

Public Hearing: Vallejo

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 <u>not</u> 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: <ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Bicycles 2. Bikes 3. Bicycles (trikes, too!)

7	Access - infrastructure - education - repairs - children commuters recreation
8	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.
9	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.
10	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.
11	The Big Cities alternative ignores the issues Vallejo faces.

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

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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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1 Thursday, May 18, 2017

6:09 p.m.

2 P R O C E E D I N G S

3

4 MS. VOGLER: Good evening. My name is Ursula
5 Vogler and I work at the Metropolitan Transportation
6 Commission, and I wanted to welc -- I want to welcome
7 everyone to tonight's hearing. Thanks so much for
8 coming. We really appreciate it.

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

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

15 So our hearings tonight are your opportunity to
16 comment for the official record of both the Draft Plan
17 Bay Area 2040 and the Draft EIR, which are both out for
18 public review.

19 The Draft Plan Bay Area 2040 is a state-
20 mandated integrated long-range transportation and land
21 use plan. Required by Senate Bill 375 of all
22 metropolitan areas of California, the Draft Plan includes
23 a sustainable community strategy as part of a Regional
24 Transportation Plan.

25 In the Bay Area, the Metropolitan

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

7 The Draft Environmental Impact Report analyzes
8 and discloses the potentially adverse significant impacts
9 associated with implementation of the proposed Plan Bay
10 Area 2040 and identifies the potential for significant
11 effects in the areas of transportation, air quality, land
12 use and physical development, climate change and
13 greenhouse gases, noise, biological resources, visual
14 resources, cultural resources, public utilities and
15 facilities, hazards and public services and recreation.

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

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

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

23 You should provide comments on the Plan during
24 the Plan's public hearing and provide comments on the EIR
25 during the EIR's public hearing.

1 I will ask each time to state your name and
2 which document you are commenting on so that it can be
3 clear for the record.

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

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

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

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

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

22 In addition to tonight's public hearings, you
23 may also submit your comments by e-mail. For Draft --
24 the Draft Plan, you may submit comments at
25 info@planbay.org, and for the Draft EIR, you may submit

1 comments to eircomments@mtc.ca. This information is in
2 that brochure I mentioned.

3 The public comment period for both documents
4 closes on June 1st of this year.

5 Thanks.

6 And so now I'd like to introduce Adam who will
7 provide an overview on the Draft Plan.

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

13 So what is Plan Bay Area? Plan Bay Area 2040
14 is a blueprint -- blueprint to coordinate land use and
15 transportation policies, projects and public investments.

16 It's part of Californian's approach to reducing
17 greenhouse gas emissions from vehicles.

18 This plan is updated regularly. In our case
19 every four years. It's an ongoing conversation about the
20 kind of Bay Area we really want to leave for future
21 generations.

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

25 The region is currently in the middle of a

1 strong economic growth cycle, and so we've added a
2 significant number of jobs since 2001. We have not been
3 building enough housing to keep up with this growth, and
4 it's created an affordability crisis.

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

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

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

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

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

25 It's creating a lot of pressures on the system.

1 Our rail systems as you can see here on the slide,
2 Caltrain, BART are really experiencing a lot of new
3 ridership over the past several years, but also you can
4 see in the blue the congested delay on the freeway system
5 is being tested, as well.

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

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

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

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

23 Last fall in November, MTC's Planning -- MTC
24 Commission as well as ABAG Executive Board adopted the
25 final scenario, and what that represented was a list of

1 projects that we worked with and Solano Transportation
2 Authority staff -- Bob McConnell is here today.

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

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

15 What this slide is representing is kind of the
16 overall planning assumption. So we talk about planning
17 for future growth. In this case, we're planning for
18 820,000 new housing units.

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

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

25 So this Plan is similar to its predecessor

1 really gives it a focused growth land use pattern, and
2 that's done through a geography that you could call
3 Private Development Areas.

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

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

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

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

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

24 So a number of these jobs have already been
25 created in our region. We're seeing a lot of those being

1 focused in the big cities in the bayside communities
2 where we have a lot of the existing commercial space, and
3 as well as a lot of planned commercial space in the
4 future.

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

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

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

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

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

24 Those are coming in various forms. Some of
25 them are from Federal grants. Some of them are coming

1 from State grants. Some of them will be from bridge toll
2 type funds. Some of them are just monies that are
3 generated from taking buses and through your transit
4 fare.

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

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

15 Solano County --

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

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

22 AUDIENCE PARTICIPANT: We could only hope.

23 MR. NOELTING: By law, we're -- the Plan is
24 trying to achieve two different targets by 2040. One of
25 them is to reduce per capita greenhouse gas emissions

1 from passenger vehicles. And another is to provide
2 adequate housing for the Bay Area's expected population
3 growth.

