This document includes written comments received at the public hearing as well as the complete transcript provided by the court reporter.

Comments from Vallejo Public Hearing - May 18, 2017
Vallejo Naval & Historical Museum
Hall of History
734 Marin Street
Vallejo

1. How did you determine the job projections?
Vallejo's job projections are significantly higher than what MTC-ABAG has projected. I am concerned that this disparity will negatively impact the City's ability to qualify for regional/state funding, and that the City would be hampered in attempting to designate additional PDAs.

2. We just moved here from Marin County. But as I look around the room, we could still be in Marin. Out of over 20 people, 80% look to be over 60, and there were only one or two minority people present. Would like to see more outreach to the 60-70% of Vallejo that is not white (or collecting social security!).

3. Keep Highway 37 open with new roadway improvements to allow future transportation access.

4. Easing transportation could be achieved through:
   1. Tax breaks
   2. Commuter perks
   3. Uniform HOV "rules" - two/three persons per vehicle
   4. More employer use "flex" time

5. Vallejo is, has been, and will be the "center" of it all - midway between Capitol and San Jose, etc. Let's continue this.

6. 1. Bicycles
    2. Bikes
    3. Bicycles (trikes, too!)
<table>
<thead>
<tr>
<th></th>
<th>Access - infrastructure - education - repairs - children commuters recreation</th>
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<tbody>
<tr>
<td>8</td>
<td>MTC needs to address transportation needs of Vallejo with respect to the heavy burden of tolls on commuters and the lack of affordable, dependable time-sensitive offerings. The failure of MTC to do so has contributed to the isolation of Vallejo and the downward trend of middle-priced housing, causing a never-ending downward spiral.</td>
</tr>
<tr>
<td>9</td>
<td>There is a jobs-housing imbalance in the San Francisco Bay Area. It has been said that the Silicon Valley/South Bay has more jobs than housing; however, Solano County/North Bay has more housing than jobs. For Solano County, that means more residents traveling out-of-county to either Bay Area or Sacramento for high-paying jobs. Solano County has a lot of unused or underdeveloped business/commercial parks or areas that should satisfy this perceived problem.</td>
</tr>
<tr>
<td>10</td>
<td>Without improvement to our schools and transportation, Vallejo will always struggle. There is concern that we'll be forced to accept more housing without an increase in jobs because of transportation and schools issues, and the issues that ABAG 2040 - pollution, long commutes - will be exacerbated.</td>
</tr>
<tr>
<td>11</td>
<td>The Big Cities alternative ignores the issues Vallejo faces.</td>
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RE: PLAN BAY AREA 2040
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS
Thursday, May 18, 2017
Vallejo Naval and Historical Museum
734 Marin Street, Vallejo, California 94590

Taken before MARK I. BRICKMAN
Certified Shorthand Reporter No. 5527
State of California
BE IT REMEMBERED that pursuant to Notice of the Meeting, and on Thursday, May 18, 2017, commencing at 6:09 p.m., thereof, at the Vallejo Naval and Historical Museum, 734 Marin Street, Vallejo, California 94590, before me, MARK I. BRICKMAN, CSR No. 5527, a Certified Shorthand Reporter in and for the State of California, there commenced a public hearing.

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MEETING AGENDA

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Ursula Vogler

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by Adam Noelting

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Rebekah Truemper 41
Richard Burnett 42
Terrence Bennett 44
Mike Hayes 48
Boodicca Todi 50
Vice-Mayor Robert McConnell 51
MS. VOGLER: Good evening. My name is Ursula Vogler and I work at the Metropolitan Transportation Commission, and I wanted to welcome everyone to tonight's hearing. Thanks so much for coming. We really appreciate it.

I'm here with Adam Noelting, MTC Senior Planner, our consultant, Heidi Tschudin and Fran Ruger, who will be presenting on the Plan Bay Area and the Draft EIR, Environmental Impact Report.

I'd also like to recognize Robert McConnell, the vice-mayor of Vallejo. Thank you for coming.

So our hearings tonight are your opportunity to comment for the official record of both the Draft Plan 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. Required by Senate Bill 375 of all metropolitan areas of California, the Draft Plan includes a sustainable community strategy as part of a Regional Transportation Plan.

In the Bay Area, the Metropolitan...
Transportation Commission and the Association of Bay Area Governments are the agencies that are jointly responsible for developing and adopting an SCS that integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the California Air Resources Board.

The Draft Environmental Impact Report analyzes and discloses the potentially adverse significant impacts associated with implementation of the proposed Plan Bay Area 2040 and 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.

Tonight we will be holding two public hearings, one on the Draft Plan and one on the Draft EIR.

First Adam will present on the plan and then I will open the public hearing on the plan.

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

You should provide comments on the Plan during the Plan's public hearing and provide comments on the EIR during the EIR's public hearing.
I will ask each time to state your name and which document you are commenting on so that it can be clear for the record.

A court reporter is here to transcribe your remarks, so please speak clearly, and he may ask you to repeat something if he needs to -- needs to.

Please submit your speaker's cards to me as soon as you can or to my co-worker Karen, who's at the welcome desk, and when I open the public hearing, I will call people up one by one in the order that I receive your cards, and I'll ask you to come to just speak here at the mic and we'll just move to the side.

Public comments will be limited to three minutes. Actually, you can talk as long as you'd like. This is a small setting. And everyone will have an opportunity to speak.

Finally, you can view the Draft Plan and the Draft EIR at 2040.planbayarea.org, and that information is in a brochure that's at the table with Karen.

We also have thumb drives that hold both documents and they're available at the table.

In addition to tonight's public hearings, you may also submit your comments by e-mail. For Draft -- the Draft Plan, you may submit comments at info@planbay.org, and for the Draft EIR, you may submit
comments to eircomments@mtc.ca. This information is in that brochure I mentioned. The public comment period for both documents closes on June 1st of this year. Thanks. And so now I'd like to introduce Adam who will provide an overview on the Draft Plan.

MR. NOELTING: Well, good evening. My name's Adam Noelting with the Metropolitan Transportation Commission's Planning Department, so I wanted to kick off this evening to talk about the overview of the Draft Plan.

So what is Plan Bay Area? Plan Bay Area 2040 is a blueprint -- blueprint to coordinate land use and transportation policies, projects and public investments. It's part of Californian's approach to reducing greenhouse gas emissions from vehicles. This plan is updated regularly. In our case every four years. It's an ongoing conversation about the kind of Bay Area we really want to leave for future generations.

