- Modify the network approach to allow toll revenue to fund expanded transit operations and other non-single occupant transportation choices in each corridor concurrent with the opening of each new express lane.
- Ensure low income families receive an equitable share of the benefits of express lanes.

**Key Considerations:** Closing the gaps in the HOV network is a critical aspect of the express lanes strategy because of the benefit provided to carpools and express bus services in the affected corridors. While state and federal laws do not currently allow conversion of an existing general purpose lane to an express lane, there is no prohibition on studying this approach. Plan Bay Area already reflects a significant regional commitment to funding transit operations and maintenance as well as expansion. In addition, as described in Attachment E, staff is recommending additional revenue for transit investments.

Data from other regions, including Minneapolis, San Diego, Orange County and Seattle, indicates that low-income travelers use express lanes and value having the choice to use them.

## **Attachment F**

This finding is reinforced by initial outreach to low-income travelers in the Bay Area.<sup>1</sup> Implementation of the Regional Express Lanes Network will include project-level environmental clearance that will comply with all applicable requirements for environmental justice analysis. In addition, focused outreach will be conducted with low income communities as part of the Express Lanes network roll out.

### **Recommendation:**

1. Continue to include the full Regional Express Lanes Network in the Final Plan
2. MTC/BAIFA should study the potential benefits and impacts of converting general purpose lanes to Express Lanes in order to inform implementation of the express lanes network and future long-range plans.

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<sup>1</sup> Staff presentation to the MTC Policy Advisory Council, March 13, 2013.  
[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2008/5\\_Express\\_Lanes.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2008/5_Express_Lanes.pdf)



YEAR 2040 PROPOSED EXPRESS LANE NETWORKS



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Four: Draft Plan Bay Area (2013)

## APPENDIX B

### What We Heard: Public Hearings

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Appendix B documents can be found immediately following this cover sheet, or online at:  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

Page 1

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON  
THE DRAFT PLAN BAY AREA  
ALAMEDA COUNTY

\_\_\_\_\_ /

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, May 1, 2013

Mirage Ballroom

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Reported by: AMBER EMERICK

CSR NO. 13546

Emerick And Finch, Certified Shorthand Reporters  
Transcript of Proceedings

<p>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</p> <p style="text-align: right;">Page 6</p>	<p>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</p> <p style="text-align: right;">Page 8</p>
<p>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</p> <p style="text-align: right;">Page 7</p>	<p>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.</p> <p style="text-align: right;">Page 9</p>



<p>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.</p> <p>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.</p> <p>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.</p> <p>25 Many of the other speakers at the other</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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.</p> <p>15 Thank you.</p> <p>16 MAYOR SBRANTI: Thank you.</p> <p>17 Our next speaker will be David Erlich.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>11 Thank you.</p> <p>12 MAYOR HARRISON: Thank you.</p> <p>13 Next speaker, Lloyd Salsbery.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>16 Ladies and gentlemen, have a good night.</p> <p>17 MAYOR HARRISON: Thank you.</p> <p>18 Our next speaker is Celeste Paradise.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 13</p>

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 14</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 16</p>
<p>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.</p> <p>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.</p> <p>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."</p> <p>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.</p> <p style="text-align: right;">Page 15</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 17</p>

<p>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.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>22 Thank you.</p> <p>23 MAYOR SBRANTI: Thank you.</p> <p>24 Next speaker is Mimi Steel.</p> <p>25 MIMI STEEL: Hello. I'm Mimi Steel, and I'm a</p> <p style="text-align: right;">Page 18</p>	<p>1 that.</p> <p>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.</p> <p>8 And let me quote from this notice that I got.</p> <p>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.</p> <p>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.</p> <p>20 MAYOR HARRISON: Thank you. If you can wrap it 21 up.</p> <p>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</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 19</p>	<p>1 meeting, as probably most of you have done.</p> <p>2 Thank you very much.</p> <p>3 MAYOR HARRISON: Thank you.</p> <p>4 Clarrissa Cabansagan. Sorry for butchering 5 that.</p> <p>6 CLARRISSA CABANSAGAN: That's okay. Hi. My 7 name is Clarrissa 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.</p> <p>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.</p> <p>25 And I feel that, you know, we have the future of</p> <p style="text-align: right;">Page 21</p>

<p>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.</p> <p>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.</p> <p>13 Thank you.</p> <p>14 MAYOR SBRANTI: Okay. Our next speaker is  15 Myesha Williams.</p> <p>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.</p> <p>25 Transit is really important to the communities</p> <p style="text-align: right;">Page 22</p>	<p>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.</p> <p>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.</p> <p>10 Thank you.</p> <p>11 MAYOR SBRANTI: Thank you very much.</p> <p>12 Our next speaker is Pamela Tapia.</p> <p>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.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 24</p>
<p>1 that we come from, and especially to these guys that will  2 be speaking today.</p> <p>3 Thank you very much.</p> <p>4 MAYOR HARRISON: Thank you. Patty Leal.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 23</p>	<p>1 forcing longer, more expensive and more polluting commutes  2 to low-income residents.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 25</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>19 Thank you.</p> <p>20 MAYOR HARRISON: Thank you.</p> <p>21 Adam Garcia.</p> <p>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</p> <p style="text-align: right;">Page 26</p>	<p>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.</p> <p>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.</p> <p>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 --</p> <p>23 MAYOR SBRANTI: Get to the last two really 24 quick.</p> <p>25 ADAM GARCIA: -- lower health and give more</p> <p style="text-align: right;">Page 28</p>
<p>1 urban planning and currently reside in car-free San 2 Francisco.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Many people understand that we can no longer 25 maintain the same patterns of growth and consumption that</p> <p style="text-align: right;">Page 27</p>	<p>1 money for local shops. I encourage including a casual 2 carpool system across the region, as well as --</p> <p>3 MAYOR SBRANTI: So that's number two. 4 And the third.</p> <p>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.</p> <p>9 Thank you very much for considering these 10 comments.</p> <p>11 MAYOR SBRANTI: Thank you.</p> <p>12 Our next speaker is Devilla Ervin.</p> <p>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.</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 30</p>	<p>1 of it, but probably wish they could spend this lost time 2 being productive at work or with their families.</p> <p>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?</p> <p>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.</p> <p>19 Thank you.</p> <p>20 MAYOR SBRANTI: Thank you.</p> <p>21 Our next speaker is Cody Galletti. I apologize. 22 Is that -- I couldn't read the first name. So --</p> <p>23 JUDY GALLETTI: That's okay. I like "Cody."</p> <p>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</p> <p style="text-align: right;">Page 32</p>
<p>1 strategies in Alternative 5 that makes it the 2 environmentally-superior alternative, thus leading to a 3 more sustainable and resilient Bay Area.</p> <p>4 Thanks.</p> <p>5 MAYOR HARRISON: Thank you.</p> <p>6 Uri Pachter.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 31</p>	<p>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.</p> <p>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."</p> <p>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?</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 33</p>

<p>1 our republic. In a republic, the people would be voting 2 on this Plan. We demand that right.</p> <p>3 MAYOR HARRISON: Thank you.</p> <p>4 Fremont's own, Alex Starr, from the League of 5 Women Voters, please.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 In the Draft Plan, funds allocated to transit 25 operations do not appear to be adequate to meet the needs</p> <p style="text-align: right;">Page 34</p>	<p>1 MAYOR SBRANTI: Please wrap it up.</p> <p>2 ALEX STARR: Okay. The last major point I want 3 to make is that we support the EEJ and the TFP 4 alternatives.</p> <p>5 Thank you.</p> <p>6 MAYOR SBRANTI: Great. Thank you.</p> <p>7 Our next speaker is Pat Ferguson.</p> <p>8 PAT FERGUSEN: It is not coming off 9 (indicating).</p> <p>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.</p> <p>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.</p> <p>21 (Audience participation.)</p> <p>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</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>25 You want me to --</p> <p style="text-align: right;">Page 35</p>	<p>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.</p> <p>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..." --</p> <p>15 MAYOR HARRISON: Can you wrap it up, please.</p> <p>16 PAT FERGUSEN: -- "...Panel." I'm sorry. I've 17 got so much more I want to say.</p> <p>18 MAYOR HARRISON: If you can submit your 19 comments, that would be great.</p> <p>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 --</p> <p>24 MAYOR HARRISON: Submit your information. We 25 have to get to the next speaker, please.</p> <p style="text-align: right;">Page 37</p>

<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>



<p>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</p> <p style="text-align: right;">Page 42</p>	<p>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.</p> <p style="text-align: right;">Page 44</p>
<p>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</p> <p style="text-align: right;">Page 43</p>	<p>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</p> <p style="text-align: right;">Page 45</p>

<p>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</p> <p style="text-align: right;">Page 46</p>	<p>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</p> <p style="text-align: right;">Page 48</p>
<p>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</p> <p style="text-align: right;">Page 47</p>	<p>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</p> <p style="text-align: right;">Page 49</p>

<p>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.</p> <p>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."</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 50</p>	<p>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.</p> <p>13 MAYOR SBRANTI: Our next speaker is Nicholas 14 Stewart.</p> <p>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.</p> <p>24 And regardless, again, of your feelings, I am 25 glad that there are citizens participating in these,</p> <p style="text-align: right;">Page 52</p>
<p>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.</p> <p>5 MAYOR HARRISON: Thank you.</p> <p>6 Fred Volking (phonetic). Fred Volking 7 (phonetic). Fred something with a "V."</p> <p>8 AUDIENCE MEMBER: Volking.</p> <p>9 MAYOR HARRISON: Volking. Sorry.</p> <p>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.</p> <p style="text-align: right;">Page 51</p>	<p>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.</p> <p>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.</p> <p>8 Thank you.</p> <p>9 MAYOR HARRISON: Thank you very much.</p> <p>10 Jose Ornelis. Want me to video you because you 11 were doing it.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 53</p>

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

<p>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.</p> <p>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.</p> <p>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.</p> <p>24 SUPERVISOR VALLE: Thank you, ladies and  25 gentlemen. We have no more speaker cards. We will be</p> <p style="text-align: right;">Page 58</p>	<p>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.</p> <p>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?</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 60</p>
<p>1 here for a while longer. I would ask my colleagues if  2 they would like to make any concluding remarks.</p> <p>3 Any of you?</p> <p>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.</p> <p>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.</p> <p>25 And in the last fight over this -- And I do</p> <p style="text-align: right;">Page 59</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 The other thing that we looked at is that some  25 cities, because of affordable housing, had higher</p> <p style="text-align: right;">Page 61</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 62</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>20 CELESTE PARADISE: You didn't do anything for 21 your own shopkeepers, ma'am. We had Chinese woman hiding 22 in our restaurant.</p> <p>23 MAYOR HARRISON: Dolores T. We have a final 24 speaker from Dolores. Sorry. 25 LIZ MANNING: This is a radical plan, Mayor.</p> <p style="text-align: right;">Page 64</p>
<p>1 I think more -- more mixed. And that is an interesting 2 issue.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 63</p>	<p>1 You need to learn about it.</p> <p>2 MAYOR HARRISON: Dolores. Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 65</p>

<p>1 county, and probably the one that is in the higher 2 threshold, in terms of income.</p> <p>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.</p> <p>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.</p> <p>23 Thank you.</p> <p>24 MAYOR HARRISON: Thank you, Dolores. And I 25 would just end with my comments, saying, while I welcome</p> <p style="text-align: right;">Page 66</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>16 Thank you, and have a good evening. We are 17 adjourned.</p> <p>18 (WHEREUPON, the meeting was adjourned at 8:34 p.m.) 19 --o0o-- 20 21 22 23 24 25</p> <p style="text-align: right;">Page 68</p>
<p>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.</p> <p>5 MAYOR JEAN QUAN: (Inaudible.)</p> <p>6 MAYOR HARRISON: Where I am happy to have you.</p> <p>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.</p> <p>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.</p> <p>23 Thank you very much.</p> <p>24 MAYOR SBRANTI: And I just want to say in 25 closing, just echoing the mayor's comments. It is really</p> <p style="text-align: right;">Page 67</p>	<p>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 AMBER EMERICK CSR No. 13546 23 24 25</p> <p style="text-align: right;">Page 69</p>

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING  
ON THE DRAFT PLAN BAY AREA  
CONTRA COSTA COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 22, 2013

Marriott Hotel Ballroom

Walnut Creek, California

Reported By: JULIE REPPAS  
CSR NO. 11405

AUDREY TAKATO  
CSR NO. 13288



<p>1 ATTENDEES</p> <p>2</p> <p>3 MAYOR JULIE PIERCE - Mayor of Clayton and Vice President of ABAG</p> <p>4</p> <p>5 CHAIRPERSON AMY WORTH - Chairperson of the Metropolitan Transportation Commission and Mayor of Orinda.</p> <p>6</p> <p>7 SUPERVISOR KAREN MITCHOFF - Supervisor of ABAG</p> <p>8</p> <p>9</p> <p>10 ---oOo---</p> <p>11</p> <p>12 BE IT REMEMBERED that, pursuant to Notice of 13 the Hearing, and on April 22, 2013, 7:00 p.m., at the 14 Marriott Hotel, 2355 North Main Street, Walnut Creek, 15 California, before me, JULIE REPPAS, CSR No. 11405, 16 and AUDREY TAKATO, CSR No. 13288, State of California, 17 there commenced a Public Hearing.</p> <p>18</p> <p>19</p> <p>20 ---oOo---</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 2</p>	<p>1 PUBLIC SPEAKERS (CONTINUED)</p> <p>2 PAGE</p> <p>3 REED ROBERTSON 37</p> <p>4 NYNA ARMSTRONG 41</p> <p>5 ADAM GARCIA 43</p> <p>6 ERICA HANN 44</p> <p>7 AMIE FLEMMING 45</p> <p>8 RUSTY SNOW 47</p> <p>9 ROBERT BING 49</p> <p>10 TOM COLLINS 50</p> <p>11 CHRIS ENGL 51</p> <p>12 PETER SINGLETON 53</p> <p>13 JAMES BENNETT 55</p> <p>14 DAVID ERLICH 56</p> <p>15 TERRY THOMPSON 58</p> <p>16 CHRIS PAREJA 60</p> <p>17 LENORE KRAUSE 63</p> <p>18 LIZ FROELICH 64</p> <p>19 SUSAN CALLISTER 66</p> <p>20 JOHN CHAPMAN 68</p> <p>21 BILL LEGLER 70</p> <p>22 JORDAN FRUCHTMAN 72</p> <p>23 BARBARA HODGKINSON 73</p> <p>24 PAM JONES 74</p> <p>25 ERIC STUFFMANN 76</p> <p style="text-align: right;">Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 PAGE</p> <p>3 Introduction by Mayor Julie Pierce 6</p> <p>4 Introduction by Commissioner Worth 9</p> <p>5</p> <p>6 PUBLIC SPEAKERS</p> <p>7 PAGE</p> <p>8 AVON WILSON 11</p> <p>9 RICHARD EBAR 12</p> <p>10 RICHARD COLMAN 14</p> <p>11 JANET MAIORANA 15</p> <p>12 VINCE MAIORANA 17</p> <p>13 DANIEL DEBUSSCHERE 18</p> <p>14 KATHLEEN JENKINS 20</p> <p>15 BRIAN MASTERS 21</p> <p>16 EVELYN STIVERS 23</p> <p>17 RALPH HOFFMANN 25</p> <p>18 ED GORZYNSKI 26</p> <p>19 JACK PAULUS 27</p> <p>20 HEATHER PRUETT 29</p> <p>21 PATTY STRONG 31</p> <p>22 JOHN DOE 32</p> <p>23 HEATHER GASS 34</p> <p>24 ROGER ACUNA 36</p> <p>25 BYRNE MATHISEN 38</p> <p style="text-align: right;">Page 3</p>	<p>1 PUBLIC SPEAKERS (CONTINUED)</p> <p>2 PAGE</p> <p>3 ROSA KOIRE 77</p> <p>4 TOM MOREHOUSE 79</p> <p>5 STEVE HERRIN 80</p> <p>6 DR. CHERYL MORGAN 82</p> <p>7 CHET MARTINE 83</p> <p>8 KAY TOKERUD 86</p> <p>9 ALEX FLAGG 87</p> <p>10 GLEN ZAMANICK 91</p> <p>11 IGOR SKAREDOFF 92</p> <p>12 JOEL RAMOS 94</p> <p>13 WINTON MATHER 96</p> <p>14 MIKE ARATA 97</p> <p>15 NANCY SCHAEFER 99</p> <p>16 LINDA DELEHUNT 100</p> <p>17 ADRIENNE HARRIS 101</p> <p>18 ALVIN ZIEGLER 103</p> <p>19 ROBIN MITCHELL 104</p> <p>20</p> <p>21</p> <p>22 Closing remarks by Mayor Pierce 105</p> <p>23 Closing remarks by Commissioner Worth 105</p> <p>24</p> <p>25 ---oOo---</p> <p style="text-align: right;">Page 5</p>

<p>1 Monday, April 22, 2013 7:02 p.m.</p> <p>2 P R O C E E D I N G S</p> <p>3 MAYOR PIERCE: Good evening, everyone. I'd</p> <p>4 like to welcome you to our public hearing for Contra</p> <p>5 Costa for Plan Bay Area.</p> <p>6 I'm Julie Pierce. I'm the mayor of Clayton</p> <p>7 and the vice president of ABAG. With me tonight are Amy</p> <p>8 Worth, the chair of the Metropolitan Transportation</p> <p>9 Commission and mayor of the Orinda City Counsel. And we</p> <p>10 also have joining us here Contra Costa Supervisor Karen</p> <p>11 Mitchoff, who serves with me on ABAG.</p> <p>12 We're also welcoming Mayor Cindy Silva from</p> <p>13 the city of Walnut Creek and representatives from</p> <p>14 Senator Desonia's office, Assemblywoman Susan Bonilla's</p> <p>15 office, and from Supervisor Candace Andersen's office.</p> <p>16 With that, I'd like you to join me for the</p> <p>17 Pledge of Allegiance, please.</p> <p>18 (Pledge of Allegiance.)</p> <p>19 MAYOR PIERCE: Thank you, all.</p> <p>20 Council Member Eddie Berson from the city of</p> <p>21 Concord is here as well, right up here in the front. I</p> <p>22 think Laura Hoffmeister is in the house somewhere. I've</p> <p>23 heard she's here, but I haven't seen her.</p> <p>24 COUNCIL MEMBER HOFFMEISTER: I'm here.</p> <p>25 MAYOR PIERCE: There she is. She just walked</p> <p style="text-align: right;">Page 6</p>	<p>1 our future, which we completed nearly ten years ago, has</p> <p>2 been the model for growth in our county, not anything</p> <p>3 imposed from outside. And in fact, that process serves</p> <p>4 somewhat as the model for this regional effort.</p> <p>5 Our hearing tonight is your opportunity to</p> <p>6 comment respectfully for the official record about draft</p> <p>7 Plan Bay Area which is now out for public review. Plan</p> <p>8 Bay Area offers a long range transportation land use</p> <p>9 diversion for the unique and wonderful region that we</p> <p>10 call home.</p> <p>11 As you know, the dialogue has been heated at</p> <p>12 times, but I think it's been an important conversation</p> <p>13 to count. We have been listening. By looking ahead</p> <p>14 over the long-term, we can provide a foundation for us</p> <p>15 to build a future that we're proud to pass along to the</p> <p>16 next generation.</p> <p>17 A court reporter is here to transcribe the</p> <p>18 remarks. You're going to be asked to please speak</p> <p>19 clearly. Our court reporter here may ask you to repeat</p> <p>20 something so that we have a good record of your</p> <p>21 comments.</p> <p>22 If you haven't already done so, please fill</p> <p>23 out one of these blue "request to speak" cards and turn</p> <p>24 it into one of our staff members.</p> <p>25 Who is collecting them? Right over here.</p> <p style="text-align: right;">Page 8</p>
<p>1 in.</p> <p>2 Okay. So thank you for coming to tonight's</p> <p>3 public hearing. I know your time is valuable, and your</p> <p>4 attendance tonight is an indication of how much you care</p> <p>5 about the future of our cities, towns, and our region.</p> <p>6 As a local elective official, I'm frequently</p> <p>7 in the position of having to make very tough decisions</p> <p>8 about how our city should or shouldn't grow. So anytime</p> <p>9 I can hear directly from you, our citizens, about your</p> <p>10 vision for the community and the region, I welcome that</p> <p>11 opportunity.</p> <p>12 What's been helpful about the Plan Bay Area</p> <p>13 process is that it is local, elected official recalls</p> <p>14 from throughout Contra Costa who are at the table making</p> <p>15 the decisions, not officials from Sacramento. And not</p> <p>16 even the folks at ABAG or MTC, your local decisions are</p> <p>17 going to stay local with your city counsel excuse me, I</p> <p>18 will honor you when you are speaking. I would</p> <p>19 appreciate it if we would all honor each other when</p> <p>20 someone else is speaking. Thank you.</p> <p>21 Contra Costa is part of the Bay Area, but</p> <p>22 we've always considered ourselves a little bit distinct.</p> <p>23 The plan respects that distinction. It emphasizes</p> <p>24 different kinds of development for different parts of</p> <p>25 the region; that means our county's homegrown shaping of</p> <p style="text-align: right;">Page 7</p>	<p>1 Okay.</p> <p>2 And then Amy and I will call up the speakers</p> <p>3 in the order we receive your blue cards.</p> <p>4 The public comment will be limited to two</p> <p>5 minutes per speaker. There are a lot of people in this</p> <p>6 room. We've already got 50-plus cards. So you can do</p> <p>7 the math. We only have this room until 9:00, so we have</p> <p>8 to be succinct.</p> <p>9 If somebody else has made your comment, you</p> <p>10 can say, "I agree with them," and then add whatever</p> <p>11 different comment you have to that.</p> <p>12 Everyone will have an opportunity to speak and</p> <p>13 we have written comment sheets at the welcome table</p> <p>14 located where you entered in case you want to submit</p> <p>15 written comments.</p> <p>16 And now I'd like to introduce my colleague,</p> <p>17 Amy Worth, who will offer a few words from her.</p> <p>18 COMMISSIONER WORTH: Thank you. Thank you</p> <p>19 very much, Julie.</p> <p>20 As Julie mentioned, my name's Amy Worth, and I</p> <p>21 serve both on the Orinda City Counsel as mayor and I</p> <p>22 represent the Contra Costa cities on the Metropolitan</p> <p>23 Transportation Commission.</p> <p>24 We are here to listen tonight to your comments</p> <p>25 about the Draft Bay Area Plan. This is our third public</p> <p style="text-align: right;">Page 9</p>

<p>1 meeting in Contra Costa to hear from county residents on 2 Plan Bay Area.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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.</p> <p>7 As follow-up, we are charged and required to 8 review and approve our elect elected representatives' 9 job performance and work products.</p> <p>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.</p> <p>15 Thank you.</p> <p>16 MAYOR PIERCE: Thank you, Avon.</p> <p>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.</p> <p>21 The next speaker is Richard Ebar from Concord, 22 followed by Richard Colman.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>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.</p> <p>7 MAYOR PIERCE: And that first speaker is Avon 8 Wilson from Lafayette to be followed by Richard Eber 9 from Concord.</p> <p>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.</p> <p>15 As we know, the plan is a 160 pages. The 16 Draft EIR is over 1,300, with many supplementary 17 technical reports.</p> <p>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.</p> <p>25 In representative democracy such as ours, the</p> <p style="text-align: right;">Page 11</p>	<p>1 articles recently concerning what's going on today in 2 urban planning in the area.</p> <p>3 I just have a couple of comments because 4 there's a lot of people that want to talk.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 And one of the questions that I'm asking is 25 ABAG and MTC thinks that it's very critical and it's</p> <p style="text-align: right;">Page 13</p>

<p>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.</p> <p style="text-align: right;">Page 14</p>	<p>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,</p> <p style="text-align: right;">Page 16</p>
<p>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</p> <p style="text-align: right;">Page 15</p>	<p>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.</p> <p style="text-align: right;">Page 17</p>

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

<p>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</p> <p style="text-align: right;">Page 22</p>	<p>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.</p> <p style="text-align: right;">Page 24</p>
<p>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</p> <p style="text-align: right;">Page 23</p>	<p>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</p> <p style="text-align: right;">Page 25</p>

<p>1 Strong.</p> <p>2 ED GORZYNSKI: Okay. My name is Edward</p> <p>3 Gorzynski, and I'm a resident of Marin. I've lived in</p> <p>4 the Bay Area for over 48 years, and I seem to remember</p> <p>5 that when ABAG was started, it was an association of</p> <p>6 cities that wanted to cooperate to try to solve some</p> <p>7 mutual problems; however, I now see that ABAG and MTA</p> <p>8 and the states are now dictating how many people are to</p> <p>9 live in each city and how they are to be housed.</p> <p>10 This is supposed to be an equitable solution</p> <p>11 to the growth of jobs and population; however, from</p> <p>12 where I have seen these projections are fallacious and</p> <p>13 cannot be proved.</p> <p>14 How did we come this far without your</p> <p>15 fumbling? I was wondering where you people get the idea</p> <p>16 that you could run people's lives.</p> <p>17 One Bay Area will not preserve Bay Area's</p> <p>18 equality. It will be disastrous for the quality of life</p> <p>19 of all hardworking, successful people and their</p> <p>20 families.</p> <p>21 Your homogenous of communities will make all</p> <p>22 citizens poor. It's like wine - the winemaker mixing</p> <p>23 different vintages. All of the wine will be mediocre at</p> <p>24 best. The only ones that will benefit are the</p> <p>25 bureaucrats and the very rich developers. The middle</p> <p style="text-align: right;">Page 26</p>	<p>1 targets of this plan. Yet my ability to do this is only</p> <p>2 possible because I have a roof on which I can have solar</p> <p>3 panels.</p> <p>4 If the high-density housing route is pursued,</p> <p>5 then future options for many people for decades in the</p> <p>6 future will be limited in that they will not be able to</p> <p>7 do what I am doing today.</p> <p>8 My concern is that if we create plans</p> <p>9 considering only last century's transportation</p> <p>10 technologies, we will end up preventing such</p> <p>11 efficiencies in the future, and we will actually be</p> <p>12 creating more emissions than we would have otherwise as</p> <p>13 even the best laid plans can have large, unintended</p> <p>14 consequences like these.</p> <p>15 And in terms of equity, even today there are</p> <p>16 many lease options available with no upfront money</p> <p>17 required making solar panels available to persons of all</p> <p>18 income levels, but not if they live in high-density</p> <p>19 housing with no place to put them.</p> <p>20 The trend of zero emissions residential solar</p> <p>21 power is also accelerating, which decentralizes power</p> <p>22 generation making the entire system more robust as well,</p> <p>23 and yet the present plans for high-density housing will</p> <p>24 prevent others from living emissions-free because they</p> <p>25 will have nowhere to put the panels.</p> <p style="text-align: right;">Page 28</p>
<p>1 class will no longer exist.</p> <p>2 When I joined the Marine Corps, I took an oath</p> <p>3 to defend the constitution from foreign and domestic</p> <p>4 enemies. I guess it's time to fight people in</p> <p>5 organizations that are trying to bring down our country</p> <p>6 and life, liberty, and the pursuit of happiness from</p> <p>7 within.</p> <p>8 I say to all the City Counsel members to</p> <p>9 reject One Bay Area and to get back to being reasonable</p> <p>10 -- responsible, I mean, for your cities and towns and to</p> <p>11 your residents who elected to live there and to elect</p> <p>12 you.</p> <p>13 MAYOR PIERCE: We have Jack Paulus, followed</p> <p>14 by H. Pruett, followed by Patty Strong, followed by John</p> <p>15 Doe.</p> <p>16 JACK PAULUS: Good evening. I'd like to speak</p> <p>17 on one of the two primary mandates that's driving this</p> <p>18 entire thing, and that's the greenhouse gas mandate.</p> <p>19 The trend of people driving electric-only</p> <p>20 vehicles is accelerating. I'm especially aware of this</p> <p>21 because over the last six years, I've commuted with an</p> <p>22 electric-only vehicle that is now powered by the solar</p> <p>23 panels on my roof, which means that both my home</p> <p>24 electric use and my commute are emissions-free.</p> <p>25 Lessening emissions is one of the mandated</p> <p style="text-align: right;">Page 27</p>	<p>1 So my question is, even if this plan is</p> <p>2 largely driven by reducing emissions, why would you</p> <p>3 choose, especially in spite of the accelerating trends,</p> <p>4 both in electric vehicle use and solar power adoption,</p> <p>5 to make the combination of emissions-free commuting and</p> <p>6 emissions-free power generation impossible for so many</p> <p>7 future homeowners.</p> <p>8 It seems to me that we may be trying to deal</p> <p>9 with 21st century issues with 20th centuries solutions.</p> <p>10 MAYOR PIERCE: H. Pruett, followed by patty</p> <p>11 Strong, followed by John Doe, followed by Heather Gass.</p> <p>12 HEATHER PRUETT: My name is Heather Pruett and</p> <p>13 I live in Orinda; been a resident there for about 13</p> <p>14 years, and I have two points to make. They're both</p> <p>15 fairly concise.</p> <p>16 The first has already made, but I want to make</p> <p>17 it again because it's very important.</p> <p>18 A very short time ago, in late March, ABAG</p> <p>19 released the Bay Area Plan, Plan Bay Area, it's</p> <p>20 development plans.</p> <p>21 One comment people may be aware of, it's 160</p> <p>22 pages long, and along with it comes the 1,300-page</p> <p>23 Environmental Impact Report. ABAG putting a deadline</p> <p>24 for concerned citizens to read all of that and respond</p> <p>25 by May 16th is completely impossible; it's unreasonable,</p> <p style="text-align: right;">Page 29</p>

<p>1 and I am requesting that the deadline be extended by an 2 additional 90 days. That's the first point.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 MAYOR PIERCE: Thank you, Heather.</p> <p>25 Next is Patty Strong, followed by John Doe,</p> <p style="text-align: right;">Page 30</p>	<p>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.</p> <p>4 Thank you.</p> <p>5 MAYOR PIERCE: And you are John Doe, followed 6 by Heather Gass, followed by Susan Edward, followed by 7 Roger Acuna.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 32</p>
<p>1 followed by Heather Gass, followed by Susan Edward.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 I interpret this to mean that eminent domain 23 would be used to force our families and businesses near 24 transit.</p> <p>25 The citizens of Orinda voted to incorporate</p> <p style="text-align: right;">Page 31</p>	<p>1 citizens to decide?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 33</p>



<p>1 Thank you.</p> <p>2 MAYOR PIERCE: Thank you.</p> <p>3 We have Heather Gass, followed by Susan</p> <p>4 Edward, followed by Roger Acuna, followed by Byrne</p> <p>5 Mathisen.</p> <p>6 HEATHER GASS: I have been coming to these</p> <p>7 rigged meetings, fake input sessions for years now. And</p> <p>8 we've been told all kinds of lies about how this plan is</p> <p>9 a homegrown plan; the local cities want it. We have</p> <p>10 been told that we're just following a mandate, and if we</p> <p>11 don't like it, go talk to our state legislatures. And</p> <p>12 that's a bunch of lies.</p> <p>13 This plan has been in the works for almost 20</p> <p>14 years. This is the blueprint for a sustainable Bay</p> <p>15 Area. It was written in 1996 by David Early of Urban</p> <p>16 Ecology. And in it it has a special thanks to ABAG, the</p> <p>17 Association of Bay Area Governments, for printing.</p> <p>18 I've done the research. The Association of</p> <p>19 Bay Area Governments signed a compact in 1997 with a</p> <p>20 handful of NGO's, and stakeholder groups like Urban</p> <p>21 Habitat, Greenbelt Alliance Sierra Club, the Bay Area</p> <p>22 Council --</p> <p>23 (Reporter asks Ms. Gass to slow down.)</p> <p>24 HEATHER GASS: So, basically, this plan has</p> <p>25 been in place and you guys have been planning this. And</p> <p style="text-align: right;">Page 34</p>	<p>1 HEATHER GASS: We get the run around, and then</p> <p>2 you bring in police officers because you're afraid of</p> <p>3 the real public input. Tell the truth. This is not a</p> <p>4 mandate. Regional, unelected bodies are not going to</p> <p>5 control our lives.</p> <p>6 MAYOR PIERCE: The next speaker is Susan</p> <p>7 Edward, followed by Roger Acuna, followed by Byrne</p> <p>8 Mathisen, followed by Reed Robertson.</p> <p>9 ROGER ACUNA: I believe Susan Edward's is</p> <p>10 going to defer. She had a written statement.</p> <p>11 My name is Roger Acuna. I'm with the Concord</p> <p>12 Independent Living Resources for Contra Costa and Solano</p> <p>13 County. We're an agency that provides advocacy support</p> <p>14 services for people with disabilities.</p> <p>15 And one common theme that we've run across</p> <p>16 over time is that our clients are looking for accessible</p> <p>17 housing.</p> <p>18 As you know, we're currently into the baby</p> <p>19 boomer phase. We are also fighting a war we can't win</p> <p>20 with our war vets that are coming from overseas. Guys</p> <p>21 are coming home in body bags, coming home without legs,</p> <p>22 coming home without arms, without sight. And I get</p> <p>23 these calls all the time, and we need to have a</p> <p>24 community that's accessible.</p> <p>25 And what I'm talking about is the concept --</p> <p style="text-align: right;">Page 36</p>
<p>1 this is not about a state-mandated legislation. And</p> <p>2 Mark Desonia was on the ABAG board and he is a co-author</p> <p>3 of SB 375.</p> <p>4 So that is a lie. The people of the Bay Area</p> <p>5 deserve to know the truth, that this has been worked on</p> <p>6 behind the scenes without a vote and approval of the</p> <p>7 people of the Bay Area. And this is going to socially</p> <p>8 re-engineer all of our lives over the next 40 years.</p> <p>9 And you guys know this, and you are exposed</p> <p>10 now for the truth. Stop lying to the public. This is</p> <p>11 not about saving the planet; this is about socially</p> <p>12 re-engineering our lives.</p> <p>13 You have no right to do this. You are an</p> <p>14 unelected body. I don't care if you are elected</p> <p>15 officials; you were not elected to do this.</p> <p>16 There is no such thing as regional government.</p> <p>17 And I come up here over and over and over again. And</p> <p>18 I'm sick of being lied to. Out of all the input we have</p> <p>19 given, we've never gotten our questions answered.</p> <p>20 How much this is going to cost? What is this</p> <p>21 going to do to our schools, fire, safety.</p> <p>22 MAYOR PIERCE: Thank you, Heather.</p> <p>23 HEATHER GASS: None of us have been given</p> <p>24 answers about this.</p> <p>25 MAYOR PIERCE: Thank you, Heather.</p> <p style="text-align: right;">Page 35</p>	<p>1 what I want to request is an addendum to the ABAG, ABAG</p> <p>2 document, that would include accessible, universal</p> <p>3 access designed for housing. I'm not talking about the</p> <p>4 Fair Housing Act laws; I'm not talking about California</p> <p>5 Act Compliance. Universal design just talks for new</p> <p>6 housing developments to include accessible design</p> <p>7 features so that folks are able to live in a place, so</p> <p>8 they don't have to move into a nursing home when they</p> <p>9 get older, so folks are able to visit other houses,</p> <p>10 other places freely, without having to worry about</p> <p>11 turnaround space, without having to worry about -- so</p> <p>12 they're able to navigate freely.</p> <p>13 What I have here is a brochure on seven</p> <p>14 principles on universal housing design. And I'm going</p> <p>15 to leave these here for the panel, for you, to read</p> <p>16 freely. So I'll have her hand these out for you.</p> <p>17 Thank you very much.</p> <p>18 MAYOR PIERCE: Thank you, Roger.</p> <p>19 ROGER ACUNA: And I look forward to having an</p> <p>20 ongoing discussion for 8, 10, 25 years, as long as I'm</p> <p>21 here.</p> <p>22 MAYOR PIERCE: Thank you, Roger.</p> <p>23 The next speaker is Byrne Mathisen, followed</p> <p>24 by Reed Robertson, followed by Nyna Armstrong, followed</p> <p>25 by Adam Garcia.</p> <p style="text-align: right;">Page 37</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Whether or not a vote is statutorily mandated, 25 why on earth is this plan of such a magnitude not being</p> <p style="text-align: right;">Page 38</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 40</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>14 MAYOR PIERCE: Please do.</p> <p>15 The next speaker is Reed Robertson, followed 16 by Nyna Armstrong, followed by Adam Garcia, followed by 17 Erica Hann.</p> <p>18 REED ROBERTSON: I'm Reed Robertson from 19 Orinda.</p> <p>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.</p> <p style="text-align: right;">Page 39</p>	<p>1 MAYOR PIERCE: Thank you, Mr. Robertson. 2 Next is Nyna Armstrong, Adam Garcia, Erica 3 Hann, and Amie Flemming.</p> <p>4 NYNA ARMSTRONG: Hi. I'm Nyna Armstrong, and 5 I'm a resident of Orinda.</p> <p>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.</p> <p>10 This list was put together by the 11 Environmental Law and Policy Center and the Sierra Club:</p> <p>12 Air pollution from busy roads linked to 13 shorter life spans for nearby residents.</p> <p>14 Truck traffic linked to childhood asthma 15 hospitalizations.</p> <p>16 Pregnant women who live near high traffic 17 areas are more likely to have premature and low birth 18 weight babies.</p> <p>19 Traffic-related air pollution associated with 20 respiratory symptoms in two-year-old children.</p> <p>21 People who live near freeways exposed to 25 22 times more particle pollution.</p> <p>23 Asthma more common for children living near 24 freeways.</p> <p>25 Children living near busy roads more likely to</p> <p style="text-align: right;">Page 41</p>

<p>1 develop cancer.</p> <p>2 Most traffic-related deaths due to air</p> <p>3 pollutions, not traffic accidents.</p> <p>4 Emissions from motor vehicles dominate cancer</p> <p>5 risk.</p> <p>6 Cancer risk higher near major sources of air</p> <p>7 pollution, including highways.</p> <p>8 A school's proximity to freeways associated</p> <p>9 with asthma prevalence.</p> <p>10 Lung function reduction among children more</p> <p>11 likely if living near large traffic.</p> <p>12 Proximity of a child's residence to major</p> <p>13 roads linked to hospital admissions for asthma.</p> <p>14 Your pretty propaganda shows young and old</p> <p>15 frolicking in your complexes next to the freeway, but</p> <p>16 your solution in your plan calls for those citizens to</p> <p>17 lock themselves inside with their air-conditioning on.</p> <p>18 Your plan is unhealthy for citizens and for</p> <p>19 communities.</p> <p>20 You are favoring the developers over the most</p> <p>21 vulnerable. I stand with the most vulnerable. I stand</p> <p>22 against Plan Bay Area.</p> <p>23 Thank you.</p> <p>24 MAYOR PIERCE: Next is Adam Garcia, followed</p> <p>25 by Erica Hann, followed by Amie Flemming, followed by</p> <p style="text-align: right;">Page 42</p>	<p>1 sense of community throughout our region just as I felt</p> <p>2 on that little street in Richmond.</p> <p>3 Will the plan create more parks, community</p> <p>4 spaces, better connected bike lanes and connected homes</p> <p>5 for all types of families? I certainly hope so and I</p> <p>6 believe that with the right mechanisms that it can</p> <p>7 achieve this goal.</p> <p>8 It's an incredible challenge that cannot be</p> <p>9 ignored, but cannot also solved by the same lines of</p> <p>10 thought that got us into this situation.</p> <p>11 I support Plan Bay Area for its effort to</p> <p>12 begin thinking of ourselves as a connected region,</p> <p>13 recognizing that no single city or even county can exist</p> <p>14 on its own. I look forward to a Bay Area that is</p> <p>15 strengthened by people, jobs, home, schools, and the</p> <p>16 places that make this region an awesome place to live</p> <p>17 and love.</p> <p>18 Thank you.</p> <p>19 MAYOR PIERCE: Thank you, Adam.</p> <p>20 Next is Erica Hann, followed by Amy Flemming,</p> <p>21 followed by Rusty Snow, followed by Robert Ring.</p> <p>22 ERICA HANN: Hi there. My name is Erica and I</p> <p>23 grew up in Moraga. I went away to college but am back</p> <p>24 in this area now, and I am here supporting Plan Bay</p> <p>25 Area.</p> <p style="text-align: right;">Page 44</p>
<p>1 Rusty Snow.</p> <p>2 ADAM GARCIA: Good evening, Ladies. My name</p> <p>3 is Adam Garcia. I am a resident of San Francisco, but I</p> <p>4 was born and raised in the Panhandle Annex of Richmond.</p> <p>5 I'd like to point out also that I think</p> <p>6 somewhat the population of this is room a bit under</p> <p>7 representative of the county of Contra Costa as a whole,</p> <p>8 and I think that a lot of areas that can benefit the</p> <p>9 most from these redevelopment efforts are often the low</p> <p>10 income communities. And so I'd like to just point that</p> <p>11 out for the record.</p> <p>12 In growing up in the Panhandle Annex of</p> <p>13 Richmond, a small low income community, had a major</p> <p>14 imprint on me. Sandwiched between two freeways, I still</p> <p>15 remember the strong sense of community I felt between my</p> <p>16 neighbors. Some of my favorite memories are backyard</p> <p>17 barbecues, riding bikes in the streets, playing with</p> <p>18 other kids, climbing a great pine tree in the front</p> <p>19 yard, and helping our neighbors when they were down on</p> <p>20 their luck.</p> <p>21 We were all from different backgrounds with</p> <p>22 parents that worked in other cities and counties, but we</p> <p>23 all saw that little street as our home.</p> <p>24 So now as Plan Bay Area moves along, I'm</p> <p>25 excited to see how the plan can help foster a stronger</p> <p style="text-align: right;">Page 43</p>	<p>1 And related to what Adam just mentioned, I</p> <p>2 think it is very important to think about the</p> <p>3 connections between places, rather than just individual</p> <p>4 jurisdictions.</p> <p>5 One example that I can give of that, I ride my</p> <p>6 bike a lot for transportation, for recreation, because I</p> <p>7 love it, and I have family that lives in Danville, which</p> <p>8 they live very close to the Iron Horse Trail. And so I</p> <p>9 thought, Oh, great.</p> <p>10 I can ride on the bike trail from Moraga to</p> <p>11 Lafayette and then from Walnut Creek all the way to down</p> <p>12 to Danville, which was wonderful, except for the one</p> <p>13 section connecting those trails. I was in the middle of</p> <p>14 Walnut Creek and there's cars zooming around, and it's</p> <p>15 very, very unsafe.</p> <p>16 So I think it's critical to think of this sort</p> <p>17 of holistically and think of those border areas rather</p> <p>18 than just individual statements.</p> <p>19 MAYOR PIERCE: Thank you very much.</p> <p>20 Amie Flemming, then Rusty Snow, then Robert</p> <p>21 Bing, then Tom Collins.</p> <p>22 AMIE FLEMMING: Good evening. Thanks for</p> <p>23 having us.</p> <p>24 My name is Amie. I'm 24 years old, and I</p> <p>25 think that's important because this plan is going to</p> <p style="text-align: right;">Page 45</p>

<p>1 address some pretty important years of my life between 2 being 24 and being in my 50's.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 46</p>	<p>1 the following questions:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>16 The Plan Bay Area poses the exact opposite of 17 this.</p> <p>18 Would stack-and-pack housing have an impact on 19 adjacent property values? Has this been carefully 20 analyzed.</p> <p>21 If the joining properties are negatively 22 affected how are the property owners going to be 23 compensated.</p> <p>24 Are there not laws that address the 25 responsibility on governments if their actions cause</p> <p style="text-align: right;">Page 48</p>
<p>1 So thank you.</p> <p>2 MAYOR PIERCE: Thank you.</p> <p>3 Next is Rusty Snow, Robert Bing, Tom Collins, 4 and Chris Engl.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 47</p>	<p>1 property values to drop?</p> <p>2 MAYOR PIERCE: Thank you.</p> <p>3 RUSTY SNOW: Thank you very much.</p> <p>4 MAYOR PIERCE: Robert Bing, followed by Tom 5 Collins, followed by Chris Engl, followed by Peter 6 Singleton.</p> <p>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.</p> <p>10 Mayor Worth, were you there? No? No, you 11 weren't. You were invited.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 49</p>

<p>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?</p> <p>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.</p> <p>12 Give the local voters a chance to decide. 13 It's time for you to stand up for your constituents.</p> <p>14 Thank you.</p> <p>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.</p> <p>17 MAYOR PIERCE: We have Tom Collins, followed 18 by Chris Engl, followed by Peter Singleton, followed by 19 James Bennett.</p> <p>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.</p> <p>24 I also oppose this force-fed of socialism, and 25 that's all I have to say.</p> <p style="text-align: right;">Page 50</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 I'm almost finished.</p> <p style="text-align: right;">Page 52</p>
<p>1 MAYOR PIERCE: Chris Engl.</p> <p>2 CHRIS ENGL: Good evening. My name is Chris 3 Engl, and I'm an Orinda resident.</p> <p>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.</p> <p>9 By the way, I wonder how many atriums we'll 10 see in these stack-and-pack projects.</p> <p>11 The price tag went from \$167 million to 250 12 million, just a 30 percent mistake on the cost of the 13 building.</p> <p>14 The Bureau of State Audits said the building 15 is expected to lose 14 to \$20 million over the next 30 16 years.</p> <p>17 And that's a conservative estimate. Heminger 18 joked, "I consider that a good day's work."</p> <p>19 Amazing how Mr. Heminger thinks it's funny to 20 joke about under-budgeting with the public's money.</p> <p>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</p> <p style="text-align: right;">Page 51</p>	<p>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.</p> <p>10 Thank you.</p> <p>11 MAYOR PIERCE: Thank you, Chris.</p> <p>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.</p> <p>16 Thank you, Peter.</p> <p>17 PETER SINGLETON: Thank you, Madam Chair. 18 Peter Singleton.</p> <p>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.</p> <p>25 The plan itself on page 3 says that it comes</p> <p style="text-align: right;">Page 53</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 And, further, the plan did not -- the policy</p> <p style="text-align: right;">Page 54</p>	<p>1 part of the history around 1930 that didn't go very 2 well.</p> <p>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.</p> <p>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."</p> <p>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.</p> <p>19 MAYOR PIERCE: Thank you, James. 20 Next is David Erlich, Terry Thompson, then 21 Chris Pareja, and Lenore Krause.</p> <p>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.</p> <p style="text-align: right;">Page 56</p>
<p>1 elements in the plan did not come from the public 2 whatsoever.</p> <p>3 Thank you.</p> <p>4 MAYOR PIERCE: We have James Bennett, David 5 Erlich, Terry Thompson, and Chris Pareja.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 This is the hard scape as dictated by these 25 globalists. This is starting to remind me of another</p> <p style="text-align: right;">Page 55</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 I know you guys have looked up Agenda 21 25 because I've seen the videos from years before I came up</p> <p style="text-align: right;">Page 57</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>17 Thank you.</p> <p>18 MAYOR PIERCE: Terry Thompson followed by  19 Chris Pareja, followed by Lenore Krause, followed by Liz  20 Froelich.</p> <p>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.</p> <p>25 Julie, you said ABAG consists or composed of</p> <p style="text-align: right;">Page 58</p>	<p>1 my wife just told me, "You mean, we don't want loco  2 control."</p> <p>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.</p> <p>6 We're doing this now over in Danville.  7 They're going to agendize it. Corte Madera has already  8 done this.</p> <p>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.</p> <p>12 MAYOR PIERCE: Next is Chris, then Lenore  13 Krause, then Liz Froelich, then S.P. Callister.</p> <p>14 How do you pronounce your last name?  15 CHRIS PAREJA: It's Pareja.</p> <p>16 I was born in Richmond and I live in Hayward.</p> <p>17 MAYOR PIERCE: That's a J. Okay.</p> <p>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</p> <p style="text-align: right;">Page 60</p>
<p>1 elected officials. I didn't vote for you, I didn't vote  2 for any of the ladies up here.</p> <p>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.</p> <p>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.</p> <p>11 That's to put this for a vote.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 59</p>	<p>1 philosophy and it's insulting.</p> <p>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.</p> <p>8 As an Asian that looks Mexican, I'm offended  9 twice.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 61</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>21 MAYOR PIERCE: Thank you.</p> <p>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.</p> <p style="text-align: right;">Page 62</p>	<p>1 subcommittees has the power that has been given to ABAG 2 and MTC.</p> <p>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.</p> <p>8 REPRESENTATIVE MITCHOFF: That's not what I 9 said.</p> <p>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.</p> <p>14 It is time for us to withdraw from ABAG and 15 MTC.</p> <p>16 MAYOR PIERCE: Okay. Next is Liz Froelich, 17 followed by S.P. Callister, followed by Eliza Pesuit, 18 and John Chapman.</p> <p>19 LIZ FROELICH: Thank you.</p> <p>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.</p> <p>24 In your Number 6, More Questions, I'm not 25 supposed to worry about local control because you</p> <p style="text-align: right;">Page 64</p>
<p>1 MAYOR PIERCE: Next is Lenore Krause followed 2 by Liz Froelich, followed by S.P. Callister, followed by 3 Eliza Pesuit.</p> <p>4 LENORE KRAUSE: My name is Lenore Krause and 5 I'm from Pleasant Hill.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 63</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 65</p>



<p>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.</p> <p>5 So I would urge cities to withdraw from ABAG. 6 Thank you.</p> <p>7 MAYOR PIERCE: Thank you.</p> <p>8 Next is S.P. Callister, followed by Eliza 9 Pesuit, followed by John Chapman, followed by Bill 10 Legler.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 66</p>	<p>1 JOHN CHAPMAN: I think she passed.</p> <p>2 MAYOR PIERCE: Okay. Then John Chapman, then 3 Bill Legler, and then Jordan Fruchtman.</p> <p>4 JOHN CHAPMAN: Yes. John Chapmen, I'm a 5 resident of Danville. Good evening.</p> <p>6 COMMISSIONER WORTH: Do you want to pull the 7 mic up a little bit?</p> <p>8 JOHN CHAPMAN: Hold it up?</p> <p>9 MAYOR PIERCE: You're a little taller than the 10 last speaker.</p> <p>11 JOHN CHAPMAN: I'll take it. Thanks.</p> <p>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.</p> <p>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.</p> <p>25 So I like the attempt of what this plan is</p> <p style="text-align: right;">Page 68</p>
<p>1 designated PTAs, and you can you use that for a vote in 2 Contra Costa County.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 So once again, I ask that you stand up and you 23 put it to a vote of the people.</p> <p>24 Thank you.</p> <p>25 MAYOR PIERCE: Eliza Pesuit is next.</p> <p style="text-align: right;">Page 67</p>	<p>1 trying to do to find a way to work together to solve the 2 problems.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>23 And finally, I like it because it brings clean 24 air and water.</p> <p>25 Thank you.</p> <p style="text-align: right;">Page 69</p>

<p>1 MAYOR PIERCE: Thank you.</p> <p>2 The next speaker is Bill Legler, followed by</p> <p>3 Jordan Fruchtmann, followed by Barbara Hodgkinson,</p> <p>4 followed by Pam Jones.</p> <p>5 BILL LEGLER: Hello. I'm just a little old</p> <p>6 senior living in Orinda for 37 years. I enjoy the city.</p> <p>7 I enjoy the rural atmosphere.</p> <p>8 I find the Plan Bay Area to be flawed,</p> <p>9 incomplete, and needs to be rewritten; so therefore, I</p> <p>10 hope that it is not adopted in its present form.</p> <p>11 And let me give you some specific things:</p> <p>12 Number one, the Plan called for the same</p> <p>13 demographic characteristics among all the cities. I</p> <p>14 don't think we want to do that. We don't want sameness.</p> <p>15 We want individuality.</p> <p>16 The second thing the report failed to mention</p> <p>17 and deal with, that's single-family housing. That's a</p> <p>18 big source of housing, and it should be integrated into</p> <p>19 any housing plan, and it was not incorporated. The</p> <p>20 notion that people want to live life, spend their whole</p> <p>21 life in high-density housing is unrealistic, to say the</p> <p>22 least.</p> <p>23 And third, the DOF, Department of Finance, has</p> <p>24 statisticians to project population. ABAG has</p> <p>25 statisticians to project populations. They totally</p> <p style="text-align: right;">Page 70</p>	<p>1 Stuffmann.</p> <p>2 JORDAN FRUCHTMAN: Hi. Thank you so much for</p> <p>3 listening to all of our comments and for being here</p> <p>4 tonight and spending so much time.</p> <p>5 I grew up here in the Bay Area. I'm 31 years</p> <p>6 old and, you know, I came here because I wanted to tell</p> <p>7 you all about my experience here going to summer camp at</p> <p>8 the Lafayette Reservoir every single summer, being able</p> <p>9 to experience the nature and wildlife there and be in</p> <p>10 those spaces.</p> <p>11 And now I've been married for two and a half</p> <p>12 years, and my wife and I are ready to start a family and</p> <p>13 settle down. We've been saving up to buy a home and the</p> <p>14 only place my wife will look is here in the Walnut Creek</p> <p>15 area. She was just shopping, unfortunately for me, in,</p> <p>16 you know, this awesome district here.</p> <p>17 So, you know, we're really excited, but it's</p> <p>18 really -- not only is it incredibly hard to find</p> <p>19 affordable homes for us but, you know, to another</p> <p>20 gentleman's point, we do want to live near BART.</p> <p>21 We would love to live near a transportation</p> <p>22 hub so that we could actually use that to get to work</p> <p>23 instead of having to be stuck in traffic. So that would</p> <p>24 be really a fantastic thing, and I came here because I</p> <p>25 wanted to tell you about that.</p> <p style="text-align: right;">Page 72</p>
<p>1 disagree. Why don't we use one or the other? Why don't</p> <p>2 we use the State's, since it's been around for so long</p> <p>3 and it's very respected. So we should use that as a</p> <p>4 base rather than -- you know, is the ABAG's</p> <p>5 statisticians better than the State's statisticians?</p> <p>6 Okay. One suggestion, since you're having</p> <p>7 housing mandates, there ought to be a way to have</p> <p>8 offsets to the State mandates. And the off states</p> <p>9 (phonetic) could include such things as no land</p> <p>10 available for building, it could be that -- an offset</p> <p>11 could be given for large houses, because they have many</p> <p>12 children and family. An offset could be given to senior</p> <p>13 housing, and that would reduce it.</p> <p>14 And I have one last point, and I'm done.</p> <p>15 The last point is cost-benefit analysis.</p> <p>16 There has to be a cost benefit. We are spending public</p> <p>17 money. We ought to do it in a very reasonable and</p> <p>18 wisely way.</p> <p>19 MAYOR PIERCE: Thank you.</p> <p>20 BILL LEGLER: So therefore, I hope you don't</p> <p>21 approve the Plan as it is written.</p> <p>22 Thank you.</p> <p>23 MAYOR PIERCE: Thank you, Bill.</p> <p>24 Next is Jordan Fruchtmann, followed by Barbara</p> <p>25 Hodgkinson, followed by Pam Jones, followed by Eric</p> <p style="text-align: right;">Page 71</p>	<p>1 I wanted to tell you about the hope that I</p> <p>2 have for open space and connected biking routes and</p> <p>3 affordable housing for people, and unfortunately what I</p> <p>4 heard was talk about Nazis and communists and tyranny</p> <p>5 and totalitarianism.</p> <p>6 And I'm -- you know, I'm a young guy in my</p> <p>7 30s, and I'm actually trying to approach this country</p> <p>8 with a lot of hope. I'm hoping that we can change, that</p> <p>9 we can grow together and make Walnut Creek and Contra</p> <p>10 Costa a better place for all of us to live.</p> <p>11 And, you know, my grandparents were in the</p> <p>12 Holocaust and I just wanted to say that's a completely</p> <p>13 ridiculous thing that I take offense to, and I hope that</p> <p>14 we can really all come together to make a better Contra</p> <p>15 Costa together and to make this whole Bay Area a better</p> <p>16 place together.</p> <p>17 Thank you.</p> <p>18 MAYOR PIERCE: Thank you.</p> <p>19 Next is Barbara Hodgkinson, followed by Pam</p> <p>20 Jones, followed by Eric Stuffmann, followed by Rosa</p> <p>21 Koire.</p> <p>22 BARBARA HODGKINSON: Hi. I'm Barbara</p> <p>23 Hodgkinson. I've been a homeowner in Orinda for</p> <p>24 30 years, and I'm a member of Orinda Watch.</p> <p>25 The ABAG vision is contrary to the</p> <p style="text-align: right;">Page 73</p>

<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>

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

<p>1 MAYOR PIERCE: Is she right behind you?</p> <p>2 DR. CHERYL MORGAN: Yes.</p> <p>3 CHET MARTINE: Are you --</p> <p>4 DR. CHERYL MORGAN: Yes.</p> <p>5 MAYOR PIERCE: Okay. We'll switch the order.</p> <p>6 CHET MARTINE: Ladies first.</p> <p>7 MAYOR PIERCE: Okay.</p> <p>8 DR. CHERYL MORGAN: I just came from further</p> <p>9 back in the room.</p> <p>10 MAYOR PIERCE: That's okay.</p> <p>11 DR. CHERYL MORGAN: As you guys know,</p> <p>12 especially one or two people sitting up here, I am a</p> <p>13 teacher, and you need to consider yourselves about to be</p> <p>14 educated.</p> <p>15 Socialism is planning to generate uniformity</p> <p>16 and to eliminate individuality. That is the textbook</p> <p>17 definition of socialism, and that is what your Plan is,</p> <p>18 without question.</p> <p>19 Socialism is a failed political system. And</p> <p>20 if you don't believe me, I spent the summer in the</p> <p>21 Ukrain. They failed. They're starving to death,</p> <p>22 because they were socialists. Okay. That is the future</p> <p>23 for the Bay Area if you pass this.</p> <p>24 Your Plan is socialism. So are you the local</p> <p>25 politburo? Are you now the ones in charge of deciding</p> <p style="text-align: right;">Page 82</p>	<p>1 reside in Orinda. I've been there 12 years. My wife's</p> <p>2 been there over 45. I'm a retired patent attorney. I</p> <p>3 volunteered in the 8th grade middle school in San</p> <p>4 Francisco for a few years. I was a trustee for two</p> <p>5 years for a local deceased family, and I'm now a student</p> <p>6 of ABAG.</p> <p>7 My concern is the large unreimbursed cost</p> <p>8 impact on cities such as Orinda, the impact of the RHNA</p> <p>9 and housing element process on cities. This impact was</p> <p>10 increased by a March 30th, 2005 decision of the</p> <p>11 commission on State mandates. Per that decision, cities</p> <p>12 will no longer be reimbursed for their costs working on</p> <p>13 the RHNA and housing element process.</p> <p>14 In a service-matters issue -- this is on the</p> <p>15 website. You can look at it: Service matters. There's</p> <p>16 tens and tens. In that issue in July/August 2005, ABAG</p> <p>17 commented on that decision and said, quote, "Without</p> <p>18 reimbursement from the state, ABAG and other COGs" --</p> <p>19 and that means cities such as Orinda -- "are simply not</p> <p>20 in a financial position to perform the next RHNA</p> <p>21 process."</p> <p>22 A question for you then is: What has ABAG</p> <p>23 done or will it do up-front before a city infill is</p> <p>24 built in their city? To assist the cities' abilities to</p> <p>25 work on the RHNA and housing element tasks, there was no</p> <p style="text-align: right;">Page 84</p>
<p>1 where people will work, where people will live, how much</p> <p>2 they'll eat, what kind of healthcare plans they'll get?</p> <p>3 Because if you are, you need to join the Obama regime.</p> <p>4 I think you already have.</p> <p>5 And if you don't believe me that this is</p> <p>6 socialism, look at the few people in this room who</p> <p>7 actually support your document. Unions, political,</p> <p>8 liberal students. That's it. Basically, the fringe.</p> <p>9 The majority of the people in this room don't</p> <p>10 approve your plan. The majority of people in the Bay</p> <p>11 Area, if they knew of your Plan, would not approve of</p> <p>12 your Plan. And the fact that you refuse to educate</p> <p>13 anybody about it, the fact that you're trying to push</p> <p>14 this through Obama-style, trying to push this Plan</p> <p>15 through in 90 days when nobody can read the document,</p> <p>16 including yourselves in 90 days, you're going on the</p> <p>17 Pelosi plan of: You can't read it until you pass it.</p> <p>18 So again, I urge you not to pass this if you</p> <p>19 consider yourself Americans, because this is a very</p> <p>20 un-American Plan.</p> <p>21 Thank you.</p> <p>22 CHET MARTINE: Good evening.</p> <p>23 MAYOR PIERCE: Chet Martine, then Kay Tokerud,</p> <p>24 then Alex Flagg, then Glen Z.</p> <p>25 CHET MARTINE: My name is Chet Martine. I</p> <p style="text-align: right;">Page 83</p>	<p>1 mention of any such financial assistance in service</p> <p>2 matter issues after 2005.</p> <p>3 For example, will ABAG stop requiring cities</p> <p>4 to pay a membership fee to ABAG to partly offset this</p> <p>5 decision?</p> <p>6 For clarification, I do not mean the so-called</p> <p>7 incentives that could be paid to a city after completion</p> <p>8 of low-income housing.</p> <p>9 Lastly, I reserve the right to file with</p> <p>10 ABAG/MTC other comments in writing and without limit on</p> <p>11 the time I take to write them and without a limit on the</p> <p>12 number of pages.</p> <p>13 Thank you.</p> <p>14 MAYOR PIERCE: Thank you.</p> <p>15 CHET MARTINE: That's my protest against</p> <p>16 limiting to two minutes. And concerning air pollution,</p> <p>17 the mitigation standard in best practices --</p> <p>18 MAYOR PIERCE: Chet, thank you.</p> <p>19 CHET MARTINE: -- was to locate balconies away</p> <p>20 from the polluting highway.</p> <p>21 MAYOR PIERCE: Thank you, Chet.</p> <p>22 CHET MARTINE: That's crazy.</p> <p>23 MAYOR PIERCE: Your time is up.</p> <p>24 Next is Kay Tokerud, followed by Alex Flagg,</p> <p>25 followed by Glen Z, followed by Igor Skaredoff.</p> <p style="text-align: right;">Page 85</p>

<p>1 KAY TOKERUD: I'm Kay Tokerud. I'm also with 2 Post Sustainability Institute and a property owner in 3 Contra Costa County.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 86</p>	<p>1 learning a lot tonight. I don't have any axe to grind, 2 specifically.</p> <p>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 --</p> <p>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.</p> <p>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.</p> <p>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:</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 88</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>15 This is one giant step towards taking those 16 rights away, and we will stop you with every ounce of 17 our being.</p> <p>18 Thank you.</p> <p>19 MAYOR PIERCE: Thank you.</p> <p>20 Next is Alex Flagg, followed by Glen Z, 21 followed by Igor Skaredoff, followed by Joel Ramos.</p> <p>22 ALEX FLAGG: Hello. My name is Alex Flagg. I 23 live in Lafayette.</p> <p>24 It's my first time here. I consider myself 25 pretty nonpartisan with regard to all of this, so I'm</p> <p style="text-align: right;">Page 87</p>	<p>1 on here.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p style="text-align: right;">Page 89</p>

<p>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</p> <p style="text-align: right;">Page 90</p>	<p>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</p> <p style="text-align: right;">Page 92</p>
<p>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</p> <p style="text-align: right;">Page 91</p>	<p>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.</p> <p style="text-align: right;">Page 93</p>

<p>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</p> <p style="text-align: right;">Page 94</p>	<p>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</p> <p style="text-align: right;">Page 96</p>
<p>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.</p> <p style="text-align: right;">Page 95</p>	<p>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 shills 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.</p> <p style="text-align: right;">Page 97</p>



<p>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.</p> <p>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.</p> <p>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.</p> <p>24 Meanwhile, I invite you to Danville for a 25 debate on these issues, if our town council does not</p> <p style="text-align: right;">Page 98</p>	<p>1 choices and be able to live closer to stores, 2 restaurants, and possibly be able to walk.</p> <p>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.</p> <p>7 Thank you.</p> <p>8 MAYOR PIERCE: Thank you.</p> <p>9 Next is Linda Delehunt, followed by Adrienne 10 Harris, followed by Alvin Ziegler.</p> <p>11 And we only have a couple beyond that. We are 12 really pushing our time limit here.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 100</p>
<p>1 itself invite you.</p> <p>2 Thank you.</p> <p>3 MAYOR PIERCE: Thank you.</p> <p>4 Next is Nancy Schaefer, followed by Linda 5 Delehunt, followed by Adrienne Harris, followed by Alvin 6 Ziegler.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 99</p>	<p>1 points to a process that's really gone awry.</p> <p>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.</p> <p>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.</p> <p>12 Thank you for listening.</p> <p>13 MAYOR PIERCE: Okay. Adrienne Harris, then 14 Alvin Ziegler, then Robin Mitchell, and the final 15 speaker is Scott Ranzac.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 101</p>

<p>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.</p> <p style="text-align: right;">Page 102</p>	<p>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</p> <p style="text-align: right;">Page 104</p>
<p>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</p> <p style="text-align: right;">Page 103</p>	<p>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</p> <p style="text-align: right;">Page 105</p>

<p>1 tonight.  2 (Hearing concluded at 9:21 p.m.)  3 ---o0o---  4  5  6  7  8  9  10  11  12  13  14  15  16  17  18  19  20  21  22  23  24  25</p> <p>Page 106</p>	<p>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</p> <p>Page 108</p>
<p>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  20  21  22  23  24  25</p> <p>Page 107</p>	

Page 1

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON  
THE DRAFT PLAN BAY AREA  
MARIN COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 29, 2013

Marin Center

--o0o--

Reported by: AMBER EMERICK

CSR NO. 13546

<p>1                   A T T E N D E E S</p> <p>2   PAT EKLUND, Mayor of City of Novato</p> <p>3   STEVE KINSEY, Marin County Board of Supervisors</p> <p>4   KATIE PRICE, Marin County Board of Supervisors, District 2</p> <p>5                   --o0o--</p> <p>6</p> <p>7       BE IT REMEMBERED that, pursuant to Notice of the</p> <p>8   hearing, and on April 29, 2013, 7:00 p.m., at the Marin</p> <p>9   Center, 10 Avenue of the Flags, San Rafael, California,</p> <p>10   before me, AMBER EMERICK, CSR NO. 13546, State of</p> <p>11   California, there commenced a Public Hearing.</p> <p>12                   --o0o--</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 2</p>	<p>1                   P U B L I C   S P E A K E R S</p> <p>2   ALLAN BERLAND</p> <p>3   ROBERT BUNDY</p> <p>4   LIZ SPECHT</p> <p>5   JOE FAIMALI</p> <p>6   JOHN PALMER</p> <p>7   SUSAN KIRSCH</p> <p>8   GUY MEYER</p> <p>9   RICHARD HALL</p> <p>10   KAY TOKERUD</p> <p>11   SUE BEITTEL</p> <p>12   COUNCILMAN GEORGE BARICH</p> <p>13   MARTHA VEGA</p> <p>14   BARBARA PATTON</p> <p>15   MICHELLE BELFOR</p> <p>16   ALAN SCOTCH</p> <p>17   ELIZABETH MANNING</p> <p>18   ALEXANDRA DEIST-WONG</p> <p>19   TONI SHROYER</p> <p>20   PAUL GUSCORA</p> <p>21   FRANK EGGER</p> <p>22   LARRY BRAGMAN</p> <p>23   CLAYTON SMITH</p> <p>24   KERRY STOEBCNER</p> <p>25   RAY DAY</p> <p style="text-align: right;">Page 4</p>
<p>1                   M E E T I N G   A G E N D A</p> <p>2                   P A G E</p> <p>3   INTRODUCTION BY SUPERVISOR KINSEY</p> <p>4   INTRODUCTION BY SUPERVISOR RICE</p> <p>5   INTRODUCTION BY MAYOR EKLUND</p> <p>6</p> <p>7                   P U B L I C   S P E A K E R S</p> <p>8   ELIZABETH MOODY</p> <p>9   ANDREW ALLEN</p> <p>10   RONNIE TEYSSIER</p> <p>11   CRAIG THOMAS YATES</p> <p>12   JESSE SHEPHERD</p> <p>13   ERICKA ERICKSON</p> <p>14   CATHY CORTEZ</p> <p>15   LOIS RIDDICK</p> <p>16   LINDA RAMES</p> <p>17   VINH LUU</p> <p>18   LAWRENCE KAPLAN</p> <p>19   LUKE TEYSSIER</p> <p>20   PETER HENSEL</p> <p>21   LINDA PFEIFER</p> <p>22   ANGELA GOTT</p> <p>23   BARRY TARANTO</p> <p>24   JAMES BENNETT</p> <p>25   BOB STEPHENS</p> <p style="text-align: right;">Page 3</p>	<p>1                   P U B L I C   S P E A K E R S</p> <p>2   JAMES BITTER</p> <p>3   SUE HESTON</p> <p>4   DEBORAH</p> <p>5   HELEN LINDQUIST</p> <p>6   BILL LINDQUIST</p> <p>7   MICHAEL GRAVELLE</p> <p>8   BOB CHILVERS</p> <p>9   BILL CARNEY</p> <p>10   DENISE BECK</p> <p>11   ELAINE REICHERT</p> <p>12   SHARON RUSHTON</p> <p>13   VALERI HOOD</p> <p>14   SARAH AZERAD</p> <p>15   CAROL SHEERIN</p> <p>16   PETER LACQUES</p> <p>17   JOHN HART</p> <p>18   KEVIN GLADSTONE</p> <p>19   ANN SPAKE</p> <p>20   DENNIS FINNEY</p> <p>21   LOU TOURE</p> <p>22   GRACE SEVERTSON</p> <p>23   MARGARET ZEGART</p> <p>24   JEAN RIEKE</p> <p>25                   --o0o--</p> <p style="text-align: right;">Page 5</p>

<p>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</p> <p style="text-align: right;">Page 6</p>	<p>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</p> <p style="text-align: right;">Page 8</p>
<p>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</p> <p style="text-align: right;">Page 7</p>	<p>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,</p> <p style="text-align: right;">Page 9</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>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 <a href="http://www.OneBayArea.org">www.OneBayArea.org</a>. 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.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 11</p>	<p>1 the next person who should be getting in line. And be 2 sure to mention your name and your city.</p> <p>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.</p> <p>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.</p> <p>25 While Marin County population grew less than</p> <p style="text-align: right;">Page 13</p>

<p>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.</p> <p>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.</p> <p>20 I strongly support this effort, along with other 21 members of Mill Valley Affordable Housing Committee that I 22 chair.</p> <p>23 Thank you.</p> <p>24 MAYOR EKLUND: Thank you, Ms. Moody. Please, no 25 clapping. Thank you very much. We want to make sure we</p> <p style="text-align: right;">Page 14</p>	<p>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.</p> <p>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.</p> <p>7 Thank you very much.</p> <p>8 SUPERVISOR KINSEY: Thank you.</p> <p>9 ANDREW ALLEN: I'll yield any leftover time to 10 Ronnie, the next person speaking.</p> <p>11 Thank you.</p> <p>12 SUPERVISOR KINSEY: We don't do that, but thank 13 you.</p> <p>14 MAYOR EKLUND: This is Ronnie?</p> <p>15 RONNIE TEYSSIER: Yes. Hi. I am Ronnie 16 Teyssier. I am a resident of Tamalpais Valley. I will be 17 short and succinct.</p> <p>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</p> <p style="text-align: right;">Page 16</p>
<p>1 hear everybody through.</p> <p>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.</p> <p>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.</p> <p>9 Andrew Allen, please. He will be followed by 10 Ronnie Teyssier.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 15</p>	<p>1 congestion. Again, please. I really urge you to remove 2 TamAlmonte from the Highway 101 Corridor Priority 3 Development of the Bay Area.</p> <p>4 Thank you much.</p> <p>5 SUPERVISOR RICE: Craig Thomas Yates.</p> <p>6 MAYOR EKLUND: And after Craig is Jesse 7 Shepherd.</p> <p>8 Craig, be sure to identify your name and your 9 city, please.</p> <p>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.</p> <p>16 And thank you.</p> <p>17 MAYOR EKLUND: Great. Thank you.</p> <p>18 And if Jesse Shepherd could you please come 19 forward and state your name and your city. Is Jesse here?</p> <p>20 JESSE SHEPHERD: Yes.</p> <p>21 MAYOR EKLUND: Jesse, there's a microphone up at 22 the top of the first level.</p> <p>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.</p> <p style="text-align: right;">Page 17</p>



<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 18</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p>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.</p> <p>10 Thank you.</p> <p>11 SUPERVISOR KINSEY: Thank you. 12 Ericka, followed by Cathy Cortez.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 19</p>	<p>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.</p> <p>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.</p> <p>9 Thank you.</p> <p>10 MAYOR EKLUND: Cathy Cortez. Please come 11 forward and state your name and city. After Cathy is Lois 12 Riddick.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 21</p>

<p>1 And even then it was only open for a one-week period of 2 time.</p> <p>3 Marin needs affordable housing with or without 4 population growth. The need is very real as it stands 5 today. Thank you.</p> <p>6 SUPERVISOR RICE: Thank you.</p> <p>7 Lois Riddick, and then Linda Rames, please.</p> <p>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.</p> <p>25 I want you to consider that there is -- is that</p> <p style="text-align: right;">Page 22</p>	<p>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.</p> <p>7 In addition, there is no distinction between 8 planned and potential development areas. They should 9 clearly be spelled out in the Plan.</p> <p>10 Thank you.</p> <p>11 MAYOR EKLUND: Thank you very much.</p> <p>12 Margaret Segart. And then following Margaret is 13 Vinh Luu.</p> <p>14 Is Margaret Segart here?</p> <p>15 AUDIENCE MEMBER: She left.</p> <p>16 MAYOR EKLUND: She left? Okay. Great. Thank 17 you.</p> <p>18 SUPERVISOR RICE: Vinh Luu. And following Vinh 19 will be Lawrence Kaplan.</p> <p>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.</p> <p>24 YU GON PHAM: My name is Yu Gon Pham (phonetic.) 25 I have been living in San Rafael for 42 years.</p> <p style="text-align: right;">Page 24</p>
<p>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.</p> <p>10 Thank you.</p> <p>11 MAYOR EKLUND: Thank you very much.</p> <p>12 SUPERVISOR KINSEY: Thank you.</p> <p>13 Linda Rames will be followed by Margaret Segart.</p> <p>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.</p> <p>25 The police, fire, and schools that will have to</p> <p style="text-align: right;">Page 23</p>	<p>1 RUNG LEE: My name is Rung Lee (phonetic), and I 2 live in San Rafael for 35 year.</p> <p>3 UNIDENTIFIED SPEAKER: I am living in Marin City 4 for 16 years.</p> <p>5 SO DUNG: My name is So Dung (phonetic). I stay 6 in Novato 20 years.</p> <p>7 DINA TROUNG: My name is Dina Troung (phonetic). 8 We been in Novato 25 years.</p> <p>9 NEE QUAN: My name is Nee Quan (phonetic). I've 10 been here for 34 years.</p> <p>11 LONG TEN: My name is Long Ten (phonetic). I 12 live here ten years.</p> <p>13 VINH LUU: So take a good look. That's your 14 neighbor.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 25</p>

<p>1 all, fair housing and affordable housing is a human right 2 issue.</p> <p>3 Thank you for your attention.</p> <p>4 SUPERVISOR RICE: Lawrence Kaplan.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 26</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 28</p>
<p>1 failing to listen to and understand local concerns which 2 are well founded and quite serious.</p> <p>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.</p> <p>15 Thank you for your wise consideration.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 27</p>	<p>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.)</p> <p>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.</p> <p>16 MAYOR EKLUND: Luke, that completes your three 17 minutes. Thank you very much for your comments.</p> <p>18 LUKE TEYSSIER: Thank you.</p> <p>19 (Audience outbursts.)</p> <p>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.</p> <p>24 PETER HENSEL: Peter Hensel, from Corte Madera. 25 I am very interested in water. Where are the water for</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p style="text-align: right;">Page 30</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 32</p>
<p>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 --</p> <p>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.</p> <p>16 PETER HENSEL: Okay. But one thing I want to  17 say is that we shouldn't be banking on paper water.</p> <p>18 MAYOR EKLUND: Thank you very much.</p> <p>19 SUPERVISOR RICE: Thank you. Linda Pfeifer.  20 And then following Linda is Angela Gott.</p> <p>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.</p> <p>25 Plan Bay Area represents the single largest plan</p> <p style="text-align: right;">Page 31</p>	<p>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.</p> <p>10 Thank you.</p> <p>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.</p> <p>18 At this point I am going to ask for Angela Gott  19 and then Barry Taranto. Thank you.</p> <p>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</p> <p style="text-align: right;">Page 33</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>19 Thank you.</p> <p>20 MAYOR EKLUND: Thank you very much.</p> <p>21 Barry Taranto. And after Barry is James 22 Bennett.</p> <p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Thank you.</p> <p>25 SUPERVISOR RICE: Thank you.</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 And also, the problem is, is our transportation 25 decisions are not decided by our politicians. They are</p> <p style="text-align: right;">Page 35</p>	<p>1 James Bennett, followed by Bob Stephens.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 37</p>

<p>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.</p> <p>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.</p> <p>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?</p> <p>22 SUPERVISOR KINSEY: Thank you. Bob Stephens,  23 followed by Allan Berland.</p> <p>24 BOB STEPHENS: My name is Bob Stephens. I live  25 in San Rafael. Recently Dick Spotswood wrote an article</p> <p style="text-align: right;">Page 38</p>	<p>1 Allan -- Allan Berland, and followed by Robert  2 Bundy.</p> <p>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.</p> <p>8 Thank you.</p> <p>9 MAYOR EKLUND: Thank you very much, Mr. Berland.  10 I appreciate that.</p> <p>11 SUPERVISOR RICE: Robert Bundy.</p> <p>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.</p> <p>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.</p> <p>24 The development is going to have to be hardened  25 and protected in a way to prevent sea level rise from</p> <p style="text-align: right;">Page 40</p>
<p>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."</p> <p>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.</p> <p>24 MAYOR EKLUND: Thank you very much,  25 Mr. Stephens.</p> <p style="text-align: right;">Page 39</p>	<p>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.</p> <p>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.</p> <p>13 Thank you.</p> <p>14 SUPERVISOR RICE: Thank you.</p> <p>15 Liz Specht, followed by Joe Faimali.  16 (Audience outburst.)</p> <p>17 MAYOR EKLUND: Excuse me. Liz is about ready to  18 speak.</p> <p>19 Go ahead, Liz. Thank you.  20 (Audience outburst.)</p> <p>21 SUPERVISOR KINSEY: Be happy to. Be happy to.  22 Thank you.</p> <p>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,</p> <p style="text-align: right;">Page 41</p>

<p>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</p> <p style="text-align: right;">Page 42</p>	<p>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</p> <p style="text-align: right;">Page 44</p>
<p>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</p> <p style="text-align: right;">Page 43</p>	<p>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</p> <p style="text-align: right;">Page 45</p>

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 46</p>	<p>1 -- lowers the quality of life. That's my opinion.</p> <p>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.</p> <p>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?</p> <p style="text-align: right;">Page 48</p>
<p>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.</p> <p>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.</p> <p>13 Thank you.</p> <p>14 SUPERVISOR KINSEY: Guy Meyer will be followed 15 by Richard Hall, Kay Tokerud -- Tokerud, and Sue Beittel.</p> <p>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</p> <p style="text-align: right;">Page 47</p>	<p>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.</p> <p>8 California needs a new vision of local 9 independence and strength gained from local manufacturing; 10 things that we've completely lost. Anyways --</p> <p>11 MAYOR EKLUND: Mr. Meyer, your three minutes --</p> <p>12 GUY MEYER: -- dependence on the building 13 industry is not sustainable.</p> <p>14 MAYOR EKLUND: Thank you very much. Please 15 submit comments.</p> <p>16 Richard Hall, followed by Kay Tokerud, Sue 17 Beittel, and Councilman George Barich.</p> <p>18 SUPERVISOR KINSEY: And after that we will go to 19 the two-minute period for speakers. Thank you.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 49</p>



<p>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</p> <p style="text-align: right;">Page 50</p>	<p>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.</p> <p style="text-align: right;">Page 52</p>
<p>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.</p> <p style="text-align: right;">Page 51</p>	<p>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 resort 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</p> <p style="text-align: right;">Page 53</p>

<p>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.</p> <p>6 Thank you.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 54</p>	<p>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.</p> <p>8 MAYOR EKLUND: Sue, your three minutes are up. 9 SUE BEITTEL: Okay. We'll send it to you.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 56</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 55</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>24 Now, in bad weather, cold weather, wet weather, 25 I am not going to get on my bicycle; drive to work. I am</p> <p style="text-align: right;">Page 57</p>

<p>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</p> <p style="text-align: right;">Page 58</p>	<p>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</p> <p style="text-align: right;">Page 60</p>
<p>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</p> <p style="text-align: right;">Page 59</p>	<p>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.</p> <p style="text-align: right;">Page 61</p>

<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>

<p>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.</p> <p>4 SUPERVISOR RICE: Toni Shroyer, followed by Paul  5 Gusciora --</p> <p>6 SUPERVISOR KINSEY: Gusciora.</p> <p>7 SUPERVISOR RICE: -- Frank Egger, and then Larry  8 Bragman.</p> <p>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.</p> <p>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.</p> <p>24 So my question is: Are we going to build even  25 more units and stretch our current law enforcement</p> <p style="text-align: right;">Page 66</p>	<p>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.</p> <p>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.</p> <p>21 Thank you.</p> <p>22 MAYOR EKLUND: Frank Egger, Larry Bragman,  23 Clayton Smith, and then Kerry Stoebner.  24 (Audience outburst.)  25 Frank Egger. Go ahead. Thank you.</p> <p style="text-align: right;">Page 68</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>19 Thank you.</p> <p>20 SUPERVISOR KINSEY: Thank you. Paul Gusciora,  21 followed by Frank Egger, Larry Bragman, and Clayton Smith.  22 Welcome, Paul.</p> <p>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,</p> <p style="text-align: right;">Page 67</p>	<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 69</p>

<p>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</p> <p style="text-align: right;">Page 70</p>	<p>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</p> <p style="text-align: right;">Page 72</p>
<p>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</p> <p style="text-align: right;">Page 71</p>	<p>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</p> <p style="text-align: right;">Page 73</p>

<p>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.</p> <p>11 MAYOR EKLUND: Kerry, thank you very much for 12 your comments.</p> <p>13 KERRY STOEBCNER: Thank you.</p> <p>14 SUPERVISOR RICE: Ray Day, followed by James 15 Bitter, Sue Hestor, and Deborah from Sonoma County.</p> <p>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</p> <p style="text-align: right;">Page 74</p>	<p>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.</p> <p>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.</p> <p>22 MAYOR EKLUND: Thank you very much, Mr. Bitter. 23 Sue Hestor, Deborah from Sonoma County, Helen Lindquist, 24 and then Bill Lindquist.</p> <p>25 SUE HESTOR: Hi. I'm Sue Hestor, and I am from</p> <p style="text-align: right;">Page 76</p>
<p>1 several-story units to go ahead and accommodate the 2 hundred percent affordable housing.</p> <p>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.</p> <p>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.</p> <p>15 Thank you very much.</p> <p>16 SUPERVISOR KINSEY: Thank you. James Bitter, 17 followed by Sue Hestor, Deborah, and then Helen Lindquist.</p> <p>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.</p> <p style="text-align: right;">Page 75</p>	<p>1 San Francisco. I couldn't come to the San Francisco 2 meeting because I was at another hearing.</p> <p>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.</p> <p>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.</p> <p>25 We had deaths in Loma Prieta in the south of</p> <p style="text-align: right;">Page 77</p>

<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>



<p>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.</p> <p>5 MAYOR EKLUND: Bill Lindquist, Michael Gravelle, 6 Bob Chilvers, and then Bill Carney.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Number two, to have Marin County withdraw from 25 ABAG.</p> <p style="text-align: right;">Page 82</p>	<p>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.</p> <p>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.</p> <p>15 SUPERVISOR KINSEY: Thank you.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 84</p>
<p>1 And lastly, have ABAG eliminated itself.</p> <p>2 SUPERVISOR RICE: Michael Gravelle, followed by 3 Bob Chilvers, Bill Carney, and then Denise Beck.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 83</p>	<p>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.</p> <p>6 MAYOR EKLUND: Thank you very much.</p> <p>7 Bill Carney, Denise Beck, Elaine Reichert, 8 Sharon Rushton.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 85</p>

<p>1 direction.</p> <p>2 We would encourage strengthening the Plan in</p> <p>3 several ways: The climate initiatives that are included</p> <p>4 in it accomplish -- account for less than 1 percent of the</p> <p>5 spending under this Plan, and yet they accomplish close to</p> <p>6 40 percent of the reductions in carbon emissions. We</p> <p>7 would encourage those to be beefed up and put more money</p> <p>8 there, where you are getting the most bang for the buck.</p> <p>9 In particular, the nexus with green building. It's an</p> <p>10 important nexus to make. It is a key development under</p> <p>11 this Plan. There needs to be assurances that those</p> <p>12 buildings are zero-emission buildings. Sea level rise</p> <p>13 clearly needs to be addressed.</p> <p>14 And finally, BCDC and the Air Quality District</p> <p>15 that are theoretically partners in this effort need to be</p> <p>16 brought on as senior partners so that things like sea</p> <p>17 level rise are in fact fully addressed.</p> <p>18 SUPERVISOR RICE: Thank you, Bill.</p> <p>19 BILL CARNEY: Thank you very much.</p> <p>20 SUPERVISOR RICE: Denise Beck, followed by</p> <p>21 Elaine Richert, Sharon Rushton, and Valeri Hood.</p> <p>22 DENISE BECK: Okay. This is going to be</p> <p>23 addressed to primarily Kinsey, since I'm your constituent.</p> <p>24 As one of your constituents, I'm most -- I have to let you</p> <p>25 know that I've been extremely disappointed in your track</p> <p style="text-align: right;">Page 86</p>	<p>1 project. This is not San Francisco. This is Marin.</p> <p>2 Okay?</p> <p>3 Now you are trying to push this One Bay Plan</p> <p>4 through; another massive development plan. And I think</p> <p>5 it's outrageous. You are accusing us as being racist.</p> <p>6 If you really want equity, fund education, train</p> <p>7 and increase employment opportunities, increase the</p> <p>8 Minimum Living Wage, rather than waste public funds on</p> <p>9 these projects.</p> <p>10 MAYOR EKLUND: Denise, I'm sorry. Your two</p> <p>11 minutes are up. Thank you.</p> <p>12 SUPERVISOR KINSEY: Elaine Reichert. Elaine</p> <p>13 will get one minute, and the other speakers will have one</p> <p>14 minute behind them as well. We still have about 30 cards</p> <p>15 left.</p> <p>16 ELAINE REICHERT: My name is Elaine Reichert.</p> <p>17 I live in Santa Benicia, which is a multi-income, very</p> <p>18 affordable neighborhood. It is racially diverse. We have</p> <p>19 two large affordable housing unit complexes there. And I</p> <p>20 want to say, every unit produces two- to three cars or</p> <p>21 small trucks, which not only park in their front lots, but</p> <p>22 all over the neighborhood.</p> <p>23 The fantasy developments that assume people are</p> <p>24 going to use transit don't take into account the reality</p> <p>25 of how people live, to get to grocery stores, to get their</p> <p style="text-align: right;">Page 88</p>
<p>1 record. Okay?</p> <p>2 SUPERVISOR KINSEY: Thank you.</p> <p>3 DENISE BECK: This is, like, the what? Fifth</p> <p>4 time I've had to address you. You tend to go through the</p> <p>5 unpopular -- for unpopular large scale development</p> <p>6 projects, or related projects without going through proper</p> <p>7 channels. You have total disregard for public opinion.</p> <p>8 Three years ago, after Marin residents gathered</p> <p>9 18,000 signatures, over a dozen endorsements from</p> <p>10 environmental groups, all the political parties, Senator</p> <p>11 Leno endorsed it, community leaders endorsed it, to put</p> <p>12 Measure T on the ballot, you were one of the main</p> <p>13 politicians -- and your buddy Huffman, the father of</p> <p>14 desalination -- that endorsed to support Measure S, which</p> <p>15 would've fast-tracked the permitting process for</p> <p>16 unnecessary, environmentally unfriendly, exceedingly</p> <p>17 expensive multi-million dollar desalination project.</p> <p>18 In February 2012, you tried to push through the</p> <p>19 San Quentin development Designation Resolution, which</p> <p>20 would allow ABAG to label San Quentin as the priority</p> <p>21 development site and circumvent the environmental review.</p> <p>22 Up until -- And then you've also recently wanted</p> <p>23 to push through a massive freeway project in Corte Madera</p> <p>24 without doing an EIR and botched data. You were using</p> <p>25 data from the Marina to justify that we needed that big</p> <p style="text-align: right;">Page 87</p>	<p>1 kids to schools. Unless there's some kind of magic fund</p> <p>2 to subsidize transit, everybody's going to need a car for</p> <p>3 various life functions.</p> <p>4 At the same time, Novato, for example, is</p> <p>5 rapidly developing car-dependent retail theme parks. No</p> <p>6 wonder there's a push for subsidized housing. That</p> <p>7 supports businesses that don't pay a living wage and don't</p> <p>8 provide healthcare benefits. But of course, we have</p> <p>9 community-subsidized clinics for that.</p> <p>10 MAYOR EKLUND: Thank you, Elaine.</p> <p>11 Sharon Rushton, Valeri Hood, Sarah Azerad, and</p> <p>12 Carol Sheerin.</p> <p>13 SHARON RUSHTON: Good evening. I'm Sharon</p> <p>14 Rushton. I am from the El Monte district in</p> <p>15 unincorporated Marin. And I'm representing Sustainable</p> <p>16 Tam El Monte, as well as myself this evening. The Draft</p> <p>17 Plan Bay Area's Draft Environmental Impact Report</p> <p>18 demonstrates that implementation of Plan Bay Area would</p> <p>19 cause 39 significant, unavoidable, adverse environmental</p> <p>20 impacts resulting in severe environmental harm and serious</p> <p>21 illness, injury, and loss of life. The severity,</p> <p>22 magnitude, and number of these impacts are astonishing.</p> <p>23 They include, but are not limited to: Impacts from</p> <p>24 insufficient water supply, inundation from sea level rise,</p> <p>25 exposure to hazardous materials, inadequate waste water</p> <p style="text-align: right;">Page 89</p>

<p>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 --</p> <p>5 SUPERVISOR KINSEY: Thank you.  6 MAYOR EKLUND: Thank you, Sharon.  7 SHARON RUSHTON: -- and fine particulate matter  8 emissions.</p> <p>9 SUPERVISOR KINSEY: Thank you. Please submit  10 your additional comments. Thank you.  11 SHARON RUSHTON: As well as additional  12 environmental impacts --</p> <p>13 SUPERVISOR RICE: Valeri Hood.  14 SHARON RUSHTON: -- and sensitive --</p> <p>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.</p> <p>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.</p> <p>25 I support workforce housing, but oppose</p> <p style="text-align: right;">Page 90</p>	<p>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.</p> <p>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.</p> <p>19 MAYOR EKLUND: Thank you, Sarah, for your  20 comments. If you could submit your comments in writing.</p> <p>21 SARAH AZERAD: All right. I did. Yes. Thank  22 you.</p> <p>23 MAYOR EKLUND: Great.</p> <p>24 Carol Sheerin, Peter Lacques, John Hart, and  25 then Kevin Gladstone.</p> <p style="text-align: right;">Page 92</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>18 SUPERVISOR KINSEY: Thank you.</p> <p>19 VALERI HOOD: I think those of us who oppose  20 this need to start a Web site tonight; a petition to  21 desist --</p> <p>22 SUPERVISOR KINSEY: Please. Thank you, Valeri.</p> <p>23 And we are going to have Sarah Azerad, please,  24 followed by Carol Sheerin, Peter Lacques, and John Hart.  25 Thank you.</p> <p style="text-align: right;">Page 91</p>	<p>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.</p> <p>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.</p> <p>17 SUPERVISOR RICE: Peter Lacques --</p> <p>18 PETER LACQUES: Thank you. Peter --</p> <p>19 SUPERVISOR: -- followed by John Hart, Kevin  20 Gladstone, and D. Dearborn.</p> <p>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</p> <p style="text-align: right;">Page 93</p>

<p>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.</p> <p>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.</p> <p>16 SUPERVISOR KINSEY: Thank you.</p> <p>17 PETER LACQUES: It does not seem to be 18 addressing affordable housing or transportation.</p> <p>19 SUPERVISOR KINSEY: Thank you, Peter.</p> <p>20 PETER LACQUES: Thank you.</p> <p>21 SUPERVISOR KINSEY: John Hart, Kevin Gladstone, 22 D. Dearborn, and Anna Spake.</p> <p>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</p> <p style="text-align: right;">Page 94</p>	<p>1 D. Dearborn, followed by Ann Spake, Dennis 2 Finney, and Lou T-O-something from Santa Rosa.</p> <p>3 SUPERVISOR KINSEY: We don't have a speaker for 4 D. Dearborn, so just let that one go.</p> <p>5 SUPERVISOR RICE: All right. So D. Dearborn is 6 not here.</p> <p>7 So Ann -- Ann Spake --</p> <p>8 AUDIENCE MEMBER: Oh, I think she left. Yeah.</p> <p>9 SUPERVISOR RICE: Okay.</p> <p>10 ANN SPAKE: D. Dearguard (verbatim) is here. 11 You called her earlier.</p> <p>12 SUPERVISOR KINSEY: She is going to get a 13 chance, Ann.</p> <p>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.</p> <p>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.</p> <p>24 It consistently and repeatedly basically 25 identifies and discounts the serious impacts that it</p> <p style="text-align: right;">Page 96</p>
<p>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.</p> <p>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.</p> <p>9 MAYOR EKLUND: Thank you very much, Mr. Hart. 10 Kevin Gladstone, D. Dearborn, Ann Spake, and 11 then Dennis Finney.</p> <p>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.</p> <p>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.</p> <p>24 SUPERVISOR KINSEY: Thank you.</p> <p>25 SUPERVISOR RICE: Thank you very much.</p> <p style="text-align: right;">Page 95</p>	<p>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.</p> <p>6 SUPERVISOR KINSEY: Thank you, Ann. We'll look 7 forward to your comments.</p> <p>8 Dennis Finney, followed by Lou Torn (phonetic) 9 from Santa Rosa, Grace Severtson, and then Margaret 10 Zegart.</p> <p>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.</p> <p>20 There's no bus transit to Grady Ranch. All this 21 smacks of political patronism (verbatim) -- patronage and 22 expediency on your parts -- whoever the benefactors are. 23 Clearly, it is not a voted position that this Board is, 24 and I applaud the fact that, you know, you guys are just 25 putting out these for public comment. But also -- And the</p> <p style="text-align: right;">Page 97</p>

<p>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.</p> <p>4 SUPERVISOR KINSEY: Thank you.</p> <p>5 MAYOR EKLUND: Thank you, Dennis.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 98</p>	<p>1 educated -- a hundred percent of Marin precautionary 2 principle.</p> <p>3 SUPERVISOR KINSEY: Thank you.</p> <p>4 GRACE SEVERTSON: Thank you.</p> <p>5 SUPERVISOR KINSEY: Margaret Zegart, followed by 6 Jean Reike.</p> <p>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.</p> <p>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.</p> <p>22 SUPERVISOR KINSEY: Thank you.</p> <p>23 MARGARET ZEGART: Thank you.</p> <p>24 MAYOR EKLUND: Thank you very much, Margaret. 25 Our last speaker tonight is Jean Reike. Is Jean</p> <p style="text-align: right;">Page 100</p>
<p>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?</p> <p>6 SUPERVISOR KINSEY: Thank you.</p> <p>7 SUPERVISOR RICE: Lou, thank you very much. 8 Grace Severtson, followed by Margo Zegart, and 9 then Jean Rieke.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 99</p>	<p>1 here? Thank you. You have one minute. Thank you.</p> <p>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.</p> <p>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.</p> <p>14 MAYOR EKLUND: Thank you very much. 15 We are going to say some closing comments. 16 Supervisor Kinsey will go first.</p> <p>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</p> <p style="text-align: right;">Page 101</p>

<p>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.</p> <p style="text-align: right;">Page 102</p>	<p>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 --oOo--  25</p> <p style="text-align: right;">Page 104</p>
<p>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</p> <p style="text-align: right;">Page 103</p>	<p>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</p> <p style="text-align: right;">Page 105</p>

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

<p>1 ATTENDEES</p> <p>2</p> <p>3 SUPERVISOR MARK LUCE - Napa County</p> <p>4</p> <p>5 SUPERVISOR BILL DODD - Napa County</p> <p>6</p> <p>7 MAYOR LEON GARCIA - American Canyon</p> <p>8</p> <p>9</p> <p>10 --oOo--</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15 BE IT REMEMBERED that, pursuant to Notice</p> <p>16 of the Hearing, and on April 8, 2013, 7:00 p.m. at the</p> <p>17 Elk's Lodge, 2840 Soscol Avenue, Napa, California,</p> <p>18 before me, SALLIE ESTUDILLO, CSR No. 9060, State of</p> <p>19 California, there commenced a Public Hearing.</p> <p>20</p> <p>21 --oOo--</p> <p>22 MEETING AGENDA</p> <p>23</p> <p>24 Introduction by Supervisor Luce 4</p> <p>25 Introduction by Supervisor Dodd 6</p> <p>Page 2</p>	<p>1 --oOo--</p> <p>2 SUPERVISOR LUCE: As I mentioned earlier, we</p> <p>3 would like you, if you plan to speak tonight, to fill</p> <p>4 out these blue speaker cards, it helps with our reporter</p> <p>5 get your name correct, as well as it helps me in terms</p> <p>6 of calling you up to the microphone when it's time for</p> <p>7 you to speak. I'll give you a little bit of</p> <p>8 introduction and then we'll get rolling. And I haven't</p> <p>9 done a Pledge of Allegiance, so let's get to that. Why</p> <p>10 don't we do that right now.</p> <p>11 Join me in the Pledge of Allegiance.</p> <p>12 (The Pledge of Allegiance.)</p> <p>13 SUPERVISOR LUCE: Kind of gave me a script</p> <p>14 here but I'm just going to go from memory. My name is</p> <p>15 Mark Luce, I'm the Association of Bay Area Government's</p> <p>16 President but I'm also your local county supervisor. I</p> <p>17 think most of you know that. So it's a pleasure to play</p> <p>18 both roles tonight in representing us here.</p> <p>19 With me is also Bill Dodd. I'll give him</p> <p>20 a chance to say hello in a second. Also our county</p> <p>21 supervisor, a member of the MTC Commission, which I'm</p> <p>22 also a member of MTC Commission. I'm the ABAG</p> <p>23 representative, he's the Napa County representative, so</p> <p>24 Napa County, you are very well-represented in MTC.</p> <p>25 I want to acknowledge some of the other</p> <p>Page 4</p>
<p>1 PUBLIC SPEAKERS</p> <p>2 PAGE</p> <p>3 RANDY GULARTE 8, 20</p> <p>4 JACK GORY 10</p> <p>5 KEVIN EGGERS 11, 23, 50</p> <p>6 PENNY JESSFIELD 13</p> <p>7 JACK SIMONITCH 13</p> <p>8 SUSAN BARLOW 14, 26, 48</p> <p>9 LAVERNE OYARTO 15</p> <p>10 CHET MARTINE 17</p> <p>11 JULIE DREW 18</p> <p>12 GERALDINE DREW 26, 45</p> <p>13 CHANTEL WILKINSON 32</p> <p>14 NATHAN STOUT 37</p> <p>15 GLENN ELLEN SMITH 38</p> <p>16 GERALD RICO 49</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 3</p>	<p>1 electives who are here. Supervisor Brad Wagenknecht has</p> <p>2 joined us. And so I don't think we notice this as a</p> <p>3 meeting, as long as we don't talk to Brad about</p> <p>4 anything, we are okay as far as the Brown Act goes.</p> <p>5 Alfredo Pedroso, City Counsel Member from the City of</p> <p>6 Napa, is here tonight. Scott Sedgely was here earlier</p> <p>7 from the City of Napa so we could get some of the</p> <p>8 questions answered. Tony Norris who is director of our</p> <p>9 parks and open space district, and certainly has an</p> <p>10 interest in our priority conservation areas is here</p> <p>11 tonight.</p> <p>12 And, Bill, did you see anybody I missed?</p> <p>13 SUPERVISOR DODD: Nope. Mayor Garcia is I</p> <p>14 think in the other room.</p> <p>15 SUPERVISOR LUCE: Okay. Leon Garcia, who is</p> <p>16 the cities of Napa County's representative to the</p> <p>17 executive board is also here tonight. So this is our</p> <p>18 Plan Bay Area public hearing time. We have had an open</p> <p>19 workshop where hopefully you have had some of your</p> <p>20 questions answered from staff, so this is the</p> <p>21 opportunity now if you haven't submitted specific</p> <p>22 comments in the basket, or otherwise, it's an</p> <p>23 opportunity to get your comments on the record. We</p> <p>24 don't really have a formal presentation tonight for you</p> <p>25 in this part of the process, that was really kind of</p> <p>Page 5</p>



<p>1 what we were hoping would happen over there.</p> <p>2 So, so what we will do tonight is</p> <p>3 essentially get you to fill out those blue cards so we</p> <p>4 know you are going to speak, and we'll have about two</p> <p>5 minutes per person to state your comments. And we do</p> <p>6 plan to make these comments available audio or perhaps</p> <p>7 even visual, looks like, to our ABAG and MTC</p> <p>8 Commissioners, so that they can consider your comments</p> <p>9 as we deliberate on the final plan later this month. Or</p> <p>10 is it next month, I guess, if we can keep our dates</p> <p>11 straight.</p> <p>12 Supervisor Dodd.</p> <p>13 SUPERVISOR DODD: Yes, for those people that</p> <p>14 just walked in, my name is Bill Dodd, Napa County</p> <p>15 Supervisor. I represent the County of Napa and cities</p> <p>16 on the Metropolitan Transportation Commission. Mark and</p> <p>17 I are here to listen to your comments about the draft</p> <p>18 Plan Bay Area. This plan has been nearly three years in</p> <p>19 the making. This is our third public meeting that we</p> <p>20 have had here allowing Napa County residents to comment</p> <p>21 on the Plan Bay Area.</p> <p>22 While the plan is slated for adoption</p> <p>23 this summer, it's important to note that it is a work in</p> <p>24 progress that will be updated every four years to</p> <p>25 reflect new priorities, new resources, and new</p> <p style="text-align: right;">Page 6</p>	<p>1 you can state your name and your city of residence, that</p> <p>2 would be great. I have one person's card. Randy?</p> <p>3 SUPERVISOR LUCE: Okay. Well, that will work.</p> <p>4 I think that's a great crowd for that. Larger crowds I</p> <p>5 like to have the list in front of me, but so remind you,</p> <p>6 you have two minutes tonight. We are doing both several</p> <p>7 types of recording, so I may ask you to speak up or more</p> <p>8 clearly if I had sounds like the reporter didn't quite</p> <p>9 get it right, she will probably give the hand wave,</p> <p>10 pound the table or something to catch your attention.</p> <p>11 I did want to say, you can both read the</p> <p>12 draft plan, as well as make your comments on-line at One</p> <p>13 Bay Area dot org. And public comment period closes</p> <p>14 Thursday, May 16, at 4:00 p.m. So without further ado,</p> <p>15 our first speaker.</p> <p>16 MR. GULARTE: Okay. I'm Randy Gualarte, I'm a</p> <p>17 resident of Napa County. I'm a business owner. My</p> <p>18 first -- I have four comments or questions. Why wasn't</p> <p>19 this promoted in the Napa Register? I asked the ladies,</p> <p>20 the staff back there, they said, well, state law says --</p> <p>21 I says, I don't care about state law. I think it should</p> <p>22 have been promoted heavily. Both sides should have been</p> <p>23 presented in the Napa Register for the pro and con on</p> <p>24 this, and then it should have been brought forward so we</p> <p>25 can get a better handle on what this is all about. I've</p> <p style="text-align: right;">Page 8</p>
<p>1 approaches. Our goal is to preserve what we love about</p> <p>2 our region and tackle some of the ongoing problems like</p> <p>3 traffic and local road maintenance. It's also about</p> <p>4 adding some choices for people, now and in the future,</p> <p>5 both in terms of housing and transportation.</p> <p>6 All the comments we hear tonight will be</p> <p>7 shared with all the decision makers who serve either on</p> <p>8 MTC or ABAG. Results from all the public hearings, as</p> <p>9 well as the comments from an on-line comment forum from</p> <p>10 telephone survey will be summarized and shared with</p> <p>11 boards MTC in ABAG in June. And we expect to adopt a</p> <p>12 Plan Bay Area sometime in July.</p> <p>13 With that, I would like to instruct our</p> <p>14 court reporter that the public hearing is underway.</p> <p>15 And, Mark, I'll let you run the public hearing.</p> <p>16 SUPERVISOR LUCE: Okay. Do we have any public</p> <p>17 commenters?</p> <p>18 I haven't seen a list yet, so if you guys</p> <p>19 want to bring up the cards.</p> <p>20 UNIDENTIFIED SPEAKER: We are just going to</p> <p>21 have people line up at the microphone, and when you come</p> <p>22 up to the microphone, if you can hand me your blue card</p> <p>23 and I will give it to the court reporter.</p> <p>24 SUPERVISOR LUCE: Okay.</p> <p>25 UNIDENTIFIED SPEAKER: When you come up here</p> <p style="text-align: right;">Page 7</p>	<p>1 been trying to follow it for quite some time, but of</p> <p>2 course, it's quite confusing, and watching all those</p> <p>3 charts and maps and all that stuff.</p> <p>4 Second of all, did all the staff come by</p> <p>5 bus or did they come by individual cars? If they really</p> <p>6 believe in this, I think it's kind of hypocritical for</p> <p>7 the staff not to be able to come by bus to show that</p> <p>8 they really believe in this cause, instead of coming by</p> <p>9 individual cars.</p> <p>10 Okay. But my main concern is local</p> <p>11 control. Are we, are you going to be able to sit up</p> <p>12 there, and say, Mark, Bill, and Leon, that you are truly</p> <p>13 going to be able to control our county, warehousing, and</p> <p>14 where our transportation is going to go, or are we going</p> <p>15 to be dictated by the great State of California, which</p> <p>16 is in disaster?</p> <p>17 So those are my questions. Thank you.</p> <p>18 SUPERVISOR LUCE: Okay. Thank you. I know</p> <p>19 you want answers but that's not why we are here tonight.</p> <p>20 So I'll catch you off line, if you want my opinion.</p> <p>21 Next speaker please.</p> <p>22 AUDIENCE MEMBER: Where do we get answers</p> <p>23 then, Mark, where do we get answers for these questions?</p> <p>24 SUPERVISOR LUCE: How about we, at some point</p> <p>25 I'll take a 15 minute break and I'll be glad to tell you</p> <p style="text-align: right;">Page 9</p>

