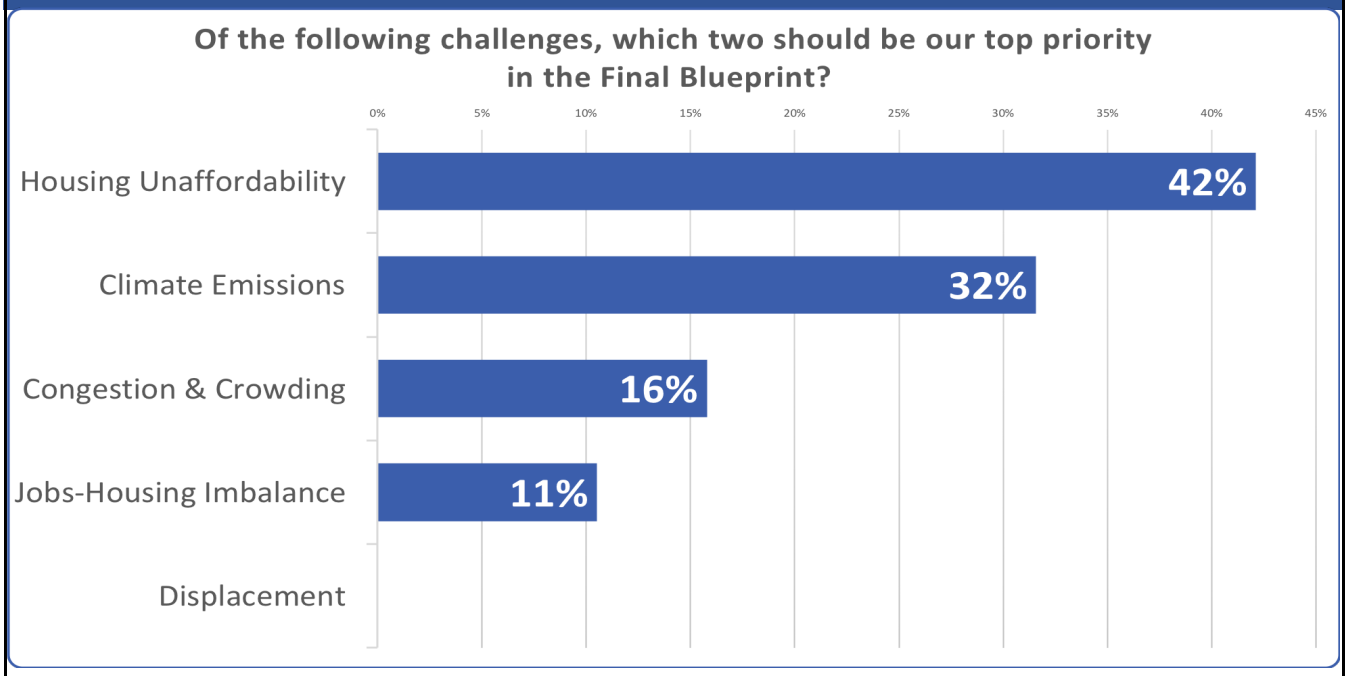
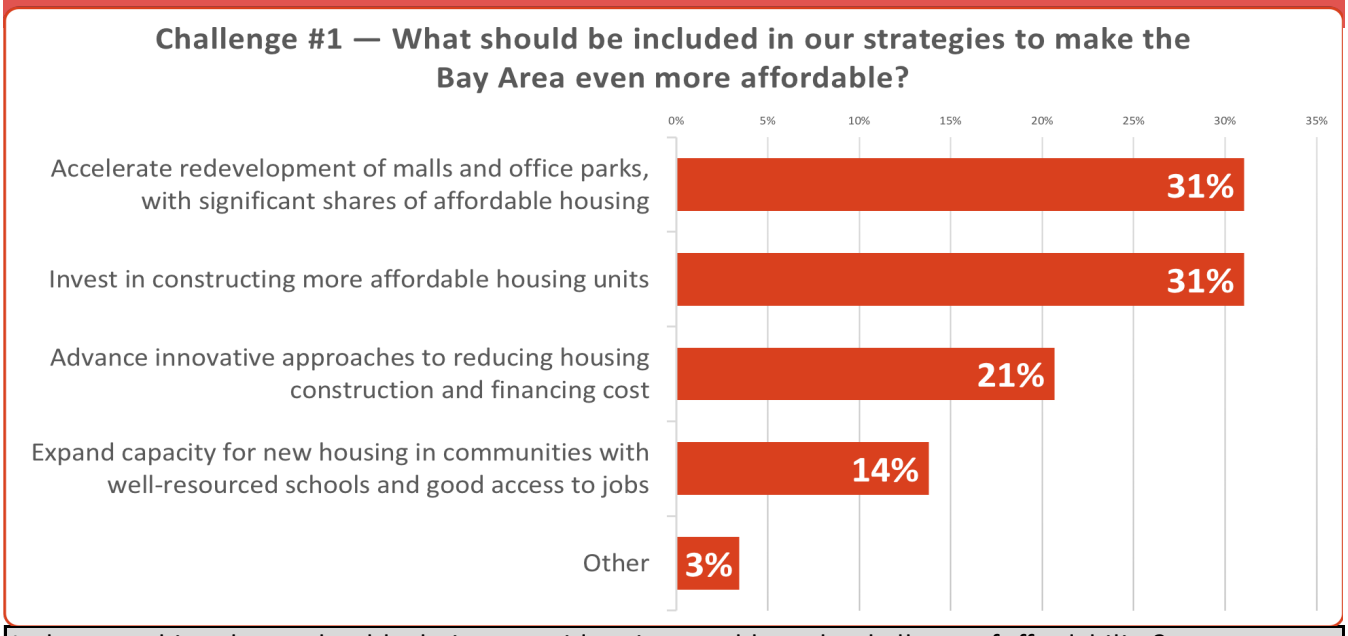
Metropolitan Transportation Commission - Association of Bay Area Governments
Plan Bay Area 2050