What differentiates this plan from its original plan that was adopted in 2013 was our emphasis on housing affordability.

The region is currently in the middle of a
strong economic growth cycle, and so we've added a significant number of jobs since 2001. We have not been building enough housing to keep up with this growth, and it's created an affordability crisis.

So what we're showing in this slide is to represent the number of jobs created since 2011, the number of housing units built since 2011. As you can see, a lot of jobs, not a lot of housing units.

The colors differentiate the different areas of the region. What we're showing here in the orangeish color is representing the three large cities of San Jose, Oakland and San Francisco.

The blue represents the inland -- sorry. The bayside cities and towns, and the green represents the inland, coastal and Delta towns.

So not only is there a bit of a mismatch in terms of the number of housing units being built with the number of jobs, it's also a bit of a mismatch in terms of the locations of where these units are being created in comparison to where the jobs are being located.

Ultimately that's led to pressures on our transportation system. It's really a -- an imbalance really in the -- where houses are located, where jobs are being located.

It's creating a lot of pressures on the system.
Our rail systems as you can see here on the slide, Caltrain, BART are really experiencing a lot of new ridership over the past several years, but also you can see in the blue the congested delay on the freeway system is being tested, as well.

So we're seeing a lot of usage on our systems and a lot of squeeze, and it's creating a lot of delays as well as a lot of squeezed in rides on our transit systems.

The Plan itself is a multi-year process. It began in 2015 with some outreach to talk about kind of the goals and aspirations for the Plan.

The following fall we looked at adopting targets for the Plan to kind of determine what measures we would -- how we would measure our success.

Through since that period from 2015 into 2016, we looked at various scenarios which identified different land use patterns as well as different transportation investments to see how well the different patterns of development as well as transportation projects could affect how well we could achieve our performance targets, our -- our aspiration for the region.

Last fall in November, MTC's Planning -- MTC Commission as well as ABAG Executive Board adopted the final scenario, and what that represented was a list of
projects that we worked with and Solano Transportation
Authority staff -- Bob McConnell is here today.

    His team was very influential in helping us
identify projects in Solano County. We also worked in
communicating the interests and desires of Solano County
to include into the Plan. So they were very helpful in
that process.

    We noted the -- we took action in November and
that really became kind of the foundation of the Plan
itself, and what has been assessed in our Environmental
Impact Report and essentially we've been writing the
narrative to that Plan over the past several months, and
the Draft Plan released this March for your review, and
the EIR was releases in April for your review.

    What this slide is representing is kind of the
overall planning assumption. So we talk about planning
for future growth. In this case, we're planning for
820,000 new housing units.

    These numbers come -- came from ABAG's Regional
Planning Forecast that was adopted last February,
February of 2016, that is.

    As we talked about before, we looked at these
three different geographies of -- of the region, big
cities, bayside and inland coastal communities.

    So this Plan is similar to its predecessor
really gives it a focused growth land use pattern, and that's done through a geography that you could call Private Development Areas.

These are locally nominated areas within different cities in the region to really focus and concentrate growth or could be area of focused and concentrated growth that have access to transit and support different services.

So in our Plan, we're looking at identifying the forty-six percent of the new growth could occur in the new big -- big cities, and all of the -- of all the growth itself, seventy-seven percent's being estimated to be included in the PDAs, which is a significant share.

Looking at the map, it would have been challenging to see the scale, but the black area represents the PDAs on the map, so it's a small geography and a very large region.

In terms of employment, we anticipate a modest shift from our previous Plan, but in the overall Plan, essentially we had looked at 1.3 million new jobs.

This is forecasting from 2010 to 2040, and so in a previous slide, we showed that that roughly 500,000 new jobs had been created since 2011 to 2015.

So a number of these jobs have already been created in our region. We're seeing a lot of those being
focused in the big cities in the bayside communities where we have a lot of the existing commercial space, and as well as a lot of planned commercial space in the future.

Unlike households, there's less focused growth in the PDAs when it comes to jobs, and that's -- a lot of it's based on this existing commercial space that's already existing out there today.

The Plan is a Land Use and Transportation Plan. In terms of transportation, we provide a blueprint for both short-term and long-term transportation investments.

As noted, we worked with our -- our county planning agencies to give us some insights into the projects that will be priorities for their -- their regions.

The Plan reflects a lot of those priorities and reflects really an overall priority as a fix-it first mentality, just trying to maintain, modernize our existing transportation system. It's a very costly system to maintain.

The Plan itself through our forecast estimates about 307 billion dollars will be available from 2015 or so to 2040.

Those are coming in various forms. Some of them are from Federal grants. Some of them are coming
from State grants. Some of them will be from bridge toll
type funds. Some of them are just monies that are
generated from taking buses and through your transit
fare.

So it's a lot of money coming into the system
and a lot of money's going back to continue to maintain
what we currently have.

There is a portion of the Plan -- ten percent
shown on the slide -- that would be to expand existing
system -- the existing system, and again, this is one of
the key areas that we worked with the County Congestion
Management Agencies to get a sense of which projects --
in this case worked with Bob's staff on identifying where
the priorities were.

Solano County --

AUDIENCE PARTICIPANT: Just to comment, don't
discount marijuana taxes.

MR. NOELTING: Right. That is one of them we
have not assumed in this Plan at this point. We do
review assumptions every four years, and maybe that will
be a new one to consider in the upcoming draft.

AUDIENCE PARTICIPANT: We could only hope.

MR. NOELTING: By law, we're -- the Plan is
trying to achieve two different targets by 2040. One of
them is to reduce per capita greenhouse gas emissions
from passenger vehicles. And another is to provide adequate housing for the Bay Area's expected population growth.

So two of those are mandated targets of the list that's shown here. Eleven of the thirteen are man -- sorry. Adopted from our Commission as well as the ABAG Executive Order.

So what we're trying to demonstrate here is we've been able to achieve five of our targets. These are awfully shorthand. The Plan in itself will give a little more detail on these targets and their performance.

We did well in some targets, including climate protection and providing enough housing for the region, but we're moving in the wrong direction on a number of things, including healthy and safe communities as well as affordable housing, and certainly in the wrong direction looking at housing affordability costs as a percentage of income and displacement risks, access to jobs and maintaining the system.