<p>1 what I know, and then we will go from there, but this 2 really is to get the public record, so --</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>24 Another one that I've asked before, and I 25 have reference to a 2011 memo from Steve Hemminger, the</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>9 SUPERVISOR LUCE: Thank you.</p> <p>10 Next. This is why I like to have 11 everybody's names ahead of time, I can just call you up.</p> <p>12 AUDIENCE MEMBER: Take charge.</p> <p>13 MR. EGGERS: Hi there.</p> <p>14 SUPERVISOR LUCE: Hi.</p> <p>15 MR. EGGERS: I live in this community. I've 16 been here all my life.</p> <p>17 SUPERVISOR LUCE: Do we need your name?</p> <p>18 MR. EGGERS: Kevin Eggers.</p> <p>19 SUPERVISOR LUCE: Okay.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>1 people are. Thank you.</p> <p>2 SUPERVISOR LUCE: Thank you for your comments.</p> <p>3 Yeah, you can pull that down.</p> <p>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.</p> <p>15 SUPERVISOR LUCE: Thank you.</p> <p>16 Next? Anyone else? Now you can lift 17 that up, if you will.</p> <p>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</p> <p style="text-align: right;">Page 13</p>

<p>1 mainline, wherever it goes. I think it goes through 2 Vallejo.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 14</p>	<p>1 people. People were angry. Then I thought, well, we'll 2 see what is going on over in Napa.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 16</p>
<p>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 --</p> <p>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.</p> <p>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.</p> <p>20 So please step up to the mic., if you 21 could.</p> <p>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</p> <p style="text-align: right;">Page 15</p>	<p>1 have answers. Thank you.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 17</p>

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

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 22</p>	<p>1 Committee resolution against Agenda 21, which you  2 weren't very happy with me about doing. I then --</p> <p>3 SUPERVISOR DODD: What did I say? I didn't  4 care about it.</p> <p>5 MR. EGGERS: Okay.</p> <p>6 SUPERVISOR DODD: That's, you know, let's talk  7 about what's going on --</p> <p>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.</p> <p>14 SUPERVISOR DODD: That's correct.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 24</p>
<p>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.</p> <p>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.</p> <p>18 MR. EGGERS: Is it okay if I speak?</p> <p>19 SUPERVISOR LUCE: Yeah, jump on in.</p> <p>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</p> <p style="text-align: right;">Page 23</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 25</p>

<p>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</p> <p style="text-align: right;">Page 26</p>	<p>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</p> <p style="text-align: right;">Page 28</p>
<p>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 --</p> <p style="text-align: right;">Page 27</p>	<p>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</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>25 AUDIENCE MEMBER: So they are not connected</p> <p style="text-align: right;">Page 30</p>	<p>1 well, but it's this group of guys and gals that make the 2 decisions.</p> <p>3 AUDIENCE MEMBER: Well, I wouldn't mind them 4 being in buses.</p> <p>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.</p> <p>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.</p> <p>18 SUPERVISOR LUCE: We are in the public hearing 19 phase. Okay.</p> <p>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?</p> <p style="text-align: right;">Page 32</p>
<p>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 --</p> <p>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.</p> <p>10 MAYOR GARCIA: We have 300,000 coming to help 11 us to come up with a plan.</p> <p>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 --</p> <p>22 AUDIENCE MEMBER: And how about our tourists, 23 as far as traffic flow with them?</p> <p>24 SUPERVISOR LUCE: So those, I guess what I'm 25 trying to emphasize is local control is still alive and</p> <p style="text-align: right;">Page 31</p>	<p>1 SUPERVISOR LUCE: Are you talking about our 2 county work proximity?</p> <p>3 MS. WILKINSON: Right.</p> <p>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 --</p> <p>11 MS. WILKINSON: We are talking about 12 sustainable housing.</p> <p>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.</p> <p>23 MS. WILKINSON: How are you going to make 24 these people take this public transportation?</p> <p>25 SUPERVISOR LUCE: Again, it's not a</p> <p style="text-align: right;">Page 33</p>

<p>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.</p> <p>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.</p> <p>14 MAYOR GARCIA: -- about, they are convenience 15 and cost.</p> <p>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?</p> <p>24 I mean they are people. And you are 25 talking about people.</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>9 MS. WILKINSON: Okay.</p> <p>10 SUPERVISOR LUCE: That's going to be the free 11 market that is going to decide that.</p> <p>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 --</p> <p>16 SUPERVISOR LUCE: Private sector will do that, 17 yeah.</p> <p>18 MS. WILKINSON: -- do you have a model what 19 these are going to look like?</p> <p>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.</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p>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?</p> <p>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.</p> <p style="text-align: right;">Page 35</p>	<p>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.</p> <p>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?</p> <p>13 SUPERVISOR LUCE: Miriam or somebody over 14 there will get in you touch with some of these great 15 examples.</p> <p>16 MS. WILKINSON: Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 37</p>



<p>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.</p> <p>11 SUPERVISOR LUCE: Thank you. Just yank it  12 right out of there, if you want.</p> <p>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?</p> <p>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,</p> <p style="text-align: right;">Page 38</p>	<p>1 the allocations tend to shift towards Oakland,  2 San Francisco, San Jose.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 40</p>
<p>1 how many people, what the density has to be, and what's  2 going to happen to our Valley?</p> <p>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.</p> <p>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?</p> <p>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,</p> <p style="text-align: right;">Page 39</p>	<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 41</p>

<p>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</p> <p style="text-align: right;">Page 42</p>	<p>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</p> <p style="text-align: right;">Page 44</p>
<p>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</p> <p style="text-align: right;">Page 43</p>	<p>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,</p> <p style="text-align: right;">Page 45</p>

<p>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 --</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 46</p>	<p>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.</p> <p>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.</p> <p>11 SUPERVISOR LUCE: That is a fact.</p> <p>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?</p> <p>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.</p> <p>22 MS. BARLOW: Mark, when you say units, does 23 that mean single family homes, or two, does it mean --</p> <p>24 SUPERVISOR LUCE: It means -- let me qualify 25 units. I'm sorry, the question was from Sue Barlow, you</p> <p style="text-align: right;">Page 48</p>
<p>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.</p> <p>4 MS. GERALDINE DREW: I still want to --</p> <p>5 SUPERVISOR LUCE: So how did Diane do it?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 47</p>	<p>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.</p> <p>8 And another question? Please identify 9 yourself.</p> <p>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.</p> <p>14 SUPERVISOR LUCE: Eeew.</p> <p>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.</p> <p>24 Can anyone tell me?</p> <p>25 AUDIENCE MEMBER: You should read --</p> <p style="text-align: right;">Page 49</p>

<p>1 MR. RICO: In the Register? In the Register?</p> <p>2 No, that's what I'm saying. We live here in Napa. Am I</p> <p>3 worried about what the United Nations is going to do to</p> <p>4 us? I've gone around the world, folks, and I haven't</p> <p>5 seen it anywhere in the world. I have got 25 percent of</p> <p>6 the nations done and I haven't seen it working anywhere.</p> <p>7 You tell me where it's working.</p> <p>8 AUDIENCE MEMBER: They call it by other names.</p> <p>9 MR. RICO: They call it by what?</p> <p>10 AUDIENCE MEMBER: Other names.</p> <p>11 MR. RICO: Other names. Okay.</p> <p>12 AUDIENCE MEMBER: Sustainable.</p> <p>13 MR. RICO: Sustainable. Okay. Well,</p> <p>14 sustainable is kind of nice, we talk about our crops</p> <p>15 being that, right?</p> <p>16 Is that a bad word?</p> <p>17 AUDIENCE MEMBER: I'm not saying it's a bad</p> <p>18 word.</p> <p>19 MR. RICO: Okay. But anyway, that's my point</p> <p>20 at this point. I see you have a book now, and that's</p> <p>21 great.</p> <p>22 MR. EGGERS: Have you read it?</p> <p>23 MR. RICO: No.</p> <p>24 MR. EGGERS: Okay. I'll give you the book.</p> <p>25 MR. RICO: Thank you. But anyway, I just want</p> <p style="text-align: right;">Page 50</p>	<p>1 and actually shape what these things look like and</p> <p>2 anticipate some of the things.</p> <p>3 I, you know, there's, I, there's just not</p> <p>4 as much master planning going on as that there really</p> <p>5 ought to be. It's kind of like making sausage. And so</p> <p>6 if you want to be part of that, jump right in and you</p> <p>7 can be part of it. And so, and you guys are being part</p> <p>8 of it. You are here tonight, you could have been</p> <p>9 watching, I'm sure, a great basketball game. And we</p> <p>10 really do appreciate your being here and your input and</p> <p>11 your concern. And, you know, for letting us know about</p> <p>12 those.</p> <p>13 So I'm going to make a last call, for the</p> <p>14 record, any comments for the record? Beyond that, then</p> <p>15 I think Bill and I can break, get some coffee and visit</p> <p>16 with you one on one.</p> <p>17 AUDIENCE MEMBER: For the record, what are you</p> <p>18 going to do with our comments today?</p> <p>19 SUPERVISOR LUCE: That's a good question. I</p> <p>20 believe, one, is we record them, so they will be part of</p> <p>21 the record. Particularly the questions -- Miriam, or</p> <p>22 someone, I think will -- I think the intention is that</p> <p>23 as we make our final record, maybe you just want to --</p> <p>24 MS. GRIFFIN: Hi, I'm Ellen Griffin from MTC.</p> <p>25 We're taking all your comments tonight, we are going to,</p> <p style="text-align: right;">Page 52</p>
<p>1 to say, I appreciate what your thoughts are, and you</p> <p>2 have brought this issue up, but we have to say to</p> <p>3 ourselves, that we haven't heard about it probably until</p> <p>4 a week before our last meeting here. And I want to</p> <p>5 thank for bringing it up, but we carry on. Thank you.</p> <p>6 AUDIENCE MEMBER: Example is, we didn't vote</p> <p>7 for Obama Care, and we are finding out all kinds of new</p> <p>8 rules and regulations that's are in it. And nobody</p> <p>9 knows what's in it. And that's what we're kind of</p> <p>10 afraid of here. Nobody knows what is in everything, but</p> <p>11 we're trusting you.</p> <p>12 SUPERVISOR LUCE: For the record, comments</p> <p>13 from the audience complaining about a lot of federal</p> <p>14 legislation that we don't always know about, and so, you</p> <p>15 know, you are right, I mean just because you are</p> <p>16 paranoid doesn't mean they are not out to get you. So,</p> <p>17 just, you know, that's a healthy attitude. And there's</p> <p>18 still some bugs in the detail, so we have got to stay at</p> <p>19 the table.</p> <p>20 And you know when I visited Corte Madera</p> <p>21 and some other places, you know, that's what I told</p> <p>22 them, I said, look, you can leave ABAG, but you know, if</p> <p>23 you are really concerned you don't want to leave,</p> <p>24 you want to participate, because that's where you have a</p> <p>25 chance to weigh in on these issues as local electives</p> <p style="text-align: right;">Page 51</p>	<p>1 we will have a transcript from the court reporter be</p> <p>2 part of the record. It will be available as a document.</p> <p>3 And then we're also summarizing the comments and we're</p> <p>4 presenting them to the decision makers before they go</p> <p>5 ahead and take an action on the plan.</p> <p>6 AUDIENCE MEMBER: Who are the decision makers?</p> <p>7 We went to every county -- Pardon me?</p> <p>8 AUDIENCE MEMBER: Who are the decision makers?</p> <p>9 MS. GRIFFIN: MTC and ABAG will be adopting --</p> <p>10 SUPERVISOR DODD: Don't you feel better now?</p> <p>11 MS. GRIFFIN: -- this summer.</p> <p>12 SUPERVISOR LUCE: There are people just like</p> <p>13 us in other counties, and we get together, so there's</p> <p>14 about 38 electives that make up the executive body of</p> <p>15 the Association of Bay Area Governments. And how many</p> <p>16 MTC commissioners? Another 16 commissioners. Two of</p> <p>17 them are right here, so that shows you how important</p> <p>18 Napa is in this whole discussion. And we'll be making</p> <p>19 that decision to adopt the EIR, and I guess all the</p> <p>20 variations on the EIR.</p> <p>21 And this is, I guess, another point to be</p> <p>22 made, is tonight was comments on the draft plan. There</p> <p>23 are other hearings on the draft environmental document.</p> <p>24 I know I've heard some concerns about taxes and all</p> <p>25 those sorts of things. Those are where those various</p> <p style="text-align: right;">Page 53</p>

<p>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.</p> <p>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.</p> <p>16 Likewise, there are also, that's why 17 there's a range of alternatives.</p> <p>18 SUPERVISOR LUCE: Wide range.</p> <p>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</p> <p style="text-align: right;">Page 54</p>	<p>1 STATE OF CALIFORNIA ) 2 ) ss. 3 COUNTY OF NAPA ) 4 5 I, the undersigned, hereby certify that the 6 discussion in the foregoing meeting was taken at the 7 time and place therein stated, that the foregoing is a 8 full, true and complete record of said matter. 9 I further certify that I am not of counsel or 10 attorney for either or any of the parties in the 11 foregoing meeting and caption named, or in any way 12 interested in the outcome of the cause named in said 13 action. 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</p> <p style="text-align: right;">Page 56</p>
<p>1 that we travel, because you have seen it in the 2 environmental document. That's not the case.</p> <p>3 AUDIENCE MEMBER: Because the government --</p> <p>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.</p> <p>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.</p> <p>12 (The meeting adjourned at 8:45 p.m.) 13 14 15 16 17 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 55</p>	

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING  
ON THE DRAFT PLAN BAY AREA  
SAN FRANCISCO COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Thursday, April 11, 2013

Hotel Whitcomb

Reported by: SARAH GOEKLER

CSR 13446

<table><tr><td style="width: 5%;">1</td><td style="width: 85%;">ATTENDEES</td><td style="width: 10%;"></td></tr><tr><td>2</td><td></td><td></td></tr><tr><td>3</td><td>Eric Mar - SF Supervisor and ABAG Board member</td><td></td></tr><tr><td>4</td><td>Anne Halsted - MTC Commissioner</td><td></td></tr><tr><td>5</td><td>Scott Wiener - SF Supervisor and MTC Commissioner</td><td></td></tr><tr><td>6</td><td></td><td></td></tr><tr><td>7</td><td>---o0o---</td><td></td></tr><tr><td>8</td><td></td><td></td></tr><tr><td>9</td><td>BE IT REMEMBERED that, pursuant to Notice of</td><td></td></tr><tr><td>10</td><td>the Hearing, and on April 11, 2013, 7:00 p.m. at the</td><td></td></tr><tr><td>11</td><td>Hotel Whitcomb, 1231 Market Street, San Francisco,</td><td></td></tr><tr><td>12</td><td>California 94103, before me, SARAH GOEKLER,</td><td></td></tr><tr><td>13</td><td>CSR No. 13446, State of California, there commenced</td><td></td></tr><tr><td>14</td><td>a Public Hearing.</td><td></td></tr><tr><td>15</td><td></td><td></td></tr><tr><td>16</td><td>----o0o----</td><td></td></tr><tr><td>17</td><td></td><td></td></tr><tr><td>18</td><td></td><td></td></tr><tr><td>19</td><td></td><td></td></tr><tr><td>20</td><td></td><td></td></tr><tr><td>21</td><td></td><td></td></tr><tr><td>22</td><td></td><td></td></tr><tr><td>23</td><td></td><td></td></tr><tr><td>24</td><td></td><td></td></tr><tr><td>25</td><td></td><td></td></tr><tr><td colspan="3" style="text-align: right;">Page 2</td></tr></table>	1	ATTENDEES		2			3	Eric Mar - SF Supervisor and ABAG Board member		4	Anne Halsted - MTC Commissioner		5	Scott Wiener - SF Supervisor and MTC Commissioner		6			7	---o0o---		8			9	BE IT REMEMBERED that, pursuant to Notice of		10	the Hearing, and on April 11, 2013, 7:00 p.m. at the		11	Hotel Whitcomb, 1231 Market Street, San Francisco,		12	California 94103, before me, SARAH GOEKLER,		13	CSR No. 13446, State of California, there commenced		14	a Public Hearing.		15			16	----o0o----		17			18			19			20			21			22			23			24			25			Page 2			<table><tr><td style="width: 5%;">1</td><td style="width: 85%;">PUBLIC SPEAKERS (CONTINUED)</td><td style="width: 10%;"></td></tr><tr><td>2</td><td>PAGE</td><td></td></tr><tr><td>3</td><td>HENRY CHENG</td><td>38</td></tr><tr><td>4</td><td>STEVE TYSON</td><td>39</td></tr><tr><td>5</td><td>DAVID PILPEL</td><td>40</td></tr><tr><td>6</td><td>STARCHILD</td><td>42</td></tr><tr><td>7</td><td>DAVID LLEWELLYN</td><td>45</td></tr><tr><td>8</td><td>HIROSHI FUKUDA</td><td>47</td></tr><tr><td>9</td><td>BARRY PEARL</td><td>49</td></tr><tr><td>10</td><td>GWYNN MACKELLEN</td><td>51</td></tr><tr><td>11</td><td>JAMIE ERVIN</td><td>51</td></tr><tr><td>12</td><td>MADELEINE SAVIT</td><td>53</td></tr><tr><td>13</td><td>DAN PICKELL</td><td>55</td></tr><tr><td>14</td><td>HENRY PAN</td><td>57</td></tr><tr><td>15</td><td>AARON BIALICK</td><td>59</td></tr><tr><td>16</td><td>CATHIE LAM</td><td>60</td></tr><tr><td>17</td><td>ALICIA GARZA</td><td>61</td></tr><tr><td>18</td><td></td><td></td></tr><tr><td>19</td><td>Closing remarks by Supervisor Mar</td><td>66</td></tr><tr><td>20</td><td>Closing remarks by Commissioner Halsted</td><td>63</td></tr><tr><td>21</td><td>Closing remarks by Supervisor Wiener</td><td>64</td></tr><tr><td>22</td><td></td><td></td></tr><tr><td>23</td><td>---o0o---</td><td></td></tr><tr><td>24</td><td></td><td></td></tr><tr><td>25</td><td></td><td></td></tr><tr><td colspan="3" style="text-align: right;">Page 4</td></tr></table>	1	PUBLIC SPEAKERS (CONTINUED)		2	PAGE		3	HENRY CHENG	38	4	STEVE TYSON	39	5	DAVID PILPEL	40	6	STARCHILD	42	7	DAVID LLEWELLYN	45	8	HIROSHI FUKUDA	47	9	BARRY PEARL	49	10	GWYNN MACKELLEN	51	11	JAMIE ERVIN	51	12	MADELEINE SAVIT	53	13	DAN PICKELL	55	14	HENRY PAN	57	15	AARON BIALICK	59	16	CATHIE LAM	60	17	ALICIA GARZA	61	18			19	Closing remarks by Supervisor Mar	66	20	Closing remarks by Commissioner Halsted	63	21	Closing remarks by Supervisor Wiener	64	22			23	---o0o---		24			25			Page 4		
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<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 6</p>	<p>1 city -- our city, San Francisco, deliver neighborhood 2 improvements to make San Francisco an even better place 3 to live.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 8</p>
<p>1 gather.</p> <p>2 The comments we hear tonight will be shared 3 with all the decision makers who serve on MTC and ABAG.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 7</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 --</p> <p style="text-align: right;">Page 9</p>



<p>1 would like to speak, but the cards are on the table over 2 there.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>17 So the timer is going and our court reporter 18 is ready, so let's go with the first speakers:</p> <p>19 Liz O'Donoghue, Zoe Siegell, Anna Gore, Claire 20 Jahns, and Catherine Lyons.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>4 Thank you.</p> <p>5 SUPERVISOR MAR: Thank you.</p> <p>6 LIZ O'DONOGHUE: Oh, and I do want to make a 7 pled for the Geary bus rapid transit.</p> <p>8 SUPERVISOR MAR: Very good.</p> <p>9 ZOE SIEGELL: Hi everyone. My name is Zoe 10 Siegell, and I'm a Bay Area native.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>1 made a decision to stay in San Francisco, primarily 2 because of the quality of life that it offers.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>9 SUPERVISOR MAR: Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 13</p>

<p>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</p> <p style="text-align: right;">Page 14</p>	<p>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</p> <p style="text-align: right;">Page 16</p>
<p>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.</p> <p style="text-align: right;">Page 15</p>	<p>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</p> <p style="text-align: right;">Page 17</p>

<p>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.</p> <p>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.</p> <p>14 Anyway, next -- have you been called? I'm  15 sorry. Please.</p> <p>16 MONICA HERNANDEZ: I'm Monica Hernandez. I  17 live in San Francisco. Hi.</p> <p>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.</p> <p>24 I'd like to see that -- what I like about  25 San Francisco is the neighborhoods having the various</p> <p style="text-align: right;">Page 18</p>	<p>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."</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p>6 COMMISSIONER HALSTED: Thank you very much.</p> <p>7 The next five speakers will be Steve Woo,  8 Susan Vaughan, Joël Ramos, Trudy Garber and Noah  9 Friedman.</p> <p>10 Could you come up and be ready.</p> <p>11 STEVE WOO: Good evening. My name is Steve  12 Woo. I'm from Chinatown CDC here in San Francisco.</p> <p>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.</p> <p>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.</p> <p>25 The draft EIR also projects that this plan</p> <p style="text-align: right;">Page 19</p>	<p>1 post-plan implementation and how increased density  2 within the PDAs will impact affordable housing needs.</p> <p>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.</p> <p>10 Thank you very much.</p> <p>11 COMMISSIONER HALSTED: Thank you.</p> <p>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.</p> <p>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.</p> <p>22 As you move forward with this plan, when you  23 think about combating climate change, we need three  24 major things:</p> <p>25 One, we need affordable housing. And in</p> <p style="text-align: right;">Page 21</p>

<p>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.</p> <p>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.</p> <p>17 Thank you.</p> <p>18 COMMISSIONER HALSTED: Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 22</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 24</p>
<p>1 not speaking on behalf of the MTA tonight. Tonight my 2 opinions are my own and TransForm's.</p> <p>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.</p> <p>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.</p> <p>24 What will happen eventually without stronger 25 policies in place to protect that from happening, these</p> <p style="text-align: right;">Page 23</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>23 I mean, to think that by 2040, we're not -- we 24 haven't addressed that issue is sort of shameful.</p> <p>25 Thank you.</p> <p style="text-align: right;">Page 25</p>

<p>1 COMMISSIONER HALSTED: Thank you.</p> <p>2 TRUDY GARBER: Hi. Thank you very much for</p> <p>3 the opportunity to comment on the Bay Area Plan and for</p> <p>4 putting together the open house.</p> <p>5 My name is Trudy Garber, and I work at the</p> <p>6 Trust for Public Land, which is a national nonprofit</p> <p>7 that conserves land for people. And I'm here to</p> <p>8 underscore the importance of green spaces in urban areas</p> <p>9 or our priority development areas.</p> <p>10 In addition to transportation, housing and</p> <p>11 jobs, urban green spaces are an important part of the</p> <p>12 livable communities we all strive to create. So not</p> <p>13 only do neighborhood parks and trails add esthetic value</p> <p>14 to our urban communities, but they also provide</p> <p>15 opportunities for healthy living. People have access to</p> <p>16 places to exercise and trees to sit under for physical</p> <p>17 and mental health, and they make people want to stay</p> <p>18 inside their cities for recreation, not get in their car</p> <p>19 and drive to a national park.</p> <p>20 So the Trust for Public Land urges the</p> <p>21 officers of Plan Bay Area to make urban neighborhood,</p> <p>22 parks and trails eligible for PDA funding, and to make</p> <p>23 sure that all this new density residents live within a</p> <p>24 ten-minute walk of an urban park for more livable</p> <p>25 communities.</p> <p style="text-align: right;">Page 26</p>	<p>1 ground level?</p> <p>2 Steve Woo was here earlier from Chinatown</p> <p>3 Community Development Center who pointed out -- and</p> <p>4 interestingly enough, the EIR calls it "community</p> <p>5 disruption and displacement." That's some pretty</p> <p>6 interesting words, but that has been all along for our</p> <p>7 organization not an antigrowth perspective but concerned</p> <p>8 about the implications of growth when you particularly</p> <p>9 overload a system at the community level in a place like</p> <p>10 San Francisco.</p> <p>11 The report shows that under the proposed Plan</p> <p>12 Bay Area scenario, that the potential for displacement</p> <p>13 goes from 21 percent to 36 percent. For all the good</p> <p>14 planning and thinking and empathy that has gone on over</p> <p>15 the last three years, the proposed plan increases the</p> <p>16 potential for displacement from the existing 21 percent</p> <p>17 where we are already struggling to keep our community</p> <p>18 stable, to 36 percent.</p> <p>19 What are the mitigations and safeguards?</p> <p>20 There's no funding in the SCS for affordable housing.</p> <p>21 And I want to point out the folks who are here</p> <p>22 supporting affordable housing, that planning for</p> <p>23 affordable housing is totally different than funding for</p> <p>24 affordable housing. You don't get nothing out of the</p> <p>25 plan, unless there's dollars for that to be built. So</p> <p style="text-align: right;">Page 28</p>
<p>1 Thank you very much.</p> <p>2 COMMISSIONER HALSTED: Thank you.</p> <p>3 SUPERVISOR MAR: Thank you.</p> <p>4 The next speakers are Peter Cohen from the</p> <p>5 Council of Community Housing Organizations; Marcy Berry</p> <p>6 from Libertarian Party; Kate White, SF Foundation;</p> <p>7 Aubrey Freedman from the Libertarian Party; and Dan</p> <p>8 Pickett from Pacifica.</p> <p>9 PETER COHEN: Good evening. Thank you. Peter</p> <p>10 Cohen, Council of Community Housing Organizations.</p> <p>11 I've heard a lot about affordable housing.</p> <p>12 Well, we're in that particular line of business as an</p> <p>13 advocacy coalition.</p> <p>14 I just wanted to remind us what's at stake</p> <p>15 here from a long-term vision standpoint. We're talking</p> <p>16 about going from regional development that's maybe 50/50</p> <p>17 between urban and suburban development, something in the</p> <p>18 order of 65 to 70 percent of growth in more compact</p> <p>19 urban areas. And that sounds good, but what does it</p> <p>20 mean? What are the implications?</p> <p>21 For San Francisco, that means 92,000 new</p> <p>22 housing units, which is about 25 percent of all the new</p> <p>23 growth in the major cities of the Bay Area. 25 percent</p> <p>24 of all this new urban development is to be in this city.</p> <p>25 That's a high state for us. What does that mean at</p> <p style="text-align: right;">Page 27</p>	<p>1 this is an aspiration, not a reality.</p> <p>2 Moreover, building affordable housing is not</p> <p>3 the only answer. We need to stabilize our existing</p> <p>4 community, so my last point is, we put just as much</p> <p>5 importance in anti-justification and anti-displacement</p> <p>6 policies that need to be part of this plan as much as</p> <p>7 building new housing, and we don't see those in there</p> <p>8 either. We encourage the staff to continue working on</p> <p>9 this, but we're still very concerned about the</p> <p>10 destruction potential at ground level.</p> <p>11 Thank you.</p> <p>12 SUPERVISOR MAR: Thank you.</p> <p>13 MARCY BERRY: Hello. Thank you for the</p> <p>14 opportunity with this public meeting. My name is Marcy</p> <p>15 Berry from Libertarian Party of San Francisco.</p> <p>16 Someone who has spent her life looking at</p> <p>17 numbers and making economic analysis, I'm a little bit</p> <p>18 concerned about the way that Plan Bay Area has framed</p> <p>19 the argument. The saying that "The one who frames the</p> <p>20 argument wins the argument" is a good one. So I'm here</p> <p>21 to say, okay, there's another way to frame it, that --</p> <p>22 why is it that we're saying that only Government can do</p> <p>23 the good things that Plan Bay Area is saying, and I say</p> <p>24 "good" in quotations because, for example, as Mr. Woo</p> <p>25 has said before us, that there is going to be</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p style="text-align: right;">Page 30</p>	<p>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</p> <p style="text-align: right;">Page 32</p>
<p>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.</p> <p style="text-align: right;">Page 31</p>	<p>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</p> <p style="text-align: right;">Page 33</p>

<p>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.</p> <p>7 Thank you.</p> <p>8 COMMISSIONER HALSTED: Thank you very much.</p> <p>9 Next I'd like to call Philip Berg.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>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.</p> <p>11 Thank you.</p> <p>12 COMMISSIONER HALSTED: Thank you very much.</p> <p>13 Next speaker, please.</p> <p>14 ROB BREGOFF: I guess that's me. My name is 15 Rob Bregoff. And thank you for letting me speak.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 36</p>
<p>1 breaks two of those rules.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 So to create a council that's going to take 25 away property rights -- these are not the ones who vote</p> <p style="text-align: right;">Page 35</p>	<p>1 So that's all I wanted to say about that.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 That's it. Thank you.</p> <p>25 COMMISSIONER HALSTED: Thank you.</p> <p style="text-align: right;">Page 37</p>

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



<p>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.</p> <p style="text-align: right;">Page 42</p>	<p>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;</p> <p style="text-align: right;">Page 44</p>
<p>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</p> <p style="text-align: right;">Page 43</p>	<p>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</p> <p style="text-align: right;">Page 45</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>24 I predict total failure of this plan to make a 25 significant change in mobile share, unless, of course,</p> <p style="text-align: right;">Page 46</p>	<p>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.</p> <p>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.</p> <p>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 --</p> <p>20 SUPERVISOR MAR: Thank you, Mr. Fukuda. 21 Please wrap up.</p> <p>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.</p> <p>25 SUPERVISOR MAR: Thank you. It's wonderful to</p> <p style="text-align: right;">Page 48</p>
<p>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.</p> <p>5 Thank you.</p> <p>6 SUPERVISOR MAR: Thank you.</p> <p>7 HIROSHI FUKUDA: Good evening. My name is 8 Hiroshi Fukuda, and I'm with the Coalition of 9 San Francisco Neighborhoods. Some comments:</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 47</p>	<p>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.</p> <p>6 SUPERVISOR WIENER: Thank you very much.</p> <p>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.</p> <p>18 SUPERVISOR MAR: Thank you.</p> <p>19 Next speaker.</p> <p>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.</p> <p>25 One of the speakers talked about the maximum</p> <p style="text-align: right;">Page 49</p>

<p>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.</p> <p style="text-align: right;">Page 50</p>	<p>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</p> <p style="text-align: right;">Page 52</p>
<p>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</p> <p style="text-align: right;">Page 51</p>	<p>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,</p> <p style="text-align: right;">Page 53</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 54</p>	<p>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.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 56</p>
<p>1 could make a decision.</p> <p>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.</p> <p>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.</p> <p>14 SUPERVISOR MAR: Thank you so much.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 55</p>	<p>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 --</p> <p>5 SUPERVISOR MAR: Thank you so much, Mr. --</p> <p>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 --</p> <p>9 SUPERVISOR MAR: Thank you for your comments.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 57</p>

<p>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</p> <p style="text-align: right;">Page 58</p>	<p>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</p> <p style="text-align: right;">Page 60</p>
<p>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.</p> <p style="text-align: right;">Page 59</p>	<p>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.</p> <p style="text-align: right;">Page 61</p>

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

<p>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.</p> <p>4 SUPERVISOR MAR: Thank you.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 Thank you so much.</p> <p style="text-align: right;">Page 66</p>	<p>1 CERTIFICATE OF REPORTER</p> <p>2</p> <p>3 I, SARAH L. GOEKLER, CSR No. 13446, a  4 Certified Shorthand Reporter, hereby certify:</p> <p>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.</p> <p>10</p> <p>11 IN WITNESS WHEREOF, I have hereunto set my  12 hand this _____ day of _____, _____.</p> <p>13</p> <p>14</p> <p>15</p> <p>16 _____  17 SARAH L. GOEKLER, CSR 13446</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 68</p>
<p>1 (Hearing concluded at 8:38 p.m.)  2 ---o0o---</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 67</p>	

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING  
ON THE DRAFT PLAN BAY AREA  
SAN MATEO COUNTY

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 29, 2013

Crowne Plaza Hotel

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Reported by: SARAH GOEKLER

CSR 13446



<p>1 ATTENDEES</p> <p>2</p> <p>3 Adrienne Tissier - San Mateo County Board of Supervisors</p> <p>4 Dave Pine - Executive Board of ABAG</p> <p>5 Alicia Alguirre - Mayor of Redwood City</p> <p>6</p> <p>7 ---o0o---</p> <p>8</p> <p>9 BE IT REMEMBERED that, pursuant to Notice of</p> <p>10 the Hearing, and on Monday, April 29, 2013, 7:00 p.m. at</p> <p>11 the Crowne Plaza Hotel, 1221 Chess Drive, Foster City,</p> <p>12 California, 94404 before me, SARAH GOEKLER,</p> <p>13 CSR No. 13446, State of California, there commenced a</p> <p>14 Public Hearing.</p> <p>15</p> <p>16 ---o0o---</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 2</p>	<p>1 PUBLIC SPEAKERS</p> <p>2 PAGE</p> <p>3 PAUL MAGGINETTI 40</p> <p>4 BEA PHILLIPS 42</p> <p>5 CHERIE ZORLAWSY 43</p> <p>6 JOHN Q. PUBLIC 45</p> <p>7 RICH HEDGES 47</p> <p>8 JENNIFER WALSH 49</p> <p>9 JOSHUA HUGG 50</p> <p>10 WILLIAM NACK 51</p> <p>11 JANET BORGENS 53</p> <p>12 SOFIA LOZANO 55</p> <p>13 LINDA KOELLING 56</p> <p>14 MATT WALSH 58</p> <p>15 MARK ROEST 60</p> <p>16 DANTE PELLEGRINI 61</p> <p>17 ROSEMARY BOARDMAN 62</p> <p>18 JAY MICHLIN 64</p> <p>19 MIKE SCHRADER 65</p> <p>20</p> <p>21 ---o0o---</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 PAGE</p> <p>3 Introduction by Supervisor Tissier 5</p> <p>4 Introduction by Supervisor Pine 8</p> <p>5</p> <p>6 PUBLIC SPEAKERS</p> <p>7 VICTOR TORREANO 10</p> <p>8 ANNE KENNEY 12</p> <p>9 IRVIN DAWID 14</p> <p>10 DOUGLAS HENTON 16</p> <p>11 EVELYN STIVERS 17</p> <p>12 JEFF HOBSON 19</p> <p>13 GEORGE ROBINS 20</p> <p>14 GLENN GELINEAU 22</p> <p>15 BOB COHEN 23</p> <p>16 MELISSA HIPPARD 25</p> <p>17 TOM WEISSMILLER 26</p> <p>18 MIKE BULEA 27</p> <p>19 NINA PELLEGRINI 29</p> <p>20 GAIL RAABE 30</p> <p>21 CHRIS PAREJA 32</p> <p>22 MICHELE BEASLEY 34</p> <p>23 MATT JONES 35</p> <p>24 PATRICIA BOYLE 37</p> <p>25 CHRISTINE KRADJIAN 39</p> <p>Page 3</p>	<p>1 Monday, April 29, 2013 7:04 p.m.</p> <p>2 PROCEEDINGS</p> <p>3 SUPERVISOR TISSIER: Good evening, everyone.</p> <p>4 Welcome. I'd like to ask, before we start the meeting,</p> <p>5 if you all rise and join me in the Pledge of Allegiance.</p> <p>6 (Whereupon, the Pledge of Allegiance took</p> <p>7 place.)</p> <p>8 SUPERVISOR TISSIER: I am Adrienne Tissier. I</p> <p>9 serve on the County Board of Supervisors here in San</p> <p>10 Mateo and represent the county on the Metropolitan</p> <p>11 Transportation Commission.</p> <p>12 With me tonight is the in colleague Supervisor</p> <p>13 Dave Pine, who also serves on the Executive Board of the</p> <p>14 Association of Bay Area Governments.</p> <p>15 Alicia Alguirre represents the cities here in</p> <p>16 San Mateo County. She's also a member of MTC.</p> <p>17 And I think -- I didn't see other electives,</p> <p>18 unless I missed them. Yes, I did. If you're an elected</p> <p>19 official in our county, please stand up. Just to let</p> <p>20 them know that the electives do care about what's going</p> <p>21 on here. Thank you. Thank you.</p> <p>22 So I want to welcome you tonight to tonight's</p> <p>23 public hearing. I know your time is valuable and your</p> <p>24 attendance is an indication of how much you care about</p> <p>25 the future of San Mateo County and our region.</p> <p>Page 5</p>

<p>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</p> <p style="text-align: right;">Page 6</p>	<p>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</p> <p style="text-align: right;">Page 8</p>
<p>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</p> <p style="text-align: right;">Page 7</p>	<p>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</p> <p style="text-align: right;">Page 9</p>

<p>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.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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?</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 13</p>

<p>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.</p> <p>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.</p> <p>16 SUPERVISOR TISSIER: Irvin Dawid, followed by  17 Douglas Henton, followed by Evelyn Stivers.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 14</p>	<p>1 density and more about what the future generations will  2 have.</p> <p>3 SUPERVISOR TISSIER: Thank you.  4 Douglas Henton, followed by Evelyn Stivers.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 16</p>
<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 15</p>	<p>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."</p> <p>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.</p> <p>16 SUPERVISOR TISSIER: Thank you.  17 Evelyn Stivers, followed by Jeff Hobson,  18 followed by George Robins.  19 Welcome.</p> <p>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</p> <p style="text-align: right;">Page 17</p>

<p>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.</p> <p style="text-align: right;">Page 18</p>	<p>1 retired from teaching at San Francisco State for many  2 years. She still drives some, but she doesn't think  3 that she is a safe enough driver to be out on the  4 freeways. And she's probably not alone. And so she  5 gets around almost entirely on public transit.  6 Certainly, when she goes any distance -- she does come  7 up and visits me and my family. And so she depends on  8 having the freedom of having public transit available to  9 her in order to be able to live her life. I hope that  10 through this plan that we are able to do more investment  11 in public transits. We would like to see more  12 investment than is actually in the Draft Plan as it  13 stands.  14 So we notice that in the Draft Plan, the Draft  15 Environmental Impact Report that came with it, looked at  16 several different scenarios and found that one of them,  17 the equity of the job scenario --  18 SUPERVISOR TISSIER: Your time is up.  19 JEFF HOBSON: Well, it's the best one. So  20 we'd like to see that.  21 SUPERVISOR TISSIER: Anybody, if you want -- I  22 know people probably have lots and lots of comments;  23 feel free to also submit them.  24 George Robins, followed by Glenn Geleineau.  25 GEORGE ROBINS: I'm George Robins. I moved</p> <p style="text-align: right;">Page 20</p>
<p>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</p> <p style="text-align: right;">Page 19</p>	<p>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.</p> <p style="text-align: right;">Page 21</p>

<p>1 Glenn, you're going to have to pronounce your 2 last name for me.</p> <p>3 GLENN GELINEAU: Gelineau.</p> <p>4 SUPERVISOR TISSIER: Okay. Thank you.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 22</p>	<p>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.</p> <p>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?</p> <p>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.</p> <p>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 --</p> <p style="text-align: right;">Page 24</p>
<p>1 make it to this meetings.</p> <p>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.</p> <p>6 Thank you.</p> <p>7 SUPERVISOR TISSIER: It's either Bob Cohen or 8 Bob Cohev, followed by Melissa Hippard, followed by Tom 9 Weissmiller.</p> <p>10 BOB COHEN: Good evening. Thank you for 11 letting me speak.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 I have a plot here, which I'll deliver after I</p> <p style="text-align: right;">Page 23</p>	<p>1 SUPERVISOR TISSIER: Sir, your time is up. 2 You can submit that to us. Thank you.</p> <p>3 Melissa Hippard, followed by Tom Weissmiller.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 25</p>

<p>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</p> <p style="text-align: right;">Page 26</p>	<p>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</p> <p style="text-align: right;">Page 28</p>
<p>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</p> <p style="text-align: right;">Page 27</p>	<p>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</p> <p style="text-align: right;">Page 29</p>

<p>1 is all over the country and the world. It's not only 2 here.</p> <p>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.</p> <p>9 So I urge you to read before you vote on this 10 thing. Thank you very much.</p> <p>11 SUPERVISOR TISSIER: Gail Raabe, followed by 12 Chris Pareja, followed by Michele Beasley.</p> <p>13 GAIL RAABE: Good evening. I'm Gail Raabe, a 14 resident of Redwood City.</p> <p>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."</p> <p>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</p> <p style="text-align: right;">Page 30</p>	<p>1 space lands. This objective is a critical part of the 2 Bay Area plan that has not been adequately addressed.</p> <p>3 Thank you.</p> <p>4 SUPERVISOR TISSIER: Thank you.</p> <p>5 Chris Pareja, followed by Michele Beasley, 6 followed by Matt Jones.</p> <p>7 CHRIS PAREJA: Chris Pareja from Hayward.</p> <p>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."</p> <p>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?</p> <p>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?</p> <p>24 On page 30 you projected job growth that's a 25 percent of national job growth, but you didn't seem to</p> <p style="text-align: right;">Page 32</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>24 There needs to be a strong regional mechanism 25 in place to insure protection for the Bay Area's open</p> <p style="text-align: right;">Page 31</p>	<p>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?</p> <p>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?</p> <p>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?</p> <p>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?</p> <p>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."</p> <p>24 SUPERVISOR TISSIER: Michele Beasley, followed 25 by Matt Jones, followed by Patricia Boyle.</p> <p style="text-align: right;">Page 33</p>



<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 Second, protection of open space must be at</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>15 Thank you.</p> <p>16 SUPERVISOR TISSIER: Thank you. Matt Jones, 17 followed by Patricia Boyle, followed by Christine 18 Kradjian.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 35</p>	<p>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.</p> <p>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.</p> <p>17 Thank you.</p> <p>18 SUPERVISOR TISSIER: Patricia Boyle, followed 19 by Christine Kradjian, followed by Paul Maggnetti.</p> <p>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.</p> <p>25 The League places a high priority on reducing</p> <p style="text-align: right;">Page 37</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>23 Thank you.</p> <p>24 SUPERVISOR TISSIER: Thank you. Christine 25 Kradjian, followed by Paul Magginetti, followed by Susan</p> <p style="text-align: right;">Page 38</p>	<p>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?</p> <p>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.</p> <p>9 SUPERVISOR TISSIER: Paul Magginetti, followed 10 by Susan Hart, followed Bea Phillips.</p> <p>11 PAUL MAGGINETTI: My name is Paul Magginetti. 12 I live in San Carlos. I've lived on the peninsula all 13 my life.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 40</p>
<p>1 Hart.</p> <p>2 CHRISTINE KRADJIAN: Hello. Christine 3 Kradjian. 32-year resident in the area, and I represent 4 my family.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 39</p>	<p>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.</p> <p>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.</p> <p>21 SUPERVISOR TISSIER: Susan Hart, followed by 22 Bea Phillips, followed by Cherie Zorlawys (illegible). 23 I'm not sure if I have that correct.</p> <p>24 Do we have Susan Hart?</p> <p>25 PUBLIC SPEAKER: I think she left.</p> <p style="text-align: right;">Page 41</p>

<p>1 SUPERVISOR TISSIER: She left? Okay.</p> <p>2 Bea Phillips, and then followed by Cheri --</p> <p>3 I'm not sure if this is correct -- Zorlawy, and then</p> <p>4 followed by John Q. Public.</p> <p>5 BEA PHILLIPS: Good evening. My name is Bea</p> <p>6 Phillips, and I live in South San Francisco. My husband</p> <p>7 has lived there for 50 years.</p> <p>8 And I feel railroaded, and I feel like this</p> <p>9 plan is being whitewashed. For one thing, I don't</p> <p>10 believe there's any science in global warming, and I</p> <p>11 don't believe that the climate change has just happened</p> <p>12 recently just because of man. I think climate change</p> <p>13 has been happening ever since the world began.</p> <p>14 I'm concerned about all these transportation</p> <p>15 projects, the billions and billions of dollars that I</p> <p>16 don't know where the money will come from, in order to</p> <p>17 keep us out of our cars and off the streets.</p> <p>18 I'm concerned about the small businesses that</p> <p>19 are up and down the El Camino Real. I don't know how</p> <p>20 they're going to survive if people can't get out and</p> <p>21 park and go into the business and shop or use the</p> <p>22 business. I think that they will suffer greatly with</p> <p>23 all of these transportation changes, unless there's some</p> <p>24 modification made in the transportations.</p> <p>25 I also feel concerned about my grandchildren.</p> <p style="text-align: right;">Page 42</p>	<p>1 sympathetic.</p> <p>2 CHERIE ZORLAWSY: Zorlawy (illegible).</p> <p>3 SUPERVISOR TISSIER: Thank you.</p> <p>4 CHERIE ZORLAWSY: Thank you.</p> <p>5 While your attention has been focused on the</p> <p>6 myriad details of this plan, science has come along and</p> <p>7 trumped it. There is now a cutting edge scientific fix</p> <p>8 for the possibilities of serious global warming called</p> <p>9 geoengineering. Many are speaking about it, including</p> <p>10 Jeff Goodell from Sunnyvale who wrote a book on the</p> <p>11 topic called "How to Cool the Planet: Geoengineering</p> <p>12 and the Audacious Quest to Fix Earth's Climate."</p> <p>13 At his recent lectures sponsored by Peninsula</p> <p>14 Open Space Trust, he said, "Experts agree that no matter</p> <p>15 how hard we try to lower our carbon emissions, it will</p> <p>16 not affect the climate." That means nothing that your</p> <p>17 plan here in One Bay Area will actually affect the</p> <p>18 climate. Why not?</p> <p>19 Of the global population of some 7 billion,</p> <p>20 the Bay Area has only 7 million people; a drop in the</p> <p>21 bucket. That's .1 percent of the world's population.</p> <p>22 Even if we gave up all transportation modes in favor of</p> <p>23 roller skates, it would make no difference to the global</p> <p>24 climate.</p> <p>25 But geoengineering, the aerosol spraying of</p> <p style="text-align: right;">Page 44</p>
<p>1 I don't think stack and pack is a healthy way to live.</p> <p>2 I agree with the lady who said that we need yards for</p> <p>3 our children to play in. And we need -- it's -- we need</p> <p>4 our own mental health by having our gardens and our</p> <p>5 places to work and grow in our backyards. I also think</p> <p>6 that -- I've lost my train of thought.</p> <p>7 I agree with the gentleman who said that these</p> <p>8 meetings are wonderful, and that they're not advertised.</p> <p>9 And I agree that this is a very small meeting compared</p> <p>10 to the number of people who will be affected by these</p> <p>11 decisions.</p> <p>12 I was very disappointed to learn that South</p> <p>13 San Francisco City Council joined ABAG and MTC. I</p> <p>14 didn't know anything about it. These meetings were not</p> <p>15 held or not advertised, and we were not even privy to</p> <p>16 discuss this and to understand all of it before it's</p> <p>17 already in place.</p> <p>18 Thank you.</p> <p>19 SUPERVISOR TISSIER: Cheri -- you're going to</p> <p>20 have to pronounce your last name for me.</p> <p>21 CHERIE ZORLAWSY: Yes. "Zorlawy" (phonetic).</p> <p>22 SUPERVISOR TISSIER: Say that one more time.</p> <p>23 CHERIE ZORLAWSY: I'm so used to</p> <p>24 mispronunciation --</p> <p>25 SUPERVISOR TISSIER: I am too, so I'm</p> <p style="text-align: right;">Page 43</p>	<p>1 reflective particulates into the atmosphere to reflect</p> <p>2 sunlight away from the earth would quickly and</p> <p>3 economically cool the planet. The technology already</p> <p>4 exists. We are so fortunate to discover this</p> <p>5 breakthrough before the draconian changes envisioned in</p> <p>6 Plan Bay Area inflict irreversible harm on our diverse</p> <p>7 communities.</p> <p>8 Just think, all that social engineering</p> <p>9 forcing people out of their cars and into few laden</p> <p>10 buses, all the stack-and-pack housing, the loss of</p> <p>11 individuality and tranquility of our suburbs would have</p> <p>12 been for nothing. Fortunately, Plan Bay Area has been</p> <p>13 rendered obsolete.</p> <p>14 SUPERVISOR TISSIER: Are you John Q. Public?</p> <p>15 JOHN Q. PUBLIC: Yes, I am. You can call me</p> <p>16 John. You can call me Mr. Public, and don't ask me what</p> <p>17 the "Q" stands for because I haven't figured that out</p> <p>18 yet.</p> <p>19 SUPERVISOR TISSIER: Before you start, Rich</p> <p>20 Hedges is after you, and then Jennifer Walsh.</p> <p>21 JOHN Q. PUBLIC: Very good.</p> <p>22 So I was near the open space that you want to</p> <p>23 provide. One time I was at that political meeting of</p> <p>24 some rich guy in Los Altos Hills, and he asks me, "Gee,</p> <p>25 are you here from the Hills?"</p> <p style="text-align: right;">Page 45</p>

<p>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.</p> <p>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."</p> <p>8 And I was thinking, "Okay. Well, maybe I  9 could serve you if you come down."</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 46</p>	<p>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."</p> <p>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.</p> <p>24 Our folks at the top of the level in the  25 industry I came out of make about 30 grand a year, and</p> <p style="text-align: right;">Page 48</p>
<p>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.</p> <p>8 Thank you very much.</p> <p>9 SUPERVISOR TISSIER: Rich Hedges, followed by  10 Jennifer Walsh, followed by Joshua Hugg.</p> <p>11 RICH HEDGES: My name is Rich Hedges, and I'm  12 very supportive of this plan.</p> <p>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.</p> <p>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,</p> <p style="text-align: right;">Page 47</p>	<p>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.</p> <p>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.</p> <p>8 SUPERVISOR TISSIER: Thank you.</p> <p>9 Jennifer Walsh, followed by Joshua Hugg,  10 followed by William Nack.</p> <p>11 JENNIFER WALSH: Hello. I'm not used to  12 actually speaking into microphones. I usually just use  13 my voice.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 49</p>

<p>1 wherever we want to go whenever we want to. And that --</p> <p>2 it said that highways were supposed to be maintained,</p> <p>3 and that they will be maintained.</p> <p>4 Thank you.</p> <p>5 SUPERVISOR TISSIER: Thank you. Joshua Hugg,</p> <p>6 followed by William Nack, followed by Janet Borgens.</p> <p>7 JOSHUA HUGG: Hi. Josh Hugg. I'm a resident</p> <p>8 of San Mateo. And I came here 15 years ago as an</p> <p>9 engineer for Intel.</p> <p>10 I worked in R&amp;D down in Santa Clara, and I</p> <p>11 wouldn't have even considered coming here had I not been</p> <p>12 given a salary that allowed me to buy a house. Points</p> <p>13 of my mortgage; took care of all my closing costs. By</p> <p>14 moving into my neighborhood of San Mateo, which is north</p> <p>15 central, which is also considered by MTC as a community</p> <p>16 of concern.</p> <p>17 SUPERVISOR TISSIER: Can you step a little</p> <p>18 closer to the microphone?</p> <p>19 JOSHUA HUGG: Sure. Sorry about that.</p> <p>20 I made it that much more difficult for my</p> <p>21 neighbors. And Silicon Valley is a very special place.</p> <p>22 We draw from an international pool of workers. All of</p> <p>23 them are -- have had similar deals that I had or even</p> <p>24 better. If you've -- the net result of the decades is,</p> <p>25 we've relegated over half of our workforce to commuting</p> <p style="text-align: right;">Page 50</p>	<p>1 Good evening. My name is William Nack. I've</p> <p>2 been a resident of San Mateo for 47 years.</p> <p>3 I'm here this evening to speak on behalf of</p> <p>4 San Mateo County Building Trades Council, representing</p> <p>5 26 local San Mateo County construction unions.</p> <p>6 While there will be some negative impacts from</p> <p>7 construction as a result of this plan, the Draft EIR and</p> <p>8 the plan itself missed a critical positive impact as a</p> <p>9 result of the proposed alternative; that being jobs,</p> <p>10 millions of construction industry jobs.</p> <p>11 In addition, the EIR in its mitigation</p> <p>12 measures should make policy recommendations encouraging</p> <p>13 or requiring project sponsors to pay the workers area</p> <p>14 standard wages and require local apprentices who are</p> <p>15 enrolled in the State of California approved</p> <p>16 apprenticeship programs to be part of the construction</p> <p>17 team.</p> <p>18 Without labor standards in the plan and the</p> <p>19 EIR, the transit-oriented housing that will be developed</p> <p>20 as a part of this plan will not necessarily benefit</p> <p>21 local workers or pay decent wages. Creating middle</p> <p>22 class jobs is a key to improving the health of our local</p> <p>23 communities.</p> <p>24 Decent wages will ensure the construction</p> <p>25 workers can afford housing in the Bay Area. This will</p> <p style="text-align: right;">Page 52</p>
<p>1 in, and a lot of those people -- you know, they grew up</p> <p>2 in our community. And when there was ever a chance to</p> <p>3 buy a house, they looked at the prices and just left.</p> <p>4 I'm very happy that we -- that we're moving</p> <p>5 forward with the sustainable community strategy plan</p> <p>6 because I think it helps address some of these gaps,</p> <p>7 maybe not aggressively enough.</p> <p>8 I would encourage you to look closer to the</p> <p>9 equity environment and job scenario for some of the</p> <p>10 proposals that it has. But we have to stop bleeding our</p> <p>11 communities. North central has some of the worst</p> <p>12 overcrowding. If you're not commuting into the county,</p> <p>13 then you're moving into overcrowded conditions. If</p> <p>14 you're graduating from college, more likely than not,</p> <p>15 you're moving right back in with mom and dad, and that</p> <p>16 only lasts for so long.</p> <p>17 So with the priority development areas that</p> <p>18 are being proposed, I would hope that we can maximize</p> <p>19 those high opportunity areas; access to transit, access</p> <p>20 to amenities. My mother-in-law takes advantage of that</p> <p>21 in Redwood City. More people need to be able to take</p> <p>22 advantage of those high opportunity areas.</p> <p>23 SUPERVISOR TISSIER: Thank you. William Nack,</p> <p>24 followed by Janet Borgens, followed by Sofia Lozano.</p> <p>25 WILLIAM NACK: You ready?</p> <p style="text-align: right;">Page 51</p>	<p>1 allow them to travel fewer miles per day to get to work,</p> <p>2 thereby improving their health and decreasing air</p> <p>3 pollution from vehicles.</p> <p>4 Highly skilled and continuously trained local</p> <p>5 workers will be permitted and accountable to</p> <p>6 implementing the best environmental mitigation measures</p> <p>7 envisioned by the EIR for construction projects.</p> <p>8 The outcomes of the proposed mitigation</p> <p>9 measures in the EIR will depend on the quality and</p> <p>10 commitment of the workforce that will implement that.</p> <p>11 I look forward to working with you to</p> <p>12 implement these proposed amendments to the plan and the</p> <p>13 Draft EIR, and I thank you for allowing me to speak to</p> <p>14 you this evening.</p> <p>15 SUPERVISOR TISSIER: Thank you.</p> <p>16 Janet Borgens, followed by Sofia Lozano,</p> <p>17 followed by Mitu Schrude (phonetic). I'm sorry. I</p> <p>18 can't read the writing.</p> <p>19 JANET BORGENS: Hi. My name is Janet Borgens.</p> <p>20 And my concerns have to do with some of the</p> <p>21 things that are missing out of the plan. And I'd like</p> <p>22 to see for those that -- I'm a planning commissioner in</p> <p>23 Redwood City, and some of the things we deal with are</p> <p>24 based on CEQA documents. And so although the plan says</p> <p>25 that the plan does not override local or land-use</p> <p style="text-align: right;">Page 53</p>

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

<p>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</p> <p style="text-align: right;">Page 58</p>	<p>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 &amp; 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</p> <p style="text-align: right;">Page 60</p>
<p>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.</p> <p style="text-align: right;">Page 59</p>	<p>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</p> <p style="text-align: right;">Page 61</p>

<p>1 meeting that we're having on this.</p> <p>2 I urge you. You guys have the ability to do</p> <p>3 this: Advocate to put this to the vote of the residents</p> <p>4 of these nine counties. This is -- this is not</p> <p>5 something that we have to rush into. This is not --</p> <p>6 And I understand there's a debate about global</p> <p>7 warming, whether or not it's factual, true, effective,</p> <p>8 what it is. This is not something that's going to</p> <p>9 happen in the next year. I think everybody here would</p> <p>10 agree that we're not -- the ocean is not going to rise</p> <p>11 and flood San Francisco in the next six months.</p> <p>12 That being said, take your time, advocate your</p> <p>13 other elected officials to put this on a ballot. Let us</p> <p>14 vote for it. That way everybody can know about it. I</p> <p>15 mean, this is the third meeting. There aren't even 100</p> <p>16 people here. Talking \$3 billion over the next 30 years.</p> <p>17 Please don't make this mistake. Hopefully we</p> <p>18 elected you for a reason. Do the right thing; put it to</p> <p>19 a vote. You guys have the right to do that. You</p> <p>20 represent us.</p> <p>21 Thank you.</p> <p>22 SUPERVISOR TISSIER: Rosemary Boardman,</p> <p>23 followed by Jay Michlin.</p> <p>24 ROSEMARY BOARDMAN: Hi. My name is Rosemary</p> <p>25 Boardman, and I am a Bay Area native. I grew up in</p> <p style="text-align: right;">Page 62</p>	<p>1 environment because I like to walk to my grocery</p> <p>2 shopping and my local library and my coffee shop. I</p> <p>3 don't want to have to get into my car to go somewhere.</p> <p>4 Thank you.</p> <p>5 SUPERVISOR TISSIER: Jay Michlin.</p> <p>6 JAY MICHLIN: Hi. Jay Michlin. I'm a</p> <p>7 resident of the City of San Mateo. Much I can say, not</p> <p>8 the least of which, is how much I personally am</p> <p>9 listening to other people here, and I know you have too.</p> <p>10 But I want to say something a little bit</p> <p>11 different, and it's a plea to you for some humility</p> <p>12 about our ability to plan 30 years in our future. Think</p> <p>13 about it. What a monumental undertaking that is.</p> <p>14 So I've been around a while, and I've asked</p> <p>15 myself if in 1960, when I was growing up I tried to plan</p> <p>16 30 years into the future, what would I have today?</p> <p>17 Orchards here? Not 7 million people.</p> <p>18 In 1980, I tried to plan 30 years;</p> <p>19 semiconductor chip plants, complete with all the</p> <p>20 pollution and the particular electric needs they have.</p> <p>21 I wouldn't have even thought about something called</p> <p>22 Google.</p> <p>23 So among other things, I'm involved in the</p> <p>24 city government. And the main thing I've learned there</p> <p>25 is extraordinary humility. Humility about paying</p> <p style="text-align: right;">Page 64</p>
<p>1 Belmont, and I live in San Mateo, and I'm a teacher.</p> <p>2 I'm in my tenth year of teaching, and I rent a studio</p> <p>3 apartment.</p> <p>4 When we don't allow our teachers and our</p> <p>5 police officers and our firefighters to be able to</p> <p>6 afford to live in our communities, our communities</p> <p>7 suffer for that. I previously lived in Portland,</p> <p>8 Oregon, and within a year and a half of teaching, I was</p> <p>9 able to save enough money to purchase my condo.</p> <p>10 Portland has an urban growth boundary, and</p> <p>11 they have been planning for the fact that their</p> <p>12 population is going to increase. We know that the Bay</p> <p>13 Area is a desirable place to live. We know that more</p> <p>14 people will come and live here, and it is important that</p> <p>15 we plan for that increase in population.</p> <p>16 We've been talking a lot tonight about quality</p> <p>17 of life issues. And one big quality of life issue is</p> <p>18 being able to get to where you're going in a timely</p> <p>19 fashion in a way that's affordable, and I believe that</p> <p>20 having public transportation that people can choose to</p> <p>21 use that is affordable and easy is a great way to go. I</p> <p>22 know that -- I live on El Camino. I work off of El</p> <p>23 Camino, but I don't take the bus because it's not</p> <p>24 convenient for me. If it was, I would take it.</p> <p>25 And so -- I would live in a high-density</p> <p style="text-align: right;">Page 63</p>	<p>1 attention to citizens, caring what citizens say, hearing</p> <p>2 every side, and learning from what they say.</p> <p>3 And being a bit humble about my own ability to</p> <p>4 project the future, I'd ask you to do the same.</p> <p>5 SUPERVISOR TISSIER: Thank you.</p> <p>6 So that was the last of my speaker cards. I</p> <p>7 had two people, and I'll repeat their names again in</p> <p>8 case they are here. But Susan Hart and Mitu -- I can't</p> <p>9 pronounce the last name. Okay.</p> <p>10 MIKE SCHRADER: I filled out a card.</p> <p>11 SUPERVISOR TISSIER: Pardon me?</p> <p>12 MIKE SCHRADER: I filled out a card. My name</p> <p>13 is Mike Schrader (phonetic). I wasn't called.</p> <p>14 SUPERVISOR TISSIER: Let me check. I have all</p> <p>15 the cards here that I got.</p> <p>16 Sir, come up anyway. And we'll make sure we</p> <p>17 fill out another one, if we didn't get it.</p> <p>18 MIKE SCHRADER: At the start of the</p> <p>19 discussion, you folks made comments about the great</p> <p>20 meeting, and I was over next door and saw all the plans</p> <p>21 and all the staff people. And today I find out through</p> <p>22 the web page and looked at the plan, hundreds of pages</p> <p>23 totally baffled me. So I took the same approach I do</p> <p>24 when I see initiatives on the ballot. I went and looked</p> <p>25 to see what the people on the other side have to say.</p> <p style="text-align: right;">Page 65</p>



<p>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</p> <p style="text-align: right;">Page 66</p>	<p>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---  16  17  18  19  20  21  22  23  24  25</p> <p style="text-align: right;">Page 68</p>
<p>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</p> <p style="text-align: right;">Page 67</p>	<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 13446  18  19  20  21  22  23  24  25</p> <p style="text-align: right;">Page 69</p>

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METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE DRAFT )  
PLAN BAY AREA )  
SANTA CLARA COUNTY )  
)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, MAY 1, 2013

HILTON SAN JOSE

Reported by: DANIELLE READING, CSR 10826  
NOELIA ESPINOLA, CSR 8060

Emerick and Finch, Certified Shorthand Reporters  
Transcript of Proceedings

<p>1 ATTENDEES</p> <p>2</p> <p>3 Sam Liccardo - San Jose City Council Member, ABAG Board Member, and MTC Commissioner</p> <p>4</p> <p>5 Ronit Bryant - Mountain View City Council Member and ABAG Board Member</p> <p>6</p> <p>7 ---o0o---</p> <p>8</p> <p>9 BE IT REMEMBERED THAT, pursuant to Notice of</p> <p>10 the Hearing, and on Wednesday, May 1, 2013, commencing</p> <p>11 at 7:12 p.m., thereof at Hilton San Jose, at 300 Almaden</p> <p>12 Boulevard, San Jose, California 95110, before us, Noelia</p> <p>13 Espinola and Danielle Reading, Certified Shorthand</p> <p>14 Reporters for the State of California, there commenced a</p> <p>15 Public Hearing.</p> <p>16</p> <p>17 ---o0o---</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 2</p>	<p>1 PUBLIC SPEAKERS (CONTINUED)</p> <p>2 PAGE</p> <p>3 GEORGINE SCOTT 44</p> <p>4 BETH CALVERT 46</p> <p>5 MATT FREEMAN 47</p> <p>6 CAT T. NGUYEN 49</p> <p>7 DAT PHAN 50</p> <p>8 ISHI CITY 51</p> <p>9 J. WEST 52</p> <p>10 RALPH KEARNS 54</p> <p>11 GUDITH FAWCECT 54</p> <p>12 SUE ADAMS 56</p> <p>13 MICHAEL DITTMER 57</p> <p>14 CECILIA NG 59</p> <p>15 MOUNIA O'NEAL 60</p> <p>16 RICH G. RICHER 62</p> <p>17 JIM KURLT 63</p> <p>18 BENJAMIN COGAN 65</p> <p>19 ROB MEANS 67</p> <p>20 ANARUTH HERNANDEZ 68</p> <p>21 SHIRLEY NATHAN 70</p> <p>22 LUIS FLORES 71</p> <p>23 MARK HENRY YOUNG 73</p> <p>24 BRIAN DARROW 74</p> <p>25 JERRY MUNGAI 76</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 PAGE</p> <p>3 Introduction by Commissioner Liccardo 6</p> <p>4 Introduction by Board Member Bryant 9</p> <p>5</p> <p>6 PUBLIC SPEAKERS</p> <p>7 PAGE</p> <p>8 ALEX CHEN 11</p> <p>9 PADRAIG OMATHUNA 13</p> <p>10 WILLIE SOLIS 15</p> <p>11 RICH HEDGES 18</p> <p>12 SUSAN STUART 20</p> <p>13 CHRIS LEPE 22</p> <p>14 MICHAEL LUDWIG 24</p> <p>15 MICHAEL SHAW 25</p> <p>16 MIKE BULEA 27</p> <p>17 DON CONNORS 29</p> <p>18 MEGAN FLUKE MEDEIROS 31</p> <p>19 JEFF LOUGHRIDGE 33</p> <p>20 SUSAN M. 35</p> <p>21 SUSAN RUSSELL 37</p> <p>22 PHYLLIS C. COSSEL 38</p> <p>23 LIBBY LUCAS 40</p> <p>24 SELENA SANTA CRUZ 41</p> <p>25 RON SACLEWAN 42</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 3</p>	<p>1 PUBLIC SPEAKERS (CONTINUED)</p> <p>2 PAGE</p> <p>3 MARTIN BERNAL 78</p> <p>4 SARAH PETERS 80</p> <p>5 THAI LE 81</p> <p>6 SIMON TAN 82</p> <p>7 C. NOVAK 84</p> <p>8 GLORIA STRONG 86</p> <p>9 SUSAN MARSLAND 87</p> <p>10 JEAN RYAN 87</p> <p>11 NOEL TEBO 88</p> <p>12</p> <p>13 Closing remarks by Board Member Bryant 89</p> <p>14 Closing remarks by Commissioner Liccardo 90</p> <p>15</p> <p>16 ---o0o---</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 5</p>

<p>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  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 6</p>	<p>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,  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 8</p>
<p>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  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 7</p>	<p>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.  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 9</p>

<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 10</p>	<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 12</p>
<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 11</p>	<p>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. Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 13</p>

<p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 14</p>	<p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 16</p>
<p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 15</p>	<p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 17</p>

<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 18</p>	<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 20</p>
<p>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. Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 19</p>	<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 21</p>

<p>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</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 22</p>	<p>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</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 24</p>
<p>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.</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 23</p>	<p>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</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 25</p>



<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 26</p>	<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 28</p>
<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 27</p>	<p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 30</p>	<p>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.</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 32</p>
<p>1 COMMISSIONER LICCARDO: Feel free to submit it 2 in writing or by e-mail.</p> <p>3 MR. CONNORS: Pardon?</p> <p>4 COMMISSIONER LICCARDO: Feel free to submit by 5 e-mail or in writing.</p> <p>6 MR. CONNORS: Yeah.</p> <p>7 COMMISSIONER LICCARDO: Thank you. Thank you, 8 Mr. Connors.</p> <p>9 Megan Fluke Medeiros, followed by Jeff 10 Loughridge and Susan M., as in Mary, from Gilroy.</p> <p>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.</p> <p>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.</p> <p>21 I'm also a Sierra Club Loma Prieta chapter 22 staff.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 31</p>	<p>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?</p> <p>8 COMMISSIONER LICCARDO: Thank you.</p> <p>9 MS. MEDEIROS: And, finally, how can we meet 10 the obligation that we have to others in future 11 generations?</p> <p>12 COMMISSIONER LICCARDO: Thank you.</p> <p>13 MS. MEDEIROS: Thank you.</p> <p>14 COMMISSIONER LICCARDO: Susan. 15 Welcome.</p> <p>16 MR. LOUGHRIDGE: Yeah. Hi. My name is Jeff 17 Loughridge.</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 33</p>

<p>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. . .</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 34</p>	<p>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.</p> <p>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.</p> <p>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?</p> <p>25 COMMISSIONER LICCARDO: Thank you, Susan. Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 36</p>
<p>1 Year 1, 40 years or 30 years later, you are going to be 2 off by at least 15 percent.</p> <p>3 So I think this is a social engineering that we 4 did not ask for and we don't want.</p> <p>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.</p> <p>9 Hi, Susan.</p> <p>10 SUSAN M.: Hi, my name is Susan, and I'm from 11 Gilroy.</p> <p>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.</p> <p>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,</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 35</p>	<p>1 Susan Russell. Susan will be followed by 2 Phyllis Cossel and Libby Lucas.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 37</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 COMMISSIONER LICCARDO: Thank you. Ms. Cossel. 23 MS. COSSEL: I'm Phyllis Cossel, and -- 24 COMMISSIONER LICCARDO: Forgive me for 25 mispronouncing.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 38</p>	<p>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.</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 40</p>
<p>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.</p> <p>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.</p> <p>20 Thank you.</p> <p>21 COMMISSIONER LICCARDO: Libby -- Libby Lucas, 22 followed by Selena Santa Cruz and Ron -- I think it's 23 Sacman [sic].</p> <p>24 MS. LUCAS: Hi. My name is Libby Lucas. My 25 background is environment and recreation.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 39</p>	<p>1 if they can't, you know, fly a kite or swing a baseball 2 bat.</p> <p>3 So please look at the overall impacts that your 4 plan is making.</p> <p>5 Thank you very much.</p> <p>6 COMMISSIONER LICCARDO: Thank you. Ms. Santa 7 Cruz.</p> <p>8 MS. SANTA CRUZ: Yes, my name is Selena Santa 9 Cruz.</p> <p>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.</p> <p>21 Thank you.</p> <p>22 COMMISSIONER LICCARDO: Ron Saclewan, followed 23 by Georgine Scott and Beth C., as in Charlie, from 24 Gilroy.</p> <p>25 MR. SACLEWAN: Hello. Thank you.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 41</p>

<p>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.</p> <p>6 And, Council Member Bryant, it's nice to have 7 you here tonight. I'm a resident of Mountain View.</p> <p>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.</p> <p>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.</p> <p>25 Also, this would put out of business a popular Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 42</p>	<p>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.</p> <p>6 Thank you.</p> <p>7 COMMISSIONER LICCARDO: Thank you, sir. 8 Georgine is followed by Beth and Matt Freeman. 9 MS. SCOTT: Hi. Georgine Scott.</p> <p>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.</p> <p>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.</p> <p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 44</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>23 So I would just suggest that as -- there should 24 be dialogue involving local homeowners when -- on 25 specific projects like this.</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 43</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 Thank you.</p> <p style="text-align: right;">Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 45</p>

<p>1 COMMISSIONER LICCARDO: Thank you.</p> <p>2 MS. CALVERT: Hi. My name is Beth Calvert, and</p> <p>3 I'm a native Californian, born and raised here. I lived</p> <p>4 in Gilroy for over 30 years.</p> <p>5 I specifically moved to a rural part of South</p> <p>6 County, where I chose to build my home on an acre lot.</p> <p>7 I believe it is our individual freedom to choose where</p> <p>8 we live, how large a house we want and can afford, what</p> <p>9 type of car do we want to drive. And so I totally</p> <p>10 reject the social engineering of the Plan Bay Area.</p> <p>11 Stated in their own literature, it says, "The</p> <p>12 Bay Area Plan will reduce the separation of land use,</p> <p>13 jobs, stores, schools and homes and encourage more</p> <p>14 complete mixed-use communities so people can drive less</p> <p>15 and walk, bike or use more transit.</p> <p>16 "Number 2. Cluster more homes, jobs and other</p> <p>17 activities around transit so people can more easily use</p> <p>18 transit rather than drive.</p> <p>19 "Plan land use and transportation together to</p> <p>20 reduce traffic congestion, improve vehicle speeds,</p> <p>21 reduce emissions from idling and other inefficiencies."</p> <p>22 And you also state that the priority</p> <p>23 development areas are proposed to absorb 80 percent of</p> <p>24 the new housing and 66 percent of new jobs on only</p> <p>25 3 percent of the Bay Area land. You are trying to push</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 46</p>	<p>1 More specifically, the Authority would like to</p> <p>2 see more focus and investment in the protection and</p> <p>3 establishment of the priority conservation areas.</p> <p>4 SB 375 includes a requirement that financial incentives</p> <p>5 to cities and counties be considered for the protection</p> <p>6 of open space, farmland and natural resources. The One</p> <p>7 Bay Area grant program, however, only includes</p> <p>8 \$10 million towards the establishment of the priority</p> <p>9 conservation areas out of an estimated nearly</p> <p>10 290 billion in transportation revenue over the next</p> <p>11 28 years.</p> <p>12 In Santa Clara County many of the priority</p> <p>13 conservation areas fall within really important areas</p> <p>14 that have been identified as critical land conservation</p> <p>15 priorities by the Bay Area Open Space Council's</p> <p>16 Conservation Lands Network and the Santa Clara Valley</p> <p>17 Habitat Conservation Plan. So increased investment in</p> <p>18 these areas is really essential to ensure the economic</p> <p>19 viability of our remaining farmlands and also to protect</p> <p>20 the natural systems that provide so many benefits to</p> <p>21 ensure livable communities, clean air, clean water,</p> <p>22 food, access to recreation, tourism, new sheds. So, by</p> <p>23 protecting these important natural resource areas and</p> <p>24 farmlands, conservation and the priority conservation</p> <p>25 areas will help the cities meet their greenhouse gas</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 48</p>
<p>1 us into small areas. I do not want my four children to</p> <p>2 be socially engineered into living in cluster homes and</p> <p>3 mixed-use communities. If they choose to live there, I</p> <p>4 would love to have them do so. But do not force future</p> <p>5 generations into this type of housing by slowly limiting</p> <p>6 their choices in where they can live and work.</p> <p>7 COMMISSIONER LICCARDO: Thank you.</p> <p>8 Mr. Freeman will be followed by Cat Nguyen and</p> <p>9 Dat Phan.</p> <p>10 MR. FREEMAN: Good evening. I'm Matt Freeman</p> <p>11 of the Santa Clara County Open Space Authority. The</p> <p>12 Authority is a special district responsible for</p> <p>13 protecting and managing open spaces, greenbelts,</p> <p>14 wildlife habitat, water resources, farms and ranches in</p> <p>15 Santa Clara County, including the cities of San Jose,</p> <p>16 Santa Clara, Milpitas, Campbell and Morgan Hill.</p> <p>17 The Authority really appreciates the emphasis</p> <p>18 of Plan Bay Area to direct much of the Bay Area's</p> <p>19 anticipated growth into existing urban areas, to promote</p> <p>20 compact development and infill to reduce greenhouse gas</p> <p>21 emissions. This is a great first step. We feel,</p> <p>22 however, that the emphasis -- or that the Plan could do</p> <p>23 more to achieve its goals through proactive and focused</p> <p>24 conservation of greenbelts, open spaces and agricultural</p> <p>25 lands.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 47</p>	<p>1 reduction targets by reducing vehicle miles traveled, by</p> <p>2 protecting natural areas for carbon sequestration --</p> <p>3 COMMISSIONER LICCARDO: Thank you, sir.</p> <p>4 MR. FREEMAN: -- and potentially through</p> <p>5 regional advanced mitigation.</p> <p>6 Thank you.</p> <p>7 COMMISSIONER LICCARDO: Thank you, Mr. Freeman.</p> <p>8 Cat Nguyen, followed by Dat Phan.</p> <p>9 MS. NGUYEN: Hello. My name is Cat Nguyen.</p> <p>10 I'm with the Vietnamese Voluntary Foundation, VIVO.</p> <p>11 And, first of all, I do want to thank the --</p> <p>12 everyone who was part of Plan Bay Area. I feel like</p> <p>13 this is the first time ethnic communities, immigrant</p> <p>14 communities, refugee communities was really asked to be</p> <p>15 involved in the outreach. And there was a very active</p> <p>16 effort to get us involved in the outreach. So we do</p> <p>17 want to thank you. And the staff has been really great</p> <p>18 about that.</p> <p>19 In general, we do support the Plan. We do</p> <p>20 agree with TransForm and some of the other groups that</p> <p>21 the Environmental, Equity and Jobs Alternative is a plus</p> <p>22 to the plan, in general.</p> <p>23 The main emphasis we would like is affordable</p> <p>24 housing to low-wage workers in infill locations with</p> <p>25 access to jobs or transit.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 49</p>

<p>1 Thank you.</p> <p>2 COMMISSIONER LICCARDO: Thank you.</p> <p>3 Dat Phan, followed by Ishi City and a person</p> <p>4 with the first initial J., Wert.</p> <p>5 MR. PHAN: Great. Thank you, everyone.</p> <p>6 I just wanted to also extend my gratitude</p> <p>7 towards Plan Bay Area folks for really making an effort</p> <p>8 to not only get to the community but really engage folks</p> <p>9 in the discourse.</p> <p>10 A couple points I wanted to emphasize is</p> <p>11 especially when it comes to putting this plan together</p> <p>12 and putting it into action, it's going to affect all</p> <p>13 nine counties. And especially for Santa Clara County</p> <p>14 and the city of San Jose, with a population of almost a</p> <p>15 million people, I really wanted to emphasize, when it</p> <p>16 comes to investments in transportation for the future --</p> <p>17 buses, trains, light rail -- really to emphasize</p> <p>18 translation services for the Bay Area's diverse</p> <p>19 immigrant and aged community we have here in the city.</p> <p>20 Especially when it comes to affordable housing, thinking</p> <p>21 about the aging and the growing senior population, the</p> <p>22 number of students that are here in the city. And</p> <p>23 particularly for working families, making sure seniors</p> <p>24 have access to the community centers, families have</p> <p>25 access to jobs and students have access to schools.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 50</p>	<p>1 COMMISSIONER LICCARDO: I'm sorry. I had you</p> <p>2 as -- I misread. Thank you.</p> <p>3 MR. WEST: Yeah, right. I am just now learning</p> <p>4 about the Bay Area plan. And I am experiencing some</p> <p>5 parts of it. I live in Palo Alto. I used to live in</p> <p>6 San Francisco. Living in Palo Alto was very different</p> <p>7 from living in San Francisco, which was a very diverse</p> <p>8 city, culturally, sexual orientation-wise, racially, all</p> <p>9 those kinds of things.</p> <p>10 The biggest distinction that I have experienced</p> <p>11 in living in Palo Alto has been the lack of diversity,</p> <p>12 especially around race and really finding anyone that's</p> <p>13 out, sexual orientation-wise.</p> <p>14 This is of interest to me because as a city</p> <p>15 like Palo Alto -- and I'm talking about Palo Alto</p> <p>16 here -- brings in low-income housing, it's attracting a</p> <p>17 population of people that it has very limited experience</p> <p>18 with. And I have found repeatedly that people like</p> <p>19 myself, people of color, people in a low-income income</p> <p>20 bracket -- and when we are talking Palo Alto, it's</p> <p>21 really anything less than \$100,000. So I think, you</p> <p>22 know, if you make somewhere up to 100, that's a lot of</p> <p>23 money.</p> <p>24 We pay taxes. We vote. We contribute. I</p> <p>25 think we contribute to a lot to this country. There are</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 52</p>
<p>1 And finally, on the point of quality jobs,</p> <p>2 really making the emphasis to continue to work with</p> <p>3 community partners, going forward. They have the</p> <p>4 access, they have the information, they have the staff,</p> <p>5 they have the people, they have the insider knowledge to</p> <p>6 really be able to make this plan inclusive, going</p> <p>7 forward, and really engage the communities.</p> <p>8 And, in closing, I really want to emphasis</p> <p>9 [sic]: The point in building this plan together,</p> <p>10 collaboratively, is to engage the community. I</p> <p>11 definitely encourage you to continue to do so as we go</p> <p>12 forward with this plan.</p> <p>13 Thank you.</p> <p>14 COMMISSIONER LICCARDO: Thank you.</p> <p>15 Mr. City, Ishi City, followed by J. West or</p> <p>16 J. Wert. I may -- I'm having a hard time reading.</p> <p>17 Followed by Ralph Kearns. If you are any of those three</p> <p>18 people, feel free to come forward.</p> <p>19 MS. CITY: I am Ishi City. I am against this</p> <p>20 plan. I want cities to have local control. I want the</p> <p>21 money I pay for gas taxes to pay for road repairs. If</p> <p>22 you choose Plan Bay Area, you lose the character of your</p> <p>23 town and the whole Bay Area.</p> <p>24 COMMISSIONER LICCARDO: Thank you.</p> <p>25 MR. WEST: I am James West.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 51</p>	<p>1 those of us that serve this county, and we contribute to</p> <p>2 our communities. But when we find when we go to the</p> <p>3 local planning departments, the local city councils,</p> <p>4 because we're such a small percentage of people -- Palo</p> <p>5 Alto does not have a large minority community -- that</p> <p>6 we're cut off. So when local communities are planning</p> <p>7 for these kinds of things and they are looking to get</p> <p>8 input on how to serve us, there is no input. We are</p> <p>9 totally cut off from the planning boards and planning</p> <p>10 decisions. We find that things are planned for us.</p> <p>11 Examples of this is they have now an almost --</p> <p>12 a housing development where there's lots of traffic, and</p> <p>13 they're putting kids in there. If that was a</p> <p>14 residential area, they wouldn't put kids in there.</p> <p>15 COMMISSIONER LICCARDO: Thank you, Mr. West.</p> <p>16 Ralph Kearns.</p> <p>17 And -- forgive me. Just one moment, sir.</p> <p>18 Ladies and gentlemen, I certainly appreciate</p> <p>19 people want to express their points of view, and we want</p> <p>20 you all to express your points of view. I would ask</p> <p>21 you: Please refrain from booing or any negative</p> <p>22 comments if you are not in front of the microphone.</p> <p>23 Everyone is going to have an opportunity to speak, but</p> <p>24 we'd like to have a civil dialogue.</p> <p>25 Mr. Kearns.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 53</p>

<p>1 MR. KEARNS: Thank you.</p> <p>2 First thing is, population is going to grow</p> <p>3 over the years. So I think double-decking most of the</p> <p>4 freeways might be something to look at. The land's</p> <p>5 already there. It's already used. Put solar paneling</p> <p>6 above it for additional creation of electricity.</p> <p>7 I think the homeowners should have a better</p> <p>8 access to solar-paneling the houses such that you don't</p> <p>9 have solar-paneling of the deserts, of which the desert</p> <p>10 wildlife may not be accustomed to the extra shade that's</p> <p>11 being created.</p> <p>12 Bay Area Rapid Transit is a good example of</p> <p>13 local control overpowering regional. I think BART</p> <p>14 should have gone all the way around the Bay Area. But</p> <p>15 the two should work together.</p> <p>16 Thank you. I think I've covered everything I</p> <p>17 wanted to say.</p> <p>18 COMMISSIONER LICCARDO: Thank you, Mr. Kearns.</p> <p>19 Gudith -- I would say Fawcett. Gudith Fawcett,</p> <p>20 Sue Adams and Michael Dittmer.</p> <p>21 MS. FAWCETT: I am a Mountain View resident,</p> <p>22 and I'm familiar with Ronit. I probably work in one of</p> <p>23 the very first mixed-use buildings built. My office is</p> <p>24 at Two Worlds in Mountain View. The idea is the main</p> <p>25 floor was business, and above that was the residential.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 54</p>	<p>1 very well.</p> <p>2 COMMISSIONER LICCARDO: Thank you.</p> <p>3 Ms. Adams is followed by Michael Dittmer and</p> <p>4 Cecilia Ng.</p> <p>5 MS. ADAMS: Hi. I'm a native Californian.</p> <p>6 I'm --</p> <p>7 COMMISSIONER LICCARDO: Would you pull the</p> <p>8 microphone. . .</p> <p>9 MS. ADAMS: I was born and raised in</p> <p>10 California. I've seen a lot of changes that concern me</p> <p>11 and not so happy with. Everywhere I go I've been</p> <p>12 mentioning One Bay Area plan, the Grand Boulevard plan,</p> <p>13 et cetera. And I've never run across anyone who seems</p> <p>14 to know what it's about. So I say, Well, start going to</p> <p>15 city councils to find out what's, you know, going on and</p> <p>16 checking it out.</p> <p>17 I don't think it should be up to a small group</p> <p>18 of people to decide the future for all. More people</p> <p>19 need to be made aware of this.</p> <p>20 I do not support this social engineering plan.</p> <p>21 I don't want my family/friends being slowly nudged to</p> <p>22 something -- to someone else's idea of how we should</p> <p>23 live.</p> <p>24 COMMISSIONER LICCARDO: Thank you.</p> <p>25 MR. DITTMER: Hi. My name is Michael Dittmer,</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 56</p>
<p>1 Three of the original owners tried that. They didn't</p> <p>2 last long. Somehow it was a little too close, working</p> <p>3 and living in one building. And they all gave it up</p> <p>4 within a year. So, you know, that's all I can say about</p> <p>5 actual experience.</p> <p>6 And the other issue I have is the bus rapid</p> <p>7 transit on the El Camino. Since 1981 I've been sitting</p> <p>8 in that building, watching the empty buses go by. And</p> <p>9 maybe someday they are going to be filled, but they</p> <p>10 aren't filled now. And they want to spend \$875,000 per</p> <p>11 bus. They've said one bus will go by every ten minutes.</p> <p>12 875,000. 875,000. 875,000. Empty. Empty. I mean,</p> <p>13 every ten minutes is insanity. If you had a peak rush</p> <p>14 hour and you needed a bus every ten minutes, that would</p> <p>15 be fine by me. But that's not the way it's been</p> <p>16 explained. It's a waste of money.</p> <p>17 We only have so much money, and you are taxing</p> <p>18 people out of California. I have two clients -- I'm an</p> <p>19 insurance broker. I have two clients that can't wait to</p> <p>20 get out. Now that the market is back, they are selling</p> <p>21 their house and they are out. I've had entire families</p> <p>22 move. I would go except I have three children and six</p> <p>23 grandchildren. Unless I can get the group to go, I'm</p> <p>24 not going. But I was born and raised in San Francisco.</p> <p>25 I understand transportation, and this is not working out</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 55</p>	<p>1 and I'm from DeAnza College.</p> <p>2 I'd like to also voice my support for Plan Bay</p> <p>3 Area. But, like Chris Lepe, I'd like to support my --</p> <p>4 voice my support for the EEJ option. I believe that the</p> <p>5 money from the HOT lane should be used to support public</p> <p>6 transit options instead of simply more lanes in the</p> <p>7 road.</p> <p>8 And I also believe that the displacement that</p> <p>9 poor and low-income people are facing in our housing</p> <p>10 should also be addressed as well.</p> <p>11 Now, there's a lot of people here who seem to</p> <p>12 think that we're going to, you know, tell people where</p> <p>13 they have to live, tell them what car they have to</p> <p>14 drive, and that simply isn't true. We need to think</p> <p>15 about the ways that our car-centric planning has ruined</p> <p>16 people's lives. Think about what New York City did</p> <p>17 during the 1960s under the design -- under the traffic</p> <p>18 planner -- who I believe his name was Robert Moses. And</p> <p>19 what they did is that they destroyed neighborhoods in</p> <p>20 order to build more highway. If that's not government</p> <p>21 intrusion in your life, I don't know what is. That is</p> <p>22 very clear and an example where we need to empower</p> <p>23 people with our transit options and our housing options</p> <p>24 instead of limiting what they can do because they have</p> <p>25 to purchase a car and they have to drive on the highway.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 57</p>



<p>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.</p> <p>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.</p> <p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 58</p>	<p>1 our most elderly neighbors to stay in their homes.</p> <p>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.</p> <p>14 And -- yeah. Thank you very much for your 15 time.</p> <p>16 COMMISSIONER LICCARDO: Thank you. 17 Ms. O'Neal.</p> <p>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.</p> <p>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,</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 60</p>
<p>1 Thank you.</p> <p>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.</p> <p>6 MS. NG: All right. Yeah, so Michael is a very 7 hard act to follow, but I'll do my best.</p> <p>8 All right. My name is Cecilia, and I'm also 9 from DeAnza College.</p> <p>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.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 59</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 61</p>

<p>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.</p> <p>5 COMMISSIONER LICCARDO: Thank you.</p> <p>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.</p> <p>9 MR. RICHER: Okay. Thank you very much.</p> <p>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.</p> <p>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.</p> <p>24 The folks that came here tonight to speak on 25 principle, I congratulate you. If you came here to get</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 62</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 64</p>
<p>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.</p> <p>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.</p> <p>9 And an example of that is down in Mountain 10 View, where the city council expresses opposition to a 11 dedicated bus lane, as the council did in Sunnyvale, and 12 that's going forward with a regional board, the VTA. 13 And they are silent about what they are going to do in 14 Palo Alto, because you're taking piece by piece. That's 15 what this regionalism is about. Disenfranchisement.</p> <p>16 Thank you very much.</p> <p>17 COMMISSIONER LICCARDO: Thank you.</p> <p>18 MR. KURLT: Good evening. My name is Jim 19 Kurtl. I'm a Sierra Club urban environmental advocate. 20 And I have some recommendations.</p> <p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 63</p>	<p>1 COMMISSIONER LICCARDO: Mr. Cogan, followed by 2 Rob Means and then Ms Hernandez, Anaruth Hernandez.</p> <p>3 MR. COGAN: Okay. Mike check. It's kind of 4 hard to hear back there.</p> <p>5 Anyways, thank you for hosting the meeting.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>24 And so what's really going on? And so we got 25 world factors. World factors. We got United Nations.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 65</p>

<p>1 United Nations. We got NATO. NATO. And we got the 2 military presence around the sea. Okay?</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>24 So I don't know how far the spiderweb goes and 25 how far you want to go, but freedom has a price.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 66</p>	<p>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.</p> <p>8 Thank you.</p> <p>9 COMMISSIONER LICCARDO: Thank you, Mr. Means. 10 Anaruth Hernandez, followed by Shirley Nathan, 11 followed by Luis Flores.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 68</p>
<p>1 COMMISSIONER LICCARDO: Thank you. 2 MR. COGAN: Thank you for your time. 3 COMMISSIONER LICCARDO: Thank you. 4 Mr. Means.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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,</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 67</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Thank you.</p> <p>25 COMMISSIONER LICCARDO: Thank you, Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 69</p>

<p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 70</p>	<p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 72</p>
<p>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.</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 71</p>	<p>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</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 73</p>

<p>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.  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 74</p>	<p>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. MUNGA: Can you hear me? You can.  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 76</p>
<p>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  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 75</p>	<p>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  Emerick and Finch, Certified Shorthand Reporters  Transcript of Proceedings</p> <p style="text-align: right;">Page 77</p>

<p>1 control.</p> <p>2 And it was very interesting to see here -- what</p> <p>3 does "environment justice" mean? The Presidential</p> <p>4 executive order talks about fairly distributed benefits</p> <p>5 and burdens for disadvantaged communities to include</p> <p>6 minority and low-income communities. What's fair? Who</p> <p>7 determines that?</p> <p>8 So this is really nothing more than social</p> <p>9 justice, taking from those who have and forcibly giving</p> <p>10 it to those who don't have. Our policies -- economic</p> <p>11 policies are forcing the middle class to flee the state</p> <p>12 and to go elsewhere, leaving only the wealthy, those</p> <p>13 that live in the silk stocking districts around San</p> <p>14 Jose, and the poor that work in their factory floors.</p> <p>15 COMMISSIONER LICCARDO: Thank you, Mr. Mungai.</p> <p>16 After Mr. Bernal, we'll have Sarah Peters, Thai</p> <p>17 Le and Simon Tan.</p> <p>18 MR. BERNAL: My name is Martin Bernal, and this</p> <p>19 is an extension of Michael Shaw's speech that he was</p> <p>20 giving.</p> <p>21 ICLE. ABAG has worked closely and has</p> <p>22 generally conformed to policies -- policy directives</p> <p>23 delivered by ICLE. Evidence all over the web. ICLE --</p> <p>24 full name is International Council for Local</p> <p>25 Environmental Initiatives -- is an international</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 78</p>	<p>1 nature of Agenda 21 in its implementation in the U.S.,</p> <p>2 often directed by Council on Governments.</p> <p>3 COMMISSIONER LICCARDO: Thank you, Mr. Bernal.</p> <p>4 MR. BERNAL: I plan to leave California.</p> <p>5 COMMISSIONER LICCARDO: Sarah Peters.</p> <p>6 MS. PETERS: Hi. My name is Sarah Peters. I'm</p> <p>7 a longtime Bay Area resident, formerly in Oakland and</p> <p>8 now here in San Jose.</p> <p>9 I'm here to voice my support for Plan Bay Area</p> <p>10 and SB 375. And I think we all know that the Bay Area</p> <p>11 is a really attractive place to live. That's why we</p> <p>12 have to have this planning effort.</p> <p>13 I myself moved here from the Central Valley</p> <p>14 about ten years ago. Because in the Central Valley</p> <p>15 there's not a lot of jobs. There's not a lot of</p> <p>16 opportunity. And, honestly, I hated having to drive</p> <p>17 everywhere. When I was a kid, I couldn't get anywhere</p> <p>18 without my mom driving me. When my grandmother got too</p> <p>19 old to drive, her world just shut in around her. If we</p> <p>20 had been living in a place like San Francisco or Central</p> <p>21 Oakland, where there was good transit and opportunities</p> <p>22 to walk places, our lives would have been pretty</p> <p>23 different. So I moved here because I wanted to live</p> <p>24 somewhere that had opportunity and not spend a third of</p> <p>25 my income on a car when I was still paying off my</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 80</p>
<p>1 nongovernmental organization that is accredited by the</p> <p>2 United Nations for purposes of implementing the action</p> <p>3 plan of Agenda 21, the blueprint for world government.</p> <p>4 Local -- quote, Local Agenda 21 Planning Guide, close</p> <p>5 quote, was drafted by ICLE -- by the ICLE organization.</p> <p>6 ICLE has contracts with over 600 U.S. cities and</p> <p>7 1200 cities around the world. The highest concentration</p> <p>8 of ICLE cities contracts -- ICLE city contracts in the</p> <p>9 world is the San Francisco Bay Area.</p> <p>10 Article 1, Section 10, California Penal Code</p> <p>11 Section 37 and 38, dating from the 1850s, sets forth the</p> <p>12 procedure for noticing officials of treasonous activity.</p> <p>13 This is called a misprision of treason. Ask Scott</p> <p>14 Haggerty, H-a-g-g-e-r-t-y -- I might have mispronounced</p> <p>15 that -- supervisor in Alameda and ABAG leader, as to how</p> <p>16 you might experience receipt. Those interested may</p> <p>17 obtain information on misprision of treason by visiting</p> <p>18 FreedomAdvocates.org and reading the Misprision of</p> <p>19 Treason Primer.</p> <p>20 Ladies and gentlemen, the development of</p> <p>21 policies you are pursuing are a patent implementation of</p> <p>22 Agenda 21 sustainable development. Michael Shaw, over</p> <p>23 there, challenges any elected official who is part of</p> <p>24 ABAG to publicly debate the philosophical, economic and</p> <p>25 political implications of ABAG's existence and/or the</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 79</p>	<p>1 student loans.</p> <p>2 But, as I spent more and more years here, I</p> <p>3 became afraid that I wouldn't get to live here long</p> <p>4 term. I'd be priced out. And I am a college-educated</p> <p>5 professional. So when you think about people like me</p> <p>6 getting priced out, think about all the other people who</p> <p>7 are getting priced out. Rents kept going up and housing</p> <p>8 prices kept going up, and the only places that were</p> <p>9 getting built were houses way, way out in the suburbs.</p> <p>10 Well, talk about a lack of options and social</p> <p>11 engineering. . .</p> <p>12 So, personally, I'm really excited to see Plan</p> <p>13 Bay Area focusing growth in existing urban centers and</p> <p>14 increasing connections between housing, jobs, schools</p> <p>15 and transportation.</p> <p>16 That's all I want to say. Thanks.</p> <p>17 COMMISSIONER LICCARDO: Thank you.</p> <p>18 Ms. Le, followed by Simon Tan and C., as in</p> <p>19 Charlie, Novak. Thank you.</p> <p>20 MS. LE: Okay. So my name is Thai. I am a</p> <p>21 student from San Jose State University. I am barely</p> <p>22 learning more about this plan myself. So if there are</p> <p>23 any population projections that are wrong or some of the</p> <p>24 projections are wrong, I hope you guys take it into</p> <p>25 consideration and really make this plan a good plan</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 81</p>

<p>1 and -- to help sustain an accessible community and also 2 that have public transit.</p> <p>3       Anyhow, I want to say that I support the 4 general idea of this plan, but -- and from -- I'm a 5 person from a younger generation that do want to live in 6 the city. And I love the idea of being able to walk out 7 of my house or my apartment, or whatever the heck I'm 8 going to be living in in a few years, and walk five 9 minutes and hit a bus stop, hop on the bus, go to work 10 or go to school. And so I do support the idea of this 11 plan and everything else that DeAnza students have 12 supported so far and also Chris Lepe from TransForm.</p> <p>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.</p> <p>18       And continue on.</p> <p>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.</p> <p>22       Okay. Simon.</p> <p>23       MR. TAN: Hi. So this is actually my first 24 time speaking at a public hearing, so excuse me.</p> <p>25       Originally I didn't -- I wasn't going to speak Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 82</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>23       So I thank you.</p> <p>24       COMMISSIONER LICCARDO: Thank you, Mr. Tan. 25 C. -- C. Novak, followed by Gloria Strong, Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 84</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 83</p>	<p>1 followed by Susan Marsland.</p> <p>2       MR. NOVAK: Hi, panel. Thank you very much for 3 having this public forum. I appreciate that.</p> <p>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.</p> <p>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.</p> <p>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 Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 85</p>

<p>1 financed. The privately financed made it faster, lower 2 budget, more efficient.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>17 So thank you.</p> <p>18 COMMISSIONER LICCARDO: Thank you, Mr. Novak. 19 Gloria Strong, followed by Susan Marsland, 20 followed by Jean Ryan.</p> <p>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.</p> <p>25 Mr. Liccardo, you told us earlier to be civil. Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 86</p>	<p>1 Mr. Tebo.</p> <p>2 MS. RYAN: Hi. I'm Jean from Morgan Hill.</p> <p>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.</p> <p>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.</p> <p>22 Thank you.</p> <p>23 COMMISSIONER LICCARDO: Thank you. 24 And finally -- finally, Mr. Tebo.</p> <p>25 MR. TEBO: Hi. My name is Noel Tebo. I live Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 88</p>
<p>1 Would you tell somebody who is being assaulted to be 2 civil as well? We will not be silenced.</p> <p>3 Thank you.</p> <p>4 COMMISSIONER LICCARDO: Thank you. 5 Susan Marsland, followed by Jean Ryan, followed 6 by Noel Tebo.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 COMMISSIONER LICCARDO: Ms. Ryan, followed by Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 87</p>	<p>1 in San Jose.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>17 Good job. Our kids deserve it.</p> <p>18 Thank you.</p> <p>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.</p> <p>25 The final two takeaways: One is that this is a Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p style="text-align: right;">Page 89</p>



<p>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.</p> <p>13 So thank you for coming.</p> <p>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.</p> <p>18 (Hearing concluded at 8:59 p.m.)</p> <p>19</p> <p>20 ---o0o---</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 90</p>	
<p>1 CERTIFICATE OF REPORTER</p> <p>2</p> <p>3 DANIELLE READING, CSR No. 10826, and NOELIA 4 ESPINOLA, CSR No. 8060, Certified Shorthand Reporters, 5 hereby certify:</p> <p>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.</p> <p>11</p> <p>12 IN WITNESS WHEREOF, I have hereunto set my hand 13 this day of , 2013.</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18 DANIELLE READING, CSR 10826</p> <p>19</p> <p>20 NOELIA ESPINOLA, CSR 8060</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Emerick and Finch, Certified Shorthand Reporters Transcript of Proceedings</p> <p>Page 91</p>	

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		1	
2	ATTENDEES	2	--oOo--
3	JIM SPERING - Solano County Board of	3	MS. SEIFERT: And so with that, I direct our
4	Supervisors.	4	court reporters and instruct our court reporters that the
5	LINDA SEIFERT - Solano County Board of	5	public hearing is now underway and I think we have our
6	Supervisors.	6	first speaker.
7	--oOo--	7	MR. SPERING: Okay. Thank you, Linda.
8	BE IT REMEMBERED that, pursuant to Notice of	8	The first speaker is F.D. Crutchfield and
9	the hearing, and on April 22, 2013, 7:00 p.m. at the Solano	9	then Shirlee Pierce, and following Shirlee will be Doris
10	County Fairgrounds, McCormack Hall, 900 Fairgrounds Drive,	10	Robinson.
11	Vallejo, California, before me, SUSAN L. STRAUB, CSR No.	11	MR. CRUTCHFIELD: Good evening. I'm neither
12	7608, there commenced a Public Hearing.	12	Shirlee nor Doris.
13	--oOo--	13	Thank you for the opportunity to speak with
14	PUBLIC SPEAKERS	14	you. I am still wondering, who are you? There are two
15		15	elected people in this vast Army of unelected people that
16	F.D. CRUTCHFIELD . . . . . 4	16	have generated this plan. Faceless, nameless bureaucrats
17	SHIRLEE PIERCE . . . . . 5	17	following some kind of plan that we're not privy to. The
18	DORIS ROBINSON . . . . . 6	18	whole attitude seems to be, the public be damned.
19	NATHAN DANIEL STOUT . . . . . 9	19	I have attended previous meetings and there
20	BOB BERMAN . . . . . 10	20	is an overwhelming avalanche of propositions to item after
21	LYNNE HANSEN . . . . . 13	21	item. The figures you are using are very suspect. I
22	MICHAEL J. HAYES . . . . . 14	22	challenge to support the employment numbers, the housing
23	JOEY PORTER . . . . . 15	23	numbers. They seem to be tailored to fit the plan rather
24	GEORGE GUYAN, JR. . . . . 17	24	than the plan fitting the real numbers.
25	KATHY KERRIDGE . . . . . 19	25	If it's so good, why can't we vote on it?
Page 2		Page 4	
1	DOUG DARLING . . . . . 21	1	That's the main question I have. Why can't we vote on it?
2	PUBLIC SPEAKERS (CONTINUED)	2	Thank you.
3	PAGE	3	MR. SPERING: Thank you.
4	COLEEN COLE MORRISON . . . . . 23	4	Shirlee Pierce, and then after Shirlee,
5	SHIRLEY HUMPHREY . . . . . 25	5	Doris Robinson and then Nathan Daniel Stout.
6	GINGER EMERSON . . . . . 29	6	MS. PIERCE: Good evening.
7	JUDY IRVIN . . . . . 30	7	My comments are mostly directed to those of
8	ROBERT BREKKE . . . . . 32	8	you on these boards that are not elected officials.
9	MARY SAVAGE . . . . . 34	9	You are making the crucial decisions for our
10	NATALIA CLARKE . . . . . 35	10	community rather than our own elected representatives.
11	NORMAN H. REECE . . . . . 37	11	You are deciding how tax money that has been
12	LAURA PETERS . . . . . 40	12	taken from us will be spent, a job that our own elected
13	ANNZEL L. LOUFAS . . . . . 41	13	representatives should be doing. If you don't do a good
14		14	job, you can't be fired. Your positions and incomes are
15		15	safe no matter what kind of hell you let loose on us.
16		16	I would like to be able to fire those, or at
17		17	least vote out of office, those who are shaping our future
18		18	if they don't do a good job, and if they don't know what
19		19	the heck they're doing. Some of these numbers, like my
20		20	husband said, they're suspect numbers, and I know they have
21		21	been -- other people that have spoken have disagreed with
22		22	your numbers.
23		23	And what happens if this thing doesn't
24		24	work? Do you have any plans to retract any of this or is
25		25	there anything that you know of or that you have in the
Page 3		Page 5	

