The Action Plan is an essential part of Plan Bay Area. We need to identify concrete, realistic actions the regional agencies can take to address targets where the region is moving in the wrong direction, especially displacement, middle-wage jobs, and housing affordability (H+T/income). I support the comment letter submitted by the Six Wins/NPH/Greenbelt and urge MTC-ABAG to incorporate them into the Action Plan. In particular, a stronger focus on middle-wage jobs is needed, along with a more robust modeling approach to reflect real-world wages and incomes.

Applies to both the Plan and the Draft EIR. Water supply is becoming a key element in planning for future growth in the Bay Area and needs to be considered in relation to long-term (sustainable) land use planning. The Plan doesn't appear to discuss or analyze this connection, leaving out a limiting factor for development. Assumptions need to be checked against Urban Water Management Plans and environmental impacts to create dams and other infrastructure (e.g., water recycling facilities) will create, including construction and long-term energy use for pumping, treating, and recycling.
RE: PLAN BAY AREA 2040
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Tuesday, May 16, 2017
Martin Luther King Library
150 E. San Fernando, San Jose, California 95112

Taken before AMBER EMERICK
Certified Shorthand Reporter No. 13546
State of California
BE IT REMEMBERED that pursuant to Notice of the Hearing, and on Tuesday, May 16, 2017, commencing at 6:03 p.m., thereof, at the Martin Luther King Library, 150 E. San Fernando Street, San Jose, California 95112, before me, AMBER EMERICK, CSR No. 13546, a Certified Shorthand Reporter in and for the State of California, there commenced a public hearing.

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P R O C E E D I N G S

COMMISSIONER DUTRA-VERNACI: So good evening.

Thank you for being here. I'm Metropolitan Transportation Commissioner Carol Dutra-Vernaci, also Mayor of Union City.

On behalf of MTC, I'm sure you're familiar with these acronyms. "MTC" stands for Metropolitan Transportation Commission. "ABAG" stands for the Association of Bay Area Governments.

So on behalf of MTC and ABAG, I want to welcome you to tonight's public hearing. We appreciate your attendance and your comments. So please feel free to give the comments as you think of them.

So tonight I'm here with Adam Noelting, the MTC Senior Planner, and our consultants Heidi Tschudin -- right there -- and Fran -- you know, she has an easy last name; two syllables.

MS. RUGER: Ruger [pronouncing].

COMMISSIONER DUTRA-VERNACI: Ruger [pronouncing].

Thank you.

Anyway, they'll be presenting on Plan Bay Area and the Draft EIR, which of course stands for the Environmental Impact Report.
The hearings tonight are your opportunity to comment on the official record on both the Draft Bay Area 2040 and the Draft EIR, which are both out for public review.

The Draft Plan Bay Area 2040 is a state-mandated, integrated, long-range transportation and land-use plan. It is required by Senate Bill 375, passed several years ago, on all metropolitan areas in the state of California. The Draft Plan includes a Sustainable Community Strategies as part of a Regional Transportation Plan.

In the Bay Area, the MTC and ABAG are the agencies that are jointly responsible for developing and adopting the Sustainable Community Strategy. It integrates transportation, land use, and housing, to meet greenhouse gas reduction targets set by the California Air Resources Board.

The Draft EIR analyzes and discloses the potentially adverse significant impacts associated with the implementation of the proposed Plan Bay Area 2040, and it identifies the potential for significant effects in the areas of transportation, air quality, land use, and physical development, climate change, and greenhouse gases, noise, biological resources, visual resources, cultural resources, public utilities and facilities,
hazards, and public services and recreation. And probably
a few other things I didn't even mention.

In any case, thanks again for being here this
evening. Feel free to help yourself to the coffee and
cookies in the back of the room throughout the next couple
hours.

I'd now like to turn it over to our staff member
Ursula -- let me get yours right -- Vogler.

MS. VOGLER: Yeah.

COMMISSIONER DUTRA-VERNACI: Okay.

-- who will provide an overview on the public
hearing this evening. So thank you.