We're spending a lot of money on maintenance on the roadway system, but we still need more to continue to fund that to reach our ideal conditions.

This is just another way of looking at the same targets. I'll kind of give you a chance to kind of look
through these, but just to give you a sense of what our
goal was, where the Plan formed.

These are the kind of a best to worst
conditions for our -- our Plan performance, and I would
encourage you, if you're interested, to look in more
detail at the Plan documents as well as our Supplemental
Performance Report.

But just to keep in mind that these are various
measures we use to keep track of how well we're doing in
the planning process.

This leads us to the Plan document itself.

There were a few copies up front. Just for your
reference, this is what the Plan document looks like.

It's roughly about eighty pages, and as noted,
there's a number of supplemental reports. In this case,
think the slide shows that there's sixteen supplemental
reports to give you as much detail as you want.

It's a lot of information. We tried to
condense the information in the Plan. It's pretty
straightforward for you to get through, and if you have
any questions, those supplemental reports may -- may be a
good source of answering some of those detailed
questions.

The Plan was released on March 31st. I think
the official notices went out on the following Tuesday or
Monday. The Draft EIR released on April 17th and our comment period for both these documents will be through June 1st.

The Plan itself is broken into five sections. The first section provides context for the overall plan, highlights existing regional challenges with a central focus on the housing crisis.

Section two explains what the Plan is. It's a blueprint for both growth and investments, transportation investments and highlights the goals and targets of the Plan.

Section three discusses the overall forecast. It discusses essentially the planning assumptions for the document, how large the region's going to be, how many jobs, how many housing units, how many households we expect to be planning for.

Section four dives into specifics on the final preferred scenario, which was a more precise set of small geography forecasts which got into city and county specifics as well as specific transportation projects for the region.

And despite the land use and transportation strategies included in the Plan, affordability as we pointed out remains a -- a challenge for the region.

This slide's demonstrating that looking at
housing and transportation costs as a percentage of income. 2005 to 2040's getting much worse, especially for low income households, rising to sixty-seven percent of income in 2040.

So we know that identifies significant challenges for our region. This has led to the development of the -- what we're considering the Action Plan. So this section five of the Draft Plan.

The Action Plan is a set of near-term actions for the regional agencies to take the draft housing affordability, the region's widening income disparities, the various vulnerabilities to natural disasters such as earthquakes and floods.

These three issue areas, housing, economic development and resilience, formed the core of the action plan, and again these are near-term actions that we think we can be able to accomplish in the next four years.

Some of the objectives for the Housing Action Plan are just to increase more housing, reserve existing affordable housing, protect existing residents from displacement, set up activities for the Economic Development Action Plan are increased pathways to middle wage jobs, preserve infrastructure, increase affordable transportation access to job centers, and ultimately resilience to protect communities against natural hazards.
and prepare the region for effects of climate change. So that concludes the overview of the Draft Plan. As I said, there's a few copies at the front table.

Ultimately I think one of the best ways to review the document is online. There are also thumb drives that have both the Draft Plan, the Draft EIR available.

So tonight we do want to answer any questions you may have on the Plan, but then ultimately leave as much time as we can for your comments on the Draft Plan.

Just to remind everyone that we have a comment period through June 1st. If you choose not to make any oral comments tonight, you can still submit comments to us on the Plan by June 1st either through mail, through e-mail, and you can do that again through June 1st, and all of the information I think is available on the little trifold or bifold --

MS. VOGLER: Yes.

MR. NOELTING: -- notes up front.

So with that, I guess I would ask if there's any ques -- clarifying questions on the plan. Sir.

AUDIENCE PARTICIPANT: Have you considered the -- the bay increasing in heighth like here in
Vallejo? Some of the tides were over six feet.

MR. NOELTING: Yeah. We do -- I think I pointed out on this slide that resilience is an area we need to focus more on in our planning efforts, and that part of it is looking at sea level rise and looking at the impacts and how to plan accordingly into the future.

So that is something that we're

AUDIENCE PARTICIPANT: It's going to be more than 2040 when it happens. It's already here.

MR. NOELTING: Correct. And that's why I think we're looking at near-term solutions to help try to advance the planning efforts, but we'd love to hear --

AUDIENCE PARTICIPANT: Is it going to change housing which you have planned?

MR. NOELTING: That's a good question.

We do assess under that in the Draft Environmental Impact Report when we look at sea level rise as an impact or a potential impacts from sea level rise on proposed new housing and commercial activity.

AUDIENCE PARTICIPANT: What about Highway 37?

It will be under water.

MR. NOELTING: Well, that -- that's definitely another area. There's a lot of conversation going -- ongoing how to look at 37, what the next steps are for that project.
In the Plan itself, we don't have specific improvement identified. There is a lot of interest in making improvements, and I think the -- the work in the short-term is identified what those improvements may be for the next plan exercise.

AUDIENCE PARTICIPANT: How will MTC and ABAG use this report to tie into the real numbers that are going to be provided in the City over the next five to ten years?

MR. NOELTING: Yes. So this -- this plan itself doesn't account for a new cycle RHNA, so --

AUDIENCE PARTICIPANT: Can you say more?

MR. NOELTING: The Regional Housing Needs Allocation. It comes from the State and it goes to the different cities. It's traditionally a process that ABAG administers with the different communities.

There needs -- there is consistency requirements between the plan and RHNA, but the next planning cycle would actually restart the whole process again.

So this Plan may have some influence on it, but ultimately the next planning cycle will have RHNA and the new plan and they can coincide at the same time.

So any -- if you could foreseeably see a change across the board, these plans certainly influence how
things have done, what we're looking at next time, but I
can't say for certain how it's going to directly impact
the next cycle.

AUDIENCE PARTICIPANT: In the beginning you
talked about the need for more housing in the Bay Area.
How is this plan or how more -- more esoterically are we
going to make sure to encourage cities to take on their
fair share of affordable housing?

MR. NOELTING: That -- that's a very good
question. I think that's one of the areas that we're
still struggling with.

There's more -- a lot more interest recently
than probably there has been and a lot of discussion
about land use, particularly in housing and affordability
through our Commission, through the ABAG Executive Board.

They're jointly working on different policy
strategies to try to advance, but I -- I don't think we
have any concrete solution at this point.

I think it's an ongoing effort. Always looking
for more information.