<p>1 plan, in any of your plans, that would backtrack this whole 2 thing?</p> <p>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.</p> <p>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.</p> <p>18 So, that's it for me.</p> <p>19 These are not my priorities, and you said 20 priorities of Solano County.</p> <p>21 MR. SPERING: Doris Robinson and then Nathan 22 Stout, and then Bob Berman.</p> <p>23 MS. ROBINSON: Good evening.</p> <p>24 It looks like we are all coming from the 25 same place here, but this plan is -- I don't know how it</p> <p style="text-align: right;">Page 6</p>	<p>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.</p> <p>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.</p> <p>9 So in order to understand the ramifications 10 it prevents, it is essential that we understand.</p> <p>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.</p> <p>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.</p> <p>21 MR. SPERING: Okay.</p> <p>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</p> <p style="text-align: right;">Page 8</p>
<p>1 got put together because it has drastic effects on property 2 rights of Solano County landowners.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 7</p>	<p>1 wrong decisions.</p> <p>2 MR. SPERING: Thank you very much. 3 Nathan Stout, Bob Berman, and then Lynne 4 Hansen.</p> <p>5 MR. STOUT: Hello.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 And so I was reading about them. Like, for</p> <p style="text-align: right;">Page 9</p>

<p>1 example, Telegraph Avenue in Berkeley, three or four-story 2 apartment buildings up and down Telegraph drastically 3 changed that street.</p> <p>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.</p> <p>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.</p> <p>13 So that is what I have to say. I would like 14 my comments to be part of the public record.</p> <p>15 MR. SPERING: They will be. 16 Thank you, Nathan.</p> <p>17 MR. SPERING: Bob Berman and Lynne Hansen 18 and Michael Hayes.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>1 and strategies that facilitate the growth and improve 2 deficiencies of that agricultural so agricultural is set.</p> <p>3 So, again, I think we could be doing better 4 policies and programs.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 And, finally -- so I would just simply say 25 that overall, I think the plan lacks a specific actions of</p> <p style="text-align: right;">Page 12</p>
<p>1 do have a couple comments.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>1 policy needed to ensure long-term protection and investment 2 of the Bay Area's park open space.</p> <p>3 Thank you.</p> <p>4 MR. SPERING: Thank you.</p> <p>5 Lynne Hansen, and Mike -- Michael Hayes, and 6 it looks like Joy Potter?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>23 Thank you.</p> <p>24 MR. SPERING: Thank you.</p> <p>25 Michael Hayes and Joy Porter and then George</p> <p style="text-align: right;">Page 13</p>

<p>1 Guyan.</p> <p>2 MR. HAYES: Yes. Thank you.</p> <p>3 I think -- I don't know the plans</p> <p>4 specifically verbatim, but I think it needs to be language</p> <p>5 that looks at and reflects the need for stabilizing the</p> <p>6 population of California.</p> <p>7 The plan, I don't think mentions it, but I</p> <p>8 think you can draw an illogical conclusion that at some</p> <p>9 point, we can only accommodate so many people in the state</p> <p>10 and the plan seems to be just that it seems to want to keep</p> <p>11 track of the people in the state.</p> <p>12 Being a Vallejo native, living here 40</p> <p>13 years, I have seen just too much change, not all for the</p> <p>14 best, and I'm tired of it. There is no reason to have the</p> <p>15 taxes that we have in the state or the amount of congestion</p> <p>16 that comes with the growth.</p> <p>17 So we really need to look at the state</p> <p>18 population and the responsible thing to do is specifically</p> <p>19 for this sort of -- this plan is to start looking at</p> <p>20 stabilizing the population, even though the state might</p> <p>21 require the plan to essentially accommodate growth.</p> <p>22 Again, their needs to be language within the</p> <p>23 plan about the need to -- whether in the initial statement</p> <p>24 or whatnot, to stabilize the population.</p> <p>25 So thank you.</p> <p style="text-align: right;">Page 14</p>	<p>1 from where we lived so that I could attend a better public</p> <p>2 school because the teacher that was going to teach my class</p> <p>3 in my local elementary school was the subject of a parent</p> <p>4 walkout at the previous school I attended. Forty-three</p> <p>5 years ago.</p> <p>6 I came to Vallejo in 1995. 1998, I bought a</p> <p>7 piece of heaven. 1100 square foot. I had 20 fruit trees,</p> <p>8 50 rose bushes, solar panels. I'm living the American</p> <p>9 dream. I'm looking for the American dream for my children.</p> <p>10 I don't -- this plan, I understand, puts the preponderance</p> <p>11 upon stacking-back housing, sitting on top of one-floor</p> <p>12 retail developments.</p> <p>13 It has an emphasis on something called</p> <p>14 social justice, which means, the people living across the</p> <p>15 hall from you, may be Section 8 housing and you are paying</p> <p>16 the same amount of money.</p> <p>17 Move to a better neighborhood, yeah, but at</p> <p>18 least the plan does allow single-family housing. But if</p> <p>19 that is limited by zoning, isn't that going to be something</p> <p>20 that only one percent can afford.</p> <p>21 The American dream. That's what I want to</p> <p>22 preserve. I want to preserve for everybody here.</p> <p>23 I thank you all for your time. And that's</p> <p>24 why I generally don't like this plan.</p> <p>25 Thank you.</p> <p style="text-align: right;">Page 16</p>
<p>1 MR. SPERING: Thank you for your comments.</p> <p>2 Joy Porter, George Guyan and the Kathy -- it</p> <p>3 looks like Kerridge.</p> <p>4 MR. PORTER: Thank you all so much for your</p> <p>5 time tonight.</p> <p>6 Forty-three years ago, my parents did one of</p> <p>7 the most important things they ever did for me and my wife,</p> <p>8 and that was they chose to rent an apartment.</p> <p>9 MR. SPERING: Are you Mr. Porter?</p> <p>10 MR. PORTER: Yes, I am.</p> <p>11 MR. SPERING: Mr. Porter, I'm sorry.</p> <p>12 What is your first name?</p> <p>13 MR. PORTER: Joey.</p> <p>14 MR. SPERING: Okay.</p> <p>15 Just for the record, Joey. I apologize. I</p> <p>16 said --</p> <p>17 MR. PORTER: Just like the --</p> <p>18 MR. SPERING: Thank you.</p> <p>19 Start over. Start over.</p> <p>20 MR. PORTER: As I tell people, just like</p> <p>21 linebacker but I'm bigger than him.</p> <p>22 So, anyway, we're both outspoken.</p> <p>23 So anyway, 43 years ago my parents chose to</p> <p>24 make one of the most important decisions in my life, which</p> <p>25 was they chose to rent a small apartment about 15 miles</p> <p style="text-align: right;">Page 15</p>	<p>1 MR. SPERING: George Guyan, Kathy Kerridge</p> <p>2 and Doug Darling.</p> <p>3 MR. GUYAN: Good evening.</p> <p>4 I thought the Board of Supervisors</p> <p>5 determined their own pay was really obscene. I think this</p> <p>6 plan is even more obscene. It's not the government's</p> <p>7 business to decide where people live, how many cars they</p> <p>8 have or don't have, or whether they ride a bicycle or if</p> <p>9 they ride a train.</p> <p>10 Even if it was, you aren't even following</p> <p>11 your own script and having the meeting here because this</p> <p>12 place is not centrally located and most people probably had</p> <p>13 a hard time finding the place.</p> <p>14 I really don't see the need for big</p> <p>15 government. Government steals money from the public. They</p> <p>16 certainly don't give voluntary contributions and then they</p> <p>17 take the money and use it for the ends of a few people that</p> <p>18 are so-called real government, which is not what the public</p> <p>19 wants.</p> <p>20 And even make it worse by having a school</p> <p>21 system where people are talked down, where they don't</p> <p>22 always make good decisions when they do vote.</p> <p>23 And as the first speaker mentioned, if this</p> <p>24 is such a good idea, why don't you put it to a vote to the</p> <p>25 people. I don't see a lot of people here tonight that are</p> <p style="text-align: right;">Page 17</p>

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

<p>1 Thank you, sir.</p> <p>2 MR. DARLING: Jim Sperring --</p> <p>3 MR. SPERING: Go ahead and start from the</p> <p>4 beginning.</p> <p>5 MR. DARLING: Mark Luce, ABAG President,</p> <p>6 Napa County Supervisor. Bottom-up -- quote, bottom-up plan</p> <p>7 that recognizes the adversity of Bay Area communities,</p> <p>8 cities and counties identifying the best places of growth</p> <p>9 to preserve the character of existing neighborhoods and</p> <p>10 protect agricultural lands." Unquote.</p> <p>11 Those of us in Vallejo know what that means.</p> <p>12 Jim Sperring, you said tonight, quote, "This</p> <p>13 plan protects the uniqueness of places like the wine</p> <p>14 country." Unquote. Again, that is a red flag for me. That</p> <p>15 means That I'm going to pay for it here in Vallejo.</p> <p>16 In my opinion, this whole thing is a</p> <p>17 violation of my constitutional rights. You said our</p> <p>18 comments will be taken into consideration. I seriously</p> <p>19 doubt that my comments or anyone else's will be seriously</p> <p>20 considered. If ABAG is taking public comments seriously,</p> <p>21 they would resolve the One Bay Area Plan.</p> <p>22 ABAG is not welcome in Vallejo. We don't</p> <p>23 want more high density housing and we certainly don't need</p> <p>24 it near our transportation hubs, our downtown. We're</p> <p>25 already living near Marine World. Vallejo just got muscled</p> <p style="text-align: right;">Page 22</p>	<p>1 really famous map that in the 50's Dean Rusk sat down and</p> <p>2 looked at in the White House, and it was the map of Korea.</p> <p>3 Dean Rusk took 15 minutes to divide up a</p> <p>4 country without talking to anyone from Korea about what it</p> <p>5 meant to divide the line a long the latitude instead of the</p> <p>6 longitude.</p> <p>7 If he had divided it differently, we would</p> <p>8 not be having the threats that we have from North Korea</p> <p>9 today. It would have just taken a little time to talk to</p> <p>10 the people who are being affected by the maps.</p> <p>11 So my question, and I have been trying to</p> <p>12 get this answered for a couple of weeks through e-mail is,</p> <p>13 who from Vallejo and Benicia is the author of the PDA's.</p> <p>14 Is it city or is it county? Number one question.</p> <p>15 And, number two. Who controls the PDA</p> <p>16 development?</p> <p>17 I understand here that it's 80 percent of</p> <p>18 the PDA's are expected to the region numbers, but it's not</p> <p>19 an eat it. My understanding was that, really, the city's</p> <p>20 zoning determines where the reading numbers will go. And</p> <p>21 that it is not an absolute formula that really goes into</p> <p>22 PDA's. And I feel like you know what the bottom line is</p> <p>23 here tonight and I would be hoping for that answer.</p> <p>24 And then to add to Doug Darling's ideas, you</p> <p>25 know, he was saying things are happening from the county</p> <p style="text-align: right;">Page 24</p>
<p>1 by the county on the daily forum center. You are currently</p> <p>2 muscling us on the fairgrounds project. And now you are</p> <p>3 seated before me tonight muscling me on behalf of ABAG.</p> <p>4 This is social engineering at its finest.</p> <p>5 And the fact that you have gotten away with it this long,</p> <p>6 should be considered alarming. It reminds me of a movie</p> <p>7 called Soylent Green.</p> <p>8 Thank you.</p> <p>9 MR. SPERING: Colleen Morrison, Shirley from</p> <p>10 Dixon and Ginger Emerson.</p> <p>11 MS. SEIFERT: I think you can adjust the --</p> <p>12 MR. SPERING: There you go.</p> <p>13 MS. MORRISON: Can you hear me?</p> <p>14 MS. SPERING: Yes.</p> <p>15 UNIDENTIFIED SPEAKER: Barely.</p> <p>16 MS. MORRISON: Colleen Cole Morrison,</p> <p>17 Vallejo.</p> <p>18 My understanding is that this plan really</p> <p>19 has been three years in the making and it's going to happen</p> <p>20 and then this is just what you have to do in order to</p> <p>21 justify what you're doing.</p> <p>22 And you know what, I can live with that. I</p> <p>23 am not a planner. I can live with help. But when I look</p> <p>24 at the maps of the PDA's and when I look at the maps of the</p> <p>25 jobs that are supposed to be created, I am reminded of a</p> <p style="text-align: right;">Page 23</p>	<p>1 level to Vallejo that we're noticing, and it doesn't breed</p> <p>2 trust.</p> <p>3 The things that I know is that in January</p> <p>4 2012, the county upturned, overturned a voter-mandated</p> <p>5 ten-city level for the unincorporated areas in Vallejo.</p> <p>6 The voter mandated 2008 level for density in the</p> <p>7 unincorporated areas of Vallejo, were zero to four. But in</p> <p>8 January 2012, the county changed that to zero to ten.</p> <p>9 So what I would like to know is, how can we</p> <p>10 be part of the process so that we don't end up with</p> <p>11 problems such as Mr. Rusk created.</p> <p>12 Thank you.</p> <p>13 MR. SPERING: Okay. Thank you.</p> <p>14 Shirley -- if you could give us your last</p> <p>15 name, please, for the record.</p> <p>16 MS. HUMPHREY: My name is Shirley Humphrey</p> <p>17 and I am from Dixon, California.</p> <p>18 And before I start my prepared comments, I</p> <p>19 would like to make a copy -- a comment on population.</p> <p>20 If you are reading in the Sacramento Bee,</p> <p>21 the University of Southern California is projecting that</p> <p>22 the growth in California is going to go to a low of 7/10th</p> <p>23 of one percent. Last week there was a study by Lutheran</p> <p>24 University which says California is losing population.</p> <p>25 So you need to look at those statistics from</p> <p style="text-align: right;">Page 25</p>



<p>1 the Lutheran University, University -- Southern California, 2 Department of Finance and a lot of what is in Ann Walter's 3 column.</p> <p>4 Okay. I wanted to talk to you about our 5 problems in our local area.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 26</p>	<p>1 that they can get through ABAG with a PDA.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 MR. SPERING: Thank you.</p> <p style="text-align: right;">Page 28</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 27</p>	<p>1 Ginger Emerson, Judy Irvin and Robert -- it 2 looks like Brekke or something. Brekke. I'm sorry. 3 Brekke.</p> <p>4 Ginger.</p> <p>5 MS. EMERSON: Good evening.</p> <p>6 MR. SPERING: You are up.</p> <p>7 MS. EMERSON: Thank you.</p> <p>8 Good evening, Supervisors.</p> <p>9 I am Ginger Emerson and I am also from Dixon 10 and I am going to be very brief.</p> <p>11 I intend to put my comments in writing. I 12 want them to be very specific.</p> <p>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.</p> <p>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.</p> <p>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 --</p> <p style="text-align: right;">Page 29</p>

<p>1 MR. SPERING: That's true.</p> <p>2 MS. EMERSON: -- and we come back and we</p> <p>3 have some degree of knowledge, more than most of the people</p> <p>4 in our neighborhood. When we do attempt to go before our</p> <p>5 city officials, we are abused. We are called sociopaths.</p> <p>6 I have some emails that I won't share with</p> <p>7 you at a public microphone, that I have received from our</p> <p>8 elected officials. So I will be putting my comments in</p> <p>9 writing. It seems the safer thing to do.</p> <p>10 MR. SPERING: Thank you very much.</p> <p>11 Judy Irvin, Robert --</p> <p>12 UNIDENTIFIED SPEAKER: Brekke.</p> <p>13 MR. SPERING: -- Brekke, and Mary Savage.</p> <p>14 MS. IRVIN: Hello.</p> <p>15 MR. SPERING: Judy, how are you?</p> <p>16 MS. IRVIN: Good. How are you?</p> <p>17 MR. SPERING: I'm fine.</p> <p>18 MS. IRVIN: Hi, I'm Judy Irvin.</p> <p>19 I just want to -- this kind of gives me a</p> <p>20 giggle because I am a planner and an architect, and for</p> <p>21 awhile I was the director of Sustainable Development for</p> <p>22 the Bay Area, a long time ago, for Urban Ecology.</p> <p>23 So I did a lot of research on this</p> <p>24 sustainable stuff. I've read Agenda 21. The Brundtland</p> <p>25 report and all of that. And what the Brundtland report</p> <p style="text-align: right;">Page 30</p>	<p>1 You keep giving them money and they keep</p> <p>2 taking it because it's a drug. And we don't get anywhere</p> <p>3 because we can't keep growing our way out of it. It's a</p> <p>4 shell game. It's a game. This is a game called, we can</p> <p>5 grow our way out of this financial thing someway and it's</p> <p>6 going to be 30 percent, we can't do it. It's not going to</p> <p>7 happen.</p> <p>8 MR. SPERING: All right.</p> <p>9 Robert and then Mary will follow up.</p> <p>10 MR. BREKKE: Robert Brekke, resident of</p> <p>11 Vallejo.</p> <p>12 I find it preposterous that we keep making</p> <p>13 plans and we don't take a true analysis of the situation,</p> <p>14 at least in this the city of Vallejo. And we cannot --</p> <p>15 this city cannot afford to continue to build housing that</p> <p>16 is owned by someone else in the likes of Danville, Marin</p> <p>17 and Napa and Hillsborough, and all over, but not in</p> <p>18 Vallejo; and getting in public dollars to house more people</p> <p>19 and it's not enough.</p> <p>20 We have to start thinking about Vallejo as</p> <p>21 if it has opportunities to employment for a reverse ferry</p> <p>22 ride from San Francisco there to Mare Island and coming</p> <p>23 from other places.</p> <p>24 But as long as you continue to put poor</p> <p>25 people in Vallejo and not take care of the poor people that</p> <p style="text-align: right;">Page 32</p>
<p>1 says, this kind of limits to growth at the great paradigm</p> <p>2 of Adam Smith that we are going to grow forever and</p> <p>3 everything would be great because we just grow our way out</p> <p>4 of it, was over and the limits of growth were met.</p> <p>5 And what the Brundtland Report says, we are</p> <p>6 there. We met it. We're done. We can't grow anymore.</p> <p>7 So I see this plan coming out saying we are</p> <p>8 a sustainable plan. We are going to grow 30 percent.</p> <p>9 It's an oxymoron. It's not sustainable. You can't do it.</p> <p>10 So this whole plan is this amazing game of</p> <p>11 marketing. We are going to grow our way out of it. Somehow</p> <p>12 we are going to get there.</p> <p>13 So what happens is, your money, the stuff</p> <p>14 that you bring forth, these MTC's dollars, we'll give you</p> <p>15 money. You play the game. You do what we want, we will</p> <p>16 give you money.</p> <p>17 I live in Vallejo. I know how addicted they</p> <p>18 are to this money that you have. But they want it real</p> <p>19 bad. They will do anything. Anything. It's a drug.</p> <p>20 So when they -- when you offer them money to</p> <p>21 build a parking garage, they said, yes, we want it. We'll</p> <p>22 build a parking garage out there and we'll dig the parking</p> <p>23 levels below the water table and it will fill up with</p> <p>24 water. So all of the money you gave them can be thrown in</p> <p>25 the trash.</p> <p style="text-align: right;">Page 31</p>	<p>1 are already there and give them adequate resources of good</p> <p>2 education for their children and for themselves to further</p> <p>3 their education and for parks and recreation and for</p> <p>4 lowering -- or raising the number of people that have a</p> <p>5 stake in Vallejo, that live there and ownership; and</p> <p>6 otherwise it's a self perpetuating situation that we will</p> <p>7 just become or remain the dumping ground of poor people.</p> <p>8 And I am not speaking disparaging of poor</p> <p>9 people. We are not taking care of the poor people that are</p> <p>10 there, and we are subsidizing the very wealthy people that</p> <p>11 own property there. And you have to analyze the situation</p> <p>12 in terms of not just public dollars that go to affordable</p> <p>13 housing.</p> <p>14 We are poor people, all of us, in Vallejo.</p> <p>15 So there is plenty of affordable housing without anything</p> <p>16 extra.</p> <p>17 And I urge you -- can I also ask, who's --</p> <p>18 are they raffling a -- are the raffling off the Mercedes</p> <p>19 out front on the sidewalk or is that someone's car here.</p> <p>20 MR. SPERING: No. But if you want to pay</p> <p>21 cash, I'll take it.</p> <p>22 MR. BREKKE: Okay.</p> <p>23 MR. SPERING: Thank you.</p> <p>24 MR. BREKKE: Thank you.</p> <p>25 MR. SPERING: Mary Savage. Mary, and then</p> <p style="text-align: right;">Page 33</p>

<p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p style="text-align: right;">Page 35</p>	<p>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</p> <p style="text-align: right;">Page 37</p>

<p>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</p> <p style="text-align: right;">Page 38</p>	<p>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</p> <p style="text-align: right;">Page 40</p>
<p>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</p> <p style="text-align: right;">Page 39</p>	<p>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 Annzel Loufas?  18 MS. LOUFAS: Yes.  19 MR. SPERING: Okay.  20 Annzel?  21 MS. LOUFAS: Annzel 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.</p> <p style="text-align: right;">Page 41</p>

<div>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 adjourned was adjourned at 8:10 p.m.) 13 14 15 16 17 --oOo-- 18 19 20 21 22 23 24 25  Page 42</div>	
<div>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  Page 43</div>	

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		1	REVERAND TIM CARNAHAN, NBOP SRIMA, 43
2		2	FAITH LUTHERAN CHURCH
3	ATTENDEES	3	WAYNE GORDON, NA 45
4	JAKE MACKENZIE - Rohnert Park City Councilman	4	ANN SEELY 48
5	DAVID RABBITT - Sonoma County Supervisor, 2nd District	5	BILL KORTUM, SCCA 49
6	---oOo---	6	JEANETTE MCFALL, REALTOR KELLER WILLIAMS 50
7		7	MICHEL STAMOULIS 53
8		8	---oOo---
9	BE IT REMEMBERED that, pursuant to Notice of the	9	
10	Hearing, and on April 8, 2013, 7:00 p.m. at Friedman	10	
11	Center, 4676 Mayette Avenue, Santa Rosa, California 95405,	11	
12	before me, CINDY L. BOCCALEONI, CSR No. 12987, State of	12	
13	California, there commenced a Public Hearing.	13	
14		14	
15	---oOo---	15	
16		16	
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	Page 2		Page 4
1		1	
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3	PUBLIC SPEAKERS	3	
4	PAGE	4	PROCEEDINGS
5	STEPHANIE REYES 9	5	MR. MACKENZIE: Good evening, everybody. I'd
6	KAY TOKERUD 11	6	like to welcome you to this Plan Bay Area public hearing
7	ORLEAN KOEHLE 13	7	and I'd just like to introduce myself and my colleague.
8	PHAEDRA GLIDDEN 16	8	My name is Jake Mackenzie. I'm on the Rohnert Park City
9	MARGE SORBI 18	9	Council and I represent Sonoma county and the nine cities
10	JAMES BENNETT, POST SUSTAINABILITY INSTITUTE, 19	10	as a Metropolitan Planning Commissioner. And on my left
11	THE NORTH BAY INDEPENDENT	11	is:
12	DAVID GRABILL, SONOMA COUNTY HOUSING ADVOCACY 21	12	MR. RABBITT: My name is David Rabbitt. I'm the
13	GROUP AND LATINOS UNIDOS DE NAPA	13	chair, current chair of the Board of Supervisors
14	DENNIS ROSATTI, CONSERVATION ACTION 23	14	representing the South County, 2nd district. I also
15	LLOYD GUCCIONE, PEACE AND FREEDOM PARTY 25	15	represent the County on the ABAG Executive Board.
16	ROSA KOIRE - POST SUSTAINABILITY INSTITUTE 27	16	MR. MACKENZIE: And if you would all please
17	JACK SWEARENGEN, FRIENDS OF SMART 30	17	stand and join me in the Pledge of Allegiance.
18	STEVE BIRDLEBOUGH, TRANSPORTATION LAND USE 31	18	Hand over your heart:
19	COALITION	19	(Pledge recited by group)
20	ANN HANCOCK, CLIMATE PROTECTION CAMPAIGN 32	20	MR. MACKENZIE: Thank you.
21	DEBORAH, STOP THE CRIME.NET 33	21	I just introduced myself, as did my colleague,
22	GEORGE BARICH 35	22	Supervisor David Rabbitt. I believe, and I know as an
23	NEIL HANCOCK 38	23	elected official, that fellow elected officials always
24	GINNY DOYLE 39	24	like to be recognized; I do when I'm in the audience, but
25	JENNY BARD 40	25	Carol Russell from the city of Cloverdale was the only
	VESTA COPESTAKES, SONOMA COUNTY GAZETTE 41		
	Page 3		Page 5

<p>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</p> <p style="text-align: right;">Page 6</p>	<p>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</p> <p style="text-align: right;">Page 8</p>
<p>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</p> <p style="text-align: right;">Page 7</p>	<p>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</p> <p style="text-align: right;">Page 9</p>



<p>1 in the front.</p> <p>2 STEPHANIE REYES: Hello, Council Member</p> <p>3 Mackenzie and Supervisor Rabbitt, my name is Stephanie</p> <p>4 Reyes. I am a resident of the Bay Area.</p> <p>5 Two years ago, my mom had hip replacement</p> <p>6 surgery. And for those who are not familiar with it,</p> <p>7 this is a very invasive surgery with a multi-week</p> <p>8 recovery time. My parents still live in the two-story</p> <p>9 home, where they raised my sisters and me, and all the</p> <p>10 bedrooms in that house are on the second floor. My mom</p> <p>11 had a really tough time moving around after her surgery.</p> <p>12 My parents have always known that they'd</p> <p>13 eventually move to a smaller place now that all three of</p> <p>14 their kids are out of the house, but the experience of my</p> <p>15 mom's surgery made them think, "Huh, maybe we need to</p> <p>16 move to a place that's only one story so we don't have to</p> <p>17 deal with stairs as we get older."</p> <p>18 My husband's parents are going through something</p> <p>19 slightly different but related. My mother-in-law can't</p> <p>20 drive any more. She still wants to do things like go to</p> <p>21 her aqua aerobics class or meet friends for coffee, but</p> <p>22 they live in a place where you have to drive to get</p> <p>23 everywhere. And fortunately, my father-in-law can still</p> <p>24 drive and he's very nice about taking her around, but</p> <p>25 she's a little shy about asking all the time. And also,</p> <p style="text-align: right;">Page 10</p>	<p>1 2040.</p> <p>2 If your property is outside of the PDAs, you</p> <p>3 will likely not be able to build or expand your building,</p> <p>4 and you won't be paid for this loss of your development</p> <p>5 rights.</p> <p>6 Next, it -- Plan Bay Area violates 14th</p> <p>7 Amendment of the US Constitution, the Equal Protection</p> <p>8 Clause. Owners of properties in the Priority Development</p> <p>9 Areas will receive development permits at a rate of</p> <p>10 approximately 80 times more than owners of property</p> <p>11 outside of the Priority Development Areas. And if you</p> <p>12 think that is not going to effect property values, you're</p> <p>13 absolutely wrong. It's setting up an unequal system</p> <p>14 where some people have rights to develop and other people</p> <p>15 don't.</p> <p>16 And beyond this, it violates the voter-approved</p> <p>17 Urban Growth Boundary ordinances that are pretty much in</p> <p>18 every city in the Bay Area because in the Urban Growth</p> <p>19 Boundaries, you're supposed to be able to allow -- you're</p> <p>20 supposed to be allowed to build up to what your zoning</p> <p>21 allows everywhere where there are city services. All the</p> <p>22 way out to that line, the government has to encourage</p> <p>23 development in all the area. And this clearly does not</p> <p>24 do that. It encourages areas in these small PDAs and</p> <p>25 will, of course, then have to discourage development in</p> <p style="text-align: right;">Page 12</p>
<p>1 he's in his '80s, so that's not going to last forever</p> <p>2 either.</p> <p>3 So it's important to me that as we plan for the</p> <p>4 future of the region, that there be plenty choices for my</p> <p>5 parents, my in-laws and others in similar situations to</p> <p>6 downsize to a home in a neighborhood where they can get</p> <p>7 around without a car. And from what I've seen tonight, I</p> <p>8 think the Plan Bay Area goes in the right direction in</p> <p>9 planning for a high quality of life for Mom and Dad as</p> <p>10 they get older. Thank you.</p> <p>11 MR. MACKENZIE: Thank you very much. The next</p> <p>12 person I'm calling on is Kay Tokerud.</p> <p>13 KAY TOKERUD: Good evening, my name is Kay</p> <p>14 Tokerud. I live this Santa Rosa, and I have some very</p> <p>15 serious concerns about the legality of Plan Bay Area on a</p> <p>16 number of both constitutional and other existing laws</p> <p>17 that are not consistent with this Plan.</p> <p>18 I've studied the documents and talked with some</p> <p>19 attorneys, and I feel that Plan Bay Area violates the 5th</p> <p>20 Amendment of the US Constitution by taking property</p> <p>21 rights without just compensation. By the creation of</p> <p>22 Priority Development Areas, this Plan restricts 80</p> <p>23 percent of residential development and 66 percent of</p> <p>24 commercial development to just a few small areas of your</p> <p>25 city -- of the cities of the Bay Area -- until the year</p> <p style="text-align: right;">Page 11</p>	<p>1 other areas.</p> <p>2 Those areas will go into decline because there</p> <p>3 won't be investments in those areas. And in the rural</p> <p>4 areas, there will be no new housing built at all</p> <p>5 according to Plan Bay Area. One hundred percent of all</p> <p>6 housing must go within the urbanized areas with this</p> <p>7 Plan. So what you're effectively doing is you'll be</p> <p>8 taking a conservation easement on all privately-owned</p> <p>9 land in the County without paying.</p> <p>10 And by the way, there's a market for buying</p> <p>11 development rights. Right now people buy conservation</p> <p>12 easements. You're taking them without paying anything.</p> <p>13 That's a crime. And we will not stand for it. And the</p> <p>14 Post Sustainability Institute will be filing a lawsuit on</p> <p>15 these several different grounds.</p> <p>16 And it's PostSustainabilityInstitute.org where</p> <p>17 you can find out more about what we're doing, and I'm</p> <p>18 wrapping it up, so thanks a lot.</p> <p>19 MR. RABBITT: Thank you.</p> <p>20 MR. MACKENZIE: Thank you very much.</p> <p>21 The next speaker card I have is from Orlean</p> <p>22 Koehle, if I'm pronouncing it --</p> <p>23 JAMES BENNETT: Koehle.</p> <p>24 MR. MACKENZIE: Koehle. There you go.</p> <p>25 ORLEAN KOEHLE: Thank you. My husband is from</p> <p style="text-align: right;">Page 13</p>

<p>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</p> <p style="text-align: right;">Page 14</p>	<p>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.</p> <p style="text-align: right;">Page 16</p>
<p>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</p> <p style="text-align: right;">Page 15</p>	<p>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.</p> <p style="text-align: right;">Page 17</p>

<p>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.</p> <p>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.</p> <p>11 MR. MACKENZIE: Thank you very much. Appreciate 12 that.</p> <p>13 The next name I have is Marge Sorbi; is that 14 correct?</p> <p>15 MARGE SORBI: Yes.</p> <p>16 MR. MACKENZIE: Thank you.</p> <p>17 MARGE SORBI: Thank you for being correct.</p> <p>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</p> <p style="text-align: right;">Page 18</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 Thank you.</p> <p>23 MR. MACKENZIE: Thank you very much.</p> <p>24 I'd like to call on James Bennett, please.</p> <p>25 JAMES BENNETT: My name is James Bennett. I'm</p> <p style="text-align: right;">Page 19</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>19 MR. MACKENZIE: Thank you very much.</p> <p>20 I'd like to call to David Grabill.</p> <p>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</p> <p style="text-align: right;">Page 21</p>

<p>1 with who work in our communities.</p> <p>2 Unfortunately, this Plan doesn't do that. This</p> <p>3 Plan concentrates housing development, particularly lower</p> <p>4 income housing development in communities such as</p> <p>5 Oakland, San Jose, and San Francisco that already have</p> <p>6 high concentrations of low-income households. It does</p> <p>7 not provide adequate housing in counties such as Napa and</p> <p>8 Marin, to a lesser extent, Sonoma County; to meet the</p> <p>9 housing needs of the people who work in those counties.</p> <p>10 Those counties, they are full speed ahead with economic</p> <p>11 development, with tourism, with things that create jobs</p> <p>12 but, particularly Napa and Marin, have been very</p> <p>13 resistant over the years to housing for people who work</p> <p>14 there. Sonoma County has made a reasonable effort in</p> <p>15 that regard, although they're fallen short.</p> <p>16 This Plan, by concentrating housing development</p> <p>17 in Oakland and San Francisco and San Jose increases the</p> <p>18 concentration of low-income people in those communities,</p> <p>19 walls off Napa and Marin to the people to -- for</p> <p>20 residences for housing for people who work there. That's</p> <p>21 another nice why of saying they're segregated. Because</p> <p>22 most of those low-income folks are not White, they're</p> <p>23 people of color. So we have de facto segregation in a</p> <p>24 guise of a regional housing plan creeping back into</p> <p>25 California where it has no business being and where it's</p> <p style="text-align: right;">Page 22</p>	<p>1 reductions and transportation infrastructure I think is</p> <p>2 really where we need to go if we're going to confront the</p> <p>3 daunting challenge of climate change.</p> <p>4 Conservation Action has worked for years for a</p> <p>5 smart growth vision for Sonoma County in the North Bay.</p> <p>6 Through Urban Growth Boundaries, we've worked to stop</p> <p>7 sprawl from happening. We've worked for the Smart Train</p> <p>8 and Pathway. And then recently we've -- since we got the</p> <p>9 Smart Pass, we've been working on the station area plans</p> <p>10 up and down the Smart Line. And we've been through these</p> <p>11 processes engaging the public in person-to-person</p> <p>12 organizing strategies, and I think we do have a public</p> <p>13 that's open and willing to have this conversation and do</p> <p>14 things a little differently in the future.</p> <p>15 I hope that through the Plan we can find a way</p> <p>16 to finish our Smart Line and get that connection to</p> <p>17 Larkspur from San Rafael. I think the feds are going to</p> <p>18 rain money on us if we can promote a vision and sell them</p> <p>19 a vision of a connection from northern Sonoma County</p> <p>20 right past our airport where we're going to add 16,000</p> <p>21 people in the Santa Rosa -- or 16,000 housing units into</p> <p>22 Santa Rosa, so we're going to need a more robust</p> <p>23 transportation, you know, infrastructure for that. And I</p> <p>24 think the feds will really smile upon us when they see</p> <p>25 that not only are we a self-help county through our</p> <p style="text-align: right;">Page 24</p>
<p>1 illegal.</p> <p>2 With regard to ABAG's RHNA allocations that</p> <p>3 you're about to adopt in the next month or two, those new</p> <p>4 RHNA allocations cut the housing that's allocated to</p> <p>5 Marin and Napa by 50 percent. Even out of those</p> <p>6 jurisdictions, 60 percent of the people who live in --</p> <p>7 who work in Marin County can't live there. Don't live</p> <p>8 there. They commute from other counties. It's a little</p> <p>9 less for Napa County, but --</p> <p>10 MR. MACKENZIE: Could you bring your remarks to</p> <p>11 a close, please, Mr. Grabill.</p> <p>12 DAVID GRABILL: Okay. We hope you'll rethink</p> <p>13 this so that everybody who works in all our counties, all</p> <p>14 our cities can have a reasonable opportunity to live</p> <p>15 close to where they work. Thank you.</p> <p>16 MR. MACKENZIE: Thank you.</p> <p>17 I'd like to call on Dennis Rosatti, please.</p> <p>18 DENNIS ROSATTI: Councilman Mackenzie,</p> <p>19 Supervisor Rabbitt, thank you for the opportunity to</p> <p>20 speak. My name is Dennis Rosatti with Conservation</p> <p>21 Action, 540 Pacific Avenue in Santa Rosa. We'll also be</p> <p>22 submitting some written comments on the Plan.</p> <p>23 But tonight I just wanted to say that I think</p> <p>24 it's great that we're planning regionally using SB 375 to</p> <p>25 get us there. Planning for the future for greenhouse-gas</p> <p style="text-align: right;">Page 23</p>	<p>1 Measure M investments and our Smart investments, but</p> <p>2 we're actually connecting to a larger infrastructure.</p> <p>3 Regarding housing in Santa Rosa with 16,000 new</p> <p>4 units by 2040, that's about 500 units per year that we're</p> <p>5 projecting; I'm hoping that we can find a way to</p> <p>6 prioritize those units into the station area planned</p> <p>7 zones as much as we possibly can and then to the adjacent</p> <p>8 areas around those zones.</p> <p>9 I do have some concerns regarding prioritizing</p> <p>10 and placement of housing unincorporated areas in the</p> <p>11 county; Forestville, the Springs area and Sonoma Valley.</p> <p>12 These are small towns that don't really have the</p> <p>13 infrastructure. We've got a lot of county roads on the</p> <p>14 books already that we've got to find a way to fund and</p> <p>15 keep up. And I think the County does a good job of this</p> <p>16 in general, but I think as much as we can, we need to</p> <p>17 focus that growth around the existing city</p> <p>18 infrastructures and whether transportation is able to</p> <p>19 handle it. Thank you very much.</p> <p>20 MR. MACKENZIE: Thank you very much.</p> <p>21 I'd like to call on Lloyd Guccione. If I've got</p> <p>22 that right, then I'm blessed. I guess.</p> <p>23 LLOYD GUCCIONE: You are blessed, my son.</p> <p>24 I'm very glad to have heard the speakers who</p> <p>25 came before me. I'm very glad to have seen Mr. Grabill</p> <p style="text-align: right;">Page 25</p>

<p>1 here and the comments that have been made already.</p> <p>2 My concerns perhaps are a little bit different.</p> <p>3 I have problems with regional government concerns. I</p> <p>4 have problems that the vision, notwithstanding the</p> <p>5 excellent work that has been done on planning</p> <p>6 transportation and trying to resolve issues -- I believe</p> <p>7 it will not resolve the issue.</p> <p>8 Why? Well, past experience. One time there was</p> <p>9 one-lane highways. Then there was two. Then three.</p> <p>10 What happens? Lands values go up. Pressures grow. This</p> <p>11 is a natural course of events that all of us have</p> <p>12 witnessed, whether in Southern California, back East or</p> <p>13 here; here, especially in Sonoma County where I've been</p> <p>14 since 1970.</p> <p>15 So well-intended improvements in transportation</p> <p>16 are going to have outfall, and I believe the mitigation</p> <p>17 that MTC, that ABAG, that our local representatives will</p> <p>18 attempt will not be sufficient because they have not been</p> <p>19 sufficient in the past. That is a concern.</p> <p>20 In the comment; the equity analysis, EIR</p> <p>21 alternatives, it the states that "thanks to increased</p> <p>22 affordable housing production."</p> <p>23 I am from Guerneville, and I would like to say</p> <p>24 we had an affordable housing unit, 48 units, put into our</p> <p>25 area. And one of the reasons given was, it was a</p> <p style="text-align: right;">Page 26</p>	<p>1 California. You want to bring bank tax increment</p> <p>2 financing, TIF. And this is really a problem because</p> <p>3 what it does is it sucks the funds out of the areas that</p> <p>4 you want to improve for 20, 35 and 40 years.</p> <p>5 One other thing I noticed, this Plan is the same</p> <p>6 plan all across the United States with a major exception.</p> <p>7 But the Plan is identical to Plan New York, PlanET,</p> <p>8 PlaniTulsa. It's identical to the Hanoi Center Regional</p> <p>9 Plan 2030. This is the same Plan all across the world.</p> <p>10 You need to take a look at that. And I know you</p> <p>11 have looked at it because you're elected officials, but</p> <p>12 the people here, who think they're talking about just the</p> <p>13 regionalization of the San Francisco Bay Area, are</p> <p>14 completely uninformed. This Plan is a worldwide plan.</p> <p>15 This is not some fantasy or a tinfoil hat thing. This is</p> <p>16 reality. And you need to take a look at it and ask</p> <p>17 yourself what this is all about.</p> <p>18 Now, I'd also like to tell you that we will be</p> <p>19 suing you. Planned Bay Area violates the 5th Amendment</p> <p>20 of the United States Constitution. You are not paying</p> <p>21 just compensation for the rights that you'll be taking,</p> <p>22 that you are taking through this Plan. Priority</p> <p>23 Development Areas restrict 80 percent of residential</p> <p>24 development and 66 percent of commercial development to</p> <p>25 just a few small areas of the Bay Area, about four</p> <p style="text-align: right;">Page 28</p>
<p>1 necessary allocation from ABAG that Sonoma County have so</p> <p>2 many, and Guerneville must accept a certain number of</p> <p>3 units.</p> <p>4 Now, Guerneville is a long way out of the</p> <p>5 corridor and the Priority Developments Areas, and yet it</p> <p>6 will be impacted, as will other outlying areas. It is</p> <p>7 very, very hard to not have that happen. I would like</p> <p>8 the Plan to certainly give very good consideration to</p> <p>9 what will be the impact.</p> <p>10 Reducing commute times; an important factor.</p> <p>11 However, it has unintended consequences. I know that</p> <p>12 your staff, the staff here, everyone, is very, very</p> <p>13 competent, and the people who spoke before me are</p> <p>14 knowledgeable. But I don't know if it will suffice</p> <p>15 because I believe the underlying premise, the paradigm</p> <p>16 under which it operates, is not doable. Thank you.</p> <p>17 MR. MACKENZIE: Thank you very much.</p> <p>18 I'd like to call Rosa Koire.</p> <p>19 JAMES Bennett: Koire.</p> <p>20 MR. MACKENZIE: Koire. Thank you.</p> <p>21 ROSA KOIRE: I'm Rosa Koire. I'm the executive</p> <p>22 director of the Post Sustainable Institute.</p> <p>23 One thing that I did notice when I read through</p> <p>24 the Plan and the EIR was that it looks like you want to</p> <p>25 bring back redevelopment even though it's been ended in</p> <p style="text-align: right;">Page 27</p>	<p>1 percent. Okay?</p> <p>2 And then what about the rest of the 96 percent</p> <p>3 of the Bay Area? You're violating the 14th Amendment of</p> <p>4 the United States Constitution, that is the Equal</p> <p>5 Protection Clause. Development rates will be 80 percent</p> <p>6 higher; eighty 80 times higher within the PDAs. You're</p> <p>7 also violating the voter-approved Urban Growth Boundary</p> <p>8 ordinances. They can only be changed with voter</p> <p>9 approval. This is a violation.</p> <p>10 Bay Area Plan Bay Area permanently strips all</p> <p>11 development rights from rural counties in the nine county</p> <p>12 Bay Area county. You're effectively taking conservation</p> <p>13 easements on our rural lands without paying for it.</p> <p>14 Bay Area Plan Bay Area restricts development</p> <p>15 rights of property within the Priority Development Areas,</p> <p>16 too, because you will be limiting development to</p> <p>17 mixed-use high density smart-growth development. If you</p> <p>18 use form-based code, then you're existing building will</p> <p>19 be nonconforming, legally nonconforming.</p> <p>20 One other thing I want to say is that cities are</p> <p>21 supposedly not supposed to have to comply with this, but</p> <p>22 that is a lie. If your city wants state or federal</p> <p>23 transportation dollars over the next 28 years, it will</p> <p>24 have to comply with Plan Bay Area, and cities have</p> <p>25 already created Priority Development Areas in compliance</p> <p style="text-align: right;">Page 29</p>

<p>1 with Plan Bay Area.</p> <p>2 To contribute to this lawsuit, and we hope that</p> <p>3 you will because this is your only opportunity to stop</p> <p>4 OneBayArea --</p> <p>5 MR. RABBITT: You have to wrap it up. Your</p> <p>6 time's expired.</p> <p>7 ROSA KOIRE: -- go to</p> <p>8 PostSustainabilityInstitute.org and make your checks</p> <p>9 payable to Post Sustainability Institute. They will go</p> <p>10 for a legal fund that will only be used to stop</p> <p>11 OneBayArea. Thank you.</p> <p>12 MR. RABBITT: Thank you.</p> <p>13 MR. MACKENZIE: I'll call upon Jack Swearingen,</p> <p>14 please.</p> <p>15 JACK SWEARENGEN: Good evening, Councilman</p> <p>16 Mackenzie -- Councilman Mackenzie, and Supervisor</p> <p>17 Rabbitt. Good evening. My name is Jack Swearingen. I'm</p> <p>18 the chair of Friends of Smart, which means that I'm a</p> <p>19 friend of the Rail and Trail Project.</p> <p>20 In my previously life, I was teaching</p> <p>21 engineering at a university, a public university. I had</p> <p>22 the occasion to develop a course on lifecycle design of</p> <p>23 products, and I went into the course with a senior</p> <p>24 elective. And the course thesis was: Can we engineer</p> <p>25 our way to sustainability? And early on in the course, I</p> <p style="text-align: right;">Page 30</p>	<p>1 is real. It's upon us. We don't have long deal with it.</p> <p>2 We're very concerned that the pace that this Plan and the</p> <p>3 one that follows are taking are going to take too long to</p> <p>4 get there. Nevertheless, it is what we have to deal with</p> <p>5 and we're going to do our best to deal with it.</p> <p>6 My main concern is providing for adequate</p> <p>7 transit, and to do that we want to see that we not only</p> <p>8 have more buses but that we have the operating funds to</p> <p>9 operate them. And as I look into the Plan, it looks like</p> <p>10 there's no real provision for operating money, unless we</p> <p>11 can pass some more local tax funds in order to raise that</p> <p>12 sort of money.</p> <p>13 That's going to be a local problem. And I think</p> <p>14 we need to realize that that's one of the shortcomings of</p> <p>15 the Plan. I think the plan needs to -- to frankly point</p> <p>16 out that there's got to be more money in order to</p> <p>17 accomplish subjectives and to set up the avenues to</p> <p>18 realize that. Thank you.</p> <p>19 MR. MACKENZIE: Thank you very much.</p> <p>20 I'd like to call on Ann Hancock, please.</p> <p>21 ANN HANCOCK: Ann Hancock, Climate Protection</p> <p>22 Campaign, and I think that the Plan has a serious flaw.</p> <p>23 I'm echoing what Steve Birdleough just said. We are now</p> <p>24 at 395 part per million concentration of carbon dioxide</p> <p>25 in the atmosphere. This is a big jump from the year</p> <p style="text-align: right;">Page 32</p>
<p>1 asked the question: Suppose we assume that the earth is</p> <p>2 a finite source for our energy and our materials for a</p> <p>3 industrial civilization and a finite sink to throw our</p> <p>4 waste into, do we have to design to stay within those</p> <p>5 limits? And one bright student said "No. We'll just</p> <p>6 mine Mars for them to use up earth."</p> <p>7 So I said, okay, for the sake of this class,</p> <p>8 let's assume that the earth is our sphere that we have to</p> <p>9 live within. It is with that, that I come to the project</p> <p>10 because I think from an engineer standpoint that bicycles</p> <p>11 and steel wheel and steel rail are the most efficient</p> <p>12 means of moving people and goods that have yet been</p> <p>13 invented by man. And therefore, we need to build around</p> <p>14 them and have them the backboard of our transportation.</p> <p>15 Bicycle for local -- by the way, I'm 73. If the</p> <p>16 bike path were there, I would ride it tomorrow from</p> <p>17 Larkspur to Cloverdale. I look forward to it. Also, the</p> <p>18 train. I think it's the key to sustainable civilization.</p> <p>19 I think this planet is not infinite. Thank you.</p> <p>20 MR. MACKENZIE: Thank you very much.</p> <p>21 I'd like to call on Steve Birdleough, please.</p> <p>22 STEVE BIRDLEBOUGH: Thank you. I'm Steve</p> <p>23 Birdleough, and I live in Santa Rosa and I'm with the</p> <p>24 Transportation and Land Use Coalition.</p> <p>25 We recognize that the problem of global warming</p> <p style="text-align: right;">Page 31</p>	<p>1 before when it was taken, and we need, as scientists say,</p> <p>2 to be at 350 parts per million in the atmosphere.</p> <p>3 So what does Plan Bay Area do? What happens to</p> <p>4 greenhouse-gas emissions under this Plan? They continue</p> <p>5 to rise. It says in the Plan that we'll be meeting a</p> <p>6 reduction in per capita greenhouse-gas emissions. But</p> <p>7 scientists and Mother Nature doesn't care about per</p> <p>8 capita emissions. What matters is absolute</p> <p>9 greenhouse-gas emission reduction. And the Plan itself,</p> <p>10 if you look at some of the pie charts and where money is</p> <p>11 going to spent, you see that of the total 289 billion,</p> <p>12 five percent is allocated for road and bridge expansion,</p> <p>13 leading to more greenhouse-gas emissions. And of the 57</p> <p>14 billion discretionary revenue, less than one percent is</p> <p>15 allocated for Protect our Climate.</p> <p>16 So please ask yourself, do you think this Plan</p> <p>17 is adequate for preserving life on this planet, and if</p> <p>18 it's not, what do you plan do about it? Thank you.</p> <p>19 MR. MACKENZIE: Thank you very much.</p> <p>20 I have a card from Deborah. This is Deborah</p> <p>21 with StopTheCrime.net.</p> <p>22 DEBORAH: Good afternoon. Thank you for saying</p> <p>23 "StopTheCrime.net" because that's really what this is</p> <p>24 about.</p> <p>25 I think, unfortunately, if everyone here had</p> <p style="text-align: right;">Page 33</p>

<p>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</p> <p style="text-align: right;">Page 34</p>	<p>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</p> <p style="text-align: right;">Page 36</p>
<p>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,</p> <p style="text-align: right;">Page 35</p>	<p>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.</p> <p style="text-align: right;">Page 37</p>

<p>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</p> <p style="text-align: right;">Page 38</p>	<p>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 Birdlebough,  16 Ginny Doyle and others. Greenhouse gasses are continuing  17 to arise.  18 Regional planning is critical to reducing the  19 public health burden and costs of a car-dependent  20 society; sprawl. This comes from transportive-related  21 air pollution and lack of safe and abiding alternatives  22 to driving. Communities designed around cars and driving  23 are responsible for the traffic pollution and congestion,  24 which contributes to global warming. And this also  25 limits opportunities for healthy, active lifestyles such</p> <p style="text-align: right;">Page 40</p>
<p>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</p> <p style="text-align: right;">Page 39</p>	<p>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</p> <p style="text-align: right;">Page 41</p>



<p>1 two syllables.</p> <p>2 Yes, my name is Vesta Copestakes. I am the</p> <p>3 publisher of the Sonoma County Gazette and my mission is</p> <p>4 connecting Sonoma County communities and getting people</p> <p>5 connected on levels that you're talking about.</p> <p>6 I like the fact that OneBayArea is one word. I</p> <p>7 like the fact that we are considering entire ecosystems</p> <p>8 when we're making plans for the future. I like the fact</p> <p>9 that you're breaking it down into details and into</p> <p>10 specific regions. I think that's really wonderful. I</p> <p>11 don't know the details of this Plan, and I must say that</p> <p>12 the first time I heard of it, of this meeting today, was</p> <p>13 on the story in the Press Democrat. And I'd like to</p> <p>14 thank the Press Democrat for publishing that on the front</p> <p>15 page and letting me know about it.</p> <p>16 So I want to be on your list because I have over</p> <p>17 a hundred thousand readers to my paper and I couldn't put</p> <p>18 that in my paper. I'd like to let people know about it.</p> <p>19 This is the kind of thing that I really believe</p> <p>20 in. And I like the fact that if this is a Plan in other</p> <p>21 parts of world and people are thinking in other parts of</p> <p>22 world and the planet along these lines of we are a</p> <p>23 delicate little planet and we all need to think together</p> <p>24 as a whole not as separate entities so much, even though</p> <p>25 we have our rights as separate entities; I love the fact</p> <p style="text-align: right;">Page 42</p>	<p>1 My interest here is much more parochial I think.</p> <p>2 I am a bus rider not because I don't have the means to</p> <p>3 drive a car, but it's an ethical and personal decision.</p> <p>4 I have my Santa Rosa Transit pass. I have my Sonoma</p> <p>5 County Transit pass. Behind my Sonoma County Transit</p> <p>6 pass I have my Clipper card, and I have a ride-sharing</p> <p>7 app with that guy back there. Where did he go? There he</p> <p>8 is -- on my phone.</p> <p>9 And not to say that I'm not sympathetic with</p> <p>10 rural land owners, I've owned rural land in two different</p> <p>11 states. However, one of the things I've noticed in the</p> <p>12 Plan is if you're going to be concentrating on transit in</p> <p>13 any way whatsoever, coordination is something that isn't,</p> <p>14 I think, rising to the top. There are almost three dozen</p> <p>15 transit agencies in the Bay Area. And I have to -- I</p> <p>16 have three modes right now in my wallet that allow me to</p> <p>17 get on them, and there are two within walking distance of</p> <p>18 my house that I can access but not ride on because</p> <p>19 there's no coordination. There's -- it is inconvenient</p> <p>20 in a pretty extreme way to ride transit.</p> <p>21 That being said, I also want to point out that</p> <p>22 on a global sense that it might be -- it might be</p> <p>23 sentimentally sweet to harken back to the days when the</p> <p>24 Founding Fathers landed on this land, and there were</p> <p>25 200,000 of them, looking at 4 million square miles of</p> <p style="text-align: right;">Page 44</p>
<p>1 that we are thinking as a whole and that this Plan is a</p> <p>2 whole, and we're thinking of air quality and human rights</p> <p>3 and human ability to live comfortably together in an</p> <p>4 environment.</p> <p>5 And I get to live out in the rural areas and I</p> <p>6 want you to preserve those areas for me. And I also</p> <p>7 agree that we need to have areas where people can come</p> <p>8 together and live comfortably with sidewalks and</p> <p>9 bicyclists and stores within walking distance still with</p> <p>10 good, clean air quality.</p> <p>11 So if we can pull all this together, and I don't</p> <p>12 know all details of this plan; I will read it, and then I</p> <p>13 will make sure I make comments on it because it's</p> <p>14 valuable to me. But I like the idea that we're thinking</p> <p>15 this way; and that if we continue to think this way --</p> <p>16 and I really appreciate Dennis and Ann the people who are</p> <p>17 environmentalist who pay attention to these details that</p> <p>18 I don't have the time to pay attention to.</p> <p>19 So thank you, all of you, for doing that, and</p> <p>20 thank you for putting together a Plan that looks at a</p> <p>21 whole picture, not just individual parts. Thank you.</p> <p>22 MR. MACKENZIE: Thank you.</p> <p>23 I'll call on Reverend Tim Carnahan, please.</p> <p>24 REV. TIM CARNAHAN: Good evening. I'm Reverend</p> <p>25 Tim Carnahan and I'm from here in Santa Rosa.</p> <p style="text-align: right;">Page 43</p>	<p>1 land. That is not the case any more. No matter what we</p> <p>2 say, no matter what you do, until you can reverse the</p> <p>3 trend of more people being born than are dying, it's</p> <p>4 going in a different direction. And we can either be</p> <p>5 ready for it, we can prepare for it or we can let it hit</p> <p>6 us in the face. Thank you.</p> <p>7 MR. MACKENZIE: Thank you very much.</p> <p>8 I have a card from Wayne Gordon.</p> <p>9 WAYNE GORDON: Okay. I'm Wayne Gordon. I live</p> <p>10 in the unincorporated area in the Sonoma known as El</p> <p>11 Verano, and I'm wondering what planet some of these</p> <p>12 people are living on. We had somebody come up here and</p> <p>13 say the government is going to rain money down on us.</p> <p>14 Our federal government is so broke, we owe so</p> <p>15 much money that our grandchildren are going on to be</p> <p>16 paying it off long after we're gone. In addition to</p> <p>17 that, when they give us, quote, unquote, give us money,</p> <p>18 there's always strings and we'll have to live by those</p> <p>19 strings.</p> <p>20 Now, that was said in regards mostly to</p> <p>21 finishing Smart, the Smart Train. Smart was promised to</p> <p>22 go from, what, Windsor to what Larkspur Landing. Right</p> <p>23 now it goes from Santa Rosa to San Rafael. It's about</p> <p>24 half of what it was supposed to be. A lot of the bike</p> <p>25 paths have been removed, and it's just another waste of</p> <p style="text-align: right;">Page 45</p>

<p>1 -- it's become just another waste of money.</p> <p>2 We were promised a lot more than we're getting</p> <p>3 with Smart. We see no way that -- I see no way that</p> <p>4 we'll ever have the money to finish it, and we're not</p> <p>5 going to get it from a broke government that doesn't have</p> <p>6 any money to begin with except what they print.</p> <p>7 We've -- additionally, somebody else talked</p> <p>8 about the highways. We've lost a lot of money. In</p> <p>9 Sonoma Valley, we lost all of the money that was -- put</p> <p>10 aside -- already set aside to repair Highway 12 through</p> <p>11 the Springs area, and that was basically taken from us.</p> <p>12 So now we're having to spend money on lawsuits to sue</p> <p>13 the -- the county is suing the state -- there's a great</p> <p>14 idea, so that we can try and get the money that we have</p> <p>15 already set aside to fix those roads.</p> <p>16 One of the things that we did a few years back</p> <p>17 was back was pass Measure M to repair the roads. In a</p> <p>18 town home meeting, Susan Goren, a few weeks ago, stated</p> <p>19 that some of the money was going to Smart. When I asked</p> <p>20 her about that, she says "No, no, I misspoke." I'm</p> <p>21 wondering about that.</p> <p>22 Smart is never going to be finished. Smart is</p> <p>23 going to be a pain in our side in which we will have to</p> <p>24 pay for out of our property taxes from our already -- as</p> <p>25 a property owner, I'm already burdened with enough</p> <p style="text-align: right;">Page 46</p>	<p>1 Unless somebody fills it out very quickly.</p> <p>2 AUDIENCE MEMBER: Can I just fill that out</p> <p>3 afterwards?</p> <p>4 MR. MACKENZIE: I'm just following the rules for</p> <p>5 everybody.</p> <p>6 Call on Ann Seely.</p> <p>7 ANN SEELY: Good evening. I'm Ann Seely, chair</p> <p>8 of Concerned Citizens for Santa Rosa. Although my</p> <p>9 comments won't -- not been passed by our board, they're</p> <p>10 couple from me. It would be impossible to counter the</p> <p>11 crazy negativity that's been presented to you tonight.</p> <p>12 So I just want to say that, although I have my own</p> <p>13 concerns about regional government, what I have seen in</p> <p>14 the Plan as it is developed, allows for reasonable, local</p> <p>15 intervention; that is having read that local land-use</p> <p>16 plans cannot be subverted is essential.</p> <p>17 One of my concerns with the early iterations of</p> <p>18 the Priority Development Areas was that as a promoter of</p> <p>19 Urban Growth Boundaries, we have committed ourselves to</p> <p>20 allowing development anywhere inside the Urban Growth</p> <p>21 Boundary; and those Priority Development Areas didn't</p> <p>22 prohibit development outside, but they wouldn't actually</p> <p>23 get transportation improvements. I -- I realized that</p> <p>24 the MTC money is not the only money going towards</p> <p>25 transportation, but it is an important source.</p> <p style="text-align: right;">Page 48</p>
<p>1 property taxes. And after that, we will have to pay</p> <p>2 somewhere between 72 and -- excuse me 62 and 70 percent</p> <p>3 of the cost of operating that every time somebody gets on</p> <p>4 the train.</p> <p>5 Okay. So this is something that you might be</p> <p>6 planning on as part of OneBayArea Plan, but I don't think</p> <p>7 you can count on it, and I don't think your Plan is very</p> <p>8 good.</p> <p>9 The last thing I want to talk about is the</p> <p>10 so-called global warming or global climate change. Every</p> <p>11 day more and more people are talking about climate</p> <p>12 change. Scientists are coming out and saying it's a</p> <p>13 hoax. CO2 -- CO2 makes the plants grow green. Every</p> <p>14 time I exhale, that's CO2. And it's crazy.</p> <p>15 MR. MACKENZIE: Please bring your remarks to a</p> <p>16 close, I'd appreciate it.</p> <p>17 WAYNE GORDON: And at least those of you out</p> <p>18 there think I'm not an environmentalist, I would like you</p> <p>19 to know that I do like to breathe clean air and I do like</p> <p>20 to drink clean water.</p> <p>21 MR. MACKENZIE: Thank you very much.</p> <p>22 I would ask if anybody else would like to</p> <p>23 address us, if they would fill out a speaker card,</p> <p>24 otherwise we will bring the public hearing to a close.</p> <p>25 I see no one coming forward with a speaker card.</p> <p style="text-align: right;">Page 47</p>	<p>1 So I just -- I only want to make two more</p> <p>2 specific comments. On your final list of Bay Area</p> <p>3 transportation projects and programs, the enhanced bus</p> <p>4 serviced frequencies in Sonoma County, which is estimated</p> <p>5 at 104 million dollars; there are no committed funds.</p> <p>6 That's disturbing.</p> <p>7 The next one is extending Farmers Lane from</p> <p>8 Bellevue Avenue to Bennett Valley Road as a three-lane or</p> <p>9 four-lane arterial. This is the so-called Farmers Lane</p> <p>10 extension, which is a locally improved project --</p> <p>11 approved project, but not funded yet. I seriously hope</p> <p>12 that no MTC funds are going to go toward this. This was</p> <p>13 a development backed project that at this current time</p> <p>14 does not seem to be necessary any more.</p> <p>15 Thank you.</p> <p>16 MR. MACKENZIE: Thank you very much.</p> <p>17 I'd like to call on Bill Kortum.</p> <p>18 BILL KORTUM: Good evening. I want to</p> <p>19 congratulate MTC after all these years to finally address</p> <p>20 and connect land-use and transportation, which we have</p> <p>21 been begging for a decade, and it's very enlightening to</p> <p>22 come up here and see land-use getting as much attention</p> <p>23 as just the transportation itself.</p> <p>24 I've read parts of Plan. I understand there</p> <p>25 will be about 300 new miles of freeway built. And I was</p> <p style="text-align: right;">Page 49</p>

<p>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.</p> <p>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.</p> <p>20 MR. MACKENZIE: Thank you very much.</p> <p>21 I'd like to call on Jeanette McFall, please.</p> <p>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</p> <p style="text-align: right;">Page 50</p>	<p>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?</p> <p>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.</p> <p>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?</p> <p>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</p> <p style="text-align: right;">Page 52</p>
<p>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.</p> <p>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.</p> <p>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?</p> <p>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?</p> <p>25 I have no use for the train. Most of the people</p> <p style="text-align: right;">Page 51</p>	<p>1 one yourself; and there's not one bike in this parking  2 lot. Okay?</p> <p>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 --</p> <p>10 MR. MACKENZIE: If you could draw your remarks  11 to close, please.</p> <p>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.</p> <p>17 MR. MACKENZIE: I have a card from Michel -- it  18 begins with an S. I'm sorry.</p> <p>19 MICHEL STAMOULIS: No worries.</p> <p>20 MR. MACKENZIE: I'm sure you can pronounce it  21 properly.</p> <p>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</p> <p style="text-align: right;">Page 53</p>

<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>	

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE )  
DRAFT ENVIRONMENTAL IMPACT REPORT )  
SAN RAFAEL )

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APRIL 16, 2013

Reported by: SALLIE ESTUDILLO  
CSR NO. 9060

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<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 6</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>25 And through -- we have met with our town</p> <p style="text-align: right;">Page 8</p>
<p>1 frogs, nesting birds, salmon heads, or other aquatic 2 species at risk during construction operations.</p> <p>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?</p> <p>7 JOAN CHAPLICK: Yes, that's time.</p> <p>8 PETER HENSEL: Afraid so.</p> <p>9 JOAN CHAPLICK: If you could please wrap up 10 your remarks.</p> <p>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?</p> <p>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.</p> <p>25 Sir.</p> <p style="text-align: right;">Page 7</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>21 JOAN CHAPLICK: And could you wrap up your 22 comments, please?</p> <p>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</p> <p style="text-align: right;">Page 9</p>

<p>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.</p> <p>6 JOAN CHAPLICK: Thank you for your time.</p> <p>7 Our next commenter will be followed by  8 Carolyn, and then Nona Dennis.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>1 you.</p> <p>2 JOAN CHAPLICK: Thank you for your comment.</p> <p>3 And following Nona Dennis we'll have Susan Kirsch.</p> <p>4 CAROLYN LEMENT: Carolyn Lement, San Rafael.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 12</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 13</p>



<p>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</p> <p style="text-align: right;">Page 14</p>	<p>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</p> <p style="text-align: right;">Page 16</p>
<p>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,</p> <p style="text-align: right;">Page 15</p>	<p>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</p> <p style="text-align: right;">Page 17</p>

<p>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</p> <p style="text-align: right;">Page 18</p>	<p>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</p> <p style="text-align: right;">Page 20</p>
<p>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</p> <p style="text-align: right;">Page 19</p>	<p>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 Kettunen-zesar, 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</p> <p style="text-align: right;">Page 21</p>

<p>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</p> <p style="text-align: right;">Page 22</p>	<p>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</p> <p style="text-align: right;">Page 24</p>
<p>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.</p> <p style="text-align: right;">Page 23</p>	<p>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</p> <p style="text-align: right;">Page 25</p>

<p>1 need to be.</p> <p>2 JOAN CHAPLICK: Thank you for your comment.</p> <p>3 We have Jean Rieke who is next, followed by Nancy Ocada,</p> <p>4 and then Robert Chilvers.</p> <p>5 JEAN RIEKE: Hi, I'm Jean Rieke from Larkspur.</p> <p>6 And, first of all, one thing around affordable housing</p> <p>7 that has troubled me, I really do think that most people</p> <p>8 understand the need for affordable housing and do not</p> <p>9 oppose it for any elitism, or anything else, but every</p> <p>10 time I hear about people needing 60 percent of certain</p> <p>11 peoples need to commute into the county for work, I'm</p> <p>12 wondering if they are taking the statistics of the</p> <p>13 number of people that live in the county that need to</p> <p>14 commute out of the county for their work.</p> <p>15 So, I think that has to be understood,</p> <p>16 commuting in general is a big problem for everybody.</p> <p>17 And the other thing is, just a more broad base concern</p> <p>18 in two areas. One is that a little bit of it has the</p> <p>19 not in my backyard background, also, which I do not</p> <p>20 think that people that live in Marin County, at least in</p> <p>21 my experience, feel elite. They feel like they want to</p> <p>22 keep people from living here. For most of the people</p> <p>23 that live here, it's taken quite a struggle to come and</p> <p>24 live here.</p> <p>25 I think that when you look around the Bay</p> <p style="text-align: right;">Page 26</p>	<p>1 JOAN CHAPLICK: Okay. Thank you for your</p> <p>2 comment.</p> <p>3 Our next speaker, Nancy Ocada. Followed</p> <p>4 by Robert Chilvers, and then Elizabeth Moody.</p> <p>5 NANCY OCADA: Hi, my name is Nancy Ocada. I</p> <p>6 live in Ross Valley. And I want to thank you for coming</p> <p>7 here. I guess your staff, I hope that my comments</p> <p>8 will -- I know that my comments will be included in some</p> <p>9 document that will be buried somewhere, but I hope that</p> <p>10 you pass on my comments to the appropriate people.</p> <p>11 This project actually started in June of</p> <p>12 2012, when you presented a draft DIR alternative for</p> <p>13 review by joint MTC Plan ABAG Administrative Committee.</p> <p>14 And on June 11, you released notice of preparation for a</p> <p>15 30-day public review period. Somehow I wasn't aware of</p> <p>16 this, otherwise I might have got involved a little</p> <p>17 earlier. From June 20th to June 28th, you held regional</p> <p>18 wide scoping meetings. I, unfortunately, didn't know</p> <p>19 about those, so I couldn't attend.</p> <p>20 On July 13th, of 2012, you presented your</p> <p>21 final alternatives for review by the joint MTC Plan ABAG</p> <p>22 Administrative Committee, in recommendation for</p> <p>23 committee -- which you probably did approve of it.</p> <p>24 Anyhow, I got involved in this in, when I attended a</p> <p>25 meeting in San Francisco in January of 2012, oh,</p> <p style="text-align: right;">Page 28</p>
<p>1 Area and you see whether it's because of highway</p> <p>2 construction or infilling of housing, or whatever it is,</p> <p>3 and I know these are all very deep complex problems, you</p> <p>4 look at arenas that are not very attractive. At least</p> <p>5 not along the freeways. And going farther and farther</p> <p>6 out now, because what we see seem to be forgetting is we</p> <p>7 live in such an incredibly beautifully blessed natural</p> <p>8 area. And, unfortunately, we have lost that along 80,</p> <p>9 880, 580, south of San Francisco on 101.</p> <p>10 What I see here is an opportunity to try</p> <p>11 to find balance in the basic concepts by which thinking</p> <p>12 is done over future plans. And we still have some of</p> <p>13 the suburban rural nature in Marin, and Sonoma County,</p> <p>14 and farther north. And I would like us to treasure that</p> <p>15 and to find a way to balance out all these needs and</p> <p>16 wants.</p> <p>17 And last thing I have a real problem</p> <p>18 with, again not to not respect all the hard work that</p> <p>19 people do, but in general I'm a little bit opposed to</p> <p>20 top down government, because I don't think one size fits</p> <p>21 all. And I think that when you, when, every time we</p> <p>22 take control out of the local hands we have more and</p> <p>23 more and more of the risk, than in general, every day</p> <p>24 peoples needs are not being served, as much as people</p> <p>25 are trying to serve them</p> <p style="text-align: right;">Page 27</p>	<p>1 actually it was 2011 that you started it. I'm sorry.</p> <p>2 Anyhow, I was very surprised to find that</p> <p>3 there wasn't a single person in the room in</p> <p>4 San Francisco who was in favor of your plan. And I</p> <p>5 certainly am not. These come from your scoping</p> <p>6 alternatives. You say it's unclear that market dynamics</p> <p>7 will support protected PDA growth. You need to assess</p> <p>8 the market feasibility. I see businesses closing down</p> <p>9 everywhere.</p> <p>10 I am a small business advocate, and I</p> <p>11 think we need more small businesses. And what this is</p> <p>12 going to do is going to put more businesses out of</p> <p>13 business. You're offering incentives of ABAG and CEQA</p> <p>14 streamlining. That means let's cut down more trees. I</p> <p>15 am against cutting down more trees. I'm against</p> <p>16 destroying the habitat, which is being done everywhere.</p> <p>17 And, finally, I believe and I support the</p> <p>18 the no project alternative. Alternative number one,</p> <p>19 which is a land use based on 2010 existing land use</p> <p>20 conditions, continue existing general plans and local</p> <p>21 zoning into the future, assume loose compliance with</p> <p>22 urban growth boundaries and more green field</p> <p>23 development.</p> <p>24 And then in transportation, which there's</p> <p>25 a lot of money being spent in that area, based on 2010</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p>13 JOAN CHAPLICK: Thank you for your comments. 14 Robert Chilvers, followed by Elizabeth Moody, and then 15 Margaret Nan.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 30</p>	<p>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.</p> <p>9 JOAN CHAPLICK: If you can conclude your 10 remarks, please.</p> <p>11 ROBERT CHILVERS: I think that elected 12 representatives who support this growth do so at their 13 peril.</p> <p>14 JOAN CHAPLICK: Thank you for your comment. 15 Okay. Elizabeth Moody, I believe is 16 next.</p> <p>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</p> <p style="text-align: right;">Page 32</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 31</p>	<p>1 essential.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 Margaret, you are up next. 25 MARGARET NAN: Hi, I'm a homeowner and also a</p> <p style="text-align: right;">Page 33</p>

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>8 JOAN CHAPLICK: And can you state your name  9 for the --</p> <p>10 MARGARET NAN: Margaret Nan, I live in Lucas  11 Valley.</p> <p>12 JOAN CHAPLICK: Our next speaker is Ann Spake,  13 and then we have Julie Leitzell, and Carol Sheerin.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 36</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>24 So what ended up happening, is you got a  25 lot of people from outside the Bay Area with limited</p> <p style="text-align: right;">Page 35</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 37</p>

<p>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.</p> <p>7 JOAN CHAPLICK: If you could complete your 8 remarks, please.</p> <p>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.</p> <p>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.</p> <p>23 JOAN CHAPLICK: Thank you for your comment.</p> <p>24 Next we have Julie Leitzell. She will be 25 followed by Carol Sheerin and Sue Beittel.</p> <p style="text-align: right;">Page 38</p>	<p>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.</p> <p>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.</p> <p>16 JOAN CHAPLICK: Thank you for your comments.</p> <p>17 Our next speaker, we have Carol Sheerin.</p> <p>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</p> <p style="text-align: right;">Page 40</p>
<p>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?</p> <p>4 JOAN CHAPLICK: We have the mayor of Novato --</p> <p>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.</p> <p>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.</p> <p>15 It's going to be too late at that point.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 39</p>	<p>1 them many years, they wanted a tunnel, and it was 2 dedicated two weeks ago.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 You look like you are listening, and I</p> <p style="text-align: right;">Page 41</p>

<p>1 hope you are hearing.</p> <p>2 JOAN CHAPLICK: Thank you for your comments.</p> <p>3 Next we have Sue Beittel, followed by Joy</p> <p>4 Dahlgren.</p> <p>5 SUE BEITTEL: My name is Sue Beittel, and I</p> <p>6 live within almost walking distance of this hotel. I</p> <p>7 live in an Eichler house that I bought for \$25,000 in</p> <p>8 1961, where Terra Linda was a entry level community. I</p> <p>9 am a strong believer in good collaborative planning.</p> <p>10 Much of it has to occur at the local level, or it has to</p> <p>11 be at least fine tuned at the local level.</p> <p>12 In 1973 Marin County came up with a very</p> <p>13 collaborative plan which divided the county into three</p> <p>14 corridors. That we now enjoy very much. A urban</p> <p>15 corridor, an agricultural corridor and open space</p> <p>16 recreational corridor. We have added a fourth corridor</p> <p>17 since then, so part of what those early good thinkers</p> <p>18 did is plan a future for Marin County, which we are now</p> <p>19 trying to build on, so we will continue to have at least</p> <p>20 a few entry level places for people who work in Marin</p> <p>21 County.</p> <p>22 I need to say, as somebody in the 85 plus</p> <p>23 group of people, that there are many others like me who</p> <p>24 live in this area. That those over 60 now comprise</p> <p>25 about 25 percent of our population. And that number is</p> <p style="text-align: right;">Page 42</p>	<p>1 way.</p> <p>2 I guess inclusionary development having</p> <p>3 units disbursed in new developments, that's the way that</p> <p>4 we should be providing affordable housing, rather than</p> <p>5 large structures that -- and one that's being proposed</p> <p>6 is very remote from transit. These are just not the way</p> <p>7 to deal with that problem. And I think the problem</p> <p>8 probably starts with the state legislation. And I would</p> <p>9 like our elected officials at the local level and at the</p> <p>10 regional level to start assessing that legislation and</p> <p>11 seeing how it is dysfunctional in many ways.</p> <p>12 It's much better to support low emission</p> <p>13 vehicles than to try to build high rises in order to get</p> <p>14 less driving, because it just doesn't happen that way.</p> <p>15 Thank you.</p> <p>16 JOAN CHAPLICK: Thank you for your comments.</p> <p>17 Next we have Vincent Welch followed by</p> <p>18 Brendan Burke.</p> <p>19 VINCENT WELCH: My name is Vincent Welch, I've</p> <p>20 lived in San Rafael since 1960. (Speaking Russian.)</p> <p>21 During the Korean War I was a naval officer, Russian</p> <p>22 language, working at the National Security Agency.</p> <p>23 (Speaking Russian.) This meeting reminds me of a</p> <p>24 government plan of the Soviet Union in operation. Top</p> <p>25 down, no bottom up. This is not Brigadoon, it's a brig.</p> <p style="text-align: right;">Page 44</p>
<p>1 going to go, during the course of this plan, to well</p> <p>2 over 40, it's expected to go to 45 percent. And these</p> <p>3 people will either age in place in their houses, move to</p> <p>4 senior housing, or downsize into some of the affordable</p> <p>5 units that we are talking about providing.</p> <p>6 So I hope that you can continue to fine</p> <p>7 tune this plan so that it meets the needs of the people</p> <p>8 of Marin County.</p> <p>9 JOAN CHAPLICK: Thank you for your comments.</p> <p>10 Next we have Joy Dahlgren. I'll let you</p> <p>11 pronounce your last name correctly.</p> <p>12 JOY DAHLGREN: My name is Joy Dahlgren, and I</p> <p>13 live in San Rafael in Lucas Valley. And I agree that</p> <p>14 there's a need for affordable housing, but I don't agree</p> <p>15 with what I see as being the way that this is intended</p> <p>16 to be provided, which is in large projects. We all know</p> <p>17 how this model has failed in many big cities. You get</p> <p>18 too many people who are too poor all together. It's not</p> <p>19 the right way to provide affordable housing.</p> <p>20 I think it's much more sensible to</p> <p>21 provide, rather than new buildings for low income</p> <p>22 people, to provide rent subsidies for low income people.</p> <p>23 There are a lot of ways to provide low cost housing.</p> <p>24 One is sharing housing, and as people get older they</p> <p>25 could also rent their rooms. Second units are another</p> <p style="text-align: right;">Page 43</p>	<p>1 Thank you.</p> <p>2 JOAN CHAPLICK: Thank you for your comments,</p> <p>3 sir.</p> <p>4 Next we have Brendan Burke. And this is</p> <p>5 the last speaker card I have, so if anyone wants to</p> <p>6 speak, please fill out a card, otherwise this will be</p> <p>7 our last speaker.</p> <p>8 BRENDAN BURKE: Hello, my name is Brendan</p> <p>9 Burke, and I'd like to follow up on that. Russia had a</p> <p>10 five year plan, my old childhood, and they never had</p> <p>11 enough grain grown. Plan never worked. That was the</p> <p>12 top down approach. ABAG's approach in Marin County is</p> <p>13 completely wrong. Their numbers are related to job</p> <p>14 growth in this county, don't dovetail in any way, shape</p> <p>15 or form with the Department of Finance, which is</p> <p>16 supposed to be the gold standard for growth around here.</p> <p>17 They don't show what ABAG projects. Your</p> <p>18 projections are wrong. Your high density plan, we</p> <p>19 support affordable housing in this county. We have for</p> <p>20 years. But put a few units in with the current stuff.</p> <p>21 Don't make them standalone. The ripple effect of high</p> <p>22 density is horrible. The cost of infrastructure, the</p> <p>23 schools, the tax base, the real estate values, the</p> <p>24 environment all suffer under this high density plan.</p> <p>25 The final thing are related to the</p> <p style="text-align: right;">Page 45</p>



<p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 46</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 48</p>
<p>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.</p> <p>5 JIM BITTER: It's B-i-t-t-e-r. It's real 6 easy.</p> <p>7 JOAN CHAPLICK: Okay. Please introduce 8 yourself and where you are from.</p> <p>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.</p> <p>12 JOAN CHAPLICK: She just started.</p> <p>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?</p> <p>17 JOAN CHAPLICK: Dyett &amp; Bhatia.</p> <p>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.</p> <p style="text-align: right;">Page 47</p>	<p>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.</p> <p>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?</p> <p>10 JOAN CHAPLICK: I'm the moderator.</p> <p>11 JIM BITTER: You are the moderator. Great.</p> <p>12 JOAN CHAPLICK: And if you could wrap up your 13 comments --</p> <p>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.</p> <p>24 JOAN CHAPLICK: Thank you for your comments. 25 And I have a comment card from Barbara</p> <p style="text-align: right;">Page 49</p>

<p>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)</p> <p style="text-align: right;">Page 50</p>	<p>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</p> <p style="text-align: right;">Page 52</p>
<p>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.</p> <p style="text-align: right;">Page 51</p>	<p>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</p> <p style="text-align: right;">Page 53</p>

<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.</p> <p>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.</p> <p>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.</p> <p>18 Okay. We have some keys left at the 19 front table. So with that, we will have Brad from ABAG.</p> <p>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.</p> <p>4 And life has to be fair. And as my 5 husband told me once, he said, I, I said, that's not 6 fair. He said, Lilie, life is not fair. You have to, 7 it doesn't, if you want to make it fair, I don't know if 8 robbing Peter to pay Paul is exactly fair, but we are 9 growing government. And when you look at the map and 10 here at Embassy Suites, when you build the housing and 11 the station at the end of McInnis Parkway, unless I can 12 swim or walk in wetlands, I have no way to get out of my 13 neighborhood, which is family housing.</p> <p>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.</p> <p>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.</p> <p>4 (Discussion had off the record.) 5 (Public hearing resumed.)</p> <p>6 JOAN CHAPLICK: I have a speaker card here. 7 So I have L. Crocker.</p> <p>8 LILIE CROCKER: That's correct.</p> <p>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.</p> <p>15 LILIE CROCKER: Yes, my name is Lilie Crocker, 16 I live at just at Marin Lagoon, bought the house in 17 2007. I'm a widow, have lived in San Rafael since 1966.</p> <p>18 JOAN CHAPLICK: Okay.</p> <p>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?</p> <p>9 Besides --</p> <p>10 JOAN CHAPLICK: Okay. That's it.</p> <p>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.</p> <p>14 JOAN CHAPLICK: Okay. Thank you, thank you 15 for your comments.</p> <p>16 I have a speaker card -- 17 Sir, if you could -- 18 (Interruption in proceedings.)</p> <p>19 UNIDENTIFIED AUDIENCE MEMBER: This has to do 20 about a process question that you --</p> <p>21 JOAN CHAPLICK: Sir, if you could --</p> <p>22 UNIDENTIFIED AUDIENCE MEMBER: It's just real 23 simply, you said --</p> <p>24 URSULA VOGLER: We have a process, sir.</p> <p>25 JOAN CHAPLICK: I have my speaker card --</p> <p style="text-align: right;">Page 57</p>

<p>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 --</p> <p style="text-align: right;">Page 58</p>	<p>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</p> <p style="text-align: right;">Page 60</p>
<p>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</p> <p style="text-align: right;">Page 59</p>	<p>1 STATE OF CALIFORNIA ) 2 ) ss. 3 COUNTY OF MARIN ) 4 5 I, the undersigned, hereby certify that the 6 discussion in the foregoing public meeting was taken at 7 the time and place therein stated, that the foregoing is 8 a full, true and complete record of said matter. 9 I further certify that I am not of counsel or 10 attorney for either or any of the parties in the 11 foregoing meeting and caption named, or in any way 12 interested in the outcome of the cause named in said 13 action. 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</p> <p style="text-align: right;">Page 61</p>

METROPOLITAN TRANSPORTATION COMMISSION  
ASSOCIATION OF BAY AREA GOVERNMENTS

PUBLIC HEARING ON THE  
DRAFT ENVIRONMENTAL IMPACT REPORT  
OAKLAND

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tuesday, April 16, 2013

Metropolitan Transportation Commission  
Oakland, California

Reported by: SARAH GOEKLER  
CSR 13446

<p>1 ATTENDEES</p> <p>2</p> <p>3 Carolyn Clevenger - MTC</p> <p>4 Mark Shorett - ABAG</p> <p>5 Jamillah Jordan - MIG/Moderator</p> <p>6</p> <p>7 ---o0o---</p> <p>8</p> <p>9 BE IT REMEMBERED that, pursuant to Notice of</p> <p>10 the Public Hearing, and on April 16, 2013, 7:00 p.m. at</p> <p>11 the Joseph P. Bort MetroCenter, 101 8th Street, Oakland,</p> <p>12 California 94607, before me, SARAH GOEKLER,</p> <p>13 CSR No. 13446, State of California, there commenced a</p> <p>14 Public Hearing under the provisions of the California</p> <p>15 Environmental Quality Act.</p> <p>16</p> <p>17 ---o0o---</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 2</p>	<p>1 Tuesday, April 16, 2013 7:04 p.m.</p> <p>2 PROCEEDINGS</p> <p>3 MS. JORDAN: Let's get started.</p> <p>4 Good evening, everyone, and thank you all so</p> <p>5 much for coming out tonight. My name is Jamillah</p> <p>6 Jordan, and my planning firm MIG is working with ABAG</p> <p>7 and MTC on these public hearings tonight.</p> <p>8 We may get some more sound in a moment.</p> <p>9 I'll be your moderator tonight, and I want to</p> <p>10 thank all of you for coming out, taking the time, giving</p> <p>11 your attention to this really important issue.</p> <p>12 Our purpose today is to receive your comments</p> <p>13 on the draft EIR. Tonight we have several members of</p> <p>14 the project team responsible for the Plan and the EIR</p> <p>15 documents here tonight listening. We also have two</p> <p>16 court reporters who will be transcribing the comments</p> <p>17 that we receive today.</p> <p>18 So I want to go ahead and acknowledge the</p> <p>19 elected officials who are in the room tonight. And</p> <p>20 first up we have Mr. Mark Luce, who's an MTC</p> <p>21 Commissioner and ABAG board chair and Napa County</p> <p>22 Supervisor, Mr. Luce, over there.</p> <p>23 We also have Mr. Robert Rayburn, a BART board</p> <p>24 member, in the audience tonight. Wonderful.</p> <p>25 We also have Mr. Pedro Gonzalez, who is the</p> <p>Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 PAGE</p> <p>3 Introduction by Jamillah Jordan 4</p> <p>4 Introduction by Carolyn Clevenger 7</p> <p>5</p> <p>6 PUBLIC SPEAKERS</p> <p>7 PAGE</p> <p>8 CHARLIE CAMERON 15</p> <p>9 MYESHA WILLIAMS 16</p> <p>10 DEVILLA ERVIN 17</p> <p>11 BRENDA BARRÓN 19</p> <p>12 PAMELA TAPIA 21</p> <p>13 WOODY LITTLE 23</p> <p>14 TEADORA TADDEO 25</p> <p>15 SIGNE MATTSON 26</p> <p>16 KASEY SAETURN 28</p> <p>17 JILL RATNER 29</p> <p>18 EVELYN STIVERS 30</p> <p>19 PETER SINGLETON 31</p> <p>20 PUBLIC SPEAKER 33</p> <p>21 JIM BITTER 33</p> <p>22 AZIBUIKE AKABA 35</p> <p>23 RACHEL HALLOWGRASS 36</p> <p>24 ---o0o---</p> <p>25</p> <p>Page 3</p>	<p>1 mayor of the City of South San Francisco.</p> <p>2 Thank you all for coming out tonight. We</p> <p>3 appreciate that.</p> <p>4 So our agenda for the meeting is as follows:</p> <p>5 There will be a short presentation by Carolyn</p> <p>6 Clevenger, MTC planner, on the draft EIR. And her</p> <p>7 presentation will provide an overview of the EIR and the</p> <p>8 general process.</p> <p>9 Following the presentation, we'll go ahead and</p> <p>10 start the public comment period. If you'd like to</p> <p>11 speak, we ask that you please fill out a blue card with</p> <p>12 your name and where you are from. We see an example of</p> <p>13 that. I have one up here as well that I want to show</p> <p>14 all of you.</p> <p>15 Each speaker will have two minutes to provide</p> <p>16 their comments. We will have a timekeeper to help</p> <p>17 ensure that everyone sticks to that two-minute time</p> <p>18 frame and everyone gets the same amount of time. Once</p> <p>19 you hear the buzzer go off, it means that your time is</p> <p>20 up and we ask that you wrap up your comments.</p> <p>21 A court reporter will provide MTC with a full</p> <p>22 transcription of the comments, and the court reporters</p> <p>23 are located right over there (indicating), as you see</p> <p>24 them. So please go ahead turn in your comment card form</p> <p>25 if you haven't already done that.</p> <p>Page 5</p>

2 (Pages 2 to 5)

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 6</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 8</p>
<p>1 And the men's is located on my right.</p> <p>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.</p> <p>5 Carolyn?</p> <p>6 MS. CLEVENGER: Good evening. Hopefully these 7 microphones should work.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 7</p>	<p>1 the natural environment of the nine-county region.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 9</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 12</p>
<p>1 public services and recreation.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 The "Transit Priority Focus," which was called  25 Alternative No. 3 in the EIR, includes higher densities</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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 on mail, fax or  25 e-mail to my attention by 4:00 p.m. on May 16th.</p> <p style="text-align: right;">Page 13</p>



<p>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.</p> <p style="text-align: right;">Page 14</p>	<p>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</p> <p style="text-align: right;">Page 16</p>
<p>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.</p> <p style="text-align: right;">Page 15</p>	<p>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</p> <p style="text-align: right;">Page 17</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 18</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 When I was five, I was too small to understand</p> <p style="text-align: right;">Page 20</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>19 Thanks for your time.</p> <p>20 MS. JORDAN: Thank you for your comments, sir.</p> <p>21 I'm going to call up the next three speakers.</p> <p>22 First will be Brenda Barrón. Next will be Pamela Tapia, 23 followed by Woody Little.</p> <p>24 Please come to the center of the aisle.</p> <p>25 BRENDA BARRÓN: My name the Brenda Barrón, and</p> <p style="text-align: right;">Page 19</p>	<p>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.</p> <p>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.</p> <p>11 MS. JORDAN: Please wrap up your comments.</p> <p>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.</p> <p>15 MS. JORDAN: Thank you.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 21</p>

<p>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</p> <p style="text-align: right;">Page 22</p>	<p>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</p> <p style="text-align: right;">Page 24</p>
<p>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</p> <p style="text-align: right;">Page 23</p>	<p>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</p> <p style="text-align: right;">Page 25</p>

<p>1 right side of history.</p> <p>2 Our regional plan, as a step towards</p> <p>3 sustainability, should promote safety and longevity for</p> <p>4 all people. A plan that neglects low income and</p> <p>5 under-resourced individuals is absolutely unacceptable</p> <p>6 in my eyes.</p> <p>7 I believe the environment equity and job</p> <p>8 alternative can serve our community more fairly.</p> <p>9 Affordable, updated housing, quality transportation and</p> <p>10 increased security for residents susceptible to extreme</p> <p>11 weather. These are the provisions that simply must be</p> <p>12 made in any plan to be adopted in the Bay Area in 2013.</p> <p>13 We need a plan that will carry us into the</p> <p>14 future, taking into account serious environmental</p> <p>15 concerns, as well as equity and justice for all Bay Area</p> <p>16 residents.</p> <p>17 I support Alternative 5, and I strongly</p> <p>18 encourage you to consider it as well.</p> <p>19 Thank you so much for your time.</p> <p>20 MS. JORDAN: Thank you.</p> <p>21 Next speaker.</p> <p>22 SIGNE MATTSON: Good evening. Signe Mattson,</p> <p>23 resident of Albany.</p> <p>24 A few concerns: At this point, first of all,</p> <p>25 the amount of public notice, it claims in the report and</p> <p style="text-align: right;">Page 26</p>	<p>1 MS. JORDAN: Please wrap up your comments,</p> <p>2 ma'am.</p> <p>3 SIGNE MATTSON: Okay. Sea level rise and</p> <p>4 tidal surges, and yet you want to concentrate the</p> <p>5 population at the shoreline? Doesn't make a lot of</p> <p>6 sense to me, and I ditto the comments about the</p> <p>7 preferred alternative. Thank you.</p> <p>8 MS. JORDAN: Thank you.</p> <p>9 KASEY SAETURN: Hi. My name is Kasey Saeturn.</p> <p>10 I'm a senior at Oakland High School.</p> <p>11 So I just wanted to say that I would like to</p> <p>12 see more eco-friendly buses, because so far I've only</p> <p>13 seen, like, a couple hydrogen fuel cell buses, and</p> <p>14 that's only on one bus route. So this bus route runs</p> <p>15 along my school, actually. It's the 18 bus, and I've</p> <p>16 only seen it a couple times, and I just think it'd be</p> <p>17 nice to see more eco-friendly buses.</p> <p>18 Also on another note, I'm a student. So after</p> <p>19 school or, like, before school, I take the bus to school</p> <p>20 and to work and stuff like that. But the fact is, in</p> <p>21 the morning, it's really difficult to actually get on</p> <p>22 the first bus and be on time for school sometimes</p> <p>23 because it's just so packed. Because it's so packed,</p> <p>24 I'm either late to school and work, and it just doesn't</p> <p>25 exactly work out for me.</p> <p style="text-align: right;">Page 28</p>
<p>1 in the EIR, that you outreached so many times in so many</p> <p>2 places, but I only heard about this by accident about</p> <p>3 maybe two weeks ago now. So that's the first thing. If</p> <p>4 you seriously want some public input, you've got to let</p> <p>5 people know.</p> <p>6 Secondly, this is touted as a strategy for a</p> <p>7 sustainable region, but yet I have to find no mention of</p> <p>8 the question of food security, equitable production and</p> <p>9 distribution of food. This is -- I don't know how you</p> <p>10 can talk about sustainability, and you don't even mention</p> <p>11 the question of food.</p> <p>12 Another concern I have is about the CEQA</p> <p>13 streamlining, and overriding of CEQA. Many of us are of</p> <p>14 the opinion that the CEQA requirements are already very</p> <p>15 weak, and yet you propose to weaken them further, and</p> <p>16 yet you're talking about improving the environment.</p> <p>17 So I don't know how you lower environmental</p> <p>18 standards and then -- to improve the environment. If</p> <p>19 you're going to concentrate a bunch of people living in</p> <p>20 apartments along high transit travel areas that produce</p> <p>21 all these greenhouse gas emissions, one of your</p> <p>22 mitigations is going to be air filtering. So does this</p> <p>23 mean that you'll have windows that don't open and air</p> <p>24 condition on 24/7, except for when the power goes out</p> <p>25 and the air conditioning can't work?</p> <p style="text-align: right;">Page 27</p>	<p>1 So -- and another -- like, I also have to</p> <p>2 actually stand at the bus stops because there are no</p> <p>3 benches where I'm -- where the bus stops I'm at, so it's</p> <p>4 kind of difficult to actually sit down and get</p> <p>5 comfortable in the morning or after work, even. So it's</p> <p>6 just really hard for me.</p> <p>7 Thank you.</p> <p>8 MS. JORDAN: Thank you. I'm going to call up</p> <p>9 the next three speakers now.</p> <p>10 First we'll have Jill Ratner, followed by</p> <p>11 Evelyn Stivers, and Peter Singleton.</p> <p>12 JILL RATNER: Hello. My name is Jill Ratner.</p> <p>13 I'm an Oakland resident, and I also work with New Voices</p> <p>14 Are Rising, and I want to echo the comments of the</p> <p>15 students who are very concerned about public transit and</p> <p>16 about affordability and particularly about affordability</p> <p>17 of housing and displacement.</p> <p>18 One of the issues that I was concerned about</p> <p>19 in reading the EIR was that it seemed to assume that the</p> <p>20 significant -- that there will not be significant</p> <p>21 impacts to the quality of trip experience for the bus</p> <p>22 riders, adding more riders without a significant -- the</p> <p>23 most significant possible increase in investment in bus</p> <p>24 service.</p> <p>25 There's an assumption that the buses are not</p> <p style="text-align: right;">Page 29</p>

<p>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.</p> <p>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.</p> <p>13 Thank you.</p> <p>14 MS. JORDAN: Thank you.</p> <p>15 EVELYN STIVERS: Hi. Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 30</p>	<p>1 here are raising a couple of really important points  2 that I hope that you folks considered.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>17 MS. JORDAN: Thank you, sir.</p> <p>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.</p> <p>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.</p> <p>25 And this individual. Pardon if I butcher your</p> <p style="text-align: right;">Page 32</p>
<p>1 and how that can have a greater reduction in GHG  2 emissions than is acknowledged in the Plan.</p> <p>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.</p> <p>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.</p> <p>16 Thank you.</p> <p>17 MS. JORDAN: Thank you.</p> <p>18 PETER SINGLETON: Peter Singleton.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 31</p>	<p>1 name. Decline Lastot (verbatim)?</p> <p>2 PUBLIC SPEAKER: Decline to state.</p> <p>3 MS. JORDAN: And then the gentleman as well,  4 if you wouldn't mind --</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 MS. JORDAN: Thank you.</p> <p>23 Sir?</p> <p>24 JIM BITTER: I'll just be a second. So my  25 name is Jim Bitter, and we came up from Mill Valley, and</p> <p style="text-align: right;">Page 33</p>

<p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 34</p>	<p>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.</p> <p>5 That's it. Thank you.</p> <p>6 MS. JORDAN: Thank you, sir.</p> <p>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.</p> <p>12 Are there any additional blue comment card  13 holders who'd like to speak?</p> <p>14 So our next speaker will be Rachel  15 Hallowgrass.</p> <p>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</p> <p style="text-align: right;">Page 36</p>
<p>1 other things that are coming.</p> <p>2 So anyway, thank you very much.</p> <p>3 MS. JORDAN: Thank you, sir.</p> <p>4 The next speaker I'm going to call up is  5 Mr. Azibuike Akaba.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 35</p>	<p>1 world. So in the abstract, yes, this is expensive and  2 ambitious, and, yet, the alternatives can be much worse  3 economically.</p> <p>4 Thank you.</p> <p>5 MS. JORDAN: Thank you for that comment.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>19 Have a good evening.  20 (Hearing concluded at 7:50 p.m.)  21 ---o0o---  22  23  24  25</p> <p style="text-align: right;">Page 37</p>

<p>1 CERTIFICATE OF REPORTER</p> <p>2</p> <p>3 I, SARAH L. GOEKLER, CSR No. 13446, a</p> <p>4 Certified Shorthand Reporter, hereby certify:</p> <p>5 That the preceding hearing was taken in</p> <p>6 shorthand by me, a disinterested person, at the time and</p> <p>7 place therein stated, and that the proceedings were</p> <p>8 thereafter reduced to typewriting, by computer, under my</p> <p>9 direction and supervision;</p> <p>10</p> <p>11 IN WITNESS WHEREOF, I have hereunto set my</p> <p>12 hand this _____ day of _____, _____.</p> <p>13</p> <p>14</p> <p>15</p> <p>16 _____</p> <p>17 SARAH L. GOEKLER, CSR</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>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

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, April 17, 2013

Martin Luther King, Jr. Library  
San Jose, California

Reported by: AUDREY L. TAKATO

CSR 13288



<p>1 ATTENDEES</p> <p>2</p> <p>3 Carolyn Clevenger - MTC</p> <p>4 Mark Shorett - ABAG</p> <p>5 Joan Chaplick - MIG/Moderator</p> <p>6</p> <p>7 ---o0o---</p> <p>8</p> <p>9</p> <p>10 BE IT REMEMBERED that, pursuant to Notice of the</p> <p>11 Public Hearing, and on April 17, 2013, 1:00 p.m. at the</p> <p>12 Dr. Martin Luther King, Jr. Library, 150 East San</p> <p>13 Fernando Street, San Jose, California 95112, before me,</p> <p>14 AUDREY TAKATO, CSR No. 13288, State of California, there</p> <p>15 commenced a Public Hearing under the provisions of the</p> <p>16 California Environmental Quality Act.</p> <p>17</p> <p>18 ---o0o---</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 2</p>	<p>1 Wednesday, April 17, 2013 1:08 p.m.</p> <p>2 PROCEEDINGS</p> <p>3 MS. CHAPLICK: Good afternoon. Thank you so</p> <p>4 much for coming today. My name is Joan Chaplick. I</p> <p>5 work with MIG. We're a consulting firm that is helping</p> <p>6 MTC to put on today's public hearing.</p> <p>7 Our purpose today is to get comments on the</p> <p>8 Draft Environmental Impact Report for Plan Bay Area. So</p> <p>9 when you all came in, you were given the opportunity to</p> <p>10 receive a blue card. That's your speaker card.</p> <p>11 If you would like to make comments during the</p> <p>12 meeting, you'll need to fill out one of those. They all</p> <p>13 will be brought up to me, and I will call out the names</p> <p>14 in sequence and every person will get two minutes --</p> <p>15 every person wanting to speak will have two minutes and</p> <p>16 be able to share their comments.</p> <p>17 We are also receiving your comments in</p> <p>18 writing today, and you can also comment by e-mail, fax,</p> <p>19 and mail. And that information will be provided to you</p> <p>20 shortly. So that's our purpose.</p> <p>21 Our basic agenda is we will be having a short</p> <p>22 presentation by MTC planner Carolyn Clevenger. She's</p> <p>23 going to provide an overview on the Draft EIR, and after</p> <p>24 she concludes her presentation, then we will start the</p> <p>25 public hearing.</p> <p>Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 PAGE</p> <p>3 Introduction by Joan Chaplick 4</p> <p>4 Introduction by Carolyn Clevenger 5</p> <p>5</p> <p>6</p> <p>7 PUBLIC SPEAKERS</p> <p>8 PAGE</p> <p>9 IVANA YEUNG 13</p> <p>10 ED MASON 14</p> <p>11 MICHAEL LUDWIG 18</p> <p>12 DON CONNERS 18</p> <p>13 HILDA LAFEBRE 20</p> <p>14 JIM BITTER 21</p> <p>15 ---o0o---</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 3</p>	<p>1 We have with us two court reporters who will</p> <p>2 be transcribing all of the comments that they receive</p> <p>3 today verbally, and everything we receive verbally and</p> <p>4 in writing will all be treated the same way and</p> <p>5 responded to in the final Environmental Impact Report.</p> <p>6 So with that, I believe we are ready to get</p> <p>7 started. So Carolyn Clevenger from MTC.</p> <p>8 MS. CLEVANGER: Good afternoon. Thank you</p> <p>9 for joining us today. As Joan mentioned, my name is</p> <p>10 Carolyn Clevenger with MTC planning. I'm the project</p> <p>11 manager for the EIR. Seated next to me is Mark Shorett</p> <p>12 with the Association of Bay Area Governments.</p> <p>13 So the purpose of this public hearing is to</p> <p>14 present an overview of the Plan, as well as the Draft</p> <p>15 Environmental Impact Report, which are both out for</p> <p>16 public comment right now.</p> <p>17 We'll be receiving your public comments here</p> <p>18 on the Draft EIR, and as Joan mentioned, all responses</p> <p>19 to comments and questions will be made in writing as</p> <p>20 part of the final Environmental Impact Report.</p> <p>21 I would just like to note that the focus of</p> <p>22 the meeting today is on the Environmental Impact Report.</p> <p>23 There are a number of hearings going on throughout the</p> <p>24 region on the actual Plan itself.</p> <p>25 The hearing for Santa Clara County will be on</p> <p>Page 5</p>

<p>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.</p> <p>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 <a href="mailto:info@onebayarea.org">info@onebayarea.org</a>, 9 and that information is also in the brochure. So if you 10 would like to grab that, that has the details.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 6</p>	<p>1 Counties.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 8</p>
<p>1 15 percent per capita by 2035, and also that the region 2 houses the region's population at all income levels.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 7</p>	<p>1 remaining 12 percent is split roughly equally between 2 roadway and transit expansion.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">Page 9</p>

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 10</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 And then in June and July, we will be 25 presenting summaries and responses to comments to the</p> <p style="text-align: right;">Page 12</p>
<p>1 maintaining the system.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 11</p>	<p>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.</p> <p>6 So with that, I'll turn it back to Joan.</p> <p>7 MS. CHAPLICK: Okay. Thank you. So thank 8 you for your presentation, Carolyn.</p> <p>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.</p> <p>13 So I have received one, and I would like to 14 bring -- Ivana Yeung will be our first commenter.</p> <p>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.</p> <p>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.</p> <p>23 Please state your name and where you're from 24 for the record.</p> <p>25 IVANA YEUNG: Hi. Good afternoon. My name</p> <p style="text-align: right;">Page 13</p>

<p>1 is Ivana Yeung. I'm with the County Roads and Airports 2 Department.</p> <p>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.</p> <p>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.</p> <p>14 MS. CHAPLICK: Questions will just be 15 recorded and responded to in the final EIR.</p> <p>16 IVANA YEUNG: Okay.</p> <p>17 MS. CHAPLICK: Okay. Thank you.</p> <p>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.</p> <p>21 ED MASON: Good afternoon. Ed Mason of San 22 Jose.</p> <p>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</p> <p style="text-align: right;">Page 14</p>	<p>1 they don't live where they work. You know, the company 2 town is extinct.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>22 MS. CHAPLICK: If you could wrap up your 23 comments, sir.</p> <p>24 ED MASON: Yeah. And also, 75 percent of the 25 jobs are half a mile off of a freeway exit, and only</p> <p style="text-align: right;">Page 16</p>
<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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</p> <p style="text-align: right;">Page 15</p>	<p>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.</p> <p>4 Are my two minutes up?</p> <p>5 MS. CHAPLICK: Yes, your two minutes are up, 6 sir.</p> <p>7 ED MASON: Sorry.</p> <p>8 MS. CHAPLICK: Thank you for your comments.</p> <p>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.</p> <p>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.</p> <p>19 So if you would like to make a comment for 20 the record, we'll need your speaker card.</p> <p>21 AUDIENCE PARTICIPANT: This is not a comment, 22 it's a question on the presentation.</p> <p>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</p> <p style="text-align: right;">Page 17</p>

<p>1 we receive the comments.</p> <p>2 AUDIENCE PARTICIPANT: I'll make a comment.</p> <p>3 MS. CHAPLICK: Okay. So I'm going to give --</p> <p>4 I'll give you a few minutes. If you have --</p> <p>5 AUDIENCE PARTICIPANT: So --</p> <p>6 MS. CHAPLICK: Sir, I'm needing speaker</p> <p>7 cards, if you would like to speak. So we are going to</p> <p>8 give people a moment to fill out a speaker card, and</p> <p>9 then it's two minutes per person.</p> <p>10 So we have someone coming up here. We'll</p> <p>11 just need your name for the record. I have a card from</p> <p>12 Michael Ludwig. Okay, Michael. And you have two</p> <p>13 minutes to comment.</p> <p>14 MICHAEL LUDWIG: Okay. Yes. Sorry I got</p> <p>15 here late, but I just was wondering why -- I mean, I</p> <p>16 don't know what exactly the lists of projects are in the</p> <p>17 Plan Bay Area, so I'm thinking you might be doing this</p> <p>18 kind of backwards to be holding the environmental</p> <p>19 hearing before the hearing for the list of projects.</p> <p>20 And so I'm just wondering about that, and I</p> <p>21 just want to make sure that you encourage jobs and</p> <p>22 housing as close to transit as much as possible.</p> <p>23 MS. CHAPLICK: Thank you for your comment.</p> <p>24 Our next speaker is Don Conners.</p> <p>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</p> <p>2 Transit representing Caltrain in San Fran.</p> <p>3 I saw in the presentation four alternatives;</p> <p>4 however, you mentioned a fifth alternative. Does that</p> <p>5 mean that in the document we will see five alternatives</p> <p>6 or four alternatives?</p> <p>7 MS. CLEVENGER: The proposed Plan is the</p> <p>8 other alternative. So it's the No Project, the Proposed</p> <p>9 Plan, and then the three additional alternatives that I</p> <p>10 described in more detail.</p> <p>11 HILDA LAFEBRE: Okay.</p> <p>12 MS. CLEVENGER: So yes, since the previous</p> <p>13 slides went into detail on the Proposed Plan, I didn't</p> <p>14 include that in that alternatives chart.</p> <p>15 HILDA LAFEBRE: All right. Thank you.</p> <p>16 MS. CHAPLICK: I apologize for my break from</p> <p>17 process.</p> <p>18 Do we have -- I have no other blue speaker</p> <p>19 cards.</p> <p>20 JIM BITTER: I have --</p> <p>21 MS. CHAPLICK: Please fill out a speaker</p> <p>22 card, and we'll have your name, and your comments can be</p> <p>23 entered into the record. I'll give you just a minute or</p> <p>24 so to fill that out.</p> <p>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</p> <p>2 on doing this Bay Area Plan and the Environmental Impact</p> <p>3 Report, so I don't mean to impugn your competence or</p> <p>4 motives; however, let's look at the history of past</p> <p>5 projections.</p> <p>6 In the middle '70s, we put the first fuel</p> <p>7 economy standards in. It was supposed to save an awful</p> <p>8 lot of oil because we were going to use less oil in our</p> <p>9 cars. So over the subsequent years, the fuel economy</p> <p>10 standard of people on the road roughly doubled. Savings</p> <p>11 in oil, none, because miles per car also doubled</p> <p>12 exactly, offsetting that.</p> <p>13 We also have the record of light rail in San</p> <p>14 Jose, where the cost estimates kept going up and up and</p> <p>15 up, the ridership estimates kept going down and down and</p> <p>16 down, and the operating costs were tremendous. And</p> <p>17 that's just in San Jose. The same thing happened with</p> <p>18 BART earlier. It's doing well now, but it took an awful</p> <p>19 lot of time to get there.</p> <p>20 What makes you think that your planning is</p> <p>21 any better than the past record?</p> <p>22 MS. CHAPLICK: Okay. Thank you for your</p> <p>23 comment.</p> <p>24 Our next speaker is Hilda, and I will let you</p> <p>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</p> <p>2 meeting.</p> <p>3 JIM BITTER: I'd like to speak.</p> <p>4 MS. CHAPLICK: Yes. Just get me a card.</p> <p>5 JIM BITTER: I have a card right here.</p> <p>6 MS. CHAPLICK: Okay. And if you can state</p> <p>7 your name for the record. And the card, I just -- the</p> <p>8 court reporters use it to get your --</p> <p>9 JIM BITTER: My name is Jim Bitter,</p> <p>10 B-I-T-T-E-R, and I'm from Mill Valley, California. I'm</p> <p>11 up north of the Golden Gate Bridge.</p> <p>12 Why am I down here getting lost in San Jose?</p> <p>13 I'm down here because I care about my country. I care</p> <p>14 about college kids that are the next generation that are</p> <p>15 having trouble finding jobs when you get out of here.</p> <p>16 You are going to have a big debt to pay when you get out</p> <p>17 of here.</p> <p>18 And on top of that, you are going to be</p> <p>19 paying for all of this, and it's wonderful stuff. It's</p> <p>20 housing, transportation, green stuff, green stuff, green</p> <p>21 stuff everywhere, but there is no money at the federal</p> <p>22 level. \$17 trillion, going to 22 trillion. \$80 billion</p> <p>23 in debt in California.</p> <p>24 The consultants that are here, MTB -- or not</p> <p>25 MTB, but the -- I need to take a breath here. The</p> <p style="text-align: right;">Page 21</p>

<p>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 &amp; Bhatia.</p> <p>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.</p> <p>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.</p> <p>14 So what else can I say? I got lost coming 15 down here.</p> <p>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.</p> <p>24 The next generation, the college kids at San 25 Jose and other places, are going to pay for all of this,</p> <p style="text-align: right;">Page 22</p>	<p>1 CERTIFICATE OF REPORTER 2 3 I, AUDREY L. TAKATO, CSR No. 13288, a Certified 4 Shorthand Reporter, hereby certify: 5 6 That the preceding hearing was taken in shorthand 7 by me, a disinterested person, at the time and place 8 therein stated, and that the proceedings were thereafter 9 reduced to typewriting, by computer, under my direction 10 and supervision; 11 12 IN WITNESS WHEREOF, I have hereunto set my hand 13 this ____ day of _____, _____. 14 15 16 AUDREY L. TAKATO 17 CSR No. 13288 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 24</p>
<p>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.</p> <p>4 MS. CHAPLICK: Thank you for your comments, 5 sir.</p> <p>6 Do I have any more -- anyone wanting to fill 7 out a speaker card and speak?</p> <p>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.</p> <p>15 Thank you. 16 (Hearing concluded at 1:32 p.m.) 17 ---o0o--- 18 19 20 21 22 23 24 25</p> <p style="text-align: right;">Page 23</p>	

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 <i>[as indicated by the commentator]</i>
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 <i>[as indicated by the commentator]</i>
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 vaporette 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 <i>[as indicated by the commentator]</i>
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 where 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 can 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 <i>[as indicated by the commentator]</i>
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)	<b>General:</b> 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)	<b>Plan Bay Area:</b> 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 <i>[as indicated by the commentator]</i>
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



PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Four: Draft Plan Bay Area (2013)

## APPENDIX C

### What We Heard: Town Hall

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Appendix C documents can be found immediately following this cover sheet, or online at:  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>

# Introducing Plan Bay Area: Strategy for a Sustainable Region

*What do you think about the draft Plan Bay Area overall?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## Introduction

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## Background

The Bay Area has made farsighted regional planning a top priority for decades. Previous generations recognized the need for modern mass transit systems, state-of-the-art bridges and an array of parks and open space that would provide a balance between urbanized areas and open space. Past generations aimed to foster a healthy environment and vibrant communities through their visionary leadership.