And, Ursula, come on up. Let me get out of the
way here; sit down for the show.

MS. VOGLER: So as Commissioner Dutra-Vernaci
outlined, we'll be holding two public hearings: One on
the Draft Plan and one on the Draft EIR. Adam will
present on the Plan, and then I'll open the public hearing
on the Plan.

And then once the Plan's public hearing is
closed, Heidi will present on the Draft EIR. And I'll
open and then close that public hearing.

If you wish to speak, please fill out and submit
a blue speaker card. We encourage everyone to do that. I
only have one card so far. So I encourage you to do it as
soon as possible and hand it to Pam, who is not sitting there, or to me. And if you want to speak on the EIR and the Plan, you need to fill out two cards, preferably. And then we're going to call you to speak under each item. So my co-worker, Pam, who is in the hall, but she's here, if you need a card -- but they're also on the front table there. And then I'll call the speakers up one by one, as time permits, when we receive the cards. I will ask each time that you state your name, and which document you're commenting on, so it can be clear for the record. We have a court reporter here in the corner, Amber, who is taking your transcript of your comments. So when I open the public hearing, I'll call people up one by one in the order I receive your cards, and you'll have three minutes. Actually, if you want to go longer than three, not a problem. Finally, you can view the Draft Plan and the Draft EIR at 2040.PlanBayArea.org. We also have thumb drives that hold those documents in the front of the room -- or the side of the room. If you want to get one of those, I'm happy to give you one. In addition to tonight's public hearing, you may also submit your comments by e-mail. For the Draft Plan,
you may submit your comments to info@planbayarea.org.

For the Draft EIR, you may submit comments to EIRcomments@MTC.CA.gov. If you didn't write that down, I can give you information later. This information is printed on the brochure that's available at the welcome desk as well. Just so you know, the public comment period for both documents closes on June 1st.

So now I'd like to turn it over to Adam, who will present on the Draft Plan.

MR. NOELTING: Thank you. Yes. My name is Adam Noelting, with MTC Planning Department. So I'll present today an overview of the Draft Plan, as Ursula noted. It is available online, and that's our best way to review the document. But there are copies available through flash drive, and there's also some hard copies. So you're able to get a copy of that as well.

To begin with, April 3rd, MTC and ABAG did release the Draft Long-Range Transportation Plan for Plan Bay Area, called "Plan Bay Area 2040." It's available online, as I noted, and your comments are -- the comment period is through June 1st.

We've had a number of workshops so far throughout the region. We're having a hosting of workshops in each of the counties. And that information is also shared in the brochure up front, and you can attend those meetings.
Those meetings are more of an open house format, where you're able to walk around and view information more in a display board format and speak with staff, who are in attendance at the meetings.

This, again, will be in an open -- or in a public hearing-type format. So I will do the presentation and try to answer any clarifying questions you may have. And then we'll open up for comments.

So Plan Bay Area 2040 is a blueprint to coordinate land use and transportation policies, projects, and public investments. As noted earlier, it's part of California's approach to reducing greenhouse gas emissions for vehicles. It's a -- the Plan is updated regularly. In our case, it's updated every four years. And it's really an ongoing conversation about the kind of Bay Area we hope to leave for future generations.

For those that may be familiar with the previous Plan, what really differentiates this Plan from the original is its emphasis on housing affordability. The region is currently in the middle of an economic growth cycle, having added a significant number of jobs since 2011. But, however, we have not really built enough housing to meet that demand generated by the strong economy. It's really created an affordability crisis.

So just looking at the slide, we're showing here
about 500,000 new jobs to about 65,000 new housing units over the past five years. The colors represented here are showing the different parts of the region and where those jobs are being located, as well as where the housing is being created.

So not only is there a bit of mismatch in the jobs-to-housing production, there's also a mismatch in where housing production is, in comparison to the jobs.

And this imbalance between housing and jobs has led to a number of ripple effects throughout the transportation system. And we're seeing that a lot of people are using the freeways and rail systems at record levels. Our infrastructure is really being tested and stretched past its current limit.