I think that's part of the reason why it's part
of the Action Plan that it's identified a weakness that
we have now that we're not quite sure we have answers
for.

So we are -- we're trying to identify some
short-term strategies, some things that we could work on
to help push and advance some of those different efforts,
but there's still -- there's still a lot of work to go.

AUDIENCE PARTICIPANT: That picture you
showed on the water, do you have water transportation
involved with this?

MR. NOELTING: Yeah. Ferry service is a -- a
included component of the Plan.

AUDIENCE PARTICIPANT: How does -- how do you
interact with private industry?

MR. NOELTING: It's a very good question. The
various agency -- or various organizational departments
in MTC have different outreach techniques and we -- we
often have presentations we make to various private
companies.

I know I -- our planning director's met with
Google staff and other staff along the Peninsula with --
they're interested. I think there's a lot more interest
recently in some of these planning efforts.

I think everyone in certain areas certainly
have seen concerns of congestion as well as transit
ridership and the squeeze on BART and other transit
services.

So there is definitely an interest in working
with them.
I -- I haven't had a lot of direct communication with the various -- various private industries, but we are trying to reach out to them and get their input.

There's other agencies and organizations that we communicate with that have a little bit more tie-in to some of those groups, so that's one other method for us to do so.

Sure.

MS. VOGLER: How about the gentleman with the blue shirt? Right there.

AUDIENCE PARTICIPANT: So it occurred to me that, you know, the regional planning, even statewide planning is going to become more and more troubling, like we're three or four years behind where we should be with that.

So I was just wondering if you'd give me a sense of where -- why it's not stronger, how could it be stronger.

I think, you know, we have to start looking at patterns of involvement which are sort of more like thoughtful patterns of development where we can form the development that sort of, you know, increase obviously transportation problems and lots of other problems that go with unplanned growth, and then we have only been
distribution of industry and manufacturing and autos and
so forth, and the urban communities just don't have any
of that.

And it doesn't -- it seems like we even -- we
should put more control over that and more planning and
get more legislation where we can do this and not that.
I don't know what.

Do you have any input on that? Do you have a
sense of whether or not the perceived need for regional
planning and so forth is stronger today, that legislators
and so on want to kind of encourage the development bills
that would support better regional development?

MR. NOELTING: Some of that's a bit above my
pay grade, but, you know, we hear a lot of different
viewpoints to include some of these challenging issues.
Housing is certain one of them and is raising a lot of
concerns of why aren't we doing more.

But a lot of these tough questions we hear just
the opposite, as well. Let the cities do what they want
to do, as well, too.

So it -- there's definitely a balance that
needs to be struck between working with local
jurisdictions as well as any sort of regional or
statewide type initiatives.

And I would say that there is a lot of planning
that's being brought through this plan. I think SB 375 is just one example of the State trying to come up with some strategies to look at, more planning and regional planning coming in; not just transportation planning, but housing and the jobs, as well.

So I think there's a lot of efforts that are out there, but in terms of striking the balance, I'm not quite sure.

MS. VOGLER: How about this gentleman. Then you.

AUDIENCE PARTICIPANT: Does the plan envision any changes in air -- air service in the next twenty-five years? With congestion and with the airports in the south, is there any vision of Napa becoming, you know -- something in the North Bay.

Right now Solano County, you got to go to Sacramento or go south.

MR. NOELTING: That's -- okay. One of the missions of the plan is really talking about air service. It's really a mobile highway transit oriented-type service. So that's one -- so that is a mission from this plan.

MS. VOGLER: Okay. Good.

AUDIENCE PARTICIPANT: There are areas, areas like Vallejo that are in need of economic development and
also carrying a lot of the area's pollution. For instance, Vallejo has the worst air quality in the Bay Area.

How -- how are those conflicts resolved in this -- in this whole process with the plan, also need to be worked out. What's the process for that?

And second, what are some ways that we could build some guarantees into the plan that those highly -- highly polluted areas won't become economic entities at the expense of the other people in the Bay Area?

MR. NOELTING: The areas that I would point to in terms of economic development side that there is an economic development strategy that's being worked on through ABAG right now, different ideas.

I don't have a lot of concrete answers for that. I'd have to go look to them, get some idea in terms of economic development throughout the different communities.

Some of the assessments we looked at in terms of some of the impacts. We look at EIR air quality impacts. We look at -- in our planning effort in the supplemental reports, I think we look at various locations in terms of air quality impacts and we call them communities of concern and different things to see how those may be -- make sure that we're not having
benefits and disbenefits of a -- disproportional type
benefits throughout the region based on the plan itself.

So a lot of that analysis has been done in the planning, some detail that might give you some insight into some of those questions.

Unfortunately I don't have -- I'd have to look into them in more detail to get you the proper response on some of those on.

AUDIENCE PARTICIPANT: Can I follow up on that?

MR. NOELTING: Yes.

MS. VOGLER: Yeah.

AUDIENCE PARTICIPANT: So I have a question on some of the things that have already been raised. So California Environmental Protection Agency has identified South Vallejo as one of the most impacted with pollution.

There's a lot of precincts all over the state, but in the Bay Area, Vallejo and South Vallejo and now I think in North Vallejo, as well, share the largest burden of air pollution. Combined with low income, whatnot.

So I'm concerned. I want to make sure that this addresses it and I know that -- I'm actually a representative from the City, so I've been to a lot of those meetings, and you hear the people from Fairfax or these other more tony cities that they don't want --
they're very much against this. They don't want to lose
their character.

So what we're concerned or I'm concerned is
we're going to get the -- the parts that they don't want,
which is more subsidized housing.

In this district right here, we have sixty
percent subsidized housing in this precinct right here.
So -- and we just don't have the kind of resources that
other cities have.

We're a deep shadow of San Francisco. We are
the affordable city in the Bay Area.

So my question is: How are those areas going
to be addressed? We also have real problems with our
school district and we -- we just don't have the wealth
in our communities to bring it up.

So there's a whole lot of things that need to
be addressed, and what I'm concerned about is the housing
part that's going to be ignored and we're not going to
get anything else.

We have a lot of people that commute out of
Vallejo right now. They go to San Francisco, they go to
Walnut Creek. They're gone for much of the day.

We're a bedroom community, and that creates
another problem for the city. The community is not
involved.
So long question. I just hope those things are addressed, and will they be? Will you keep those concerns of ours on the forefront?