Plan Bay Area extends this legacy of leadership, doing more of what we've done well while also mapping new strategies to face future challenges. In 2008, California's landmark climate law — Senate Bill 375 (Steinberg) — required all metropolitan regions in the state to reduce greenhouse gas emissions from cars and light trucks and accommodate all needed housing growth within the boundaries of their region. Plan Bay Area meets this challenge head on — without compromising local control of land-use decisions.

## Tell Us What You Think

This chapter is an executive summary of the elements of the draft of Plan Bay Area, highlighting the process of developing the Plan and outlining the goals and challenges we must face as a region:

- Building upon local plans and strategies;
- Setting our sights on the challenge by emphasizing an open and inclusive public process;
- Looking toward the future so that today's decisions align with tomorrow's expected transportation and housing needs;
- Building a development pattern that aligns with where we live and work; and
- Achieving key performance targets.

Read [Introducing Plan Bay Area:Strategy for A Sustainable Region](http://www.peakdemocracy.com/1224), and tell us what you think about the draft Plan Bay Area overall.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 347

Participants: 58

Hours of Public Comment: 2.9

**29 participants posted comments**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**David Schnapf, President, Marin Conservation League inside Marin**

**May 16, 2013, 2:34 PM**

Mr. Ezra Rapport, Executive Director  
Association of Bay Area Governments  
101 Eighth Street  
Oakland CA 94607

May 16, 2013

SUBJECT: Comments on Plan Bay Area Draft EIR and Draft Plan

Dear Mr. Rapport:

The Marin Conservation League has been involved in land use and conservation planning throughout Marin County since our founding in 1934. MCL's efforts have contributed substantially to creating and preserving the abundance of public parks, open space lands and productive agricultural resources which attracts visitors to the County from all over the world. Marin's remarkable abundance of natural beauty and parklands is all the more significant to the region because it lies near the heart of one of the world's great metropolitan areas.

MCL has been tracking the evolution of the Sustainable Communities Strategy (Plan Bay Area, or "Plan") from the outset of the SB 375 process and has commented on previous scenarios and the scope of the DEIR. We understand that the basic mandate of SB 375 is to influence future land use development patterns, housing, jobs, and transportation investments so as to accommodate anticipated regional population and job growth in a manner that will reduce per capita greenhouse gas emissions.

We appreciate the opportunity to present, first, our general comments on the Draft Plan and planning process, followed by more detailed comments on the Draft EIR.

## General Comments on Plan and Plan Process

1. MCL Applauds Plan Bay Area's Recognition That Marin Should Be a Low Growth Area. A fundamental premise of Plan Bay Area is that growth should be focused in the existing employment centers, namely, San Francisco, the South Bay (Silicon Valley) and the East Bay. This approach is supported by the fact that each of these employment centers is presently served by extensive and robust public transit systems. MCL supports the goal of focusing growth: (1) as compact infill in or near existing job centers to minimize urban sprawl, and/or (2) near major public transit systems such as BART or CalTrain. The conclusion that Marin should be a low growth area follows from this basic approach. Marin is not a major employment center and does not have a public transit network that is anywhere as robust as the other areas. In addition, we note that

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

because of its geography and water supply, Marin has limited growth potential. An important goal of SB375 is to preserve open space and parklands and this, too, supports the recognition that Marin should be a low growth area.

MCL fully recognizes that Marin County is part of a large metropolitan area and, as such, enjoys both the benefits and responsibilities of being a part of that region. MCL is particularly interested, however, in how Plan Bay Area might impact Marin County. In view of Marin's distinctive geography and the long-established resource lands that make up almost 85 percent of the County, future growth in the County is highly constrained by limited available land. Even without urban growth boundaries (Novato is the only community with an UGB), Marin's communities have little space to grow. Therefore, it is appropriate that the Plan has assigned Marin the lowest growth in jobs and households of any county in the regional planning area. This assignment recognizes that Marin is unique in that its public park and open space lands and agricultural resources benefit the entire Bay Area in environmental, economic, and equity terms. Even at that low growth rate, the employment projections for Marin exceed historic growth rates and are overly ambitious. Marin has other limits to growth: water supply is finite except where conservation and efficiency can free up in lieu supply, and extensive developed and undeveloped portions of the eastern county are susceptible to current flooding and future sea level rise.

2. Sea Level Rise. MCL is disappointed that Plan Bay Area fails to adequately address sea level rise. Despite California's leadership in attempting to address climate change, it is now clear that the sea level will rise over the next few decades and that we face storms of greater frequency and intensity. It is essential that we begin planning for this eventuality rather than defer planning to an unspecified future time. We believe it would be tragic to channel any substantial development into areas that are subject to flooding now, and are vulnerable to future flooding. This is a very critical flaw in the Plan.

3. Feasibility and Certainty of Plan Strategy. The intent of employing land use as a means to reduce dependence on cars and light trucks, and thereby reduce GHG emissions, is an admirable goal. MCL questions, however, both the feasibility and the certainty of the Plan in realizing this intent. The process for projecting growth, employment, housing and related elements based on modeling is too complex to yield meaningful results. Moreover, the modeling employed to achieve the Plan integrates assumptions having a high degree of uncertainty, particularly since they rely on actions that are beyond the control of local, regional, and State government. For example, as noted below, it appears that the population and employment growth numbers for the Bay Area are excessive and completely out of line with historical data. The consequence of using these higher numbers causes the Plan to overstate the need for housing. This, in turn, causes the Plan to open up more areas to development than will be necessary,



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thereby putting developers in the driver's seat when it comes to deciding where development will occur.

The DEIR addresses this somewhat, but what it says is not encouraging. First, as the DEIR points out (Page ES-11), MTC and AGAB cannot assure future development patterns since they cannot regulate local land use policy or zoning. This lack of authority is also the primary reason given for finding most of the 39 potentially significant impacts in the DEIR unavoidable, in that the regional agencies cannot require local jurisdictions to impose mitigation measures. Second, even if compact development patterns do successfully bring housing, jobs, and retail in close proximity, served by transit, no one can predict with certainty the extent to which residents will occupy nearby jobs, or choose to use public transit if jobs are distant. In spite of these uncertainties and the Plan's reliance on a host of other assumptions about future conditions, the Plan is confident that the goals and targets will be met (or, in the case of several voluntary goals, not met).

The DEIR states that with Plan implementation and growth estimates, there will be a per capita decrease in Btu consumption of about 1%. While this is certainly better than an increase, we question whether the effort was worth it, given the extraordinary planning effort and funds expended by the Plan to achieve such a minor reduction.

#### 4. Need For Better Coordination Between Land Use and Transportation Elements.

Plan Bay Area does not adequately integrate its land use planning mandates with a transportation investment strategy. These should go hand-in-hand. For example, PDA's should not be designated based on uncertain future transportation investments.

Moreover, the Plan does not appear to recognize or reconcile the process for evaluating investments in transportation projects with the process for making housing investments. The Plan often treats all public transit systems as being equal. Access to an infrequent local bus service with one route is quite different than access to BART.

5. Affordable Housing. A goal of the Plan (and requirement of SB 375) is to provide housing within the region that is affordable to all economic levels, and to better align jobs with housing supply. MCL recognizes the need for diverse and affordable housing and supports such housing if it is developed in appropriate locations, i.e., as infill, accessible to transit and services, and without impacts on sensitive resources and public facilities. We understand that RHNA numbers have an independent origin and that SB 375 simply brings them together with transportation investments and a land use strategy that attempts to incentivize the development of affordable housing in a compact pattern, primarily within PDAs. Ultimately, however, locating affordable housing will depend on the availability of sites, local planning decisions, cost considerations and funding, willing developers, and receptive neighbors – a complex set of variables. In

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one way or another, affordable housing is typically subsidized in one manner or another – whether in the form of direct payments to the developer, tax incentives, or accepting burdens on public facilities that would otherwise not be allowed. The Plan should evaluate the availability of money to pay for these subsidies. So we question the feasibility of promising to “house 100 percent of the region’s projected growth (from a 2010 baseline year) by income level.” (Plan, Page 19.) We also question the advisability of trying to force that goal. Housing prices will continue to be high in the Bay Area, and many commuting job holders will continue to opt for more affordable housing outside the region. Moreover, many people may opt for a larger home further from work than a small unit nearby.

The Plan should expand its definition of “housing units” to be counted, given the growing population of seniors and the limited supply of senior housing. To achieve equity goals, senior, assisted, 2nd and converted units should be included in those counted by the Plan in order to provide 100% housing for this population and to allow Plan incentives to encourage their construction in addition to brand new construction of multiple unit structures.

6. Four-year Plan Review. The Plan states that it is a work in progress that will be updated every four years (Page 121), but provides no further details as to how this might occur. For example, will interim targets be set so that progress (in four years) can be measured? And if targets are not being met, will they be adjusted and require shifting commitments of funds or land use decisions? Would such adjustments require further CEQA review if new impacts are identified or known impacts made more severe? How will local jurisdictions with limited resources be expected to adjust decisions every four years, a cycle that is unique to Regional Transportation Plan process but does not correspond to RHNA or other planning cycles? The adopted Plan should outline this process more clearly.

7. The Plan as a “Platform for Advocacy” to Modernize CEQA. MTC and ABAG purport to be strong supporters of the original goals of the California Environmental Quality Act (CEQA), and yet the Plan sponsors propose to wade into current legislative debate over active CEQA bills as “advocates,” with incomplete evidence and an obvious bias. (Plan, Page 129-130.) It is enough that SB 375 has outlined mechanisms and conditions for streamlining CEQA as an incentive to promote new housing and commercial buildings. It is highly inappropriate for the Plan, whose life span is 25 to 30 years into the future, to become a “bully pulpit” for advocacy where differing legislative views are still in play.

MCL believes that, rather than weakening CEQA, current legislative efforts should focus on strengthening a number of sections of the Act. A recent analysis of California’s

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What do you think about the draft Plan Bay Area overall?

economy since CEQA was enacted confirms that CEQA has had a positive rather than a negative effect on the economy of the State.

8. Public Outreach. Throughout the planning process, MCL has been frustrated by the apparent inability of ABAG and MTC to communicate effectively with the general public. The Plan claims to be the product of a highly collaborative process of surveys, stakeholder sessions, public workshops and meetings, and “countless other means” of communication. It is possible that the majority of these meetings involved local planning professionals and elected representatives, leaving much of the task of public outreach in the hands of local governments. Unfortunately, the opportunities for ABAG and MTC staff to hear directly from the general public have been limited to a few large, highly programmed public meetings and workshops, where listening has not been matched by responsiveness to public concerns. As a consequence, to ordinary citizens and non-profit organizations like MCL, the outcome has seemed pre-ordained from the beginning. The short time allowed to digest and to respond to the Draft Plan and a huge Draft EIR has done nothing to dispel that perception.

## General Comments and Questions on Draft EIR

### 1. Areas of Known Controversy, and Issues to be Resolved (DEIR page ES-11 and 12)

As required by the CEQA Guidelines, the Executive Summary section of the Draft EIR provides a list of known controversial issues raised by the public and agencies, and a list of issues to be resolved. MCL agrees with the listed issues, but wishes to add several other controversial issues that have been raised by many individuals and public agencies, and/or are in need of resolution, as follows:

- The jobs, population, household, and housing numbers forecast for the Bay Area as a whole and for specific communities are considered by many to be too high. MCL continues to believe that the Plan overstates growth for the Bay Area as a whole, as well as for Marin. Inflated population growth could lead to excessive development outside PDAs and to unintended sprawl. Given the critical role that population and job growth numbers play in forecasting housing needs, it is vital that the discrepancies between ABAG forecasts, Department of Finance forecasts and historical trends be resolved before major funding or planning commitments are made, such as rezoning.
- Loss of local control over general plan policies, zoning, and community character is the most-often-cited area of controversy. This point is raised in the second bullet, Page ES-11, which acknowledges public concerns about possible conflict with existing plans and local regulations, but nowhere in the Plan is it made clear that the Plan can only recommend and offer incentives in the form of grants and CEQA streamlining, but is

## Introducing Plan Bay Area: Strategy for a Sustainable Region

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otherwise has no authority over local land use decisions. The relationship between regional authority and local control needs to be more explicitly stated.

- Local traffic congestion is attributed to regional growth and not to transportation improvements, and is therefore considered by the DEIR to be less than significant (DEIR, Page 2.14-14). Yet this issue has been raised by the public frequently as an inherent and pervasive consequence of the Plan (i.e., as a “paradox of densification”). Notwithstanding the goal of the Plan, which is to reduce vehicle miles overall, more concentrated housing and commercial development in PDAs promoted by the Plan will increase local congestion on collectors and arterials. These local facilities are not included in regional traffic models or are unlikely to be improved through transportation investments. This will be a continuing area of controversy.

2. Use of EIR as first tier program document. Page 1.1-11 states that the EIR can be used as a first tier document for environmental review of specific development or transportation projects. Unlike typical program EIRs, such as on local general plans or on comparable projects within a region, this EIR analyzes conditions at a high level of generality and therefore misses many local and subregional contextual elements necessary for analyzing development projects in or out of a PDA. The Plan EIR provides broad cumulative analysis (it is a cumulative EIR by definition), but does not provide an adequate program coverage of most CEQA issues. Given the generality of the EIR, it should not be used as a first tier document.

3. Mitigation: The DEIR provides an abundance of mitigation measures under every topical area and admits that many are advisory, for consideration by project sponsors of individual projects – that is, MTC and ABAG cannot require local implementing agencies to adopt them. At the same time, the DEIR, Page 1.1-3, Para. 1 under Mitigation, states that in those cases where MTC and ABAG do not have regulatory or approval authority (the majority of potentially significant impacts) that Project sponsors shall (emphasis added) commit to mitigation measures at the time of certification of their project environmental review documents . . . and that these commitments obligate project sponsors to implement measures that would minimize or eliminate significant impacts pursuant to CEQA.” Para. 2 further notes that projects taking advantage of CEQA Streamlining provisions must apply the mitigation measures to address site-specific conditions” if impacts are to be reduced to levels of insignificance. Since MTC/ABAG cannot require local implementing agencies to adopt mitigation measures, the DEIR finds these impacts significant and unavoidable.

The last sentence of paragraph 1 states that “MTC shall be provided with status reports of compliance with mitigation measures.” How will MTC possibly track implementation of projects throughout the Bay Area to ensure that “status reports” are submitted? Will this

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requirement apply only to projects that take advantage of CEQA streamlining provisions, or does it apply to myriad other projects and jurisdictions over the life of the plan? Will this be a transparent public process, and if so how will MTC report on compliance? These two paragraphs raise a multitude of questions about whether potentially significant impacts, all of which are cumulative in nature, will be mitigated and by whom. The DEIR takes a conservative approach and identifies 39 significant unavoidable impacts, either because the regional agencies lack authority, or because the effectiveness of mitigations cannot be assured. Therefore, there is no guarantee that significant cumulative impacts will ever be mitigated.

4. Alternatives. The small differences across alternatives for many of the targets should be interpreted carefully, in that they rely on a host of assumptions about prevailing economic, political and technological conditions expected in 2040. When these assumptions are combined, the resulting lack of certainty prevents identifying clear-cut differences across the range of alternatives. DEIR ES-9 states that “Variation in impacts among alternatives are minor.” Given that outcome differences are so minor, we must ask if the Alternatives offered are really alternatives, or just very minor variations on the basic Plan Bay Area theme. The FEIR should provide alternatives that are distinctly different from the Plan. MCL previously submitted comments on alternatives that it believes the DEIR should have considered, but all of the alternatives identified by MCL were ignored. Indeed, it appears that ABAG never even considered MCL’s comments.

## Detailed Comments on the DEIR

1. Climate Change and Sea-level Rise. The ramifications of climate change and consequent sea level rise are of central importance to the feasibility of the Plan. The Plan defers solutions to an unspecified future time. The subject receives considerable attention in the DEIR, and for that reason MCL focuses its comments on that topic.

(Page 2.5-22, et seq.) A number of existing laws and regulations are aimed at reducing GHGs, but it is not clear which of these are incorporated into the estimates for GHG reductions to be achieved by the Plan? When the reductions required by existing laws are accounted for, what is the actual reduction due to the Plan? If the Plan just acts to support enacted legislation, the FEIR should estimate the GHG reductions without that support and evaluate whether the reduction due to the Plan alone justifies the complex, expensive and ongoing implementation of the Plan.

(Page 2.5-41) The DEIR takes the position that under the 2011 Appeals Court decision in the Ballona case, CEQA does not require analyzing the effects of the environment on the project in an EIR. We believe that this is a narrow decision and is distinguishable because placing development in an area subject to sea level rise will inexorably have an

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environmental impact. Specifically, once sea level rises, either measures will be taken to protect the development, which measures will have environmental impacts, or the development will be abandoned, requiring the need for replacement housing, which likewise will have impacts. We anticipate that Ballona will not stand, and that the California Supreme Court or the State Legislature will have the last say on this important issue. Nonetheless, the DEIR does analyze these impacts comprehensively “for informational purposes.” It would be irresponsible not to do so, in that the low-lying areas around the Bay contain significant transportation corridors and infrastructure and are home to Bay Area residents and businesses. More than a few PDAs coincide with these areas. Planned enhancements, expansions and improvements under the proposed Plan (DEIR 2.5-49) will require some form of flood protection – whether engineered structures like a levee or flood wall, managed retreat, or other strategy. These related projects should be evaluated on a regional basis and their impacts comprehensively assessed across all CEQA topics, including cumulative impacts. The impact of repairing facilities in the event of flooding from sea level rise should also be anticipated in the EIR.

(Page 2.5-67) Recognizing the importance of this issue to the Plan, the DEIR recommends mitigations for proposed transportation projects (and land use development) subject to regular inundation by midcentury sea level rise, but these appear to be “plans to make a plan.” That is, the DEIR recommends continued collaboration with BCDC and provides a long list of adaptation strategies that might be considered in the future. In effect, it defers mitigation to project-level and/or local planning. The FEIR should provide more rigorous regional and subregional approaches that avoid or aggressively reduce project areas and transportation improvements in areas susceptible to sea level rise.

(Page 2.5-76) Further, given the likelihood of continuing sea level rise past midcentury and projected greater impacts over time, the FEIR should give a reasonable time frame in which to address sea level rise beyond mid-century, allowing sufficient time to assess and implement, the best adaptation strategy. (Page 2.5-67) The discussion of mitigations should also to assess the economic feasibility of such strategies. Otherwise, impacts from sea level rise would make significant portions of the Plan impractical.

(Page 2.5-62) Table 2.5-11 shows the percentage of proposed transportation projects that will be inundated by midcentury sea level rise. Whether it is 5% or 100% may be unrelated to the GHG emissions associated with solving the problem, including the need to reroute to avoid the area completely and/or to replace/repair affected projects. The FEIR should estimate the regional increase in GHG emissions associated with solving sea level rise inundation issues for the Plan’s proposed projects.

(Page 2.8-34) Impact 2.8-7 deals with the 100-year flood hazard zones as mapped by

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FEMA. Do such areas account for projected sea level rise? If not, using these zones to assess impacts for a Plan that extends to 2040 is inadequate and misleading. The FEIR should describe how these zones will be changed when sea level rise is factored in and reassess the magnitude of impact for the region. Tables 2.5-16-21 show different areas affected by midcentury sea level rise inundation zone. Does the “inundation zone” account for storm surge as well as mean high tide levels? If not, the tables should be expanded to show storm surge impacts.

## 2. Land Use and Physical Development.

Chapter 2.3. The Tables below are provided showing the Plan’s impact on different kinds of acreage. The FEIR must provide mapping that shows where these impacted acres are located so that the public can ascertain whether they are correct. Our initial impression is that the numbers are wrong. If these numbers are found to be inaccurate, significant questions are raised about the accuracy of the numbers in the whole document, which should then be double checked. In particular, we request sources of data and mapping to support the numbers provided for Marin in the following tables:

- Table 2.3-10 – PDA & BCDC Priority Use area acres of overlap. 110 acres could be so affected in Marin.
- Table 2.3-13 - Protected Open Space acres potentially affected by Proposed Development, by County. 135 such acres could be affected in Marin.
- Table 2.3-15. Farmland acres potentially affected by proposed transportation project, by County. 88 acres in Marin could be so affected.
- Table 2.3-16 – Williamson Act acres potentially affected by proposed Transportation Projects, by County. 47 acres could be so affected in Marin.
- Table 2.3-17. Protected Open Space acres potentially affected by proposed transportation projects, by County. 31 such acres could be affected in Marin.
- Table 2.3-18: Forest & Timberland acres potentially affected by proposed development, by County. For Marin, 255 acres (19% of County forest & timberland) could be affected.

ES-23 & 2.3-51, Impact 2.3-4 discusses the conversion of substantial acres of important farm land, land under Williamson Act, and Open Space. Why not take these areas out of the Plan and eliminate these impacts? What percentage of the whole Plan acreage is involved here? What percentage of housing units and GHG emissions reductions are accounted for in the proposed use of these areas that are so vital to the continuation of local agriculture?

# Introducing Plan Bay Area: Strategy for a Sustainable Region

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Page 2.3-53. Where there is forest removal, the FEIR should provide figures showing the impact on CO<sub>2</sub> reduction due to loss of this resource, compared to lower GHG emissions achieved by developing these areas as PDAs.

## 3. Biological Resources.

(Page 2.9-71, et seq.) In this section, a minimum 1:1 ratio is proposed for restoration and preservation of impacted resources, with the caveat that local policy shall prevail. Given the general rate of success of such efforts, the 1:1 ratio is inadequate. While the Plan cannot mandate local mitigations, it should recommend realistic mitigation by proposing a higher ratio.

(Page 2.9-72 & 79) Success standards are stated for some mitigations, e.g., special status communities, but not for others, e.g., trees (Page 2.9-79). The Plan should consistently state success standards for all proposed biological resource mitigations to ensure their application and subsequent monitoring that is meaningful.

## 4. Public Utilities and Facilities.

(Page 2.12-48) The DEIR states that, on a regional basis, the major water agencies (with the exception of Solano County Water Agency) have adequate water supplies to serve expected growth under the proposed Plan. The ability to meet demand in a single dry year varies across the region, however, with some agencies anticipating a shortage in future years that will have to be made up either through conservation or developing new supplies. MCL has a particular interest in Marin Municipal Water District, whose supply sources are limited. The availability of water in Marin limits its growth potential. The District has consistently claimed a deficit by the year 2025. The DEIR, in contrast, states that land development through 2040 served by MMWD should have adequate water supplies in both regular and single drought years. The same measures are applied to all of the major water agencies. Climate change does not enter into this discussion nor does the possibility of two or more sequential drought years. For the region, about two-thirds of water supplies originate in the Sierra Nevada and Northern California and are either diverted from, pass through, or bypass completely, the Delta. In all these cases, projected decreases in the depth and location of the snowpack will influence the timing of runoff and ultimate quantity of stored water. In Marin, the possibility of sequential drought years poses a bigger threat to future water supplies. The DEIR should add analysis in this section that anticipates the consequences of climate change on precipitation patterns, including snow fall as well as sequential drought years, and their impact on regional and local water supplies.

## 5. Public Services and Recreation.



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What do you think about the draft Plan Bay Area overall?

(Page 2.14-14) The DEIR asserts that “congestion is not a result of the transportation improvement investment strategy, but rather of regional growth”...so “impacts on public services as a result of transportation improvements...are considered less than significant...no mitigation required.” By incentivizing more and denser housing and commercial space than currently allowed, the Plan is indeed responsible for some percentage of the increase in congestion across the region. The FEIR should offer mitigation. (See also Issues of Known Controversy, above).

Thank you for the opportunity to comment.

Very truly yours,

David Schnapf, President

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**May 14, 2013, 9:35 PM**

I have attended 4 PBA town hall meetings. I have also read the Draft plan. My input is that it's not OK to skim over the particulate matter (PM) reduction targets like they didn't mean anything. MTC needs to get more aggressive in addressing SB 375 goals both in planning and projects.

The bay area transit system is uncoordinated and redundant. There needs to be one transit planning agency that responds both to people's transportation needs, and also to spending transit funds for maximum effectiveness.

Consider that the Bay Bridge had a much higher people-moving capacity before 1958, when the trains were removed from the lower deck, yet, when rail was proposed for the bridge re-build, MTC didn't pursue this, even with the possibility of high-speed rail on the visible horizon.

The best way to address equity in planning is to set targets to reduce the jobs/housing imbalance. When you eliminate the need for a poor or working family to own a car, they save \$5-8K/year. Today, many workers commute from the less expensive housing markets in the eastern counties to the richer job markets in Marin, Napa, and Sonoma Counties. This is a huge issue that needs addressing through more affordable housing developments, and making wealthier cities like Palo Alto and towns in Marin accommodate their fair share of below-market-rate housing. MTC's pandering to the NIMBY elements is not productive for anyone. Educating town populations that more density and mixed-use in their downtown areas is an asset for everyone, and supports the small businesses that give each town its character.

Freight and goods movement are a blaring omission from PBA, yet trucks are responsible for a large percentage of PM. Where is the plan to reactivate rail freight, and even electrify rail systems?

Turning HOV to HOT lanes also increases the number of cars using the freeways, and potentially slows lanes that can be used for rapid bus routes by filling them with toll-paying single-occupant cars. Why not toll the general traffic lanes instead?

This stuff moves us in a good direction, but trying to put a happy face on the plans failings insults the seriousness of the issues, and fails to address the health hazards and thousands of premature deaths resulting from PMs. The ideas presented aren't rocket science, and they are not even untried. Most European cities have had similar and stronger policies for years.

MTC needs to come up with some real solutions. The people of the Bay Area deserve a world class transportation system, and smarter planning.

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**May 13, 2013, 4:34 PM**

I am personally a proud, long-time resident of the Bay Area, and happy to see that -- for the first time -- there's a comprehensive plan that looks at the entire 9-county region wholistically. We are an inter- dependent economy dependent on one environment, and I appreciate this effort to properly plan to accomodate our expected population growth in a way that provides increased housing and transportation options, but in a less consumptive land use pattern.

**1 Supporter**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

Name not shown inside Solano

May 10, 2013, 9:22 AM

As a service to the Bay area, Plan Bay Area fails:

- a. Plan Bay Area will support "building" more high-density housing. The fundamental problem is just it will actually be less affordable to the people who live in it based on the transfer costs involved and the larger amount of low-income funds required from recipients, fixed-in persons, etc.
- b. It is advocating 'regionalization' which takes away from the individuality of cities and towns, imposing concepts of a one-size-fits-all mentality and some idea that bigger is better. Those two concepts are flawed, unforgiving and not keeping with the spirit that is an American. Citizens' want their area uniqueness to be the draw bringing people who will enjoy, expand and advocate for something they like, relate to and desire for a future.
- c. Developers, financiers, bankers--the 1%--will get richer for building the properities, but people in poverty will be required to sink more of their limited income into transportation than they do now. The ultimate result can only be ghetto's and squalor - not the intent of the richness and diversity that is American and the 9 Bay Area counties.
- d. Given the propensity of some major 9 Bay Area cities to act as asylums for the poor and indigent aliens who cross borders without papers, the densification of housing will establish a slave corridor and those that follow it will become 'slaves' to the economic elite concocting this nonsense. The 9 Bay Area Plan needs economic development to sustain the area and importing low income, uneducated in lieu of persons who would actually have sufficient education, training and skills to advance the area is folly at best, stupidity as worst.

**1 Supporter**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Darryl Yip inside San Mateo**

**May 2, 2013, 4:25 PM**

I understand that the majority of comments for Plan Bay Area are those compelled to comment because of their resistance to change and inevitable growth of the Bay Area. I understand that there are climate change deniers, those who still live in the 1950s, and those who will "NIMBY" any proposed development for fear of the "other." However, those comments are not representative of the potential for the future of the Bay Area, and we can only anticipate changes by planning for growth in ways that are sustainable environmentally, socially, and economically to continue to make the Bay Area the best place to live.

I strongly support Plan Bay Area. I support that it prioritizes our existing transportation system, that it focuses on growth in the areas that can already support it, and that it emphasizes the One Bay Area Grant program to incentivize more transit oriented development.

I have two suggestions:

(1) I encourage the MTC to add elements of the Equity, Environment, and Jobs alternative, as it adds more homes in areas with more jobs, schools, and transportation while also focusing on a stronger public transit. Politically, this alternative is one of the most challenging, so...

(2) I encourage ABAG and MTC to find more political will from elected officials and residents who will be most affected by the plan (ie, those who will still be alive in 2040), who both have huge stakes in it. Our elected officials have the privilege to promote the plan as a more sustainable future, and the young residents have the biggest stakes for how they see the region over the next decades. Thank you.

## **6 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

Name not shown inside Santa Clara

April 30, 2013, 1:20 PM

I just posted this to my Nextdoor.com neighborhood blog for the San Miguel neighborhood in Sunnyvale, but it pretty much summarizes my overall view of "the plan": "Although I generally agree with the stated goals of this plan, I don't think it's a good idea for Sunnyvale to sign onto any regional "master plan" that would sacrifice local planning and oversight of development issues. My guess is that Sunnyvale will be tagged as a "high-income / high-cost" city and will thus be forced to accommodate more low-income housing at the high densities that adherence to this plan requires. Although I recognize that housing affordability is a real problem (and I'd love to see the city require more BMR units for ownership and affordable rental units mixed into new market-rate developments), I think that developing large blocks of designated low-income housing is just asking for trouble down the road. Furthermore, if you look at the areas of Sunnyvale that are being targeted in this plan, you'll see that they are talking about the North-East Sunnyvale ITR areas (i.e. OUR NEIGHBORHOOD). Unfortunately, these areas already bear the burden of supporting the highest concentrations of poverty in the city. You will not find a statistic anywhere illustrating the benefits of concentrating poverty and how much more manageable a city becomes in doing so, because in fact the truth is the exact opposite. If we're going to get involved in this level of social engineering, our focus should be on economic INTEGRATION wherever possible, not low- income CONCENTRATION; otherwise we'll just be investing in the ghettos of the future.

Another issue is that the reality of business economics in the U.S. does not support the European / Asian urban model of commercial space supported by adjoined high-density housing supplying resident shoppers. Although many "mom-and-pop" or small local-chain restaurants seem to hold their own in the Bay Area, there is no way for small businesses selling goods or groceries to compete with the mega-chains. This is unfortunate, but again it's a reality that is only getting worse. Almost every neighborhood strip mall in the valley suffers from multiple vacancies due to this problem, and one has to look no further than the Tasman Crossing area and the recent failure of "Fresh and Easy" (a fairly large international chain, no less) to illustrate how this phenomenon can send site-focused and neighborhood planning into disarray. Again, I wish this were not the case, but it is the existing reality and I fear that even the best attempts at urban planning will fall victim to it.

Also of note (pg. 108) is that this plan openly allows for REGRESSIONS rather than improvements in the areas of household income consumed by transportation and housing, fatalities and injuries due to collisions, and highway and transit maintenance. In other words they ultimately admit that in terms of overall quality-of-life, we'll just be "getting it wrong" on a grander scale. All environmental issues aside (and yes these do matter a lot to me), I think Sunnyvale is better off staying out of this mess. The more you read of this plan, the more it will reveal itself as a sweetheart deal for big developers

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

with a thin veneer of "greenwashing". "By the way, I'm a city-loving, Leaf-driving, die-hard liberal who will gladly side with the Tea Partiers and general Gov't haters on this issue. This plan is a turd in gift wrap!

### **2 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**April 27, 2013, 8:30 PM**

Here are several comments on "Smart Growth" in general:

Where's the water going to come from? The Bay Area experienced a severe drought in 1997 and there's no new supply. Residents are expected to bear the responsibility through expensive (and non- workable) solutions such as low flow toilets and shower heads and high efficiency washers.

Where's the garbage going to go? San Francisco is already planning to export its garbage to a new landfill 100 miles north of the city.

Where's the new transportation? Mass transit is totally inadequate for the existing population and only 9% use transit for commute travel. However the MTC has been using bridge tolls for so called "Transit Oriented Development". But there is no effective transit to handle the growth. The remainder of the commuters use their cars and more freeways will be required to handle the growth.

High density and transit oriented development has ruined the quality of life in San Francisco and the city is becoming just another Los Angeles.

More population growth is unsustainable and any plans for managing it through Smart Growth are just plain nonsense.

## **3 Supporters**



## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**April 26, 2013, 10:15 PM**

The visioning sessions for this Draft were pre-set with pre-set questions and no real or authentic citizen participation. How can the results from such sessions produce anything valuable in a Draft? Besides, the bureaucrats involved in this Plan are trying to ban any comments that really show who they are and why they are doing what they are doing. There are no "civil" or "nice" words to describe them or this Plan.

**2 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**April 26, 2013, 9:51 PM**

This plan utterly violates everything I understand as my rights as an American and violates everything I understand as to what is a community. A bunch of unelected bureaucrats deciding my future, my friends' futures, my children's futures, my business, and my living conditions --- ain't anything I call American and ain't anything I want.

**4 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Roderick Llewellyn inside San Francisco**

**April 26, 2013, 12:04 PM**

Some have complained that the MTC process is undemocratic and it is attempting to force an unwanted urban lifestyle on suburbanites. Yet, for the decades that MTC underinvested in cities and built a vast highway network coupled with a rotten transit system, we heard not a peep from these people. In other words, the issue is not "democracy"; it's about getting what you want by any means.

I've been a veteran of the MTC planning process for three decades, and I can tell you it's no more undemocratic now than it ever was; it was always undemocratic. They built a highway system largely because real-estate promoters wanted it and made clear to politicians that if they wanted to get elected, they better build what those promoters wanted. I've funneled numerous comments to MTC in countless hearings and submissions, containing many ideas including many of very low cost, as to how transportation could be improved in the Bay Area. I've been blown off every time. I'm convinced that no Commissioner has EVER read ANYTHING I wrote. In most hearings, they're barely paying attention, often playing with phones and laptops. MTC promises to respond to every communication, yet my letters are routinely ignored. If you are a commenter on this site and you think even a single commissioner or other elected official will EVER read ANY of this material, you're fooling yourself. Those constituents who really count: primarily the corporate sector such as the Silicon Valley Manufacturers Association and the like, make their desires known in let us say more private settings. You'll notice that these "workshops" never have ANY (identified anyway) corporate representatives. They know perfectly well that these workshops are a farce and that nobody is listening. So is public comment of this type. Thus, my comments here are not directed towards MTC, ABAG, etc; it's directed towards YOU.

These public workshops are invariably conducted by a consulting company whose employees know nothing about transportation; their only duty is to keep order and move the process along a pre- determined track. In that, I agree with the suburban complainers. Where we differ is that I experienced all this while supporting public transit, and those car-centric complainers on this site are whining that now THEY aren't being listened to. Great! Welcome to the club. Now you're getting some of your own medicine. How does it taste?

Now fact is that the Plan under discussion will not force zoning changes, in particular MTC promised that no single-family area will be changed (unless residents want it of course). SO what's the beef? If you want to live in auto heaven, do so. If you like sprawl'n'crawl, go ahead and crawl. So why are so many upset? First, some people disguised as "simple residents" (the "Joe the Plumbers" of the piece) are actually land developers or others who see more profit in current development patterns than in denser ones. Second, others believe sincerely, but mistakenly, that policies that go

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

against their desires constitute social engineering, but those which support their desires are "democratic" and "capitalist". This is probably due to what we might term "propinquity bias". Your friends have a life-style similar to yours, so you assume that EVERYBODY wants that life-style.

Yet, why does San Francisco - home of the hated "stack'n'pack" life-style about which the car-centric set is complaining - have higher real estate prices than anywhere else in the Bay Area? Communism? Get real. It's due to a good 'ol capitalist principle: the law of supply and demand. What this means is that the demand for San Francisco life-style is not being met by the supply. Therefore, logically, we should be building more places like San Francisco. Funny how the exact same people who go on and on about capitalism don't know even the first things about its principles and reject its conclusions the moment it indicates something they don't like.

Let's deconstruct "social engineering". Once a couple decades ago I was at, guess what, an MTC hearing attended by many politicians. After putting in my two cents, strongly supporting public transit and criticizing highway construction, the mayor of San Pablo got up and said (directed to my comments): "What you are proposing is social engineering". I replied, "Yes, Mayor. Why did you offer yourself as a candidate for Mayor if you didn't want to do some social engineering? What policies are NOT social engineering?" He sat down.

Even a policy to do NOTHING is still a decision. There will always be those who object to anything. The modern crisis of America, probably most clearly seen right now in the high-speed rail debate, is the legions of do-nothing, sky-is-falling, tax-whining, we're-doomed losers who are blocking any progress at all. The result? Endless paralysis while China builds thousands of miles of high-speed rail. These do-nothings are right in one sense: America IS doomed, as long as it listens to these people who are so frightened of change that if they lived in 1900 they'd be condemning electricity. After all, weren't candles more common then, so they were the "democratic" choice?

## 7 Supporters

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

Name not shown inside Alameda

April 25, 2013, 2:25 PM

A severally polarized debate in which both parties seem to be highly vocal minorities. For better or for worse, transportation and development policy are taken for granted or otherwise not considered very much by the general public. One possible reason for this is that they are very complicated, relatively unscientific fields which have to make great leaps toward what might happen in an unpredictable future.

Folks, this is why we elect officials to take care of these issues, and why they in turn appoint professionals to study the complexities of these systems, not simply “unelected bureaucrats.” I’m not saying the general population isn’t smart enough; they simply don’t have the time to properly educate themselves on the complex web of competing financial, economic, social and environmental concerns. It would be rather foolish to think we should all be voting directly on such a variety of policy issues.

Does MTC think they have all the answers in their plan? Certainly not. There is no “right” answer. There is no “reliable” prediction about 2040 or even 2014. Most of them are simply doing the best they can with the info they have available. They have to make some practical decisions about what’s feasible economically and politically.

Yes, I’m part of this community of professionals, a civil engineer, not a planner, though I probably am more knowledgeable on the issues (and their realities) than most. To those who figure I’m pro-MTC because I’ll benefit from their growth plans, you’re wrong. I’m needed whether we let our infrastructure fall apart around us, continue to build roads every which way, or attempt to improve on the status quo.

There is good reason to be wary of what planners tell us. They “socially experimented” with America while advocating sprawl for decades, creating the car-culture and fenced in lawn lifestyle so many defend or hate vehemently to today.

But one thing is clear to those who actually understand the costs of our infrastructure and subsequent lifestyle: it’s going to get worse if we don’t start changing direction. We’re going to be paying more for over-built, inefficient transportation (roads). We’re going to be sitting in more traffic rather than at home enjoying whatever lifestyle it is we choose. We’re going to become even more economically segregated. We’re going to do more environmental damage. And we’re going to hurt are businesses by relying on infrastructure that is falling behind the rest of the world.

Something has to be done. There are growing demographics that need better options than the current system provides. The MTC policies aren’t taking away anything from the lifestyle you’ve chosen (we can’t just remove sprawl and force people into apartments), but I should be entitled to a safe bike ride home the same way you’re entitled to a safe drive. Yes, we all have to shoulder the cost of expanding our options,

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

just like how I pay taxes toward roads and transit I don't use. Let's come together with constructive comments. Let's put some trust in the professionals who are studying the alternatives and presenting us with the ones they feel will serve the overall community best.

### **4 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Charles Siegel inside Alameda**

**April 25, 2013, 9:34 AM**

I very strongly support the overall goals of the plan - to promote smart growth, with walkable neighborhoods around transit stations. This will make cities more livable and more convenient. It will provide more transportation choices, reducing the economic burden of automobile ownership. It will reduce greenhouse-gas emissions, as required by state law.

It is unfortunate that some people are saying this is a top-down process. In reality, planning for smart growth is required by SB 375, passed by representatives of the majority of California voters. A small but very vocal minority has been attacking smart growth and attacking this planning process as undemocratic, but in reality, they are the ones who are trying to disrupt a decision that our democratically elected state government made when it passed SB 375. There is nothing democratic about a small minority that tries to disrupt and block the will of the majority.

Though I support the goals of the plan, I don't believe it goes far enough. It has two glaring defects:

-- It involves extensive highway widenings to create new HOT lanes, spending billions of dollars on new highway capacity that will only generate more traffic and weaken our attempt to control greenhouse gas emissions. Because it relies on an obsolete 1970s Caltrans policy that only allows newly added lanes to be used as HOT lanes, it also leaves gaps in the system of HOT lanes in the most congested parts of the Bay Area, which need those lanes most. Instead of building new lanes, the plan should convert existing mixed-use lanes to HOT lanes, saving billions of dollars that can be used for maintaining existing roads and providing better transit service.

-- It does not provide enough housing. MTC's goal is to build enough housing to reduce the cost of housing from the current 66% to 56% of the income of low-income families, but instead, this plan is projected to increase the cost of housing to 73% of income, putting a huge economic burden on low-income families. The plan should require more housing near transit nodes - including both affordable housing and market-rate housing. The only way to reduce the very high housing costs in the Bay Area is to build \*much\* \*more\* housing. The only environmentally sound way to build the needed housing is to locate it in walkable, transit-oriented neighborhoods.

## **7 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Marin**

**April 24, 2013, 8:05 AM**

Nobody has proven anywhere that the claims made by the plan are valid. In fact, I would suggest that by moving more people into a smaller area will create WORSE problems than the ones this plan is intending to solve. Even environmentalists should be wary of this plan as eventually they will not be allowed to use the land they seek to protect! And those who live in the wide open spaces will not be allowed to. This plan is an outrage and should be cut off at the knees.

**2 Supporters**



## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Jimmy Geraghty inside Marin**

**April 22, 2013, 9:14 PM**

I support the Plan bay Area overall and think it can go further to provide equity for all.

Most Marin properties had this in their deeds:

"No portion of the property... shall be conveyed, transferred, let to, or held, occupied or possessed by anyone other than a person of the Caucasian or White race. This indenture is upon the further condition and covenant (independently of the preceding paragraph) that no portion of said property shall be occupied or possessed, or used as a place or residence by any person not of the Caucasian or White race, but subject to the right of any occupant to have the customary and reasonable domestic servants of other races."

Most White homeowners benefiting from wealth growth through property accumulation did so when others, mainly Black residents and Latinos didn't have the same opportunities nor were treated equally under the law. That social engineering produced residents in Marin that have and those that have not.

Clearly the existence of restrictive covenants has helped shape the demographics in Marin County today, and certainly has had much to do with the large Black population existing in Marin City.

As noted by one long time Mill Valley resident, "In Marin County, we didn't let supply and demand work fifty years ago, so now we have homes that are three times the cost of [those in neighboring counties], and now people don't want to change because they are happy with their economic position if they own a house here."

He pointed out that when people say that the expense of building affordable housing in Marin County is prohibitive so it should be built elsewhere, it is an old idea of outsourcing poverty to other areas. People employed in lower-paying jobs cannot afford to live in the area and must commute, increasing congestion.

All this, the resident claims, has profound practical and moral consequences for Marin County residents and future generations.

In our Marin County ABAG - MTC meetings we had East Bay and North Bay Tea Party interlopers agitating and spreading lies about Agenda 21 propaganda, using Tea Party Code words and phrases like Stack-n-Pack, Take Away Our cars, Force Us to Live in Apartments, Take our Homes. One of the interlopers was even in the John Birch Society's video that tried to connect sustainability and Agenda 21 to a Communist plot.

Their outbursts at our meetings actually prevented any constructive dialog and or solutions from coming forward. They just constantly were disruptive.

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

Then Marin's own version of Tea Party Republicrats created a coalition of White Homeowner groups under the banner of Citizen Marin, whose membership posted racist and homophobic images and articles on their websites and social media pages as well as promoting John Birch Society and Tea Party Talking points promoted by people in the John Birch Society anti-sustainability video, <http://youtu.be/OzoN0IQsTAE>

Due to the historic racism and transference of wealth from one group to another because of being excluded from equal rights under the law, I feel the Plan Bay Area can do more in Marin county to provide opportunity to the protected classes that have been prevented from participating fully in the fruits of society. I know I'm not alone in asking for both our local officials and our regional representatives to step up and do the right thing and ignore all the right wing propaganda about Agenda 21 nonsense, we already have a dysfunctional federal government due to the Tea Party, let's not let it happen locally.

### **2 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Solano**

**April 22, 2013, 3:08 PM**

I agree that these two agencies have for years thought that they should be making all decisions and that the general population is not smart enough to call a halt to all this 'pie in the sky'.

My initial reaction is that anything proposed by these agencies are not in my best interests - not in the past, not now and not in the future. Mass transit will not work for many Californians since they do not live in dense enough population centers to make it worthwhile. Explain to me the cost benefits mass transit in our agricultural areas within the nine bay area counties. As I see it, why should I pay for and be forced into an unworkable lifestyle that I don't want and is based on the wishes of a few people.

**1 Supporter**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Alameda**

**April 11, 2013, 10:22 PM**

I am 100% in agreement on the goals of Plan Bay Area. I also think they are doing a terrible job on outreach. Unfortunately, people like me aren't being heard. I want and choose to live in a denser area with transit access. I would willingly give up my car if transit was more convenient. Now I regularly choose to ride transit because it is a more convenient option. If I had a family, my choice would be to live in a town home in a PDA. Some people it see s do not think I should have this choice. We have prioritized the opposite of my choice for the last 60 years. Why don't people like me have the choice to get what we want?

**7 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Alan Scotch inside Alameda**

**April 5, 2013, 10:40 AM**

Every home will have Solar Panels and a Wind Turbine on its roof.

Battery ENERGY DENSITY will be 10 times more than it is today. Thus every single family home will be generating more electricity than consumed.

Charging the electric car every night. Home insulation will become irrelevant.

Solar panels and wind turbines on the roof of an multi-family apartment building can never be enough to meet the needs of the multi-families below and will not be ENERGY COST EFFICIENT.

But Single-family houses will be net ENERGY PRODUCERS -- when multi-family cannot.

So OneBayArea's multi-family philosophy is going to make air-pollution and Global Warming WORSE! To find out how this will also facilitate CARBON SEQUESTRATION:

[http://populationalert.org/GlobalWarming/wind\\_solar.htm](http://populationalert.org/GlobalWarming/wind_solar.htm)

**1 Supporter**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Francisco**

**April 3, 2013, 2:41 AM**

"Plan Bay Area" aims to convey an aura of public participation and bottom-up democracy, but that is an illusion.

Those in charge have already drawn up their plans, with the real decision-making happening behind the scenes. This whole dog-and-pony show of public hearings, opportunity to post web comments, and so on, is designed to get public buy-in for that pre-determined outcome by making us feel like there has been a process in which our voices have been heard, when in fact we have no say.

There is a method of orchestrating public meetings called the Delphi Technique. It is being used by the backers of PBA to manipulate people into believing this plan is being formulated and revised with the public's input. This video explains the technique and shows it in action, documenting how forums supposedly about planners listening to the public are not actually meant to allow any public input that would alter the plan from their pre-determined goals:

<iframe width="560" height="315" src="http://www.youtube.com/embed/-zpA1althjo" frameborder="0" allowfullscreen></iframe>

[Much more below!]

Lots of tables, confident projections of future demographics, housing needs, and so on, make the PBA materials appear impressive, but the simple truth is that predictions of who's going to live in the Bay Area decades from now, how many jobs there will be in different cities, how much housing will be needed and of what types, etc., are nothing but guesses. Yet the manner in which the information is presented is designed to give the impression that these convenient projections are factually detailing a future that is guaranteed to occur as described.

Beneath all the hype, all the lip service paid to recognizing different "stakeholders", etc., the plan is designed to push a statist agenda of more taxes, more government spending, and more top-down control.

Crucial to understanding this is to know one's history. The history of government urban planning in the United States is steeped in racism and classism. It has led to the destruction of neighborhoods and lives, disproportionately those of poor people and minorities, to benefit a wealthy and politically connected government elite. "The Tragedy Of Urban Renewal" is a short video (under 7 minutes) that tells the story of one such planning project:

<http://www.youtube.com/watch?v=mWGwsA1V2r4&feature=share&list=PL72CB73E3DA157AD6>

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

When confronted with these historical facts, government officials today will typically assure you that neighborhood-destroying government redevelopment schemes of the kind documented above were tragic mistakes that won't be repeated. Yet they show little interest in holding anyone accountable, let alone analyzing the elitist attitudes that led to these "mistakes", to make sure they aren't repeated. Justin Hermann, the man who headed the redevelopment agency that destroyed San Francisco's primary African-American neighborhood, the Western Addition, in the 1960s, today has a prominent city plaza named after him. And redevelopment continues under other names and guises (aka "planning"), using methods that are less overtly racist, classist, and statist, but ultimately no less destructive. Most government officials remain addicted to power and control, thinking they know best; the cronyism and gravy-train mentality flourishes, as the economic situation grows ever bleaker and liberty is violated more and more routinely. They defiantly refuse to acknowledge or consider the growing mountain of evidence that freedom is fairer, more harmonious, and simply works better.

If we are to stop this elitist oppression, we must demand an honest public debate about the premises underlying this latest manifestation of "urban renewal", the Plan Bay Area/Agenda 21 being pushed in this region by ABAG (the Association of Bay Area Governments), and look at some of the realities ignored by their elitist assumptions:

- Elitist ABAG premise: People making their own voluntary economic choices without government interference is bad.

---> BACK TO REALITY: Worldwide data show that countries with more economic freedom have healthier economies with more jobs on average, more prosperity on average, better environmental protection on average, etc. See among other sites <http://www.freetheworld.com/release.html> .

- Elitist ABAG premise: Government planners know how to run your life better than you do.

---> BACK TO REALITY: Individuals know more about themselves, their families, their needs, their desires, etc., than government planners do, and attempts to impose top-down, one-size-fits-all solutions in the name of making things better have in fact caused massive suffering and economic harm. Watch the video linked above if you haven't already.

- Elitist ABAG premise: Using mass transit protects the environment, so we're going to restrict your other options.

---> BACK TO REALITY: Technology is making cars more and more environmentally friendly. Along with other emerging technologies like electric bicycles, Segways, and new innovations scarcely imagined by government planners (see e.g.

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

<http://www.wired.com/autopia/2010/03/general-motors-en-v/> ), this means that mass transit, with its large vehicles, sprawling stations, government control, and so on, is not necessarily going to remain more environmentally friendly than independent vehicular traffic in coming decades.

- Elitist ABAG premise: Only government can provide mass transit, so you need to pay higher taxes to fund it.

---> BACK TO REALITY: The truth is that government has effectively outlawed independent transit operators by subsidizing government-run competition to undercut their prices, burying them in bureaucratic regulations and expenses, etc. In San Francisco, MUNI essentially forced competing privately-run streetcar companies out of business in the early 20th century, and then once it had a monopoly, began jacking up rates from the 5 cents that was once the norm to \$2 a ride today. Jitneys remain banned or highly regulated.

- Elitist ABAG premise: Single-family homes create urban sprawl, so we're going to restrict your options and try to force all but the elite into what we euphemistically call "multi-family housing" (i.e. big apartment buildings) and pretend that this is the way people from non-European cultures naturally want to live.

---> BACK TO REALITY: Attempts to engage in economic engineering produce unintended consequences, resentment, and blowback from the people whose choices you are trying to manipulate and whose lives you are trying to control. There are better and more creative ways to reduce sprawl that don't rely on top-down coercion. Eliminating or reforming zoning laws, so that people can make more efficient use of existing land and buildings, including more live-works spaces, farming on unused patches of urban land, allowing people to engage in small scale manufacture or retail sales out of residences or other spaces, and allowing property owners to easily subdivide their parcels and sell off or lease out small sub-parcels without onerous government permits or bureaucracy, would be a more market-oriented and more community-minded approach. Many existing streets are far wider than they need to be; areas around freeways and government buildings are often surrounded by large amounts of unused or underused land. Letting people homestead this wasted public land and turn it into farms, gardens, parking places, art installations, small retail booths, etc., will make urban areas much more walkable, livable, and interesting, giving people more reasons to want to live and work in these urban areas instead of trying to coerce them to do so by restricting development and taking away choices.

Isn't it time we had some real transparency and accountability from the people running ABAG and coming up with all these far-reaching plans to reshape the lives of Bay Area residents? Here are a few key questions to consider, and for which to demand answers:



# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

- What are their names of the planners, where do they live, what are their jobs, and how much are they being paid, including benefits?
- What are the planners' ideological biases, what special interest connections do they have, and who put them in their positions?
- Which specific decisions have been made and are being made by which specific individuals?
- How do we replace those specific individual planners if we don't like the decisions they are making?
- What is the precise nature of the connection between "Plan Bay Area" and the United Nations' "Agenda 21"? (They'll say there is no connection, or downplay it, but without verification of full disclosure, the denials fall flat.)
- When do the various communities who will be affected by all this get to VOTE on "Plan Bay Area" as a whole, and on its various components?

Let me leave you with a couple quotes:

"If the natural tendencies of mankind are so bad that it is not safe to permit people to be free, how is it that the tendencies of these organizers are always good? Do not the legislators and their appointed agents also belong to the human race? Or do they believe that they themselves are made of a finer clay than the rest of mankind?"

– Frederic Bestiat

"Most people prefer to believe that their leaders are just and fair, even in the face of evidence to the contrary, because once a citizen acknowledges that the government under which he lives is lying and corrupt, the citizen has to choose what he or she will do about it. To take action in the face of corrupt government entails risks of harm to life and loved ones. To choose to do nothing is to surrender one's self-image of standing for principles. Most people do not have the courage to face that choice. Hence, most propaganda is not designed to fool the critical thinker but only to give moral cowards an excuse not to think at all."

– Michael Rivero

## 6 Supporters

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Marin**

**April 2, 2013, 3:11 PM**

I have attended a Plan Bay Area "community" meeting. It was quite obvious from the start of the meeting that the officials (!) holding the meeting weren't the least bit interested in hearing what the people of the community thought about the Plan. The officials only wanted the meeting held in order to tell all of us who attended what THEY thought about the Plan. It was a total sham and a waste of community time. I've read what others are posting about Plan Bay Area and I agree 100% with all the negative comments made. This is clearly an attempt by so-called officials to ram Plan Bay Area down the throats of the various communities. There is absolutely no regard for what the people really and truly want. No concern for freedom or Constitutional rights. In short, Plan Bay Area is all about control. Control by "officials" over the people of the communities. I have no doubt it will be pushed through. What a shame and a pity for those of us who still believe in individual choice. Good-bye America as we know and love it. Hello Big Brother.

**7 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Santa Clara**

**April 2, 2013, 10:30 AM**

I found out about PDA after digging through the 'Sunnyvale Sustainability' website. Buried in the information was an announcement about an 'outreach' meeting. I was shocked at the plans for our cities, decided by a few, with most citizens having no knowlege of it. I have discussed PDA with my neighbors and friends - none of them have ever heard of Plan Bay Area, and all were alarmed that this plan can take place without our vote. It seems you go about your 'business' of making drastic changes to our communities without the knowlege of the citizens. We are not given the right to vote on any of it. This plan defies our Constitutional rights. I strongly disagree with Plan Bay Area overall.

**6 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Mateo**

**April 1, 2013, 12:08 PM**

I disagree with this plan overall. Grandiose planning done by intellectuals is never a substitute for the movements and choices of a free people.

In no way can you actually know what is best for those living under your planning umbrella.

There is no need to dictate other people's life-choices and to tell others how to assemble or where to make their homes.

Whether you desire a certain outcome or not you have no right to design our lives for us.

**5 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Contra Costa**

**April 1, 2013, 9:42 AM**

I attended the MTC/ABAG visioning session in Alameda and Contra Costa Counties. The goal seemingly was for public input. It did not take long to realize the public was being steered into the vision that MTC/ABAG wanted. Wishes of the public were totally ignored. Orinda citizens have been kept in the dark even though I have asked the City Council to hold Town Hall meetings to inform the electorate. Orinda has set aside a Priority Development Area (PDA) in Orinda without citizen participation. Within the past 15 months the Orinda Planning Commission has not agendaized Plan Bay Area. Citizens are being denied the right to make local decisions for their communities. This MTC/ABAG rezoning without citizen input is the most important issue we have faced in Orinda. We fought England for local control. We fought other tyrannies like Hitler to prevent top down decisions, and now we have MTC/ABAG through Sacramento telling us how we should live based on their questionable figures and premises. My residential road has huge dangerous pot holes. We owe millions in unfunded liabilities for our fire district. The State owes billions in unfunded liabilities. Many actually paying taxes are moving out of state. Yet Sacramento comes up with new financial obligations for taxpayers based on ill conceived projections. Plan Bay Area is just about power, control and money. I say NO to the Plan Bay Area.

**8 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Marin**

**April 1, 2013, 5:41 AM**

I find myself in limbo with this entire philosophy. On the one hand the concept of helping lower income working families and seniors find affordable housing sounds grand. However when the concept is matched with the reality there is a major disconnect. The entire premise of supporting the lowering of GHG through high density housing is counter intuitive. I read a proposal from one resident offering a compromise of building suburban default density housing (20 units per acre plus density bonus, up to 35%) and offering an additional 10% bonus for only owning and using one vehicle per household. He was told that would be a dis-incentive to developers. So I ask if we really have such a huge need why is there no effort made to actually do anything that supports the contention? I have read numerous articles discussing this top down one size fits all plan and haven't heard a single person address the needs of the current residents. Where are the resources being supplied for this grandiose scheme? Schools struggling to stay afloat, cities and towns barely able to provide basic services being asked to stretch past the breaking point and guess what all this new housing comes with a zero contributory tax base. It seems if I read the proposal correctly most developers make their profit and the rest is filled with 100% tax deferred incentives for wealthy investors. In almost every county study the major bulk of the housing is concentrated, not where the employment base is located but rather shuffled off away from the financially affluent enclaves. In many cases, like Marin and Sonoma, there is a vacuum of mass transit options and as in most cases folks are commuting in cars from their homes to these locations. Why isn't the state participating in this exercise? Why are towns and communities being thrown under the bus by Sacramento politicians who refuse to actually deal with GHG and reasonable, sustainable, integration of working families into our communities? This plan is another pass the buck, move it down the road failure. I believe it should be scrapped and a citizens committee formed to deal with real programs, with real solutions for real lower income and seniors and actually bring real housing in a sustainable manner instead of this imaginary feel good developer/investor give away.

## **2 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Alameda**

**March 29, 2013, 7:23 PM**

Plan Bay Area is based on several faulty assumptions. One assumption is that unelected bureaucrats should be making decisions regarding land use and housing that should be left to local elected officials and the free market. Another assumption is that these unelected bureaucrats are prescient enough to predict what will happen in the next 25 years.

There is no way this plan will succeed with heavy subsidies. ABAG and MTC do not respond to any feedback mechanisms. When public transit systems are a disaster, they recommend building more. When cars and roads are the preferred method of transportation they write policies to restrict parking and purposely cause congestion to "nudge" people out of their cars. When people don't want stack and pack housing in their communities, they insist that those types of units be built and punish towns by withholding road repair funds for non-compliance.

Unfortunately, this is not a Plan that will respond to public input. These arrogant bureaucrats will be forcing this down our throats and the Bay Area will become the Calcutta of California.

**15 Supporters**

# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

Name not shown inside Alameda

March 29, 2013, 12:28 PM

I've noticed a geographic contrast in attitudes toward this plan. While I support most of the tenets and proposals of the plan in its current state, many of the strongly voiced opinions I read online are not in support of it. In particular I read variations of the view that Plan Bay Area "disempowers local governments and citizens." Regional planning inherently suggests some shift from local to regional decision making. Regional planning is not undemocratic, but democracy by its nature often supports the many at the expense of the few.

As a supporter of the plan and a resident of a semi-urban Alameda County neighborhood, I am also feeling disempowered. A case in point is last fall's Alameda County transportation measure B1. That measure, related to Plan Bay Area, lost by an estimated 721 out of the 527,403 votes cast in Alameda County. However, post-election analysis revealed that cities west of the hills overwhelmingly supported the measure, while cities east of the hills did not:

<http://www.ebcitizen.com/2012/12/recount-for-measure-b1-is-short-lived.html>

While voters in Albany, Berkeley, Oakland and parts of San Leandro and Hayward easily approved the transportation tax, a large swath of the electorate in the Tri Valley and Tri Cities failed to reach even 60 percent approval.

We Alameda County residents west of the hills are almost unable to tax ourselves! Perhaps much of the tension around this plan comes from too coarse a geographic granularity.

As someone who has happily resided in dense, transit-rich cities outside of the US, I wonder about what kinds of experiences inform the Plan Bay Area opponents. There are many possibilities afforded by measured increases in density, yet most of what I read is in fear of the worst cases. We Americans are notoriously insular and poorly traveled, though we have to acknowledge that one person's feast is another's appetizer. While Paris has an estimated density five times that of Washington DC, Paris is in many ways more livable:

<http://thinkprogress.org/yglesias/2010/07/01/197745/paris-denser-than-you-think/>

Measured increases in density do not always mean misery, and a house in the suburbs does not offer unequivocal freedom.

--Happily living in semi-urban north Oakland

## 8 Supporters



# Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside San Mateo**

**March 29, 2013, 11:30 AM**

These are question that need to be asked, these are from another forum. I believe this utopian plan needs this question answered before it is implemented.

1. How much is each scenario going to cost?
2. What is social equity?
3. Why are we making decisions based on race?
4. Show me where in SB375 it says that social equity is a factor in reduction of GHG emissions?
5. What does race have to do with sustainability?
6. SB375 states that race, gender, color, etc. should not be taken into consideration. This is a violation of that bill and is completely un-American.
7. Why are we using social justice? I thought our country was founded on Equal Justice?
8. Isn't justice supposed to be bind?
9. If stack and pack housing is environmentally better why are the developers going to get GHG waiver?
10. If the point of SB375 is to reduce GHG emissions why are these stack and pack developments going to get CEQA (Calif. Environmental Quality Act)?
11. I read SB375 and nowhere in that document does it say that "Social Justice" should be used as a factor for the reduction of GHG emissions.
12. Assuming you get people to live in these stack and pack villages. How are you going to force them not to use their cars?
13. How are you going to force people to work at businesses under the stack and pack housing?
14. How are you going to force companies to open up businesses on the bottom floor of these stack and pack buildings?
15. Are you going to require businesses to only employ people who live in the stack and pack buildings?

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

16. Are you going to limit how far a person can drive to a job?
17. Are you going to raise toll bridge rates and parking rates to penalize drivers?
18. Are you going to eliminate parking to try to frustrate and change the behavior of people who drive?
19. Are you going to reduce the toll prices given that you just used of it to \$179,000,000 to purchase a new building in SF for MTC and ABAG Headquarters?
20. How much money did you spend bringing President Clinton to Richmond last year? Over \$150,000. Why are you wasting our tax payer money on this type of stuff?
21. Why are you trying to dictate how and where people will live and work? Shouldn't we the people be able to choose where we live and where we work?
22. Are these stack and pack units going to be subsidized with our tax payer money?
23. What if these units are not occupied and the development goes belly up? Will the tax payers be on the hook for these losses?
24. Will tax payer money be used to bailout/guarantee there will be no loss to the developer?
25. Do your population numbers include illegal aliens?
26. Once these stack and pack units are funded and built with tax payer money will the tax payers then have to also subsidize those that live there?
27. What impact will these high density units have on the schools as well as a local jurisdictions fire and safety needs?
28. How much money will it cost the local community to house, educate and provide community services to low income families that will be occupying these new stack and pack units?
29. What happens if a local jurisdiction says no?
30. Why is there no choice for Single Family Residential units in any of these plans?
31. How are you going to build stack and pack housing in PDAs where existing neighborhoods and/or businesses exist?
32. Will you be recommending rezoning? What will that do to the property values?

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

33. Will you be recommending shrinking the urban growth boundary to keep land owners from exercising their rights to develop their own properties?

34. Open space is not public land. It is private property. You do not have a right to dictate how someone else can and should use their private property.

35. The federal govt. owns over 50% of all the land in Calif. And over 85% of the land in Nevada. Why do they keep saying that there is not enough open space?

36. When the govt (uses tax payer money) to buy private property and then converts it to open space the property taxes for that property are lost. Why would we do that in a cash strapped state?

37. Why are you pushing to spend tax payer money to purchase land that will be unused and will reduce a local jurisdictions revenues?

38. What policies are you advocating to reduce the use of cars?

a. Increased tolls? Parking? Reduce the number of parking spaces? Roundabouts? Toll roads?

39. Bicyclists do not contribute to the tax base for bicycle lanes. Gas taxes are used to repair roads. Are you suggesting that we divert gas and toll money to pay for bicycle lanes?

40. Bicycle riders make our roads more dangerous for drivers

### 14 Supporters

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Solano**

**March 29, 2013, 11:29 AM**

It's disingenuous to ask us what we think of the plan when there is less than zero opportunity for us to modify it. Your decisions were set in stone before you asked our opinion. As usual, the wealthy areas are spared (Oh, to live in Orinda), and the poor or badly managed areas are burdened. Just like most HUD programs, your mindset is "Housing is enough". That's not true. Your high density housing plans contain a large % of very-low and low income, but there are no services to support the poor that you force into PDA zones. One question: How many people in working at ABAG and MTC live in PDA's? That will be my question at the town hall. The answer to that question is the litmus test to my hypothesis that the this plan is ABAG's calculated move to centralize poverty.

**14 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Marin**

**March 29, 2013, 9:16 AM**

Plan Bay Area takes highly questionable assumptions and projections, then inflates these into a utopian vision. In practical terms, Plan Bay Area amounts to a persecution of the middle class suburban population with over-regulation, high taxes, and micro-management of our lifestyles. The population and job growth assumptions are obviously inflated in order to justify the whole structure. The environmental assumptions are equally questionable, since global warming theory continues to lose scientific support.

Given this kind of bureaucratic over-reach, it's no surprise that California has the worst business climate of any of the 50 states. It's estimated that 250,000 businesses have left California in the last 10 years. We're losing population, too. For the first time since statehood, California lost a seat in the U.S. House of Representatives due to out-migration. The people who leave are mostly middle class taxpayers, homeowners, and small business owners. As a result, California is becoming increasingly bi-polar, a state with a small number of very wealthy residents, a shrinking middle class, and a swelling population of low income residents who depend on taxpayer subsidies. This is unsustainable.

Plan Bay Area purports to be all about sustainability, but the exact opposite is true.

**13 Supporters**

## Introducing Plan Bay Area: Strategy for a Sustainable Region

What do you think about the draft Plan Bay Area overall?

**Name not shown inside Alameda**

**March 26, 2013, 9:29 AM**

As much as I like the sound of the vision, the sad fact is that this plan is dis-empowering our local government and silencing the voice of it's citizens. I see this as a plan to crowd our cities and towns and remove it's historical character.

Very little consideration has been given to city/town infrastructure, with no plans to address our already over crowded schools & roads. No thoughts to over burdened city services such as water, sewage, police or fire fighters. No consideration for open space, or the impact to the environment and ever increasing traffic, noise, air or water pollution.

Where are the jobs for the proposed new residents who will occupy these compact "urban condos"? Where will their children play or attend school? How does this plan IMPROVE our quality of life?

The fact is, the wealthy will be impacted the least by this ill conceived plan to over populate our towns. Many of the wealthier Americans live on large, 1/2 acre or more plots of land outside the proposed locations for the new "stack and pack homes". Their children attend private schools. Their neighborhoods will not make room for the proposed stack and pack type housing, nor will they welcome a transit station.

I urge you to return the governance and planning of our cities and towns to it's citizens.

**15 Supporters**

# Chapter 1: Setting Our Sights

*What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## Introduction

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## Background

MTC and ABAG tackled the assignment of crafting a draft plan to meet the challenges and opportunities of the coming quarter-century with enthusiasm — emphasizing an open and inclusive attitude and a commitment to analytical rigor. What are we aiming for in Plan Bay Area, and how can we measure our success in achieving it? The answer to this question guided our development of the draft Plan Bay Area.

Before proposing a land use distribution approach or recommending a transportation investment strategy, our planners had to formulate in concrete terms the desired outcomes we seek. Establishing these outcomes, or performance objectives, and developing the draft plan required a collaborative process.

## Tell Us What You Think

This chapter traces the overall development of the draft Plan Bay Area, with special attention to the public process followed, and to the setting, adjusting and assessment of key performance objectives. MTC and ABAG engaged a broad spectrum of regional stakeholders in order to:

- make the targets as meaningful as possible in measuring the plan's success;
- evaluate quantitative measures of equity concerns; and
- identify the most promising growth scenario, especially with respect to the attainment of the statutory requirements for greenhouse gas emission reductions and for the provision of an adequate amount of housing.

Draft Plan Bay Area resulted from three rounds of scenario analyses and vigorous public outreach. Read [Chapter 1](#) and give us your comments on the [Setting Our Sights](#) chapter of draft Plan Bay Area.



**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 183

Participants: 30

Hours of Public Comment: 1.5

**13 participants posted comments**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Leslie Smith inside Alameda**

**May 13, 2013, 11:09 AM**

1. I strongly support the process of regional planning in order to successfully coordinate land use and transportation planning for the Plan Bay Area. Without a coordinated approach to planning, the Bay Area will just become a chaotic group of disconnected parts. No community is isolated from another. We all need to work together. Who wants to sit in hours of traffic, heating up the planet and our tempers when we could have a modern, comfortable, efficient system of public transportation to meet everyone's needs?
2. We all need to work on reducing carbon and other emissions that worsen air quality and the impacts of climate change. The cost of increasing sea levels, worsening storms, and drought is a very high price indeed. There are solutions available to lessen the impact of climate change and to begin to move us in the right direction. The Bay Area Plan moves us in the right direction.
3. Draft Plan Bay Area places primary emphasis on maintaining the existing transportation system and its expansion. This is the correct priority, but long term commitments must be kept to communities such as Livermore while providing services to new areas such as San Jose. Expansion of in-city bus services must not be sacrificed for larger regional transportation. All communities need equitable access to high quality, accessible public transportation. If we could do it in the 30's, it seems we should be able to do it today.
4. The need for public transportation is expanding, partly do to a growing population and partly due to years of underfunding. The economy of the Bay Area is beginning to sore. Transportation and housing are core to the health of that expansion. A public education program needs to be started immediately so that the people are conversant with the issues, understand the needs, able to dream what is feasible and practicable, and want to make the investment to see it come to fruition.
5. All regional policies should support the development of the urban core rather than encouraging suburban sprawl. Decisions in the recent past to benefit small, local populations at the expense of the health, wealth, and welfare of the greater good have been unwise and destructive and must stop.
6. Four alternatives to the "preferred" draft Plan were evaluated as part of the draft EIR, and several among them include elements that perform somewhat better than the draft Plan. For example, the "Equity, Environment, and Jobs (EEJ)" alternative is judged the "environmentally preferred alternative," and the "Transit Priority Focus (TPF)" alternative

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

is judged superior for transportation. I strongly urge that the elements of the alternatives that offer superior benefits to the environment, provide robust incentives for affordable housing, and enhance the services of the transit systems be included in the draft Plan .

### **3 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 11, 2013, 1:25 AM**

Here it is May 11, and out of the 7,000,000 residents in the nine-county Bay Area, only 490 people have responded to this online survey that has been up for a few weeks. Even though this chapter says that Plan Bay Area reached out to "thousands," most people I know (including many who are college-educated and otherwise up-to-date on other newsworthy events) have never even heard of Plan Bay Area. I would say the effort to get the public involved and informed has been a total disaster--a planned disaster. Otherwise why didn't Plan Bay Area get on the radio, newspapers, and TV to get the word out? Is it possible the bureaucrats don't want the public to find out what's going on right under our noses?

Another problem I have with the "reaching out" part is why didn't they "reach out" to the most important group (as far as I see it)--the folks who will be paying the considerable bills for Plan Bay Area--the taxpayers? Many (but not all) of the public input meetings were held in the daytime when the folks who keep this economy going (the taxpayers) were at work. Shameful.

Lastly I found one good target of Plan Bay Area: target #10 which is to "maintain the transportation system in a state of good repair," i.e. better paved roads, decreased distressed lane-miles of state highways, and reduced share of transit assets that are past their useful life. These are functional, reasonable goals that most people would expect of government, and if MTC and ABAG had stuck to these areas, they would not have encountered the opposition they ran into. However, when they ventured into social engineering by focusing on "social equity" and "communities of concern" (by their own admission in this chapter, this part of Plan Bay Area is voluntary and not required by SB375), they're totally off base and clearly pushing income redistribution. Therefore I say the "No Project" option is best until they go back to basics.

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Alan Scotch inside Alameda**

**April 28, 2013, 7:09 PM**

To the extent that a more realistic future might not favor MULTI-FAMILY development, please consider the following scenarios in your planning:

### RESIDENTIAL ENERGY

Every home will have 2-3kw Solar Panels and a 2-3kw Wind Turbine on its roof.

Battery ENERGY DENSITY will be 10 times more than it is today. ( A Berkeley company is manufacturing these batteries right now). Thus every single family home will be generating more electricity than consumed.

Charging the electric car every night.

( Using this excess electricity to indirectly manufacture these Solar Panels, Wind Turbines and Batteries).

Home insulation will become irrelevant.

Solar panels and wind turbines on the roof of an multi-family apartment building can never be enough to meet the needs of the multi-families below and will not be ENERGY COST EFFICIENT.

But Single-family houses will be net ENERGY PRODUCERS -- when multi-family cannot.

### WASTE RECYCLING

Water will be stored and re-processed for reuse and for (not so greywater) irrigation.

Solid human waste and previously un-processable waste will be locally processed and put back into the ground (remember - with excess energy all things are possible) . We will no longer be wasting so much water to "flush it" to sewage treatment. ( 1. more research needed). Composting's methane emission - not necessarily being a better option.

This is yet another reason why the single-family detached home, with a garden, is the way of the future for CARBON SEQUESTRATION and WATER RECYCLING & STORAGE as well as ENERGY EFFICIENCY.

(Garden and roof enables drinkable rain Water Capture and storage tanks.)

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

(2-way Satellite Internet will then allow homes to be totally OFF THE GRID and can be built anywhere.)

### BUSINESS OF THE FUTURE

Retail outlets like Best Buy (which is going bust right now) and even clothing and general goods retailers could be replaced by independent showrooms instead - charging admission with online purchase credits. Purchases made in these showrooms could be delivered to your door on a subsequent day. Most businesses will be online except for food, restaurants, entertainment and a few others. Deliveries being made in electric trucks.

All kinds of different businesses will share showrooms and strategically placed warehouses (to increase delivery efficiency).

Commuting will only be to these kind of jobs in businesses that do not sell much online and to manufacturing (which will continue to become more robotic).

Telecommuting will be the norm.

### PLAN for an ENERGY EFFICIENT FUTURE NOW

Make land available for MANUFACTURED (cheap) detached housing -- otherwise building so much multi-family now, will create energy slums - a liability -- as living with your own energy producing roof and conserving garden will be, -- not only cheaper, -- but a source of income.

And also be "SAVE THE PLANET NECESSARY".

Keep and add to the RENEWABLE ENERGY SUBSIDIES. Lets divert money from otherwise wasted \$'s on PLAN BAY AREA transit and dense residential.

Recompense for residential excess energy production so we can have finance companies invest in energy installations on residential roof tops - now.

Alan Scotch [http://populationalert.org/GlobalWarming/wind\\_solar.htm](http://populationalert.org/GlobalWarming/wind_solar.htm)

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 9:55 PM**

I, too, attended the visioning sessions from which this Orwellian fantasy called a Draft was created, and I can tell you for sure and outright as a fact that the entire outreach to the public was rigged, had its own secret agenda and was NOT in any way a public outreach participation program. The "results" as displayed in this Draft are nothing but con-artistry.

**1 Supporter**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 4, 2013, 5:24 PM**

I attended 4 Plan Bay Area meetings and I thought they were quite democratic. People were informed about the costs and benefits of different scenarios and were asked to vote how they wanted growth to happen. People got to spend their "play money" on different programs and different outcomes.

The undemocratic part was being shouted down by attendees who came with their own anti-growth agenda. or paranoia about "Agenda 21." They complained about not being heard, but they didn't come to hear or learn anything, they came to shut down the conversation.

These people were stunningly ill-informed, and had no research or data to cite that would verify their predictions. Most had not even read the Bay Area Plan, let alone the full text to UN Agenda 21.

I think that if they want to have meetings to teach us about their conspiracy theories, they should go rent a hall and invite the public to attend, and buy their own sandwiches. Instead, they came and partook of MTC's hospitality and then complained about just everything.

I hope they do some homework before this next round of meetings.

**1 Supporter**



## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Robert Means inside Santa Clara**

**April 1, 2013, 1:20 PM**

If transportation accounts for 40% of California's CO2 emissions, why does Plan Bay Area include a reduction target for the year 2040 of only 15% instead of our state's target of reducing our CO2 emissions approximately 55% by the year 2035? (See ARB, Scoping Plan, Figure 6, at p. 118) Doesn't such lenient action on reducing transportation emissions mean that other ways of mitigating CO2 emissions must pick up the slack? Global climate change is accelerating and bringing more costly impacts as we go. Reversing that trend requires us to make major and rapid reductions in our transportation CO2 emissions.

**2 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**April 1, 2013, 6:07 AM**

Setting one sights sounds like a fine sound bit. So I guess if you set a goal and ask for feedback and suggestions the assumption is there is the possibility of being a positive influence to the process. However if you are only interested is gaining consensus to support your theory and close minded to what "we the people" think this renders this debate a fraud, sham and disguised effort to pass one by us, the people, you purport to represent. There is a process that ABAG & MTC might not be aware of that could help foster understanding and encourage meaningful dialogue. In our society I believe we still call it voting. That is where the people not some bought and paid for politicians funded by the development lobby actually get an opportunity to hear, discuss and debate the merits and offer possible amending ideas and then decide the best course of action. I realize that is a tedious and often mis-used avenue to have issues that have a huge effect on their lives resolved but who knows maybe we can actually use that old fashioned democratic process as a starting point. btw I also attended one of your so-called inclusionary meetings and watched you simply ignore any statement that was inconvenient. I am sorry to say you came not for dialogue but to simply pretend to include the unwashed masses known as the working lower and middle class you claim to be there for. I have not been privy to any scoping or community outreach sessions prior to your proclamations. Perhaps before you put your crosshairs on so many communities it might be nice for you to do a little research and offer some insight into your own reasoning.

**10 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 31, 2013, 9:04 PM**

People who prefer to live in large cities create problems due to high density, and they should not expect smaller more rural communities to have to solve those problems in their own communities. Let each community go its own way, there may be need for coordinated transportation but not housing- preserve local regulations.

**8 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Santa Clara**

**March 31, 2013, 5:34 PM**

I went to numerous visioning sessions throughout the Bay Area. I went with an open mind. To keep this short - these plans were a setup. The groups involved already have plans in the works - our feedback was not taken into consideration, although they expect us to believe they are making an effort to consider our feedback. In fact, they would not answer questions from those they KNEW did not agree with them. Need I say MORE!

**11 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Napa**

**March 30, 2013, 3:17 PM**

First and foremost this is not a good idea. We the people like the life we live and want nothing to do with your idea of a Plan for the Bay area.

I attended the meeting here in my city and it was just like the town hall meeting with Mike Thompson, already a done deal, he never really wanted to hear our side, as his side was what he was peddling. He like most of us had no real idea just what was in the bill, but as usual they shoved it down our throats, just doing what the government thinks they know what we need better than we do. This is the same crap!!!!

I do not want stack and pack housing and live over the work place, really are they nuts??? This is not Europe( well not yet) but if all this goes thru that's just we will be like.

This plan is just another scam to take a power grab and make the fat cats fatter. Do your homework folks, they do not have our (WE THE PEOPLE) in their best interest. If you want to live close to mass transit do so, I however don't feel the need.

I also do not want to be a TEST to see just how their PLAN could or could not work. Our world right now is in such a bad place, really one I never dreamed of.

I guess we did get CHANGE and sooooo not for the better, we are a divided nation, now they want to divide us in our cities. Well I for one will not stand for this , I will fight the good fight by any means necessary I am willing to go down with the ship as they say, just what do I have to lose, because if this goes thru my god all hell will break loose. STOP and just think about the power you will be giving these unelected body of people. It's just crazy and scary, so I say the setting our sights SUCK!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

**16 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**March 29, 2013, 8:30 PM**

I don't understand what is meant by "house 100 percent of the region's projected growth by income level". Does that mean separated by income level? Because the Bay Area has far too much of that already.

Also, I don't understand why so much is voluntary. We face enormous crises of obesity, diabetes, asthma, and global warming. Reducing injuries, deaths, pollution, and vehicle mile traveled is essential to public health, as Steinberg has said is the main focus of SB375. Public health is not optional. You can't have livable communities when people aren't safe crossing the street or when they drive to most destinations. If you're doing it right, the voluntary goals will all be side benefits of increasing walkability, density, and equity, but they should be required targets.

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 7:51 PM**

First of all, it is not the government's business to promote jobs or housing. Those things should occur naturally through the free market. Local governments do a roll in zoning but not to the draconian extent that it is being done in the Bay Area where you are setting up urban growth boundaries and depriving people of their rights to their private property through such phony public policies as "open space".

Secondly, what has equity got to do with anything. You are promoting equal outcomes, not equal opportunity and you are hurting the very people that you purport to help.

This plan should approve Option 1 which would essentially leave control in the hands of local elected officials. MTC should stick to caring about the roads and bridges and ABAG should stick to buying group insurance. Your meddling in the area of land use and housing is positively disgusting.

**16 Supporters**

## Chapter 1: Setting Our Sights

What do you think about the "Setting Our Sights" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**March 29, 2013, 9:39 AM**

"Setting Our Sights" is one long poem of self-congratulation by the planning staff. The chapter touts the "open" and "inclusive" process through which the plan was developed. In reality, the plan ignored the torrent of negative comment that cascaded from the public in the so-called public meetings. I attended the first one in Marin County full of enthusiasm, because I've been an environmentalist for many years. I left feeling disgusted and appalled by the closed, manipulative quality of the meeting.

It was obvious that everything had been decided in advance and that public input was no more than a facade. Nothing has changed since then; in fact, the manipulation and misrepresentation have only gotten worse. The Plan Bay Area staff lives in an echo chamber, where only in-group actors such as the Marin Community Foundation actually matter. "Setting Our Sights" is also an example of circular reasoning, AKA a tautology. Goals are selected a priori: equity, environment, and economy. Then these "goals" are defined in such a way as to make central planning the only possible way to achieve them. The whole sham process of "Setting Our Sights" is a justification for transitioning the Bay Area away from local self-government to an administered region, where our votes are meaningless and everything of importance is decided by unelected bureaucrats. It is impossible to achieve a thriving economy without individual and economic freedom. Central planning leads to crony capitalism, corruption, and incompetent, abusive government. We have 100 years of evidence of this from all over the world, but the Plan Bay Area staff seems to think that once they're in charge of everything and everybody, it's all going to be perfect.

**13 Supporters**



## Chapter 2: The Bay Area in 2040

*What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## **Introduction**

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## **Background**

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) track and forecast the region's demographics and economic trends to inform and guide investments and policy decisions. These forecasts form the basis for developing the regional land use plan and transportation investment strategy for Plan Bay Area, and they reflect the best picture we have of what the Bay Area may look like in 2040 so that today's decisions align with tomorrow's expected transportation and housing needs.

## **Tell Us What You Think**

This chapter explains the process used to develop the draft Plan Bay Area growth forecasts, and it describes the most recent planning assumptions used to develop the forecasts, including local general plans and other factors. It also looks at three main demographic categories that informed development of the plan: employment, population and housing.

Read [Chapter 2](#) and give us your comments on the [The Bay Area in 2040](#) chapter of draft Plan Bay Area.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 118

Participants: 22

Hours of Public Comment: 1.1

**7 participants posted comments**

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 11, 2013, 3:01 AM**

No one really knows what's going to happen 25 years from now. Look at all the changes that have occurred in the last 10-15 years in the areas of communication, electronics, technology, and healthcare. Things are changing very quickly, and the so-called experts who have conjured up the charts and data shown in this chapter could be completely right--or full of baloney. Plan Bay Area qualifies its predictions by saying that it will adjust and re-evaluate them every 4 years. Sounds wonderful, but what if they've already doled out millions of tax dollars to a company to start building a high rail project and then decide maybe their predictions weren't so aligned with reality after all? Too bad--those were only taxpayer dollars wasted on another government boondoggle.

Another problem I had with this chapter is the assumption that the "Bay Area and national economies will be healthy with an average unemployment rate of 5% or less." In view of what even Plan Bay Area refers to as the "Great Recession" several times in this chapter, that statement is a doozie in itself and should give pause to any credibility of the Plan Bay Area folks.

What's always been nice about the Bay Area is the variance of lifestyles within a reasonably compact area--crowded urban areas with lots of activities going on and smaller communities away from the urban centers where you can breathe a bit, live a slower pace, and have a larger piece of the pie to live on. Different strokes for different folks--something for everyone. However, clearly the Plan Bay Area planners want to limit choices for everyone. They state in this chapter, "Market demand for new homes will tilt toward townhomes, condominiums, and apartments in developed areas." How do they know where millions of individual people will choose to live and what kind of dwellings they will choose to live in? How do they know?

They don't know. No one does. Central planning hasn't worked well in other areas and there's no overwhelming reason to believe it will work here. No Project is the best option until they can prove they're smarter than the rest of us.

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

**Name not shown inside Santa Clara**

**April 30, 2013, 8:57 AM**

I think the entire Plan Bay Area is the worst possible plan for any area. The plan basically takes away the rights of citizens to live their lives as they choose. Your plan has forgotten the Constitution and the Bill of Rights. The high density housing and shopping areas that are currently built or in the process of being built have destroyed the integrity of our communities. They look like something from a third world country. The entire plan needs to be STOPPED NOW.

**1 Supporter**

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 9:45 PM**

I think the plan for 2040 is a terrible fiction and a waste of time, resources and is essentially destructive to the San Francisco Bay Area.

**3 Supporters**

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**April 1, 2013, 7:05 AM**

Ay Ca-rumba I just read chapter 2. To say you are putting the cart before the horse is probably the kindest way of saying you are dead wrong. Your assumptions are so out of reality it is difficult to begin to critique. Ok lets say the current Bay Area population as stated is 7.2 million. The current overall unemployment rate is around 9% but let's call it 8%. In your assumptions you claim unemployment will be less than 5%. So that equates to roughly over 200,000 jobs from your forecast or about 20% being off a to growth vs. simply re-employment of current residents. oops. Your assumptions of continued historic levels of funding for public housing are well silly. Most financed Affordable Housing comes from money invested for 100% tax exchanged deferred dollars. Basically if you invest \$2 million in some AH project by a non-profit you get a \$2 million dollar tax write off good for any of your other mega earnings. With the country circling the fiscal drain these loopholes will most likely be eliminated or at least severely curtailed. ABAG refuses to explain why their forecasts are coming from a different galaxy for population growth when compared to recent CA Dep't of Finance, the gold standard forecast. ABAG claims they think that CDF is wrong and will be discussing that with them. Short of a complete change by CA Dep't of Finance ABAG is seen as manipulative and arbitrary lacking any credibility and trying to force feed from a infected data source. MTC has in many regions yet to explain exactly what they mean by mass transit. In the Northbay, Marin & Sonoma etc Counties the only mass available in transit is more than 3 people waiting at the bus stop for the incredibly under-funded Golden Gate Transit bus. The Smart Train yet to be built much less proven to have any effective impact on commuting and transit still unless I missed something connect to any real mass transit going anywhere else in the Bay Area. There is so much wrong with the premises of the draft I have to say it would be easier simply starting from reality and then attempt to forecast some type of realistic scenario rather than even begin to address this ill conceived forecast. I might add it appears it is designed to fit some alternative agenda than stated. I believe it is designed to build and simply cross ones fingers and pray for supposed non-existent jobs.

**11 Supporters**

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 7:57 PM**

Your projections are way off. What are you people smoking? First of all the projections of HCD are wildly inflated in terms of growth. The Department of Finance numbers are much more reasonable reflecting very little growth. You are required by law to use the DOF numbers. Why do you insist on using the phony HCD numbers.

Secondly, what give you, the STATE and then the region, to DICTATE to local communities what housing they should be prepared to build. You are forcing many communities that are already built out to add more housing. This is unconscienable.

Where is the money coming from for this? The State is broke. The Feds are broke. You are putting unfair burdens on the local community to add this population.

Let the free market decide. No 25 year plans !!!

**15 Supporters**



## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

Name not shown inside Marin

March 29, 2013, 5:17 PM

Chapter Two is much like Chapter One, full of circular reasoning. The only assumptions allowed are those which are compatible with the a priori goals of The Plan, which are to increase housing density by any means necessary and to move people around like pawns on the chessboard. The assumptions lead to unconvincing projections which are conjured out of thin air, and then finally to The Plan itself. What if we were permitted to start from different and more realistic assumptions? 1.) What if Bay Area population stabilizes or declines slightly, as people move out of California to states with more freedom and opportunity? We know from the 2010 US Census that people are voting with their feet, OUT of our formerly Golden State. 2.) What if the people who leave are young, entrepreneurial, and educated, leaving behind aging Boomers and poor people with low skills? Who will pay the taxes to support the ever-increasing amount of subsidized housing and subsidized transportation? We know that few of the wealthy actually pay California income taxes, since they can afford second homes in states with no income taxes, and only spend 6 months minus one day in California. Subsidized housing is exempt from property taxes for 55 years. This means that a shrinking and aging middle class will be forced to support ever more people demanding subsidized government services, plus the bureaucracy needed to administer it all. We know that California is always short of "revenue", despite ever-rising taxes, fees, and fines. We also know that even the largest and most successful businesses increasingly locate new facilities out of California. Chapter Two pretends that California is still a great place to start a business, when the opposite is true. In the

absence of a good business climate, we won't have population growth or job growth or the tax base to support Utopia. 3.) Most people want single family homes, and will buy one as soon as income permits and stay as long as age-related health issues permit. The assumption that people prefer

stack n' pack housing is simply wrong. The Plan intends to restrict built-up areas to the present urban

/ suburban footprint. Of necessity, then, the vast majority of new housing will have to be high-density and multi-family. The existing stock of single family homes will be bid up in price due to artificial scarcity. This increases the incentive to move out of California,

### 19 Supporters

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

Name not shown inside Solano

March 29, 2013, 12:02 PM

The Bay Area in 2040 is a very broad chapter, which incorporates projections which are conventional and certainly easily defended as reasonable given the trends of the past decades. What seems to be missing is the acute realization that the coming 30 years will not be like the past 30 years. Listing some of the changes that we know about should begin to lend dimension to the vulnerabilities in the Plan Bay Area approach.

There is no mention of the effects sea level rise on existing housing, commercial, retail, transportation, sewage or water treatment facilities or the costs associated with mitigating and adapting to these effects. It should be noted that ABAG, after agonizing discussions, projected recognition of the need to mitigate sea level rise less than half of what environmental scientists are predicting. It has been shown that the environmental effects causing sea level rise are accelerating faster than anticipated. The draft plan assumes that everything currently in place will remain usable, with "maintenance", and the infrastructure necessary for jobs, housing and transportation will be "additive" in nature. One can find maps within Google to add sea level rise to the Bay Area, in as much detail as one wants, and examine these effects. Just as the new Bay Bridge span was planned and executed without the realization that the ramps leading to it would be periodically under water within 20 years, the One Bay Area Plan needs to realize that it would be unwise to plan to build on the existing infrastructure in a 30 year timeframe without accounting for the impacts of sea level rise. Both of our Regional Airports, as well as the transportation links leading to them, will be periodically under water. The effects of these impacts seem to be recognized nowhere in the Plan.

Additionally, there seem to be no inclusion of assumptions regarding the rise in cost, and reduction in availability of oil. This will affect anything made of oil or plastic, and any oil dependent human activity. Asphalt, plastic pipe, and the cost of all infrastructure will be affected. The Plan seems to ignore the effects of the exponential curve, and appears to create an atmosphere of false complacency by ignoring certain realities. This is not 1958, you will not be taking your Buick cross country on the interstate.

I am suggesting that it will not be business as usual, and that the provision of transportation systems which enable the single family vehicle will increasingly be provided for the wealthy, or wealthier segment of the population. Any enhancements or improvements of a Bay Area automobile transportation modality will by definition add to resource depletion, and global warming. This contradicts the directives in the Steinberg initiative. Initiatives which discourage single family auto transportation, and weaning ourselves from this model as quickly as possible, will create demand for mass transportation systems which are more egalitarian, more affordable to operate, more

## Chapter 2: The Bay Area in 2040

What do you think about the "The Bay Area in 2040" chapter of draft Plan Bay Area?

environmentally friendly, and more sustainable. For the past 100 years, as we improve roadways, vehicles have always crowded them to over-capacity. We need to stop. We have what we have. The existing highways and transportation corridors are best used, primarily for commercial vehicles, and the public transportation system needs to receive the financial focus to allow it to absorb growth in demand.

If the focus on local job development received the attention it truly deserves, the transportation elements in the One Bay Area Plan could be reduced.

Lastly, for the plan to work as it is currently laid out, only the "outplacement" or "outmigration" of financially marginalized populations, including 70% of the Boomer population who will not be able to afford to live in the described environment, will allow the plan to work. There is a vast underestimating of social, medical, and housing needs for the Bay Area fair share of 70 million Boomers, even though your population projections show an enormous increase in this population.

Additional Concerns: Continued erosion of the standard of living, continued degradation in the value of the dollar, associated acceleration in the real costs of new construction in relation to wages and salaries, creating a nexus of unreachable costs for public projects. Critical mass, in which the shear costs of managing municipal infrastructure cannot be borne by the citizens, and all but critical priority projects will need to be abandoned. The energy and environmental costs of a hotter environment. The increased costs of water, water treatment, and water transportation in a hotter, drier California. The increasingly unsustainable costs of sewage treatment for an increased population. Increased energy costs. Impacts on the production and distribution of food. More severe weather events, flood and drought cycles.

While I agree that a plan needs to be put in place, it should be real. Generally, I see the plan as glossing over the issues required in the Steinberg initiative. Perhaps the task of the Town Hall participation should be to compare the draft plan to the goals in the Steinberg initiative.

### 2 Supporters

# Chapter 3: Where We Live, Where We Work

*What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## **Introduction**

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## **Background**

ABAG and MTC developed five land use and transportation scenarios that distributed the total amount of growth forecasted for the region to specific locations. After extensive modeling, analysis and public engagement, the five initial scenarios were narrowed down to a single preferred land use scenario. This scenario and resulting development pattern represent the Sustainable Communities Strategy (SCS) that Plan Bay Area must include in the Regional Transportation Plan, as mandated by Senate Bill 375.

The preferred land use scenario is a flexible blueprint for accommodating growth over the long term — making Plan Bay Area the first truly integrated land use and transportation plan for the region's anticipated growth.