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

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

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

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

24 This is just another way of looking at the same
25 targets. I'll kind of give you a chance to kind of look

1 through these, but just to give you a sense of what our
2 goal was, where the Plan formed.

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

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

11 This leads us to the Plan document itself.
12 There were a few copies up front. Just for your
13 reference, this is what the Plan document looks like.

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

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

24 The Plan was released on March 31st. I think
25 the official notices went out on the following Tuesday or

1 Monday. The Draft EIR released on April 17th and our
2 comment period for both these documents will be through
3 June 1st.

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

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

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

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

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

25 This slide's demonstrating that looking at

1 housing and transportation costs as a percentage of
2 income. 2005 to 2040's getting much worse, especially
3 for low income households, rising to sixty-seven percent
4 of income in 2040.

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

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

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

18 Some of the objectives for the Housing Action
19 Plan are just to increase more housing, reserve existing
20 oh affordable housing, protect existing residents from
21 displacement, set up activities for the Economic
22 Development Action Plan are increased pathways to middle
23 wage jobs, preserve infrastructure, increase affordable
24 transportation access to job centers, and ultimately
25 resilience to protect communities against natural hazards

1 and prepare the region for effects of climate change.

2 So that concludes the overview of the Draft
3 Plan. As I said, there's a few copies at the front
4 table.

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

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

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

19 MS. VOGLER: Yes.

20 MR. NOELTING: -- notes up front.

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

23 Sir.

24 AUDIENCE PARTICIPANT: Have you considered
25 the -- the bay increasing in heighth like here in

1 Vallejo? Some of the tides were over six feet.

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

7 So that is something that we're

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

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

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

15 MR. NOELTING: That's a good question.

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

20 AUDIENCE PARTICIPANT: What about Highway 37?
21 It will be under water.

22 MR. NOELTING: Well, that -- that's definitely
23 another area. There's a lot of conversation going --
24 ongoing how to look at 37, what the next steps are for
25 that project.

1 In the Plan itself, we don't have specific
2 improvement identified. There is a lot of interest in
3 making improvements, and I think the -- the work in the
4 short-term is identified what those improvements may be
5 for the next plan exercise.

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

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

12 AUDIENCE PARTICIPANT: Can you say more?

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

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

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

24 So any -- if you could foreseeably see a change
25 across the board, these plans certainly influence how

1 things have done, what we're looking at next time, but I
2 can't say for certain how it's going to directly impact
3 the next cycle.

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

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

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

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

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

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

25 So we are -- we're trying to identify some

1 short-term strategies, some things that we could work on
2 to help push and advance some of those different efforts,
3 but there's still -- there's still a lot of work to go.

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

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

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

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

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

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

24 So there is definitely an interest in working
25 with them.

1 I -- I haven't had a lot of direct
2 communication with the various -- various private
3 industries, but we are trying to reach out to them and
4 get their input.

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

9 Sure.

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

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

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

20 I think, you know, we have to start looking at
21 patterns of involvement which are sort of more like
22 thoughtful patterns of development where we can form the
23 development that sort of, you know, increase obviously
24 transportation problems and lots of other problems that
25 go with unplanned growth, and then we have only been

1 distribution of industry and manufacturing and autos and
2 so forth, and the urban communities just don't have any
3 of that.

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

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

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

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

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

25 And I would say that there is a lot of planning

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

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

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

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

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

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

23 MS. VOGLER: Okay. Good.

24 AUDIENCE PARTICIPANT: There are areas, areas
25 like Vallejo that are in need of economic development and

1 also carrying a lot of the area's pollution. For
2 instance, Vallejo has the worst air quality in the Bay
3 Area.

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

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

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

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

19 Some of the assessments we looked at in terms
20 of some of the impacts. We look at EIR air quality
21 impacts. We look at -- in our planning effort in the
22 supplemental reports, I think we look at various
23 locations in terms of air quality impacts and we call
24 them communities of concern and different things to see
25 how those may be -- make sure that we're not having

1 benefits and disbenefits of a -- disproportional type
2 benefits throughout the region based on the plan itself.

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

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

9 AUDIENCE PARTICIPANT: Can I follow up on
10 that?

11 MR. NOELTING: Yes.

12 MS. VOGLER: Yeah.

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

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

21 So I'm concerned. I want to make sure that
22 this addresses it and I know that -- I'm actually a
23 representative from the City, so I've been to a lot of
24 those meetings, and you hear the people from Fairfax or
25 these other more tony cities that they don't want --

1 they're very much against this. They don't want to lose
2 their character.