So, for an example, the Bay Bridge Corridor is at about 105 percent capacity right now at its peak hour. And that's even having two-thirds of those persons traveling by transit.

We're comparing -- just looking at the congested delay on freeways, it's gone up about 50 percent since the last peak. So we're seeing a lot of congestion on our entire system.

This slide is just showing some of the current ridership on rails. You can see Caltrain, per capita, has really grown quite well, as well as congested delay and
BART ridership.

The Plan itself is a multi-year process; involves a lot of partners throughout this process. It began in 2015, with some initial outreach meetings identifying various performance targets for the Plan.

We looked at a number of different scenarios, in terms of how the region could grow, what types of investments we could invest in, the transportation projects, and what those different outcomes would look like, in comparison to our performance targets.

Last November, the MTC Commission and the ABAG Executive Board adopted a Final Preferred Scenario, which was a list of projects -- transportation projects, as well as the distribution of growth; so the pattern of development that's expected to be in the region moving forward through 2040.

What's occurred since then is the preparation of the Plan document itself, as well as the Environmental Impact Report.

These next two slides look at the land use pattern for the region. And part of this, what we're looking at is the overall planning assumptions for the document, and what we're preparing or planning for.

In this case, we're showing that -- the numbers shown here is 820,000. That's 820,000 new houses from
2010, through 2040. So that's the number we're planning for.

So the effort we've undertaken over the last several years is determining, "In what parts of the region would these households be created or located?"

The slide is showing the same color scheme as the previous one showing the three scenarios: The big cities, which would be San Jose, San Francisco, and Oakland; bayside communities shown in blue; and then inland coastal delta communities shown in green.

It's fairly apparent in the slide that most of the growth is being expected to be -- will be in the big cities, as well as the bayside communities.

And then we're also using in this Plan -- similar to the last Plan, is a geography being referred to as "PDAs," or Priority Development Areas. And that structure or framework is also taking on the bulk of the growth.

Shown here, it's 77 percent of the household growth.

And just to give you a perspective of where the PDAs are, in this slide itself, the different colors, the black or darkest areas are what we identify as PDAs. It's a very small geography, very concentrated, focused development patterns.

Similar to housing, this slide represents job growth. And in this case, we're planning for 1.3 million
new jobs in the region. We showed in the earlier slide, since 2010, we've already seen about 500,000 new jobs. So we're well on our way to reaching this 1.3 million mark. And, again, similarly, we're looking at the big cities and the bayside communities taking the bulk of the growth, as current -- would absolutely reflect kind of the current trend in 2010, versus 2040, where a lot of commercial bay service exists in the big cities, as well as the bayside communities, and Silicon Valley area.

So unlike the household PDAs, job growth is a little bit less than in household. So we're seeing only about 55 percent of the growth in PDAs, when it comes to jobs, compared to households; was about 77.

In terms of transportation, as they've given before, they're really a blueprint for short-term and long-term investments. It's "Fourth Set Focus Growth Strategy." The investment priorities are really on a "Fix It First" mentality of trying to fix our existing transportation system.

I think this slide demonstrates that we're putting close to 90 percent of the funds that are expected to be available. In this case, it's 300-some billion dollars of federal, state, regional, local moneys that will be used in transportation investments.

90 percent of that will be to maintain what we
currently have, or make what we currently have better.
And the 10 percent will be to expand for adding new lanes,
adding new trails -- sorry -- rail services' extensions,
that can be expansions of services. But, again, 90
percent is that key number just trying to maintain what we
currently have.

I've mentioned, in an earlier slide, that one of
the things we worked on with the Commission is to identify
performance targets for the Plan. We have 13 performance
targets that are shown here, and they are dedicated
towards different ideas: Climate protection, open space
protection -- a number of different things.
For more detail, I would recommend that -- please
look at the Plan for a little more detail on these.

But I think the key things we want to identify
here is that in some cases we're doing well; in some cases
we are doing okay; and in some cases we're not doing well
at all.