## **Tell Us What You Think**

This chapter outlines the land use distribution approach, which includes the distribution of jobs and housing.

Read [Chapter 3](#) and give us your comments on the [Where We Live, Where We Work](#) chapter of draft Plan Bay Area.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 110

Participants: 22

Hours of Public Comment: 1.1

**9 participants posted comments**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**May 16, 2013, 12:19 PM**

Planning for where we live and where we work makes sense to me. It is about creating options for people from all income levels to afford to live closer to where they work. Too often I have seen family, friends and acquaintances move away to outer suburbs like Pittsburg and Antioch, not by choice, but because they can no longer afford to live near the city centers where cost of housing continues to rise. Moving away from their jobs, they end up spending two hours a day driving to work. This trend I've witnessed not only takes a toll on their quality of life (less time spent with family, stress from traffic, etc.), but causes detrimental effects for everyone. People living far from their jobs means increased traffic on the freeway, and of course increased pollution.

I know that some people intentionally choose to live far from where they work. Hats off to them for having the patience to endure that commute everyday. Personally, though, I don't want a long freeway commute to be part of my lifestyle. I want to continue to be able to afford a home where I can access job opportunities just a short drive or train ride away. I appreciate that the draft Plan Bay Area tries to create more of those options while considering the growth that is expected for our region.

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 13, 2013, 3:59 AM**

This chapter states that "small cities, single-family neighborhoods and rural areas throughout the Bay

Area will take on a very small share of of the region's overall growth and are expected to retain the same scale and character." This is total baloney. If you have followed the battles that have ensued in East Bay cities like Dublin, Pleasanton, and Livermore, it is obvious smaller suburban cities are being forced to accept stack and pack housing in their cities, which will change their scale and character. Families move to these smaller towns to get away from the crowded congestion of cities like San Francisco, San Jose, and Oakland--why would they want a bunch of "affordable" (whatever that means) high-rise government housing in their towns? This trend has already started by the implementation of RHNA numbers and will only increase if Plan Bay Area is allowed to proceed.

Also, the "fair share" component talked about in this chapter in regard to housing is disturbing. The bureaucrats rank each city by income and even the test scores of its schools, and if it rates too rich or too high in school scores, it must bear its "fair share" of the total housing need--which means it will be forced to have its "fair share" of very-low and low income units. This is another top-down approach to taking away local control and forcing folks who have moved to the suburbs to have the quality of their towns ruined in the name of "fairness."

Furthermore what is this CEQA relief all about? I thought Plan Bay Area was supposed to be all about improving the environment and the greenhouse gases. However, the latter part of this chapter says that "certain projects consistent with the adopted plan of Plan Bay Area" can qualify for CEQA relief. In other words, if you are a large developer and build the kind of housing projects that Plan Bay Area approves of (stack and packs near mass transit), then you don't have to go through all the environmental requirements to build your projects. But isn't CEQA supposed to protect the environment? Doesn't this seem inconsistent?

Lastly, if you look at the final map in this chapter, even areas in the western half of San Francisco (the neighborhoods) have sufficient density to be areas targeted for high density housing. So even established neighborhoods of single-family homes could see stack and packs forced on their neighborhoods. With Plan Bay Area not many parts of the Bay Area will be safe from the central planners' dreams.



## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 9:57 PM**

Where I live and where I work is none of your DAMN business! Who do you people think you are?

You ain't God!

**3 Supporters**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside Santa Clara**

**April 13, 2013, 10:04 AM**

Individual cities and towns should have control over zoning and density.

**3 Supporters**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 11, 2013, 6:09 PM**

Section 2.3 of the Draft EIR identifies potential adverse impacts due to the implementation of this proposed plan including:

- Community Disruption/Displacement

- o DEIR identifies the addition of new housing units and commercial spaces in Priority Development Areas (PDAs) could stimulate demand and attract new residents and businesses, resulting in new development types, higher prices and leading to displacement of existing residents
- o DEIR projects that this Plan will significantly increase the density within the Bay Area's densest urban centers impacting local land uses, desirability, and rents resulting in "permanent localized displacement and disruption."
- o This Plan calls for 160 major transportation projects around the Bay Area, impacting 12,200 households. The DEIR specifically calls out the potential of this Plan to disrupt and displace communities.

- Mitigations

- Mitigations must be implemented by any project taking advantage of CEQA streamlining provisions of SB 375. However, the mitigations proposed do not go far enough to address the human impact of the proposed development in this Plan, including:

- o An analysis of mitigating long term impacts of displacement and disruption of communities
- o An analysis of housing affordability needs within PDAs today compared to post-Plan implementation and how increased density within PDAs will impact affordable housing needs
- o An analysis of how to link housing density increases to creation of new affordable housing for low- and moderate- income people so as to offset displacement
- o A principle of 1-to-1 replacement and relocation of all low-income households directly displaced by this Plan's transportation projects either on-site or off-site within a local radius at an affordable rent

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Paul Skilbeck inside San Francisco**

**April 4, 2013, 1:29 AM**

Thank you MTC for your thorough and transparent approach. The work you do is commendable and

your plans seem realistic within the mandate of Senate Bill 375 and also the population growth projections.

Some people in the Bay Area wish for a lifestyle that is more akin to what they would find in Lubbock, Texas. Well maybe that's where they should be now, although ultimately change will be necessary there, too. Looking at the forecasts for increased housing and population density in the Bay Area over the next 25 years, it is clear things will change quite dramatically here. We must adopt new ways. The carefree profligate lifestyle of the 1950s and 60s USA was a hedonistic folly that is gone forever, and good riddance too. That lifestyle was unsustainable and should not be seen as a golden age, rather as one of wasteful stupidity. Our grandchildren will certainly view it that way.

We have a responsibility to future generations. Part of that is to create efficient transportation infrastructures and localized communities, with air that is fit to breathe, and sustainable systems for food, water and energy production.

These are not new ideas. Sir Richard Rogers, the great British architect, outlined a similar view in 1995 when he was commissioned to redesign the Chinese city of Shanghai. The Chinese are quickly realizing the dangers of unchecked industrial and vehicle emissions and are beginning to enact much-needed regulation. I am sure many residents there feel the need of something like SB375!

Some suburban Americans float on an ideological cloud with a belief-based system of knowledge and still live like there is no tomorrow. They have much to thank the environmentalist for. Without them we would have air quality akin to Beijing.

<http://www.washingtonpost.com/blogs/worldviews/wp/2013/02/28/the-most-shocking-photo-of-beijing-air-pollution-ive-ever-seen/>

Their resistance to continued progress in city planning and vehicle emissions has to stop, and I am so thankful that planners such as the MTC are now taking a more realistic view of the future. If the

people refuse to be responsible, then I am thankful the planners are taking the appropriate steps.

### **2 Supporters**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 31, 2013, 9:10 PM**

There are many bedroom communities in the United States- it is beyond reach of government or any planning agency to say that each town must create jobs and house its own employees.

**8 Supporters**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

Name not shown inside Marin

March 30, 2013, 9:29 AM

The Plan envisions high density vertical slums in PDAs, where lower income residents will be

concentrated. More than half a million new housing units (not homes, but units) will be crammed together. With the evasiveness we've learned to expect, nothing is said about whether parking facilities will be available for cars and trucks. Instead, it seems that people will be expected to live and work in one neighborhood. If they leave at all, only public transit will be available. Nothing is said

about how all this will be financed. Since all the new housing will be subsidized, and subsidized units don't pay property taxes, obviously we need a Vehicle Miles traveled tax and tax-base sharing so middle class areas can subsidize necessary services. The middle class can't bear such a huge burden. Secondly, we've seen the vertical slum movie before. It was called "public housing projects". We should have learned from hard experience that the projects were a disaster that played a role in increasing the oppression of the poor. Public housing projects lend themselves to takeover by gangs. These urban terrorists make life miserable for the law-abiding residents. For an example of where this will lead, consider Chicago, my home town. Gangs only started to take over the South and West

sides once poor but viable neighborhoods were bulldozed and the projects were erected. The people of the neighborhoods protested, but elite opinion and big redevelopment bucks were on the side of

the bulldozers. No one with power cared what the residents thought -- the best and brightest know how everyone else should live, and coercion is the default option. Eventually, the projects became such sinkholes of crime and violence that even Chicago police officers and firefighters kept their distance. Today we have 100,000 heavily armed gangsters in charge of whole sections of Chicago. Mayor Rahm Emanuel is helpless. Most of the middle class has fled Chicago, except for a few boutique neighborhoods catering to hip young singles. Chicago has a huge budget deficit, too, because when the middle class flees, business follows, and there's no one left to tax.

**16 Supporters**

## Chapter 3: Where We Live, Where We Work

What do you think about the "Where We Live, Where We Work" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 8:01 PM**

Are you kidding me? It is none of your business where people live and work. You should be responding to free market development not dictating it with top down central planning schemes.

And how realistic is it that you are going to be able to put housing near jobs and visa versa. You can't do that without force and cohersion and that is the bottom line of what this plan is about.

**13 Supporters**

# Chapter 4: Investments

*What do you think about the "Investments" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM





## **Introduction**

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## **Background**

In crafting an investment program for Plan Bay Area, MTC and ABAG had to grapple with a number of important, but often competing, questions. How to best support the expected growth in jobs and housing over the next quarter century? How much do we invest to maintain, expand and improve the efficiency of our regional transportation system, when the needs exceed available revenue? How should we weigh specific project performance characteristics in assembling a package of investments to address the plan's economic, environmental and equity goals?

## **Tell Us What You Think**

This chapter describes Plan Bay Area's financial assumptions and outlines a series of transportation investment strategies that will support key priorities to help our region reduce greenhouse gas emissions, deliver the long-term land use strategy, maintain the infrastructure investments made by past generations, and provide for future economic growth.

Read [Chapter 4](#) and give us your comments on the [Investments](#) chapter of draft Plan Bay Area.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 106

Participants: 26

Hours of Public Comment: 1.3

**10 participants posted comments**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Kirsten Spalding inside San Mateo**

**May 15, 2013, 2:16 PM**

SMCUCA (the San Mateo County Union Community Alliance) is focused on the economic impacts of the investments that are outlined in the plan.

With \$256 billion to be invested in transportation projects alone between now and 2040, there will be approximately 7,680,000 jobs created. (Note below) Commercial and high-density residential construction in the Transit Oriented Development projects envisioned by the Plan will have similar multiplier effects. These important economic impacts should be noted in the Plan. While other sections of the plan note the impact of the proposed plan on reducing commute times for workers and thereby improving worker productivity, the primary economic impact of the plan is the direct impact of investment in local projects that will create good jobs.

As a second concern, the plan does not make any policy recommendations with respect to labor standards. In this chapter (or in other places in the plan), we should encourage (incentivize) local project sponsors to pay their workers Area Standard Wages and require local apprentices who are enrolled in State of California approved Apprenticeship Programs to be part of the construction team. (Local hire could be defined as residents who live within 25 or 30 miles of the job sites).

There are at least four reasons to include labor standards in the Plan:

- 1) Without labor standards clearly articulated in the Plan and EIR, the transit-oriented housing that will be developed as part of this plan will not necessarily benefit local workers or pay decent wages. Creating middle class jobs is a key to improving the health of our local communities.
- 2) Decent wages will ensure that construction workers can afford housing in the Bay Area. This will allow them to travel fewer miles per day to get to work, thereby improving their health and decreasing air pollution from vehicles.
- 3) Local hiring requirements will encourage the hiring of apprentices, thereby creating new training opportunities so that local residents will gain skills and access to careers in the construction industry.
- 4) Highly skilled and continuously trained local workers will be committed and accountable to implementing the best environmental mitigation measures envisioned by the Plan and the EIR for construction projects. The outcomes of the proposed mitigation measures in the EIR will depend on the quality and commitment of the workforce who will implement them. Project labor agreements can ensure a high quality workforce.

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

We appreciate the work of the MTC and ABAG staff on this plan and hope that these requests will be seen as positive policy enhancements to the final plan.

NOTE: The Federal Highway Administration (FHWA) estimates of jobs supported by federal highway investments indicates that a \$1 billion expenditure on highway construction in 2007 supported a total of 30,000 jobs: 10,300 construction-oriented jobs (i.e., jobs at construction firms working on the projects and at firms providing direct inputs to the projects, such as guard rails); 4,675 jobs in supporting industries (i.e., jobs at companies providing inputs to the firms directly supplying materials and equipment used in highway construction, such as sheet metal producers who supply guard rail manufacturers); and 15,094 induced jobs (i.e., jobs dependent on consumer expenditures from the wages of workers in "construction-oriented" and "industry-supporting" jobs). (<http://www.fas.org/sgp/crs/misc/R42018.pdf>)

### 1 Supporter

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Marcy Berry inside San Francisco**

**May 14, 2013, 10:24 PM**

After several minutes downloading the PDF file, I was able to read Chapter 4; except for the "Congestion Pricing" section, which would not download properly. I will simply assume Congestion Pricing in City streets will be accomplished either by surveillance cameras or transponders, both of which will track our every move.

My first reaction to Chapter 4 is "Investment?!?" The word "investment" describes risk taken by the investor. In the case on Plan Bay Area, there is no such thing. Planners will not be using their own money, nor will they be kicked out of office should their plan fail (they are not elected officials).

Funding is projected as 53% coming from local sources, such as transit fares, dedicated sales tax, and bridge tolls. The rest will come from state and federal grants, mainly derived from fuel taxes. No problem with fares and tolls, they can be increased at any time without voter approval. But not in the case of sales taxes, rendering probably the major source depending on voters' mood. Same with state and federal grants. Plan Bay Area seems to be counting on a lot of chickens before they hatch.

Local city governments decide their cities are PDA's – high density areas along transit corridors. No PDA, no money for the city; so the city either dies, or generates its own means of development. Therefore, expensive to be in Plan Bay Area as the grandiose projects experience the predictable cost overruns; and expensive not to be in Plan Bay Area due to the necessity of generating local funds for all projects.

**1 Supporter**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 14, 2013, 3:00 AM**

While this chapter mentions a few things that are positive like improvements to the freeway system (paid for by gas-taxes and bridge tolls, so we ought to get something useful for every gallon of gas we buy and every time we cross a bridge) and PASS (synchronizing traffic signals), I find the stated objective of Plan Bay Area to "reward jurisdictions that produce housing and jobs in PDA's through their planning and zoning policies" very troubling. This goes back to the fight that's being going on for well over a year of regional versus local control. The bureaucrats claim that local communities will have complete local control and nothing is being forced on them. Bull. Since virtually all cities and counties have all sorts of budget woes these days (due to irresponsible government spending), how likely is that cash-strapped communities will turn down the "rewards" of OBAG money? This is already happening with the RHNA allocations and "efforts to produce low-income housing." Local communities should say forget it to the carrot dangled in front of their noses, but I doubt most politicians have the spine for that.

Another area of concern in this chapter is to "purchase conservation lands for long-term protection and use by Bay Area residents." Governmental acquisition of land is not a legitimate purpose of government and the record of the government's stewardship of land is not impressive--they usually just let it go to pot and you get a bunch of forest fires. Not to mention their heavy-handed tactics to force private property owners to "donate" part of their land to the government.

Lastly, the commuter benefit ordinance mentioned in this chapter is yet another idea that will make employment in the Bay Area less attractive for employers. Sure it's great for the employees that your company will be forced to pay for employer-provided subsidies and free shuttles, but companies just might decide that the costs of employment here are too high. In this ever-changing world, companies are looking to reduce their costs to be competitive in their industry. Plan Bay Area is going to have a very high price tag, and more ordinances and constraints on businesses will cause them to move to other areas.

**1 Supporter**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Name not shown inside Santa Clara**

**May 3, 2013, 4:17 PM**

Getting peak time commuters out of cars and onto bicycles has the greatest impact at the least cost of any potential transit investment. Completing key segments of bicycle paths and routes allows cyclist to make safe and fast commutes of 3-15 miles. Shifting commuters to bicycles reduces road congestion, cost commuters less, requires little tax payer support, and improves the health and well being of the commuter and make them more productive at work. My 10 mile commute on local streets including north bound 85 and north bound 101 through Mountain View, Palo Alto and Menlo Park averaged less than 30 miles an hour so I switched to a bicycle. After a year of riding my average speed on a bike has gotten up to 18.8 mph. With the bike commute taking 32 minutes and a car commute taking 25 minutes and bus commute taking over an hour, I have become a daily bike commuter and have an extra \$200 per month to spend along with better health through daily exercise.

The investments chapter does not discuss the impact and costs of improving multi-city bike routes in key areas of congestion that would enable a large portion of people with 3-15 mile commutes to shift to bicycle commuting a few times per week. More effective programs by local cities and counties that implement safer connected bike routes that cross city lines and remove key obstacles, will attract many more people to cycling and reduce pressure on local governments to fund expensive road expansion.

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 27, 2013, 8:41 PM**

### Comments On Projected Job Growth

Just how much of the projected job growth is from private industry and how much is from an increase in government jobs and government spending?

The Bay Area economy is becoming more and more of a "Government Economy" with an increasing number of people working directly for the government or indirectly through subsidies and tax breaks or from government contracts.

In addition to local and state government spending, the Bay Area is a huge consumer of federal funding for a lot of useless transit projects. More and more government spending on huge and wasteful projects is not an investment.

The real solution is to layoff huge numbers of nonproductive government employees and cut subsidies to private industry that's feeding at the public trough.

**1 Supporter**



## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 10:22 PM**

North Beach does NOT need a subway transit system! Polk Street needs more parking spaces!

**1 Supporter**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Roderick Llewellyn inside San Francisco**

**April 12, 2013, 8:05 AM**

There is definitely some strong backlash coming from the suburban car-oriented set, who are making the same old tired anti-transit anti-city arguments:

1. Claim: "Nobody wants to ride transit, everybody wants a private home": Not true. Maybe those who are commenting this way don't know of any such, but it's clearly a false statement, disproved by even a single counter-example. I offer myself as such. Saying that "anybody who could buy a private home would do so" is absurd, even if true, since many people simply can't afford one, and there are no conceivable policies that would permit that. You might as well say that everybody would prefer a helicopter ride to sitting in traffic; possibly true, but irrelevant.

2. Claim: "Subsidizing transit is socialism and social engineering. Subsidizing automobiles is capitalism and freedom": Not true. This is a long-term lie told by the auto/air/oil/sprawl industry for their own self-interest. Why is subsidizing one mode of transport any more or less "socialistic" than any other? If you park for free on a city street, YOU'RE GETTING WELFARE. You don't like the term, but that's what it is.

3. Claim: "Transit is empty while highways are full": False. People making this claim never ride transit so they're just blowing Fox News smoke. They have no idea how heavily used it is. The reason roads are full is the same reason Soviet citizens had to wait in line to buy things: under-priced road capacity. The funny thing is that this group, after whining about socialism and transit, then almost always asks for more money for roads, but refuses to support raising gasoline taxes to pay for them.

**1 Supporter**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**March 30, 2013, 5:19 PM**

It seems highly unlikely that state and Federal funds will be available at the level The Plan assumes.

California has just had a whopping tax increase on the evil rich people, plus a sales tax increase on everyone. Supposedly the tax increase will help our schools, but in reality the money will be sucked into underfunded teacher pension plans. In a similar way, City and County pension plans are also grossly underfunded, not to mention enormous hidden debts incurred by special districts. The Plan ignores competition for tax money as the debt mountain slowly collapses and crushes our economy.

Already, there are rumblings in the state Legislature about repealing Proposition 13, so there's a growing danger that we'll be taxed out of our homes. Secondly, California's highly progressive income tax system produces wildly fluctuating revenues, but The Plan ignores this fact. As for the Federal government, interest on the debt plus entitlements will eat up virtually all tax revenues. Already, with the sequester, we're seeing cuts in the rate of increase to Federal discretionary spending. We can expect high inflation, destructive asset bubbles, intense public resistance to more tax increases, the end of the US dollar as the world's reserve currency, and a fall in the US standard of living. None of these conditions will permit large investments in transportation systems. That leaves a Vehicle Miles Traveled tax and a regional income and/or sales taxes as likely default options when money from the State and the Feds isn't forthcoming. The Bay Area middle class can't support 500,000 new subsidized apartments and a new transportation infrastructure. The entire scheme is an exercise in redistribution, since some scam all the benefits while others carry all the burdens. A subsidy for A is automatically a higher cost for B.

**14 Supporters**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

Name not shown inside Solano

March 30, 2013, 10:55 AM

On reading the Investments chapter, I had the unerring sense that I was being sold something that had gaping flaws in its basic assumptions. One basic assumption is that the next 30 years would look like the last 30 years, and that the recession we are in, not yet recovered from, will recover completely and will not reoccur. One does not have to look too far in the world of finance to see strong evidence that contradicts this basic assumption.

I understood that this was to be a sustainable budget for a sustainable plan, yet it projects an annual inflation rate of 2.2%. The simplest research will show that the government promulgated inflation rates are fiction, just as the government promulgated rates of unemployment are fiction. Shall we base a 30 year, multi-billion dollar plan on such fictions, or shall we simply state that the "Emperor has no clothes"? Our real rate of inflation is upwards of 5%, some say 8%. Look at what you actually spend money for as a guide; medical insurance, fuel, groceries. Go shopping for groceries and ponder as you pay more for less. My family pays \$15,000 per year for medical insurance. Just because these items are removed from the "basket" used to calculate the annual inflation rate, does not mean that the costs do not exist. A plan based on artificial inflation rates is artificial, and doomed to over-runs, unanticipated, and unfunded costs. The Plan seems to turn a blind eye towards the effects of material costs in an era of dwindling resources. Either materials costs estimates need to include a factor beyond the inflation in the dollar, based on this phenomena, or an overall, dedicated percentage needs to be applied to contingency just to bridge this fact. The financial portion of the Plan states that it has shortfalls, and imagines sources of funding for these shortfalls. This is another example of magical thinking. If the Plan starts out with shortfalls, it can only get worse. Either the Plan needs to be trimmed to meet identified sources of funding, or sources need to be identified to meet the shortfalls. This is not a creative writing exercise, this is a budget.

On the Federal level, government printing presses are running day and night, printing dollars to cover budget excesses for which we cannot even make our interest payments. We are borrowing money to make our interest payments. What is wrong with this picture?

Anticipating somehow that all of this will magically go away, and that our resultant interest rate will be 2.2%, is ignoring the basic economic facts of life. If the finance plan is this unrealistic, how can anything else in the Plan be credible? This is not a "Republican" issue, or a "Tea Party" issue, or a "Democratic Party" issue, this is math. I anticipate inflation to soar above 10% for an extended period of time. This will weigh heavily on growth and profitability, jobs, and tax revenues as a result. This will point to a

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

inflation/recession cycle that will dog us for almost the whole period of the Plan. Costs exceeding revenue point to a failed Plan. In light of these facts, I believe the contingency built into the Plan at this stage should be 20%, after the corrections are made. This exercise may help to develop a more realistic budget.

The other fact of life is that China and India are very rapidly achieving developed nation status. Our ability to achieve the Plan's job and economic growth projections belie the fact that we have not had to compete with countries of this size in the past to market our products and services. You may note the deterioration of the Middle Class as a result of world market forces, a commonly known phenomena, yet one that is ignored in the Plan financial projections. The Plan assumes, again, some magical reversal of this trend line. This points to a tendency of the Plan authors to "pick and choose" which statistics they want to employ. I believe the Plan has to meet real world financial tests, not simply assume the trendlines of the past 30 years.

Note that the High Speed Rail System is not a done deal, and given the budgetary constraints that are likely to linger for some time, the tax constraints, the spending constraints, projects like the High Speed Rail are vulnerable for cutbacks and/or elimination. What is the Plan B? Does the One Bay Area financial Plan incorporate the real history we have experienced in the operating costs, expansion costs, maintenance costs, ticket receipts and ridership levels of BART? I see a lot of red ink here.

It is apparent that the Plan needs more than Bridge Tolls, but let's look at another assumption. Fully 26% of the Plan budget is expended for maintaining an existing roadway system that is unsustainable, polluting, and has been proven to be the main source of atmospheric pollution in the Bay Area. The Plan includes major funds to expand this type of transportation system, and does not analyze the costs to reduce these impacts by more than 6-7% over 28 years. A huge portion of the Plan income requirements are derived from gas tax funds; which means that rather than holding out alternatives to the present polluting, unsustainable stranglehold the automobile has on the Bay Area, the Plan is dependant upon it, is funded by it, and works to maintain it. Even at that, the Plan states that Bridge Tolls are not enough, and there are soft cost shortfalls that are unexplained in the Plan. Who should we trust to put such a plan into action? What will be the long term effects of another 28 years of business as usual? We have to turn the corner, and cannot spend billions of dollars propping up a personal automobile-based transportation system that is doomed to failure. For every freeway, every roadway fix that is proposed, there will be more single rider vehicles to fill it until it is no longer effective. We have seen this over the past 50 years, and every best plan for the automobile ends up the same; more pollution, more congestion, fewer parking places, longer travel times. If nothing were done to the roadways for 30 years, the resultant delays and travel times would push people into mass transit. This is where

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

they belong in the future. If the money spent attempting to support the automobile was spent instead on extending and improving mass transit alternatives, we may make it through the next 30 years. The roadways need to be for commercial vehicles and public services such as ambulances, police, and fire, bicycles and motorcycles.

The Plan feeds off the increases in fuel costs, to fund roadway improvements, which in turn adds to pollution and congestion, atmospheric warming of the Bay Area, more fuel use, and more fuel costs. In this sense, The One Bay Area Plan is part of the problem, not part of the solution. We are in the midst of profound global warming, and cannot afford to continue down this path. A "business as usual" approach to transportation in the Bay Area cannot be adequately funded, and cannot meet the objectives of the Steinberg initiative. The 1% allocated in the Plan for climate is wholly inadequate.

The financial plan does not take into account extraordinary costs associated with rising sea levels. Google Earth allows anyone with a desktop computer to project a sea level rise in the Bay Area, and examine in detail the impacts to our roadways, bridge ramps, Ferry Terminals, BART facilities, airports, etc. I'm thinking of Hwy 80, Hwy 101, Hwy 37, Hwy 880; over vast stretches, traveled by the Bay Area millions of trips per day; going under water periodically at high high tide, or due to storm driven tidal surges.

To say that the Financial Plan is compromised would be the mildest of statements. Given the dismissal of some of our basic facts of life as we enter into the timeframe of the One Bay Area Plan, it appears to be more of a self-serving, than an objective document. Culturally, it should make us very comfortable, adding to our collective denial. Am I to believe that the world of 2040 will operate the same as the world of 2004? We need to step outside our middle class mind-set, our bias toward normalcy, to create, and finance a plan that will provide effective transportation for our citizens in the coming 30 years. We have more knowledge about the financial world we are entering than the Plan utilizes.

The sad fact is that an increasing percentage of the Bay Area residents will not be able to afford cars, and will depend wholly on public transportation in the future. This is a transportation system that is not up to the task, and based on the financial portion of the plan, cannot grow to meet increasing ridership of an increasing population with fewer transportation options. Should we expend an extraordinary amount of the Plan finances to enable the privileged and wealthy members of our society to have a smooth commute in their personal vehicles, or should we spend ALL of the money on the public part of public transportation?

I would suggest modularizing the Plan, in which the first 5 years are projected in more finite detail, and the remaining 25 years are extrapolated from this. If there are unfunded costs, The Plan begins to lop off years at the end of the period, or adjust the scope of

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

the plan. I believe the Plan should work less on its scope, and more on deliverables.

**10 Supporters**

## Chapter 4: Investments

What do you think about the "Investments" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 8:05 PM**

The government does NOT INVEST !!! You are wasting taxpayer money on a pipe dream for an unacheivable utopia. I am not interested in seeing money squandered on public transit services that few people use and on high density, stack and pack housing that no one would want to live in if they had an option to purchase a single family home (even a modest one)

**17 Supporters**



# Chapter 5: Performance

*What do you think about the "Performance" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## **Introduction**

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## **Background**

At both the scenario and project levels, draft Plan Bay Area has been tested against rigorous performance targets. Plan Bay Area achieves the greenhouse gas emissions reduction target required by state law. It also achieves the housing target required by state law to provide housing for all of the region's population over the next three decades.

At the same time, the draft Plan Bay Area struggles to achieve many of the region's ambitious voluntary targets. Thanks to investments in transportation alternatives, the plan moves in the right direction when it comes to increasing active transportation and reducing the number of automobile miles driven per capita, though it falls short of the "aspirational" goals set in these areas.

## **Tell Us What You Think**

This chapter provides a target-by-target breakdown of how well the draft Plan Bay Area performs.

Read [Chapter 5](#) and tell us what you think about the [Performance](#) chapter of draft Plan Bay Area.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 73

Participants: 16

Minutes of Public Comment: 48

**6 participants posted comments**

## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 10, 2013, 4:44 AM**

Plan Bay Area sounds scarier the more you read about it. "Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)." So now it's the purpose of government to get all of us off our behinds and exercising so many minutes per day? If this isn't 1984, then I don't know what is.

Then there's a lot of talk in this chapter of "communities of concern." This is absolutely disgusting-- class warfare and nothing more. If the bureaucrats behind Plan Bay Area really wanted to help "communities of concern," they would be encouraging less governmental regulation and red tape so more folks could start businesses of their own. Instead they propose to create urban ghettos of poor folks living in high rise tenements near freeways and mass transit (and a lot of pollution). And what jobs will there be in these urban ghettos? What businesses would be stupid enough to open up shop in an environment with high taxes (and even higher taxes proposed by Plan Bay Area in this chapter such as a VMT tax, congestion pricing taxes, and higher bridge tolls)? The inevitable higher taxes of Plan Bay Area will encourage more businesses to leave the Bay Area.

Lastly this chapter also talks about transit assets past their useful life. By Plan Bay Area's own estimates, the percentage of mass transit assets past their useful life will increase from 13% in 2012 to 24% in 2040. So they force us out of our cars either through higher gas taxes, new or higher tolls, or reduced parking spaces, and what will we have to look forward to? Crowded buses or trains that either can't stick to a normal schedule (SF's Muni nightmare) or break down a lot. And will break down a lot more. This is an improvement of quality of life?

The No Project Option is the best option at this point.

## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 10:03 PM**

No government has ever "encouraged" job growth successfully to the point of actually creating jobs and it never will. This Chapter can't wash over that truth, even though it tries. The drafters of this chapter are career bureaucrats who know nothing about job creation, never worked at job creation, and on-the-job training is not available or affordable. So I think the "Performance" chapter is flaccid.

**3 Supporters**

## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**April 2, 2013, 10:47 AM**

Many may disagree about the global climate change theory, but I doubt that anyone would argue that we are drastically using up precious resources and polluting the planet at an ever increasing rate.

The answers to the pollution problem do not reside with a dictatorship forcing middle class and low income families into stack and pack slums. Everyone sees where this government fantasy is heading: the elimination of a middle class.

The government will soon repeal Prop 13, they will punish commuters with a miles traveled tax & gas tax will go way up. We will be taxed into submission!

Rather than punishing citizens, how about focus efforts on improving public education at every level. The US education system cannot compete with most Asian or European countries.

### **3 Supporters**

## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**April 1, 2013, 2:48 PM**

The "Performance" chapter is an exercise in science fiction, though not as much fun as the real thing, since the text doesn't include any space travel or telepathic aliens. It's absurd to think that the planners can predict Bay Area housing and transportation needs 25 years hence, especially not in such micro detail. If we think back to predictions made twenty five years ago, back in 1998, do you remember anyone whose crystal ball revealed the rise of China, the rise of political Islam, billions of cheap mobile phones, the rise of the Internet, the US shale gas boom, the Crash of 2008, or the shakiness of the European Union? None of this was imagined by anyone. In its usual reality-challenged fashion, Plan Bay Area demands gigantic public investment based on projections that are almost certainly wrong, especially since the underlying assumptions are wrong. In order to have a more viable future, the first step would be to repeal SB375. Global warming theory -- ops! "climate change" -- is coming under more and more skeptical criticism. Even the United Nations now agrees that there's been no evidence of global warming for 20 years. Global warming theory is being revealed as a dog's breakfast of measurement errors, inadequate theoretical understanding of atmospheric physics, poorly constructed computer models, dishonest statistical manipulation (as in the East Anglia University email scandal), cherry-picking of only the most supportive data, and censorship of scientifically sound alternative explanations. Fluctuations in climate are a normal part of the Earth system and have gone on for billions of years. In the historical record, we find much evidence of major fluctuations from colder to warmer than today, including the Roman Climate Optimum, the Medieval Warming, and the Little Ice Age of the 17th century. If the computer models favored by climate alarmists are run backward, none of these well documented climate fluctuations are "discovered" by the model. Therefore, the model is wrong, the date set is wrong, and the theory is wrong. Huge public investments should not be made on the basis of junk science.

### **3 Supporters**

## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Name not shown inside San Mateo**

**April 1, 2013, 12:28 PM**

BEHOLD: EVIDENCE CONTINUES TO MOUNT THAT GLOBAL WARMING IS NOT HAPPENING "Over the past 15 years air temperatures at the Earth's surface have been flat while greenhouse-gas emissions have continued to soar.

Temperatures fluctuate over short periods, but this lack of new warming is a surprise. Ed Hawkins, of the University of Reading, in Britain, points out that surface temperatures since 2005 are already at the low end of the range of projections derived from 20 climate models (see chart 1). If they remain flat, they will fall outside the models' range within a few years."

Source: The Economist, Mar 30th 2013

"Since Sir David's [The government's chief scientific officer] exhortations, some 250,000 Brits have died from the cold, and 10,000 from the heat. It is horribly clear that we have been focusing on the wrong enemy. Instead of making sure energy was affordable, ministers have been trying to make it more expensive, with carbon price floors and emissions trading schemes.

Much political attention is still focused on global warming, and while schemes to help Britain prepare for the cold are being cut, the overseas aid budget is being vastly expanded. Saving elderly British lives has somehow become the least fashionable cause in politics. "

Source: The Telegraph, Apr. 1 2013

PLEASE STOP THIS HORRIBLE PLAN, it is based on FALSE SCIENCE

### **2 Supporters**



## Chapter 5: Performance

What do you think about the "Performance" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 8:08 PM**

You put numbers in these plans to give the appearance of "scientific" legitimacy when all you are doing is making stuff up. Your projections are wrong, your underlying assumptions are wrong. This is a wrong headed plan developed by unelected bureaucrats who have nothing better to do but collect large salaries and force the rest of us who work for a living to pay for your unrealistic pipe dreams. Enough !!!

**13 Supporters**

# Chapter 6: A Plan to Build On

*What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?*

All comments sorted chronologically  
As of close of comment period, May 16, 2013, 4:00 PM



## **Introduction**

For over a decade, local governments and regional agencies have been working together to encourage the growth of jobs and production of housing in areas supported by amenities and infrastructure. Draft Plan Bay Area charts a course for accommodating projected growth in the nine- county San Francisco Bay Area while fostering an innovative, prosperous and competitive economy; preserving a healthy and safe environment; and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

## **Background**

No single level of government can be expected to address all the critical components needed to create a stronger and more resilient Bay Area. It will take a coordinated effort among diverse partners to promote regional economic development, adapt to climate change, prepare for natural disasters, get creative about how to provide affordable housing for all Bay Area residents, ensure clean and healthy air for our communities, and prepare for emerging technologies that will change the way people work and get around.

## **Tell Us What You Think**

This chapter identifies the most important challenges for implementing Plan Bay Area's policies and programs and proposes steps to address them. These complementary initiatives include legislative advocacy objectives and updated regulations that seek to increase additional resources, promote a vibrant economy, clean our air and address climate change and sea level rise.

Read [Chapter 6](#) and tell us what you think about the [A Plan to Build On](#) chapter of draft Plan Bay Area.

**As of May 16, 2013, 4:00 PM, this forum had:**

Attendees: 94

Participants: 22

Hours of Public Comment: 1.1

**10 participants posted comments**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Aubrey Freedman inside San Francisco**

**May 15, 2013, 2:40 AM**

The first part of this chapter sounds reasonable talking about positive steps like ride-sharing networks, corporate shuttles getting folks to and from work, improving efforts to get ready for natural disasters, and even streamlining the CEQA process which it correctly declares to be a "major impediment to infill development in the Bay Area...often lengthy project entitlement process...increases Bay Area housing prices which rank among the highest in the nation." However, skip to the last two or three pages of this chapter and you will see what Plan Bay Area is really all about---taxes, taxes, and more taxes. Under the heading Support Local Self Help (which sounds innocuous enough), "MTC and ABAG will strongly support efforts to lower the vote threshold for local and regional transportation tax measures from two-thirds to 55%." And, "a 55% voting standard also could aid the passage of a regional gasoline tax that MTC is already authorized to place on the ballot." The 2/3 requirement of Prop 13 that has saved the taxpayers millions of dollars over the years is a menace to governmental bureaucrats who just can't wait to get their grubby hands on all that extra "revenue source."

Another thing mentioned in this chapter is "newly authorized tax-increment financing," which is a fancy name for another tax scheme. I saw a memo written by Steve Heminger, head of the MTC, less than a year ago regarding this same subject. Here's the link: [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_1883/6\\_SB214.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1883/6_SB214.pdf). Please note, "Eliminate the voter approval requirements to create the district." In reality they don't even want the 55% requirement! How inconvenient to ask the voters to approve something they'll have to pay for. They also talk about 100% of the new housing in the Bay Area being high-density and mixed use, so I wonder just where that leaves single-family home neighborhoods that don't want stack and packs to change the character of their areas.

Plan Bay Area is a disaster from beginning to end. I'd like to see the taxpayers get a chance to vote on it, not just self-serving central planners.

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Tom Willging inside Alameda**

**May 14, 2013, 7:45 PM**

Thank you for the opportunity to participate--and for the amazing effort you have put into this draft plan.

First, I must say that I am very disappointed with my fellow citizens' comments. Most appear to disagree with the premise that we should plan rationally for the future and take into account our best available knowledge and information about patterns of growth and development. Once that premise is discarded we are left to the whims of the marketplace that created the serious problems we face. We have to build and rebuild an infrastructure for growth (including the basics of streets, roads, utilities, public safety, and such); to identify and perhaps thereby avoid the full impact of present and impending environmental challenges that scientists have documented; and to integrate all citizens into the process of rebuilding our communities.

That said, I applaud the proposals you have identified for addressing these major problems and I have a suggestion for identifying linkages that I did not see addressed. In general, you link housing, transportation and economic development in a thoughtful way. I especially appreciate your specific support for transportation enhancements such as bike sharing, electric vehicles, driverless cars, and corporate shuttles. I also appreciate your proposal to change the transportation funding formulas for local transportation funding approval. The two-thirds majority rule applied to the recent Alameda County Measure B-1 denied a basic democratic right of the vast majority of taxpayers in AC, almost two-thirds of whom voted to tax themselves to repair our streets and roads and improve our transportation options. Your proposed plan identifies another cause of our crumbling transportation infrastructure--the failure to index the gasoline tax to inflation. Now that we face crumbling streets and roads, the resources to accomplish the needed rebuilding have declined. In these ways, funding for transportation basics have decreased just when our needs have increased.

The plan concentrates on traditional planning variables--land use, transportation, housing, environment, and economic development. These are no doubt major variables that affect overall community development. Yet they fail to link other variables on which the success of the plans depend. For example, economic development is tied to land use and the identification of preferred development areas (PDAs). Missing from the picture, however, is the development of employment opportunities that will contribute to the success of the PDAs. Employment of local residents in the housing, transportation, and economic development projects funded in whole or part by the public sector can improve both the economics of the PDA and the safety of the environment.

It appears that public safety is not a variable that planners generally incorporate into their methodology, but our current public safety crises call for attention to the need for

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

policies that draws young people away from street crime and into the social and economic community envisioned in the plan. The need to rebuild our infrastructure and create new employment opportunities sets up the occasion for including those who have been to date excluded from the prosperity that the majority experiences. Specifying policies designed to share and distribute fairly the wealth created by our public infrastructure will inure to the benefit of all. Linking employment of local residents to the development of our PDAs is one specific step in that direction.

Thank you for the opportunity to comment. Tom Willging

Oakland

### **2 Supporters**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Sherman Lewis inside Alameda**

**May 8, 2013, 4:47 PM**

What do I think about "A Plan to Build On"?

Not much. I support the EEJ alternative. I would prefer an even stronger "growth without growth" alternative.



## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 10:24 PM**

San Francisco is already built on silt and sand. This Plan doesn't even have THAT much grounding to it.

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 10:07 PM**

You can deny it all you want, but this plan is Agenda 21-influenced and is overseen by ICLEI. If I wanted Bolsheviks to run my life, I'd take a time machine back to Russia, 1911.

**3 Supporters**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside San Francisco**

**April 26, 2013, 9:42 PM**

I think the plan is terrible. I think it lacks vision for all your "vision planning." It's a draconian waste of money and resources.

**4 Supporters**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Alan Scotch inside Alameda**

**April 10, 2013, 11:26 AM**

### RESIDENTIAL ENERGY

Every home will have 2-3kw Solar Panels and a 2-3kw Wind Turbine on its roof.

Battery ENERGY DENSITY will be 10 times more than it is today. ( A Berkeley company is manufacturing these batteries right now). Thus every single family home will be generating more electricity than consumed.

Charging the electric car every night.

( Using this excess electricity to indirectly manufacture these Solar Panels, Wind Turbines and Batteries).

Home insulation will become irrelevant.

Solar panels and wind turbines on the roof of an multi-family apartment building can never be enough to meet the needs of the multi-families below and will not be ENERGY COST EFFICIENT.

But Single-family houses will be net ENERGY PRODUCERS -- when multi-family cannot.

### WASTE RECYCLING

Water will be stored and re-processed for reuse and for (not so greywater) irrigation.

Solid human waste and previously un-processable waste will be locally processed and put back into the ground (remember - with excess energy all things are possible) . We will no longer be wasting so much water to "flush it" to sewage treatment. ( 1. more research needed). Composting's methane emission - not necessarily being a better option.

This is yet another reason why the single-family detached home, with a garden, is the way of the future for CARBON SEQUESTRATION and WATER RECYCLING & STORAGE as well as ENERGY EFFICIENCY.

(Garden and roof enables drinkable rain Water Capture and storage tanks.)

### BUSINESS OF THE FUTURE

Retail outlets like Best Buy (which is going bust right now) and even clothing and general goods retailers could be replaced by independent showrooms instead - charging admission with online purchase credits. Purchases made in these showrooms could be

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

delivered to your door on a subsequent day. Most businesses will be online except for food, restaurants, entertainment and a few others. Deliveries being made in electric trucks.

All kinds of different businesses will share showrooms and strategically placed warehouses (to increase delivery efficiency).

Commuting will only be to these kind of jobs in businesses that do not sell much online and to manufacturing (which will continue to become more robotic).

Telecommuting will be the norm.

PLAN for an ENERGY EFFICIENT FUTURE NOW

Make land available for MANUFACTURED (cheap) detached housing -- otherwise building so much multi-family now, will create energy slums - a liability -- as living with your own energy producing roof and conserving garden will be, -- not only cheaper, -- but a source of income.

And also be "SAVE THE PLANET NECESSARY".

Keep and add to the RENEWABLE ENERGY SUBSIDIES. Lets divert money from otherwise wasted \$'s on PLAN BAY AREA transit and dense residential.

Recompense for residential excess energy production so we can have finance companies invest in energy installations on residential roof tops - now.

TODAY'S PLANNER THINKING:

people will NOT continue to use their cars for most trips, when they will.

it is better to raise children on condominium balconies (next to freeway noise and pollution) than with gardens.

herding millions into densely packed urban corridors won't make traffic even worse.

can increase transit's share of travel to more than a measly 4% (from its current tiny 2%) when they can't.

[http://populationalert.org/GlobalWarming/wind\\_solar.htm](http://populationalert.org/GlobalWarming/wind_solar.htm)

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside Contra Costa**

**April 6, 2013, 6:38 PM**

I consider these plans social engineering. It is reason enough for me to stop paying taxes in California and leaving the state. I am not a proponent of socialism.

**3 Supporters**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside Marin**

**April 1, 2013, 2:11 PM**

In "A Plan to Build On", the section about streamlining building permits actually means that crony capitalist affordable housing developers will get automatic approval, while cities and towns are stripped of control over their own planning and zoning. The section of legal and regulatory reform actually means higher taxes, imposed by a new and unelected regional government. The section on prosperity actually means central planning of the regional economy, with bureaucrats picking winners and losers. The more socialist an economy, the greater the corruption and malinvestment. Winners are picked according to their political correctness and influence-peddling skills, so a closed system of favoritism is constructed, with politicians, crony capitalists, and bureaucrats all scratching each others backs. Hard experience from all over the world has proven time and again that over-centralization of this kind is a recipe for poverty and social instability. It is also profoundly undemocratic. We have already experienced the arrogant elitism exhibited by ABAG and MTC planners, who ignore public criticism, refuse to answer valid questions, and communicate mainly with big money insiders such as the Marin Community Foundation, the San Francisco Foundation, and the Silicon Valley Foundation. California has changed completely since the state's glory years in the 1960s. Then the great governor Pat Brown built the infrastructure that supported a strong free market economy and also advanced the middle class. Today, California is run for the benefit of the public employees unions, the very rich, and the very poor, in that order. The middle class no longer matters. Plan Bay Area is based on the unstated assumption that there's always more blood in the turnip. The planners seem to think that the Bay Area middle class can be squeezed, micro-managed, and taxed ad infinitum. Reality is not like that. California lost 4% of its population between 2000 and 2010, mostly middle class taxpayers and business owners. The only state that lost more population was New York, which lost 9%. No doubt, Plan Bay Area will be adopted as written, to the sound of loud hosannas. It's going to be one more nail in California's coffin. Texas or bust!

### **5 Supporters**

## Chapter 6: A Plan to Build On

What do you think about the "A Plan to Build On" chapter of draft Plan Bay Area?

**Name not shown inside Alameda**

**March 29, 2013, 8:12 PM**

Your "plan to build on" should be scrapped. This is completely unrealistic. People who understand what you are really trying to do, which is control the population and force us in to stack and pack housing and out of our cars, are NOT in favor of this plan. You had a lot of opposition in the last set of visioning sessions and instead of listening to the people you conducted a false and disingenous marketing survey to make it look like people wanted this plan.

Stop wasting our money. Let the local city elected officials figure out what they want to do in their towns and let the chips fall where they may. That is the free market and the most efficient way to handle these issues.

**14 Supporters**





PUBLIC OUTREACH and PARTICIPATION PROGRAM  
Phase Four: Draft Plan Bay Area (2013)

## APPENDIX D

### What We Heard: Public Opinion Poll

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Appendix D documents can be found immediately following this cover sheet, or online at:  
<http://onebayarea.org/regional-initiatives/plan-bay-area/meetings-events/What-We-Heard.html>



# **PLAN BAY AREA SURVEY**

## **Summary Report**

**PREPARED FOR**

**Metropolitan Transportation Commission (MTC)**

**PREPARED BY**

**Corey, Canapary & Galanis Research**

**June 2013**

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## Background and Methodology

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### Background and Purpose

On behalf of the Bay Area Metropolitan Transportation Committee (MTC), Corey, Canapary & Galanis (CC&G) undertook a study of Bay Area residents. The primary goal of this study was to assess public opinion concerning attitudes, preferences, priorities, and trade-offs on key regional environmental and transportation issues.

### Methodology

This study was conducted as 4 focus groups and telephone interviews with 2,516 Bay Area residents. The survey was conducted in English, Spanish, and Cantonese. Questions asked on the survey were developed by staff from MTC and Corey, Canapary & Galanis Research.

The field interviewing was done between March 13 and May 11, 2013. Residents were randomly contacted from a mixed sample of listed, Random Digit Dial (RDD), and cell phone numbers, in an attempt to reach a goal of 2,500 interviews. Interviewers made a minimum of three to four attempts for each contact. Once contacted, the respondent was given the opportunity to participate in the study by completion of a short telephone survey. Interviews were categorized by the home zip code of the respondent. This was used to ensure that sample was drawn to represent a geographically representative sample. Following the telephone interviewing, data from the survey was collated and open-ended responses analyzed and coded. All data was then processed and statistical tables generated.

### Reporting

The report begins with Key Findings. The next section, Detailed Results, presents this data on a question by question basis. This is followed by a breakout by demographic grouping, then by county. The final section is the Appendix which includes the questionnaire. Crosstabulated tables are included under a separate cover.

Percentages may not add up to 100% due to rounding.

## Key Findings – Management Summary

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### Plan Bay Area Initial Reaction

- After hearing a brief description of Plan Bay Area, a large share of residents feels that this type of plan is important to the region. 84% rate it as very or somewhat important.
  - Across counties, this rating is relatively constant. No county is lower than 77%.
  - Younger residents and transit users rate the importance even higher than others.
- Three key components of the plan were initially highlighted – improving the local economy, providing access to housing and transportation for everyone, and reducing driving and greenhouse gases.
  - Improving the local economy was considered the most important part of the plan for many (40%);
  - Providing access to housing and transportation was equally important (40%);
  - Reducing driving and greenhouse gases was lowest (18%).
- By county, providing access to housing and transportation was ranked more important among respondents from San Mateo, San Francisco, Santa Clara, and Alameda counties.

### Reducing Driving / Decreasing Greenhouse Gas Emissions

- Despite ranking lowest of the three key components of Plan Bay Area, reducing driving as a way to decrease greenhouse gas emissions (as a stand-alone issue) is actually supported by two-thirds (67%) of respondents. Respondents seem to support this goal even though it does not resonate as strongly as the economy or housing/transportation in general.
- Urban residents were most likely to support the reduction of greenhouse gas emissions, and were generally more favorable towards the various measures being considered to reach greenhouse gas reduction goals.

### Regional vs. Local Development

- Residents are split on who should guide housing and commercial development in the Bay Area. This appears to be a particularly divisive issue surrounding the plan. Overall, slightly more than half of residents (53%) think this development should be done locally, while 44% think this should be part of a regional plan.
  - Among counties, San Francisco has the highest percentage supporting a regional plan (48%), while Napa has the highest percentage supporting local (75%).
- Some of the key reasons that respondents oppose a regional plan for development include:
  - Local government knows the needs of its own citizens better.
  - Unrealistic/Too difficult to get counties to agree.
- Some also indicate local control should stay – but local agencies/decision-makers should be able to work together to address regional issues.

## Attitudinal Statements

- The most highly rated attitudinal statements were (*percent who agree shown in parenthesis*):
  - Government agencies should play an active role in attracting jobs and promoting the economy in the Bay Area (80%);
  - I would take public transit more often if it took less time than driving (78%);
  - There should be a focus on walking and biking rather than having to rely on a car (70%);
  - Changes will be needed to maintain the quality of life in the Bay Area for future generations (70%);
  - In general, warnings about greenhouse gas emissions causing climate changes are valid (70%)

## Funding Priorities

- Among the transportation related issues tested, the ones that were considered the highest priority for funding include:
  - Extend commuter rail, such as BART and Caltrain, throughout the Bay Area;
  - Maintain highways and local roads, including fixing potholes;
  - Providing more frequent public transit service.

## Greenhouse Gas Reduction Strategies

- Among the greenhouse gas reduction strategies, the most strongly supported strategy was: building more housing near public transit designed for residents who want to drive less, with 65% of respondents supporting this measure strongly (rating it a '4' or '5').
- The strategy opposed by most residents was: charging drivers a new fee based on the number of miles driven. More than half of respondents (64%) said they oppose this idea (rated a '1' or '2'), with nearly half (46%) strongly opposing.

## Residents' Perception of Key Issues in Bay Area

- Residents rate the Bay Area highly on open space preservation and air quality, but lower on other key issues asked about.
- When asked, "How are we doing now?," residents rate the Bay Area as follows:
  - Preservation of open space and parks (64% excellent/good);
  - Air quality (58% excellent/good);
  - Economic growth and prosperity (51% excellent/good);
  - Quality of public transit (37% excellent/good);
  - Upkeep and repair of local roads and freeways (26% excellent/good);
  - Availability of affordable housing (10% excellent/good).
- The above ratings vary some depending on the area. For example, those in the outer Bay Area rate availability of affordable housing more highly; but suburban and urban residents rate economic growth and prosperity more highly than those in the outer Bay Area.

## Key Findings – Summary and Charts

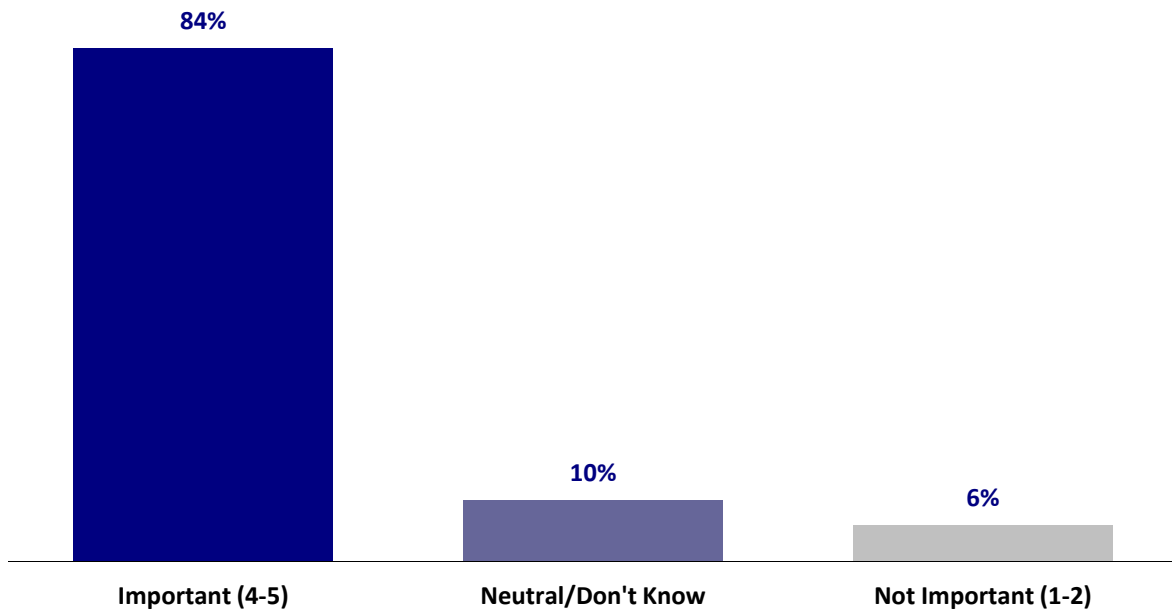
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### Plan Bay Area Initial Reaction

When asked for an initial assessment, 84% of respondents believe a regional plan like Plan Bay Area is important,

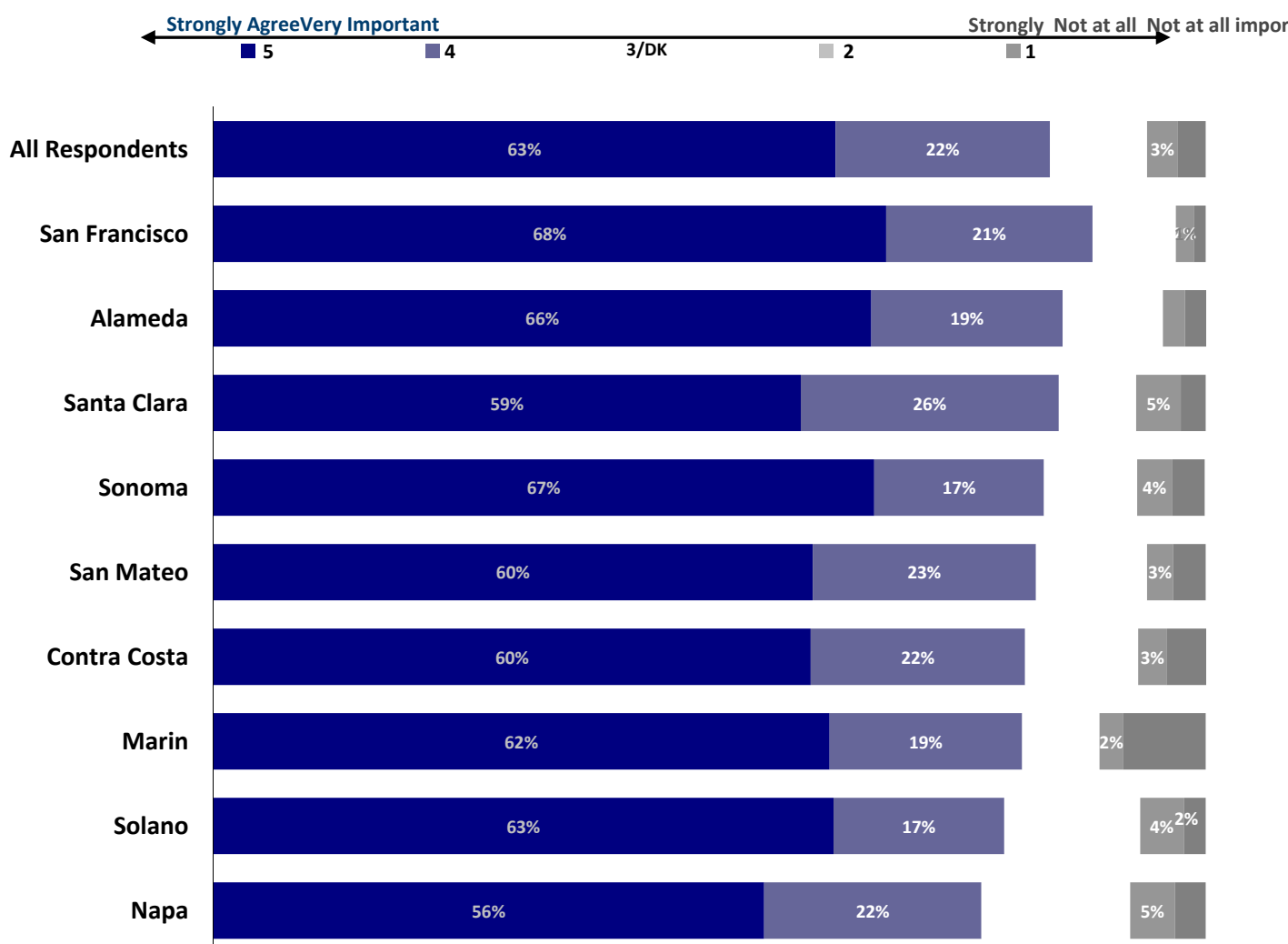
In general, how important do you think it is to establish this type of a regional plan? Use a 5-point scale where '5' is Very Important and '1' is Not at all Important.

---



Level of importance by individual county remains fairly high as well, ranging from 89% (in San Francisco) to 77% (in Napa).

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it. In general, how important do you think it is to establish this type of a regional plan?





## Plan Bay Area – Importance of Key Components

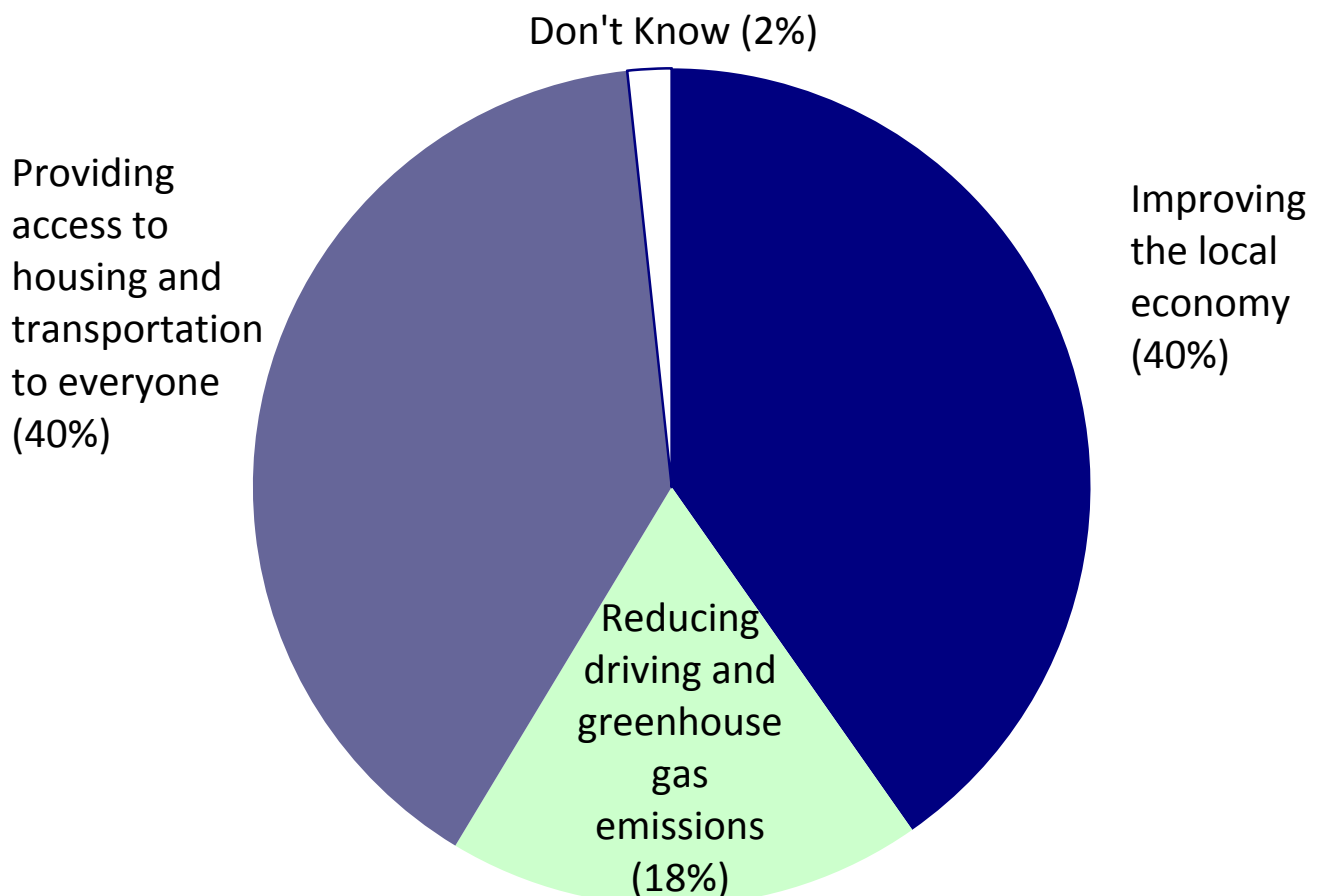
Three key components of Plan Bay Area were initially highlighted – improving the local economy, providing access to transportation for everyone, and reducing driving and greenhouse gases.

- Improving the local economy was considered the most important part of the plan for most (40%);
- Providing access to housing and transportation for everyone was next most important (40%);
- Reducing driving and greenhouse gases was lowest (18%).

Five counties indicated improving the local economy was the most important part of the plan; however, residents in San Mateo, San Francisco, Santa Clara, and Alameda counties said providing access to housing and transportation for everyone was most important.

Marin County showed the strongest support for reducing greenhouse gases as a priority, at 28%, while Solano County showed the weakest support, with just 11% of respondents from that county saying it was most important.

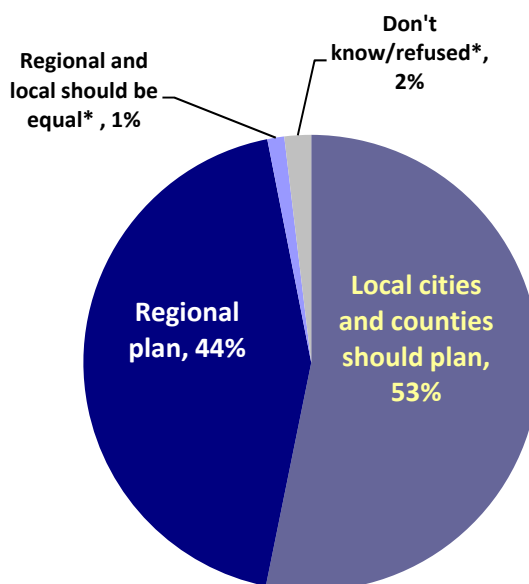
Which part of the plan is most important to the Bay Area's future . . . ?



## Regional vs. Local Development

Which statement do you agree with more?

- There should be a regional plan guiding housing and commercial development in the Bay Area.
  - Local cities and counties on their own should plan housing and commercial development in their area.
- Residents are split on who should guide housing and commercial development in the Bay Area. This appears to be a particularly divisive issue surrounding the plan. Overall, slightly more than half of residents (53%) think this development should be done locally, while 44% think this should be part of a regional plan.



\* These options were not read to respondents.

- Among counties, San Francisco has the highest percentage supporting a regional plan (48%), while Napa has the highest percentage supporting local (75%).

	Local Cities & Counties	A Regional Plan	A Mix
<b>By County</b>			
<b>Napa</b>	75%	22%	1%
<b>Sonoma</b>	63%	35%	2%
<b>Marin</b>	58%	38%	2%
<b>Solano</b>	58%	41%	1%
<b>Contra Costa</b>	53%	46%	-
<b>San Mateo</b>	52%	44%	2%
<b>Santa Clara</b>	52%	46%	1%
<b>Alameda</b>	51%	43%	1%
<b>San Francisco</b>	49%	48%	1%

- Some of the key reasons that respondents oppose a regional plan for development include:
  - Local government knows the needs of its own citizens better.
  - Unrealistic/Too difficult to get counties to agree.
  - Some also indicate local control should stay – but local agencies/decision-makers should be able to work together to address regional issues.

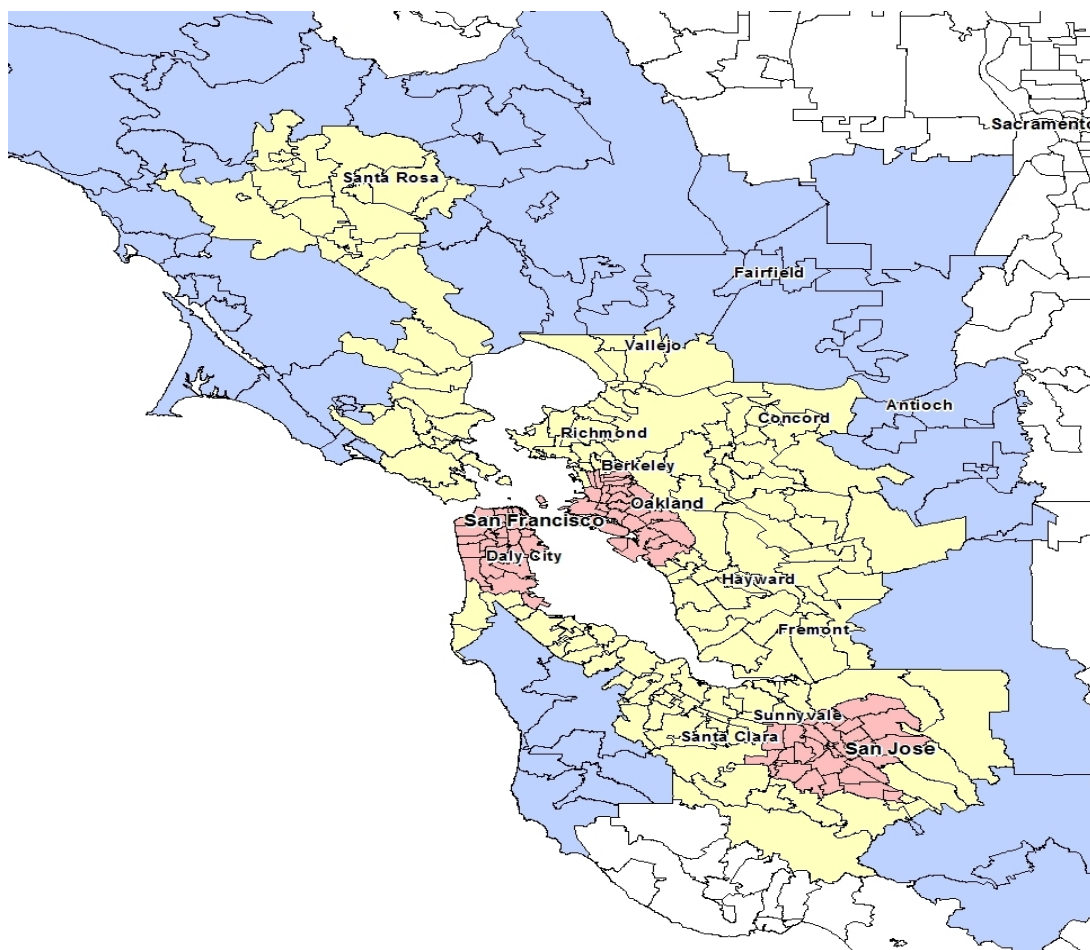
In the Bay Area map at right, red areas are urban, yellow areas are Suburban, and blue areas are Outer Suburban. White areas are outside of the Bay Area counties.

The definitions used are:

Urban – Primarily the urban areas of San Francisco, Oakland, and San Jose

Suburban – Areas immediately outside urban areas

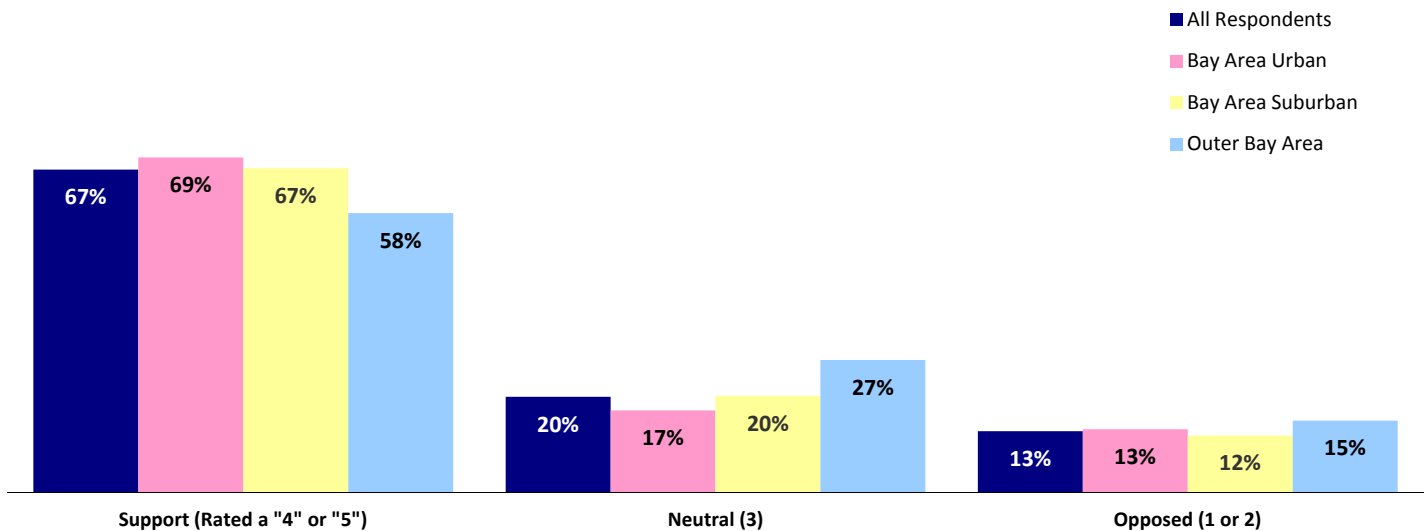
Outer Suburban – The outer geographic band of the Bay Area, including areas such as northwest Marin County, eastern Alameda County, and southern Santa Clara County



	Local Cities & Counties	A Regional Plan	A Mix
<b>By Area Type (Based on ZIP Code)</b>			
<b>Urban</b>	53%	44%	1%
<b>Suburban</b>	52%	45%	2%
<b>Outer Suburban</b>	63%	35%	1%

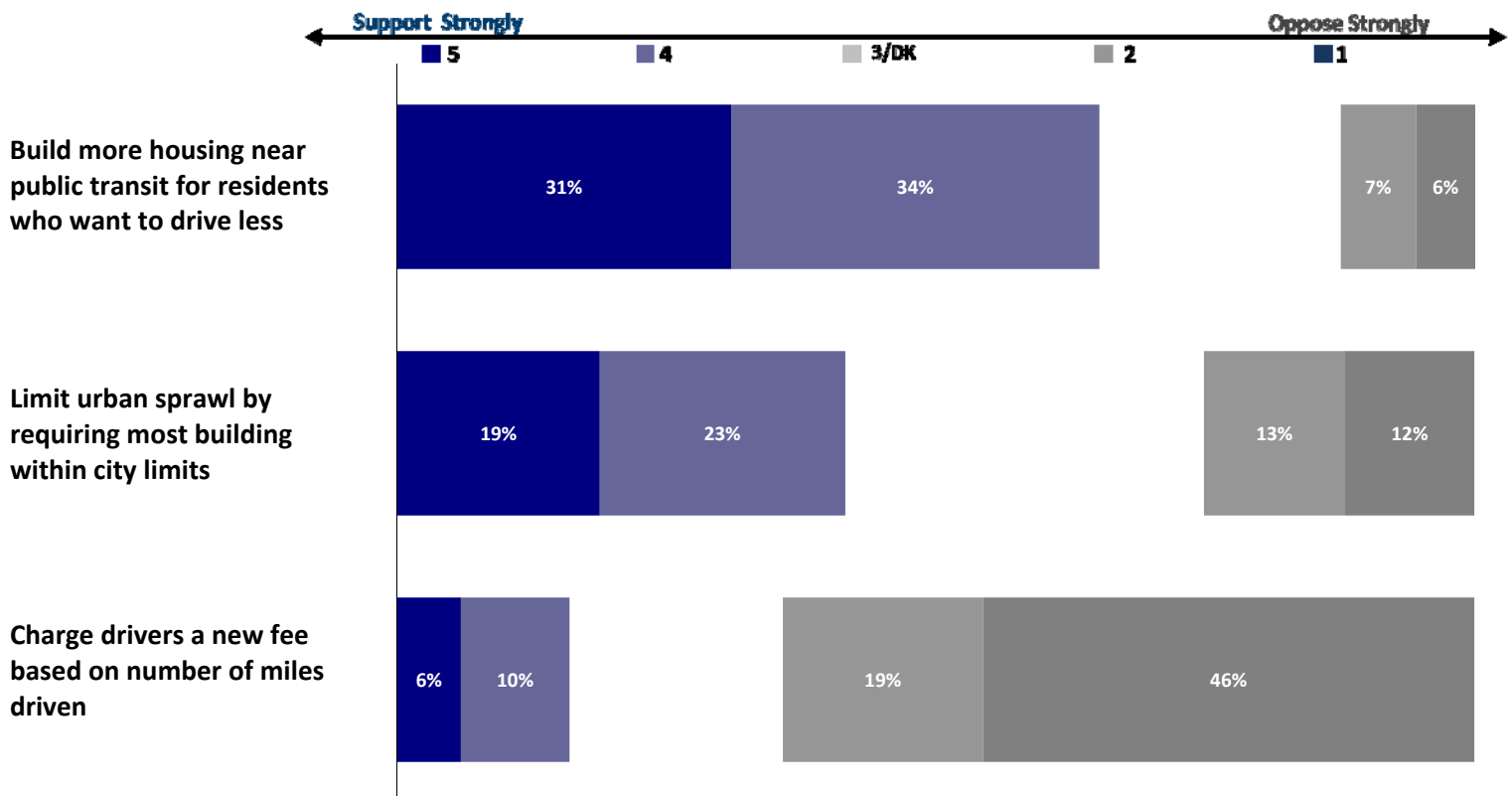
## Reducing Driving / Decreasing Greenhouse Gas Emissions

- Despite ranking lowest of the three key components of Plan Bay Area, reducing driving as a way to decrease greenhouse gas emissions (as a stand-alone issue) is actually supported by two-thirds (67%) of respondents. Respondents seem to support this goal even though it does not resonate as strongly as the economy or housing/transportation in general.
- Urban residents were most likely to support the reduction of greenhouse gas emissions, and were generally more favorable towards the various measures being considered to reach greenhouse gas reduction goals.



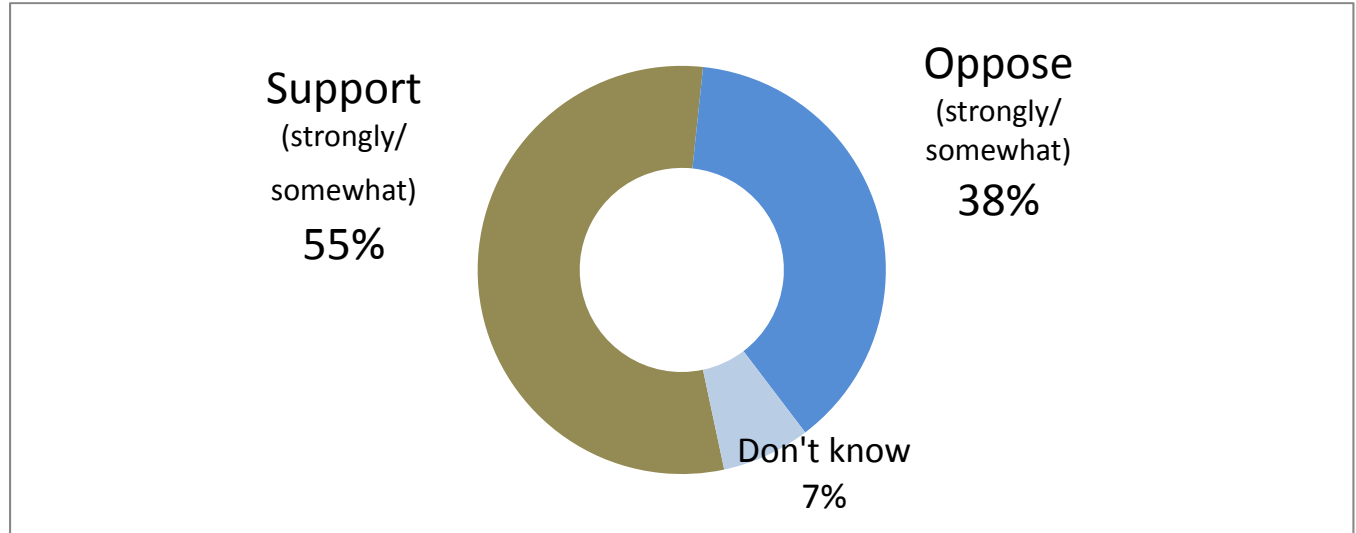
## Greenhouse Gas Reduction Strategies

- Among the greenhouse gas reduction strategies, the most strongly supported strategy was: building more housing near public transit designed for residents who want to drive less, with 65% of respondents supporting this measure strongly (rating it a '4' or '5').
- The strategy opposed by most residents was: charging drivers a new fee based on the number of miles driven. More than half of respondents (64%) said they oppose this idea (rated a '1' or '2'), with nearly half (46%) strongly opposing.



## Additional Express Lanes

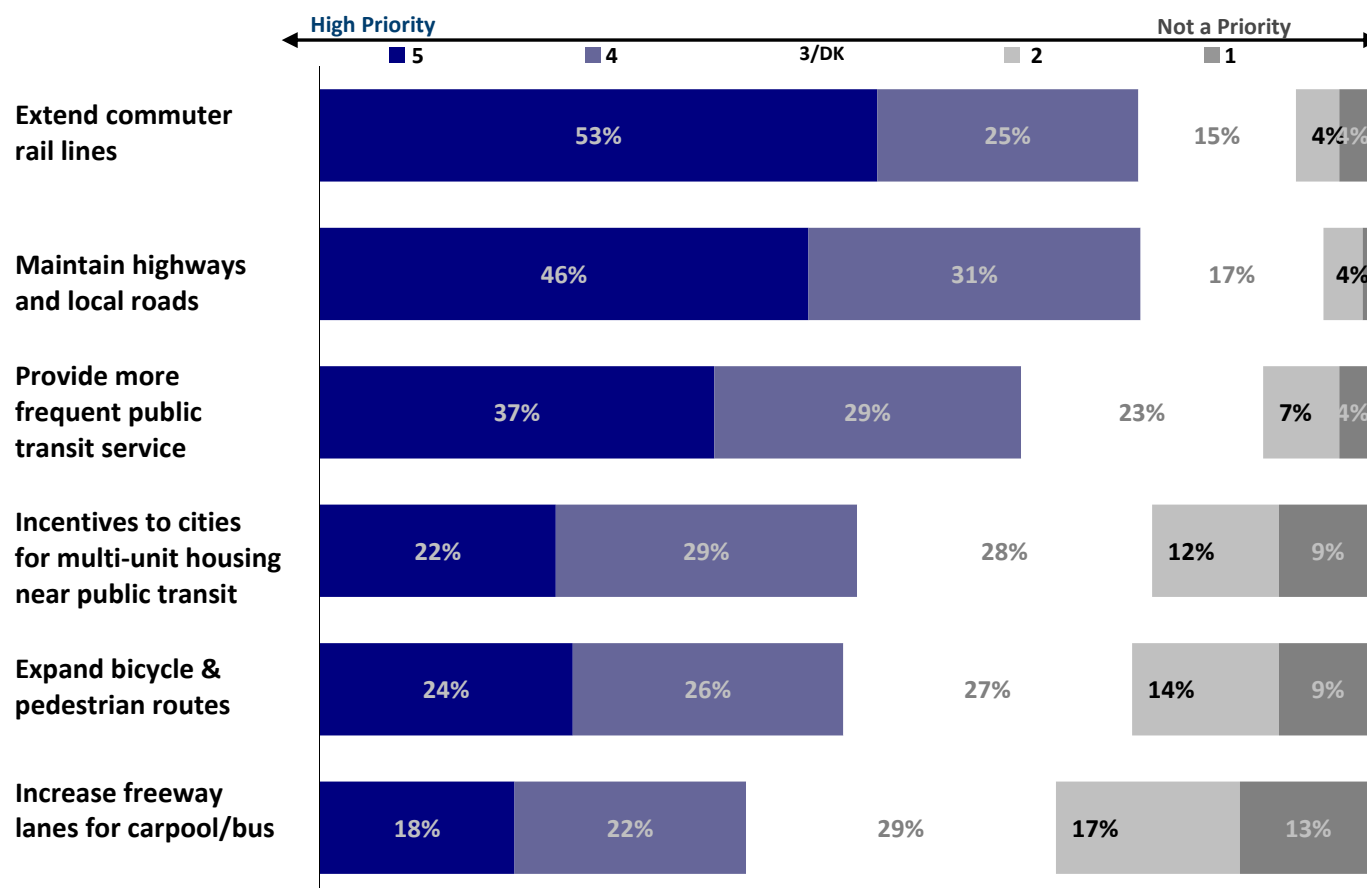
*Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways?*



- Over half of respondents (55%) supported the idea of establishing additional express lanes.
  - Respondents from suburban areas were the most likely to support these lanes.
  - Respondents making \$150K or more were the most likely to support the express lanes, respondents making between \$25K and \$75K were the least likely.
  - Respondents from Santa Clara County were the most likely to support these lanes, respondents from Marin County the least.

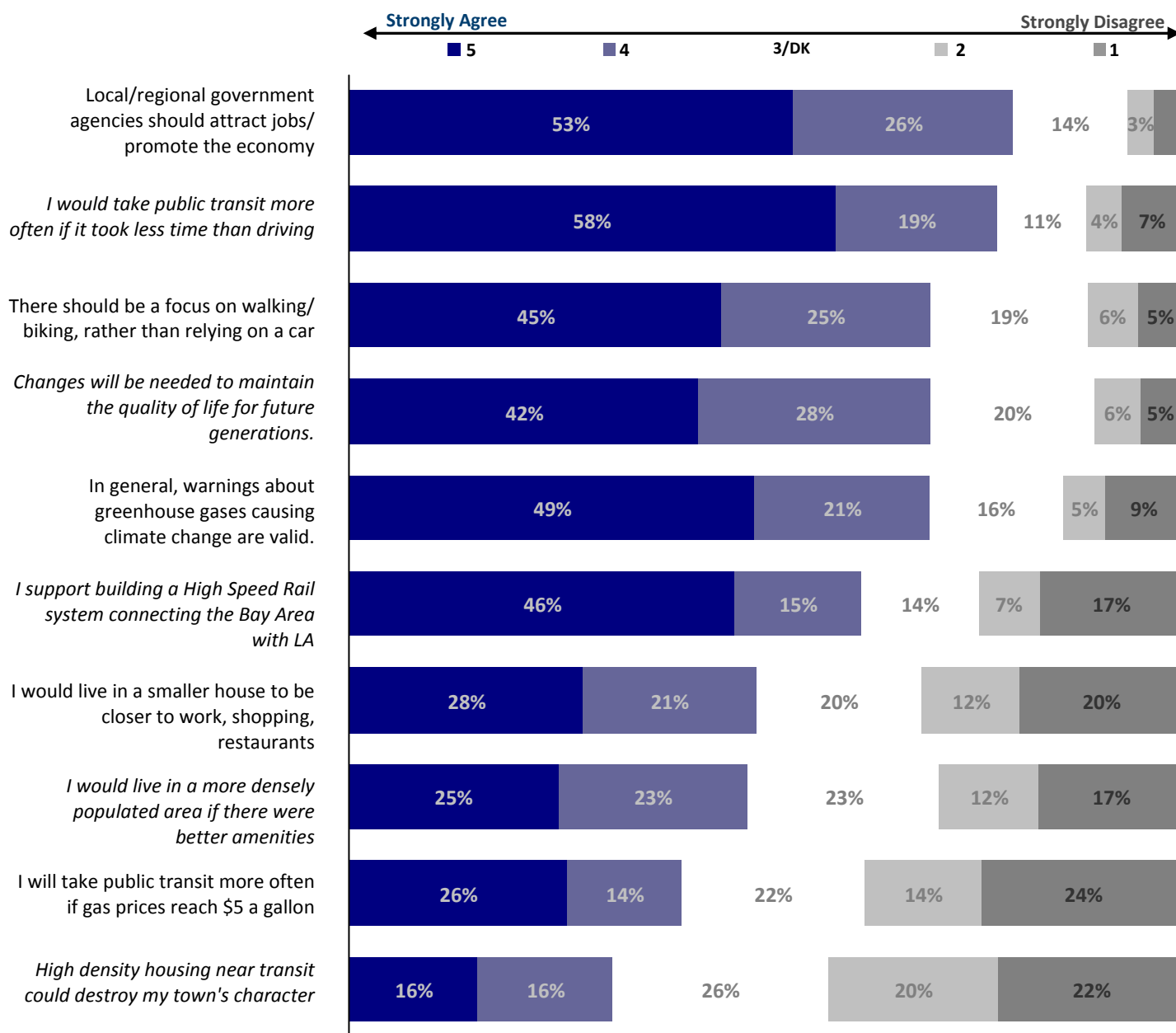
## Funding Priorities

- Among the transportation related issues tested, the ones that were considered the highest priority for funding include:
  - Extend commuter rail, such as BART and Caltrain, throughout the Bay Area;
  - Maintain highways and local roads, including fixing potholes;
  - Providing more frequent public transit service.



## Trade-offs and Attitudinal Statements

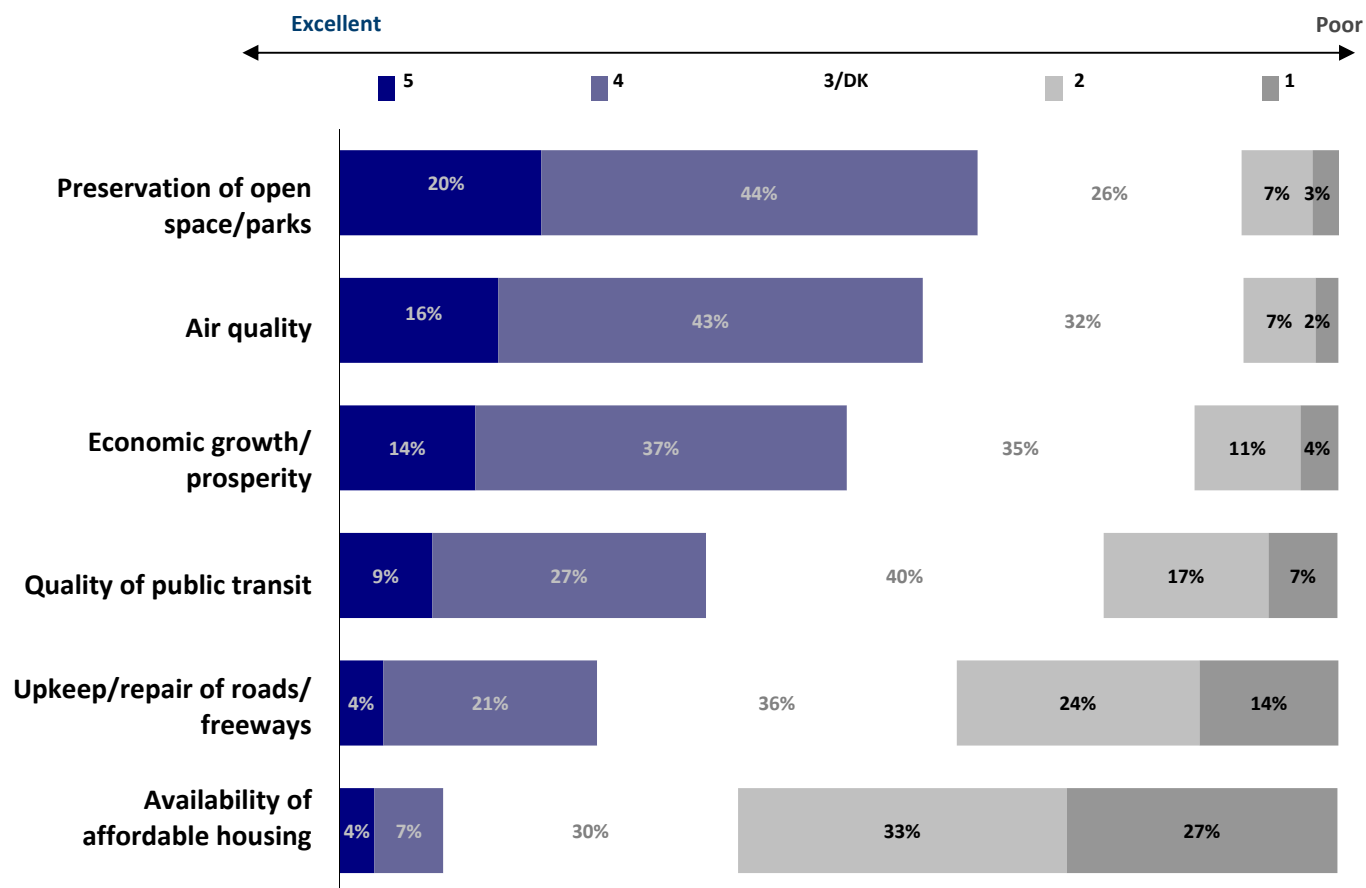
- The most highly rated attitudinal statements were (*percent who agree shown in parenthesis*):
  - Government agencies should play an active role in attracting jobs and promoting the economy in the Bay Area (80%);
  - I would take public transit more often if it took less time than driving (78%);
  - There should be a focus on walking and biking rather than having to rely on a car (70%);
  - Changes will be needed to maintain the quality of life in the Bay Area for future generations (70%);
  - In general, warnings about greenhouse gas emissions causing climate changes are valid (70%)





## Residents' Perception of Key Issues in Bay Area

- Residents rate the Bay Area highly on open space preservation and air quality, but lower on other key issues asked about.
- When asked, "How are we doing now?," residents rate the Bay Area as follows:
  - Preservation of open space and parks (64% excellent/good);
  - Air quality (58% excellent/good);
  - Economic growth and prosperity (51% excellent/good);
  - Quality of public transit (37% excellent/good);
  - Upkeep and repair of local roads and freeways (26% excellent/good);
  - Availability of affordable housing (10% excellent/good).
- The above ratings vary some depending on the area. For example, those in the outer suburban area rate availability of affordable housing more highly; but suburban and urban residents rate economic growth and prosperity more highly than those in the outer suburban area.

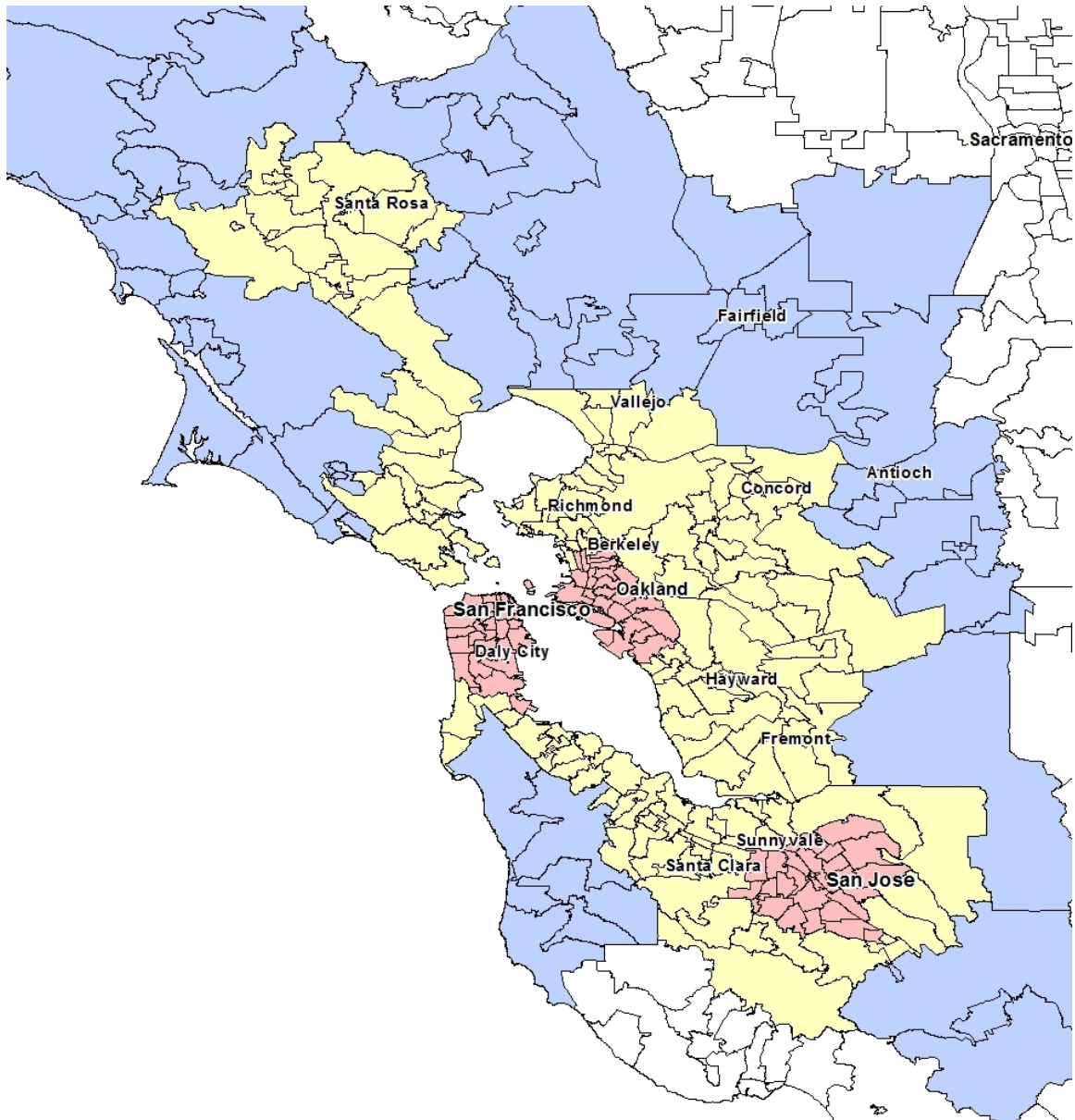


## Detailed Results

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## Results By Area Type

Respondent zip codes were plotted on a zip code map and colored by area type. On the following map: red is Urban areas, yellow is Suburban areas, blue areas are Outer Suburban, and white areas are outside of the Bay Area.



The definitions used are:

Urban – Primarily the urban areas of San Francisco, Oakland, and San Jose

Suburban – Areas immediately outside the urban areas

Outer Suburban – The outer geographic band of the Bay Area, including areas such as northwest Marin County, eastern Alameda County, and southern Santa Clara County.

## Perception Of General Issues (Overview)

Overall, two thirds of respondents (64%) rated preservation of open space excellent or good (5 or 4). Only 10% rated the availability of affordable housing similarly.

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area?

	ALL RESPONDENTS	URBAN	SUBURBAN	OUTER SUBURBAN
Base	2,516	858	1,279	316
	5+4*	5+4*	5+4*	5+4*
	%	%	%	%
Preservation of open space	64	61	68	58
Air quality	58	57	61	54
Economic growth/prosperity	51	51	55	37
Quality of public transit	37	40	34	41
Upkeep of roads and freeways	26	24	27	26
Availability of affordable housing	10	10	10	14

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Perception Of General Issues (Detail)

Overall, preservation of open space was rated most highly among respondents (3.73), while the availability of affordable housing was rated the lowest (2.24).

The rating for availability of affordable housing increased the further from the urban area the respondent was. Notably, the ratings for preservation of open space, air quality, and upkeep and repair of local roads and freeways were highest among suburban respondents, while outer suburban residents rated the quality of public transit nearly as high as respondents from urban areas, who rated this attribute the highest of the three subgroups.

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area?

	Excellent				Poor	Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#
<b>Overall, how would you rate preservation of open space and parks in the Bay Area?</b>							
<b>All Respondents.....</b>	<b>20</b>	<b>44</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>3.73</b>
Urban .....	18	43	25	7	5	2	3.64
Suburban.....	22	46	23	7	2	1	3.80
Outer Suburban .....	20	38	31	8	2	1	3.66
<b>Overall, how would you rate air quality in the Bay Area?</b>							
<b>All Respondents.....</b>	<b>16</b>	<b>43</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>&lt;1</b>	<b>3.63</b>
Urban .....	16	40	34	7	2	<1	3.61
Suburban.....	16	45	30	7	2	1	3.66
Outer Suburban .....	15	40	34	8	3	<1	3.54
<b>Overall, how would you rate economic growth/prosperity in the Bay Area?</b>							
<b>All Respondents.....</b>	<b>14</b>	<b>37</b>	<b>33</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>3.47</b>
Urban .....	14	38	34	10	4	1	3.48
Suburban.....	15	40	31	9	4	2	3.55
Outer Suburban .....	7	31	44	14	4	1	3.23

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area?

	Excellent				Poor	Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#

**Overall, how would you rate quality of public transit in the Bay Area?**

<b>All Respondents.....</b>	<b>9</b>	<b>27</b>	<b>34</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>3.17</b>
Urban .....	10	30	36	15	4	5	3.27
Suburban .....	8	25	35	18	9	5	3.07
Outer Suburban .....	11	29	29	16	7	8	3.24

**Overall, how would you rate upkeep and repair of local roads and freeways in the Bay Area?**

<b>All Respondents.....</b>	<b>4</b>	<b>21</b>	<b>36</b>	<b>24</b>	<b>14</b>	<b>&lt;1</b>	<b>2.78</b>
Urban .....	6	18	34	28	14	1	2.74
Suburban .....	3	23	38	22	14	<1	2.81
Outer Suburban .....	5	21	32	28	13	<1	2.76

**Overall, how would you rate availability of affordable housing in the Bay Area?**

<b>All Respondents.....</b>	<b>4</b>	<b>7</b>	<b>26</b>	<b>33</b>	<b>27</b>	<b>4</b>	<b>2.24</b>
Urban .....	4	6	22	35	30	3	2.17
Suburban .....	3	7	25	33	28	4	2.21
Outer Suburban .....	4	10	34	29	19	4	2.50

## Perception Of Plan's Importance

Overall, 84% of respondents rated the need for a regional plan at least a four out of five. Urban respondents rated the importance of the plan the highest at 4.47 out of 5.00.

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it. In general, how important do you think it is to establish this type of a regional plan?

		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base		%	%	%	%
Very Important	(5).....	63	67	61	61
	(4).....	22	19	23	21
	(3).....	9	9	9	11
	(2).....	3	3	3	4
Not at all important	(1).....	3	2	3	3
Don't know	.....	1	1	<1	<1
		100	100	100	100
<b>MEAN (Out of 5.00)</b>		<b>4.39</b>	<b>4.47</b>	<b>4.37</b>	<b>4.33</b>

### RECAP

		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base		%	%	%	%
Important (4 or 5) .....		84	86	84	82
Neutral (3) .....		9	9	9	11
Not important (2 or 1).....		6	5	6	7
Don't know .....		1	1	<1	<1
		100	100	100	100

## Why is that? (Rated plan as important)\*

	ALL RESPONDENTS 2,119	URBAN 735	SUBURBAN 1,078	OUTER SUBURBAN 259
Base (Rated Plan Importance 4 or 5)				
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better .....	27	28	26	28
General positive comment (It's important, We need it, etc.) .....	18	19	18	15
Need a regional plan to make sure goals are met/avoid inefficiency/problems/allocate funds properly/have accountability .....	17	15	19	14
Lack of affordable housing/People can't afford to live near their work, school .	16	18	14	17
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.) .....	14	16	13	15
Better transportation system/planned housing would help economic growth	7	7	7	9
Roads/highways are too congested/In bad repair/no parking .....	6	5	7	9
Need to maintain/improve the quality of life in the area .....	5	5	5	5
Need to move away from car-based transportation/Need to make it possible to live without owning a car/use electric cars/carpooling/bikepaths .....	4	4	3	4
Need a way to reduce commute times/sprawl/Redevelop land .....	3	5	2	3
The Bay Area is too expensive/Middle/Working class being squeezed out .....	3	4	3	2

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.



## Why is that? (Rated plan as unimportant)\*

	ALL RESPONDENTS 150	URBAN 42	SUBURBAN 81	OUTER SUBURBAN 21^
Base (Rated Plan Importance 1 or 2)				
MULTIPLE RESPONSES ACCEPTED	%	%	%	%
Lack of affordable housing/people can't afford to live near work/school .....	11	2	13	20
Need a regional plan to make sure goals are met/avoid inefficiency/problems/allocate funds properly/have accountability .....	11	18	9	11
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.).....	11	10	10	18
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better .....	10	6	12	3
General positive comment (It's important, We need it, etc.) .....	9	5	11	14
Don't like/trust the government .....	9	13	8	3
Don't see a problem/Things are good as they Are/Plan is unnecessary.....	8	2	9	9
Don't like/trust a central planning agency/ Would prefer more local control .....	6	11	4	8
Plan is too broad/Not an achievable goal	6	9	7	-
Better transportation system/planned housing would help economic growth	6	2	10	<1
Government can't afford it/Don't want my taxes/prices raised to pay for it/What is cost .....	5	4	6	6
Too much government regulation/Government will take people's houses/force people to live in apartments or condensed housing/take public transit/drive electric cars.....	5	9	3	9

\*Only responses stated by 5% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

^ Caution-Low base

## What Should Be The Plan's Focus?

Overall, respondents rated improving the local economy as the highest priority and providing access to housing and transportation for everyone as the second highest priority for the plan.

Both suburban and Outer suburban respondents felt that improving the local economy should be the plan's priority; however, urban respondents felt the plan's focus should be on providing access to housing and transportation for everyone

Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone? (select one).

	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base	%	%	%	%
Improving the local economy .....	40	35	41	49
Providing access to housing and transportation for everyone ....	40	46	37	34
Reducing driving and greenhouse gas emissions .....	18	17	19	16
Don't know .....	2	1	2	1
	100	100	100	100

Which is next most important? (select one).

	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base	%	%	%	%
Providing access to housing and transportation for everyone ....	40	38	39	44
Improving the local economy .....	29	33	26	30
Reducing driving and greenhouse gas emissions .....	29	26	32	23
Don't know .....	3	3	3	3
	100	100	100	100

## Plan Bay Area Funding Priorities (Overview)

Overall, three quarters of respondents (78% and 77% respectively) felt that the maintenance of highways and local roads and expanding of commuter rail lines should be funding priorities for the plan. One third (39%) felt that funding should be allotted to Increase the number of freeway lanes for carpoolers and bus riders.

I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

	ALL RESPONDENTS	URBAN	SUBURBAN	OUTER SUBURBAN
Base	2,516	858	1,279	316
	5+4*	5+4*	5+4*	5+4*
	%	%	%	%
Maintain highways and roads	78	76	78	83
Extend commuter rail lines	77	75	80	76
More frequent public transit service	66	70	66	59
Financial incentives for multi-units	51	56	50	42
Expand ped. and bicycle routes	50	50	51	42
Increase freeway lanes	40	38	42	40

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Plan Bay Area Funding Priorities

Overall, respondents felt the expanding of commuter rail lines and the maintenance of highways and local roads should be funding priorities for the plan. They felt expanding bicycle and pedestrian routes and increasing the number of freeway lanes for carpoolers and bus riders to be the least important funding priorities.

