

QUESTIONNAIRE

GREEN PARTY OF ALAMEDA COUNTY 2014 ENDORSEMENT DECISION

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1. Motivation -- Why did you choose to run for City Council?

Alameda is my home and want it to continue to be a great community. I served on the Alameda City Council from 2002 - 2010, and I miss it. When I was unsuccessful in the highly contested three-way 2010 Mayor's race, I took a break, but in the back of my mind, I knew I had unfinished business, especially with Alameda Point development and addressing the City's financial future.

Upon returning from a stint as a teaching assistance in a school in El Salvador (summer of 2012) I began to re-engage and received many requests for me to seek to my former post.

I know I can provide the necessary leadership for what I believe is the best use of Alameda Point and, with the City General Fund balance project to go to \$0 in FY 17-18, put forward the necessary direction to a sustainable City Budget.

2. Program and Priorities -- Elected office provides the opportunity to proactively lead by placing new ideas on the agenda for consideration and development. What are some specific ideas you intend to pursue if elected? What do you believe are the main priorities for the City Council?

As councilman my priorities will be to keep Alameda thriving and funded by a sound budget. I will work with the schools, the park district and local agencies to pool resources to benefit Alameda. I will push for creating jobs and open space at Alameda Point. I will focus on commercial uses and establishing parklands at Alameda Point. I will work for sensible limits on residential development and to find ways to untangle traffic. Because open government is vital, I will return to holding the town hall meetings I held when on the Council, listened to concerns and kept residents informed.

3. Finances -- It's known that the city is heavily in debt and many projects have been put on hold (deferred maintenance like pot-holes). What plan would you propose to ease the city out of red-ink and into black ink? Given the very dire economic straits that Alameda is in (like many cities)

how would you handle the pension issue for the police and fire fighters? Data from the city budget shows that 70% is for public safety workers leaving only 30% of the general fund budget for everything else. How would you address this issue?

Back in 2009-2010 I proposed a Fiscal Sustainability Committee, which met and proposed actions along with establishing a tool for implementing. Because the City must live within its means and cease to employ deficit (future) budgets, I will immediately:

(1) Call for a vote of the Council directing the City Manager to prepare the next budget as a truly balanced budget:

- a. Which does not include one-time revenues (land sales, refunds, etc.), or
- b. Which does not borrow or use advances from future allocations (AMP, etc.), or
- c. Has the public safety portion of the General Fund not exceeding the current 70%
- d. Begins a plan to reduce that portion targeting 65% (note that in 2004-2005 that percentage was 60%)

(2) I will propose that Alameda's representative to the League of California Cities be directed by the Council to ask this body to urgently address this issue, working across cities and collaboratively with all employee bargaining units. I will ask that our representative report back to the Council on a regular basis for specific direction depending on League of California Cities action or inaction

4. Alameda Point -- Now that portions of the Point are clean and available for developing how would you proceed? How do you stand on the issue of open space and adaptive re-use for the Point? How would you plan for the increased traffic both on the island and the impact on Oakland Chinatown? Where do you stand on a housing unit cap for the point?

I would call for a vote of the Council to have the City focus on commercial uses and establishing parklands at Alameda Point, with specific direction to the City Manager to mend fences with East Bay Regional Park District and immediately proceed with plans for spending the \$6.5 million the park district has in their budget for parks at Alameda Point. This is urgent in that each year that passes; the \$6.5 million buys less. That money spent represents:

- Delivering a portion of the much-needed infrastructure at Alameda Point
- Providing funding that can provide prevailing wage construction jobs at Alameda Point
- funds which can be potentially leveraged to new Bay wetlands replacing what was filled in when the NAS Alameda and historic aerodrome were created

I will take a leading role in securing funding to create wetlands on the western side of the Seaplane Lagoon. Our wildlife, Alameda, San Francisco Bay and planet will be better for it.

Considering sea level rise is on everyone's radar, our focus should be on developing parklands and to refurbish some essential buildings, work with the Alameda Point Collaborative and housing providers to replace or rebuild their units and for all of these, work to integrate these

units with the adjacent neighborhoods. I proposed that residential development at Alameda Point be restricted to these units and the other existing residential units.