MR. NOELTING: No. We certainly will, and I appreciate the comments. I don't have all the answers to that.

I mean, one of the things, you know, this -- these plans have evolved from a Regional Transportation Plan, which is a little short of some of the questions that are coming up when it comes to economic development.

But it certainly -- it's broadening -- it's broadening over time. I think the work that we're doing with ABAG staff now in integration with that team will lead to much more broad plans that will answer some of the questions more in-depth that are being asked today.

So I don't have -- our plan doesn't address a lot of those details that you're looking at at this point.

AUDIENCE PARTICIPANT: Can I make one more point? So how much of the bullet train is ABAG involved in transportation? You know, Governor Brown wants the high-speed rail.

Because that's actually -- if you go back and look at when highways were created in the interstate infrastructure that Eisenhower created, a lot of cities
were cut off, and I think Vallejo was one of them.

We used to be a center for this area and now people just drive by it, and I'm concerned that the bullet train's just going to exacerbate that.

Now I'm not necessarily in favor of it, but I know it's a great way to reduce particulates to get people on trains, but for us, I feel like it's another way here.

We're dissected by 80, 780, 680, Highway 29, 37, five highways through our city and we don't get the service from Caltrans.

I'm just so frustrated by a lot of this stuff that we're -- the things that come down the state are going to help a lot of communities, but not us.

AUDIENCE PARTICIPANT: I wanted to piggyback on Katie's comment about the allocation of affordable housing.

Do you look at this thing percentage in the cities that have affordable housing or just the population and allocate it on that basis?

MR. NOELTING: Well, in this case, I just want to clarify. We didn't necessarily allocate hous -- affordable housing versus any types of housing.

That is really more aligned with what was considered RHNA or regional housing needs.
AUDIENCE PARTICIPANT: So these are folks that would have that answer?

MR. NOELTING: Yeah. That really wasn't really part of this planning effort. I just want to make sure -- that was done four years ago.

AUDIENCE PARTICIPANT: This is housing, just housing, period?

MR. NOELTING: Correct.

AUDIENCE PARTICIPANT: Okay.

MR. NOELTING: Yes. So there's some consistencies that it was done before, but we weren't going through and identifying specifically that same process that was done in the last test.

I just want to make sure that we're not going to lose time for --

MS. VOGLER: We only have one blue card. I think everyone should fill out a blue card and make a format comment. You have a comment, and then --

AUDIENCE PARTICIPANT: I just wanted to -- since the public comment period is over June 1st, I saw this in an article in the Vallejo Times-Herald and I'm just wondering how many -- how -- you know, how much publicity was given to this whole process.

Because one of the things that a lot of us struggle with is not even knowing what's going on.
MS. VOGLER: We do advertise. We try the newspapers. We try --

AUDIENCE PARTICIPANT: Don't anybody here take it personally.

MS. VOGLER: No, no, no. We want your --

AUDIENCE PARTICIPANT: I blame all the politicians and all the medical associations now for everything. So you guys aren't part of any of that.

But in a -- in a kind of backroad sense, climate change, sea level rising, et cetera -- I mean, the A's and -- and the Giants are sitting on swimming pools.

Also in terms of federal money, given the current administration in Washington, I think any kind of given plans, even though we give more -- California gives more than we get back, but I also find the deficit ridiculous that Apple and those companies don't pay taxes, because everyone in this room pays taxes to the state, I'm sure.

But New Orleans teaches us that a city can be on its own. I mean, even my darling Barack didn't fix New Orleans.

So when we're talking about -- we've got to talk regionally. We have to -- the earthquake -- the 1989 earthquake, I can vividly remember taking the ferry
boat -- I was living up in Fairfield at the time, but anyway, that's the long and the short. But I took the ferry boat. I drove to Tiburon, took the ferry boat, and looking at the broken Bay -- Bay Bridge where my son and one of my best friends had just passed when it broke literally, and looking at that, it's like oh, my gosh.

The -- the Richmond-San Rafael Bridge is still not seismically safe per iron workers' comments, and we've got PG&E stuff.

So when we're talking, we've got to be talking about everybody from private industry to public utilities to, you know, everybody being involved.

Because there's no more -- we're overwhelmed. There's no more isolated homes that you go to. We're all inter-connected.

So we've got to -- got to do these kinds of things, even if we can't solve every problem in -- in one plan.

AUDIENCE PARTICIPANT: Yeah. I want to follow up on the comments, this lady over here with respect to transportation, bridges, tolls and how this address -- this report can address the unique concerns of the City of Vallejo.

We basically have an entrance fee here. We
have to pay $5 to come across the Carquinez Bridge, $5 to
come across the Benicia Bridge. We're going to
eventually have a toll road out here on 37.

The impact of that is that when people are
looking for a place to live, they have to factor in the
cost of that toll, and when they do so, they opt to move
to the area closest to their employment, which is the Bay
area and Marin County, which is further isolating this
community.

If -- if ABAG and MTC are going to address the
unique concerns of -- of this city, then we need to have
affordable, reliable transportation that comes to this
city, because if you want to go to BART -- again, when I
commuted to the City, I had to drive to El Cerrito, pay
to park, take it.

If I want to take a ferry boat, there's another
hour and a half plus a bus to my office in the City.

So you're isolating us out here with these toll
booths, and if we're going to have toll roads, if we're
going to have toll bridges and if this money is going to
go to transportation expenses for BART, for expenses and
maintenance on the bridge, then we've got to get some
payback on the amount for the citizens of this county,
particularly this city are paying into the system,
because we're not.
We're getting isolated. The effect of this is our middle class is not able to live here. They have to go to the places close to their place of employment which excludes us as a place of choice.

So when you address this in the report, I'm asking you to address the concerns of the City of Vallejo for affordable transportation in view of the fact that we basically have an entrance fee on two and soon to be three of our methods of egress.

We don't have any rapid transit agencies in Sacramento. We have to go through several transfers into Contra Costa County. We have to put up with Highway 37 going to Marin and we have problems of the greater Bay Area going all the way into Oakland and San Francisco. So you're excluding us and have for years.

When you address that in the report, I want to see something in there.

MS. VOGLER: Okay. So I'm going to ask now that people with comments, I really want you to put them on the record. You know what I mean? Yeah.

So if you'd fill out a blue card. We can -- we're taking clarifying questions.