Public transit related priorities tended to rate lower the further the respondent was from the urban area and road and highway maintenance and improvement priorities tended to rate higher the further the respondent was from the urban area.

I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

	High Priority				Not a Priority	Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#
Maintain highways and local roads, including fixing potholes							
All Respondents.....	46	31	17	4	1	<1	4.17
Urban .....	45	32	18	5	1	<1	4.13
Suburban.....	45	32	18	3	2	<1	4.17
Outer Suburban .....	53	30	15	2	<1	<1	4.33
Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area							
All Respondents.....	53	25	14	4	4	1	4.20
Urban .....	51	24	16	5	2	1	4.18
Suburban.....	54	25	13	3	3	1	4.24
Outer Suburban .....	53	23	12	6	7	1	4.10
Provide more frequent public transit service							
All Respondents.....	37	29	22	7	4	1	3.91
Urban .....	42	28	20	6	3	1	4.01
Suburban.....	36	31	22	7	4	1	3.88
Outer Suburban .....	34	25	24	11	5	2	3.74

I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

	High Priority			Not a Priority		Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#
<b>Provide financial incentives to cities to build more multi-unit housing near public transit</b>							
<b>All Respondents.....</b>	<b>22</b>	<b>29</b>	<b>28</b>	<b>12</b>	<b>9</b>	<b>&lt;1</b>	<b>3.43</b>
Urban .....	27	29	28	10	7	<1	3.59
Suburban.....	21	29	27	13	10	1	3.38
Outer Suburban .....	16	26	30	15	12	1	3.19
<b>Expand bicycle and pedestrian routes</b>							
<b>All Respondents.....</b>	<b>24</b>	<b>26</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>3.41</b>
Urban .....	24	27	26	13	10	1	3.41
Suburban.....	25	26	26	14	8	<1	3.46
Outer Suburban .....	20	22	31	16	10	<1	3.26
<b>Increase the number of freeway lanes for carpoolers and bus riders</b>							
<b>All Respondents.....</b>	<b>18</b>	<b>22</b>	<b>28</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>3.15</b>
Urban .....	17	21	31	17	13	2	3.12
Suburban.....	18	24	28	17	13	1	3.17
Outer Suburban .....	23	17	28	18	14	<1	3.19

## Support Of Reducing Driving To Decrease Greenhouse Gas Emissions

Overall, two thirds (67%) of respondents supported reducing driving to reduce greenhouse gas emissions, however, the further from an urban area the respondent was, the less likely the respondent was to support this.

The Bay Area plan also focuses on reducing driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy? Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

Base		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
		%	%	%	%
Support strongly	(5).....	39	41	40	36
	(4).....	27	29	28	22
	(3).....	20	17	20	27
	(2).....	6	6	5	6
Oppose strongly	(1).....	7	7	6	9
Don't know .....		1	1	1	<1
		100	100	100	100
<b>MEAN (Out of 5.00)</b>		<b>3.87</b>	<b>3.90</b>	<b>3.89</b>	<b>3.70</b>

### RECAP

Base		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
		%	%	%	%
Support (4 or 5).....		67	69	67	58
Neutral (3).....		20	17	20	27
Oppose (2 or 1) .....		13	13	12	15
Don't know .....		1	1	1	<1
		100	100	100	100

## Support of Other Policies to Reduce Use of Cars and Decrease Greenhouse Gas Emissions (Overview)

Overall, two thirds of respondents (65%) supported the idea of building more housing near public transit. Only 16% supported the idea of charging drivers a new fee based on the number of annual miles driven.

I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 Support Strongly and 1 Oppose strongly).

	ALL RESPONDENTS	URBAN	SUBURBAN	OUTER SUBURBAN
Base	2,516	858	1,279	316
	5+4*	5+4*	5+4*	5+4*
	%	%	%	%
More housing near transit	65	71	63	60
Require building in city limits	42	44	41	40
Fee based upon miles driven	16	18	17	7

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Support Of Other Policies To Reduce Use Of Cars And Decrease Greenhouse Gas Emissions

Overall, respondents most supported building more housing near public transit, rating the measure 3.79.

As might be expected, the further from the urban core, the less likely the respondent was to be in favor of a miles driven fee, but all respondents strongly opposed charging drivers a new fee based on the number of annual miles driven, with a rating of 2.11 and only 16% of respondents saying they would support the measure.

I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 is Support Strongly and 1 is Oppose Strongly)

	Support Strongly			Oppose Strongly		Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#
<b>Build more housing near public transit for residents who want to drive less</b>							
<b>All Respondents.....</b>	<b>31</b>	<b>34</b>	<b>22</b>	<b>7</b>	<b>6</b>	<b>&lt;1</b>	<b>3.79</b>
Urban .....	36	35	19	5	5	<1	3.91
Suburban .....	30	34	24	7	6	1	3.74
Outer Suburban .....	25	34	25	10	5	<1	3.65
<b>Limit urban sprawl by requiring most additional housing and commercial buildings to be built within current city or town limits</b>							
<b>All Respondents.....</b>	<b>19</b>	<b>23</b>	<b>32</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>3.24</b>
Urban .....	19	25	34	10	10	2	3.32
Suburban .....	19	22	30	14	13	2	3.21
Outer Suburban .....	19	21	31	14	14	1	3.16
<b>Charge drivers a new fee based on the number of annual miles driven</b>							
<b>All Respondents.....</b>	<b>6</b>	<b>10</b>	<b>19</b>	<b>19</b>	<b>46</b>	<b>1</b>	<b>2.11</b>
Urban .....	7	11	21	18	43	1	2.21
Suburban .....	6	11	20	18	44	1	2.16
Outer Suburban .....	3	4	12	21	59	1	1.70



## Regional Planning Vs. Local Planning

Overall, half of respondents (53%) felt that local cities and counties, instead of a regional agency should plan. Only 1% felt that regional and local agencies should be equal. Outer suburban respondents overwhelmingly favored planning by local cities and counties, with 63% favoring local planning and only 35% favoring regional planning, urban and suburban residents were split more evenly.

Which statement do you agree with more:

a) There should be a regional plan guiding housing and commercial development in the Bay Area.

OR

b) Local cities and counties on their own should plan housing and commercial development in their area.

Base	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
	%	%	%	%
Local cities and counties should plan .....	53	53	52	63
Regional plan.....	44	44	45	35
Regional and local should be equal. ....	1	1	2	1
Don't know/Refused .....	2	2	2	2
	100	100	100	100

## Why is that? (Favor regional planning)\*

Base (Regional Preferred)	ALL RESPONDENTS 1,098	URBAN 379	SUBURBAN 579	OUTER SUBURBAN 109
MULTIPLE RESPONSES ACCEPTED	%	%	%	%
Bay Area counties/cities interconnected/ interdependent.....	15	17	16	7
Collaborative effort/Work together/ Share knowledge/information.....	15	18	13	12
Comprehensive/Long-term planning/ Broad perspective.....	12	11	12	8
Benefits whole Bay Area/Common good/Fairness/Avoids conflict & abuse .....	11	11	12	9
Local government is ineffective/has narrow focus/negative results/selfish/ puts own interests first/crooked/ doesn't have resources/Don't trust....	9	8	8	16
Effective/Efficient planning/Provide direction/expertise/authority.....	9	6	10	12
Regional plan will get better results/ Centrally controlled/More knowledge/ Integrated/Makes sense.....	7	9	6	8
Regional plan avoids politics/special interests/corruption/more organized/ regulated funds.....	7	4	10	4
Consistency/Continuity/Uniformity/ Coordinated/cohesive results.....	7	6	8	7
Improve transportation/traffic congestion/traffic issues.....	6	8	5	4
Cost effective/Makes financial sense/ Financial control	5	5	5	6
Provides balance between big picture/ overall plan and local needs/issues ....	5	5	4	5
Improve housing/Make affordable housing/housing development/Land use issues/closer to work & transit ....	3	1	3	2

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Why is that? (Favor local planning)\*

Base (Local Preferred)	ALL RESPONDENTS 1,341	URBAN 454	SUBURBAN 660	OUTER SUBURBAN 200
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%
Local knowledge/Locals know community needs/issues/resources better .....	31	31	31	33
Local community/government capable/effective/should have say/make own plan/get it done faster/balance budget/control money/makes sense .....	29	27	32	26
One plan doesn't fit all/Communities have unique qualities/different needs	12	11	12	14
Control own destiny/future/Make own decisions/Take responsibility .....	10	8	10	10
Don't trust government/regional committees/Don't want to be told what to do/Implications .....	8	5	9	8
Regional government is ineffective/doesn't consider enough/selfish/puts own interests first/crooked/too broad/complacent/imposes limits .....	4	5	4	5
Big government bureaucracy/interference/regulation/biases/laws..	3	3	3	3
One agency can't have control over everything in the Bay Area/Bay Area too big to govern the entire area .....	3	3	2	3
Community involvement/input/live in/vote in community .....	2	2	2	5
Local plan avoids politics/special interests/corruption/better priorities	2	2	3	1
General positive comment/Makes sense/Is obvious/Need a plan .....	2	3	2	1
Collaborative effort/Work together/Share knowledge/information.....	2	1	2	1

\*Only responses stated by 2% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Tradeoffs (Overview)

Overall, three quarters of respondents (78%) would take public transit more if it took less time than driving. Nearly half (49% and 48% respectively) would live in a smaller house or a more densely populated neighborhood if it meant more neighborhood amenities.

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	URBAN	SUBURBAN	OUTER SUBURBAN
Base	2,516	858	1,279	316
	5+4*	5+4*	5+4*	5+4*
	%	%	%	%
Public transit - if took less time	78	80	80	68
Smaller house	49	53	48	43
More densely populated	48	55	46	38
Public transit – if high gas prices	40	47	36	39

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Tradeoffs

Respondents further from the urban core are less likely to live in a smaller house or more densely populated area, even if it meant better amenities. They are also less likely to use public transit despite time savings, although outer suburban residents would be slightly more likely than suburban residents to use public transit if it meant a monetary savings.

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	Agree Strongly			Disagree Strongly		Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#

**I would take public transit more often if it took less time than driving.**

<b>All Respondents.....</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>4.18</b>
Urban .....	63	17	9	3	7	<1	4.26
Suburban.....	57	22	9	4	7	1	4.19
Outer Suburban .....	51	17	14	8	10	1	3.92

**I would live in a smaller house to be closer to work, shopping, and restaurants.**

<b>All Respondents.....</b>	<b>28</b>	<b>21</b>	<b>19</b>	<b>12</b>	<b>20</b>	<b>1</b>	<b>3.26</b>
Urban .....	30	23	18	10	17	1	3.39
Suburban.....	27	20	18	14	20	1	3.21
Outer Suburban .....	25	17	23	10	24	<1	3.10

**I would live in a more densely populated area if there were better neighborhood amenities (restaurants, shops, etc.)**

<b>All Respondents.....</b>	<b>25</b>	<b>23</b>	<b>22</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>3.27</b>
Urban .....	30	25	21	10	13	2	3.50
Suburban.....	24	22	22	13	18	1	3.20
Outer Suburban .....	16	22	25	11	24	1	2.94

**I would take public transit more often if gas prices reach \$5 a gallon.**

<b>All Respondents.....</b>	<b>26</b>	<b>14</b>	<b>19</b>	<b>14</b>	<b>24</b>	<b>3</b>	<b>3.04</b>
Urban .....	30	17	21	9	20	3	3.29
Suburban.....	23	13	20	16	27	2	2.90
Outer Suburban .....	26	14	16	16	27	1	2.95

## Attitudinal Statements (Overview)

Overall, 80% of respondents felt that local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area. Only a third (32%) felt that encouraging high density housing would change their neighborhood's character.

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	URBAN	SUBURBAN	OUTER SUBURBAN
Base	2,516	858	1,279	316
	5+4*	5+4*	5+4*	5+4*
	%	%	%	%
Agencies Should Attract Jobs/ Promote Economy	80	81	78	84
Bike/Walk Focus	70	73	69	64
Gas emissions & climate change	70	74	70	60
Changes will be needed in community	70	72	70	66
High speed rail	61	69	58	56
Encouraging high density housing	32	26	35	31

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Attitudinal Statements

Generally, the further from the urban core the respondent was, the less likely they were to agree with the statement. The exceptions to this was: “*Encouraging high density housing near public transit could destroy the character of my city or town,*” where the further the respondent was from the urban core the more likely they were to agree, and “*Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area,*” where outer suburban respondents were the most likely to agree.

Next I’d like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree.

	Agree Strongly			Disagree Strongly		Don’t Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#

**Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area**

<b>All Respondents.....</b>	<b>53</b>	<b>26</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>4.23</b>
Urban .....	55	26	13	3	3	-	4.28
Suburban.....	51	27	14	4	4	1	4.18
Outer Suburban .....	59	24	11	3	2	<1	4.36

**Throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip**

<b>All Respondents.....</b>	<b>45</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>&lt;1</b>	<b>3.98</b>
Urban .....	49	25	17	5	5	1	4.08
Suburban.....	44	26	19	6	6	<1	3.96
Outer Suburban .....	39	25	21	8	6	<1	3.82

**In general, warnings about greenhouse gas emissions causing climate change are valid**

<b>All Respondents.....</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>3.96</b>
Urban .....	51	22	12	4	8	2	4.07
Suburban.....	50	20	15	5	9	1	3.98
Outer Suburban .....	40	21	17	8	14	2	3.65

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree.

	Agree Strongly			Disagree Strongly		Don't Know	MEAN SCORE
	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	#
<b>Changes will be needed in my community to maintain the quality of life in the Bay Area for future generations</b>							
<b>All Respondents.....</b>	<b>42</b>	<b>28</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>3.97</b>
Urban .....	47	26	18	4	4	1	4.08
Suburban.....	38	31	18	7	5	1	3.92
Outer Suburban .....	45	22	22	4	8	1	3.92
<b>I support building a high speed rail system connecting the Bay Area with the Los Angeles Area</b>							
<b>All Respondents.....</b>	<b>46</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>17</b>	<b>2</b>	<b>3.67</b>
Urban .....	52	16	12	5	13	1	3.90
Suburban.....	44	14	13	9	19	1	3.56
Outer Suburban .....	40	16	14	6	22	1	3.46
<b>Encouraging high density housing near public transit could destroy the character of my city or town</b>							
<b>All Respondents.....</b>	<b>16</b>	<b>16</b>	<b>25</b>	<b>20</b>	<b>22</b>	<b>1</b>	<b>2.82</b>
Urban .....	14	12	27	22	24	1	2.70
Suburban.....	16	19	21	20	23	1	2.86
Outer Suburban .....	17	14	31	19	18	1	2.94



## Support Of Additional Express Lanes

Overall, half (55%) of respondents supported additional express lanes. Respondents from suburban areas were the most likely to support these lanes.

The Express lanes are currently in use in Alameda and Contra Costa counties. They are designed to reduce commute times. Based on congestion, they would allow solo drivers to use the carpool lanes for a fee while carpoolers and bus riders continue to use the lanes for free.

Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways?

		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base		%	%	%	%
Support strongly	(4).....	28	29	28	29
	(3).....	27	27	28	24
	(2).....	17	17	17	19
Oppose strongly	(1).....	21	20	22	23
Don't know .....		6	7	6	5
		100	100	100	100
<b>MEAN (Out of 4.00)</b>		<b>2.67</b>	<b>2.71</b>	<b>2.65</b>	<b>2.62</b>

### RECAP

		ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base		%	%	%	%
Support (3 or 4).....		55	56	55	53
Oppose (2 or 1) .....		38	37	39	42
Don't know .....		6	7	6	5
		100	100	100	100

## Why is that?\*

Base	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%
Support if charge those willing to pay/ offer the option .....	12	12	12	11
Would help reduce traffic/congestion	11	12	10	9
Unfair to low income people/favors the rich (pay to play).....	9	9	9	7
Don't want to pay more/Already pay for roads .....	7	6	7	10
Commute too long/would put more cars on the road/more congestion/carpool lanes too slow .....	7	6	6	8
Carpool lanes should only be for multiple people/defeats purpose of lanes.....	6	5	8	6
Can use revenue from fee to make Improvements/infrastructure/public transit .....	6	6	6	4
Convenient/Good idea (general)/Seen it work other places/Something needs to be done.....	6	7	5	4
Should improve access to public transit/ carpooling/reducing greenhouse gases	5	5	6	5
Already enough lanes/people don't use them enough .....	5	3	5	6
Would promote carpooling/public transit usage.....	5	5	5	3
Depends on price/design/Need more info.....	4	5	4	2
Stop burden shifting/Everyone should pay the same or no one pays/free access to all	3	3	3	4
Don't drive/use the highways/Doesn't affect me.....	3	3	3	2
Don't need added government control Government money grab/Extortion ...	3	2	3	2

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Results By Selected Demographics

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Results by voting propensity,\* age, transit use, income, and home ownership.

\*Likely voters have voted in at least three of the last five elections. Unlikely voters are not registered to vote, or have voted in fewer than three of the last five elections

## Perception of General Issues - Overview

Overall, preservation of open space was rated most highly among respondents, while the availability of affordable housing was rated the lowest.

To some degree, respondent knowledge/use of a particular attribute may have contributed to rating differences. For example, those who used transit in the past two months rated the quality of public transit higher than those who did not. Similarly, lower income respondents rated the preservation of open space lower, than high-income respondents – possibly because lower-income residents find it more difficult to access open space areas.

Notably, unlikely voters tended to rate attributes higher than likely voters. This may be, in part, due to the percentage of 18-34 year olds in the unlikely voter subgroup, who also tended to rate attributes higher.

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area?

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%
Preservation of open space	64	65	62	64	63	67	65	64
Air quality	58	57	61	64	56	56	60	58
Economic growth/prosperity	51	52	48	55	49	48	45	54
Quality of public transit	37	34	43	43	33	35	42	34
Upkeep of roads and freeways	26	21	38	37	22	19	31	23
Availability of affordable housing	10	9	13	12	8	11	10	11

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%
Preservation of open space	64	53	60	65	73	66	60
Air quality	58	53	59	58	60	59	57
Economic growth/prosperity	51	35	46	54	64	54	46
Quality of public transit	37	50	40	35	29	40	31
Upkeep of roads and freeways	26	33	31	23	20	28	23
Availability of affordable housing	10	17	12	7	8	10	11

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Perception of General Issues – Preservation of Open Space and Parks in the Bay Area

Overall, respondents rated the preservation of open space and parks 3.73 out of 5.00 (with 5.00 being “Excellent”). Higher income respondents, voters, transit users, and those 55 years of age and older were more likely to rate the preservation of open space more favorably.

Overall, how would you rate preservation of open space and parks in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
Base			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
		%	%	%	%	%	%	%	
Excellent	(5)	20	20	20	19	20	22	21	20
	(4)	44	45	41	45	44	44	44	44
	(3)	25	25	25	25	27	21	23	26
	(2)	7	7	8	7	6	8	7	7
Poor	(1)	3	2	3	3	3	3	3	3
Don't know		2	1	3	1	1	2	2	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.73	3.74	3.70	3.71	3.72	3.77	3.74	3.72

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
Base			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
Excellent	(5)	20	21	19	21	21	20	21
	(4)	44	32	42	44	52	46	39
	(3)	25	27	28	25	18	24	27
	(2)	7	11	8	7	7	7	8
Poor	(1)	3	5	2	3	2	3	3
Don't know		2	4	2	1	<1	1	2
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.73	3.56	3.68	3.74	3.84	3.75	3.68

## Perception of General Issues – Air Quality in the Bay Area

Respondents overall rated air quality 3.63 (out of 5). Younger respondents and those with higher incomes tended to rate this attribute higher.

Overall, how would you rate air quality in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base			1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	
Excellent	(5)	16	15	18	19	13	16	17	15
	(4)	43	42	43	44	43	41	42	43
	(3)	32	33	28	27	34	34	30	33
	(2)	7	7	7	7	8	6	8	7
Poor	(1)	2	2	3	2	2	4	2	2
Don't know		<1	<1	1	1	<1	<1	1	<1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.63	3.61	3.66	3.73	3.58	3.58	3.65	3.61

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
Base			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
Excellent	(5)	16	14	16	17	15	16	16
	(4)	43	39	43	42	45	44	41
	(3)	32	33	29	33	33	32	32
	(2)	7	9	10	7	5	7	7
Poor	(1)	2	5	3	2	1	2	3
Don't know		<1	-	-	1	-	<1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.63	3.48	3.60	3.65	3.67	3.64	3.60

## Perception of General Issues – Economic Growth/Prosperity in the Bay Area

Respondents overall rated economic prosperity 3.47 (out of 5). Not surprisingly, those with higher incomes tended to rate this attribute higher.

Overall, how would you rate economic growth/prosperity in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Excellent	(5)	14	14	13	15	13	12	11	15
	(4)	37	38	35	40	36	36	34	39
	(3)	33	33	34	30	35	35	36	32
	(2)	11	10	12	10	10	12	12	10
Poor	(1)	4	4	3	2	5	4	6	3
Don't know		1	1	3	2	1	1	1	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.47	3.49	3.43	3.57	3.44	3.40	3.34	3.54

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Excellent	(5)	14	12	13	12	18	15	11
	(4)	37	23	34	41	46	39	35
	(3)	33	34	36	32	27	32	37
	(2)	11	19	13	10	7	10	12
Poor	(1)	4	11	3	4	2	4	4
Don't know		1	1	2	1	<1	1	2
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.47	3.06	3.40	3.49	3.71	3.52	3.38

## Perception of General Issues – Quality of Public Transit in the Bay Area

Overall, respondents rated the quality of public transit 3.17. Those who said they have used public transit in the past two months (3.19) rated the quality of public transit higher than those who have not used public transit in the past two months (3.12). Those with the lowest incomes, as well as younger respondents (both sub-groups more likely to have used transit recently) also rated the quality of public transportation higher. Notably, respondents more likely to vote rated the quality of public transit much lower than those who are unlikely to vote (3.10 vs. 3.32)

Overall, how would you rate quality of public transit services in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	
Excellent	(5)	9	8	13	12	8	8	11	8
	(4)	27	26	31	31	25	26	31	26
	(3)	34	36	30	34	36	34	34	35
	(2)	17	18	13	15	18	17	15	17
Poor	(1)	7	7	6	4	8	7	6	8
Don't know		5	5	7	3	5	8	4	6
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.17	3.10	3.32	3.34	3.06	3.13	3.29	3.10

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		%	%	%	%	%	%	%
Excellent	(5)	9	17	12	7	6	10	9
	(4)	27	33	29	28	24	30	22
	(3)	34	28	31	36	40	34	35
	(2)	17	11	16	16	18	18	15
Poor	(1)	7	6	7	7	8	7	7
Don't know		5	5	6	5	5	2	12
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.17	3.48	3.22	3.13	3.01	3.19	3.12



## Perception of General Issues – Upkeep and Repair of Local Roads and Freeways in the Bay Area

Overall, respondents rated the upkeep and repair of Bay Area roads at 2.78. Respondents 55 years of age and older rated upkeep and repair the lowest, followed by those likely to vote, those making over \$150K, and those who have not used transit in the past two months (and are more likely to be drivers).

Overall, how would you rate the upkeep and repair of local roads and freeways in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Excellent	(5)	4	3	8	8	3	3	6	4
	(4)	21	18	30	29	19	17	25	20
	(3)	36	35	38	39	36	31	37	35
	(2)	24	28	17	17	26	30	20	27
Poor	(1)	14	17	7	7	15	19	11	15
Don't know		<1	<1	1	<1	1	1	1	<1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		2.78	2.62	3.16	3.13	2.68	2.53	2.94	2.70

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Excellent	(5)	4	10	6	2	3	4	5
	(4)	21	23	25	20	17	23	18
	(3)	36	32	36	36	38	37	33
	(2)	24	18	23	27	28	22	28
Poor	(1)	14	14	10	15	14	13	16
Don't know		<1	2	<1	<1	-	1	<1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		2.78	2.98	2.94	2.68	2.66	2.84	2.67

## Perception of General Issues – Availability of Affordable Housing in the Bay Area

Overall, respondents rated the availability of affordable housing 2.24 (out of 5.00) – the lowest rating given to any of the attributes asked.

Newer residents may be finding it easier to find housing. Renters rated this attribute much lower than did home owners (2.16 vs. 2.28), indicating that there may be difficulty obtaining affordable housing for rent. However, younger respondents and those in lower income brackets (who may be newer to the area) rated availability higher than did older and more affluent respondents.

Overall, how would you rate availability of affordable housing in the Bay Area?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	
Excellent	(5)	4	3	4	3	3	4	3	4
	(4)	7	6	9	10	5	7	7	7
	(3)	26	24	30	30	22	27	26	26
	(2)	33	35	29	31	35	34	28	36
Poor	(1)	27	28	24	21	33	25	34	24
Don't know		4	4	4	5	2	4	2	4
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		2.24	2.18	2.39	2.38	2.08	2.29	2.16	2.28

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base								
		%	%	%	%	%	%	%
Excellent	(5)	4	3	4	3	3	3	4
	(4)	7	14	8	4	5	7	8
	(3)	26	32	29	25	20	25	28
	(2)	33	25	30	37	38	34	32
Poor	(1)	27	25	27	29	32	28	25
Don't know		4	2	3	2	3	4	4
		100	100	100	100	100	100	100
MEAN (out of 5.00)		2.24	2.45	2.29	2.14	2.07	2.20	2.31

## Perception of Plan's Importance

Overall, respondents rated the need for a regional plan at 4.39 (out of 5.00). Those with the lowest income rated the need for a plan the highest.

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it. In general, how important do you think it is to establish this type of a regional plan?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	
Very important	(5)	63	61	67	68	62	57	69	60
	(4)	22	21	22	21	23	20	20	23
	(3)	9	10	8	8	9	11	8	10
	(2)	3	4	2	2	3	6	2	4
Not at all important	(1)	3	4	1	1	3	6	1	4
Don't know		1	<1	1	1	<1	1	1	<1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		4.39	4.33	4.53	4.56	4.41	4.17	4.54	4.32

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		%	%	%	%	%	%	
Very important	(5)	63	73	69	61	59	66	57
	(4)	22	14	18	23	27	21	23
	(3)	9	8	8	10	7	8	11
	(2)	3	2	3	3	3	3	4
Not at all important	(1)	3	2	1	4	4	2	4
Don't know		1	1	1	<1	<1	1	<1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		4.39	4.57	4.54	4.35	4.35	4.46	4.26

## Why is that? (Rated plan as important)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Rated Plan Importance 4 or 5)	2,119	1,456	666	682	843	537	723	1,377
MULTIPLE RESPONSES ACCEPTED	%	%	%	%	%	%	%	%
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better.....	27	27	27	25	28	29	24	28
General positive comment (It’s important, We need it, etc.) .....	18	17	20	19	16	18	19	17
Need a regional plan to make sure goals are met/avoid inefficiency/problems/ allocate funds properly/have accountability .....	17	17	15	13	17	20	14	18
Lack of affordable housing/People can’t afford to live near their work, school .	16	16	16	15	16	17	15	16
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.).....	14	14	16	16	14	13	15	14
	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS		
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO	
Base (Rated Plan Importance 4 or 5)	2,119	192	504	630	433	1,413	707	
MULTIPLE RESPONSES ACCEPTED	%	%	%	%	%	%	%	
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better.....	27	22	27	27	29	27	26	
General positive comment (It’s important, We need it, etc.) .....	18	27	19	16	14	17	20	
Need a regional plan to make sure goals are met/avoid inefficiency/problems/ allocate funds properly/have accountability .....	17	10	13	19	20	17	15	
Lack of affordable housing/People can’t afford to live near their work, school .	16	10	15	16	18	17	12	
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.).....	14	11	19	14	12	15	14	

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Why is that? (Rated plan as important)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Rated Plan Importance 4 or 5)	2,119	1,456	666	682	843	537	723	1,377
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Better transportation system/planned housing would help economic growth	7	7	6	7	7	7	6	7
Roads/highways are too congested/In bad repair/no parking.....	6	7	3	4	7	6	4	7
Need to maintain/improve the quality of life in the area.....	5	5	6	5	6	4	5	5
Need to move away from car-based transportation/Need to make it possible to live without owning a car/use electric cars/carpooling/bikepaths.....	4	4	4	3	4	5	3	4
Need a way to reduce commute times/sprawl/Redevelop land.....	3	3	3	3	4	2	4	3
The Bay Area is too expensive/Middle/Working class being squeezed out .....	3	3	3	3	3	3	3	3

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Rated Plan Importance 4 or 5)	2,119	192	504	630	433	1,413	707
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Better transportation system/planned housing would help economic growth	7	3	9	8	7	7	7
Roads/highways are too congested/In bad repair/no parking.....	6	3	4	7	8	5	7
Need to maintain/improve the quality of life in the area.....	5	6	4	6	5	5	5
Need to move away from car-based transportation/Need to make it possible to live without owning a car/use electric cars/carpooling/bikepaths.....	4	3	4	3	5	3	5
Need a way to reduce commute times/sprawl/Redevelop land.....	3	4	2	2	6	4	2
The Bay Area is too expensive/Middle/Working class being squeezed out .....	3	2	2	4	3	3	3

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Why is that? (Rated plan as unimportant)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Rated Plan Importance 2 or 1)	150	133	18^	16^	51	79	22^	123
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Lack of affordable housing/people can't afford to live near work/school .....	11	12	5	6	9	14	1	14
Need a regional plan to make sure goals are met/avoid inefficiency/problems/allocate funds properly/have accountability .....	11	11	11	-	13	11	9	12
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.) .....	11	12	2	12	10	12	12	11
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better .....	10	10	7	18	15	5	17	9
General positive comment (It's important, We need it, etc.) .....	9	9	10	4	12	9	-	11

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Rated Plan Importance 2 or 1)	150	8^	20^	50	34	79	71
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Lack of affordable housing/people can't afford to live near work/school .....	11	-	18	7	8	9	13
Need a regional plan to make sure goals are met/avoid inefficiency/problems/allocate funds properly/have accountability .....	11	-	11	5	16	16	6
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.) .....	11	-	9	12	14	11	10
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better .....	10	41	5	7	14	12	7
General positive comment (It's important, We need it, etc.) .....	9	-	5	6	18	14	5

\*Only responses stated by 5% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

^ Caution-Low base

## Why is that? (Rated plan as unimportant)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Rated Plan Importance 2 or 1)	150	76	8^^	16^	51	79	22^	123
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Don't like/trust the government .....	9	7	18	8	7	10	17	7
Don't see a problem/Things are good as they Are/Plan is unnecessary.....	8	8	7	9	8	7	-	8
Don't like/trust a central planning agency/ Would prefer more local control .....	6	6	9	10	4	8	13	6
Plan is too broad/Not an achievable goal	6	7	-	5	<1	10	10	6
Better transportation system/planned housing would help economic growth	6	6	4	10	5	7	-	7
Government can't afford it/Don't want my taxes/prices raised to pay for it/What is cost .....	5	6	-	3	11	2	7	5
Too much government regulation/Government will take people's houses/force people to live in apartments or condensed housing/take public transit/drive electric cars.....	5	6	-	-	5	6	7	5

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Rated Plan Importance 2 or 1)	150	8^	20^	50	34	79	71
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Don't like/trust the government .....	9	20	15	8	5	8	9
Don't see a problem/Things are good as they Are/Plan is unnecessary.....	8	15	4	11	3	9	6
Don't like/trust a central planning agency/ Would prefer more local control .....	6	-	<1	14	5	3	10
Plan is too broad/Not an achievable goal	6	-	8	4	14	1	12
Better transportation system/planned housing would help economic growth	6	-	16	6	-	4	9
Government can't afford it/Don't want my taxes/prices raised to pay for it/What is cost .....	5	-	13	7	5	5	6
Too much government regulation/Government will take people's houses/force people to live in apartments or condensed housing/take public transit/drive electric cars.....	5	20	1	5	-	5	5

\*Only responses stated by 5% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

^ Caution-Low base

## What Should Be the Plan's Focus?

Respondents overall felt the highest priority of the plan should be to improve the local economy.

Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone? (select one).

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
	%	%	%	%	%	%	%	%
Improving the local economy	40	42	36	38	40	44	37	42
Providing access to housing and transportation for everyone	40	38	43	43	39	37	45	36
Reducing driving and greenhouse gas emissions	18	18	19	19	19	16	16	20
Don't know	2	2	1	<1	1	3	1	2
	100	100	100	100	100	100	100	100

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
	%	%	%	%	%	%	%
Improving the local economy	40	40	37	41	42	37	47
Providing access to housing and transportation for everyone	40	41	45	39	38	43	34
Reducing driving and greenhouse gas emissions	18	18	17	18	18	19	18
Don't know	2	1	1	1	2	2	2
	100	100	100	100	100	100	100



## What Should Be the Plan's Focus? (continued)

Respondents overall felt the second priority of the plan should be providing access to housing and transportation for everyone.

Which is next most important (select one)?

	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base	%	%	%	%	%	%	%	%
Providing access to housing and transportation for everyone	40	41	36	38	40	41	38	41
Improving the local economy	29	27	33	32	29	25	32	27
Reducing driving and greenhouse gas emissions	29	28	30	30	29	27	28	29
Don't know	3	4	1	1	2	6	2	3
	100	100	100	100	100	100	100	100

	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base	%	%	%	%	%	%	%
Providing access to housing and transportation for everyone	40	41	38	38	39	39	41
Improving the local economy	29	34	30	31	25	30	27
Reducing driving and greenhouse gas emissions	29	24	31	27	33	29	28
Don't know	3	1	2	3	3	3	4
	100	100	100	100	100	100	100

## Plan Bay Area Funding Priorities (Overview)

Overall, respondents felt that expanding BART and Caltrain, as well as maintaining and repairing the current infrastructure should be priorities. Respondents felt that increasing freeway lanes and expanding pedestrian and bicycle routes should have the least priority. As might be expected, transit priorities fared better with transit riders and road/highway priorities fared better with non-transit riders.

I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%
Maintain highways and roads	78	79	74	74	77	84	74	79
Extend commuter rail lines	77	77	78	78	80	74	75	79
More frequent public transit service	66	65	70	69	66	64	71	64
Financial incentives for multi-units	51	48	57	55	49	49	61	46
Expand ped. and bicycle routes	50	48	53	55	50	43	51	49
Increase freeway lanes	40	37	48	45	38	36	44	39

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%
Maintain highways and roads	78	84	79	75	75	75	82
Extend commuter rail lines	77	77	77	80	80	82	68
More frequent public transit service	66	74	72	66	63	71	58
Financial incentives for multi-units	51	54	59	49	49	56	42
Expand ped. and bicycle routes	50	54	53	50	47	52	44
Increase freeway lanes	40	44	40	42	37	39	44

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Plan Bay Area Funding Priorities – Maintain Highways and Roads

Overall, respondents rated maintaining highways and local roads 4.17, one the two highest ratings among the funding options. Older respondents, non-transit users, and voters were more likely to rate this priority highly.

Maintain highways and local roads, including fixing potholes

Base		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
		%	%	%	%	%	%	%	%
High Priority	(5)	46	46	47	42	44	54	44	47
	(4)	31	33	27	32	33	29	30	32
	(3)	17	16	20	20	18	12	20	16
	(2)	4	3	5	4	4	2	4	4
Not a Priority	(1)	1	2	1	2	1	2	2	1
Don't know		<1	<1	<1	-	<1	<1	<1	<1
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>4.17</b>	<b>4.19</b>	<b>4.14</b>	<b>4.08</b>	<b>4.14</b>	<b>4.33</b>	<b>4.12</b>	<b>4.20</b>

Base		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
High Priority	(5)	46	57	48	44	41	41	56
	(4)	31	28	31	31	34	34	26
	(3)	17	13	14	21	20	19	14
	(2)	4	2	4	3	4	4	3
Not a Priority	(1)	1	1	2	1	1	1	2
Don't know		<1	1	<1	-	-	<1	<1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>4.17</b>	<b>4.38</b>	<b>4.19</b>	<b>4.14</b>	<b>4.09</b>	<b>4.10</b>	<b>4.32</b>

## Plan Bay Area Funding Priorities – Extend Commuter Rail Lines

Overall, respondents rated extending commuter lines 4.20, one the two highest ratings among the funding options. Transit users and home owners were more likely to rate this priority highly.

Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
High Priority	(5)	53	53	52	52	54	52	49	54
	(4)	25	24	26	26	26	22	25	25
	(3)	14	15	13	15	13	14	16	13
	(2)	4	4	4	3	3	6	5	4
Not a Priority	(1)	4	4	4	3	3	5	3	4
Don't know		1	<1	2	1	1	1	1	1
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>4.20</b>	<b>4.19</b>	<b>4.22</b>	<b>4.21</b>	<b>4.26</b>	<b>4.11</b>	<b>4.14</b>	<b>4.22</b>

		ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
High Priority	(5)	53	49	53	55	53	57	44
	(4)	25	28	24	26	27	25	24
	(3)	14	14	15	12	13	12	18
	(2)	4	4	5	4	4	3	7
Not a Priority	(1)	4	4	2	4	4	2	6
Don't know		1	1	1	<1	<1	1	1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>4.20</b>	<b>4.16</b>	<b>4.23</b>	<b>4.23</b>	<b>4.22</b>	<b>4.33</b>	<b>3.95</b>

## Plan Bay Area Funding Priorities – More Frequent Public Transit Service

Overall, respondents rated providing more frequent public transit 3.91 out of 5.00. Lower income respondents, transit users, and renters were more likely to rate this priority higher.

Provide more frequent public transit service

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	%	%	%	%	%	%	%	%
High Priority (5)	37	36	41	41	36	35	41	36
(4)	29	29	29	28	30	30	30	29
(3)	22	23	18	20	22	23	18	24
(2)	7	7	7	8	7	7	7	8
Not a Priority (1)	4	4	3	2	4	4	3	4
Don't know	1	1	3	1	1	2	1	1
	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.91</b>	<b>3.86</b>	<b>4.02</b>	<b>3.99</b>	<b>3.88</b>	<b>3.86</b>	<b>4.02</b>	<b>3.85</b>

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	%	%	%	%	%	%	%
High Priority (5)	37	49	42	36	33	42	28
(4)	29	25	30	30	30	29	30
(3)	22	14	18	22	25	19	26
(2)	7	6	7	8	8	7	9
Not a Priority (1)	4	4	2	4	3	3	5
Don't know	1	2	2	<1	<1	1	2
	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.91</b>	<b>4.10</b>	<b>4.05</b>	<b>3.85</b>	<b>3.81</b>	<b>4.02</b>	<b>3.69</b>

## Plan Bay Area Funding Priorities – Financial Incentives for Multi-units

Overall, respondents rated this priority 3.43 out of 5.00. Not surprisingly, transit users and renters rated this priority higher than did non-transit users and home owners.

Provide financial incentives to cities to build more multi-unit housing near public transit

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
High Priority	(5)	22	20	27	25	20	22	31	18
	(4)	29	28	30	30	29	27	30	28
	(3)	28	28	27	29	29	24	25	29
	(2)	12	13	9	10	12	14	8	14
Not a Priority	(1)	9	11	6	6	9	13	5	11
Don't know		<1	<1	1	1	<1	1	1	<1
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.43</b>	<b>3.34</b>	<b>3.63</b>	<b>3.59</b>	<b>3.39</b>	<b>3.30</b>	<b>3.73</b>	<b>3.28</b>

		ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
High Priority	(5)	22	34	27	20	19	26	16
	(4)	29	21	31	30	31	30	26
	(3)	28	27	25	30	25	25	32
	(2)	12	12	9	11	17	11	14
Not a Priority	(1)	9	5	7	10	10	8	11
Don't know		<1	1	<1	<1	<1	<1	1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.43</b>	<b>3.67</b>	<b>3.63</b>	<b>3.38</b>	<b>3.32</b>	<b>3.55</b>	<b>3.21</b>

## Plan Bay Area Funding Priorities – Expand Ped. And Bicycle Routes

Overall, respondents rated increasing bicycle and pedestrian routes 3.41 (out of 5.00). Lower income, younger, renters, and those who have used transit in the last months rate this priority higher than do other respondents.

### Expand bicycle and pedestrian routes

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
High Priority	(5)	24	22	28	27	26	19	27	23
	(4)	26	26	25	27	25	25	24	27
	(3)	27	26	30	27	25	29	28	26
	(2)	14	16	10	13	14	16	13	14
Not a Priority	(1)	9	10	7	5	10	12	7	11
Don't know		1	<1	1	<1	1	<1	1	<1
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.41</b>	<b>3.34</b>	<b>3.57</b>	<b>3.59</b>	<b>3.42</b>	<b>3.23</b>	<b>3.51</b>	<b>3.36</b>

		ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
High Priority	(5)	24	27	27	22	24	25	21
	(4)	26	26	26	27	23	27	23
	(3)	27	26	27	26	28	26	29
	(2)	14	11	12	14	16	13	15
Not a Priority	(1)	9	8	8	10	8	8	11
Don't know		1	1	<1	<1	1	1	<1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.41</b>	<b>3.55</b>	<b>3.53</b>	<b>3.37</b>	<b>3.39</b>	<b>3.48</b>	<b>3.28</b>

## Plan Bay Area Funding Priorities – Increase Freeway Lanes

Overall, respondents rated increasing freeway lanes 3.15 out of 5.00. This was the lowest rated priority.

This priority was the most popular with lower income and younger respondents, as well as those who had not used transit in the past two months.

Increase the number of freeway lanes for carpoolers and bus riders

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
High Priority	(5)	18	15	26	22	18	14	22	17
	(4)	22	22	22	24	21	22	22	22
	(3)	28	30	25	28	29	30	26	30
	(2)	17	19	14	15	19	19	17	18
Not a Priority	(1)	13	14	10	12	13	14	11	14
Don't know		1	1	2	-	1	2	2	1
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.15</b>	<b>3.05</b>	<b>3.40</b>	<b>3.29</b>	<b>3.11</b>	<b>3.05</b>	<b>3.29</b>	<b>3.09</b>

		ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
High Priority	(5)	18	25	21	16	17	17	21
	(4)	22	19	20	26	20	21	23
	(3)	28	27	28	27	33	31	24
	(2)	17	18	16	18	18	18	17
Not a Priority	(1)	13	7	15	14	12	12	15
Don't know		1	4	1	<1	1	1	1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.15</b>	<b>3.39</b>	<b>3.16</b>	<b>3.12</b>	<b>3.12</b>	<b>3.14</b>	<b>3.17</b>



## Support of Reducing Driving to Decrease Greenhouse Gas Emissions

Overall, two thirds (67%) of respondents supported this strategy, rated it 3.87 (out of 5.00). Younger respondents, renters, and those who earned between \$25K and \$75K, transit users were most likely to support the strategy.

The Bay Area plan also focuses on reducing driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy? Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	%	%	%	%	%	%	%	%
Support strongly (5)	39	38	42	43	38	37	41	39
(4)	27	27	28	29	28	25	26	28
(3)	20	20	19	19	21	18	20	20
(2)	6	6	6	5	5	7	6	6
Oppose strongly (1)	7	8	4	4	7	12	6	8
Don't know	1	1	1	1	1	1	1	1
	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.87</b>	<b>3.81</b>	<b>4.01</b>	<b>4.04</b>	<b>3.86</b>	<b>3.69</b>	<b>3.93</b>	<b>3.85</b>

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	%	%	%	%	%	%	%
Support strongly (5)	39	41	43	41	38	42	34
(4)	27	28	27	26	30	29	25
(3)	20	21	20	19	20	18	23
(2)	6	2	5	6	5	5	7
Oppose strongly (1)	7	8	5	8	7	5	11
Don't know	1	<1	1	1	<1	1	1
	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.87</b>	<b>3.93</b>	<b>3.98</b>	<b>3.87</b>	<b>3.87</b>	<b>3.99</b>	<b>3.64</b>

## Support of Other Policies to Reduce Use of Cars and Decrease Greenhouse Gas Emissions (Overview)

Overall, respondents felt that building new housing near public transit for residents without cars who depend on public transit was the best alternative strategy for decreasing greenhouse gas emissions. The fee for miles driven was, by far, the least popular option.

I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 Support Strongly and 1 Oppose strongly).

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%
More housing near transit	65	64	67	71	63	63	72	62
Require building in city limits	42	41	43	40	41	43	44	40
Fee based upon miles driven	16	16	16	15	17	16	17	16

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%
More housing near transit	65	65	70	66	66	69	58
Require building in city limits	42	45	48	41	43	43	39
Fee based upon miles driven	16	12	16	15	22	16	16

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Potential Car Use/Greenhouse Gas Reduction Strategies – More Housing Near Transit

Overall, respondents rated this strategy 3.79. It was most popular with renters and respondents between 18 and 34 years of age.

Build more housing near public transit for residents without cars who want to drive less.

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		1,767	752	766	983	699	821	1,670
	%	%	%	%	%	%	%	%
Support strongly (5)	31	30	34	34	29	31	36	28
(4)	34	34	34	38	34	32	35	34
(3)	22	22	22	19	24	22	18	24
(2)	7	7	7	7	6	7	7	7
Oppose strongly (1)	6	7	3	2	6	7	3	7
Don't know	<1	<1	1	<1	1	1	1	<1
	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.79</b>	<b>3.74</b>	<b>3.90</b>	<b>3.93</b>	<b>3.73</b>	<b>3.73</b>	<b>3.95</b>	<b>3.71</b>

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
		219	575	754	504	1,637	879
	%	%	%	%	%	%	%
Support strongly (5)	31	36	36	29	28	34	25
(4)	34	29	33	37	38	35	33
(3)	22	20	21	22	20	20	26
(2)	7	11	5	7	6	6	9
Oppose strongly (1)	6	2	5	5	7	5	7
Don't know	<1	1	<1	<1	1	1	<1
	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.79</b>	<b>3.88</b>	<b>3.92</b>	<b>3.78</b>	<b>3.75</b>	<b>3.88</b>	<b>3.61</b>

## Potential Car Use/Greenhouse Gas Reduction Strategies – Require Building in City Limits

Respondents overall rated this strategy 3.24. It was most popular with respondents whose income was between \$25K and \$75K, respondents between 18 and 34 years of age, and renters.

Limit urban sprawl by requiring most additional housing and commercial buildings to be built within current city or town limits.

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		1,767	752	766	983	699	821	1,670
	%	%	%	%	%	%	%	%
Support strongly (5)	19	18	20	18	19	21	19	19
(4)	23	23	23	22	23	22	25	22
(3)	32	30	36	38	30	29	33	31
(2)	13	15	10	14	14	11	12	14
Oppose strongly (1)	12	14	9	8	13	16	9	14
Don't know	2	1	3	1	2	1	2	1
	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.24</b>	<b>3.18</b>	<b>3.36</b>	<b>3.29</b>	<b>3.21</b>	<b>3.20</b>	<b>3.34</b>	<b>3.19</b>

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
		219	575	754	504	1,637	879
	%	%	%	%	%	%	%
Support strongly (5)	19	20	22	20	17	20	17
(4)	23	25	26	21	25	23	22
(3)	32	30	31	33	27	32	31
(2)	13	10	12	12	15	14	12
Oppose strongly (1)	12	12	8	13	14	10	16
Don't know	2	3	1	1	1	2	2
	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.24</b>	<b>3.32</b>	<b>3.44</b>	<b>3.22</b>	<b>3.17</b>	<b>3.30</b>	<b>3.11</b>

## Potential Car Use/Greenhouse Gas Reduction Strategies – Fee Based Upon Miles Driven

Respondents overall rated this strategy 2.10 – the lowest-rated strategy among any of those asked about in this group of car use/greenhouse reduction strategies.

Those making more than \$150K and renters rated this strategy higher than did other subgroups.

Charge drivers a new fee based on the number of annual miles driven.

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
	%	%	%	%	%	%	%	%
Support strongly (5)	6	6	6	4	7	6	7	6
(4)	10	10	10	10	10	9	11	10
(3)	19	19	20	21	16	20	21	18
(2)	19	18	20	20	18	18	17	19
Oppose strongly (1)	46	47	43	43	48	45	44	46
Don't know	1	1	2	1	1	1	1	1
	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>2.11</b>	<b>2.10</b>	<b>2.16</b>	<b>2.12</b>	<b>2.10</b>	<b>2.13</b>	<b>2.17</b>	<b>2.09</b>

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
	%	%	%	%	%	%	%
Support strongly (5)	6	4	6	5	8	6	6
(4)	10	9	10	9	14	11	10
(3)	19	20	19	19	18	20	17
(2)	19	18	19	19	16	21	15
Oppose strongly (1)	46	47	45	47	43	43	51
Don't know	1	2	1	1	1	1	1
	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>2.11</b>	<b>2.01</b>	<b>2.12</b>	<b>2.06</b>	<b>2.27</b>	<b>2.16</b>	<b>2.03</b>

## Regional Planning Vs. Local Planning

Overall, half of respondents (53%) felt that local cities and counties, instead of a regional agency should plan.

Which statement do you agree with more:

a) There should be a regional plan guiding housing and commercial development in the Bay Area.

OR

b) Local cities and counties on their own should plan housing and commercial development in their area.

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	%	%	%	%	%	%	%	%
Local cities and counties should plan	53	53	53	53	52	55	52	54
Regional plan	44	44	43	45	44	42	45	43
Regional and local should be equal	1	2	<1	1	1	2	1	1
Don't know/Refused	2	1	4	1	3	1	3	1
	100	100	100	100	100	100	100	100

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	%	%	%	%	%	%	%
Local cities and counties should plan	53	58	55	53	49	49	61
Regional plan	44	38	44	44	49	47	37
Regional and local should be equal	1	<1	1	2	1	1	1
Don't know/Refused	2	4	1	2	<1	2	2
	100	100	100	100	100	100	100

## Why is that? (Prefer regional planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Regional Preferred)	1,098	774	326	345	430	297	366	725
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Bay Area counties/cities interconnected/ interdependent.....	15	18	9	12	16	18	14	16
Collaborative effort/Work together/ Share knowledge/information.....	15	15	14	12	18	14	16	14
Comprehensive/Long-term planning/ Broad perspective.....	12	13	10	9	13	12	12	11
Benefits whole Bay Area/Common good/Fairness/Avoids conflict & abuse .....	11	11	11	13	10	10	12	11
Local government is ineffective/has narrow focus/negative results/selfish/ puts own interests first/crooked/ doesn't have resources/Don't trust	9	11	5	8	9	11	8	10
Effective/Efficient planning/Provide direction/expertise/authority.....	9	9	7	7	9	9	8	9

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Regional Preferred)	1,098	83	250	331	249	771	326
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Bay Area counties/cities interconnected/ interdependent.....	15	9	15	17	18	16	15
Collaborative effort/Work together/ Share knowledge/information.....	15	9	14	20	11	15	14
Comprehensive/Long-term planning/ Broad perspective.....	12	15	10	11	13	13	8
Benefits whole Bay Area/Common good/Fairness/Avoids conflict & abuse .....	11	7	12	10	12	11	11
Local government is ineffective/has narrow focus/negative results/selfish/ puts own interests first/crooked/ doesn't have resources/Don't trust....	9	5	10	12	7	9	9
Effective/Efficient planning/Provide direction/expertise/authority.....	9	5	9	7	10	8	9

## Why is that? (Prefer regional planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Regional Preferred)	1,098	774	326	345	430	297	366	725
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Regional plan will get better results/ Centrally controlled/More knowledge/ Integrated/Makes sense.....	7	7	7	8	7	7	8	7
Regional plan avoids politics/special interests/corruption/more organized/ regulated funds.....	7	7	7	5	8	8	5	8
Consistency/Continuity/Uniformity/ Coordinated/cohesive results.....	7	7	6	7	7	7	7	7
Improve transportation/traffic congestion/traffic issues.....	6	6	4	5	6	6	5	6
Cost effective/Makes financial sense/ Financial control	5	5	4	3	7	4	4	5

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Regional Preferred)	1,098	83	250	331	249	771	326
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Regional plan will get better results/ Centrally controlled/More knowledge/ Integrated/Makes sense.....	7	7	9	6	7	9	4
Regional plan avoids politics/special interests/corruption/more organized/ regulated funds.....	7	2	6	7	10	7	7
Consistency/Continuity/Uniformity/ Coordinated/cohesive results.....	7	4	8	8	9	6	11
Improve transportation/traffic congestion/traffic issues.....	6	11	4	5	7	7	2
Cost effective/Makes financial sense/ Financial control	5	2	4	8	3	5	3



Why is that? (Prefer regional planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Regional Preferred)	1,098	774	326	345	430	297	366	725
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Provides balance between big picture/ overall plan and local needs/issues ....	5	6	3	3	6	5	5	5
Improve housing/Make affordable housing/housing development/land Use issues/closer to work & transit....	3	2	4	3	2	2	3	2

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Regional Preferred)	1,098	83	250	331	249	771	326
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Provides balance between big picture/ overall plan and local needs/issues ....	5	2	5	5	8	5	5
Improve housing/Make affordable housing/housing development/land Use issues/closer to work & transit....	3	2	3	3	1	2	3

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Why is that? (Prefer local planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Local Preferred)	1,341	944	398	404	514	385	425	900
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Local knowledge/Locals know community needs/issues/resources better .....	31	33	27	32	34	28	29	32
Local community/government capable/effective/should have say/make own plan/get it done faster/balance budget/control money/makes sense .....	29	29	30	34	25	30	31	28
One plan doesn't fit all/Communities have unique qualities/different needs	12	12	13	17	13	7	13	12
Control own destiny/future/Make own Decisions/Take responsibility .....	10	10	8	6	12	10	8	11

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Local Preferred)	1,341	126	316	397	249	809	532
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Local knowledge/Locals know community needs/issues/resources better .....	31	31	30	32	35	31	32
Local community/government capable/effective/should have say/make own plan/get it done faster/balance budget/control money/makes sense .....	29	31	26	33	26	31	26
One plan doesn't fit all/Communities have unique qualities/different needs	12	8	13	14	16	13	11
Control own destiny/future/Make own Decisions/Take responsibility .....	10	6	8	12	8	9	11

## Why is that? (Prefer local planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Local Preferred)	1,341	944	398	404	514	385	425	900
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Don't trust government/regional committees/Don't want to be told what to do/Implications .....	8	10	2	3	7	13	3	10
Regional government is ineffective/doesn't consider enough/selfish/puts own interests first/crooked/too broad/complacent/imposes limits .....	4	5	2	3	4	5	2	6
Big government bureaucracy/interference/regulation/biases/laws..	3	3	2	2	3	3	2	3
One agency can't have control over everything in the Bay Area/Bay Area too big to govern the entire area .....	3	3	2	2	3	3	2	3

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Local Preferred)	1,341	126	316	397	249	809	532
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Don't trust government/regional committees/Don't want to be told what to do/Implications .....	8	6	7	8	7	6	10
Regional government is ineffective/doesn't consider enough/selfish/puts own interests first/crooked/too broad/complacent/imposes limits .....	4	2	3	5	7	5	3
Big government bureaucracy/interference/regulation/biases/laws..	3	1	2	4	3	3	2
One agency can't have control over everything in the Bay Area/Bay Area too big to govern the entire area .....	3	2	1	3	3	3	1

## Why is that? (Prefer local planning)\*

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base (Local Preferred)	1,341	944	398	404	514	385	425	900
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Community involvement/input/live in/vote in community .....	2	2	3	2	2	3	2	2
Local plan avoids politics/special interests/corruption/better priorities	2	3	1	2	3	2	2	3
General positive comment/Makes sense/Is obvious/Need a plan .....	2	1	4	3	1	3	4	1
Collaborative effort/Work together/Share knowledge/information.....	2	2	1	1	2	2	1	2

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base (Local Preferred)	1,341	126	316	397	249	809	532
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Community involvement/input/live in/vote in community .....	2	1	5	2	1	2	3
Local plan avoids politics/special interests/corruption/better priorities	2	2	2	3	2	2	3
General positive comment/Makes sense/Is obvious/Need a plan .....	2	1	2	1	<1	2	2
Collaborative effort/Work together/Share knowledge/information.....	2	1	1	2	3	1	2

\*Only responses stated by 2% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Tradeoffs (Overview)

Overall, respondents indicated that they would be most likely to accept more homes and traffic in their community if it was ensuring a robust and prosperous Bay Area economy. They would be less likely to accept increased housing density if it meant more neighborhood amenities such as restaurants and shops.

In most cases, younger respondents, lower-income respondents, transit riders and renters were the most willing to make the tradeoffs.

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%
Public transit - if took less time	78	76	82	86	78	69	81	76
Smaller house	49	48	52	55	49	44	57	45
More densely populated	48	46	54	57	47	40	57	44
Public transit – if high gas prices	40	34	55	54	36	31	50	36

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%
Public transit - if took less time	78	74	79	81	78	83	67
Smaller house	49	58	49	49	49	53	41
More densely populated	48	52	48	45	53	52	40
Public transit – if high gas prices	40	57	50	38	28	45	31

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Tradeoffs – Public Transit – If Took Less Time

At 4.18 (out of 5.00) overall, this was the highest rated tradeoff. Younger respondents, respondents who made between \$25K and \$75K, and renters were the most willing to make this tradeoff.

I would take public transit more often if I took less time than driving.

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
Base			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
		%	%	%	%	%	%	%	
Agree strongly	(5)	58	54	67	69	58	47	63	56
	(4)	19	21	15	17	20	22	18	20
	(3)	10	11	8	6	9	15	9	10
	(2)	4	5	4	3	4	6	4	5
Disagree strongly (1)		7	8	5	4	8	9	5	9
Don't know		1	1	2	<1	1	1	1	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		4.18	4.09	4.38	4.43	4.17	3.92	4.32	4.11

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
Base			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
Agree strongly	(5)	58	56	63	59	58	65	47
	(4)	19	18	16	22	20	19	20
	(3)	10	13	11	8	10	9	12
	(2)	4	1	4	5	3	3	7
Disagree strongly (1)		7	10	6	7	9	4	13
Don't know		1	2	1	<1	1	1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		4.18	4.11	4.27	4.22	4.16	4.38	3.81

## Tradeoffs – Smaller House

Respondents overall rated this tradeoff 3.26. Lower-income respondents, renters, younger respondents, and transit users were the most willing to make this tradeoff.

I would be willing to live in a smaller house to be closer to work, shopping, and restaurants.

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	
Agree strongly	(5)	28	27	32	31	28	26	33	26
	(4)	21	21	21	24	21	18	24	19
	(3)	19	17	22	18	19	19	20	18
	(2)	12	12	11	14	12	9	10	13
Disagree strongly (1)		20	22	14	13	20	26	13	23
Don't know		1	1	1	<1	1	2	1	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.26	3.19	3.45	3.45	3.25	3.08	3.55	3.12

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		%	%	%	%	%	%	
Agree strongly	(5)	28	36	29	26	27	30	24
	(4)	21	22	20	22	22	23	16
	(3)	19	16	21	17	18	19	18
	(2)	12	9	10	15	11	10	15
Disagree strongly (1)		20	15	19	19	22	16	25
Don't know		1	2	1	1	<1	1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.26	3.56	3.31	3.22	3.21	3.41	3.00

## Tradeoffs – More Densely Populated

Respondents overall rated this tradeoff 3.27 out of 5.00. Upper-income respondents, transit riders, renters, and younger respondents were the most willing to make this tradeoff.

I would live in a more densely populated area if there were better neighborhood amenities (restaurants, shops, etc.)

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
Base			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	25	23	29	30	24	21	30	23
	(4)	23	22	24	27	23	19	27	21
	(3)	22	21	22	22	21	21	21	22
	(2)	12	12	11	9	13	13	10	13
Disagree strongly (1)		17	20	12	11	18	24	11	20
Don't know		1	1	2	1	1	2	1	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.27	3.17	3.49	3.56	3.21	3.01	3.55	3.13

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
Base			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	
Agree strongly	(5)	25	28	25	22	29	27	22
	(4)	23	24	23	23	24	25	19
	(3)	22	23	23	22	17	22	21
	(2)	12	8	13	12	14	11	14
Disagree strongly (1)		17	14	16	21	15	14	23
Don't know		1	3	1	1	1	1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.27	3.45	3.29	3.14	3.40	3.40	3.02



## Tradeoffs – Public Transit – If High Gas Prices

Overall, this tradeoff was rated 3.04 by all respondents. Lower-income respondents, renters, younger respondents, and transit users were the most willing to make this tradeoff.

I would take public transit more often if gas prices reach \$5 a gallon.

Base		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	26	21	38	38	23	18	36	21
	(4)	14	13	16	16	14	13	14	14
	(3)	19	20	19	21	18	19	19	20
	(2)	14	17	7	8	17	15	10	16
Disagree strongly	(1)	24	28	16	16	26	31	18	28
Don't know		3	2	4	1	3	4	4	2
		100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.04</b>	<b>2.82</b>	<b>3.56</b>	<b>3.51</b>	<b>2.90</b>	<b>2.72</b>	<b>3.41</b>	<b>2.86</b>

Base		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
Agree strongly	(5)	26	42	34	23	17	30	19
	(4)	14	15	17	15	11	15	11
	(3)	19	13	16	18	23	19	20
	(2)	14	7	12	17	17	14	14
Disagree strongly	(1)	24	18	20	26	30	19	34
Don't know		3	6	2	2	2	3	1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.04</b>	<b>3.59</b>	<b>3.33</b>	<b>2.93</b>	<b>2.68</b>	<b>3.23</b>	<b>2.68</b>

## Attitudinal Statements – Overview

Among all respondents, the idea that local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area was the highest rated. The thought that encouraging high density housing near public transit would destroy the character of a neighborhood was the lowest rated.

I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%
Agencies should attract jobs/ Promote economy	80	79	82	79	81	78	80	80
Bike/Walk focus	70	68	73	75	71	64	73	69
Gas emissions & climate change	70	70	70	71	71	68	71	69
Changes will be needed in community	70	67	76	75	70	64	78	66
High speed rail	61	57	71	75	60	51	68	59
Encouraging high density housing	32	32	31	28	31	35	30	32
	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS		
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO	
Base	2,516	219	575	754	504	1,637	879	
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	
	%	%	%	%	%	%	%	
Agencies should attract jobs/ Promote economy	80	83	80	80	82	79	81	
Bike/Walk focus	70	69	73	69	73	73	64	
Gas emissions & climate change	70	70	74	70	73	73	64	
Changes will be needed in community	70	78	74	70	68	71	67	
High speed rail	61	66	67	62	60	66	54	
Encouraging high density housing	32	38	30	32	31	29	37	

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Attitudinal Statements – Local/Regional Agency Role in Attracting Jobs/Promoting Economy

Among all respondents, 80% agree that local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area. Respondents with lower incomes were most likely to agree with the statement and respondents 55 years of age and older were the least likely to agree.

Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area.

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	53	52	55	51	55	52	55	53
	(4)	26	26	27	28	27	26	25	27
	(3)	13	14	12	15	12	13	14	13
	(2)	3	4	2	3	3	4	3	3
Disagree strongly (1)		3	4	3	3	3	4	3	4
Don't know		1	<1	1	<1	1	<1	<1	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		4.23	4.20	4.31	4.22	4.27	4.19	4.26	4.22

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Agree strongly	(5)	53	58	55	53	53	52	55
	(4)	26	24	25	27	29	27	26
	(3)	13	12	13	13	12	14	12
	(2)	3	2	4	3	3	3	3
Disagree strongly (1)		3	3	3	3	2	4	3
Don't know		1	1	<1	<1	1	1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		4.23	4.35	4.25	4.25	4.29	4.21	4.27

## Attitudinal Statements – Bike/Walk Focus

Among all respondents, 70% agree that throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip. Younger and lower-income respondents were most likely to agree with this and non-transit users were the least likely.

Throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip.

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
Base			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	45	42	51	50	45	40	49	43
	(4)	25	26	22	26	26	24	24	26
	(3)	19	19	18	17	17	21	18	19
	(2)	6	7	5	5	6	7	5	6
Disagree strongly	(1)	5	6	4	3	6	7	4	6
Don't know		<1	<1	1	-	1	<1	1	<1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.98	3.92	4.14	4.14	3.99	3.82	4.10	3.93

		ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base		2,516	219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Agree strongly	(5)	45	51	52	41	44	48	39
	(4)	25	18	21	28	29	26	24
	(3)	19	24	18	18	16	17	22
	(2)	6	5	6	7	7	6	7
Disagree strongly (1)		5	2	4	7	4	4	8
Don't know		<1	1	<1	-	<1	<1	1
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.98	4.11	4.11	3.90	4.01	4.07	3.81

## Attitudinal Statements – Gas Emissions & Climate Change

Nearly three quarters (70%) of all respondents agree that greenhouse gas emissions warnings are valid. The subgroup most likely to agree with this is those making between \$25K and \$75K a year. The subgroup least likely to agree with this is those who have not used transit in the past month.

In general, warnings about greenhouse gas emissions causing climate changes are valid.

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	49	50	46	47	49	50	51	48
	(4)	21	20	23	24	22	18	21	21
	(3)	15	14	17	18	14	11	15	14
	(2)	5	6	5	5	6	5	6	5
Disagree strongly	(1)	9	11	6	5	9	14	6	11
Don't know		1	1	3	1	1	2	2	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.96	3.93	4.02	4.04	3.97	3.86	4.06	3.92

Base			HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
	ALL RESPONDENTS		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
	2,516		219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Agree strongly (5)		49	46	54	49	51	52	42
	(4)	21	25	21	21	22	21	22
	(3)	15	14	14	14	11	15	14
	(2)	5	5	4	6	6	5	5
Disagree strongly (1)		9	7	8	10	9	6	15
Don't know		1	4	1	<1	1	1	2
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.96</b>	<b>4.02</b>	<b>4.11</b>	<b>3.93</b>	<b>4.00</b>	<b>4.08</b>	<b>3.73</b>

## Attitudinal Statements – Lifestyle Changes

Among all respondents, 70% agree that “Changes will be needed in my community and in my lifestyle to maintain the quality of life in the Bay Area for future generations. Younger and lower income respondents were the most likely to agree.

**Changes will be needed in my community to maintain the quality of life in the Bay Area for future generations.**

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
Base			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	42	40	47	46	41	39	52	37
	(4)	28	27	30	29	29	25	26	29
	(3)	18	20	16	19	18	19	15	20
	(2)	6	6	4	4	6	7	3	7
Disagree strongly (1)		5	6	2	2	5	8	3	6
Don't know		1	1	2	-	1	2	2	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.97	3.88	4.18	4.13	3.97	3.81	4.24	3.84

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
Base			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
		%	%	%	%	%	%	%
Agree strongly	(5)	42	50	49	42	37	43	39
	(4)	28	29	25	28	31	28	27
	(3)	18	15	18	18	19	17	20
	(2)	6	1	4	7	7	6	6
Disagree strongly (1)		5	2	4	5	5	5	6
Don't know		1	3	1	1	1	1	2
		100	100	100	100	100	100	100
MEAN (out of 5.00)		3.97	4.26	4.13	3.95	3.88	4.01	3.91

## Attitudinal Statements – High Speed Rail

Among all respondents, 61% support building a high speed rail system between the Bay and Los Angeles areas. Younger respondents and lower-income respondents were the most likely to support the high speed rail system. Respondents 55 years of age and older were the least likely.

**I support building a high speed rail system connecting the Bay Area with the Los Angeles Area.**

		ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
			LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base		2,516	1,767	752	766	983	699	821	1,670
		%	%	%	%	%	%	%	%
Agree strongly	(5)	46	43	54	57	44	39	51	44
	(4)	15	14	17	17	16	12	16	15
	(3)	13	13	11	12	14	12	13	12
	(2)	7	7	7	5	8	9	7	8
Disagree strongly	(1)	17	21	9	8	17	27	10	21
Don't know		2	1	2	1	1	2	2	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		3.67	3.51	4.03	4.12	3.62	3.27	3.93	3.54

Base		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
			219	575	754	504	1,637	879
		%	%	%	%	%	%	%
Agree strongly	(5)	46	52	49	47	43	51	37
	(4)	15	15	18	15	17	15	16
	(3)	13	15	16	12	11	12	13
	(2)	7	5	6	7	10	6	9
Disagree strongly	(1)	17	12	11	18	19	14	22
Don't know		2	3	<1	2	1	2	1
		100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>3.67</b>	<b>3.92</b>	<b>3.88</b>	<b>3.68</b>	<b>3.57</b>	<b>3.83</b>	<b>3.37</b>

## Attitudinal Statements – Encouraging High Density Housing

Only a third of all respondents (32%) felt that encouraging high density housing near public transit would destroy the character of their city. Respondents who had not taken public transit in the last two months were the most likely to agree and those respondents who had taken public transit in the last two months were the most likely to disagree.

Encouraging high density housing near public transit could destroy the character of my city or town.

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	%
Agree strongly	(5)	16	16	16	11	14	20	15	16
	(4)	16	16	15	17	17	15	16	16
	(3)	25	23	30	28	24	22	26	24
	(2)	20	21	20	21	20	20	20	20
Disagree strongly (1)		22	24	17	22	24	22	22	23
Don't know		1	1	3	1	1	2	2	1
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		2.82	2.78	2.92	2.74	2.78	2.93	2.81	2.83

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		%	%	%	%	%	%	%
Agree strongly	(5)	16	17	17	15	13	13	20
	(4)	16	21	14	16	18	16	16
	(3)	25	29	26	23	22	24	25
	(2)	20	13	21	20	24	22	17
Disagree strongly (1)		22	16	22	25	23	24	19
Don't know		1	4	2	<1	-	1	2
		100	100	100	100	100	100	100
MEAN (out of 5.00)		2.82	3.11	2.82	2.78	2.73	2.72	3.02



## Support Of Additional Express Lanes

Overall, half (55%) of respondents supported additional express lanes. Respondents making \$150K or more were the most likely to support the express lanes, respondents making between \$25K and \$75K were the least likely.

The Express lanes are currently in use in Alameda and Contra Costa counties. They are designed to reduce commute times. Based on congestion, they would allow solo drivers to use the carpool lanes for a fee while carpoolers and bus riders continue to use the lanes for free.

Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways?

		ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
			LIKELY 1,767	UNLIKELY 752	18-34 766	35-54 983	55+ 699	RENT 821	OWN 1,670
Base		%	%	%	%	%	%	%	
Support strongly	(4)	28	27	32	29	29	27	27	29
	(3)	27	25	31	34	25	23	32	25
	(2)	17	18	15	17	19	15	17	17
Oppose strongly	(1)	21	24	15	15	22	27	19	22
Don't know		6	6	7	5	6	8	6	6
		100	100	100	100	100	100	100	100
MEAN (out of 5.00)		2.67	2.58	2.86	2.80	2.65	2.54	2.70	2.65

		ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
			<\$25K 219	\$25-\$75K 575	\$75-\$150K 754	\$150K+ 504	YES 1,637	NO 879
Base		%	%	%	%	%	%	
Support strongly	(4)	28	28	25	31	34	27	31
	(3)	27	25	27	27	27	29	23
	(2)	17	18	19	16	19	17	16
Oppose strongly	(1)	21	19	23	20	17	21	22
Don't know		6	10	7	7	3	6	7
		100	100	100	100	100	100	100
MEAN (out of 5.00)		2.67	2.69	2.57	2.73	2.80	2.65	2.69

## Why is that?\*

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		1,767	752	766	983	699	821	1,670
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Support if charge those willing to pay/ offer the option .....	12	12	11	10	13	11	12	12
Would help reduce traffic/congestion	11	9	15	12	10	10	13	10
Unfair to low income people/favors the rich (pay to play).....	9	11	3	5	11	9	6	10
Don't want to pay more/Already pay for roads .....	7	7	8	6	8	7	8	7
Commute too long/would put more cars on the road/more congestion/carpool lanes too slow .....	7	7	6	8	5	6	8	6
Carpool lanes should only be for multiple people/defeats purpose of lanes.....	6	7	6	5	8	6	5	7
Can use revenue from fee to make Improvements/infrastructure/public transit .....	6	6	5	5	7	5	5	7

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
		219	575	754	504	1,637	879
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Support if charge those willing to pay/ offer the option .....	12	8	9	13	16	11	13
Would help reduce traffic/congestion	11	14	13	10	11	11	10
Unfair to low income people/favors the rich (pay to play).....	9	5	6	12	11	9	7
Don't want to pay more/Already pay for roads .....	7	9	7	6	6	7	7
Commute too long/would put more cars on the road/more congestion/carpool lanes too slow .....	7	6	8	4	8	6	7
Carpool lanes should only be for multiple people/defeats purpose of lanes.....	6	4	7	6	6	7	5
Can use revenue from fee to make Improvements/infrastructure/public transit .....	6	2	4	8	6	6	6

Base	ALL RESPONDENTS 2,516	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
		1,767	752	766	983	699	821	1,670
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Convenient/Good idea (general)/Seen it work other places/Something needs to be done.....	6	5	7	8	5	5	5	6
Should improve access to public transit/ carpooling/reducing greenhouse gases	5	6	5	5	6	5	5	6
Already enough lanes/people don't use them enough .....	5	5	3	4	5	5	5	4
Would promote carpooling/public transit usage.....	5	4	5	6	4	4	5	5
Depends on price/design/Need more info.....	4	4	4	5	4	2	4	4
Stop burden shifting/Everyone should pay the same or no one pays/free access to all .....	3	3	3	3	3	3	4	3

Base	ALL RESPONDENTS 2,516	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
		219	575	754	504	1,637	879
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Convenient/Good idea (general)/Seen it work other places/Something needs to be done.....	6	9	4	5	5	6	5
Should improve access to public transit/ carpooling/reducing greenhouse gases	5	2	6	7	4	6	3
Already enough lanes/people don't use them enough .....	5	7	4	5	3	4	6
Would promote carpooling/public transit usage.....	5	5	4	5	5	6	3
Depends on price/design/Need more info.....	4	3	2	5	5	4	3
Stop burden shifting/Everyone should pay the same or no one pays/free access to all .....	3	5	5	2	2	3	3

	ALL RESPONDENTS	VOTING PROPENSITY		AGE			HOME	
		LIKELY	UNLIKELY	18-34	35-54	55+	RENT	OWN
Base	2,516	1,767	752	766	983	699	821	1,670
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%
Don't drive/use the highways/Doesn't affect me.....	3	3	3	2	2	4	3	3
Don't need added government control Government money grab/Extortion ...	3	3	1	1	2	4	2	3

	ALL RESPONDENTS	HOUSEHOLD INCOME				USED TRANSIT IN PAST 2 MONTHS	
		<\$25K	\$25-\$75K	\$75-\$150K	\$150K+	YES	NO
Base	2,516	219	575	754	504	1,637	879
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%
Don't drive/use the highways/Doesn't affect me.....	3	5	4	2	1	2	4
Don't need added government control Government money grab/Extortion ...	3	1	1	2	4	2	3

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Select Results By County

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Results were weighted to provide proportional representation on the county level. The bases displayed in this section are the weighted bases. The actual number of surveys recorded in each county is:

Total:	2,516
Alameda:	304
Contra Costa:	297
Santa Clara:	292
San Francisco:	285
San Mateo:	277
Marin:	259
Napa:	268
Solano:	266
Sonoma:	268

## Perception of General Issues

Most county subgroups were slightly above or below the average for all respondents. Notably, respondents in Marin and Napa counties were much more likely to rate the upkeep of roads and freeways excellent or good than the average respondent. Respondents in Napa and Solano counties were much more likely to rate the availability of affordable housing excellent or good, than the average respondent.

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area?

	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
Base	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%	%	%
Preservation of open space	64	62	66	61	66	68	80	56	56	67
Air quality	58	53	57	53	68	65	73	58	52	69
Economic growth/prosperity	51	46	48	59	55	59	55	46	34	37
Quality of public transit	37	41	38	30	43	37	32	40	43	31
Upkeep of roads and freeways	26	24	26	27	27	25	36	30	25	21
Availability of affordable housing	10	9	14	9	9	7	11	16	18	12

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Perception of Plan's Importance

Respondents in San Francisco County were most likely to feel it is important to establish a regional plan; residents of Napa County were the least.

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it. In general, how important do you think it is to establish this type of a regional plan?

		ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base		2,516	532	369	625	285	252	88	48	146	171
		%	%	%	%	%	%	%	%	%	%
Very important	(5)	63	66	60	59	68	60	62	53	63	67
	(4)	22	19	22	26	21	23	19	22	17	17
	(3)	9	10	11	7	7	10	8	15	14	8
	(2)	3	2	3	5	2	3	2	5	4	4
Not at all Important	(1)	3	2	4	3	1	3	8	3	2	3
Don't know		1	<1	-	1	1	1	-	1	<1	2
		100	100	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>		<b>4.39</b>	<b>4.46</b>	<b>4.31</b>	<b>4.36</b>	<b>4.54</b>	<b>4.35</b>	<b>4.25</b>	<b>4.23</b>	<b>4.34</b>	<b>4.42</b>

		ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
RECAP		2,516	532	369	625	285	252	88	48	146	171
Base		%	%	%	%	%	%	%	%	%	%
Important (4 or 5)		84	86	82	85	89	83	82	77	80	84
Neutral (3)		9	10	11	7	7	10	8	15	14	8
Not important (2 or 1)		6	4	7	7	3	6	11	8	7	7
Don't know		1	<1	-	1	1	1	-	1	<1	2
		100	100	100	100	100	100	100	100	100	100

## Why is that? (Rated plan as important)\*

	ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base (Rated Plan Importance 4 or 5)	2,119	455	302	533	252	209	72	37	117	143
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%	%	%
Public transit needs to expand/connect more areas/be more available/be less expensive/Different transit agencies need to work together better.....	27	28	29	29	21	27	23	27	22	28
General positive comment (It's important, We need it, etc.) .....	18	21	15	18	16	20	17	20	19	16
Need a regional plan to make sure goals are met/avoid inefficiency/problems/allocate funds properly/have accountability .....	17	18	17	17	15	12	27	12	14	15
Lack of affordable housing/People can't afford to live near their work, school .	16	15	17	15	18	18	12	15	18	10
Need a way to meet environmental challenges (fossil fuel availability, pollution, global warming, etc.).....	14	14	15	16	13	12	8	19	13	16
Better transportation system/planned housing would help economic growth	7	7	7	7	6	9	10	6	9	5
Roads/highways are too congested/In bad repair/no parking.....	6	4	8	6	3	5	5	8	8	7
Need to maintain/improve the quality of life in the area.....	5	4	5	4	7	6	8	<1	6	4
Need to move away from car-based transportation/Need to make it possible to live without owning a car/use electric cars/carpooling/bikepaths.....	4	3	3	5	4	2	3	3	5	4
Need a way to reduce commute times/sprawl/Redevelop land.....	3	3	4	4	4	2	2	3	1	1
The Bay Area is too expensive/Middle/Working class being squeezed out .....	3	3	3	3	3	3	1	3	1	3

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.



## What Should Be the Plan's Focus?

Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone? (select one).

Base	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
	%	%	%	%	%	%	%	%	%	%
Improving the local economy	40	39	52	38	30	35	36	42	56	42
Providing access to housing and transportation for everyone	40	40	30	43	51	42	33	38	32	38
Reducing driving and greenhouse gas emissions	18	18	16	18	18	22	28	21	11	19
Don't know	2	2	2	2	1	1	3	<1	1	1
	100	100	100	100	100	100	100	100	100	100

Which is next most important (select one)?

Base	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
	%	%	%	%	%	%	%	%	%	%
Providing access to housing and transportation for everyone	40	39	47	36	36	40	35	35	50	42
Improving the local economy	29	25	25	34	32	31	24	31	25	28
Reducing driving and greenhouse gas emissions	29	33	26	28	30	27	36	32	22	26
Don't know	3	4	2	3	2	3	5	2	3	4
	100	100	100	100	100	100	100	100	100	100

## Plan Bay Area Funding Priorities (Overview)

Overall, respondents felt that maintaining highways and roads and expanding BART and Caltrain should be a priority. Within individual counties, however, there was some variation about which priority should be top.

I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

Base	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%	%	%
Maintain highways and roads	78	79	78	79	67	77	75	82	84	81
Extend commuter rail lines	77	85	81	72	76	79	75	73	77	71
More frequent public transit service	66	70	66	61	77	69	65	60	61	61
Financial incentives for multi-units	51	56	47	49	54	57	40	45	45	48
Expand ped. and bicycle routes	50	53	45	53	48	44	58	56	40	49
Increase freeway lanes	40	42	49	37	35	41	39	38	38	38

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Support of Reducing Driving to Decrease Greenhouse Gas Emissions

Respondents in Marin County were most likely to support the strategy. Respondents in Solano County were the least likely to support the strategy.

The Bay Area plan also focuses on reducing driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy? Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
Base	%	%	%	%	%	%	%	%	%	%
Support strongly (5)	39	42	34	38	42	40	48	36	39	41
(4)	27	28	32	26	29	27	24	29	21	24
(3)	20	18	19	22	17	19	15	24	25	21
(2)	6	4	8	5	5	7	4	6	7	5
Oppose strongly (1)	7	7	6	8	6	7	7	5	8	9
Don't know	1	1	1	1	2	-	3	<1	1	1
	100	100	100	100	100	100	100	100	100	100
<b>MEAN (out of 5.00)</b>	<b>3.87</b>	<b>3.95</b>	<b>3.81</b>	<b>3.81</b>	<b>3.97</b>	<b>3.86</b>	<b>4.05</b>	<b>3.85</b>	<b>3.75</b>	<b>3.84</b>
<b>RECAP</b>	<b>ALL RESPONDENTS 2,516</b>	<b>ALA- MEDA 532</b>	<b>CONTRA COSTA 369</b>	<b>SANTA CLARA 625</b>	<b>SAN FRANCISCO 285</b>	<b>SAN MATEO 252</b>	<b>MARIN 88</b>	<b>NAPA 48</b>	<b>SOL- ANO 146</b>	<b>SON- OMA 171</b>
Base	%	%	%	%	%	%	%	%	%	%
Support (4 or 5)	67	70	66	64	71	67	72	65	59	65
Neutral (3)	20	18	19	22	17	19	15	24	25	21
Oppose (2 or 1)	13	11	14	13	10	14	11	11	15	13
Don't know	1	1	1	1	2	-	3	<1	1	1
	100	100	100	100	100	100	100	100	100	100

## Support of Other Policies to Reduce Use of Cars and Decrease Greenhouse Gas Emissions (Overview)

While overall, allowing new housing, offices and shops to be built in the centers of cities and towns near public transit was the highest rated strategy, respondents in San Francisco County were most likely and respondents in Marin County were less likely to rate it highly.

I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (5 Support Strongly and 1 Oppose strongly).

	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- 146	SON- 171
Base	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%	%	%
More housing near transit	65	65	61	65	73	67	60	61	64	63
Require building in city limits	42	41	40	41	39	44	42	39	43	49
Fee based upon miles driven	16	20	12	18	18	13	19	11	10	14

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Regional Planning Vs. Local Planning

Respondents in Napa and Sonoma counties were much more likely to prefer local instead of regional planning than the average respondent.

Which statement do you agree with more:

a) There should be a regional plan guiding housing and commercial development in the Bay Area.

OR

b) Local cities and counties on their own should plan housing and commercial development in their area.

Base	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
	%	%	%	%	%	%	%	%	%	%
Local cities and counties should plan	53	51	53	52	49	52	58	75	58	63
Regional plan	44	43	46	46	48	44	38	22	41	35
Regional and local should be equal	1	2	-	1	1	2	2	1	1	2
Don't know/Refused	2	4	1	<1	3	3	2	2	1	1
	100	100	100	100	100	100	100	100	100	100

## Why is that? (Prefer regional planning)\*

	ALL RESPONDENTS 1,098	ALA- MEDA 230	CONTRA COSTA 169	SANTA CLARA 290	SAN FRANCISCO 136	SAN MATEO 111	MARIN 33	NAPA 10^	SOL- ANO 60	SON- OMA 59
<b>Base (Regional Preferred)</b>										
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%	%	%
Bay Area counties/cities interconnected/ interdependent.....	15	16	14	18	15	16	23	4	9	10
Collaborative effort/Work together/ Share knowledge/information.....	15	15	16	13	17	8	19	22	21	15
Comprehensive/Long-term planning/ Broad perspective.....	12	14	14	6	17	14	17	7	3	12
Benefits whole Bay Area/Common good/Fairness/Avoids conflict & abuse .....	11	13	8	10	11	12	10	2	11	12
Local government is ineffective/has narrow focus/negative results/selfish/ puts own interests first/crooked/ doesn't have resources/Don't trust....	9	9	11	8	8	7	14	12	10	10
Effective/Efficient planning/Provide direction/expertise/authority.....	9	8	7	9	7	14	9	14	6	9
Regional plan will get better results/ Centrally controlled/More knowledge/ Integrated/Makes sense.....	7	9	5	4	11	15	4	7	10	6
Regional plan avoids politics/special interests/corruption/more organized/ regulated funds.....	7	7	8	9	4	7	6	2	7	6
Consistency/Continuity/Uniformity/ Coordinated/cohesive results.....	7	7	5	9	5	10	8	1	5	7
Improve transportation/traffic congestion/traffic issues.....	6	8	3	6	7	7	4	2	4	3
Cost effective/Makes financial sense/ Financial control	5	2	8	4	5	7	5	1	3	6
Provides balance between big picture/ overall plan and local needs/issues ....	5	5	4	4	5	2	7	10	8	5
Improve housing/Make affordable housing/housing development/Land use issues/closer to work & transit ....	3	5	3	1	1	4	2	1	5	2

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

^Caution-Low base

## Why is that? (Prefer local planning)\*

	ALL RESPONDENTS 1,341	ALA- MEDA 273	CONTRA COSTA 197	SANTA CLARA 324	SAN FRANCISCO 138	SAN MATEO 130	MARIN 51	NAPA 36	SOL- ANO 84	SON- OMA 107
Base (Local Preferred)										
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%	%	%
Local knowledge/Locals know community needs/issues/resources better .....	31	32	29	32	29	36	29	30	34	27
Local community/government capable/effective/should have say/make own plan/get it done faster/balance budget/control money/makes sense .....	29	26	30	25	31	32	26	30	31	41
One plan doesn't fit all/Communities have unique qualities/different needs	12	9	8	10	19	10	28	26	9	21
Control own destiny/future/Make own Decisions/Take responsibility .....	10	11	10	10	8	10	10	6	9	7
Don't trust government/regional committees/Don't want to be told what to do/Implications .....	8	8	7	7	5	10	10	8	7	8
Regional government is ineffective/doesn't consider enough/selfish/puts own interests first/crooked/too broad/complacent/imposes limits .....	4	4	5	4	3	3	5	5	6	5
Big government bureaucracy/interference/regulation/biases/laws..	3	3	2	1	4	3	1	2	5	4
One agency can't have control over everything in the Bay Area/Bay Area too big to govern the entire area .....	3	2	5	1	5	2	4	3	2	1
Community involvement/input/live in/vote in community .....	2	1	4	2	2	2	1	3	4	3
Local plan avoids politics/special interests/corruption/better priorities	2	1	6	3	-	3	3	<1	3	1
General positive comment/Makes sense/Is obvious/Need a plan .....	2	3	1	3	2	2	1	<1	2	2
Collaborative effort/Work together/Share knowledge/information.....	2	2	-	2	1	3	3	<1	1	2

\*Only responses stated by 2% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Tradeoffs (Overview)

Respondents in San Francisco County were more likely use public transit if it took less time than driving than the average respondent.

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base	2,516	532	369	625	285	252	88	48	146	171
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%	%	%
Public transit - if took less time	78	78	76	77	88	78	78	75	70	73
Smaller house	49	51	44	47	60	52	50	52	42	42
More densely populated	48	51	39	51	60	49	39	35	47	37
Public transit – if high gas prices	40	42	39	39	47	36	31	51	41	36

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).



## Attitudinal Statements – Overview

I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree

	ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base	2,516	532	369	625	285	252	88	48	146	171
	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*	5+4*
	%	%	%	%	%	%	%	%	%	%
Agencies Should Attract Jobs/ Promote Economy	80	81	82	78	77	77	76	75	90	79
Bike/Walk Focus	70	72	64	74	71	67	72	68	63	67
Gas emissions & climate change	70	73	60	71	79	69	78	65	57	71
Changes will be needed in community	70	70	67	73	70	68	63	66	69	70
High speed rail	61	66	51	56	74	60	67	64	59	69
Encouraging high density housing	32	29	38	30	26	35	42	35	26	34

\*This figure is the percentage of respondents who selected the top two ratings (5 or 4).

## Support Of Additional Express Lanes

Overall, half (55%) of respondents supported additional express lanes. Respondents from Santa Clara County were the most likely to support these lanes, respondents from Marin County the least.

The Express lanes are currently in use in Alameda and Contra Costa counties. They are designed to reduce commute times. Based on congestion, they would allow solo drivers to use the carpool lanes for a fee while carpoolers and bus riders continue to use the lanes for free.

Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways?

		ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base		2,516	532	369	625	285	252	88	48	146	171
		%	%	%	%	%	%	%	%	%	%
Support strongly	(4).....	28	32	30	30	22	26	23	23	31	26
	(3).....	27	25	24	28	30	29	25	34	26	25
	(2).....	17	14	19	16	20	16	18	19	16	20
Oppose strongly	(1).....	21	21	23	18	22	25	28	21	24	22
Don't know	.....	6	7	5	8	5	5	6	3	4	8
		100	100	100	100	100	100	100	100	100	100
<b>MEAN (out of 4.00)</b>		<b>2.67</b>	<b>2.74</b>	<b>2.64</b>	<b>2.76</b>	<b>2.54</b>	<b>2.58</b>	<b>2.45</b>	<b>2.62</b>	<b>2.66</b>	<b>2.60</b>

### RECAP

		ALL RESPONDENTS	ALA- MEDA	CONTRA COSTA	SANTA CLARA	SAN FRANCISCO	SAN MATEO	MARIN	NAPA	SOL- ANO	SON- OMA
Base		2,516	532	369	625	285	252	88	48	146	171
		%	%	%	%	%	%	%	%	%	%
Support (3 or 4).....		55	58	54	58	52	54	48	58	57	51
Oppose (2 or 1) .....		38	35	42	34	43	41	47	40	40	41
Don't know .....		6	7	5	8	5	5	6	3	4	8
		100	100	100	100	100	100	100	100	100	100

## Why is that?\*

Base	ALL RESPONDENTS 2,516	ALA- MEDA 532	CONTRA COSTA 369	SANTA CLARA 625	SAN FRANCISCO 285	SAN MATEO 252	MARIN 88	NAPA 48	SOL- ANO 146	SON- OMA 171
<b>MULTIPLE RESPONSES ACCEPTED</b>	%	%	%	%	%	%	%	%	%	%
Support if charge those willing to pay/ offer the option .....	12	10	13	16	8	9	8	9	15	12
Would help reduce traffic/congestion	11	11	12	11	9	10	11	6	11	6
Unfair to low income people/favors the rich (pay to play).....	9	8	8	8	10	11	16	3	7	8
Don't want to pay more/Already pay for roads .....	7	8	9	7	5	9	5	10	6	9
Commute too long/would put more cars on the road/more congestion/carpool lanes too slow .....	7	8	5	5	7	9	7	9	9	5
Carpool lanes should only be for multiple people/defeats purpose of lanes.....	6	5	10	4	7	9	3	3	8	7
Can use revenue from fee to make Improvements/infrastructure/public transit .....	6	4	6	10	3	5	6	4	4	4
Convenient/Good idea (general)/Seen it work other places/Something needs to be done.....	6	6	6	5	8	5	6	7	3	4
Should improve access to public transit/ carpooling/reducing greenhouse gases	5	6	6	3	9	7	5	5	4	4
Already enough lanes/people don't use them enough .....	5	5	5	4	3	4	4	5	6	7
Would promote carpooling/public transit usage.....	5	6	2	4	4	6	5	10	5	4
Depends on price/design/Need more info.....	4	3	4	4	5	3	6	1	3	5
Stop burden shifting/Everyone should pay the same or no one pays/free access to all .....	3	5	2	2	4	2	5	5	2	4
Don't drive/use the highways/Doesn't affect me.....	3	3	1	3	4	1	2	4	3	3
Don't need added government control/ Government money grab/Extortion ...	3	1	2	5	1	2	3	2	3	3

\*Only responses stated by 3% of responses overall are shown. For a complete list of responses, see the crosstabulated tables.

## Demographics

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	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base	%	%	%	%

## Including yourself, how many people currently live in your household?

1 person .....	14	17	12	10
2 people .....	27	27	28	27
3 people .....	22	20	23	19
4 people .....	20	18	20	24
5 people .....	9	8	10	11
6 or more people .....	7	9	6	8
Refused .....	2	1	2	2
	100	100	100	100
<b>MEAN (People in household) .....</b>	<b>3.20</b>	<b>3.22</b>	<b>3.15</b>	<b>3.35</b>

## 2 OR MORE IN HOUSEHOLD

Base	2,127	703	1,106	279
	%	%	%	%

## Is anyone in your household under the age of 18?

Yes .....	45	42	46	47
No .....	55	58	54	53
Refused .....	<1	<1	<1	-
	100	100	100	100

## HAVE AT LEAST ONE CHILD IN HOUSEHOLD

Base	951	295	510	131
	%	%	%	%

## How many are under the age of 18?

1 child .....	42	41	44	38
2 children .....	41	41	39	44
3 children .....	12	12	12	12
4 or more children .....	6	6	5	7
	100	100	100	100
<b>MEAN (Children in household) ....</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.9</b>

Base	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
	%	%	%	%

**Including yourself, how many of the people in your household work outside the home, either on a full-time or part-time basis?**

No one.....	13	12	14	11
1 person .....	30	33	30	25
2 people .....	40	38	40	45
3 people .....	11	11	10	13
4 or more people .....	5	5	5	6
Refused .....	1	<1	1	<1
	100	100	100	100
<b>MEAN (Workers in household) ....</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.8</b>

**How many registered vehicles are available to members of your household?**

None.....	4	8	1	2
1 vehicle .....	21	26	18	15
2 vehicles.....	38	40	38	33
3 or more vehicles.....	37	25	42	49
Refused .....	1	2	<1	1
	100	100	100	100
<b>MEAN (Vehicles in household) ....</b>	<b>2.4</b>	<b>2.0</b>	<b>2.6</b>	<b>2.7</b>

**Have you or anyone in your household used public transit in the past two months?**

Yes.....	65	74	64	45
No.....	35	26	35	55
Don't know.....	<1	-	<1	<1
	100	100	100	100

**Have you or anyone in your household ridden a bicycle in the past two months?**

Yes.....	51	49	52	56
No.....	49	51	48	44
Don't know.....	1	<1	<1	-
	100	100	100	100

Base	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
	%	%	%	%
<b>Do you own or rent your home?</b>				
Own.....	66	58	72	76
Rent.....	33	42	28	23
Other (live w/relatives, friends, etc)	<1	<1	<1	<1
Don't know/refused.....	1	<1	<1	1
	100	100	100	100
<b>May I ask your approximate age?</b>				
18 to 24 years old.....	11	13	9	16
25 to 34 years old.....	19	21	19	18
35 to 44 years old.....	20	21	19	21
45 to 54 years old.....	19	17	22	17
55 to 64 years old.....	15	13	16	15
65 years of age or older .....	13	13	13	12
Refused .....	3	2	2	2
	100	100	100	100
<b>MEAN (Years of age) .....</b>	<b>44.9</b>	<b>43.9</b>	<b>45.8</b>	<b>43.5</b>
<b>What ethnic group do you consider yourself a member of? (Multiple responses accepted)</b>				
White.....	59	51	64	66
Asian/Pacific Islander .....	17	22	17	7
Hispanic/Latino .....	13	15	10	14
African American.....	6	8	5	8
Native American.....	2	2	2	3
Mixed .....	1	2	1	<1
Other .....	1	1	1	1
Refused .....	5	4	5	5
<b>What is your approximate annual household income (before taxes)?</b>				
Under \$15,000 .....	5	6	3	5
\$15,000 to \$25,000 .....	4	5	3	6
\$25,001 to \$50,000 .....	11	13	9	12
\$50,001 to \$75,000 .....	12	14	11	16
\$75,001 to \$100,000 .....	12	11	13	10
\$100,001 to \$150,000 .....	18	18	19	19
\$150,001 to \$200,000 .....	10	9	10	9
More than \$200,000 .....	11	9	13	7
Refused/Don't know .....	19	16	19	18
	100	100	100	100
<b>MEAN (\$1000).....</b>	<b>115.5</b>	<b>107.6</b>	<b>126.2</b>	<b>101.3</b>

	ALL RESPONDENTS 2,516	URBAN 858	SUBURBAN 1,279	OUTER SUBURBAN 316
Base	%	%	%	%

## Are you currently registered to vote?

Yes .....	83	82	85	86
No .....	15	17	14	14
Don't know/Refused .....	1	1	1	<1
	100	100	100	100

## REGISTERED TO VOTE

Base	2,098	703	1,091	272
	%	%	%	%

## In about how many of the past 5 elections have you voted? Would you say . . .

All 5 of the past 5 elections.....	68	67	69	66
4 of the past 5 elections.....	8	9	8	8
3 of the past 5 elections.....	8	6	9	9
2 of the past 5 elections.....	6	8	5	5
1 of the past 5 elections.....	7	8	6	10
None of the past 5 elections .....	2	1	3	2
Don't know/refused.....	1	1	<1	1
	100	100	100	100

**MEAN (# of elections) ..... 4.18      4.17      4.21      4.10**

## Are you registered as a Democrat, Republican, or with some other party?

Democrat .....	51	55	50	44
Republican .....	19	13	22	23
Decline to state/independent registration .....	16	16	15	20
American Independent .....	3	4	2	2
Green Party .....	2	2	2	1
Libertarian.....	1	1	1	1
Peace and Freedom .....	<1	-	<1	<1
Other .....	1	1	<1	1
Don't know/refused .....	9	8	9	9
	100	100	100	100



Base	ALL RESPONDENTS 2,516 %	URBAN 858 %	SUBURBAN 1,279 %	OUTER SUBURBAN 316 %
<b>Gender</b>				
Male .....	50	51	49	51
Female.....	50	49	51	49
Uncertain .....	<1	1	<1	<1
	100	100	100	100
<b>Language of Interview</b>				
English .....	99	98	100	99
Spanish .....	1	2	<1	1
Chinese.....	<1	1	-	-
	100	100	100	100

## Appendix

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### Survey Questionnaire

## PLAN BAY AREA SURVEY

### Version 4.2 (April 10, 2013)

#### Introduction

Hello, I'm \_\_\_\_\_ calling on behalf of MTC (the Metropolitan Transportation Commission) and the Association of Bay Area Governments. We are conducting an important survey with Bay Area residents. Your input will be used to help develop a 30 year regional plan for our area.

*(INTERVIEWER NOTES: If necessary, explain:*

- The Metropolitan Transportation Commission (MTC) is a transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area*
- The Association of Bay Area Governments (ABAG) is a regional planning agency and Council of Governments for the nine counties and 101 cities and towns of the San Francisco Bay region. ABAG is focused on advocacy, collaboration, and excellence in planning, research, and member services.*
- The (regional) plan seeks sustainable regional growth to preserve the quality of life in the Bay Area. This includes: improving the economy, reducing driving and greenhouse gases, accommodating housing needs and growth, and other regional issues that we face.*
- The survey should take between 12-14 minutes to administer*
- No selling is involved*
- Responses will be treated in confidence*
- If Spanish or Chinese monolingual household, flag for callback.)*

1) About how long have you lived in the Bay Area? *(Read list if necessary)*

- 1 Less than one year
- 2 One – five years
- 3 Six – ten years
- 4 Eleven – twenty years
- 5 Over twenty years
- 6 Don't know (do not read)

2) Which county do you live in? *(Read list if necessary)*

- 1 Alameda
- 2 Contra Costa
- 3 Santa Clara
- 4 San Francisco
- 5 San Mateo
- 6 Marin
- 7 Napa
- 8 Solano
- 9 Sonoma

Other county outside Bay Area (thank and terminate. Code as NQ-BA)

Don't know / Refused (thank and terminate. Code as Term-Q2)

## Current Perception of Region

Please rate each of the following Bay Area issues on a five point scale, where 5 is excellent and 1 is poor. Overall how would you rate \_\_\_\_\_ (ask for each) in the Bay Area? (Randomize)

	Excellent				Poor	Don't know
3) Quality of public transit services ....	5	4	3	2	1	0
4) Up-keep and repair of local roads and freeways.....	5	4	3	2	1	0
5) Preservation of open space and parks .....	5	4	3	2	1	0
6) Economic growth and prosperity ...	5	4	3	2	1	0
7) Availability of affordable housing...	5	4	3	2	1	0
8) Air Quality .....	5	4	3	2	1	0

## Plan Bay Area – General

A long-term strategy for the entire Bay Area is currently being developed. The idea is to successfully plan the region's housing and transportation needs for the next 30 years. This plan is focused on: improving the local economy, reducing driving and greenhouse gases, and providing access to housing and transportation for everyone who needs it.

9. In general, how important do you think it is to establish this type of a regional plan?

Use a 5 point scale where 5 is Very Important and 1 is Not at all important.

- 5      Very Important
- 4
- 3
- 2
- 1      Not at All Important
- 0      Don't know (Do Not Read)

10. Why is that?

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11. Which part of the plan is most important to the Bay Area's future...improving the local economy, reducing driving and greenhouse gases, or providing access to housing and transportation for everyone?\* (select one)

11a. Which is next most important? (select one)

	Most Imp (Q11)	Next Most Imp (Q11a)
1 Improving the local economy	[ ]	[ ]
2 Reducing driving and greenhouse gas emissions	[ ]	[ ]
3 Providing access to housing and transportation for everyone	[ ]	[ ]
4 Don't know (Do Not Read)	[ ]	[ ]

*\*Note: If needed, re-read the options: "the first one is..., the second one is..., the third one is..."*

### Plan Bay Area Funding Priorities

Next I will read you a number of items that may be considered as part of this Bay Area plan. Not all of these items will be funded due to limited resources. For each, please tell me whether funding should be a high priority or not a priority. Use a 5 point scale where 5 means High Priority and 1 means Not a Priority.

*(Interviewer note: If asked, the funding itself is coming from Federal, State and local sources for projects related to this plan. These questions are asking how to allocate - or divide up - those funds)*

	High Priority					Not a Priority	Don't know
12) Increase the number of freeway lanes for carpoolers and bus riders ....	5	4	3	2	1		0
13) Expand bicycle and pedestrian routes .....	5	4	3	2	1		0
14) Extend commuter rail lines, such as BART and Caltrain, throughout the Bay Area .....	5	4	3	2	1		0
15) Maintain highways and local roads, Including fixing potholes .....	5	4	3	2	1		0
16) Provide more frequent public transit service .....	5	4	3	2	1		0
17) Provide financial incentives to cities to build more multi-unit housing near public transit .....	5	4	3	2	1		0

## Policies to Reduce Use of Cars and Greenhouse Gas Emissions

18) The Bay Area plan also focuses on reducing (the amount of) driving as a way to decrease greenhouse gas emissions in the Bay Area. How strongly do you support or oppose this policy? Use a 5 point scale where 5 is support strongly and 1 is oppose strongly.

- 5 Support Strongly  
4  
3  
2  
1 Oppose Strongly  
0 Don't know (Do Not Read)

Next I will read you a list of specific strategies being considered to reduce driving and greenhouse gases. Indicate whether you would support or oppose each using the same 5 point scale (*5 Support Strongly and 1 Oppose Strongly*)

	Support Strongly				Oppose Strongly	Don't know
19) Build more housing near public transit designed for residents who want to drive less .....	5	4	3	2	1	0
20) Limit urban sprawl by requiring most additional housing and commercial buildings be built within current city or town limits	5	4	3	2	1	0
21) Charge drivers a new fee* based on the number of annual miles driven ....	5	4	3	2	1	0

*(Note: Expansion of Express Lanes is another greenhouse gas reduction strategy. A specific question about this is being asked later in the questionnaire – Q34)*

*\*New fee: Specifics are still being developed, this could be an annual fee using vehicle registration or a vehicle device which calculates mileage at the fuel pump*

## Regional vs. Local

22. Which statement do you agree with more:

a) There should be a regional plan guiding housing and commercial development in the Bay Area. OR  
b) Local cities and counties on their own should plan housing and commercial development in their area.