So this, we're showing five of the targets were
achieved, four were in the right direction, and four were
actually in the wrong direction. We're seeing the wrong
direction in the affordability area regarding housing,
along with displacement and other topics related to that.

Road maintenance is certainly one that's going to
tie directly to the amount of funding available. And even
though we're spending a lot of money on our roadways, we're not meeting that target.

JANICE ROMBECK: Can we ask questions as you go?

MR. NOELTING: Yes. I think we have time for that.

JANICE ROMBECK: I just want to -- so affordable housing is in the right direction, and also in the wrong direction.

MR. NOELTING: Yes. There is --

JANICE ROMBECK: So, like, Measure A -- passing Measure A might be in the right direction for affordable housing, like we did in Santa Clara County. But, also, we're not --

MR. NOELTING: Yeah. These ones are a little bit abbreviated, in terms of what the actual target is. There's a little bit more detail specifically -- these are kind of more towards the goals, more abbreviated. But I think in the Plan -- we can talk a little more specifically on which target is going in the right direction, and which is going in the wrong direction.

Affordability is the key one for a lot of them. Part of it is in affordable housing, just providing more affordable housing options as one of the steps. But whether it's enough, and does it make it cheaper for the
region, is the issue -- or one of the major dilemmas. And I think, if you look at the same performance targets in a different example, we can kind of see in the range of how we're doing, in terms of these different topics; whether we're going in the right direction or wrong direction. Top ones being the best; bottom being the worst. So, again, looking at access to jobs, road maintenance, displacement.

I think the biggest one that we -- stood out was the housing and transportation affordability. And what we're forecasting is the cost, as a percentage of income, especially in low-to-moderate-income families.

It's already a challenge we see now. And moving in the future, it's not forecasted to get any better.

So that leads us to the Draft Plan itself. This is an actual hard copy of the Plan. It's about 80 pages long, for reference. There's also -- it's supported by a number of other documents. It was released in late March -- officially on April 3rd, I believe; whereas, the Draft EIR was released on April 17th.

As we noted a few different times, the comment period is through June 1st. I just want to emphasize that one more time.

There's five sections of this Plan; 16 supplemental reports, if you really want to get into some
of the details about how we -- the different Plan
assumptions, some of the analysis being done, and a lot of
the conclusions. The supplemental reports will provide a
lot of information, and ultimately also the EIR document.

Section 1 of this Plan provides kind of the
overall context, highlights the existing regional
challenges, with a central focus on the housing crisis.

Section 2 explains what the Plan is. It's the
regional blueprint for growth and investments, and
highlights the goals and targets of the Plan.

Section 3 discusses the overall forecasts, the
planning assumptions -- if you will -- for regional
population, jobs, and housing through 2040, and catalogs
expected transportation revenues over the next two
decades.

And Section 4 delves into the specifics on the
Final Preferred Scenario. And that was the action that
was taken by the MTC Commission and the ABAG Executive
Board last fall, which really spelled out a list of
transportation projects and the growth distribution or the
forecast of land-use pattern; identified the performance
results of that pattern.

And then, ultimately, Section 5 -- I guess we can
go back to this one. This is what I was alluding to just
briefly about the housing and transportation costs, which
really sparked a lot of interest and a lot of concern from our Commission, the ABAG Executive Board members, as well as stakeholders and members of the public about this slide particularly.

The fact that we're seeing 55 -- almost 55 percent of the household income in 2005 was dedicated to housing and transportation. And we forecast that in 2040, it could be up to 67 percent. That's for lower income households. It's not all households, but that's certainly an alarming fact and figure, which led us to the final section of the Plan, which was called the "Action Plan."

And this is an area that we're -- that we recognized -- that there were some areas that were pointed out in the performance that we're not doing so well on; going in the wrong direction.

So the Action Plan is attempting to address that. And it may not solve the problems, but it's trying to identify some short-term, near-term strategies or actions the region can take in trying to address some of those concerns.