AUDIENCE PARTICIPANT: Would you repeat the part about the job protections, please?

MR. NOELTING: The job protections, the
overall for the region was done through ABAG's -- I'm not remembering the official title. Cynthia, she is a regional planner essentially that looks at forecasts for the region.

She worked through a committee that's partially based off of a regional economic model. So it's looking at national and state trends as well as different unique industries of the Bay Area.

I would have to -- there's actually a full modeling report that she's put together that would actually address a lot of the detailed questions on this and that would probably steer you to get more concrete answers.

AUDIENCE PARTICIPANT: Just to follow up, was it broken down by county or by city?

MR. NOELTING: She broke it down by a regional total and then different industries within the region.

AUDIENCE PARTICIPANT: Are there any plans for additional water sources in the North Bay here?

MR. NOELTING: That wasn't something that we addressed in the plan, no. That's too late because they're already building the houses.

AUDIENCE PARTICIPANT: Actually, a previous comment. My question is about public transportation in the Plan and when the 80 corridor is really jammed up.
Will we be considered something like BART or other regional transits that will connect to economic jobs and job centers?

That's good for our environmental health, our public health, our quality of life, our vitality as a community.

MS. VOGLER: Okay. So if there are no more clarifying questions, then I'm going to go ahead and I have four speaker cards, so if anyone wants to comment on the plan. There's still another presentation on the EIR. So -- okay. So I'm going to go ahead and open the public hearing. If you want to make a --

AUDIENCE PARTICIPANT: Thank you, Adam.

MR. NOELTING: If you want to find me afterwards, you can talk to me in more detail.

AUDIENCE PARTICIPANT: Don't worry. We're not going to paint ball you. You came to talk to us.

MR. NOELTING: Make your comments. I just want them on the record.

MS. VOGLER: This is good. The first speaker is Bob Macauley.

MR. MACAULEY: I'm not going to walk up there.

MS. VOGLER: Okay.

MR. MACAULEY: My name is Bob Macauley. I am a Director of Planning. We partner with MTC on a lot of
these projects and we have worked on the development of
the Plan.

So these comments are things you've already
heard from us. The primary project that FTI by going out
to the seven cities and counties and asking the local
jurisdictions what was important to them and bringing it
up for the regional level.

The most important projects are included in the
Plan. Those projects are 80/12 interchange, the
westbound train stations, extending that HOV lane. Where
it ends right now is Fairfield up to 505 in Vacaville.
Support for major transit centers such as the proposed
park and ride, support for additional ferry service
coming in here.

So those major projects are in here. There are
a couple of things that we think the Plan can do a better
job on, and two of those are the sort of growth and the
volume of growth we expect here.

Generally what you heard people here saying
there should be more industrial growth, more job
increasing growth in Solano, FTA and a lot of agencies
have long agreed with that.

The models you have shows that the biggest
economic growth will be the -- the knowledge and finance
industry which runs from San Francisco to the Peninsula
to San Jose.

We don't disagree with that. Facebook, Apple, Samsung, Bank of America aren't going to move their headquarters up here.

But the other sort of development of some of the good industrial job growth is up in Vacaville or all those automotive plants.

down here at Mare Island there's tremendous land availability for that here in Solano County, and those sorts of good paying middle wage get-off-the-ladder opportunity jobs are going to be coming where they can afford to go and have good transportation.

Solano could have their share of those jobs. Likewise, SB 375 talks about dealing with congestion and land use says that you do all of that on a regional basis, and yet MTC continues to assign affordability on a county by county basis.

That should be done on a regional basis, because if you did so, you'd recognize that probably ninety-eight of every hundred homes built in Solano County from a regional basis are affordable.

Ladies and gentlemen, that matters because MTC takes some of their financing decisions based on how much affordable housing you build or you promise to build.

But not recognizing Solano really is an
affordable area for the entire Bay Area, we are forwarded on funds coming up here. And I don't think that's going to change in this plan. Probably too late.

It should change in the next plan. I want that comment to be on the record.

On Highway 37, I think it's important for people, especially down here in Vallejo to know. There is going to be a commitment to of funding there.

MTC did provide a commitment for funding matched by the four counties to look at and do some real engineering studies on what should happen there.

There are usually meetings that happen here or over on the Sonoma County side that have a good publicity on what to do about that, and we hope you will keep involved in that.

I want to end with the idea once again that the Solano Transportation Authority projects are those we have heard from the City. I'm very glad that we have a member of the Vallejo City Council here to help make sure that those comments continue to be heard.

What you find to be important, tell your Councilmembers because your mayors are our board of directors and we want to know from you what's important so that Adam and the rest of his staff can know from us what's important.
I would be happy to try and any questions about local projects and what FCA does, but that concludes my formal comments that I want entered into the record.

MS. VOGLER: Thank you, Bob.

The next speaker the Rebekah Truemper. Do you want to come up here or do you have a louder voice?

MS. TRUEMPER: No. I don't have that much more to say, either. I trust my comments are on the record, or do I need to repeat them?

MS. VOGLER: Can you repeat them at least briefly? That would be good.

MS. TRUEMPER: My first question was about the -- looking at the environmental reports such as freight emissions, reduction action plan and the supplemental report and looking at the areas in need of economic development and where there's a rub with perhaps increasing industry in the areas already heavily impacted by low air quality and five freeways bisecting the city, how -- how is that question resolved?

And Vallejo is in need of cleaner air desperately and also in need of jobs, and we have people from outside Vallejo trying to place more industrial jobs here and rely on widening -- widening highways rather than bringing public transportation here. So that was one.
And my other comment was -- oh, BART. I guess I already covered it, like when are -- when are we going top BART considered?

So this is part of the North Bay is likely frequently considered and denied over and over again.

MS. VOGLER: Thank you.

The next comment is -- commenter is Richard Burnett.

MR. BURNETT: Okay. I'm part of MTC. I'm a regional advisor. I serve on the Public Advisory Council representing Solano County.

So I have had the opportunity to work with MTC staff on this plan that you're getting right now, so I'm quite familiar with it and my working on the long-range plan.

I also thank the City Council -- two City Councilmembers, McConnell, Miessner and now Dana Bostwick, I see you're here as well to hear this process.

So my general comments are I have general, general comments for many years and now what I believe should happen in terms of proper growth and development within Solano County, Vallejo in particular.