- 1 Regional Plan
- 2 Local Cities and Counties Should Plan
- 3 Regional and local should be equal (*do not read*)
- 4 Don't know (*do not read*)
- 5 Refused (*do not read*)

23. Why is that?

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## Trade Offs and Attitudinal Statements

Next I'd like you to rate the statements I read to you using a 5 point scale, where 5 means strongly agree and 1 means strongly disagree. (*Randomize*)

	Strongly Agree				Strongly Disagree	Don't know
24) I would be willing to live in a smaller house to be closer to work, shopping and restaurants .....	5	4	3	2	1	0
25) I would live in a more densely populated area if there were better neighborhood amenities (restaurants, shops, etc.) ...	5	4	3	2	1	0
26) I would take public transit more often if it took less time than driving .....	5	4	3	2	1	0
27) I will take public transit more often if gas prices reach \$5.00 a gallon .....	5	4	3	2	1	0
28) Throughout the Bay Area, there should be a focus on making it easier to walk or bike, rather than having to rely on a car for every trip .....	5	4	3	2	1	0

	Strongly Agree			Strongly Disagree			Don't know
29) Local and regional government agencies should play an active role in trying to attract jobs and promote the economy in the Bay Area.....	5	4	3	2	1		0
30) I support building a High Speed Rail system connecting the Bay Area with the Los Angeles area .....	5	4	3	2	1		0
31) In general, warnings about greenhouse gas emissions causing climate changes are valid .....	5	4	3	2	1		0
32) Encouraging high density housing near public transit could destroy the character of my city or town .....	5	4	3	2	1		0
33) Changes will be needed in my community to maintain the quality of life in the Bay Area for future generations .....	5	4	3	2	1		0

## Express Lanes

Express lanes\* are currently in use in Alameda and Contra Costa counties. They are designed to reduce commute times. Based on congestion, they would allow solo drivers to use the lanes for a fee while carpoolers and bus riders continue to use the lanes for free.

34) Do you support or oppose the idea of establishing additional express lanes on Bay Area freeways? (Get answer, then ask): Is that strongly or somewhat?

*\* If necessary, Express Lanes are also called High Occupancy Toll Lanes or HOT lanes.*

- 1 Support Strongly
- 2 Support Somewhat
- 3 Oppose Somewhat
- 4 Oppose Strongly
- 5 Don't know (Do not read)



35) Why is that? (Express Lanes response)

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## Demographics

These next few questions are for classification purposes only.

D1) Including yourself, how many people currently live in your household?

Record number ..... \_\_\_\_\_

*(Ask if more than one person in household)*

D2) Is anyone in your household under the age of 18?

- 1      Yes      >>>Record number \_\_\_\_\_
- 2      No
- 3      Refused

D3) Including yourself, how many of the people in your household work outside the home, either on a full-time or part-time basis?

Record number ..... \_\_\_\_\_

D4) How many registered vehicles are available to members of your household?

Record number ..... \_\_\_\_\_

D5) Have you, or has anyone in your household,

a) used public transit in the past two months?

- 1      Yes
- 2      No
- 3      Don't know

b) ridden a bicycle in the past two months?

- 1      Yes
- 2      No
- 3      Don't know

---

D6) Do you own or rent your home?

- 1 Own
- 2 Rent
- 3 Other (specify) \_\_\_\_\_
- 4 Don't know / Refused

D7) What is your (5 digit) home zip code?

Record zip..... \_\_\_\_\_

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D8) May I ask your approximate age? \_\_\_\_\_

D9) What ethnic group do you consider yourself a member of? (*If hesitates, ask*) Are you white, African American, Hispanic/Latino, Asian or some other ethnic or racial background?

- 1 White
- 2 African American
- 3 Hispanic / Latino
- 4 Asian / Pacific islander
- 5 Other (specify) \_\_\_\_\_
- 6 Refused

D10) What is your approximate annual household income (before taxes)? (*Read responses if necessary*)

- 1 Under 15,000
  - 2 \$15,000 - \$25,000
  - 3 \$25,001 – \$50,000
  - 4 \$50,001 - \$75,000
  - 5 \$75,001 - \$100,000
  - 6 \$100,001 - \$150,000
  - 7 \$150,001 - \$200,000
  - 8 More than \$200,000
  - 9 Refused (Do not read)
- 

D11) Are you currently registered to vote?

- 1 Yes
- 2 No
- 3 Don't know / Refused

D12) In about how many of the past 5 elections have you voted, would you say...(Read List)

- |   |                               |   |   |
|---|-------------------------------|---|---|
| 5 | All 5 of the past 5 elections | 0 | None of the past 5 elections                |
| 4 | 4 of the past 5 elections     | 6 | Don't know / Refused ( <i>Do not read</i> ) |
| 3 | 3 of the past 5 elections     |   |   |
| 2 | 2 of the past 5 elections     |   |   |
| 1 | 1 of the past 5 elections     |   |   |

D13) Are you registered as a Democrat, a Republican or with some other party?

- 1 Democrat
- 2 Republican
- 3 Decline to State / Independent registration
- 4 Green Party
- 5 American Independent
- 6 Libertarian
- 7 Peace and Freedom
- 8 Other party (specify) \_\_\_\_\_
- 9 Don't know / Refused

D14) And for validation purposes, may I please have your first name...

\_\_\_\_\_

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### Comments

Those are all the questions I have.

Comments (If volunteered)

*Interviewer note: Prompt for comments only if comments mentioned during the interview.*

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Record:

D15) Gender (by observation)

- 1 Male
- 2 Female
- 3 Uncertain

D16) Language

- 1 English
- 2 Spanish
- 3 Chinese

Pick up from Sample Sheet:

- Phone Number: \_\_\_\_\_
- Sample type:
  - 1 Listed
  - 2 Random Digit
  - 3 Cell Number



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
**Phase Four: Draft Plan Bay Area (2013)**

# **APPENDIX E**

## **Open House/Public Hearings**

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Appendix D documents can be found immediately following this cover sheet.

**Multiple ways  
to submit your  
comments!**

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

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

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

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



**Draft Plan Bay Area**

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

**Release Date:**  
Friday, March 22

**Close of Comments:**  
Thursday, May 16, 4 p.m.

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

**For more information**

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



**Your invitation to  
comment on the  
Draft Plan  
Bay Area**



**See inside for  
multiple ways  
to participate  
and comment ▶▶**



**Association of  
Bay Area Governments**



**M T METROPOLITAN TRANSPORTATION COMMISSION**

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

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

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

Table with 4 columns: Date, County, Location, and Address. Rows include Napa County (Elks Lodge), Sonoma County (Friedman Center), San Francisco County (Whitcomb Hotel), Solano County (County Fairgrounds), Contra Costa County (Marriott Hotel), Marin County (Marin Center), San Mateo County (Crowne Plaza Hotel), Alameda County (Mirage Ballroom), and Santa Clara County (Hilton Hotel).

For transit directions visit 511.org.

In addition to the Draft Plan Bay Area, you are encouraged to comment on the Draft Environmental Impact Report (EIR). The EIR examines the proposed Plan and four alternatives and the range of potential environmental impacts that could result from the implementation of Plan Bay Area.

Draft Environmental Impact Report Public Hearings
Tuesday, April 16, 2013 10 a.m. to 12 noon
Tuesday, April 16, 2013 7 p.m. to 9 p.m.
Wednesday, April 17, 2013 1 p.m. to 3 p.m.

Also comment on these two related documents:
Draft 2013 Transportation Improvement Program (TIP)
Draft Transportation-Air Quality Conformity Analysis for Draft Plan Bay Area and 2013 TIP

Is your time limited?
A comment station will be open during each Open House for those who cannot stay for the Public Hearing.

Can't attend an Open House or Public Hearing?
Comment online at www.OneBayArea.org;
E-mail info@OneBayArea.org, or
Mail to MTC-ABAG Plan Bay Area Public Comment

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY.
Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY.
如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。



# Welcome!

## Thank you for attending tonight's Open House on the Draft Plan Bay Area.

### 6:00 p.m. – 7:30 p.m. Open House

Visit a series of stations that present information from the Draft Plan. Staff are available to answer questions. Submit your written comments at the Comment Station.

### 7:00 p.m. – 9:00 p.m. Public Hearing

Attend the Public Hearing to offer your oral comments on the Draft Plan or one of its supplemental documents.

### Tonight!

Submit written comments at the Open House or offer oral comments at the public hearing.

### E-mail

Submit your comments on the Draft Plan or the Plan's Draft Environmental Impact Report by Thursday, May 16 at 4 p.m. via e-mail to [info@onebayarea.org](mailto:info@onebayarea.org)

### Mail

Send written comment via mail to:  
**MTC-ABAG**  
**Plan Bay Area Public Comment**  
**101 8th Street**  
**Oakland, CA 94607**

### Online Forum

Participate in an online forum called Plan Bay Area Town Hall at [www.onebayarea.org](http://www.onebayarea.org)





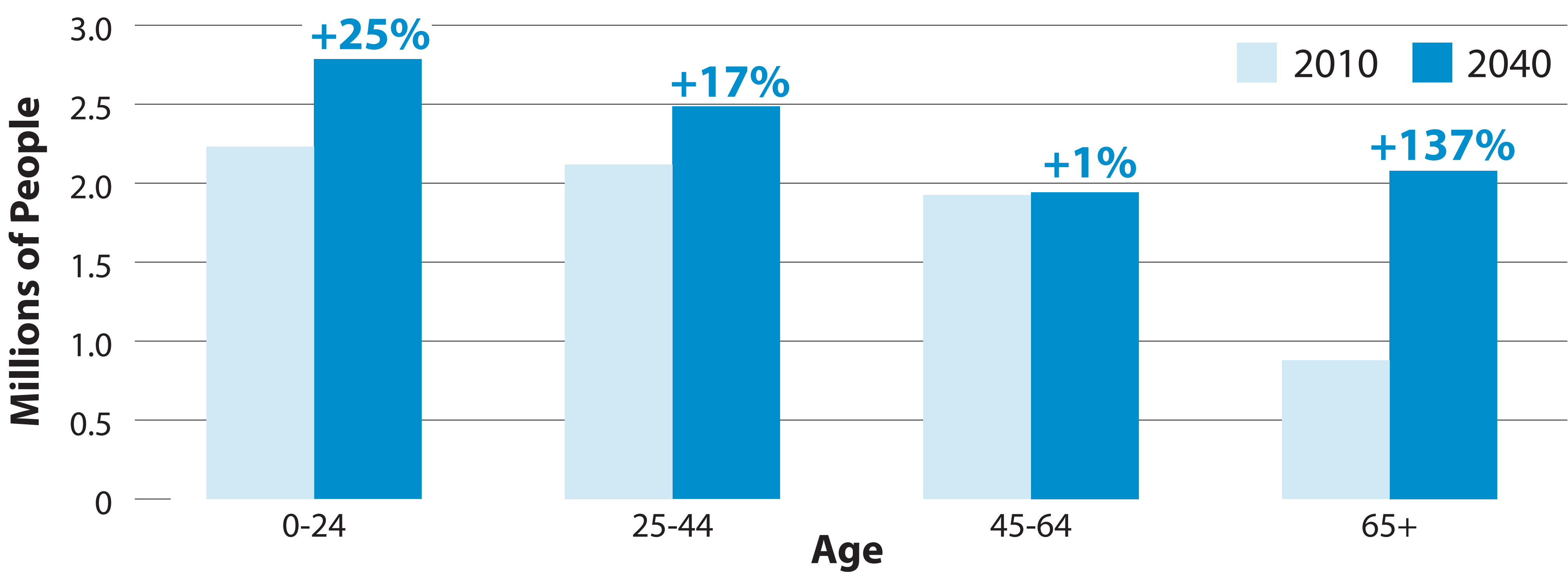
# Station A: Where We Live/Where We Work

## How We Grow

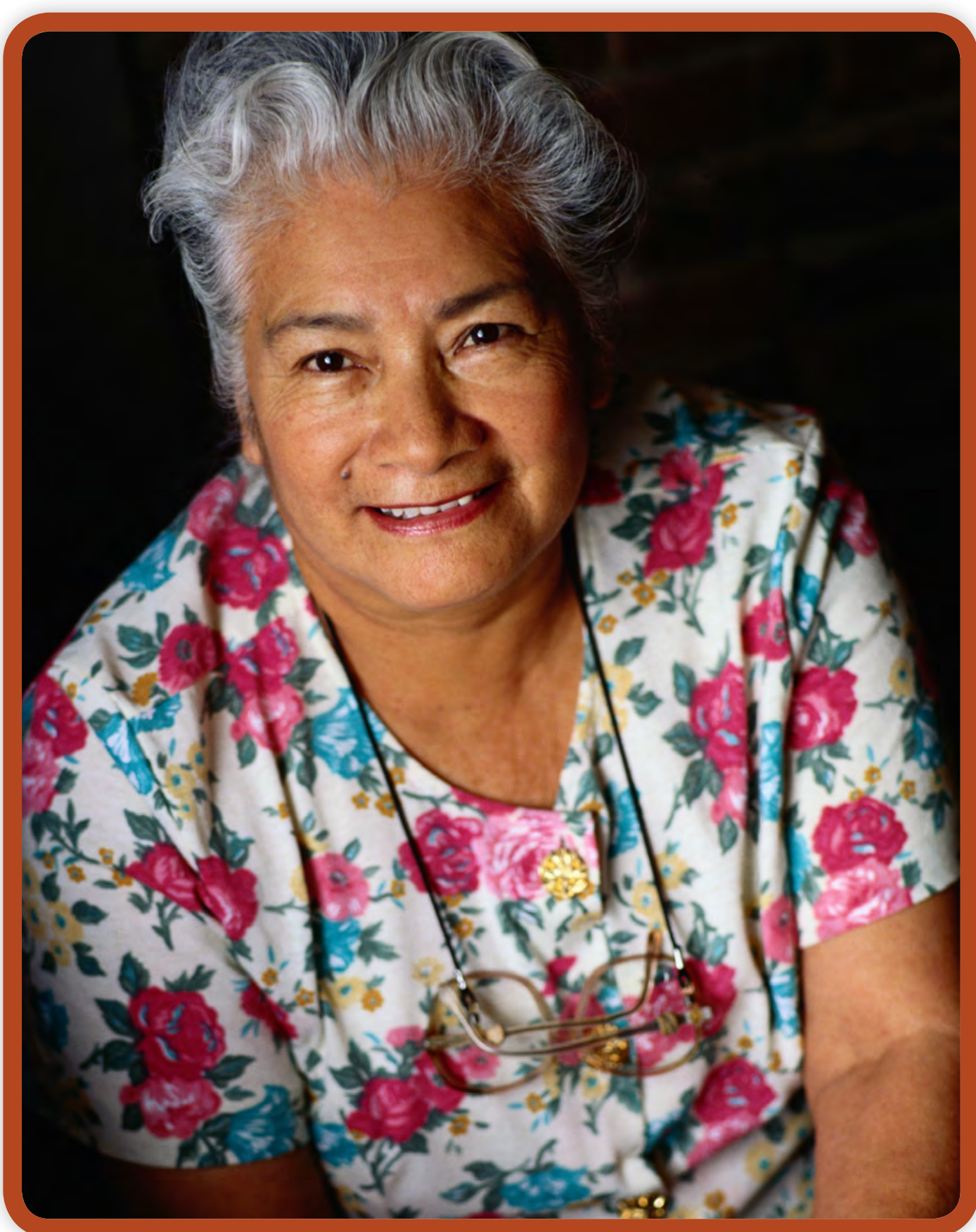
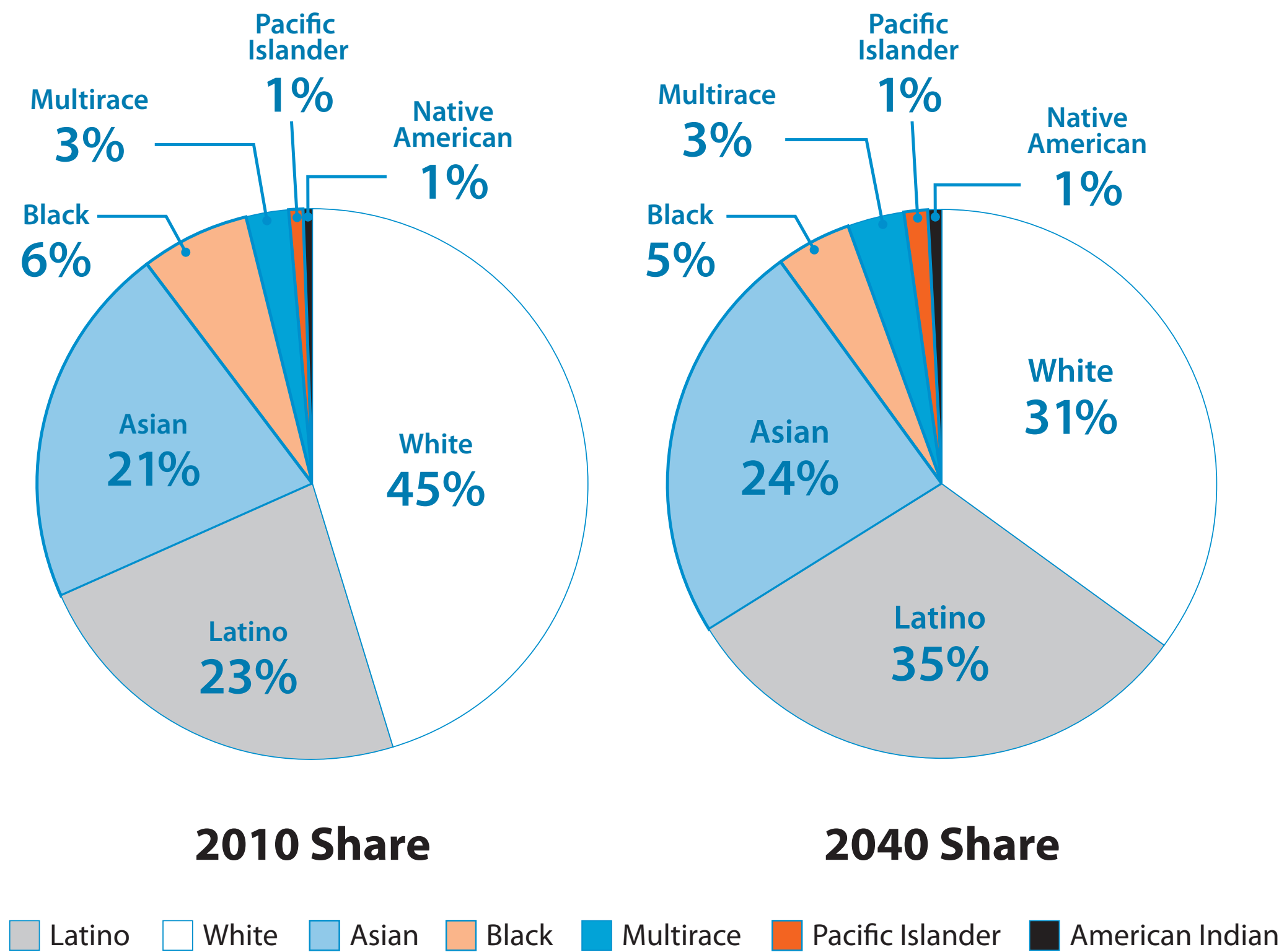
Creating a Vibrant, Healthy Region for Current and Future Generations

Substantial shifts in housing preferences are expected as the Bay Area population ages and becomes more diverse.

Bay Area Population by Age, 2010 and 2040



Sources: 2010 Census, California Department of Finance, ABAG





# Station A: Where We Live/Where We Work

## Open Space:

### Protecting the Region's Unique Natural Environment

- Priority Conservation Areas identified locally
- Developing in existing downtowns, main streets and neighborhoods allows us to preserve small towns, open space and agricultural land for future generations





# Station A: Where We Live/Where We Work

## Where We Work

### Making Bay Area Businesses More Competitive

Creating a robust growth economy requires smart investments in housing supply and infrastructure.





# Station A: Where We Live/Where We Work

## Where We Work

### Making the Link between Jobs, Housing and Transportation

Economic growth could be compromised without significant increase in housing production.

Draft Plan Bay Area County Job Growth: 2010-2040

County	Jobs				
	2010	2040	2010-2040 Growth		
			Total Average Annual Growth	% Average Annual Growth	Total Growth
Alameda	694,447	947,635	8,440	1.2%	253,188
Contra Costa	344,921	467,000	4,069	1.2%	122,079
Marin	110,733	129,128	613	0.6%	18,394
Napa	70,651	89,530	629	0.9%	18,879
San Francisco	568,724	759,467	6,358	1.1%	190,743
San Mateo	345,200	445,312	3,337	1.0%	100,112
Santa Clara	926,264	1,229,797	10,118	1.1%	303,533
Solano	132,346	179,904	1,585	1.2%	47,558
Sonoma	192,013	257,446	2,181	1.1%	65,433
REGION	3,385,300	4,505,218	37,331	1.1%	1,119,918



Draft Plan Bay Area Housing Unit Growth: 2010-2040

County	Housing Units				
	2010	2040	2010-2040 Growth		
			Total Average Annual Growth	% Average Annual Growth	Total Growth
Alameda	582,549	730,522	4,932	0.8%	147,973
Contra Costa	400,263	480,396	2,671	0.7%	80,133
Marin	111,214	118,719	250	0.2%	7,505
Napa	54,759	60,809	202	0.4%	6,050
San Francisco	376,941	469,347	3,080	0.8%	92,406
San Mateo	271,031	326,733	1,857	0.7%	55,702
Santa Clara	631,920	843,110	7,040	1.1%	211,190
Solano	152,698	175,518	761	0.5%	22,820
Sonoma	204,572	236,446	1,062	0.5%	31,874
REGION	2,785,947	3,441,602	21,855	0.8%	655,655

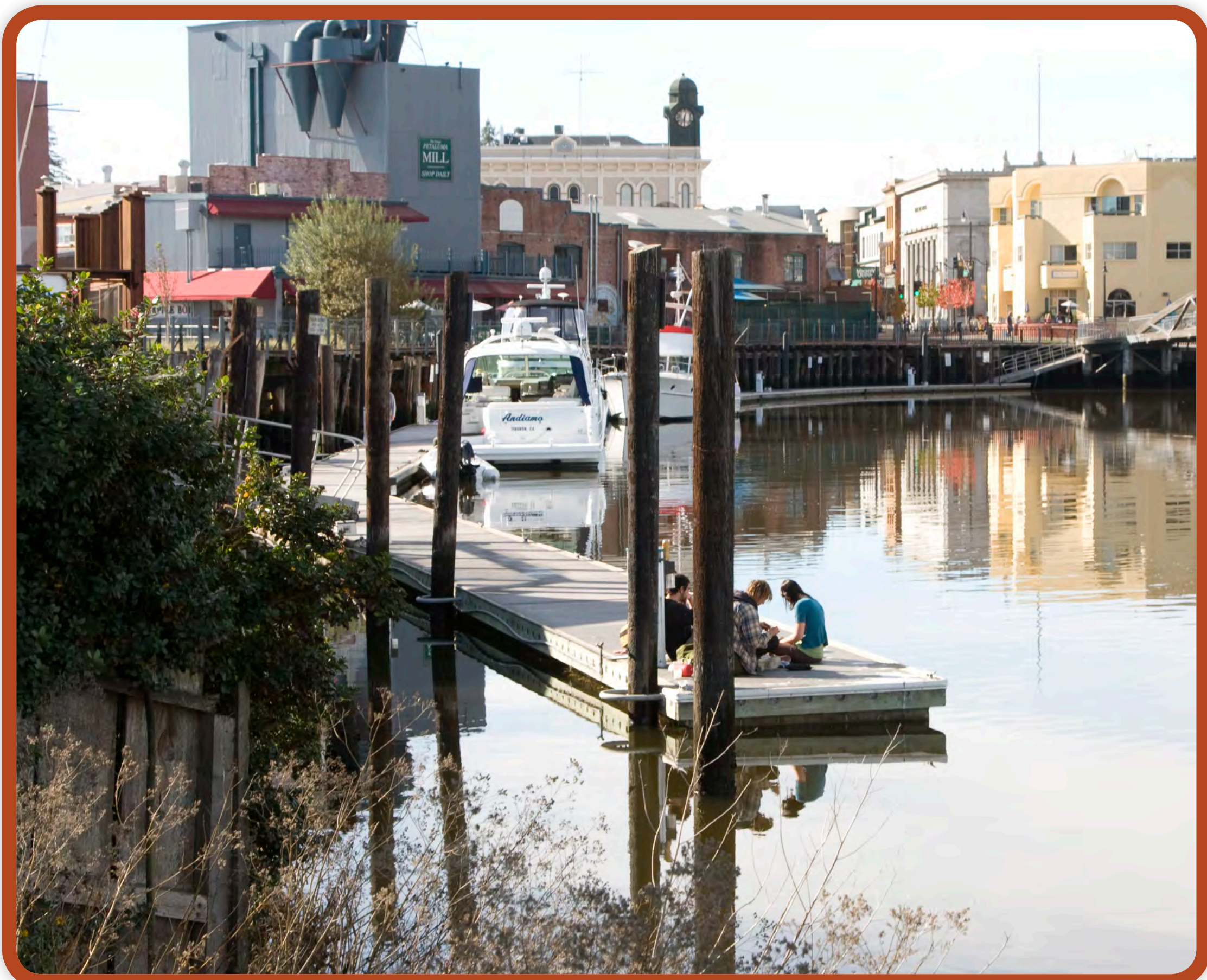


# Station A: Where We Live/Where We Work

## Where We Live

### Embodying Local Visions to Create Healthy Communities

- More housing options
- Better access to jobs
- Access to open space and recreation
- Improved infrastructure
- Cleaner air
- Fewer greenhouse gas emissions





# Station A: Where We Live/Where We Work

## Where We Live

### Relying on Local Plans, Creating Housing Choices

- Complete communities – where people walk more and live near shops, transit and local parks
- More housing choices – neighborhoods with a greater variety of multi-family and single-family housing available





# Open House Stations

## Station A: Where We Live, Where We Work

*Learn more about how the Draft Plan focuses future jobs and housing growth into areas nominated by local jurisdictions to create a network of complete communities and expand a prosperous and equitable regional economy. (Chapter 2: The Bay Area in 2040 and Chapter 3: Where We Live, Where We Work)*

## Station B: Investments

*Learn more about strategies for maintaining and boosting the efficiency of the existing road and transit system, while making investments in projects that support the focused growth land-use framework. (Chapter 4: Investments)*

## Station C: Setting Our Sights on Performance

*Learn more about how the Draft Plan meets mandated and voluntary performance objectives to accommodate future growth in a way that preserves the character of our communities and our region. (Chapter 5: Performance and Chapter 1: Setting Our Sights)*

## Station D: A Plan to Build On

*Learn more about ongoing and future efforts to achieve the Draft Plan Bay Area vision through policies, programs and legislative advocacy. (Chapter 6: A Plan To Build On)*

## Station E: Comment Station

*Pick up a form and submit your written comments on the Draft Plan Bay Area or one of its supplemental documents.*



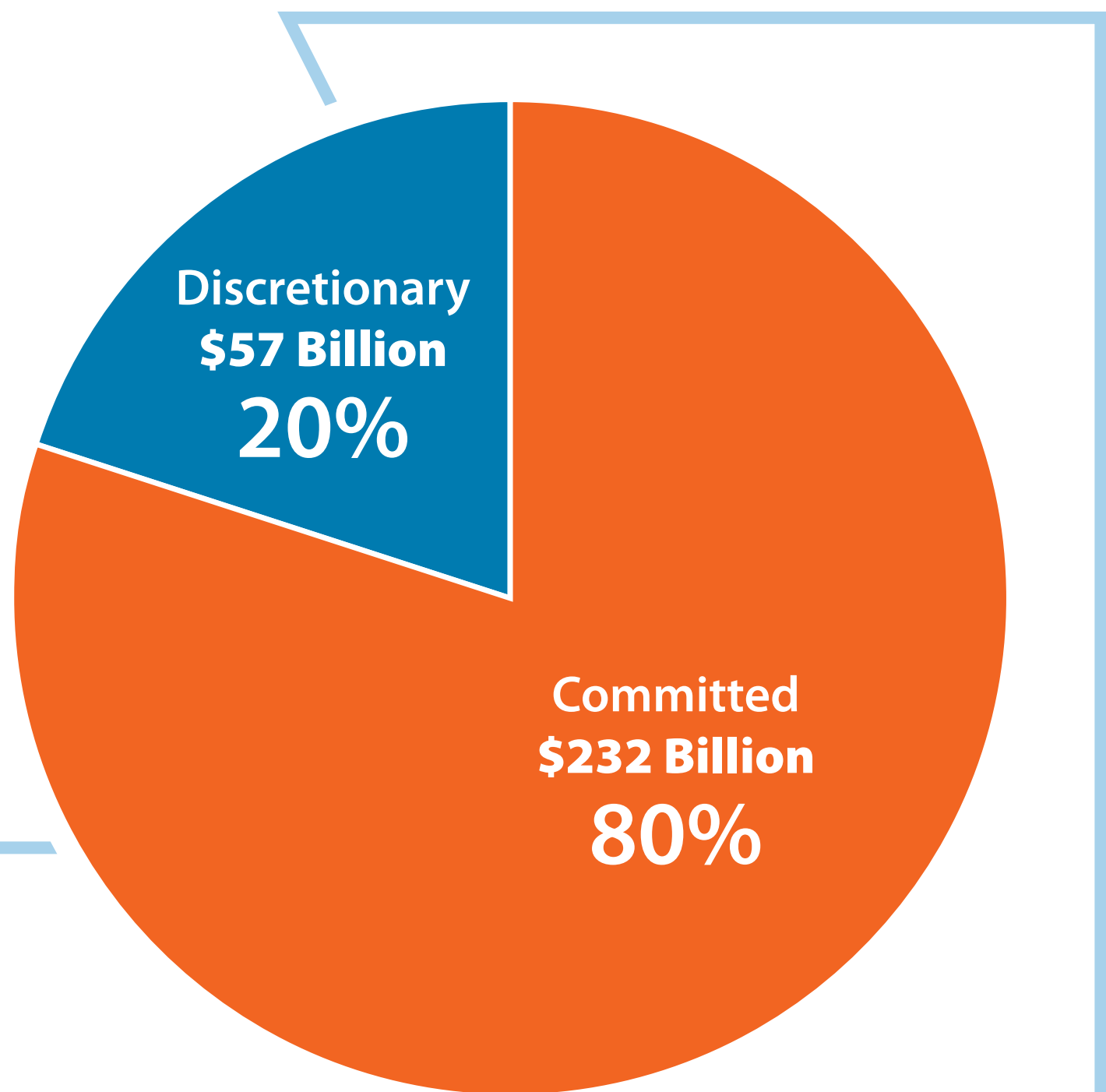
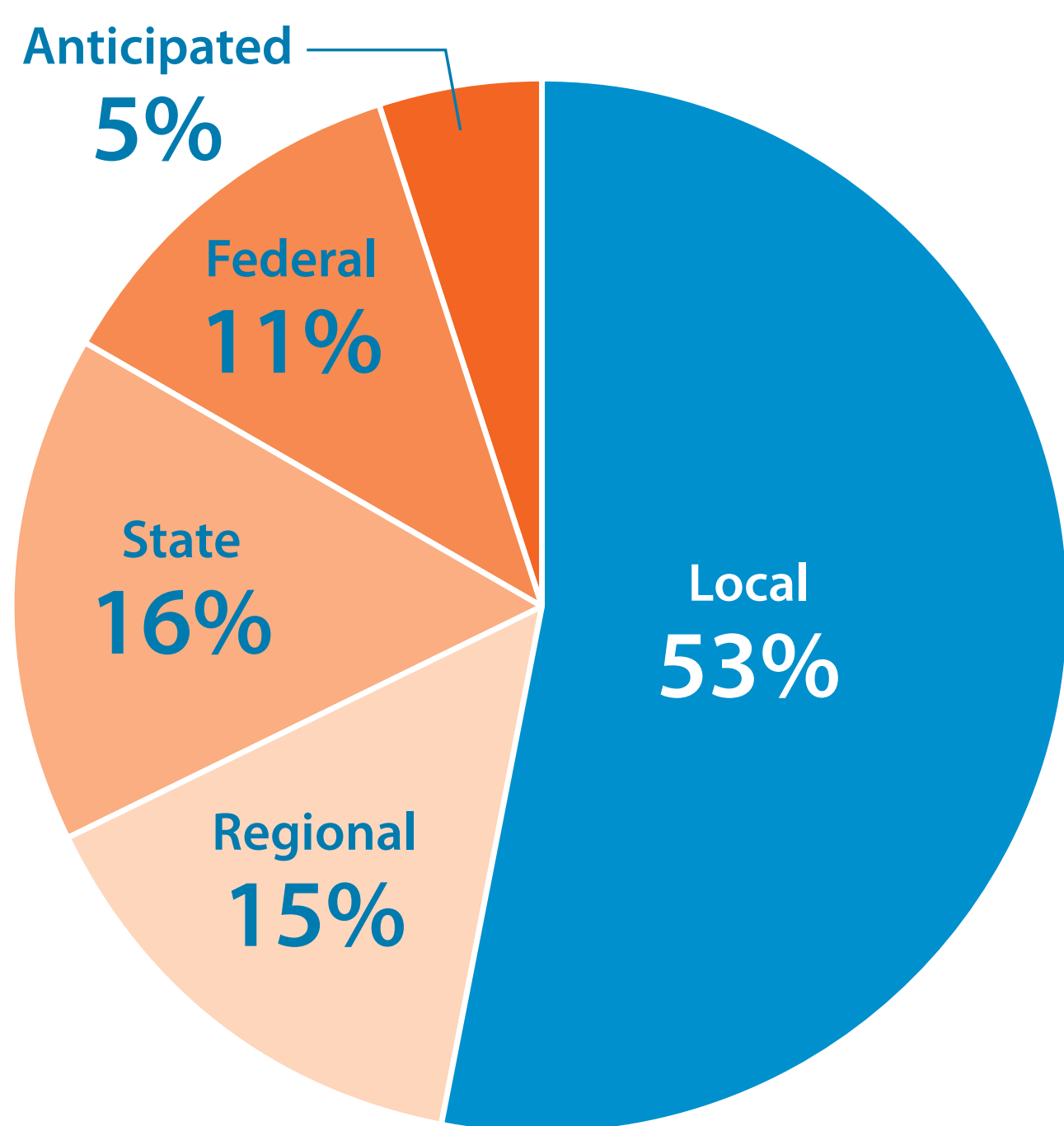
# Station B: Investments

## Gauging Our Financial Resources

### Plan Bay Area Funding: 28-Year Revenue Forecast

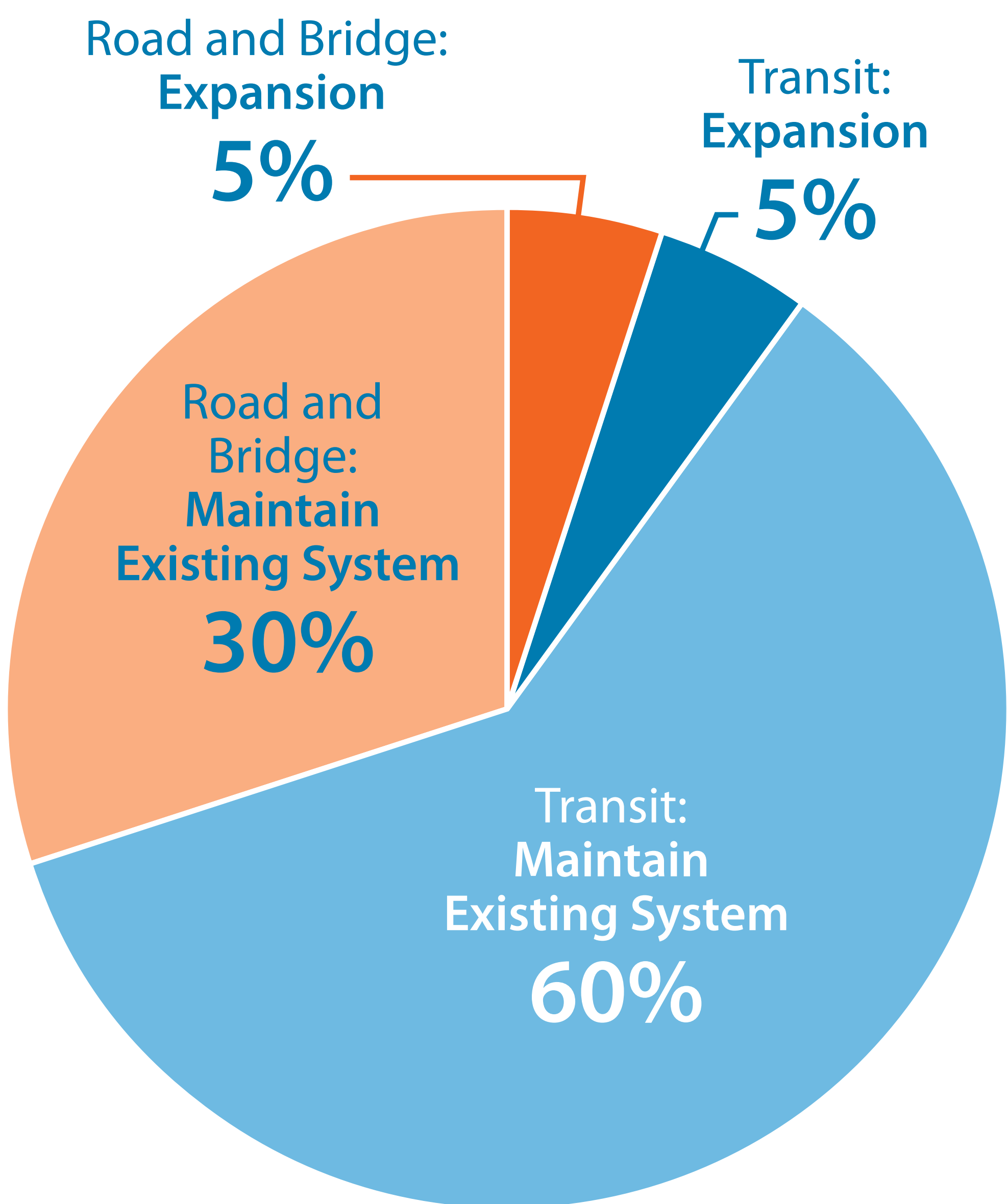
The draft plan forecasts \$289 billion in available funding over the 28-year period of the plan. Over two-thirds (68 percent) of these funds are from regional and local sources, primarily transit fares, dedicated sales tax programs and bridge tolls.

Revenues for Plan Bay Area are either committed to existing purposes – such as to maintain our existing transportation system or committed by voters to specific projects – or considered discretionary and available for assignment to new projects or programs through the plan.

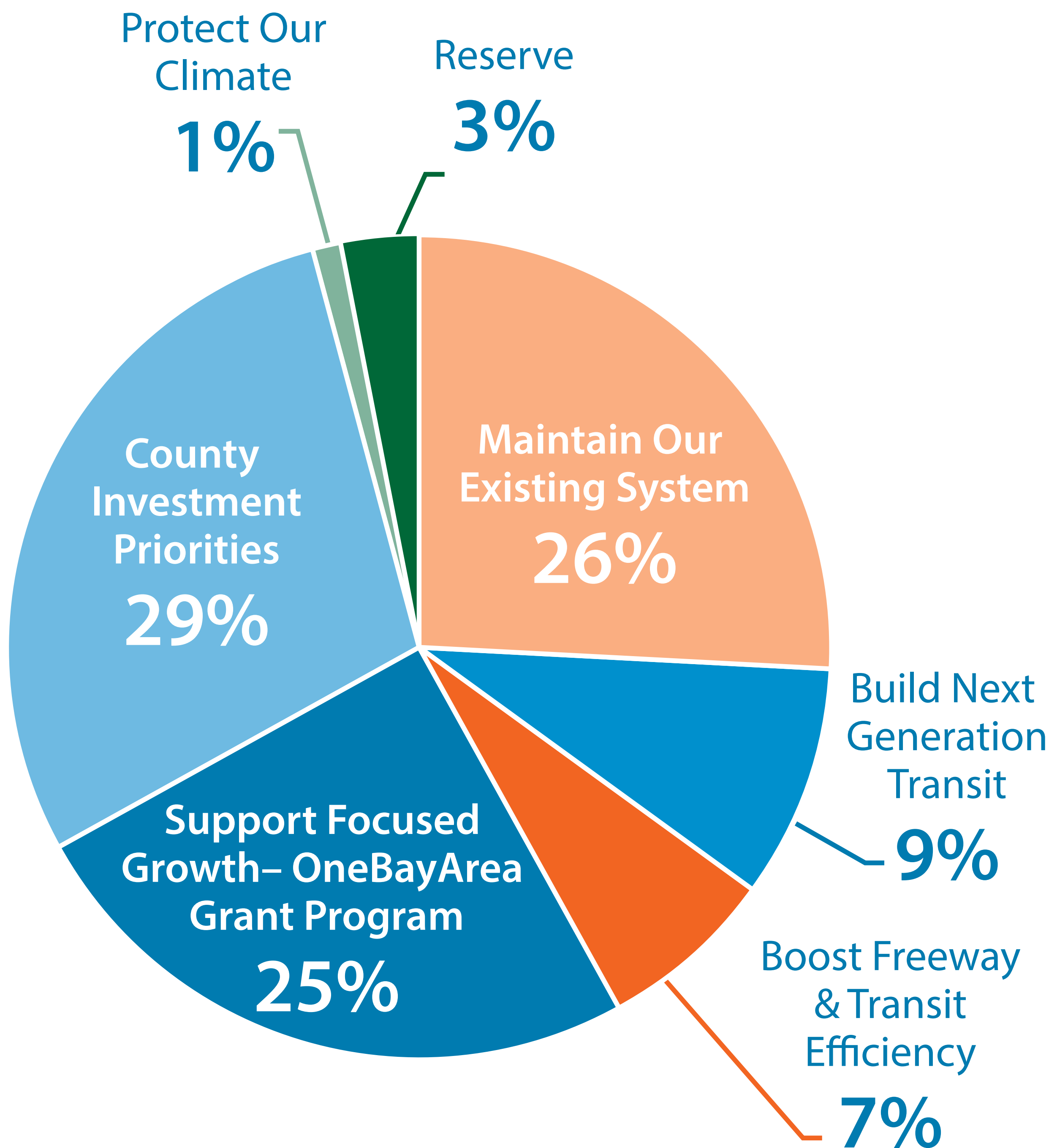


### Draft Plan Investments

Committed Revenue by Function  
\$232 Billion



Discretionary Revenue by Investment Strategy  
\$57 Billion





# Station B: Investments

## Maintain the Existing Transportation System: \$15 Billion



- Support the operating needs of transit operators
- Fund high-priority transit capital investments, such as new buses, railcars and ferries; and needed improvements to tracks, bridges, tunnels, power systems and communications equipment
- Invest in local streets and roads
- Invest in state bridges and highways



## Support Focused Growth — One Bay Area Grant Program: \$14 Billion

Under the OneBayArea Grant framework, funds will support jurisdictions that produce housing near transit. The OneBayArea Grant program is locally administered and gives communities flexibility to support infill development by providing funding for items such as:

- bicycle and pedestrian improvements
- local street repair
- planning activities
- specific funding for Safe Routes to Schools projects
- specific funding for Priority Conservation Areas



## Build Next-Generation Transit: \$5 Billion

Plan Bay Area identifies significant future transit investments to the region's core transit systems and assumes the region can attract federal "New Starts and Small Starts" funding through 2040 to support these projects.

### NEW STARTS AND SMALL STARTS – PLAN BAY AREA "NEXT GENERATION" PROJECTS

- BART: Berryessa to San Jose/Santa Clara
- Transbay Transit Center/Caltrain Downtown Extension: Phase 2
- AC Transit Enhanced Bus/BRT: Grand-MacArthur Corridor
- Van Ness Avenue Bus Rapid Transit Project
- AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
- New Starts and Small Starts Reserve



# Station B: Investments

## Boost Freeway and Transit Efficiency: \$4 Billion

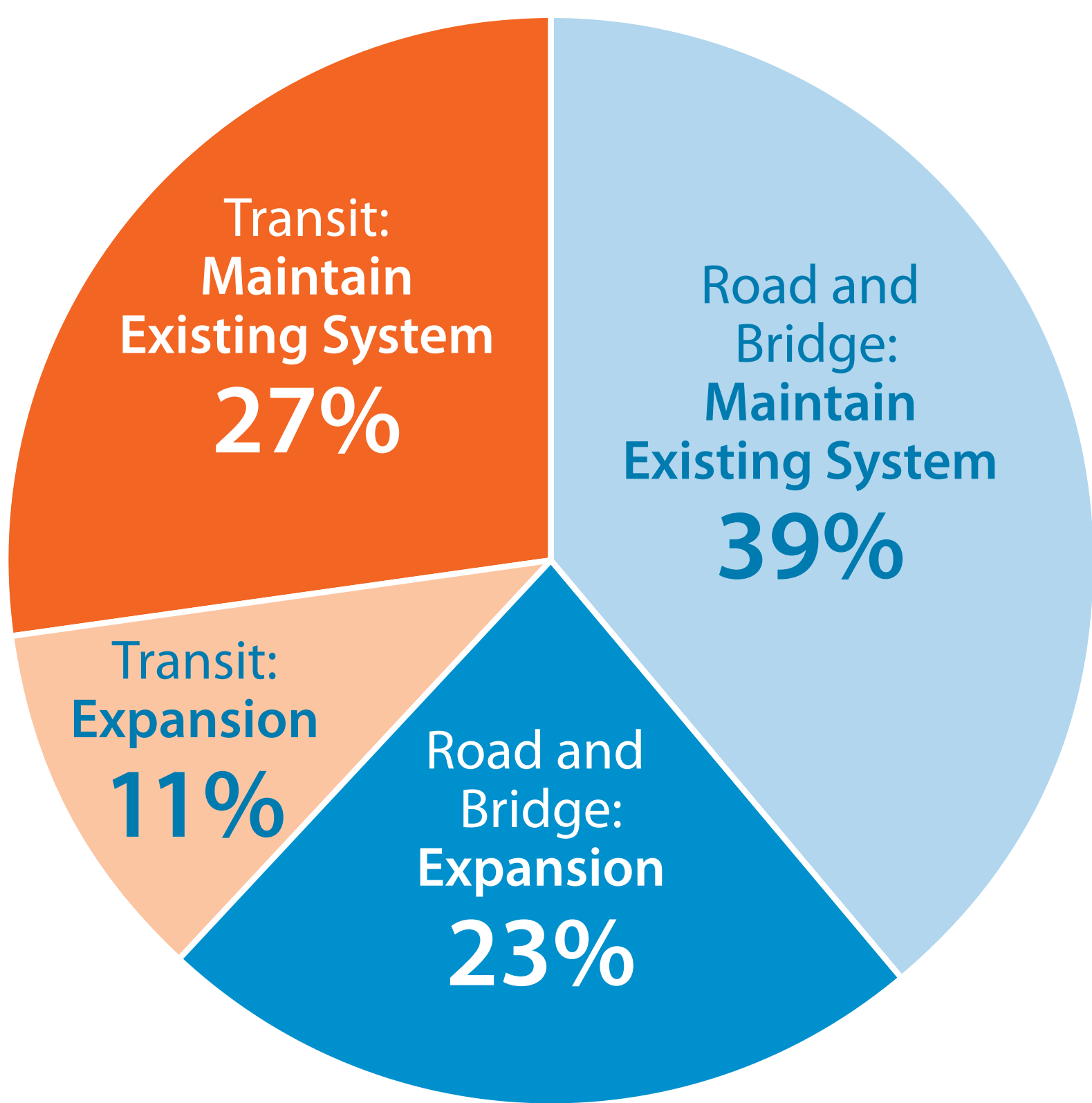


- Squeeze more efficiency out of the existing system using low-cost technology upgrades to improve the speed and reliability of roadways and transit service.
- Freeway Performance Initiative (includes ramp metering, changeable message signs, Freeway Service Patrol and Call Box programs)
- Transit Performance Initiative –funding for performance improvements in major transit corridors
- Regional Express Lane Network – improve reliability and reduce delay in congested corridors
- San Francisco Pricing Program – charge a fee to drive in specific congested spots to fund transportation improvements, reduce traffic

## County Investment Priorities: \$16 Billion

This strategy directs funds to key local transportation priorities identified by the county congestion management agencies during the development of their county transportation plans.

- 66 percent of the funds are dedicated to maintaining and sustaining current transportation systems
- The county programs include “complete streets” programs that will deliver substantial bicycle and pedestrian improvements
- More details can be found in the Online Project Database



## Protect Our Climate: < \$1 Billion

This investment strategy focuses on technology advancements and provides incentives for travel options to help meet the state-mandated targets to reduce emissions from cars and light trucks.

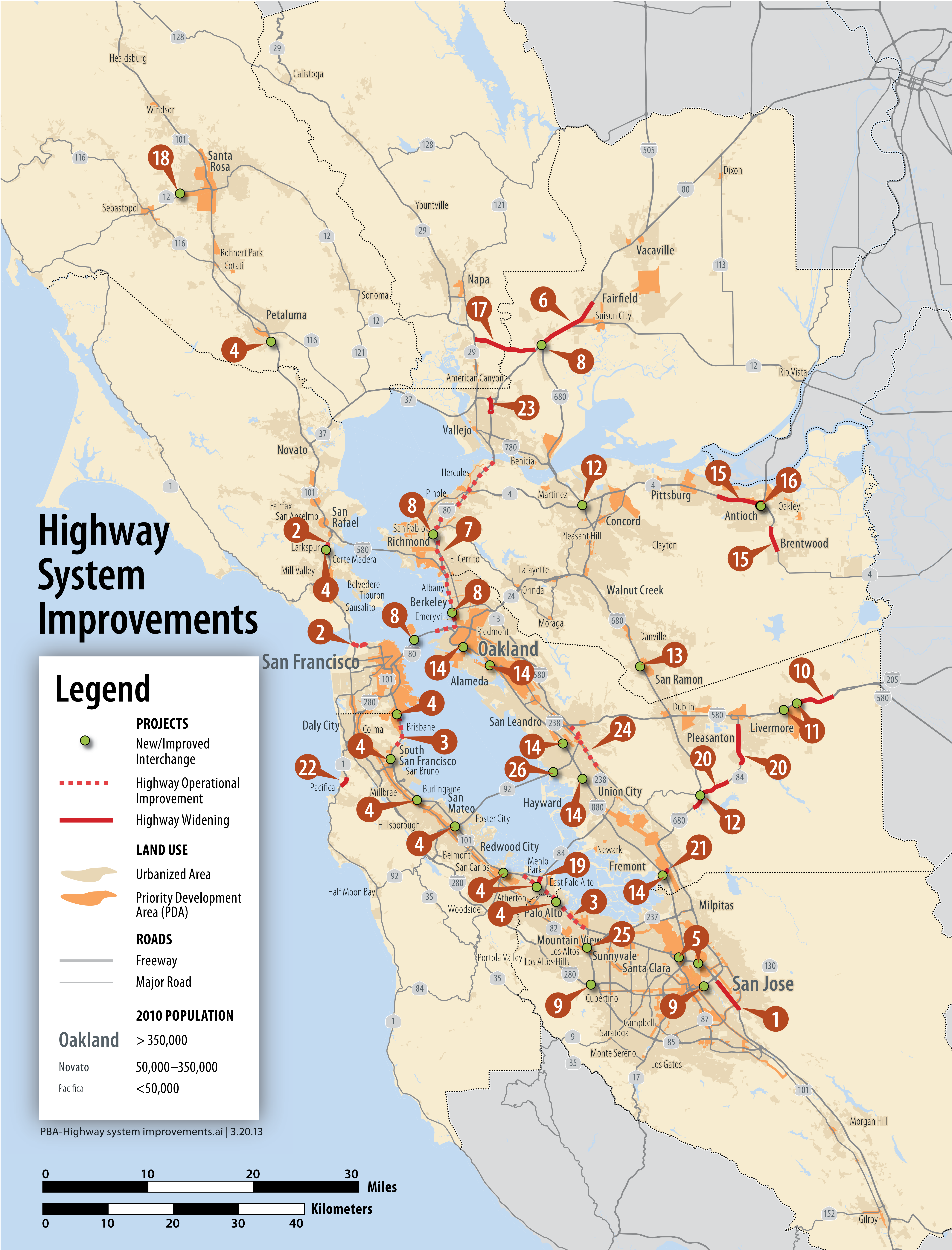
Summary of Climate Program Initiatives



Policy Initiative (From most to least cost-effective)	Cost (In Year of Expenditure, Millions of \$)	Per Capita CO <sub>2</sub> Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.8%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.6%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
<b>Total</b>	<b>\$630</b>	<b>-6.6%</b>



# Station B: Investments





# Station B: Investments

## Highway System Improvements\*

### US-101 Corridor

- 1 Widening from Story Road to Yerba Buena Road
- 2 Operational Improvements along Presidio Parkway/Doyle Drive and in the Twin Cities/Greenbrae Corridor
- 3 New Auxiliary Lanes from Oyster Point to San Francisco county line and from Marsh Road to Embarcadero Road
- 4 Interchange Improvements at: Petaluma Boulevard, Greenbrae, Candlestick Point, Produce Ave, Broadway, SR-92, Woodside Road, Willow Road and Oregon Expressway
- 5 New Interchanges at: Zanker Road/Skyport Drive and Mabury Road/Taylor St

### I-80 Corridor

- 6 Widening from I-680 to Airbase Parkway
- 7 Integrated Corridor Management (Emeryville to Crockett)
- 8 Interchange Improvements at: I-680/SR-12, San Pablo Dam Road, Ashby Ave, and Yerba Buena Island

### I-280 Corridor

- 9 Interchange Improvements at: SR-85 and Senter Road

### I-580 Corridor

- 10 Widening from Greenville Road to North Flynn Road
- 11 Interchange Improvements at: Vasco Road and Greenville Road

### I-680 Corridor

- 12 Interchange Improvements at: SR-84 and SR-4
- 13 New Interchange at: Norris Canyon Road

### I-880 Corridor

- 14 Interchange Improvements at: Jackson St, 23rd Ave, 29th Ave, A St, Industrial Parkway, Whipple Road, and SR-262

### SR-4 Corridor

- 15 Widening from Somersville Road to SR-160 and from Lone Tree Way to Balfour Road
- 16 Interchange Improvements at: SR-160/Phillips Lane

### SR-12 Corridor

- 17 Jameson Canyon Widening
- 18 New Interchange at: Fulton Road

### Other Projects

- 19 Willow Road Expressway (SR-84 to US-101)
- 20 SR-84 Widening (I-680 to Jack London Boulevard)
- 21 SR-262 Widening (I-680 to I-880)
- 22 SR-1 Widening (Fassler Ave to Westport Drive)
- 23 Redwood Parkway/Fairground Drive Widening
- 24 SR-238 & SR-185 Operational Improvements
- 25 SR-85/SR-237 Interchange Improvements
- 26 SR-92/Clawiter Road/Whitesell St Interchange Improvements



# Station B: Investments





# Station B: Investments

## ◀ Regional Transit System Improvements\*

### BART Projects

- 1 BART Extension to San Jose/ Santa Clara

### Commuter Rail Projects

- 2 Caltrain Electrification & Frequency Improvements
- 3 Caltrain Downtown Extension (4th & King to Transbay Transit Center)
- 4 eBART to Antioch
- 5 SMART Commuter Rail (Larkspur to Windsor)

### Infill Stations & Bus Terminals

- 6 Transbay Transit Center
- 7 Irvington BART Station
- 8 Union City Commuter Rail Station
- 9 Hercules Commuter Rail Station

### Ferry

- 10 New Ferry Routes: Treasure Island, Berkeley, Richmond, Hercules, Redwood City

## Local Transit Improvements\* ▶

### Bus Rapid Transit (BRT) Projects

- 1 Van Ness BRT
- 2 Geary BRT
- 3 Geneva-Harney BRT
- 4 East Bay BRT
- 5 Grand-MacArthur BRT
- 6 Alameda-Oakland BRT
- 7 El Camino BRT
- 8 Santa Clara-Alum Rock BRT
- 9 Stevens Creek BRT
- 10 King Road Rapid

### Light Rail (LRT) Projects

- 11 Central Subway (Chinatown to Caltrain)
- 12 Embarcadero Streetcar (Fort Mason to Caltrain)
- 13 Parkmerced Light Rail Extension
- 14 Bayshore Light Rail Extension
- 15 Oakland Airport Connector
- 16 San Jose Airport People Mover
- 17 Vasona Light Rail Extension
- 18 Capitol Expressway Light Rail Extension

### Other Projects

- 19 Transit Effectiveness Project
- 20 Dumbarton Express Bus Frequency Improvements

\*For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.



# Station B: Investments



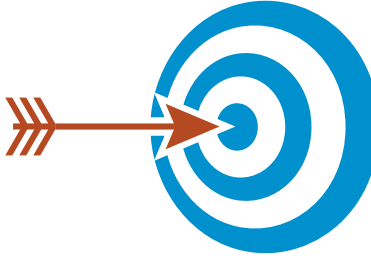
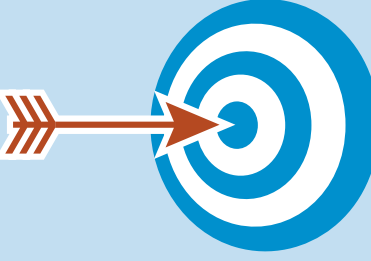
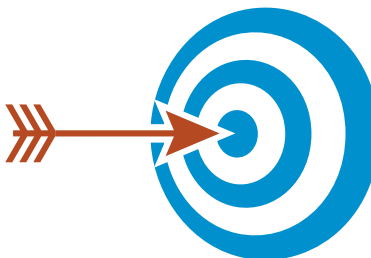
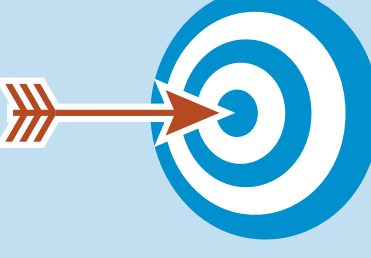
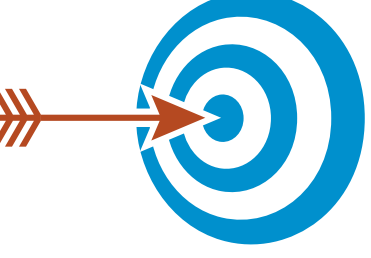
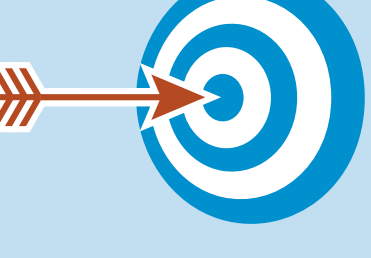


# Station C: Setting Our Sights on Performance

## How Does the Draft Plan Bay Area Perform?

Performance targets are an essential part of the Draft Plan. Two of the targets — the greenhouse gas emissions reduction and housing targets — are mandated by state law. Eight of the targets are voluntary or aspirational. Some targets, including the state-mandated targets, are met or even exceeded. In other cases, the plan makes progress but falls short. And in other metrics, the plan actually loses ground.

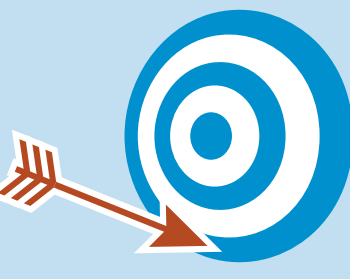
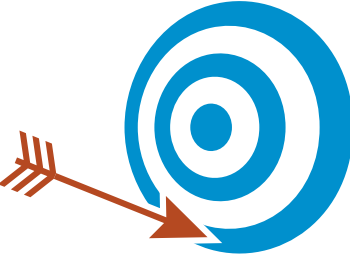
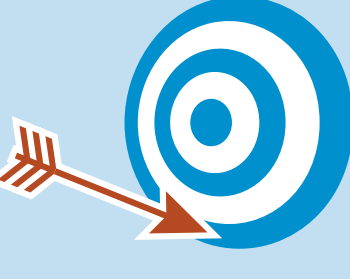
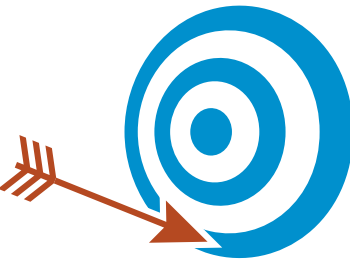
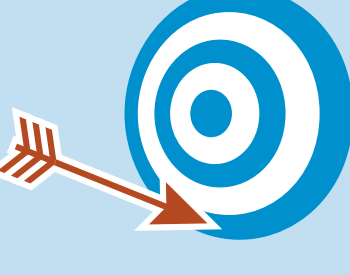




### PLAN MEETS OR EXCEEDS TARGET

<b>Climate Protection</b>	<b>Target #1:</b> Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15 percent.	Reduces per-capita emissions of CO <sub>2</sub> by 18 percent (by 2040).	
<b>Adequate Housing</b>	<b>Target #2:</b> House 100 percent of the region's projected growth by income level without displacing current low-income residents.	Houses 100 percent of population growth	
<b>Healthy and Safe Communities</b> Reduce Particulate Matter	<b>Target #3a:</b> Reduce premature deaths from exposure to fine particulates (PM <sub>2.5</sub> ) by 10 percent.	Reduces premature deaths from exposure to fine particulates by 71 percent.	
	<b>Target #3c:</b> Achieve greater reductions in highly impacted areas.	Plan meets target; achieves greater particulate emission reductions in highly impacted neighborhoods.	
<b>Open Space and Agricultural Land</b>	<b>Target #6:</b> Direct all non-agricultural development within existing urban development and urban growth boundaries.	Plan meets target; directs all non-agricultural development within the existing urban footprint.	
<b>Economic Vitality</b>	<b>Target #8:</b> Increase gross regional product (GRP) by 110 percent.	119 percent increase in GRP is forecasted over the life of the plan.	





# Station C: Setting Our Sights on Performance

PLAN MAKES PROGRESS TOWARD TARGET			
<b>Healthy and Safe Communities</b> Reduce Particulate Matter	<b>Target #3b:</b> Reduce coarse particulate emissions (PM <sub>10</sub> ) by 30 percent.	Plan reduces coarse particulate emissions by 17 percent.	
<b>Active Transport</b>	<b>Target #5:</b> Increase the average daily time walking or biking per person by 70 percent (for an average of 15 minutes per person per day).	Plan boosts per-person active transportation by 17 percent.	
<b>Transportation System Effectiveness</b> Increase Non-Auto Mode Share	<b>Target #9a:</b> Increase percentage of trips not requiring a car to 26 percent of all trips.	Plan boosts the percentage of trips not requiring a car to 20 percent of all trips.	
Reduce VMT per Capita	<b>Target #9b:</b> Decrease automobile vehicle miles traveled (VMT) per person by 10 percent.	Plan reduces VMT per person by 9 percent.	
Local Road Maintenance	<b>Target #10a:</b> Increase local road pavement condition index (PCI) to 75 or better (in other words, maintain local streets and roads to a satisfactory standard)	Plan improves pavement condition of local roads to a PCI of 68.	
PLAN MOVES IN OPPOSITE DIRECTION FROM TARGET			
<b>Reduce Injuries and Fatalities from Collisions</b>	<b>Target #4:</b> Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).	Injury and fatality collisions are projected to increase during plan period by 18 percent.	
<b>Equitable Access</b>	<b>Target #7:</b> Decrease by 10 percentage points (to 56 percent from 66 percent) the share of household income needed to cover transportation and housing costs.	The share of household income needed to cover transportation and housing costs is projected to rise to 69 percent for low-income and lower-middle income residents during the Plan Bay Area period.	
<b>Transportation System Effectiveness</b> Highway Maintenance	<b>Target #10b:</b> Decrease number of miles of poor quality highway lanes to less than 10 percent of total highway system.	The percentage of poor quality state highway lane-miles in the region will rise to 44 percent of the regional highway system by year 2040.	
Transit Maintenance	<b>Target #10c:</b> Replace all buses, trains and other transit equipment on schedule.	The share of transit assets past their useful life is projected to increase to 24 percent of all assets during the Plan Bay Area period.	



# Station C: Setting Our Sights on Performance

## Highest-Performing Transportation Projects

	Project Name	County	Project Description
1	BART Metro Program (including Bay Fair Connection & Civic Center Turnback)	Multi-County	Increases the efficiency of BART in the urban core by constructing new turnbacks and providing new express train service.
2	Treasure Island Congestion Pricing	San Francisco	Charges a \$5 toll for residents to enter/exit Treasure Island during peak hours; net revenues designated for transit service.
3	Congestion Pricing Pilot	San Francisco	Charges a \$3 toll to enter/exit the northeast quadrant of San Francisco during peak hours; net revenues designated for transit service.
4	AC Transit Grand-MacArthur Bus Rapid Transit (BRT)	Alameda	Constructs a bus rapid transit line along the Grand Avenue and MacArthur Avenue corridors in Oakland, providing faster service for AC Transit Line NR.
5	Freeway Performance Initiative	Regional	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
6	Intelligent Transportation System (ITS) Improvements in San Mateo County	San Mateo	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
7	ITS Improvements in Santa Clara County	Santa Clara	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
8	Irvington BART Station	Alameda	Constructs a new infill BART station in the Irvington district of Fremont.
9	SFMTA Transit Effectiveness Project	San Francisco	Improves reliability and reduces travel times on key Muni bus corridors through signal prioritization and bus lanes.
10	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Electrifies the Caltrain line and purchases additional train vehicles to provide faster, more frequent service during peak hours.
11	BART to San Jose/ Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara	Extends BART from the Phase 1 terminus in Berryessa (North San Jose) through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.
12	Van Ness Avenue BRT	San Francisco	Constructs a bus rapid transit line with dedicated lanes along the Van Ness corridor in San Francisco (from Lombard to Mission).
13	Better Market Street	San Francisco	Increases transit speeds along San Francisco’s Market Street between the Embarcadero & Octavia by restricting auto traffic on the corridor.





# Station D: A Plan to Build On

## Realizing the Vision

Plan Bay Area is a work in progress that will be updated every four years to reflect new priorities. In some cases, new legislation, updated regulations or additional resources will be needed to fully realize the Plan Bay Area vision and implement the plan’s policies and programs. Here are some of the most important of these challenges, and steps proposed to address them.

### A Vibrant Economy

- **IMPROVE PERMITTING:** Speed approvals in permitting and environmental review for new housing projects.
- **IMPLEMENT THE BAY AREA PROSPERITY PLAN:** Encourage stronger, more sustainable communities by completing the Bay Area Prosperity Plan that focuses on expanding economic opportunities and housing the workforce.
- **LINK HOUSING, TRANSPORTATION AND LAND USE DEVELOPMENT**  
Continue work to better understand how land-use patterns and transportation investments affect the region’s economy.





# Station D: A Plan to Build On

## Towards a Healthier, More Resilient Bay Area

### Cleaning our Air

- **HEALTHY INFILL DEVELOPMENT:**  
Develop best practices for local governments on addressing local pollutants in planning development decisions.
- **CURBING GREENHOUSE GASES:**  
Inform future investment decisions by implementing pilot projects to reduce transportation-related emissions, such as:
  - regional bike-sharing pilot program
  - educational campaign to increase demand for plug-in electric and plug-in hybrid vehicles



### Planning for Resilience

- **CLIMATE ADAPTATION AND SEA LEVEL RISE:** Some 1,000 miles of existing and future road, rail, air and other infrastructure are at risk of being affected by sea level rise. Regional agencies and local communities are working together to increase resilience to sea level rise and storm events while protecting critical ecosystems and community services.
- **EARTHQUAKE MITIGATION AND RECOVERY:** While the region has made great strides in improving our resilience to natural disasters, ABAG is working with businesses and local governments and others to help ensure an effective recovery of housing, businesses and infrastructure.





# Station D: A Plan to Build On

## A Platform for Advocacy

### Land Use:

- **SUPPORT LOCAL DEVELOPMENT WITH LOCALLY CONTROLLED FUNDING:** Consider replacing redevelopment funds with a new revenue source to support housing construction and infrastructure improvements.
- **MODERNIZE THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):** Update CEQA to encourage infill development.
- **STABILIZE FEDERAL FUNDING LEVELS:** Advocate for stable and reliable federal funding for housing.
- **ADJUST TAX STRUCTURE:** Adjust commercial or residential tax structures to balance the financial incentives for new development.

### Transportation:

- **SUPPORT LOCAL SELF-HELP:** Local voter-approved measures generate about 2/3 of the state’s transportation funding. Support efforts to lower the vote threshold for local and regional transportation tax measures from two-thirds to 55 percent.
- **SEEK RELIABLE AND FLEXIBLE FEDERAL FUNDING:** The current federal transportation bill ends in 2014. Congress should identify a long-term, user-fee based funding source to maintain and improve our nation’s transportation infrastructure.
- **GROW STATE TRANSPORTATION FUNDING:** New state funds are needed to maintain and increase the efficiency of the existing transportation network and make needed improvements.







# Station E: Comment Station



## Reaching Out

- Comments are logged, summarized and presented to decision makers
- 25 public workshops and hearings in all nine counties (2010-2012) attended by nearly 2,000 residents
- 12 additional open houses/public hearings in all nine counties slated for 2013 (including tonight)
- Local Government Summit (2010) drew over 300 local elected officials; additional 40 presentations to elected officials
- More than 65 presentations to civic groups throughout the Bay Area
- Partnerships with community groups in low-income communities and communities of color (1,600 completed surveys, 21 focus groups)
- Online comment opportunities (Virtual Workshop taken by 1,300 residents and recently launched Plan Bay Area Town Hall on [onebayarea.org](http://onebayarea.org))
- Over 270,000 page views and 50,000 unique visits to [onebayarea.org](http://onebayarea.org) website
- Three statistically valid telephone polls (late 2010/early 2011, spring 2012 and spring 2013 surveying some 5,200 residents)





## **Public Hearing**

- The purpose of this public hearing is to receive oral comments from the public.
- All comments from tonight's hearing will be transcribed by a court reporter, entered into the official record and shared with MTC Commissioners and ABAG Board Members.
- Thank you for taking the time to comment!

### **Public Hearing Procedures:**

- If you wish to speak, please fill out a Blue Card. When the hearing starts, you will be invited to come up to the microphone.
- Each speaker will be given 2 minutes to comment.
- If you would like to make additional comments, please use the comment form.
- Please state your name and city of residence when you begin your remarks.
- Please be respectful of others. Please do not shout or interrupt.







## Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

# Table of Contents

- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the Draft 2013 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
- 9** How is the TIP funded?
- 10** Who develops the TIP?
- 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area

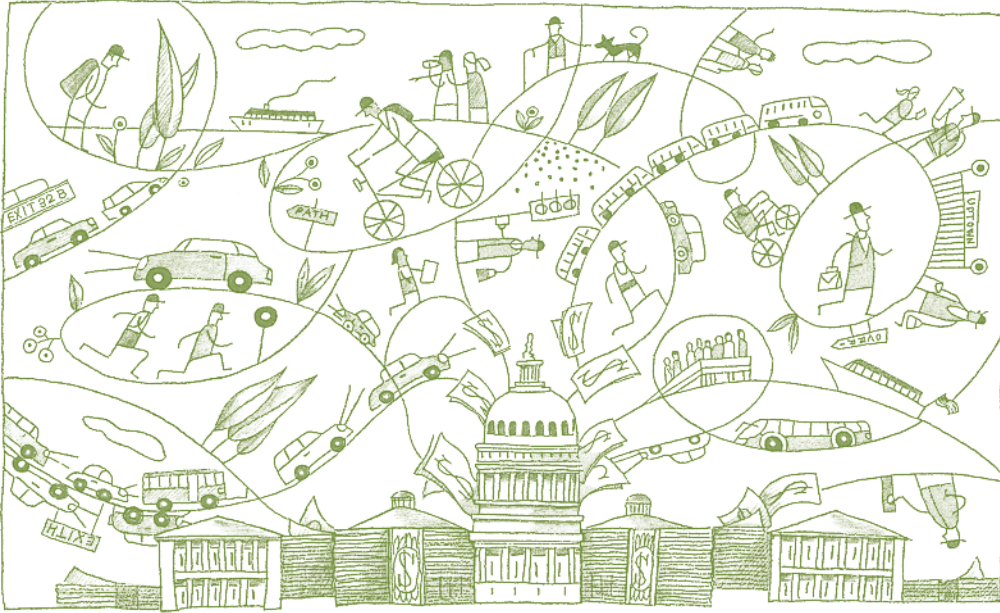


The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.





## What is the Transportation Improvement Program or TIP?

**T**he TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a six-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

### **The TIP is multimodal.**

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

### **The TIP covers a six-year period.**

The TIP lists projects for a period of six years. MTC is required by federal law to update the TIP at least one time every four years.





### **The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.**

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

### **The TIP shows estimated project costs and schedules.**

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the six-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

### **The TIP must reflect realistic revenues and costs.**

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the six-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

### **The TIP may be changed after it is adopted.**

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

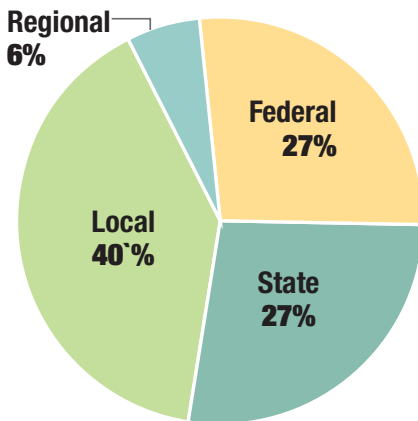
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.



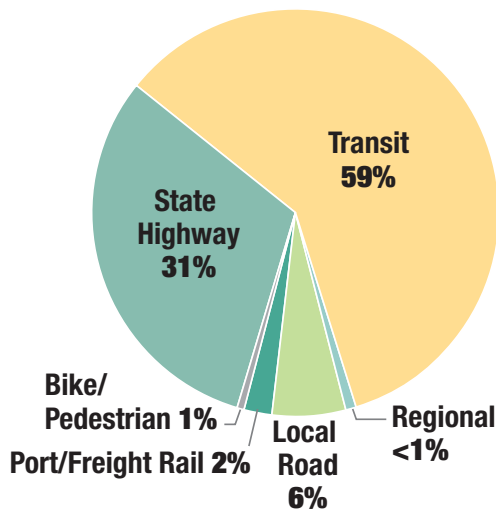
## A summary of the Draft 2013 TIP

**T**he Bay Area's Draft 2013 TIP includes approximately 880 transportation projects, and a total of approximately \$16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. See the next page for a map of projects with costs greater than \$200 million.

**2013 TIP Funds by Source**



**2013 TIP Funds by Mode**



### Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)



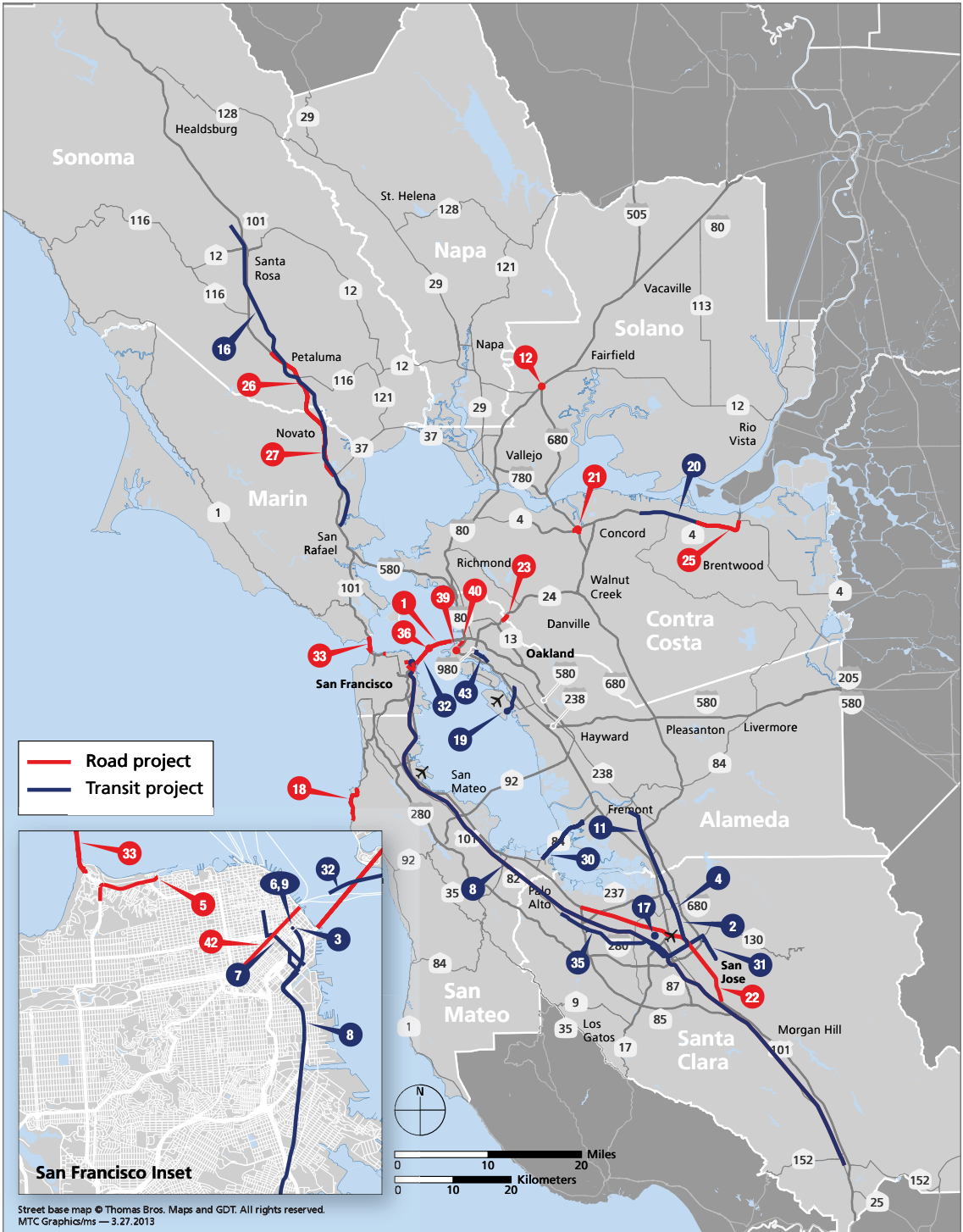
## Projects in the Draft 2013 TIP Over \$200 Million

**BLUE** Transit Project  
**RED** Road Project

- 1. San Francisco-Oakland Bay Bridge East Span Replacement**  
Alameda County  
\$5.71 billion
- 2. BART – Berryessa to San Jose Extension**  
Santa Clara County  
\$3.96 billion
- 3. Transbay Terminal/Caltrain Downtown Extension, Phase 2**  
San Francisco County  
\$2.60 billion
- 4. BART – Warm Springs to Berryessa Extension**  
Santa Clara County  
\$2.52 billion
- 5. US-101 Doyle Drive Replacement**  
San Francisco County  
\$1.97 billion
- 6. Transbay Terminal/Caltrain Downtown Extension, Phase 1**  
San Francisco County  
\$1.59 billion
- 7. SF Muni Third St LRT Phase 2 Central Subway**  
San Francisco County  
\$1.57 billion
- 8. Caltrain Electrification**  
Multiple Counties  
\$1.23 billion
- 9. Transbay Transit Center – TIFIA Loan Debt Service**  
San Francisco County  
\$1.08 billion
- 10. BART Railcar Replacement Program\*\***  
Multiple Counties  
\$1.03 billion
- 11. BART – Warm Springs Extension**  
Alameda County  
\$890 million
- 12. I-80/680/12 Interchange Project**  
Solano County  
\$718 million
- 13. Toll Bridge Rehabilitation Program\*\***  
Multiple Counties  
\$629 million
- 14. BART Car Exchange (Preventative Maintenance)\*\***  
Multiple Counties  
\$603 million
- 15. Valley Transportation Authority: Preventative Maintenance\*\***  
Santa Clara County  
\$571 million
- 16. Sonoma Marin Area Rail Corridor**  
Sonoma/Marin Counties  
\$532 million
- 17. San Jose International Airport People Mover**  
Santa Clara County  
\$508 million
- 18. SR-1 Devils Slide Bypass Tunnel**  
San Mateo County  
\$505 million
- 19. BART Oakland Airport Connector**  
Alameda County  
\$484 million
- 20. E-BART – East Contra Costa County Rail Extension**  
Contra Costa County  
\$460 million
- 21. I-680/SR-4 Interchange Reconstruction, Phases 1-5**  
Contra Costa County  
\$425 million
- 22. US-101 Express Lanes in Santa Clara County**  
Santa Clara County  
\$425 million
- 23. SR-24 – Caldecott Tunnel Fourth Bore**  
Alameda/Contra Costa Counties  
\$420 million
- 24. AC Transit: Preventative Maintenance Program\*\***  
Alameda County  
\$392 million
- 25. SR-4 East Widening from Somersville Rd to SR-160**  
Contra Costa County  
\$385 million
- 26. US-101 Marin-Sonoma Narrows (Sonoma)**  
Sonoma County  
\$373 million
- 27. US-101 Marin-Sonoma Narrows (Marin)**  
Marin County  
\$341 million
- 28. Hunters Point Shipyard and Candlestick Point Local Roads\*\***  
San Francisco County  
\$338 million
- 29. Freeway Performance Initiative (FPI)\*\***  
Multiple Counties  
\$328 million
- 30. Dumbarton Rail Service (PE and ROW only)**  
Alameda/San Mateo Counties  
\$301 million
- 31. Capitol Expressway LRT Extension, Ph. 2**  
Santa Clara County  
\$294 million
- 32. BART Transbay Tube Seismic Retrofit**  
Multiple Counties  
\$276 million
- 33. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**  
Marin/San Francisco Counties  
\$274 million
- 34. Southeast Waterfront Transportation Improvements\*\***  
San Francisco County  
\$254 million
- 35. El Camino Real Bus Rapid Transit**  
Santa Clara County  
\$234 million
- 36. Yerba Buena Island (YBI) Ramp Improvements**  
San Francisco County  
\$233 million
- 37. Caltrain Positive Train Control\*\***  
Multiple Counties  
\$231 million
- 38. SF Muni Rail Replacement Program\*\***  
San Francisco County  
\$223 million
- 39. 7th Street Grade Separation and Roadway Improvement**  
Alameda County  
\$221 million
- 40. Oakland Army Base Infrastructure Improvements**  
Alameda County  
\$215 million
- 41. SFMTA ADA Paratransit Operating Support\*\***  
San Francisco County  
\$207 million
- 42. Better Market Street Transportation Elements**  
San Francisco County  
\$206 million
- 43. Enhanced Bus – Telegraph/International/ East 14th**  
Alameda County  
\$205 million

\*\* These projects not shown on map

# Projects in the Draft 2013 TIP With Costs Greater Than \$200 million







**T**ransportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



A colorful illustration of a landscape. On the left, there's a large, stylized house or barn. A bridge crosses a river in the center. To the right of the bridge, a tractor is on a hill, and a bus is on a road. Further right, a car is on a road, and a person is riding a scooter. In the background, there's a lighthouse on a hill. The scene is filled with various plants, flowers, and a bright sun.



## Who develops the TIP?

**M**TC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; city and county public works representatives; and the public. The Bay Area Partnership subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, project sponsors include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.



## How does a project get in the TIP?

**O**ften years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.



# Follow a Transportation Project From Idea to

## New Project Ideas and Local Review

## MTC's Long-Term Regional Transportation Plan

### Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

### Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

### The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

## How You Can Make a Difference

### Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.

# Implementation

## MTC's Project Selection Process

## Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

### Project Selection Process

#### *Funding Levels Established for RTP*

**Programs/Initiatives:** Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

#### *Project Selection Criteria Developed:*

For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

**Project Selection:** Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

### The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a six-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

### Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

### Get involved in planning for the whole Bay Area at MTC!

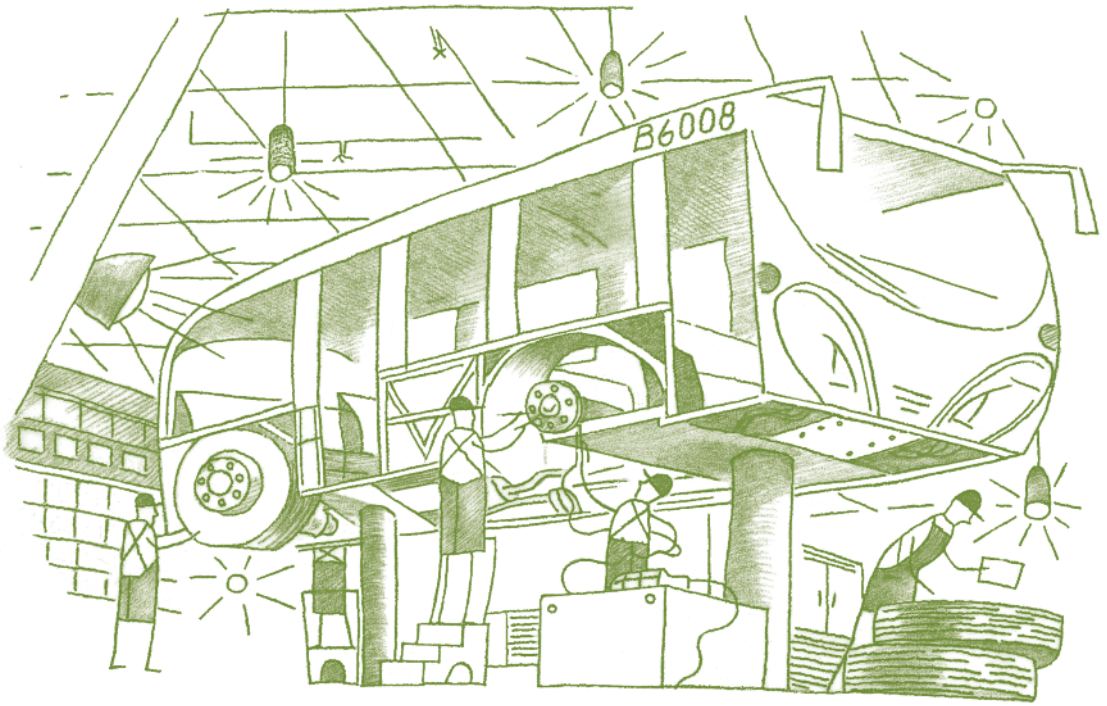
- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission

([www.mtc.ca.gov/get\\_involved](http://www.mtc.ca.gov/get_involved)).

### Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.





## What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



## In what ways can the public participate?

**P**ublic participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/).

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at [www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm).





## Where to turn for more information

**V**isit the MTC website at [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents.

Some publications mentioned are available at the MTC-ABAG Library.

### Resources

#### The Transportation Improvement Program

[www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)

#### MTC Public Participation Plan

[www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm)

#### The ABCs of MTC

[www.mtc.ca.gov/library/abcs\\_of\\_mtc/](http://www.mtc.ca.gov/library/abcs_of_mtc/)

#### Project Listing: MTC Fund Management System

[www.mtc.ca.gov/funding/fms\\_intro.htm](http://www.mtc.ca.gov/funding/fms_intro.htm)

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#### MTC Public Information

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#### MTC-ABAG Library

(510) 817-5836 or [library@mtc.ca.gov](mailto:library@mtc.ca.gov)





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

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

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



## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

#### Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

#### Bay Area Rapid Transit District (BART)

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

#### Central Contra Costa Transit Authority (County Connection)

925.676.1976

#### Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

#### Golden Gate Bridge, Highway and Transportation District

415.921.5858

#### Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

#### Napa County Transportation and Planning Agency (VINE)

707.259.8631

#### Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

#### San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

#### San Mateo County Transit District (SamTrans)

650.508.6200

#### Santa Clara Valley Transportation Authority (VTA)

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Transbay Joint Powers Authority

415.597.4620

#### Western Contra Costa Transit Authority (WestCAT)

510.724.3331

### Major Airports and Seaports

Port of Oakland

510.627.1100

#### Port of San Francisco

415.274-0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211

## Regional Agencies

### Association of Bay Area Governments

510.464.7900

### Bay Area Air Quality Management District

415.771.6000

### Metropolitan Transportation Commission

510.817.5700

### San Francisco Bay Conservation and Development Commission

415.352.3600

## Congestion Management Agencies

### Alameda County Transportation Commission

510.208.7400

### Contra Costa Transportation Authority

925.256.4700

### Transportation Authority of Marin

415.226.0815

### Napa County Transportation and Planning Agency

707.259.8631

### San Francisco County Transportation Authority

415.522.4800

### City/County Association of Governments of San Mateo County

650.599.1406

### Santa Clara Valley Transportation Authority

408.321.2300

### Solano Transportation Authority

707.424.6075

### Sonoma County Transportation Authority

707.565.5373

## State Agencies

### California Air Resources Board

916.322.2990

### California Highway Patrol, Golden Gate Division

707.551.4180

### California Transportation Commission

916.654.4245

### Caltrans, District 4

510.286.4444

## Federal Agencies

### Environmental Protection Agency, Region 9

415.947.8021

### Federal Highway Administration, California Division

916.498.5001

### Federal Transit Administration, Region 9

415.744.3133

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# Frequently Asked Questions

## Overview

### What is Plan Bay Area?

Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county San Francisco Bay Area. It builds on earlier efforts to develop an efficient transportation network and grow in a financially and environmentally responsible way. It is a work in progress that will be updated every four years to reflect new priorities. By planning now, we will create a Bay Area we will be proud to leave to future generations.

### Why is there a Plan Bay Area?

By law (Senate Bill 375), all regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan (RTP). SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. In the Bay Area, this requires the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to adopt an SCS that meets greenhouse gas reduction targets adopted by the California Air Resources Board (CARB).

### Who is responsible for doing this planning?

Within the Bay Area, the law gives joint responsibility for Plan Bay Area to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). These two agencies work with the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). They also partner with local communities, agencies, and a wide range of stakeholders to ensure broad public input into Plan Bay Area's preparation.

### What does the Metropolitan Transportation Commission do?

MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area. MTC operates the regional transportation network as smoothly and efficiently as possible now and for the future.

### Under what authority does MTC exist?

The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the



purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. Federal law [Title 23, United States Code, Section 134 (d)] designates MTC as the Metropolitan Planning Organization for the nine-county San Francisco Bay Area. As such, MTC must adopt and regularly update a long-range regional transportation plan.

The Commission's work is guided by a 21-member policy board, with 18 of the commissioners designated as voting members. Sixteen of the voting commissioners are appointed by local elected officials in each county. The two most populous counties, Alameda and Santa Clara, each have three representatives on the Commission: the county board of supervisors selects one member; the mayors of the cities within the county collectively appoint another; and the mayors of the biggest cities in these two counties (Oakland in Alameda County and San Jose in Santa Clara County) each appoint a representative.

### **What does the Association of Bay Area Governments (ABAG) do?**

The Association of Bay Area Governments (ABAG) is the regional planning agency and council of governments (COG) serving the people who live and work in the 101 cities and towns of the Bay Area, including coastal communities, older industrial centers, rural towns and big cities. ABAG was formed by local government leaders in 1961 who recognized the need to address common issues from a regional perspective.

ABAG's mission is promoting good planning to build a better Bay Area in order to enhance the quality of life here by supporting regional collaboration, planning, research and member services. ABAG also houses the San Francisco Bay Trail project, the San Francisco Estuary Project, and a Risk Management and Insurance Services program that provides cost effective self-insurance to over two dozen local jurisdictions. ABAG also conducts regional population and employment projections and the state-mandated Regional Housing Need Allocation (RHNA) process (Government Code Section 65584 *et seq.*).

### **Under what authority does ABAG exist?**

ABAG is a joint powers agency formed in 1961 pursuant to California Government Code Section 6500, *et seq.*, and the council of governments (COG) for the San Francisco Bay Area. ABAG is governed by a 38-member Executive Board comprised of locally elected officials based on regional population. A General Assembly made up of elected officials from every member jurisdiction determines policy matters and reviews major Executive Board actions and recommendations. Each delegate has one vote, and a majority of city and county votes are required for action.

### **So why are regional agencies involved in planning?**

As required by State legislation (Government Code Section 65080 *et seq.*) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area Region. An RTP is a long-range transportation plan, updated every four years, that identifies the strategies and investments to maintain, manage, and improve the region's transportation network. In 2009, MTC adopted its most recent RTP, known as the Transportation 2035 Plan for the San Francisco Bay Area.

As the Council of Governments for the Bay Area, ABAG is responsible for providing a forum for local jurisdictions to work out issues with impacts that cross jurisdictional boundaries. ABAG

also is required by state law (Article 10.6 of the California Government Code) to update the Regional Housing Need Allocation (RHNA) every eight years, and to allocate specific housing targets to individual cities and counties. State law (Senate Bill 375) also requires ABAG and MTC to plan jointly for transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks.

### **What will Plan Bay Area do?**

State law requires Plan Bay Area to:

1. Identify “areas within the region sufficient to house all the population of the region” — where people will live, including all income groups, for at least the next 25 years; and
2. Reduce greenhouse gas emissions from cars and light-duty trucks by an amount specified by the CARB.
3. Meet the federal requirements for an RTP.

### **How does the Plan Bay Area affect me, personally?**

This Plan looks ahead to 2040 and seeks to preserve what we love about our small towns, cities and farmlands; maintain key transportation infrastructure; and offer more choices in where we will live and how we will get around. As a long-range initiative, Plan Bay Area will have more of an impact on future generations than it will on those of us here today. The goal is to reduce traffic congestion, improve transit options, create more opportunities to walk or bike, strengthen existing neighborhood infrastructure and support the creation of more affordable housing options within Bay Area communities.

### **Will Plan Bay Area change the character of the region’s rural communities, small towns and suburban residential neighborhoods?**

No. Most single-family neighborhoods will remain unchanged. Plan Bay Area recognizes the diversity of communities across our region. The Plan concentrates new growth in areas nominated by local governments, with most of the growth taking place toward the center of our region in cities like San Francisco, Oakland and San Jose. Overall, over two-thirds of all regional growth by 2040 is allocated to Priority Development Areas. As a result, small cities, single family neighborhoods and rural areas throughout the Bay Area will take on a very small share of the region’s overall growth. Local land use authority is retained by the region’s cities and counties. Local jurisdictions will continue to determine where future development occurs.

### **How do smaller suburban job centers benefit from Plan Bay Area?**

Plan Bay Area supports growing suburban job centers such as the Tri-Valley by maximizing the amount of forecasted employment growth in these jurisdictions given the amount of housing that they deem appropriate. The Draft Plan invests in the region’s transportation network to support job growth and housing in existing communities by focusing the lion’s share of funding on maintaining and improving the efficiency of the existing transit and road system.

The Draft Plan also includes strategic transportation investments that benefit suburban cities by addressing management, reliability and safety of the existing freeway, highway and arterial infrastructures while targeting freeway improvements to most congested locations.

## **Why would local governments want to support the Plan Bay Area?**

Implementation of Plan Bay Area is intended to improve the quality of life of neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs and services. Plan Bay Area redirects some regional resources to more closely align with local community development visions, as adopted in local plans. This includes funding from the One Bay Area Grant Program and assistance in meeting the requirements of the California Environmental Quality Act (CEQA).

## **This sounds like a big effort. Are we starting from scratch?**

Not at all. For decades, the Bay Area has been encouraging more focused and compact growth. Plan Bay Area builds on this history and places even greater emphasis on the integration of transportation and land use planning. Plan Bay Area continues our traditional emphasis of investing in operating and maintaining our existing transportation system, and builds on successful regional programs centered on focused growth around high quality transit, including affordable housing, complete streets that serve pedestrians and bicyclists and well as motorists, and protection and preservation of open space.

## **When will the Draft Plan Bay Area be complete?**

MTC and ABAG issued a Draft Plan Bay Area for public comment in April 2013, after more than two years of public dialogue and consultation. The agencies are scheduled to consider adoption of the Final Plan in July 2013. If adopted, Plan Bay Area will be updated every four years, as required by law, to reflect the region's changing needs and priorities.

## **What are the consequences of delaying the adoption of Plan Bay Area?**

The schedule to develop Plan Bay Area has been extended several times over the past three years in response to input from stakeholders and local jurisdictions. There was no additional time in the schedule for further extension without impacting federal air quality conformity requirements and the Transportation Improvement Plan (TIP), which are directly tied to the schedule for the adoption of Plan Bay Area following certification of the EIR.

## **What does it cost to conduct and complete a planning process like this?**

The budget for the planning portion of Plan Bay Area (that is, the costs associated with conducting the process versus the funding the plan directs toward programs and projects) is approximately \$3.1 million over 3 years. This includes consultant assistance and staff costs to update the regional travel model; to create a new, integrated economic and land use model for the current Plan and future updates to the Plan; to conduct model analyses; to evaluate the performance of plan scenarios, alternatives and projects; to prepare the Draft Plan and the Draft Environmental Impact Report; to complete supplementary reports and to conduct public engagement. Funding comes from the region's annual allocation of federal, state and local planning revenues.

## **What are some of the other regional efforts related to Plan Bay Area?**

The Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC) are considering how to improve the region's land use pattern

and placement of public infrastructure, including transportation. To reduce air pollution (smog, particulate matter and airborne toxins), the Air District is considering how to address the air quality impacts of transportation and other sources associated with land development. BCDC is preparing for rising sea levels and storm surges affecting areas on and near the Bay shoreline. Future sea levels will have implications for the location of development and transportation infrastructure.

## **About Forecasts**

### **How can ABAG and MTC predict the future?**

We do not predict the future. For several decades, both MTC and ABAG have been developing and updating long-term regional plans for the Bay Area by using computer modeling to forecast transportation and housing demand, economic growth, demographics, and land-use changes, among others. These forecasts are used to inform planning and investment decisions. The forecasts are updated every two to four years to make sure they are based on the most reliable data, including locally adopted plans for development and conservation.

### **How many people will Plan Bay Area need to accommodate?**

The Bay Area is currently home to about 7 million people. Data suggests that over the next 30 years the region will attract another 2 million people. The rate of growth depends on several variables, including job growth, age distribution, predicted birth and death rates, and estimated migration into the Bay Area.

### **Why do the Department of Finance population numbers differ from ABAG's projections?**

California's Department of Housing and Community Development, the Department of Finance, and ABAG all agree that economic trends need to be addressed in Plan Bay Area. ABAG's 2.1 million population growth projection is directly tied to employment growth. The Department of Finance's 2013 projections do not take into account the high rate of growth in jobs, population and migration into the region. The Department of Finance population projections depict only one possible course of future population change, i.e., the one reflecting assumed trends in fertility, mortality, and migration. The model does not consider employment, which is a major driver of migration. The Department of Finance will incorporate ABAG employment forecasts in the future. The Department of Finance, and Department of Housing and Community Development agree with ABAG's methodology and projections.

### **Why are your population estimates based on one number and not a range?**

We recognize that there is a range of future population estimates; however for planning purposes we have to arrive at a single number. Based on the current population and assumptions for fertility rates, death rates and future jobs (which affects job seekers moving to the Bay Area), the Plan Bay Area estimate represents what we believe is the most likely future population. To ensure the forecast is as accurate as possible, it will be updated every four years.

## **Why should we have confidence in the population/demographic models used to support the plan?**

The Plan Bay Area forecast was developed by ABAG with extensive assistance and peer review by a team of economists and other state agencies including the California Department of Finance. The forecast uses demographic data from national and state sources, such as the U.S. Bureau of Labor Statistics, U.S. Census, and the California Department of Finance. It relies upon standardized forecasting methods to estimate the Bay Area's share of expected national employment growth and the detailed demographic characteristics (e.g., age, gender, race/ethnicity, etc.) of the region's future population. The methodology for forecasting the region's future population is based on natural increase of the existing population (births minus deaths) and expected job growth (which draws people to the region). A detailed description of the forecasting methodology is available in the *Draft Forecast of Jobs, Population and Housing*.

The forecast includes these inputs and is based on the best professional estimates of ABAG staff. In addition, although the SCS forecasts population growth out to 2040, by law the SCS must be updated every four years. This provides ABAG the opportunity to continually refine the assumptions and data used in its forecasts.

## **Why are natural hazards such as earthquakes, sea level rise and flooding not integrated more directly into the plan?**

Plan Bay Area is a long-term, regional-scale plan covering 101 cities and nine counties, over 150 major transportation projects, and many other transportation and land use projects over the next approximately 27 years. The Plan and the Environmental Impact Report address natural hazards at the level appropriate for long-term, programmatic regional plans. Potentially significant site-specific natural hazards caused by projects implemented under Plan Bay Area will be addressed at the project-specific level. MTC and ABAG will continue to monitor these issues and revise Plan Bay Area in response to the changing environment every four years, as required by law.

## **About Transportation**

### **How does Draft Plan Bay Area invest transportation funds?**

Draft Plan Bay Area focuses the lion's share of investment on maintaining the existing transit and road system and boosting the transportation system's efficiency. The Plan also provides support for focused growth in Priority Development Areas, including the new One Bay Area Grant program.

### **How much transportation revenue is expected to be available?**

The Draft Plan Bay Area forecasts transportation revenue totaling \$289 billion over 28 years. However, most of this money will be needed just to maintain the existing transportation network. Of the total amount, \$57 billion is "discretionary," or available for assignment to new projects and programs.

## How does Plan Bay Area invest future transportation funds?

### *Draft Plan Investments by Function*

Function	Committed YOE\$ billions	Discretionary Revenue YOE\$ billions	Total YOE\$ billions	% of Total
Transit: Maintain Existing System	\$139	\$20	\$159	55%
Road and Bridge: Maintain Existing System	\$69	\$25	\$94	33%
Transit: Expansion	\$13	\$8	\$21	7%
Road and Bridge: Expansion	\$11	\$4	\$15	5%
<b>Total</b>	<b>\$232</b>	<b>\$57</b>	<b>\$289</b>	<b>100%</b>

## How does the Draft Plan Bay Area propose to invest future discretionary funds?

The Draft Plan invests discretionary funds into six key investment strategies: (1) county investment priorities would receive \$16 billion, or 29 percent of available funds; (2) system maintenance would receive \$15 billion, or 26 percent; (3) programs to support focused growth are slated to garner \$14 billion through the One Bay Area Grant program, or 25 percent of expected discretionary funds; (4) transit expansion projects would receive \$5 billion, or 9 percent; (5) freeway and transit efficiency projects would receive \$4 billion, or 7 percent; and (6) \$1 billion (less than 1 percent) would go toward programs specifically designed to combat climate change. The plan includes a \$2 billion reserve fund set aside for future rail expansion projects.

## What is OBAG?

The One Bay Area Grant (OBAG) program is designed to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process. The program totals \$320 million over the next four years (\$14.6 billion over the life of the Plan, which amounts to 5 percent of overall funding and 25 percent of discretionary funding in the plan). The program grants local communities the flexibility to invest in transportation infrastructure that supports infill development by providing funds for bicycle and pedestrian improvements, local road repair and planning activities, while also providing funds for Safe Routes to School programs and for Priority Conservation Areas.

## How does the Draft Plan propose to support bicycle and pedestrian travel?

State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the Plan period. The One Bay Area Grant program, \$14.6 billion over the life of the Plan, is another fund source that can be used to pay for 'Complete Streets' projects. These projects can include stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, Safe Routes to Transit, and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

In addition to this funding, cities and counties that wish to use OBAG grant funds must adopt a 'Complete Streets' resolution and in the future an updated general plan element to improve the delivery of Complete Streets projects serving all road users, including pedestrians and bicyclists. During MTC's last survey of project sponsors in 2006, over 55% of transportation projects surveyed already included complete streets elements. The resolution requirement is expected to increase the rate of complete street implementation.



## **What does the Plan propose to fund for the region’s Climate Initiatives Program?**

The Climate Initiatives Program invests in eight programs focused on technology advancements and incentives for travel options to help the region meet the SB 375 GHG emissions targets. The programs include: implementing the Commuter Benefit Ordinance, authorized by SB 1339; expanding car sharing to ensure vehicles are available at high-demand locations and expanded to suburban communities; providing incentives to reduce the cost of vanpools; establishing discounted fees charged on new vehicles with low miles-per-gallon rating to help purchase fuel-efficient vehicles; a public education campaign and rebates for tools that encourage “smart driving”; establishing a voluntary vehicle buy-back incentive program to accelerate the removal of low-mpg vehicles coupled with incentives towards the purchase of plug-ins or electric vehicles; and investing in a regional electric vehicles charger network. In addition, the Plan calls for the expansion of the most successful strategies identified in the Climate Initiatives Innovative Grants program, which is currently underway.