So it is a near-term action. It's -- for the region. It really addresses housing affordability, the region's widening income disparities, Bay Area's vulnerabilities -- like natural disasters, such as earthquakes and floods.
So it's really broken into three sections: Housing, Economic Development, and Resilience. Those are the core areas of the Action Plan.

So some objectives of the housing Action Plan are to produce more housing, preserve the existing affordable housing, protect against residents' displacement.

And from economic development, we're looking at increasing pathways for middle-waged jobs, preserving infrastructure, increasing affordable transportation, with access to job centers.

And in the resilience category, we're looking at such things as protecting communities from natural hazards, such as earthquakes, floods, and fires; preparing for the region -- the region for effects of climate change.

So those are the key elements of the Action Plan, and an overview of the Plan in general. Again, the document itself looks like this. It's about 70 to 80 pages; a number of supplemental reports for more information. But with that, that is an overview of the Plan.

So if you have any clarifying questions, I'd be happy to answer those. And otherwise, we can get into the public comment portion.

MS. VOGLER: Does anyone have any questions?
Thank you.

So I have one speaker's card. I encourage everyone to fill out a blue card and have the cards. So, again, this is the first --

Yes?

KATJA IRVIN: I'm sorry. I was just wondering if we can ask any questions.

MR. NOELTING: Sure. Yes.

MS. VOGLER: Oh, yes. Please.

KATJA IRVIN: But you can keep going --

MS. VOGLER: Oh, no. No, no. I want you to ask questions first. And then we'll open the public hearing, and you can make your comments then.

So, Adam.

MR. NOELTING: Okay. And I'll do my best to answer clarifying questions today, although we may need some follow-up as well.

KATJA IRVIN: Well, I just -- I just kind of had a question about -- since the last Plan Bay Area, and as in this one, you had Priority Development Areas. And you had the amount of growth that was going to go into each one of those -- or into Priority Development Areas, versus Non-Priority Areas.

And has that been measured at all, as to how the outcomes were, or whether it actually happened the way the
MR. NOELTING: So that's a good question.

So we do use Priority Development Areas as the geography that we're focusing growth towards. They are locally-nominated areas that were identified for priority development or development in general.

So we are in a -- the last Plan was adopted in 2013. So since then we've been monitoring building permits; trying to track development as it takes place. It's a little bit challenging from that information.

There is a bit of a lag period, but we are trying to monitor where the growth is occurring.

And we are comparing that to assumptions that are in the Plan, seeing where cities are developing in the different areas; whether it's Priority Development Areas or outside them or near them.

I don't have any specific facts, figures that would point to a number at this point. And a lot of these projects take several years to go through the development process.

So in some cases we may not see the first wave of PDA-type development for a few more years. So that's one thing to just keep in mind. But we are trying to monitor it the best we can, as things are coming together.

ABAG, as an example, has, on their website,
building permit information. And I think they're identifying which of those building permits were in PDAs, versus not within PDAs. So that's something out there as a resource.

KATJA IRVIN: So -- because I was gonna -- you know, I saw your goals for that.

I was thinking, "How realistic is that?"

Right?

MR. NOELTING: Yes.

KATJA IRVIN: So that's why I had that question -- like, how did you decide that that was realistic?

MR. NOELTING: Well, part of the process we go through in this effort is, we do take a look at -- not getting into too many of the weeds, we do use some various tools that help us make some assumptions. And some of them are land-use models, as an example, that take into consideration what current zoning is in different communities.

They look at various other information pieces, such as the value of the parcel of land, and the value of the structure.

Just gives you a sense of what types of things are there, and what the likelihood is for development in the future.

We also make -- it's spelled out a little bit
more in the Plan. We make some assumptions in the Plan
that areas -- PDAs, for example, would need some changes
in zoning to achieve these numbers. That's one of the
things that we highlight in the Plan document a little bit
more; that we make some assumptions that some of the PDAs
would have to be up-zoned for higher density to allow for
this level of growth.

So there's some differences now between current
zoning, versus what we are thinking of what could happen.
And if cities were to adopt those types of development,
that could help achieve that growth.