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

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

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

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

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

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

23 We're a bedroom community, and that creates
24 another problem for the city. The community is not
25 involved.

1 So long question. I just hope those things are
2 addressed, and will they be? Will you keep those
3 concerns of ours on the forefront?

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

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

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

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

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

23 Because that's actually -- if you go back and
24 look at when highways were created in the interstate
25 infrastructure that Eisenhower created, a lot of cities

1 were cut off, and I think Vallejo was one of them.

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

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

9 We're dissected by 80, 780, 680, Highway 29,
10 37, five highways through our city and we don't get the
11 service from Caltrans.

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

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

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

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

24 That is really more aligned with what was
25 considered RHNA or regional housing needs.

1 AUDIENCE PARTICIPANT: So these are folks
2 that would have that answer?

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

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

8 MR. NOELTING: Correct.

9 AUDIENCE PARTICIPANT: Okay.

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

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

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

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

24 Because one of the things that a lot of us
25 struggle with is not even knowing what's going on.

1 MS. VOGLER: We do advertise. We try the
2 newspapers. We try --

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

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

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

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

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

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

23 So when we're talking about -- we've got to
24 talk regionally. We have to -- the earthquake -- the
25 1989 earthquake, I can vividly remember taking the ferry

1 boat -- I was living up in Fairfield at the time, but
2 anyway, that's the long and the short.

3 But I took the ferry boat. I drove to Tiburon,
4 took the ferry boat, and looking at the broken Bay -- Bay
5 Bridge where my son and one of my best friends had just
6 passed when it broke literally, and looking at that, it's
7 like oh, my gosh.

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

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

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

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

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

25 We basically have an entrance fee here. We

1 have to pay \$5 to come across the Carquinez Bridge, \$5 to
2 come across the Benicia Bridge. We're going to
3 eventually have a toll road out here on 37.

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

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

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

18 So you're isolating us out here with these toll
19 booths, and if we're going to have toll roads, if we're
20 going to have toll bridges and if this money is going to
21 go to transportation expenses for BART, for expenses and
22 maintenance on the bridge, then we've got to get some
23 payback on the amount for the citizens of this county,
24 particularly this city are paying into the system,
25 because we're not.

1 We're getting isolated. The effect of this is
2 our middle class is not able to live here. They have to
3 go to the places close to their place of employment which
4 excludes us as a place of choice.

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

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

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

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

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

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

25 MR. NOELTING: The job protections, the

1 overall for the region was done through ABAG's -- I'm not
2 remembering the official title. Cynthia, she is a
3 regional planner essentially that looks at forecasts for
4 the region.

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

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

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

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

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

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

23 AUDIENCE PARTICIPANT: Actually, a previous
24 comment. My question is about public transportation in
25 the Plan and when the 80 corridor is really jammed up.

1 Will we be considered something like BART or
2 other regional transits that will connect to economic
3 jobs and job centers?

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

7 MS. VOGLER: Okay. So if there are no more
8 clarifying questions, then I'm going to go ahead and I
9 have four speaker cards, so if anyone wants to comment on
10 the plan. There's still another presentation on the EIR.

11 So -- okay. So I'm going to go ahead and open
12 the public hearing. If you want to make a --

13 AUDIENCE PARTICIPANT: Thank you, Adam.

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

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

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

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

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

23 MS. VOGLER: Okay.

24 MR. MACAULEY: My name is Bob Macauley. I am
25 a Director of Planning. We partner with MTC on a lot of

1 these projects and we have worked on the development of
2 the Plan.

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

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

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

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

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

1 to San Jose.

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

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

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

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

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

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

25 But not recognizing Solano really is an

1 affordable area for the entire Bay Area, we are forwarded
2 on funds coming up here. And I don't think that's going
3 to change in this plan. Probably too late.

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

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

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

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

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

21 What you find to be important, tell your
22 Councilmembers because your mayors are our board of
23 directors and we want to know from you what's important
24 so that Adam and the rest of his staff can know from us
25 what's important.

1 I would be happy to try and any questions about
2 local projects and what FCA does, but that concludes my
3 formal comments that I want entered into the record.

4 MS. VOGLER: Thank you, Bob.

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

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

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

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

20 And Vallejo is in need of cleaner air
21 desperately and also in need of jobs, and we have people
22 from outside Vallejo trying to place more industrial jobs
23 here and rely on widening -- widening highways rather
24 than bringing public transportation here. So that was
25 one.

1 And my other comment was -- oh, BART. I guess
2 I already covered it, like when are -- when are we going
3 top BART considered?