Public Engagement on Draft Blueprint
MARIN COUNTY DIGITAL WORKSHOP
Saturday, July 18, 2020, 10 a.m. to 12 noon

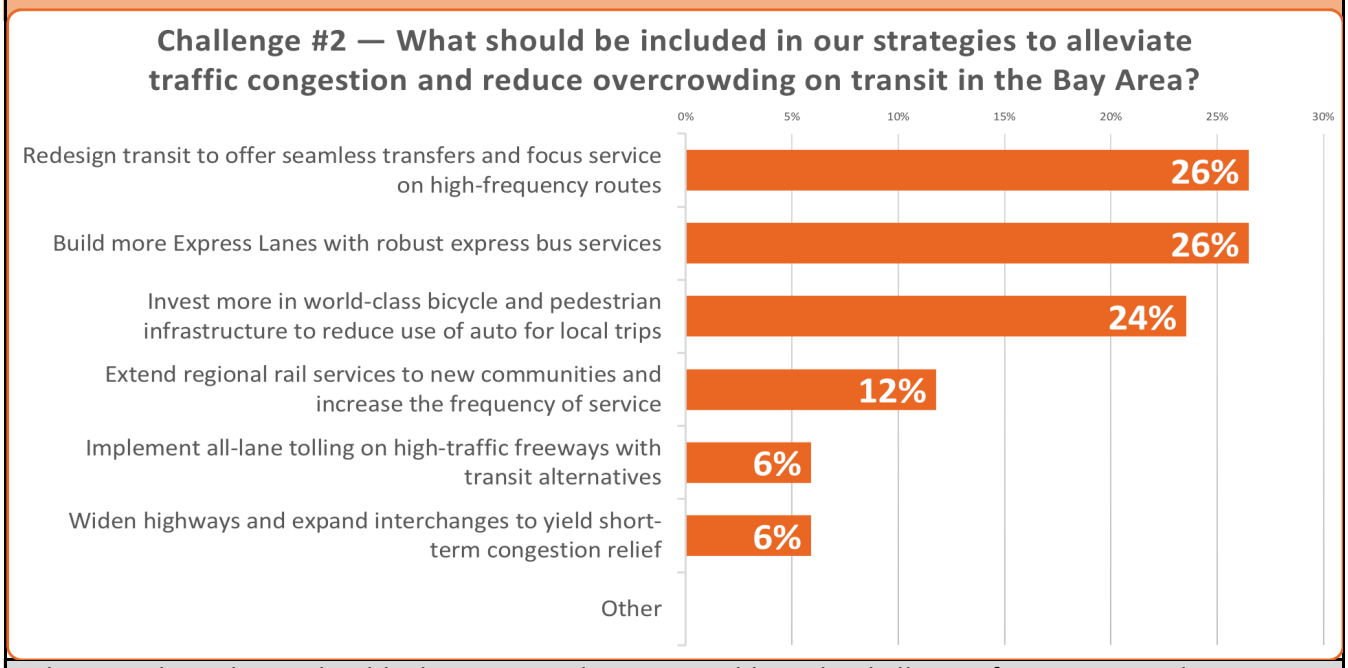
Participant responses to a series of questions.