## **About Housing and Land Use**

### **Why do we have RHNA – Regional Housing Need Allocation?**

California Housing Element law (Article 10.6 of the California Government Code) requires each jurisdiction to plan for housing for all income levels by ensuring that local zoning and planning support the production of a diverse range of new housing. The RHNA is the state-mandated process to identify the share of the state’s housing need for which each jurisdiction must plan over an 8-year period. Jurisdictions are not responsible for building the housing: only for demonstrating in their local Housing Element that it could be built under current zoning. ABAG oversees the RHNA process in the nine-county San Francisco Bay Area.

### **How does Plan Bay Area relate to the Sustainable Communities Strategy (SCS), Regional Transportation Plan (RTP) and Regional Housing Need Allocation (RHNA)?**

Plan Bay Area combines these three initiatives into a single, integrated regional plan. For example, RTPs traditionally include land use projections. Plan Bay Area’s distribution of growth is the SCS. Senate Bill 375 also stipulates that the SCS will identify areas to accommodate the RHNA. State law requires that the RHNA follow the development pattern specified in the Sustainable Communities Strategy.

### **Does Plan Bay Area override local land use control?**

No. Cities and counties, not MTC or ABAG, are ultimately responsible for the manner in which their local communities continue to be built out in the future. For this reason, cities and counties are not required to revise their “land use policies and regulations, including [their] general plan, to be consistent with the regional transportation plan or an alternative planning strategy.” [Gov. Code, § 65080, subd. (b)(2)(J)]. The Plan’s SCS merely provides a land use vision that “*if implemented*, [would] achieve the greenhouse gas emission reductions targets” for the region. (Pub. Resources Code, § 21155, subd. (a) (emphasis added).) The proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations.

Rather than increase regional land use control, the Plan facilitates implementation by expanding incentives and opportunities available to local jurisdictions to support growth in Priority

Development Areas (PDAs). In addition to funding transportation and planning projects in PDAs, the Plan sets the stage for cities and counties to increase the efficiency of the development process, if they choose, for projects consistent with the Plan and other state legislation.

### **What is a Priority Development Area?**

Priority Development Areas (PDAs) are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. Over 70 local governments have voluntarily designated some 170 PDAs, which are proposed to absorb about 80 percent of new housing and over 60 percent of new jobs on less than five percent of the Bay Area's land. The result is a locally supported, compact and efficient growth pattern that meets CARB's GHG reduction targets and provides adequate housing for the Bay Area's growing population.

### **What is a Priority Conservation Area?**

Priority Conservation Areas are identified in partnership with land trusts, open space districts, parks and recreation departments, local jurisdictions and property owners to preserve the region's diverse farming, recreational, and resource lands for future generations. This process builds on a century of park development and open space protection. The purpose of designating Priority Conservation Areas is to protect key natural lands in the San Francisco Bay Area through purchase or conservation easements with willing property owners.

### **If Plan Bay Area includes additional housing units in my community, does this guarantee that those units are going to be built?**

No. The pace at which new housing is built will be determined by various factors, including local zoning, the financial feasibility of building the new housing permitted under this zoning, and ultimately the decision by a city council, town council, or board of supervisors to approve each housing project. Cities and counties will continue to retain all control over local building decisions following adoption of the Plan. Over the long term, communities may change zoning, provide incentives for developers, or adjust other land use policies to increase or decrease the feasibility of building the levels of housing projected in the Plan.

### **Have ABAG and MTC investigated whether Plan Bay Area's development is feasible?**

The regional land use plan, or distribution of growth to individual jurisdictions, was developed through a variety of land use and transportation scenarios that distributed the total amount of growth forecasted for the region to specific locations. These scenarios sought to address the needs and aspirations of each Bay Area jurisdiction, as identified in locally adopted general plans and zoning ordinances, while meeting Plan Bay Area performance targets adopted by ABAG and MTC to guide and gauge the region's future growth.

The framework for developing these scenarios is based as Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) nominated by local governments, not ABAG or MTC. ABAG and MTC incorporated local feedback from individual jurisdictions, relying on their best assessment of feasible growth over the plan period and then applied a series of additional factors to achieve Plan Bay Area's goals. The scenarios were then developed through an open, deliberative process, during which public input was sought at every step along the way. After

further modeling, analysis, and public engagement, the five initial scenarios were narrowed down to a single preferred land use scenario.

Feasibility of this scenario was further tested by an assessment of a representative sample of PDAs from throughout the region by consultants at Economic and Planning Systems (EPS) deeply familiar with the market characteristics of each jurisdiction in the Bay Area. Overall, the study concluded that the proposed development pattern contained in the preferred scenario, while ambitious, represents an achievable level of growth with sufficient policy changes, some of which are now underway or currently being examined.

### **So all projects in Plan Bay Area will require further environmental review?**

It's important to note that while Plan Bay Area includes a "Program-level" EIR under the California Environmental Quality Act (or CEQA), any major transportation, housing or other project included in the plan must still comply with CEQA, and in some cases the National Environmental Policy Act (NEPA). For example, if a project to add bicycle lanes is listed in the Plan, separate environmental review specific to that project is still required under CEQA and will be conducted by the jurisdiction with approval authority over the project. Likewise, if the Plan describes new housing units or jobs within a city or county, the actual planning and development enabling any proposed project that might be brought forward to a city or county would fall under a local environmental review and still need local approval. SB 375 provides CEQA streamlining benefits that local jurisdictions can take advantage of, but it the Plan Bay Area EIR does not preclude future environmental review.

### **What is open space and who owns it?**

Open space generally refers to undeveloped land or water that could be either publicly or privately owned.

### **Is Plan Bay Area consistent with Urban Growth Boundaries and similar locally adopted growth controls in many Bay Area counties?**

Yes. The Draft Plan accommodates 100% of new growth within existing urban growth boundaries and similar locally adopted growth controls. It also emphasizes protection for the region's farmland and scenic and natural resource areas, including Priority Conservation Areas.

### **How will local sewer, fire, water and other local infrastructure be impacted by housing growth? What about schools, libraries, and other public services?**

Infrastructure, school, police, and fire service effects will vary in different locations, with those locations experiencing more growth likely requiring additional services. Funding for many of these services will be locally determined, as public service standards, performance measures, and policies related to police and fire are typically set by local jurisdictions and agencies; and library and recreation facilities are typically set in city and county general plans. For schools, standards relating to class size are primarily determined at the state level, although local school districts are responsible for the planning and construction of school facilities. Additional funding may come from developer agreements, which can include impact fees to support schools and other community benefits, such as parks and libraries.

As a regional plan encompassing nine counties, Plan Bay Area cannot provide a detailed assessment of local needs. However the compact growth pattern in the SCS should allow jurisdictions to leverage existing facilities and absorb some of the increased demand with facilities that are currently underutilized. Overall, more compact urban development costs less for upfront infrastructure, saves on ongoing delivery of services, and generates more local tax revenue per acre than conventional suburban development. New employment associated with providing public services is recognized in the Plan Bay Area jobs forecast, with increases in every county consistent with population growth.

The SCS DEIR found that impacts to schools, libraries, and parks from land use development are Potentially Significant, and therefore would have to undergo environmental review during the approvals process to determine feasible mitigations. For additional information, please see the Draft EIR, chapters 2.12 and 2.14.

### **How are water needs for new development proposed in this plan being addressed?**

Plan Bay Area is a programmatic document and the Draft EIR includes a program-level assessment of impacts related to water supply. The Draft EIR demonstrates the region faces questions regarding water supply deficiencies particularly during drought years. While numerous factors influence water demand, including employment growth, socio-economic characteristics, geographic distribution of the population, variation in precipitation levels, and water conservation practices, overall population growth is the most important factor. The projected population growth will occur with or without the Plan.

The proposed Plan Bay Area concentrates the projected growth within currently developed areas in the region, which reduces per capita water consumption. As a result, the proposed Plan should help protect the region's water supply by reducing development pressure on rural areas; areas where per capita water use is typically higher and new water infrastructure would be needed to accommodate growth.

With a few exceptions, the areas anticipated for new development conform to local general plans and specific plans. Each of the Bay Area's urban water suppliers must prepare an Urban Water Management Plan that assesses current and future demands for water. The potential future development would have been accounted for in the local Urban Water Management Plan.

## **About Greenhouse Gas Emissions**

### **What are the greenhouse-gas reduction targets?**

In 2010, the California Air Resources Board (CARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as required by law. For the San Francisco Bay Area, this means a 7 percent per capita reduction target for the year 2020 and 15 percent per capita reduction target for 2035, based on 2005 levels. CARB set the GHG emissions reductions targets for the various regions in the state as a per capita metric. The DEIR of the Plan included both this "SB 375 metric" focused on reducing per capita emissions from cars and light duty trucks related to transportation and land use planning, as well as an overall GHG emissions metric in its analysis of Plan Bay Area.

## **Why is lowering greenhouse gas emissions important?**

Lowering greenhouse gas (GHG) emissions protects public health, lowers energy consumption, and reduces our contribution to global warming. More immediately, strategies to reduce emissions emphasize creating more options to take public transit, walk or use a bicycle for transportation instead of a car, when viable and appropriate. In addition, other laws require Plan Bay Area to meet federal and state air quality health standards for several pollutants.

## **Why the focus on cars and light trucks?**

Transportation is the biggest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our overall emissions, most of that comes from personal travel in on-road vehicles. To reduce our contribution to global warming, the region must pursue multiple transportation and land use strategies.

Plan Bay Area will:

1. Reduce the separation of land uses (jobs, stores, schools, and homes) and encourage more complete, mixed-use communities, so people can drive less and walk, bike or use more transit;
2. Cluster more homes, jobs and other activities around transit, so people can more easily use transit rather than drive; and
3. Plan land uses and transportation together, to reduce traffic congestion, improve vehicle speeds, reduce emissions from idling and other inefficiencies.

## **What about low-carbon fuels, more efficient cars, and solar/green buildings? Won't that reduce the region's greenhouse gas emissions? Why do we even need SB 375?**

Vehicle technology and transportation pricing (e.g., parking) are likely to have a significant impact on reducing greenhouse gas emissions. The impact of more efficient vehicles would be significantly reduced, however, if we continue to drive more and congestion increases because of inefficient land uses. Experts agree that there is no single answer. Changes in technology as well as changes in travel behavior will be necessary to reduce emissions to healthier levels in the future. There are other planning and implementation efforts that address building energy efficiency, renewable energy production, and additional GHG reduction approaches (for example, local Climate Action Plans and Energy Upgrade California (<https://energyupgradeca.org/overview>)).

Further, SB 375 requires regional planning agencies in the state to include a Sustainable Communities Strategy (SCS) in their regional transportation plan that demonstrates how the region could achieve the GHG emissions reductions targets through integrated land use and transportation planning. The CARB Scoping Plan, developed to implement AB 32 as a comprehensive statewide strategy to reduce GHG, specifically charges CARB with implementing GHG reduction strategies related to clean vehicles and fuel efficiency. Therefore, the SB 375 targets analysis does not include the GHG emissions reductions and benefits of statewide standards that are anticipated as the result of fuel efficiency standards and the low carbon fuels standards (LCFS) as part of the region's efforts to reduce GHG emissions through integrated land use and transportation planning. Were MTC/ABAG to include those benefits in the SB 375 analysis, the region would be taking credit for emissions reductions in the land use

and transportation planning sector that the state is taking credit for as part of ARB's responsibilities, thus double counting.

### **What if Plan Bay Area can't meet its targets?**

If we cannot meet the greenhouse-gas reduction targets in Plan Bay Area, then we must prepare an Alternative Planning Strategy (APS) to accompany the Sustainable Communities Strategy (SCS). The APS would identify the physical, economic or political conditions required to meet the regional greenhouse gas targets.

## **Equity**

### **What does "social equity" mean?**

Social equity is the idea that all persons should have fair and equal access to opportunity. Plan Bay Area is designed to find housing for all persons at all income levels in the region, improve air quality in polluted areas and to make housing and transportation more affordable for lower-income households. For more information, visit the One Bay Area web page on [equity](#).

### **What does "environmental justice" mean?**

Environmental justice stems from a Presidential Executive Order to fairly distribute benefits and burdens for disadvantaged communities and to include minority and low-income communities in decision-making. The federal government oversees regional planning. As a recipient of federal funds, MTC is required to incorporate environmental justice principles in all its planning efforts, including Plan Bay Area.

## **Public Input**

### **How are local governments and other organizations involved?**

Local officials, as well as environmental, social justice, faith-based, public-health and business leaders, are engaging in Plan Bay Area through a Regional Advisory Working Group that provides input on planning and policy issues. The agencies also get input from several other interest groups through MTC's Policy Advisory Council and ABAG's Regional Planning Committee. These meetings are open to the public and broadcast live via streaming audio. For more details, visit [OneBayArea.org](http://OneBayArea.org).

### **How are you involving residents in low-income communities and communities of color?**

MTC and ABAG are partnering with nonprofit groups working in low-income communities and communities of color, selected through a competitive procurement process, to involve residents in those communities in development of the Plan.

### **Are businesses involved in the Plan Bay Area process?**

Yes. MTC and ABAG have been working with business leaders from throughout the region, especially at key points during development of the Plan.



## **Is my input really considered by ABAG and MTC?**

Absolutely. Oral and written comments from workshops, telephone survey results, a web survey and focus groups, have been analyzed, summarized and presented to ABAG and MTC decision makers at key milestones in the development of the plan. The Draft Plan and its Draft Environmental Impact Report (DEIR) were released March 22 and April 2 respectively for public review and comment. All oral and written comments will be summarized and presented for review by ABAG and MTC board members to inform their final action on the Draft Plan, which is slated for adoption in July 2013.

## **How can I get involved?**

Public engagement is essential to the success of all the regional planning efforts. Plan Bay Area needs the input of all stakeholders — especially the people who live and work in Bay Area communities — to build a plan that meets their vision, goals and aspirations for a prosperous future.

There are many ways to get involved. You can go to our [Get Involved](#) page to sign up for alerts about [meetings](#) and other opportunities to have your voice heard. We also encourage you to visit our [Public Process](#) page, which explains the nuts and bolts of what can be an admittedly complicated multi-year planning process.

Plan Bay Area is based on the work of hundreds of local planning efforts that have taken place around the Bay Area. We encourage you to get involved in local planning efforts, including neighborhood plans, General Plan and Housing Element updates. A second regional planning effort, the Bay Area Prosperity Plan, is engaging a broad range of community organizations and partners around the region on economic development and housing strategies to implement Plan Bay Area. You can learn more about this effort at <http://onebayarea.org/regional-initiatives/Bay-Area-Prosperity-Plan.html>.

## **Why don't you do more to publicize opportunities to comment on this plan?**

MTC and ABAG are conducting an extensive public engagement program. Methods for publicizing comment opportunities include:

- Regular press releases to the news media outlets about comment opportunities
- Numerous presentations to local elected officials and civic groups.
- Social media (Facebook and Twitter)
- An interactive web site that has drawn some 50,000 unique visitors to learn about Plan Bay Area and comment via a “Virtual Workshop” and an online “Plan Bay Area Town Hall”
- Email and direct mail

# **The Role of Regional Government**

**Some claim that Plan Bay Area is part of an ill-intended global agenda to force lifestyle changes — is this true?**

Plan Bay Area is a home-grown effort to plan for future transportation and land use needs. Most of us who live here are accustomed to saying that we live in “The Bay Area.” That simple phrase speaks volumes. It shows we already share a regional identity. We have a history of joining together on issues that cross jurisdictional lines. Notable examples include working to save San Francisco Bay, set aside land for a vast system of interconnected parks and open space, and pioneer a regional rapid rail system. All these efforts have shaped our collective identity and put us on the map as a region. Our first long-range comprehensive regional plan was completed in 1964 by ABAG. MTC has been adopting and updating regional transportation plans since 1971, the most recent of which was adopted in 2009. Plan Bay Area is a work in progress that will be updated every four years. While it is done in part to meet state and federal laws that require metropolitan areas to plan for regional needs, the Plan furthers a very important conversation in the Bay Area about the quality of life we enjoy today, and how to leave a better region for future generations.

**Is there any relationship between Plan Bay Area and U.N. Agenda 21?**

No. Plan Bay Area is mandated by California Senate Bill 375. For more information, read the American Planning Association fact sheet “[Agenda 21: Myths and Facts](http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf)” available online at <http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf>.

**Does Plan Bay Area force local governments to accept regional dictates in order to receive transportation funding?**

Plan Bay Area does not require local governments to implement regional requirements in order to receive transportation funding. The majority of funding in the Plan (\$232 billion, or 80%) is already committed for specific purposes. The remaining \$57 billion in revenues are available for assignment through the plan. As revenues become available, MTC assigns these funds to specific projects and programs, and may, at its discretion, include specific requirements. For the One Bay Area Grant program (OBAG) — which is slated to receive 5% of funding included in the Plan — MTC requires recipients to comply with existing state law by having an approved housing element. MTC directs the majority of OBAG funds to areas that local jurisdictions have nominated and have been approved as Priority Development Areas, though it is not a requirement to be designated a PDA in order to receive funding. So the Plan itself does not dictate specific requirements to local governments, rather the subsequent funding programs may include policies to ensure scarce transportation revenues are invested appropriately and in a manner that supports implementation of the Plan.

**Will Plan Bay Area be on the ballot for approval by voters?**

Rather than asking voters to adopt the long-range transportation and land use plan, state law requires this action from ABAG (as the state-designated Council of Governments) and MTC (as the federally designated Metropolitan Planning Organization). Both boards consist of locally elected officials.

**Comment Form**  
**April 2013 Open House/Public Hearing**



**PUBLIC OUTREACH and PARTICIPATION PROGRAM**  
**Phase Four: Draft Plan Bay Area (2013)**

# **APPENDIX F**

## **Community-Hosted Focus Groups**

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Appendix E documents can be found immediately following this cover sheet.

# **Plan Bay Area Public Outreach and Involvement Program**

## **Volume 4**

### **Phase Four: Draft Plan Bay Area (2013)**

## **Appendix F1**

Participants in the Spring 2013 focus groups submitted the following written comments at the conclusion of each of the meetings. Please note these are only the *written* comments received at these meetings.

### **ALAMEDA COUNTY**

There were no written comments received at the Alameda County focus group.

### **CONTRA COSTA COUNTY**

- **Concord – April 15**
  - How about combination public transportation with used bicycle?
  - - I'd like to know if a traffic light or cross light can be installed where O'Reilly's and 7-11 is.
    - Also, create a program for teenagers to be able to get driving classes at a reduced price.
  - – We need more programs for our children.
    - Better bus service.
    - Discount fares for our children.
    - Streetlights in areas that don't have any (like Ellis Street).
  - There is a concern that new housing near transit may replace low-income housing like what happened near the Pleasant Hill BART.
  
- **Richmond – March 20**
  - I would like to continue to learn more about Plan Bay Area and MTC.
  - - Routine police patrols on every BART train
    - Clean restrooms on BART trains & at stations
    - General routine cleaning of BART trains
  - So glad I participated – it was really great to hear about the plans that are in the works to improve transit in the Bay Area – especially public transportation. One thing I wasn't able to mention is affordable housing assurances in the "Support Focused Growth" strategy with any transit-centric housing in (downtown) Richmond. I think that one issue (downtown) Oakland has is that the majority of the housing near BART is not affordable for the local population. I would hate to see that happen in Richmond.
  - More ferries in the bay to and from more destinations.

## **MARIN COUNTY**

- **Marin County – March 21**

- I would like to see regional agencies use funding incentives as a way to motivate local governments to be inclusive and equitable in how funds are allocated & public projects are implemented.
- - Needs to review statistics
  - Include ethnicity and minorities
  - Make sure statistics reflect the reality
  - Include parking spaces
  - Invest in education and information
- Thanks for holding this meeting & for including me.
- - Access & collective impact
  - Do you integrate these findings and suggestions with community master planners (smaller communities)?
  - “Collective impacts” is a framework used for social change planning. Concept is trending across America.
  - See Stanford Review Collective Impact for Social Change on [www.fsg.org](http://www.fsg.org). Also Google/see “Sonoma Upstream Investments”—a collective impact used by the county.
- - Very good.
  - This would have been an interesting forum a year ago – during the public meeting process.
  - Prior knowledge to attendance about the influence of County vs. Plan Bay Area.
  - Prior knowledge of attendee stakeholders would have been interesting.
  - Follow up: A list of all attendees. This is a great opportunity for this group to continue to organize & use this forum as a springboard.
- I feel that the plan presented will be great for the Bay Area but in Marin County we need more in terms of transportation services along with a supply of affordable housing and a train to the city.
- - Plan for all communities; take inputs before the plan
  - Small, big, healthy, wealthy, low-income, educational, needs, jobs, safety – all of these aspects have more factors than were mentioned
  - All agencies who are involved need to be familiar what job they all do – partnership



**MONOLINGUAL SPANISH** (including monolingual Spanish-speaking participants from Contra Costa County, San Francisco and Sonoma County)

- **San Francisco – April 3**

- Yes, they should modify the plan so that transit service is cheaper and that way we can stop driving and help the environment; that way we can have better economic development and good service.
- The meeting was clear and informative. I had the fortune of learning different comments and answers; everything is very important for the Latino community. I'm very excited to have learned so much at this meeting. Everybody's voice counts so that we are heard. Thank you for all the information and your good disposition.
- Well, I liked everything that was discussed. And I hope to be in the next meetings so I can learn more because to me it was very, very important. Thank you all, the meeting was very important.
- Please do not forget that we need more invitations for meetings like this so that our opinions and our voice are heard in order to improve our needs.
- The importance of having more people represented from each of the counties would be more relevant to support these types of programs. Thank you for your support and collaboration.
- Thank you for giving the community the opportunity to give their voice and opinion and that they are informed about what is happening around them.

**SAN FRANCISCO**

- **Chinatown CDC – March 14**

- There is a lack of understanding of low-income immigrant communities and needs and daily patterns of jobs, services, transit/transportation needs. Presentation doesn't reflect these communities.
- - To improve the bus service, increasing the spending on current bus operator's training is more efficient than increasing the routes and schedules.
  - Other than reducing the noise level of public transit facilities near residential areas, it's more important to fix the safety problem. Homeless people tend to gather around those public transit facilities and it strongly impacts the area's safety.
  - Many investment projects are focused on improving and increasing the tourism facilities, but less on improving the residential facilities.
  - It's mostly important to improve the traffic condition in the Bay Area. There is too much congestion.
  - We hope that during the Plan Bay Area implementation process, there will be more coordination between different agencies and fewer conflicts.
- - Cleaner and safer buses.
  - Reduce delays; better to be on time.
  - I hope to find a job locally so I don't need to take the bus to commute.

- I like the idea of the Plan Bay Area, but I think the “funding” is very important, as well as the execution – to ensure equity amongst stakeholders.
  - A more coherent explanation of tools being used to accomplish Plan goals.
  - Thank you for helping me see projected growth in the City.
- **POWER (Bayview Hunters Point/Mission District) – March 27**
    - A wide overview of transit concepts was well displayed to people at hand.

## **SAN MATEO COUNTY**

- **Redwood City – March 6**
  - - PDAs and TOD are positioned still in conflict with air quality requirements for residential building near major roadways
  - Does the Bay Area community accept as a cultural norm that our young adults, seniors and working families with modest incomes will find a spectrum of housing priced to be accessible to many income levels?
  - What new income streams for housing/transit can be developed with gas tax, vehicle registration fees, etc.?
  - Local hiring as a way of shortening commutes?
  - Good meeting and well organized. A couple of questions came up for me throughout the meeting:
    - 1a) How do we get this information out to communities that speak other languages other than English?
    - 1b) Can we do this same meeting in Spanish, Tongan, Mandarin, Tagalog?
    - 2) The faith community has a lot of influence in communities of color—and many faith leaders lead community churches. How about a meeting with just faith leaders?
  - How about displaying your website address at all Bay Area bridge toll crossings?
  - Please consider the following when planning:
    - access to healthy food near transportation sessions
    - walkability to and from stations
    - extended operating hours for public transit
    - better lighting near transportation
    - smoke-free housing units
    - more affordable public transit
  - Discussions were very useful and I appreciate any opportunity to hear what matters locally. Regional plans can be hard to understand or relate to because it seems too large-scale but the presentations included local impacts/examples which made it easier to understand. A meeting space closer to public transit may have been better, but otherwise the logistics of the meeting worked well. I appreciate the emphasis on discussion time.
  - - Health services accessibility.
  - Awareness around public transportation.

- Policy that holds local government accountable to fulfilling goal of providing low-income housing/affordable/adequate.
- Continued outreach on the plan. Build foundation
  - 1) People need to know they have a voice.
  - 2) Take back to community neighborhood.
  - 3) Invest/Inclusion/Respect.
- Dialogue with labor about employer subsidized transit.
- I think it's imperative to include in these meetings a section on how to communicate about these issues in a comprehensible and compelling way to our neighbors and community, along with specially designed materials—as hard copies, supported with a website. There should also be a way for people to share their personal stories as they relate to these issues.
- Two thoughts:
  - 1) In addition to the “trip” count for employers, the length of the trip is very important. Facebook agreed to limit “trips” but should limit trip miles.
  - 2) Employment and housing should be encouraged to be more closely aligned. Prioritize local hiring.
- In order to get grassroots, community resident buy-in to engaging in this process, you must make the impact(s) relevant to their communities. Most folks living in underserved communities are struggling to make ends meet and aren't necessarily concerned with regional matters. If you can present or break-down this information down to the local level, I believe that you'll get more resident buy-in.

## **SANTA CLARA COUNTY**

- **VIVO (San Jose, Vietnamese Community) – March 15**
  - PDA and community meeting process re zoning & policies for seniors.
  - The information was appreciated. I recommend shortening the presentation. Two hours is a long meeting.
  - - Concern:
    - (1) “Rocketship schools” – dropped in the middle of neighborhood = causes for family to drive to school, not walk/bike to school.
    - (2) Safe routes to school.
  - Questions: Will VTA/MTC work at the policy level, at school district or city jurisdictional level? Implementation of Safe Routes to School is difficult and policy changes can work better than just infrastructure improvements alone. What about working w/enforcement agencies?
  - Great presentation, all sounds promising. However, I feel the need to underline the need for senior adults to be taken into account. There are several areas where there used to be business and have been traditionally commercial. But now they

are senior residential zones. We need to ready our areas to be more pedestrian friendly, especially towards senior community.

- Great workshop! I'm glad we had a chance to voice our concern in this focus group.
- Focus on senior needs: - Access, - Isolation, - Safety
  - More linguistic sensitive materials (signage, etc.)
  - Zoning and planning with senior housing near cultural shopping areas.

- **San Jose Downtown Association (San Jose Downtown) – March 19**

- - Well done – everyone had time to both give and elaborate their ideas and opinions.
  - Education cannot be overstressed. Everyone needs to gain a perspective of the present situation and how each person's future will be improved.
- I think that information with approved projects/actual funding (timeline) would help in educating the public re the Plan. I agree that the VTA website needs more user friendly capabilities for those interested in certain areas/projects.
- Good meeting format. I encourage these meetings as future PDAs are up. Find local leaders and get in on their meetings and newsletters. Great resources. Very informative and easy to understand. Please provide PDFs of materials so we can pass along.
- This was a good broad-brush introduction to what happens “up there” versus what we're used to dealing with “down here” when the dirt starts flying in the neighborhoods when new development starts. We really do need to champion Plan Bay Area in our neighborhoods as leaders to whom others look for education and direction.
- Residents of downtown San Jose are enthusiastic for expanded transportation options (BART, BRT, light rail, etc.). Generally the demographics that come into downtown for work/live are progressive & open to mass/public transit options; they want to drive less, walk more, be outside in open/green spaces. Their main concerns are centered around safety and access. They want these areas to be clean, safe and easily accessible for as close to 24/7 as is realistic.
- The information presented was very clear. The Plan Bay Area concept is not only good for the region but needed in order to create a sustainable future. More influence for ABAG and MTC to establish standards for PDA development is key.
- The efforts of MTC and ABAG on “Plan Bay Area” are truly inspiring. The information presented was great and depicts the concerns and interests of many people in the Bay Area. I feel that the strategies and initiatives fall in line with what the Bay Area needs and currently lacks. SJSU supports Plan Bay Area 100%!

## **SOLANO COUNTY**

- **Dixon – March 7**
  - Informative meeting; well-presented information.
  - Please enroll me on any upcoming information meetings.

## **SONOMA COUNTY**

- **Santa Rosa – March 12**
  - Interested in seeing more being done toward electrification of mass transit. Need to identify ways to shift budgets from capital improvements/expansion to ongoing maintenance – identify how that can happen – where pressure needs to be in the political process. Keep expanding part of budget for additional mass transit services.
  - - I would suggest the financial pie chart directly represent the investment strategies. It is not that I found it confusing or irrelevant, but I think it would help speed up this particular conversation.
    - Please share my contact information with SCTA.
  - One thing I didn't mention in the meeting...I drive an electric vehicle and it is the Wild West out there in terms of EV charging station standardization, availability, signage, security, access, guidelines or rules for use, etc., etc. For example, some people "hog" the only station around by being there 5+ hours. Some stations are poorly designed where there might be three chargers but room to pull up for only 1.5 cars.
  - This was extremely informative and the presenters listened well.
    - I do have a concern about how we're going to continue to ramp up transit over this time but perhaps the escalating fuel prices will motivate that.
    - I am encouraged by the direction this plan is going; the priorities seem sound to me.
    - Feel free to forward my contact info to SCTA.
  - Fund incentives for alternate methods of transportation such as ride shares, public transport, bike, etc.; especially in "rural" counties like Sonoma.
  - Thank you for this opportunity. Please provide my contact to SCTA.
  - Good process today. Consider doing this with Taxpayer's Association. We should double transit service in this county.
  - Thank you. I appreciate this process, and the interest in improving transit and the environment in our community and Bay Area as a whole. Great presentations. Thanks!
  - A bicycle/pedestrian overpass over Highway 101 at Steele Lane is in need of funding. This is a huge priority for so many of us, as it will connect the east and west sides of town in a way that will make it much safer for pedestrians and cyclists.
  - - Community comment: Sustainable growth limiting sprawl. Stop seeing transit as a fee for service and more like a utility that delivers a public good. Transit oriented developers need to be a priority. We need more connectors between the

bike to buses to train. The 101 overcrossing in Santa Rosa is very important for pedestrians and cyclists; pedestrian safety is important. The impact on reducing traditional traffic while improving convenience to outlying areas. Connect stuff.

- I would really like that pricing program be installed in Santa Rosa.
- Please share my contact info w/SCTA.





**SAN FRANCISCO COMMUNITY-BASED WORKSHOP**

**POWER**

**WEDNESDAY, MARCH 27, 2013**

**5:30 PM – 8:00 PM**

**AGENDA**

**5:30-6:00 CHECK IN, PICK UP REFRESHMENTS AND HANDOUTS**

**6:00-6:10 BRIEF INTRODUCTIONS**

**6:10-6:30 WHAT WE HAVE HEARD FROM YOUR COMMUNITY**  
*(Pam Grove, MTC Staff)*

**6:30-7:15 DRAFT PLAN BAY AREA DISCUSSION**

**Background on Draft Plan Bay Area;**

**What to Expect When Plan Is Released**

*(Vikrant Sood, MTC Staff; JoAnna Bullock, ABAG Staff)*

**Facilitated Discussion/Q & A**

*(Zach Klos, Davis & Associates)*

**7:15-7:45 IMPLEMENTATION AND INVOLVEMENT**

**Ways to stay involved in local and regional planning issues**

*(Liz Brisson, San Francisco County Transportation Authority;  
MTC and ABAG staff)*

**7:45-8:00 NEXT STEPS, FINAL QUESTIONS AND WRAP UP**  
*(Zach Klos)*

***Thank you for your participation!***



# **PI** BayArea **Plan**

## Community-based Organization Focus Group

POWER  
San Francisco

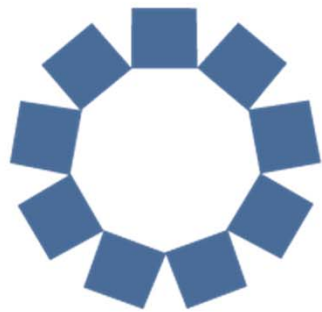
March 27, 2013

# Agenda

- Welcome and introductions
- What we have heard from your community
- Draft Plan Bay Area discussion
- Implementation and Involvement
- Next steps, final questions



METROPOLITAN  
TRANSPORTATION  
COMMISSION



**Association of  
Bay Area Governments**

# Why a Plan Bay Area?

- To manage growth in the nine-county San Francisco Bay Area
- A blueprint to coordinate land use and transportation policies, projects and public investments
- Part of California's approach to reducing greenhouse gas emissions from vehicles
- Updated regularly, every four years
- An ongoing conversation about the kind of Bay Area we want to leave for future generations

# State Adopted Targets

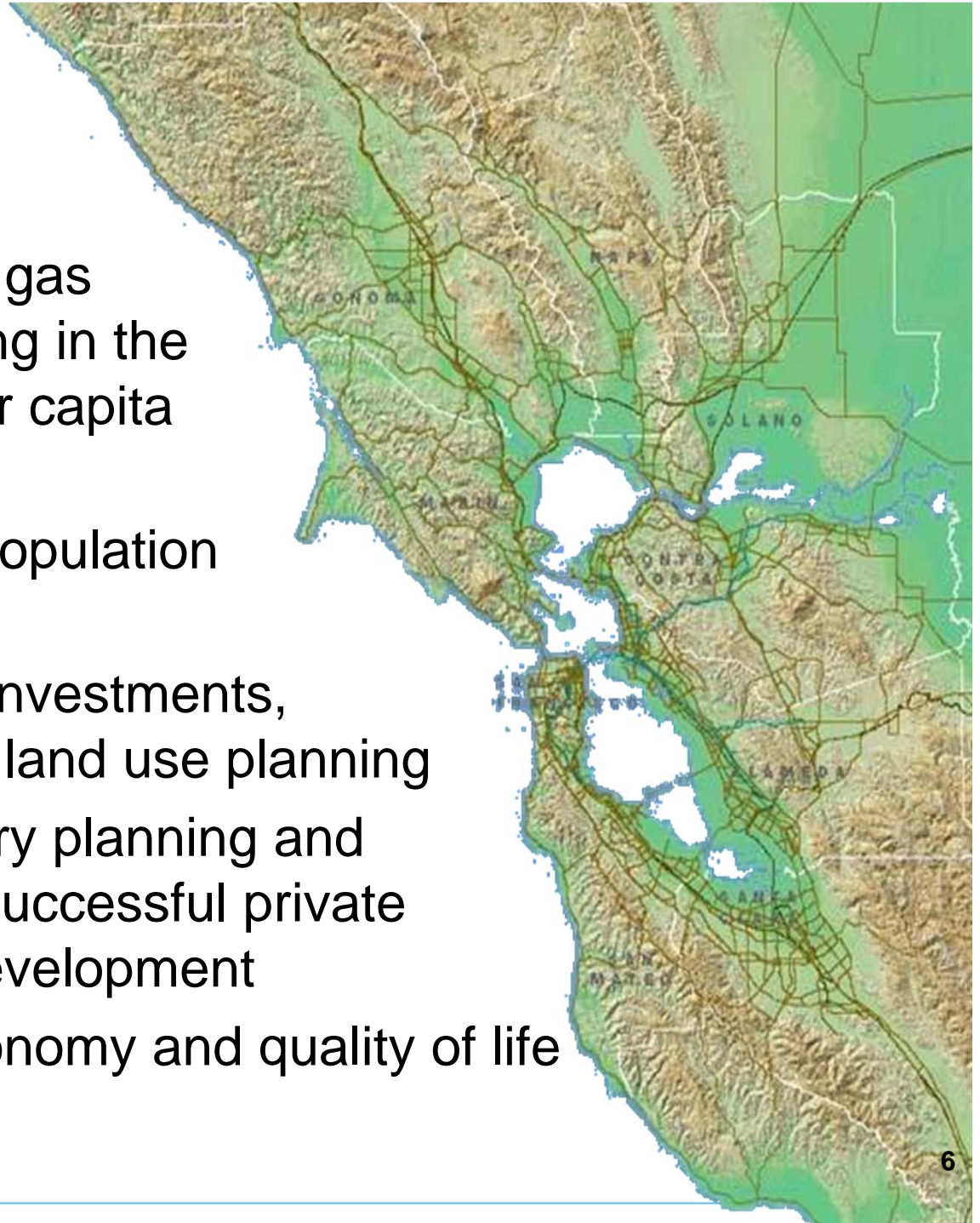
- for cutting greenhouse gas emissions from cars and light trucks in California's metropolitan areas

Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%



# The Regional Task

- Reduce greenhouse gas emissions from driving in the Bay Area by 15% per capita by 2035
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Provide the necessary planning and capital supports for successful private investment in infill development
- Support a strong economy and quality of life



# What We Have Heard From Your Community

# Plan Bay Area Outreach

## ***Spring 2011 & Winter 2012***

- Two statistically valid telephone polls with nearly 1,700 residents
- Ten public workshops spring 2011 and 9 public workshops winter 2012
- Partnered with 14 community-based organizations to conduct outreach with communities that don't readily participate in local and regional planning efforts  
*(1,600 surveys and 10 focus groups with 150 participants)*
- Ongoing meetings with our various advisory groups
- Extensive, ongoing outreach to local government and stakeholders; strong web presence

# What we heard from POWER

- **Top transportation investment strategies:**
  - More frequent transit service on routes with high ridership
  - Increase transit service for transit dependent populations
  - Provide more frequent bus service
  - More transit service to connect housing and jobs
  - Expand commuter rail services (such as BART and Caltrain)
  - Add more bike paths/bike lanes
  - Provide financial incentives to cities to build more housing near transit

# What we heard from POWER

- **Top policy initiatives:**

- Develop economic strategies to protect existing jobs, create new jobs preserve industrial sites
- Reduce public transit fares
- Tax corporate polluters to fund transit
- Other pricing strategies, e.g., charge tolls on Express lanes, or charge fees for vehicle miles traveled (VMT)
- Expand the Safe Routes to Schools network
- Encourage smart driving
- Develop commuter benefit ordinances
- Change freeway speed limit to 55 mph
- Increase vanpool incentives

# What we heard from POWER

## ■ **Key Comments from Spring 2011**

- In favor of development in urban areas to bring more funding for the urban infrastructure
- Invest in transit (new, existing and more effective), as well as fund commuter lines and bike lanes
- Need affordable housing, and favor funding cities that build it
- Increase job opportunities
- Decrease violence and crime
- Preserve cultural traditions in local communities
- Maintain open space, parks, art and community centers



# What we heard from POWER

## ■ **Key Comments from Winter 2012**

- Consider discounted or free transit for seniors and youth
- Lower transit fares for low-income residents
- Education (especially for seniors and students) on using public transit
- Increase public transit for transit dependent residents
- Need better enforcement of fares
- Re-establish necessary transit routes that have been cut
- Create late-night neighborhood shuttles
- Provide tax rebates to those who don't own a car

# What we heard from POWER

## ■ **Key Comments from Winter 2012 (continued)**

- Provisions for teleconferencing and telecommuting (such as high-speed Internet access) would eliminate the commute for more workers
- New housing attempts to attract new residents instead of providing places to live or jobs for current residents
- Jobs should be generated for current, not new residents
- High cost of housing means low-income individuals cannot live in San Francisco
- Low-income families don't have access to quality schools
- Need to bring everyone's income level up, not just incorporate rich people into poorer neighborhoods

## Discussion

**Do these concerns/priorities  
still represent your  
community?**

# Draft Plan Bay Area

Expected release in late March 2013

## The Bay Area in 2040: Key Demographics Chapter

# Regional Growth

	2010	2040	Growth 2010 - 2040
Jobs	3,385,000	4,505,000	1,120,000
Population	7,151,000	9,299, 000	2,148,000
Housing Units	2,786,000	3,446,000	660,000

# Draft Plan Bay Area

## Where We Live/Work Chapter



# A Regional Strategy for Growth

- Growth over the next several decades will be very different from the outward expansion over the last few decades.
- Primary strategies call for conserving resources and making better use of existing infrastructure, infill development with streamlined permitting and financial support.






# Building on an Existing Framework

- The region already has a local-regional partnership to support growth in sustainable Priority Development Areas and to protect important natural resources identified as Priority Conservation Areas.
- No change to local authority over land use decisions.



# Land Use Strategy

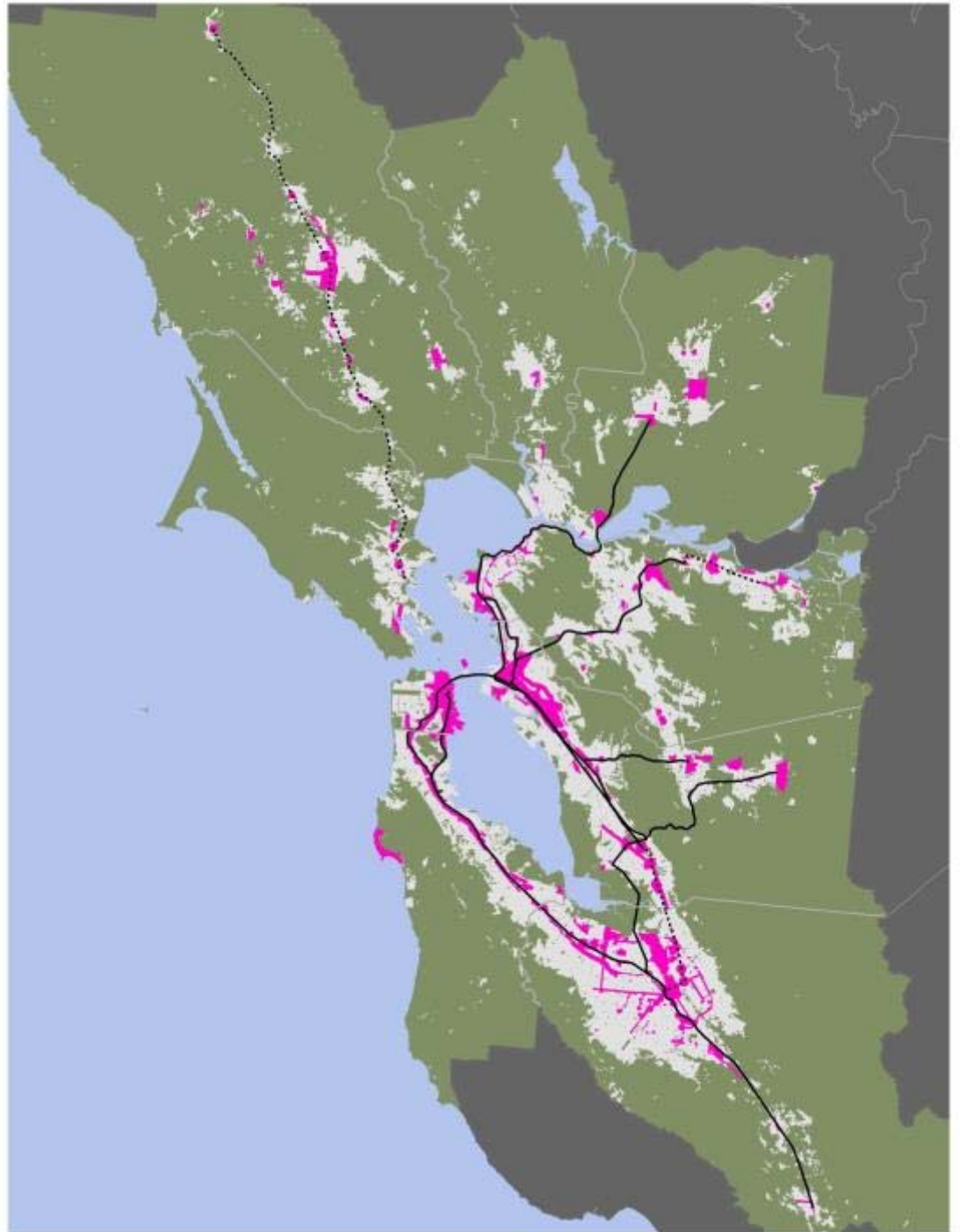
## Jobs-Housing Connection

-  Non-urbanized land
-  Urbanized land
-  PDAs
  - 3% of region's land
  - 80% of new homes
  - 66% of new jobs

100 Planned PDAs

69 Potential PDAs

*2007-2012: 52 Specific and Area plans funded by PDA program for \$18.6 million*



# Draft Plan Bay Area

## Performance Chapter

## Performance Targets

### Statutory



#### CLIMATE PROTECTION

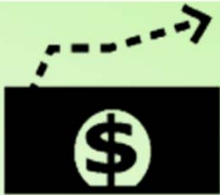
Reduce per-capita greenhouse gas emissions from cars and light-duty trucks



#### ADEQUATE HOUSING

House all of the region's projected housing growth

### VOLUNTARY



#### ECONOMIC VITALITY

Increase gross regional product



#### OPEN SPACE AND AGRICULTURAL PRESERVATION

Direct all non-agricultural development within the urban footprint



#### EQUITABLE ACCESS

Decrease housing and transportation costs as a share of low-income household budgets



#### HEALTHY AND SAFE COMMUNITIES

Reduce premature deaths from exposure to particulate emissions

Reduce injuries and fatalities from collisions

Increase average daily time spent walking or biking



#### TRANSPORTATION SYSTEM EFFECTIVENESS

Increase non-auto mode share

Reduce VMT per capita

Maintain the transportation system



## Performance Targets

### Statutory



CLIMATE  
PROTECTION

Reduce per-capita  
greenhouse gas  
emissions from cars  
and light-duty trucks ✓



ADEQUATE  
HOUSING

House all of the region's  
projected housing growth ✓

### VOLUNTARY



ECONOMIC  
VITALITY

Increase gross  
regional product ✓



OPEN SPACE AND  
AGRICULTURAL  
PRESERVATION

Direct all non-  
agricultural ✓  
development within  
the urban footprint



EQUITABLE ACCESS

Decrease housing and  
transportation costs  
as a share of low-  
income household  
budgets ✗



HEALTHY  
AND SAFE  
COMMUNITIES

Reduce premature deaths  
from exposure to particulate  
emissions ✓

Reduce injuries and fatalities  
from collisions ✗

Increase average daily time  
spent walking or biking



TRANSPORTATION  
SYSTEM EFFECTIVENESS

Increase non-auto mode  
share

Reduce VMT per capita

Maintain the ✗  
transportation system



# Draft Plan Bay Area

## Investments Chapter

## Overall Approach

# Six Strategies for Reaching Our Goals

- 1. Maintain and Sustain the Existing Transportation System**
- 2. Build Next-Generation Transit**
- 3. Boost Freeway and Transit Efficiency**
- 4. Support Focused Growth (OneBayArea Grant)**
- 5. County Investment Priorities**
- 6. Protect our Climate**

## Investment Strategy #1

# Maintain/Sustain the Existing System

- **Maintain local streets and roads to a satisfactory standard**
- **Replace buses and rail cars more frequently**
- **Fully fund operating needs for existing transit services**
- **Improve the condition of state freeways and bridges**



## Investment Strategy #2

# Build Next-Generation Transit

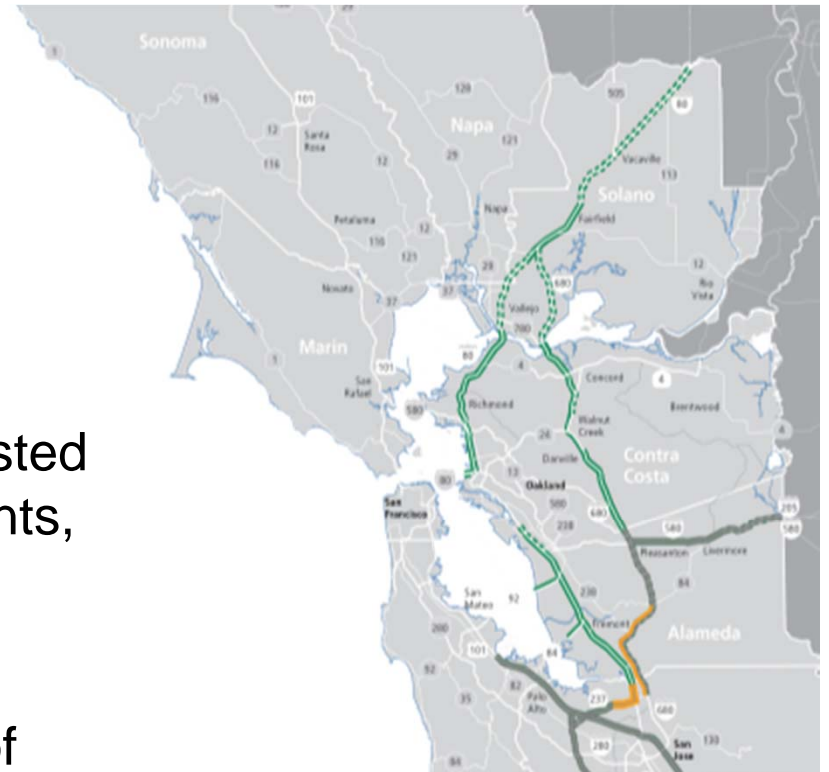
- **Develop a regional funding strategy to implement high-performing projects**
- **Position the region for federal transit investments in bus and rail projects**
- **High Speed Rail investment strategy on the Peninsula**



## Investment Strategy #3

# Boost Freeway and Transit Efficiency

- **Regional Express Lanes Network**  
Improve reliability and reduce delay in congested corridors
- **San Francisco Pricing Program**  
Charge a fee to drive in specific, congested spots to fund transportation improvements, reduce traffic
- **Freeway Performance Initiative**  
Maximize efficiency and management of freeways and arterials
- **Reward agencies that achieve improvements in ridership and productivity**





## Investment Strategy #4

# Support Focused Growth (OneBayArea Grant)

- **Reward jurisdictions that produce housing near transit**
- **Target investments in Priority Development Areas (PDAs)**
- **Support Priority Conservation Areas (PCAs)**





## Investment Strategy #5

# County Investment Priorities

- Fund local transportation priorities identified by county congestion management agencies
- Majority (65%) of these funds dedicated to maintaining and sustaining current transportation systems
- Substantial bicycle and pedestrian investments



## Investment Strategy #6

# Protect our Climate

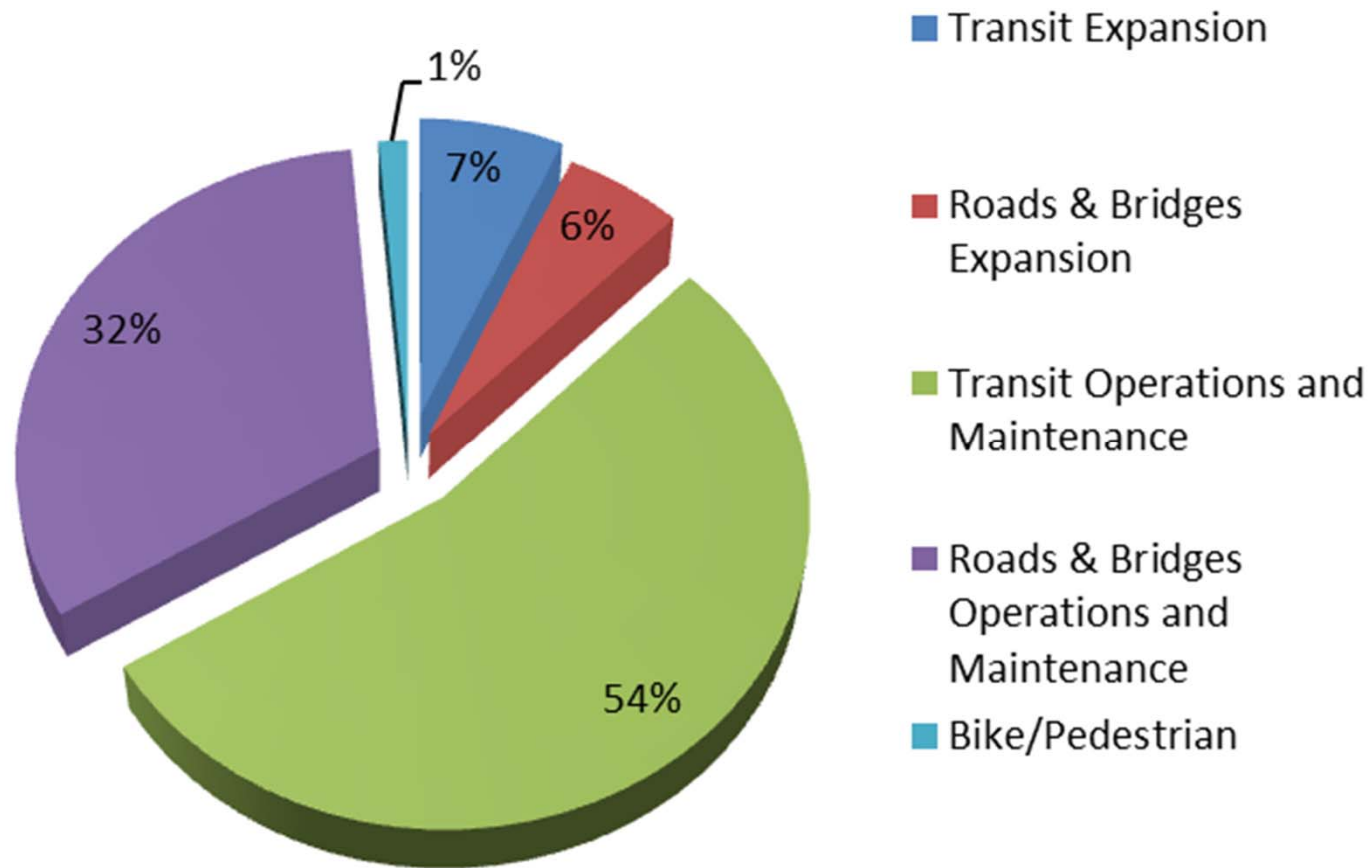
- Implement innovative initiatives to help the region achieve its greenhouse gas emission reduction targets



## Draft Investment Summary

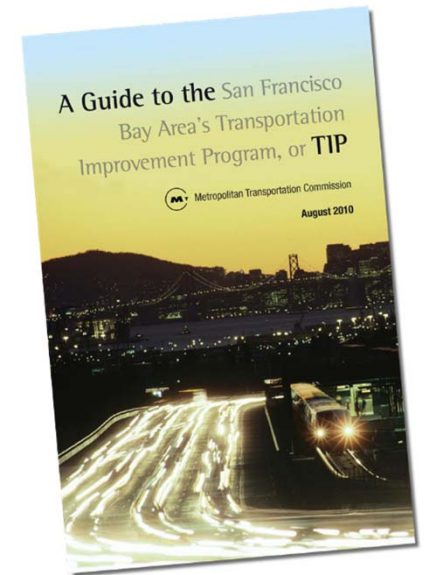
# Total Transportation Investments

**Total Funding — \$289 billion**

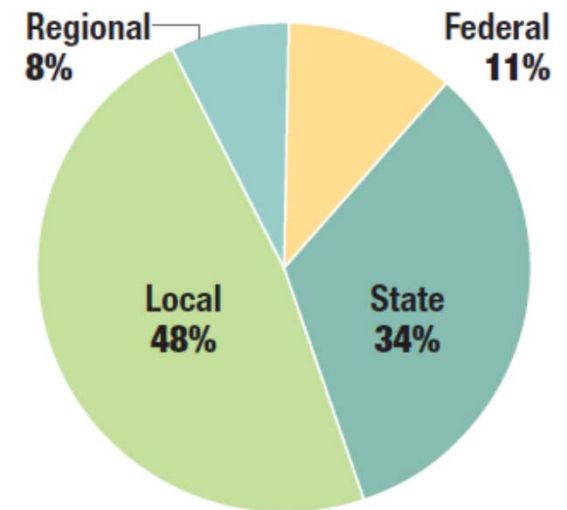


# Transportation Improvement Program (TIP)

- A short-term program of projects (6-year period) that implements the long-range Plan Bay Area
- Lists nearly 1,000 surface transportation projects
- Focuses on projects that receive federal funds, that require a federal action, or are regionally significant
- Updated every two years
- For more information, go to:  
<http://www.mtc.ca.gov/funding/tip/>



*2011 TIP Funds by Source*



# 2013 TIP Development Schedule

- **March 29, 2013**    **Draft TIP Released for Public Review**
- **April 2013**            **Public Hearings on Draft TIP**
- **May 3, 2013**            **Close of Public Review Period**
- **June 26, 2013**        **Final 2013 TIP approved by Commission**
- **Sept. 2, 2013**        **Final 2013 TIP approved by U.S. Dept. of Transportation**

# Local Involvement





# **Plan Bay Area Relationship to Local San Francisco Planning**

**Liz Brisson (SFCTA)**

**Presentation to POWER**

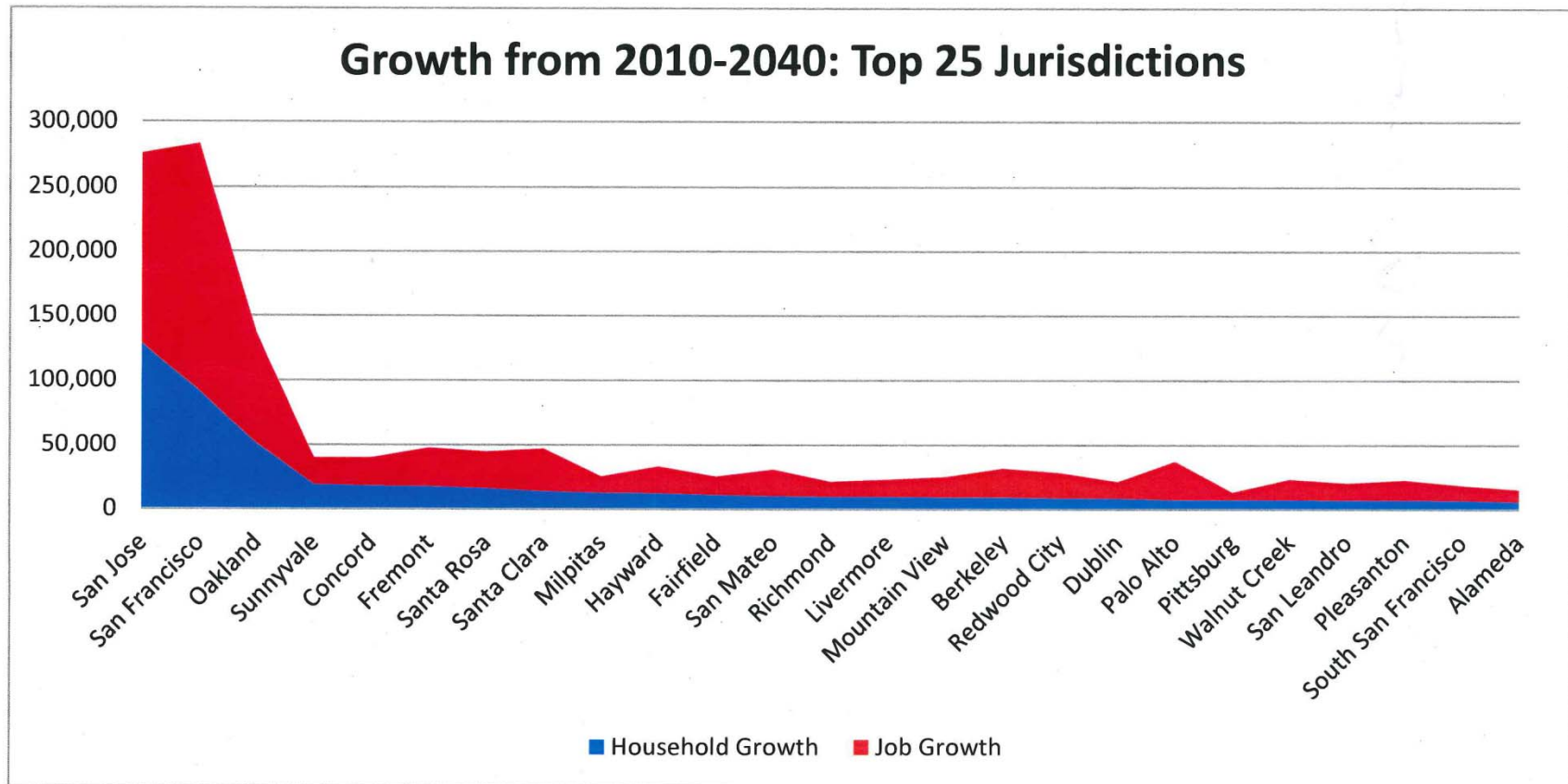
**March 27, 2013**

# Outline

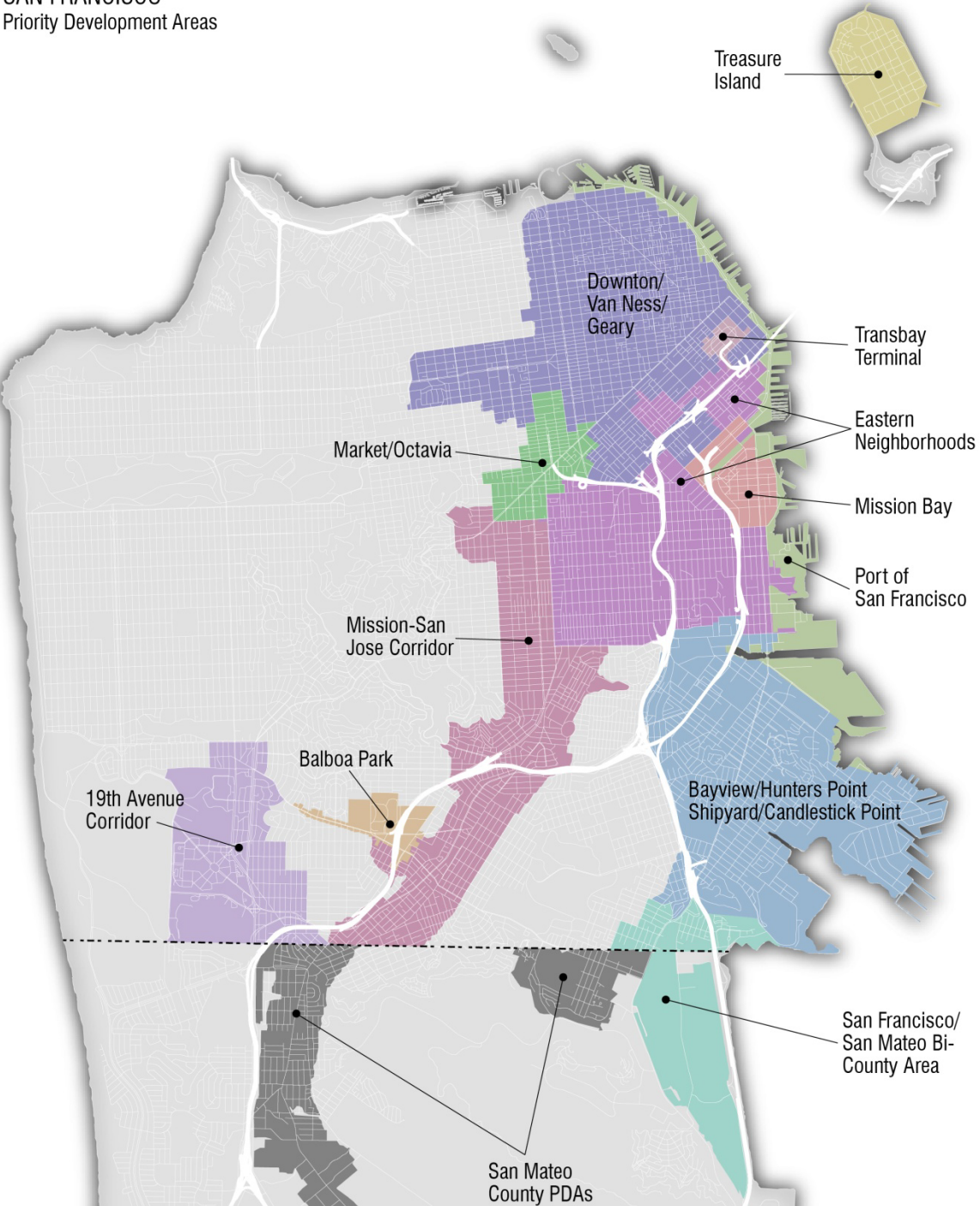
1. How does this relate to local land use planning?
  - ▶ San Francisco's Priority Development Areas
  - ▶ Housing Element process
2. How does this relate to local transportation planning?
  - ▶ San Francisco Transportation Plan development process
  - ▶ How do these plans turn into projects in my neighborhood?
3. Key elements of Plan Bay Area for SF



# The Challenge-92k households, 191k jobs in San Francisco in Plan Bay Area Preferred



SAN FRANCISCO  
Priority Development Areas



# Recent Plans & Major Projects

PACIFIC OCEAN





# Recent Plans & Major Projects

Plan Area or Project	Year Adopted	Projected Housing	Projected Jobs
5M	Under development	750	4,000
Balboa Park	2009	1,780	725
Candlestick/Hunters Point Shipyard	2010	10,500	10,000
Central Corridor	Under development	12,400	50,600
Downtown (C-3 & other)	1984	3,000	5,000
Eastern Neighborhoods	2008	9,000	9,500
Executive Park	2010	1,600	75
HOPE SF (Sunnydale & Potrero)	Under development	1800	75
Market and Octavia	2007	5,500	3,000
Mission Bay	1998	3,000	10,000
Mission Rock (SWL 337)	Under development	1,000	5,000
Parkmerced	2011	5,700	900
Pier 70	Under development	2,000	12,000
Rincon Hill	2005	3,500	75
Transbay Redevelopment & Transit Center	2012	4,500	25,000
Treasure Island	2011	7,000	2,750
Visitation Valley	2008	1,600	500
Warriors Arena (Pier 30/32 & SWL 330)	Under development	120	650
Western SoMa	Expected 2013	2,900	3,200
<b>TOTAL PLANNED</b>		<b>77,650</b>	<b>143,050</b>
<b>PlanBayArea - TOTAL PROJECTED</b>		<b>92,400</b>	<b>191,000</b>



## HOUSING PRODUCTION TARGETS, 2007-2014 and ACTUAL PRODUCTION, 2007 - Q2 2012

Including Acquisition and Rehabilitation of Existing Units as Permitted by HCD Guidelines

Income Category	ABAG/HCD Regional Housing Needs Determination (RHND) Production Goals 2007-June 2014		Production Targets to Date, Q2 2012	Actual New Housing Production and Acquisition/Rehabilitation 2007 - Q2 2012**		
	No. of Units	% of Total		No. of Units	% of Actual Production	% of RHNA Goal to Date
Very Low (< 50% AMI)†	6,589	21.1%	4,832	2,861	22.5%	59.2%
Low (50-79% AMI)	5,535	17.7%	4,059	794	6.2%	19.6%
Moderate (80-120% AMI)	6,754	21.7%	4,953	960	7.5%	19.4%
Market (over 120% AMI)	12,315	39.5%	9,031	8,108	63.7%	89.8%
<b>TOTALS</b>	<b>31,193</b>	<b>100.0%</b>	<b>22,875</b>	<b>12,723</b>	<b>100.0%</b>	<b>55.6%</b>

\* Annual production based on 7.5 year reporting period (1 January 2007 - 30 June 2014)

\*\* Source: Housing Inventory 2007, 2008, 2009, 2010, Housing Inventory 2011, preliminary Housing Inventory 2012

# DRAFT REGIONAL HOUSING NEED ALLOCATION (2014-2022) FOR SAN FRANCISCO

Household Income Category	2012 Income for a 2 Person Household	Number of Units	Percent of Total	Difference from Previous Period
Very Low Income (≤50% of median)	≤ \$41,200	6,207	21.6%	.5% more (21.1%)
Low Income (51-80% of median)	\$41,250 – \$65,900	4,619	16.1%	1.6% less (17.7%)
Moderate Income (81-120% of median)	\$65,950 – \$98,900	5,437	18.9%	2.8% less (21.7%)
Above Moderate (> 120% of median)	> \$98,950	12,482	43.4%	3.9% more (39.5%)
<b>Total RHNA</b>		<b>28,745</b>	<b>100%</b>	

\* Incomes based on US. Dept. of Housing and Urban Development data for HUD Metro Fair Market Rent Area (HMFA) that contains San Francisco, published November 30, 2011. Please note actual income levels will change by 2014, and will vary by year.

# Outline

## 1. How does this relate to local land use planning?

- ▶ San Francisco's Priority Development Areas
- ▶ Housing Element process

## 2. How does this relate to local transportation

- ▶ San Francisco Transportation Plan development process
- ▶ Local implementation of One Bay Area Block Grant
- ▶ How do these plans turn into projects in my neighborhood?



## 3. Key elements of Plan Bay Area for SF

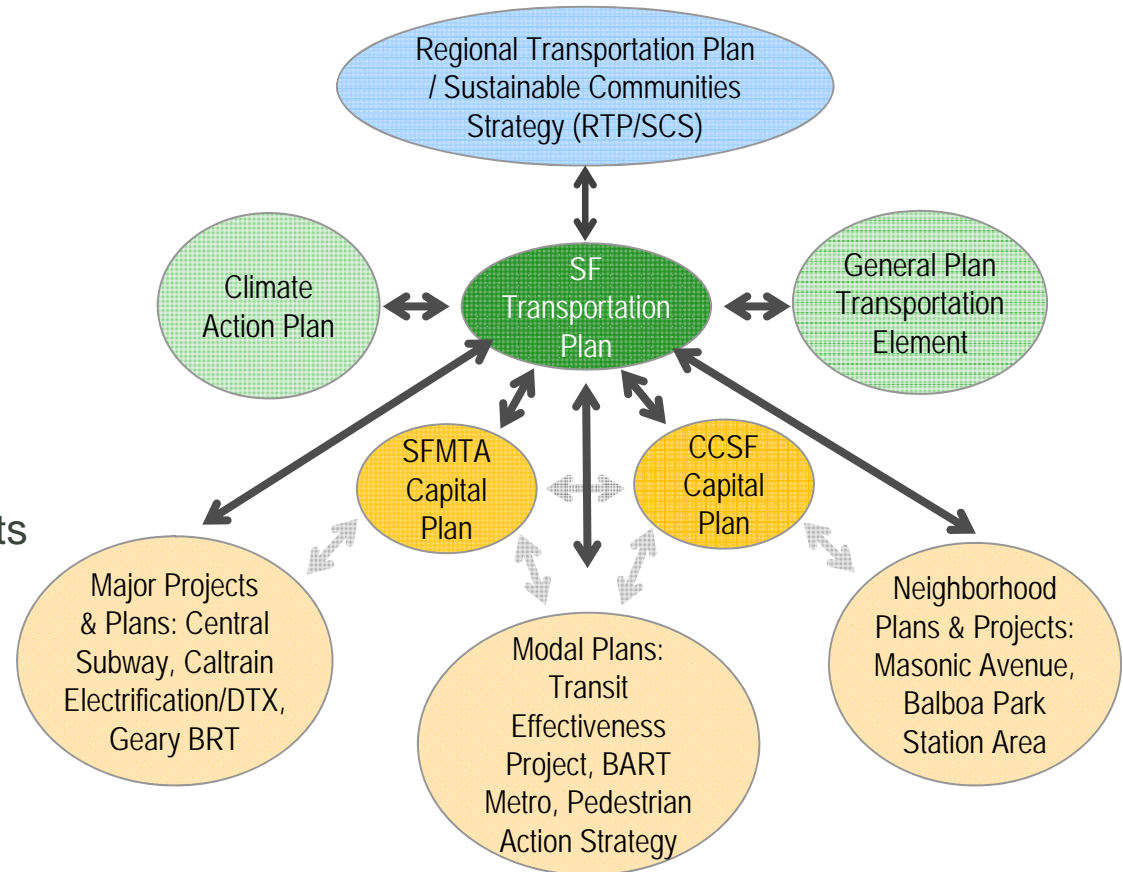
# What is the San Francisco Transportation Plan and how does it relate to Plan Bay

## What is it?

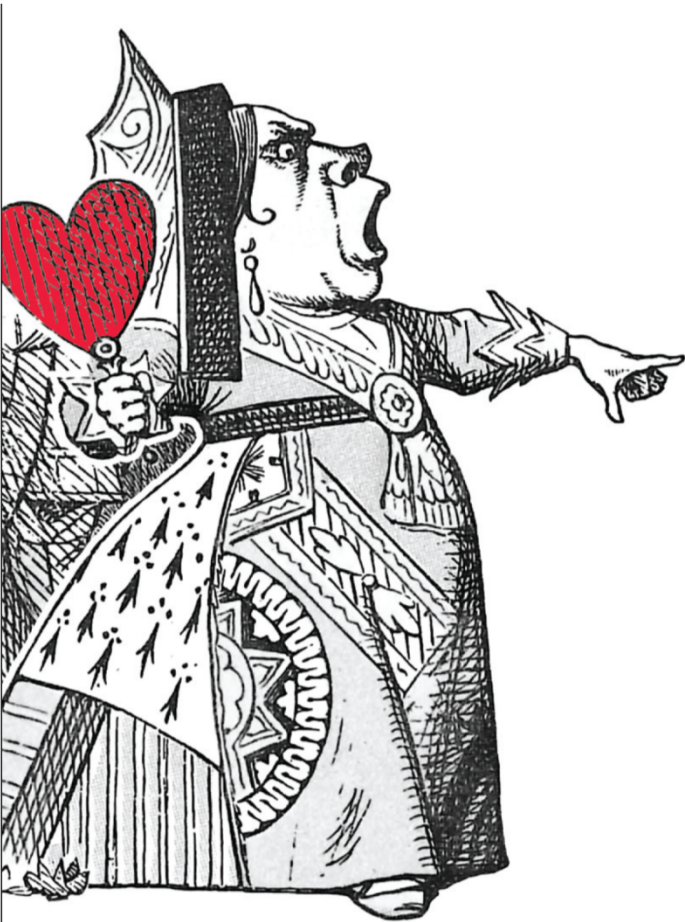
- ▶ San Francisco's transportation investment program for all modes, operators to year 2040
- ▶ Supporting policies and strategic initiatives
- ▶ Funding and implementation strategy

## How will it be used?

- ▶ Informs local plans and investments (Transportation Element Update, SFMTA and DPW capital plans)
- ▶ Guides SF's input to regional planning efforts (BART Strategic Plan, 2017 RTP)
- ▶ Positions SF for future funding opportunities and policy discussions at state, national level



# Get involved in the SFTP!



- ▶ Tell us your investment priorities [www.sfbudgetczar.com](http://www.sfbudgetczar.com) (also available in Chinese and Spanish)
- ▶ Learn more: [www.movesmartsf.com](http://www.movesmartsf.com)
- ▶ Contact us: 415.593.1670
- ▶ Invite us to present to your group
- ▶ Stay tuned for public outreach in Late Spring/Early Summer

# How do these plans turn into projects in my neighborhood?

- One Bay Area Grant (OBAG) program - \$35 million of funding to San Francisco for through 2016
- December 2012: Authority Board adopted initial OBAG Project List: 10 of 12 projects ~\$54.6 million
- May/June: Authority Board to select final OBAG projects (other projects anticipated to be prioritized for Prop K and other funds)



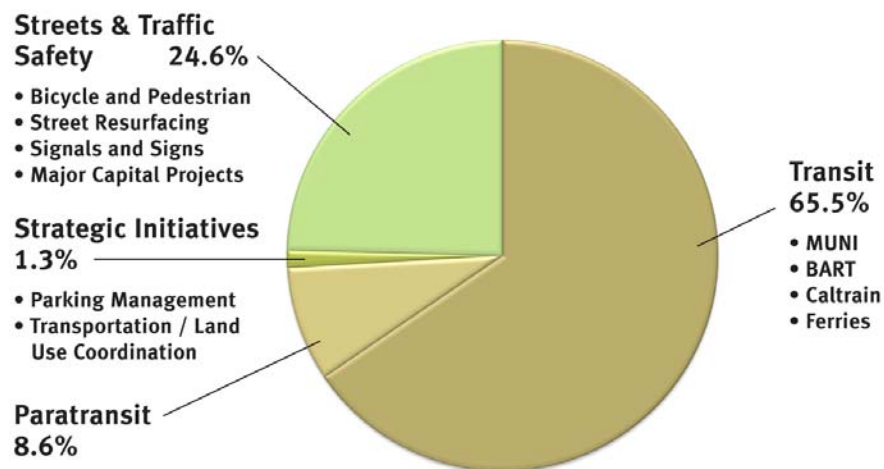
***Chinatown Broadway Phase IV Street Design is an Upper Tier OBAG Candidate project (project sponsor: DPW)***



# How do these plans turn into projects in my neighborhood?

- Prop K local transportation sales tax funds support transit/street improvement projects citywide, with 3-5x leveraging of other \$
- Priorities updated every 4-5 years (Strategic Plan, 5-Year Prioritization Programs, 5YPPs)
- Update process
  - April-June: Outreach Round 1 re: process
  - July-September: Outreach round 2 re: proposed prioritization
  - October/November: Adopt Strategic Plan/ 5YPP Update

## Prop K: 4 Major Categories of Projects



**Upcoming 5YPP updates will implement first phase of SFTP and Plan Bay Area priorities.**

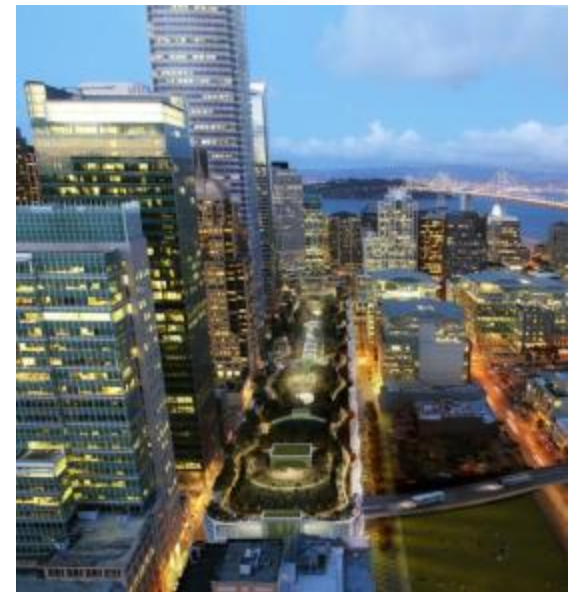
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- ▶ Local implementation of One Bay Area Block Grant
- ▶ How do these plans turn into projects in my neighborhood?



## 3. Key elements of Plan Bay Area for SF

# Key Elements of Plan Bay Area

- SF projects named 7 of 13 high-performers in region
- Downtown Extension of Caltrain, Van Ness Bus Rapid Transit named regional New and Small Starts priorities
- OBAG program links affordable housing plans and production with greater levels of transportation \$ for first time
- Transit Performance Initiative created, \$500 million in strategic investments to improve transit in urban core



PROJECT	Quantitative Benefit/Cost ratio	Qualitative (out of 10)
1 BART Metro Program	> 60	8.5
2 Treasure Island Congestion Pricing	59	4.0
3 Congestion Pricing Cordon Pilot	45	6.0
4 AC Transit Grant—MacArthur BRT	18	5.5
5 Freeway Performance Initiative	16	4.0
6 ITS Improvements in San Mateo Co.	16	4.0
7 ITS Improvements in Santa Clara Co.	16	4.0
8 Irvington BART Station	12	5.5
9 SFMTA Transit Effectiveness Project	11	7.5
10 Caltrain Electrification and six trains per hour service	5	7.5
11 BART to San Jose, Phase 2	5	7.0
12 Van Ness Avenue BRT	6	6.5
13 Better Market Street	6	6.0

Source: Metropolitan Transportation Commission



# Thank you!

**More information**

**Liz Brisson**

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**415.522.4838**

**Sarah Dennis-Phillips**

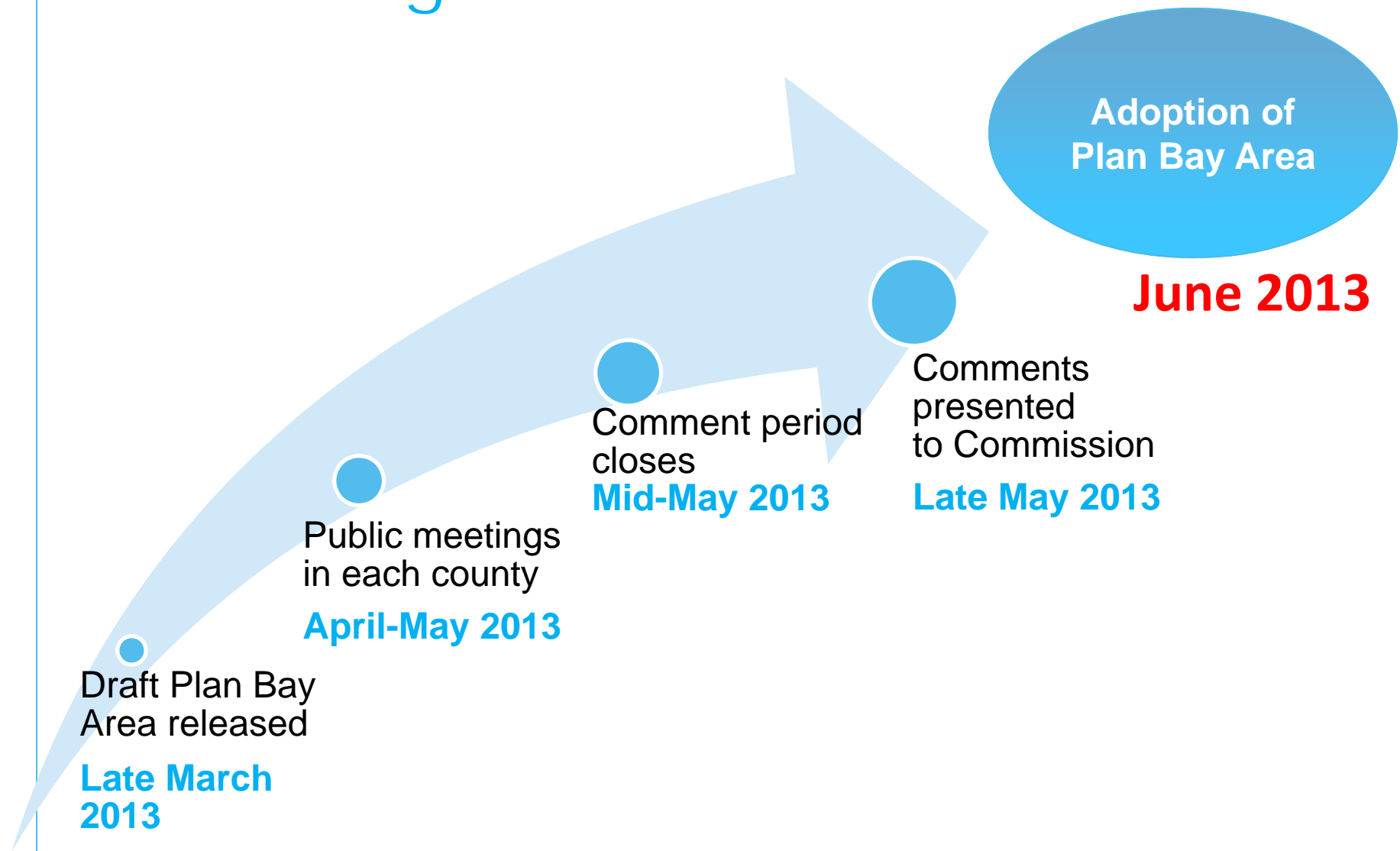
**[sarah.dennis-phillips@sfgov.org](mailto:sarah.dennis-phillips@sfgov.org)**

**415.558.6314**

# Local and Regional Involvement

- **Stay involved in the planning process**
- **Attend local planning and/or city council meetings**
- **Sign up at [www.onebayarea.org](http://www.onebayarea.org) for updates on Plan Bay Area**
- **Make your voice heard**

# Remaining Plan Milestones





Questions?

Thank you!



# **A Guide to the San Francisco Bay Area's Transportation Improvement Program, or **TIP****

**Updated to reflect the Draft 2013 TIP**

**March 2013**



**Metropolitan Transportation Commission**



## Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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- 2** What is the Metropolitan Transportation Commission?
- 3** What is the Transportation Improvement Program or TIP?
- 5** A summary of the Draft 2013 TIP
- 8** How does the TIP relate to the long-range regional transportation plan?
- 9** How does the TIP relate to the Clean Air Act?
- 9** How is the TIP funded?
- 10** Who develops the TIP?
- 11** How does a project get in the TIP?
- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area

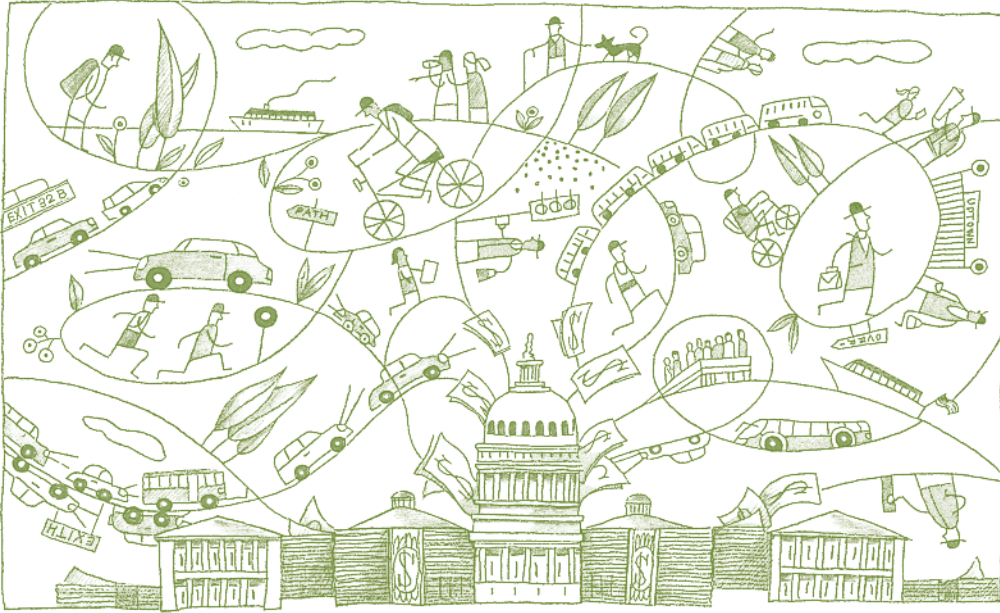




The Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.





## What is the Transportation Improvement Program or TIP?

**T**he TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a six-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

### **The TIP is multimodal.**

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

### **The TIP covers a six-year period.**

The TIP lists projects for a period of six years. MTC is required by federal law to update the TIP at least one time every four years.





### **The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.**

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

### **The TIP shows estimated project costs and schedules.**

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the six-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

### **The TIP must reflect realistic revenues and costs.**

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the six-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

### **The TIP may be changed after it is adopted.**

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

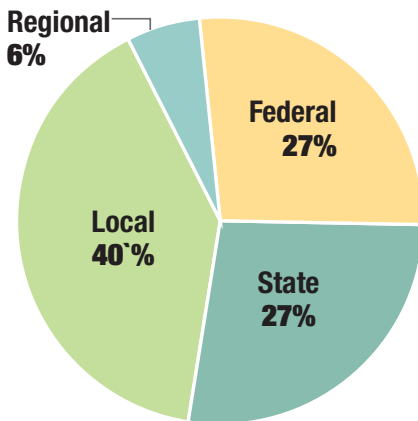
The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.



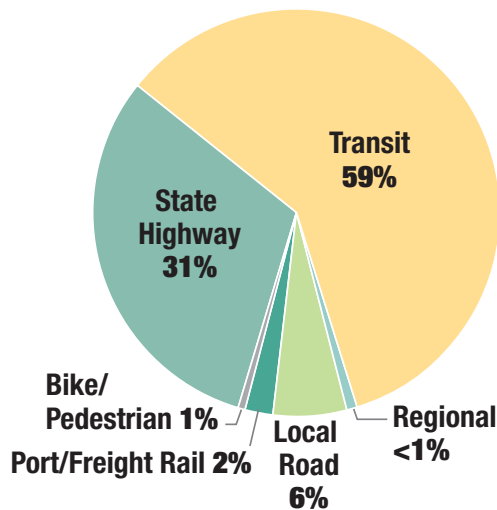
## A summary of the Draft 2013 TIP

**T**he Bay Area's Draft 2013 TIP includes approximately 880 transportation projects, and a total of approximately \$16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. See the next page for a map of projects with costs greater than \$200 million.

**2013 TIP Funds by Source**



**2013 TIP Funds by Mode**



### Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)



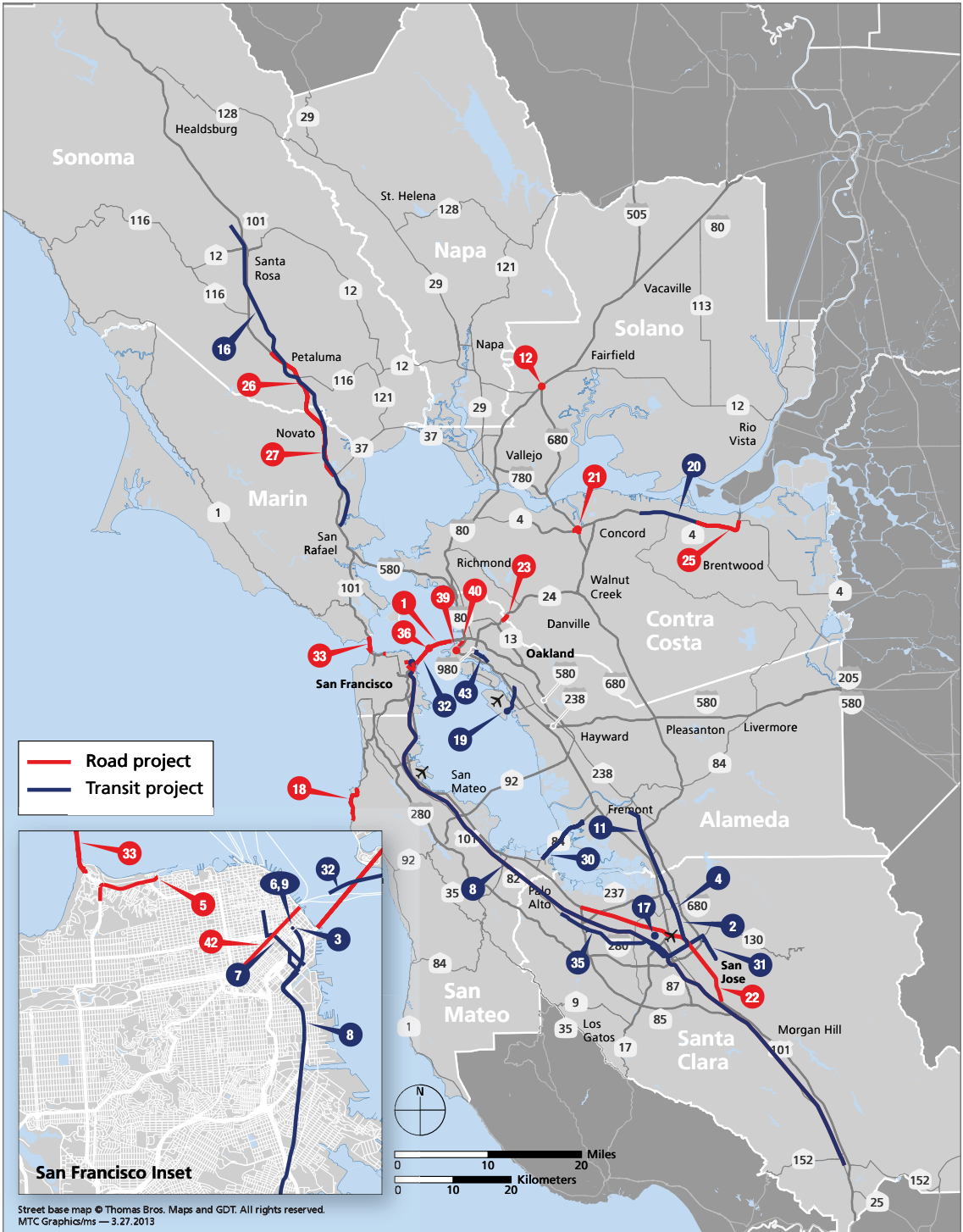
## Projects in the Draft 2013 TIP Over \$200 Million

**BLUE** Transit Project  
**RED** Road Project

- 1. San Francisco-Oakland Bay Bridge East Span Replacement**  
Alameda County  
\$5.71 billion
- 2. BART – Berryessa to San Jose Extension**  
Santa Clara County  
\$3.96 billion
- 3. Transbay Terminal/Caltrain Downtown Extension, Phase 2**  
San Francisco County  
\$2.60 billion
- 4. BART – Warm Springs to Berryessa Extension**  
Santa Clara County  
\$2.52 billion
- 5. US-101 Doyle Drive Replacement**  
San Francisco County  
\$1.97 billion
- 6. Transbay Terminal/Caltrain Downtown Extension, Phase 1**  
San Francisco County  
\$1.59 billion
- 7. SF Muni Third St LRT Phase 2 Central Subway**  
San Francisco County  
\$1.57 billion
- 8. Caltrain Electrification**  
Multiple Counties  
\$1.23 billion
- 9. Transbay Transit Center – TIFIA Loan Debt Service**  
San Francisco County  
\$1.08 billion
- 10. BART Railcar Replacement Program\*\***  
Multiple Counties  
\$1.03 billion
- 11. BART – Warm Springs Extension**  
Alameda County  
\$890 million
- 12. I-80/680/12 Interchange Project**  
Solano County  
\$718 million
- 13. Toll Bridge Rehabilitation Program\*\***  
Multiple Counties  
\$629 million
- 14. BART Car Exchange (Preventative Maintenance)\*\***  
Multiple Counties  
\$603 million
- 15. Valley Transportation Authority: Preventative Maintenance\*\***  
Santa Clara County  
\$571 million
- 16. Sonoma Marin Area Rail Corridor**  
Sonoma/Marin Counties  
\$532 million
- 17. San Jose International Airport People Mover**  
Santa Clara County  
\$508 million
- 18. SR-1 Devils Slide Bypass Tunnel**  
San Mateo County  
\$505 million
- 19. BART Oakland Airport Connector**  
Alameda County  
\$484 million
- 20. E-BART – East Contra Costa County Rail Extension**  
Contra Costa County  
\$460 million
- 21. I-680/SR-4 Interchange Reconstruction, Phases 1-5**  
Contra Costa County  
\$425 million
- 22. US-101 Express Lanes in Santa Clara County**  
Santa Clara County  
\$425 million
- 23. SR-24 – Caldecott Tunnel Fourth Bore**  
Alameda/Contra Costa Counties  
\$420 million
- 24. AC Transit: Preventative Maintenance Program\*\***  
Alameda County  
\$392 million
- 25. SR-4 East Widening from Somersville Rd to SR-160**  
Contra Costa County  
\$385 million
- 26. US-101 Marin-Sonoma Narrows (Sonoma)**  
Sonoma County  
\$373 million
- 27. US-101 Marin-Sonoma Narrows (Marin)**  
Marin County  
\$341 million
- 28. Hunters Point Shipyard and Candlestick Point Local Roads\*\***  
San Francisco County  
\$338 million
- 29. Freeway Performance Initiative (FPI)\*\***  
Multiple Counties  
\$328 million
- 30. Dumbarton Rail Service (PE and ROW only)**  
Alameda/San Mateo Counties  
\$301 million
- 31. Capitol Expressway LRT Extension, Ph. 2**  
Santa Clara County  
\$294 million
- 32. BART Transbay Tube Seismic Retrofit**  
Multiple Counties  
\$276 million
- 33. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**  
Marin/San Francisco Counties  
\$274 million
- 34. Southeast Waterfront Transportation Improvements\*\***  
San Francisco County  
\$254 million
- 35. El Camino Real Bus Rapid Transit**  
Santa Clara County  
\$234 million
- 36. Yerba Buena Island (YBI) Ramp Improvements**  
San Francisco County  
\$233 million
- 37. Caltrain Positive Train Control\*\***  
Multiple Counties  
\$231 million
- 38. SF Muni Rail Replacement Program\*\***  
San Francisco County  
\$223 million
- 39. 7th Street Grade Separation and Roadway Improvement**  
Alameda County  
\$221 million
- 40. Oakland Army Base Infrastructure Improvements**  
Alameda County  
\$215 million
- 41. SFMTA ADA Paratransit Operating Support\*\***  
San Francisco County  
\$207 million
- 42. Better Market Street Transportation Elements**  
San Francisco County  
\$206 million
- 43. Enhanced Bus – Telegraph/International/ East 14th**  
Alameda County  
\$205 million

\*\* These projects not shown on map

## Projects in the Draft 2013 TIP With Costs Greater Than \$200 million





**T**ransportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



**F**unding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.







## Who develops the TIP?

**M**TC develops the TIP in cooperation with the Bay Area Partnership of federal, state and regional agencies; county congestion management agencies (CMAs); public transit providers; city and county public works representatives; and the public. The Bay Area Partnership subcommittees provide a forum for managers of the region's transportation system to contribute to the policy-making and investment activities of MTC, and to improve coordination within the region.

Project sponsors must be a government agency (or other qualifying entity, such as certain non-profit organizations that are eligible for some transportation funds) and are responsible for initiating funding requests, applying for funds, and carrying their projects to completion. In the Bay Area, project sponsors include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, the individual cities within each county or other special districts.



## How does a project get in the TIP?

**O**ften years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.



# Follow a Transportation Project From Idea to

## New Project Ideas and Local Review

## MTC's Long-Term Regional Transportation Plan

### Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

### Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

### The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

## How You Can Make a Difference

### Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.

# Implementation

## MTC's Project Selection Process

## Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

### Project Selection Process

#### *Funding Levels Established for RTP*

**Programs/Initiatives:** Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

#### *Project Selection Criteria Developed:*

For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

**Project Selection:** Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

### The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a six-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

### Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

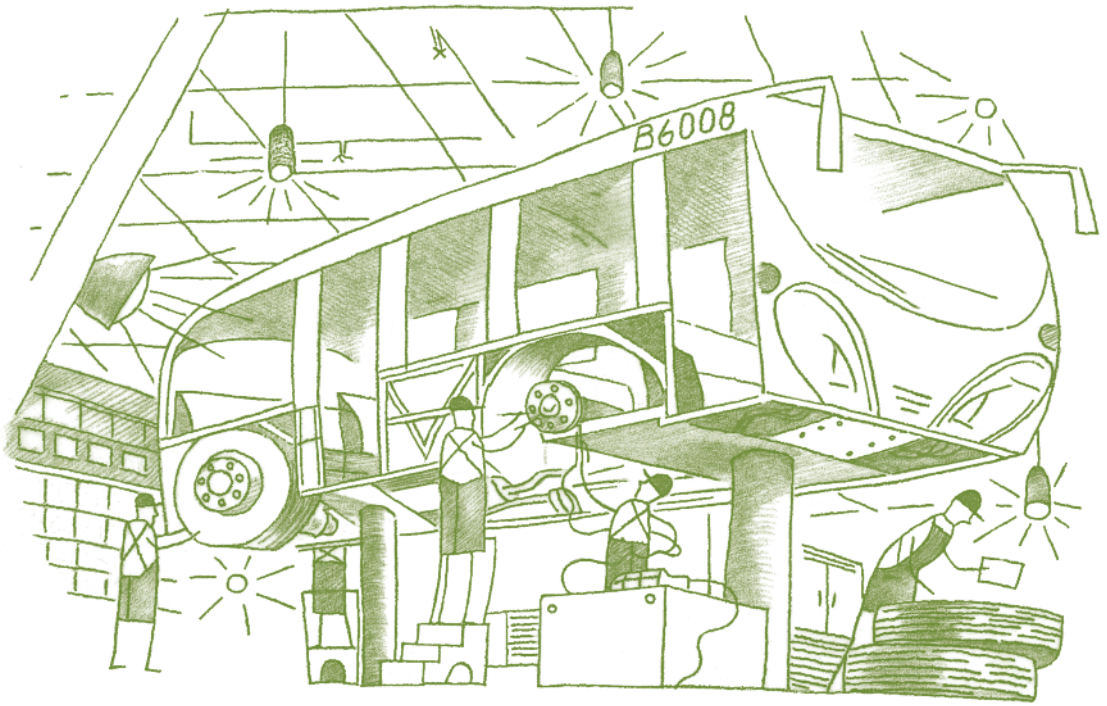
### Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission

([www.mtc.ca.gov/get\\_involved](http://www.mtc.ca.gov/get_involved)).

### Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



## What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.





## In what ways can the public participate?

**P**ublic participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/).

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at [www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm).





## Where to turn for more information

**V**isit the MTC website at [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents.

Some publications mentioned are available at the MTC-ABAG Library.

### Resources

#### The Transportation Improvement Program

[www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)

#### MTC Public Participation Plan

[www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm)

#### The ABCs of MTC

[www.mtc.ca.gov/library/abcs\\_of\\_mtc/](http://www.mtc.ca.gov/library/abcs_of_mtc/)

#### Project Listing: MTC Fund Management System

[www.mtc.ca.gov/funding/fms\\_intro.htm](http://www.mtc.ca.gov/funding/fms_intro.htm)

### MTC Staff Contacts

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#### Federal Transit Administration Programs

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#### State Funding Programs

Kenneth Kao (510) 817-5768

[kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)

#### MTC Public Information

(510) 817-5757 or [info@mtc.ca.gov](mailto:info@mtc.ca.gov)

#### MTC-ABAG Library

(510) 817-5836 or [library@mtc.ca.gov](mailto:library@mtc.ca.gov)





## Request assistance

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

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

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



## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

#### Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

#### Bay Area Rapid Transit District (BART)

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

#### Central Contra Costa Transit Authority (County Connection)

925.676.1976

#### Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

#### Golden Gate Bridge, Highway and Transportation District

415.921.5858

#### Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

#### Napa County Transportation and Planning Agency (VINE)

707.259.8631

#### Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

#### San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

#### San Mateo County Transit District (SamTrans)

650.508.6200

#### Santa Clara Valley Transportation Authority (VTA)

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Transbay Joint Powers Authority

415.597.4620

#### Western Contra Costa Transit Authority (WestCAT)

510.724.3331

### Major Airports and Seaports

510.627.1100

#### Port of San Francisco

415.274-0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211

## Regional Agencies

### Association of Bay Area Governments

510.464.7900

### Bay Area Air Quality Management District

415.771.6000

### Metropolitan Transportation Commission

510.817.5700

### San Francisco Bay Conservation and Development Commission

415.352.3600

## Congestion Management Agencies

### Alameda County Transportation Commission

510.208.7400

### Contra Costa Transportation Authority

925.256.4700

### Transportation Authority of Marin

415.226.0815

### Napa County Transportation and Planning Agency

707.259.8631

### San Francisco County Transportation Authority

415.522.4800

### City/County Association of Governments of San Mateo County

650.599.1406

### Santa Clara Valley Transportation Authority

408.321.2300

### Solano Transportation Authority

707.424.6075

### Sonoma County Transportation Authority

707.565.5373

## State Agencies

### California Air Resources Board

916.322.2990

### California Highway Patrol, Golden Gate Division

707.551.4180

### California Transportation Commission

916.654.4245

### Caltrans, District 4

510.286.4444

## Federal Agencies

### Environmental Protection Agency, Region 9

415.947.8021

### Federal Highway Administration, California Division

916.498.5001

### Federal Transit Administration, Region 9

415.744.3133

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Cities of Contra Costa County

### **Dave Cortese, Vice Chair**

Santa Clara County

### **Alicia Aguirre**

Cities of San Mateo County

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Cities of Alameda County

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Napa County and Cities

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U.S. Department of Transportation

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## Comment Sheet

## POWER

## 2013 CBO Workshop

**Please use the space below and on reverse to offer any comments.**

[illegible]

Name and contact information (**optional**):

Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-Mail: \_\_\_\_\_

**Check Here [ ] to be added to the Plan Bay Area email notification list.**



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## M E E T I N G   E V A L U A T I O N

---

1. Please indicate your level of agreement with the following statements:

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
A. The workshop and related materials were accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Adequate notice was provided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. I had sufficient opportunity to provide comments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. The information presented was clear with an appropriate level of detail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. I understood what was established policy and what was open to public influence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. The handouts and presentation were educational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. I felt like my comments were heard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. I gained a better understanding of other people's perspectives and priorities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. A quality discussion took place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Please share any comments on the above in the space provided below or on the back of this handout. Comments may also be submitted using the separate comment form provided.