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

6 MS. VOGLER: Thank you.

7 The next comment is -- commenter is Richard
8 Burnett.

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

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

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

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

23 I made a comment to staff about my concerns
24 about the HSD, which is the housing and transportation
25 coop that -- that limiting factor that the Councilman

1 said here in terms of helping to properly grow Vallejo
2 and this part of the Bay Area.

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

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

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

22 Not have so much of the growth towards San
23 Francisco and San Jose. So there isn't -- so there would
24 be more opportunity in our area to balance things out.

25 So I'm hoping that with this plan and leading

1 into the next plan that the MTC, ABAG and so on will, you
2 know, focus more in our area and help -- what can be done
3 to help us to grow properly and achieve growth.

4 MS. VOGLER: Thank you, Joe.

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

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

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

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

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

24 I was saying to my wife when I first got here
25 it has every homeless person in the Bay Area on Mare

1 Island. So I wonder --

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

4 MR. BENNETT: Pardon me?

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

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

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

14 Marin is almost impossible to Sacramento. I
15 see Vallejo as a great geographic location with a
16 tremendous future if we plan it and execute it properly.

17 I hope to take some of this into consideration
18 and we want to make this thing work. Thank you.

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

24 AUDIENCE PARTICIPANT: I want to answer your
25 question. I attended the City Council meeting where four

1 groups -- no. Six groups came to make presentations of
2 development in north Mare Island and the Planning
3 Commission recommended, you know, one of them and they
4 were negotiating with them, and the City suddenly stopped
5 negotiating with them when Faraday walked into town, and
6 now Far -- I don't even know if the City did, you know,
7 any investigation of Faraday, but as soon as I found out,
8 I was checking them and there were people, you know,
9 asking did they survive, blah-blah-blah.

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

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

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

21 Planning Commissioner -- the Planning
22 Department chose an industry something thing and decided
23 on that basis to negotiate with one of the teams of
24 developers that made a proposal, but then as soon as
25 Faraday came in, they just dumped them.

1 And so they may not --

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

4 AUDIENCE PARTICIPANT: Okay.

5 MS. VOGLER: Okay. Bob.

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

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

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

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

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

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

23 MS. VOGLER: So what we've done so far is
24 we've had a presentation on the plan, Plan Bay Area, and
25 we are in a public hearing now and we have more comments.

1 So if you have a comment about freeways, now is
2 the time, and I ask you fill out the blue card quickly
3 and I'll call your name.

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

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

10 AUDIENCE PARTICIPANT: I've already spoken.

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

13 So. Mike Hayes.

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

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

25 My -- I would like to see some language

1 somewhere in Plan Bay Area, in the mission statement or
2 somewhere, that acknowledges that at some point in the
3 future, we're going to say pretty much that's it. We
4 can't really accommodate all these people that -- that
5 are being projected for the future.

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

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

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

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

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

1 least acknowledge that.

2 MS. VOGLER: Okay. Thank you.

3 The next commenter is Boodicca Todi?

4 MS. TODI: Boodicca Todi. Thank you.

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

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

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

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

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

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

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

25 MS. VOGLER: Okay. Thank you.

1 Our next comment -- commenter is Robert
2 McConnell.

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

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

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

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

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

25 So you've got to address the fact that you're

1 going to have to make a transportation affordable,
2 reliable and dependable for people in this area or you're
3 not doing us anything.

4 MS. VOGLER: Thank you.

5 The next commenter is James Cisney.

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

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

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

23 Now specifically I just want to say that as far
24 as Vallejo, Vallejo has a lot of unique considerations
25 which we've covered here today. One is that we have way

1 more low income housing. There's more poor and low
2 income people here.

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

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

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

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

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

25 So I think we need to look at that, and of

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

7 MS. VOGLER: Thank you.

8 Next commenter is Andrea Frise?

9 MS. FRISE: Yeah. I already commented.

10 MS. VOGLER: Okay. Katy Miessner.

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

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

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

23 So we're seeing -- I'm seeing that happen a lot
24 in my neighborhood, and so without influence to our
25 school -- so what's left behind are the kids that really

1 don't -- they're -- they're -- they can't get out. Their
2 families for whatever reason can't.

3 Sometimes it's not all bad, but we have some
4 real struggles in our schools.

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

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

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

17 MS. VOGLER: Thank you.

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

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

24 (The record was closed at 7:15 PM)

25 STATE OF CALIFORNIA)

1 COUNTY OF SAN FRANCISCO)

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

6

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

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IN WITNESS WHEREOF, I have

14

hereunto set my hand this

15

_____ day of _____,

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2017.

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MARK I. BRICKMAN CSR 5527

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