I made a comment to staff about my concerns about the HSD, which is the housing and transportation coop that -- that limiting factor that the Councilman
said here in terms of helping to properly grow Vallejo
and this part of the Bay Area.

I've also mentioned to staff about the
proceeding imbalance with the jobs and housing in the Bay
Area.

You know, for example, the person commented on
the MTC that there are a lot of jobs in the Silicon
Valley and Bay Area, but they're complaining about the
kind of housing, and then I turn around and say -- okay.
So -- and I turn around and commented that on our side
here that we have a lot of housing. We have the housing,
but not the jobs, and so -- so there is an economic --
there is an imbalance in the Bay Area and we have -- the
problem is we don't have the jobs and the industry and so
on.

And I have comments that the next generation of
this plan years from now that they should take a look at
not so much the focused growth in the core Bay Area, but
come more up this here, the Solano County way along
Highway 80/Highway 4 area in Contra Costa County, the 580
area in Alameda County.

Not have so much of the growth towards San
Francisco and San Jose. So there isn't -- so there would
be more opportunity in our area to balance things out.
So I'm hoping that with this plan and leading
into the next plan that the MTC, ABAG and so on will, you know, focus more in our area and help -- what can be done to help us to grow properly and achieve growth.

MS. VOGLER: Thank you, Joe.

Okay. The final comm -- the final comment card I have is for Terrence Bennett.

MR. BENNETT: Hi. My name is Terry Bennett. I'm a recent admittee to Vallejo. My wife and I are lawyers. We just got here from Marin. What drove us out is their incredible high prices.

We have a great house in Glen Cove and we're looking at Carquinez Straits. We love this place. We've been driving back into Marin. We've experienced 37, how ugly it is. It took us an hour and a half to get out of Marin today.

So I'm here to tell you I want to be involved in the community. I want to see development in this community that's proper and I intend to work towards that development.

I wonder -- my real question is: What's going on with Mare Island? I see Touro University, which is a great idea. I see some film studios, but I see a great undeveloped area there.

I was saying to my wife when I first got here it has every homeless person in the Bay Area on Mare
Island. So I wonder --

AUDIENCE PARTICIPANT: But you guys are already here in Vallejo.

MR. BENNETT: Pardon me?

AUDIENCE PARTICIPANT: You -- some of our children get up in the morning and say, "What's happening with Mare Island?"

MR. BENNETT: Right. Mare Island is a community that seems to be the heartbeat of this particular city. It's right on the bay.

We moved here in large part because my first grandchild is with my daughter in Sacramento, which is a great way to get to Sacramento.

Marin is almost impossible to Sacramento. I see Vallejo as a great geographic location with a tremendous future if we plan it and execute it properly. I hope to take some of this into consideration and we want to make this thing work. Thank you.

AUDIENCE PARTICIPANT: I'll answer your question. When Mare Island was closing, they had meetings all throughout Vallejo and were asking for inputs, and I have not seen anything develop from those inputs.

AUDIENCE PARTICIPANT: I want to answer your question. I attended the City Council meeting where four
groups -- no. Six groups came to make presentations of
development in north Mare Island and the Planning
Commission recommended, you know, one of them and they
were negotiating with them, and the City suddenly stopped
negotiating with them when Faraday walked into town, and
now Far -- I don't even know if the City did, you know,
any investigation of Faraday, but as soon as I found out,
I was checking them and there were people, you know,
asking did they survive, blah-blah-blah.

Well, you know, they didn't. So now it seems
it's going to go back to the drawing board because the
people they dumped as soon as Faraday came walking into
town.

I don't know if they'd even want to come back
to talk to them and I don't even know if they could
continue that.

But anyway, that's the impression I got from
reading what happened. If they weren't -- had done these
proposals, they made these wonderful presentations in
front of the City Council.

Planning Commissioner -- the Planning
Department chose an industry something thing and decided
on that basis to negotiate with one of the teams of
developers that made a proposal, but then as soon as
Faraday came in, they just dumped them.
And so they may not --

MS. VOGLER: Okay. I'm going to stop it just because it's a public hearing right now.

AUDIENCE PARTICIPANT: Okay.


MR. MACAULEY: A quick item on the scale of what we're talking about here. What this plan talks about is transportation investment, how those impact things like industrial health and development.

But this Regional Plan doesn't say this business or this business can go on this or this parcel.

What we try to do at FTA is make sure the roadways support places like Mare Island and the transportation to Mare Island is in places.

But this is first and foremost a transportation plan. It sets the stage for other things.

MS. VOGLER: Okay. So I'm going to -- so if you have a comment, please pull out a blue card and I'm going to --

AUDIENCE PARTICIPANT: I want to know when we're going to be addressing freeways. Was that in the first part or the second part?

MS. VOGLER: So what we've done so far is we've had a presentation on the plan, Plan Bay Area, and we are in a public hearing now and we have more comments.
So if you have a comment about freeways, now is the time, and I ask you fill out the blue card quickly and I'll call your name.

And if anyone else would like to make a comment on the plan, now is the time. Fill out your card. You can give it to me now, and I'm stalling.

Do you have a comment? All right. Here we go. Thanks. Wow. I might have to impose a three-minute time limit.

AUDIENCE PARTICIPANT: I've already spoken.

MS. VOGLER: Okay. These are all on the plan; correct? All right.

So. Mike Hayes.

MR. HAYES: Yes. My name is Mike Hayes. I currently live -- I currently in Benicia. I really want to talk. For me, I've gone to one of these Plan Bay Area meetings, MTC meetings. I was up in Fairfield two days ago, and my big thing with what I've seen living here all these years is that it seems to be a common thread.

The population keeps increasing. There's efforts to accommodate the growing population. The tax -- taxes keep increasing to provide taxes for the infrastructure which has to try to keep up with population growth.

My -- I would like to see some language
somewhere in Plan Bay Area, in the mission statement or somewhere, that acknowledges that at some point in the future, we're going to say pretty much that's it. We can't really accommodate all these people that -- that are being projected for the future.

I'm -- I'm a big fan of statewide population. I know that's a controversial concept, but pretty much that's what we've done here in California. We keep accommodating all these people.

I was just talking to this gentleman here before the meeting started saying how when I was born here in the '70s, the Bay Area -- Bay Area still had sort of a unique charm to it, and today it's pretty much a second LA, like an LA basin. Heavily urbanized and the population keeps increasing.