KATJA IRVIN: So that's kind of just doing the
best you can. But it would be better to have real
information from what's out there -- from the last Plan,
of what the --

MR. NOELTING: Yes. We're --

KATJA IRVIN: Hopefully next time.

MR. NOELTING: I think the monitoring program is
becoming more robust. There's more information available.
There's a lot of different datasets. We're seeing a lot
more need for that information.

Moving forward, it has been helpful.

MS. VOGLER: Any other questions?

Okay. So, again, we have one card. We encourage
you to fill out a blue card.
So I'm going to go ahead, and I'll officially open the public hearing.

And our first and only speaker on the Plan is Whitney Berry.

Thank you, Whitney.

WHITNEY BERRY: Hi. Good evening.

This is on?

MS. VOGLER: Very good. Yes.

WHITNEY BERRY: All right. My name is Whitney Berry. I'm a resident of San Jose, as well as a Planner for the Mid-Peninsula Regional Open Space District.

The Mid-Peninsula Regional Open Space District manages approximately 26 open space preserves in San Mateo and Santa Clara County, a number of which are designated "Priority Conservation Areas."

Our -- let me first say, we applaud this Plan. It's needed for the region, and definitely applaud the focus on affordability, both on housing and transportation.

So given that we own a number of Priority Conservation Areas, and given that we're expecting increased density in Priority Development Areas over the next -- the life of the Plan, we believe that we need to seek greater emphasis on connections between those areas as population growth density increases.
The park-acreage-per-resident ratio is going to decrease. People will have fewer spaces to go enjoy for wellness and reap the health benefits for those spaces. So we encourage MTC and ABAG to consider those connections and prioritize those in your Action Plan; take a look at what sort of regional connections are right for both funding and facilitating those connections between jurisdictions; using those to bring people from communities that have access gaps, but also to allow for commuters to better move within the region, using alternate modes of transportation.

MS. VOGLER: Thank you.

Okay. So anyone else have a comment on the Draft Plan?

Yes.

COMMISSIONER DUTRA-VERNACI: Yes. If I can, I just wanted to -- since I'm Mayor of Union City -- answer your question about the PDAs; that -- I just thought maybe I'd give my perspective, as an elected official -- what we're up against because as you just mentioned, this is a great plan, and it's a great vision. But the reality is, a lot of folks are only interested in their pocketbooks.

So in Union City, around our BART station, that's our PDA area. It's a fantastic concept, but it's taken years, as was mentioned, to get to even where we are, and
we're not done yet.
But what we have, as an example, is: A developer came in, and he went around to all the businesses -- and what have you -- that were in the area, trying to convince them to sell to him because he is disregarding this Plan. He just wants the standard single-family home; forget the high-density kind of stuff, and it's a major challenge.
And another major challenge is the parkland requirement because Union City's General Plan currently says, "Three acres per thousand people."
Based on our current population, and what have you, we're short maybe 75 acres. But because of the RHNA numbers, the housing that we're supposed to be able to come up with, we really don't even have 75 acres left.
So now what we're starting to say to residents is, "Well, we have East Bay Regional Park bordering Union City. We've got the Bay Trails, and everything where Union City is situated."
So some residents are just pushing back with us, saying, "Well, that works."
You know, historically, we said that 75 acres should be within our boundaries. But since it's right next to our boundaries, that's maybe the best we can do. And so that's just a major pushback, but it's the reality of people wanting to live in the Bay Area. So I
thought I would just share that perspective because I'm sure it's not unique to Union City alone.

    So, any case, that's my two cents.

MS. VOGLER: So seeing that there's no additional comments, I guess I'll close the public hearing, and we'll move on to the EIR.

    (Whereupon, the proceedings on the Draft Plan Bay Area 2040 concluded at 6:40 p.m.)

    --o0o--
CERTIFICATE OF REPORTER

I, AMBER EMERICK, hereby certify that the said proceedings were taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of May, 2017.

_________________________________________
AMBER EMERICK CSR No. 13546