With job creation being a primary focus, incoming commute traffic is likely to increase. Ongoing communication with Chinatown and the City of Oakland will be mandatory to address the traffic and transit implications. A strategy change from having new residential development drive the re-use to job creation and open space expansion should allow better collaboration with our Oakland neighbors.

5. Transportation and Growth -- Since Alameda is an island - 4 draw-bridges and a tube - it is widely believed that any further development must carry with it a concrete, realistic proposal for increasing access to the island. Where do you stand on this issue? What ideas would you put forth to address the future development in Alameda? Considering Alameda is an island with limited access, do you support a limit to the number of future housing units and what solutions would you suggest to mitigate the increased traffic?

The reality is that there is almost no chance of any additional Estuary crossings. Water taxis are impractical because commuters still need to get to their connection on the other shore. There are no reasonable locations and certainly no funding for new bridges, another tube or an Alameda BART station (would be absolutely great, but, again, highly unlikely in my lifetime due to cost). I was the Council's AC Transit liaison and I would request to serve again or direct our liaison to at least maintain current bus service if not expand it.

I will call for increased ferry service (the parking crutch at both facilities now shows that more are using this and more parking and shuttles are needed; perhaps getting MTC funding for planning). By creating more (living wage - NOT retail or restaurant) jobs at the Point and in Harbor Bay Business Park, there is some opportunity to have intra-city commutes for residents who would otherwise be in the commute congestion on our bridges or in the Tubes.

6. Crab Cove -- Where did you stand on the Crab Cove issue? Did you support the petition campaign to rezone it open space?

I am member of Friend of Crown Beach. I not only signed the petition, I gathered signatures, posted a sign and made a financial contribution to the campaign. I will work vigorously to have the city prevent the Federal Government's improper use of eminent domain of State-owned McKay Avenue.

7. Accountability -- How do you propose making yourself accountable and accessible to the citizens of Alameda?

I will hold regularly scheduled town hall meetings just as I did when on the Council. I will return all phone calls and emails in a timely manner.

8. Endorsements -- Who has endorsed you so far? Who do you expect to endorse you?

Sierra Club, Doug Siden our EBRPD representative, former Councilmember Karin Lucas, Environmental blogger Richard Bangert, newspaper columnist Irene Dieter, and many community leaders

9. Campaign Funding -- How much money do you currently have for this race? How much money do you plan to raise? Where will the money come from? Describe sources of financial contributions for your campaign that you would refuse to accept (if any).

I will not accept contributions from any source with a contract with the City or which is negotiations with the City. My support is grass roots, mostly residents. The funding strategy is confidential and all contributions will be reported per FPPC requirements.

10. Anything Else? -- Is there anything else you would like us to know about you?

I am the only city council candidate endorsed by the Sierra Club. I would also welcome the endorsement of the Green Party.

While on the City Council:

- I was an early supporter and advocate of Alameda's Local Plan to address climate change , including making the motion to have Alameda participate in the International Council for Local Environmental Initiatives (ICLEI) Climate Protection Campaign and establishing the City Task Force to create the Alameda's Plan.
- I served as the Council's liaison to the Restoration Advisory Board and AC Transit. In my time served, I provided regular reports to the Council and advocated for more stringent Base clean up, for keeping Alameda bus service levels, support for AC Transit funding, and for supporting AC Transit measure to purchase buses made locally.
- I proposed purchase of electric and hybrid vehicles for the City fleet where practical
- I supported continuing and eventual successful litigation by the City, which resulted in the City being able to purchase the Alameda Beltline and make Jean Sweeney Open Space Park a reality.

Personally:

- Served on the Oakland Parks and Recreation Commission (early 1980's)
- This year (2014), I circulated petitions to re-zone the federal site on McKay Avenue as open space in support of expanding Crab Cove, collecting over 100 signatures.
- I have been a bike and bus commuter and have used this car for 8 years (over 12,700+ miles) in Alameda