So instead of looking at accommodating the population, we really need to look at whatever we need to do to stabilize the population.

So -- and considering that we have so many homeless people and so many people that are either out of work or unemployed, we need to focus on those people rather than encourage other people from other areas to come here and move here.

So I think we need to focus on the people that are already living here and I wish this plan would at
least acknowledge that.

MS. VOGLER: Okay. Thank you.

The next commenter is Boodicca Todi?

MS. TODI: Boodicca Todi. Thank you.

I left San Francisco at 5:05. I arrived here one hour and forty minutes later. I drive an electric car.

When I drive my electric car -- because I have to work in San Francisco, I can only afford to live here even though I'm fourth generations San Franciscan -- I get up at 4:00. It's a big jam.

And so like a whole swath of people head off to the 4:00 and then the 80 frees up.

So what are the plans that are specifically in there to alleviate that, to increase public transit out that way, to cut across? Those are my concerns.

Also, as Rebekah, we have an SB 535 disadvantaged community for our air quality. We have won that award since 2015, oh, my God. That's horrible.

So what can we do to not have people die from asthma and cancer? Is that part of your plan?

I know that you're proposing mass transit, but do you interface with Cal-EPA on those 1,700 people who die from asthma?

MS. VOGLER: Okay. Thank you.
Our next comment -- commenter is Robert McConnell.

VICE-MAYOR McCONNELL: Yeah. I just want to reiterate the comments I made about the exit price that we have to pay to get back in here in the commute.

I mean, I commuted to San Francisco for ten or fifteen years after I relocated out here. My family goes back to prewar, and the commute is killing people.

I'm a bankruptcy lawyer. I have people who are moving out of this area because when they look at the cost of living here, plus the commute compared to the cost of living in Contra Costa or Napa or any place else, it becomes more feasible to relocate on the other side of the -- the toll plazas, and your policy is killing us.

So unless there's a way of making transportation affordable for this community, either through rebates on -- on rapid transit, more reliable transit, time sensitive transit, all you're going to do is put a lot of words on paper because it takes a -- it take over an hour to commute on the ferry.

You have another twenty minute commute from the ferry terminal to where you work from the City, and that's an hour and a half everyday. Same thing to Contra Costa, Same thing to Marin, same way to Sacramento.

So you've got to address the fact that you're
going to have to make a transportation affordable, reliable and dependable for people in this area or you're not doing us anything.

MS. VOGLER: Thank you.

The next commenter is James Cisney.

MR. CISNEY: Yeah. So I work as a planner for Contra Costa, planning permit type in the City of Vallejo. So, you know, my feeling about planning in general is that unlike what people's expectations are, planning is more about reacting than actually planning, and I see this at work, a very popular response is "what happened?"

But in general, it just seems like when are we going -- my comment is when are we going to kind of wake up and think -- we got to think about where we should locate housing, where we should locate industry, how we should develop rapid transit, how we solve our congestion problems, not just by tweaking them, but by coming up with entire solutions.

Of course the money, legislation and so forth that we don't even develop a map. You know, that's my -- my feeling.

Now specifically I just want to say that as far as Vallejo, Vallejo has a lot of unique considerations which we've covered here today. One is that we have way
more low income housing. There's more poor and low
income people here.

At the same time, we have a transportation grid
that divides our community. If you go to LA, you can see
that kind of pattern, but it has a tremendous impact on
us and this whole and so forth and our environmental air
quality.

And, you know, it's like who's getting the
attention? Who's getting the attention? I was looking
at the East Bay, Berkeley, Oakland, Emeryville, so on.
I've been to the Peninsula.

Those communities are developing, they're
prospering. They're looking great, frankly. Communities
like ours are hurting, and maybe the focus of these plans
need to be how -- how to change the economic environment,
the development environment so that communities like ours
get recognized.

Maybe -- maybe -- maybe they don't need to keep
building office towers on the Peninsula. They could
build them in other communities.

Other communities have escaped and even jobs
and have the people, but we don't even talk in those
terms. We -- we don't talk regionally about how to
spread out development and so forth.

So I think we need to look at that, and of
course every community's going to have their own special needs and concerns, but I do think that we have additional concerns that a lot of communities don't have, and maybe that needs to be recognized, as well as other places like Richmond, perhaps, San Pablo and other communities that are in similar straits.

MS. VOGLER: Thank you.

Next commenter is Andrea Frise?

MS. FRISE: Yeah. I already commented.


COUNCILMEMBER MIESSNER: Yes. So this is a little bit off the theme of other speakers. Some of the issues that we deal with with pollution, the asthma rates and whatnot, it would be solved if we had jobs -- good jobs here where people weren't leaving town today.

And one of the reasons why people are leaving town -- one of the reasons that people are moving away now is now that the houses prices have -- have recovered, are the schools.

So people try their best to get their kids into Benicia schools, Napa schools, American Canyon. If they can't, they leave. They move away.

So we're seeing -- I'm seeing that happen a lot in my neighborhood, and so without influence to our school -- so what's left behind are the kids that really
don't -- they're -- they're -- they can't get out. Their families for whatever reason can't. Sometimes it's not all bad, but we have some real struggles in our schools.

And so without -- without some help, you know, we're sort of in a downward spir -- downward spiral in that respect.

Where do you stop? People keep leaving, and so without that, I don't know if we're ever going to get the good jobs. Genentech and whatnot? Are they going to come to Vallejo?

So I -- I think the Bay Area 2040 needs to encompass all those issues, not just transportation and housing, and what I fear is that there's no legislation -- legislative power that's going to get us things that we need here in Vallejo.

MS. VOGLER: Thank you.

So that's the final card I have on the plan. Anyone else have a comment on the Plan?

Okay. So I'll go ahead and close the public hearing on the plan. Thank you very much for all of your comments, and as we noted, they will be part of the official record. So thank you very much.

(The record was closed at 7:15 PM)

STATE OF CALIFORNIA )
COUNTY OF SAN FRANCISCO  

I, the undersigned, hereby certify that the discussion in the foregoing hearing was taken at the time and place therein stated; that the foregoing is a full, true and complete record of said matter.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing hearing and caption named, or in any way interested in the outcome of the cause named in said action.

IN WITNESS WHEREOF, I have hereunto set my hand this ______ day of __________, 2017.

______________________________
MARK I. BRICKMAN CSR 5527