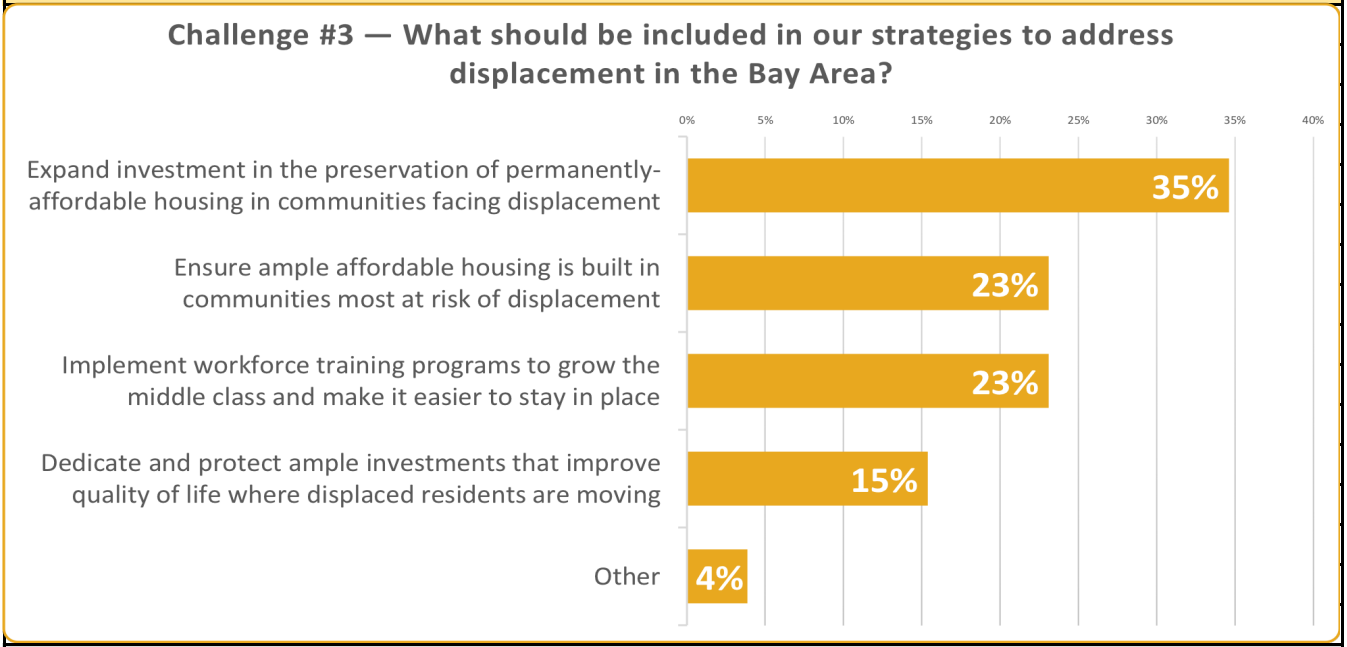
Is there anything else we should take into consideration to address the challenge of affordability?
Rent control
Override local control on stopping development
Boost minimum wage and job security.

More modular housing
Really need to bring back Redevelopment to help fund construction and planning. DO NOT make us pay through a GO bond or parcel tax .. we pay enough property tax already
Encourage cities to upzone more residential tracts and develop mixed-use zones along major corridors.
Allow development of shophouses where feasible on commercial and transit corridors.
Build all types of housing
Financing for acquisition and preservation of affordable housing.
Support aging in place
The fact that the Bay Area is basically a global market with unlimited demand. This situation makes supply and demand reasoning for lowering housing prices ineffectual. What do you think about this?
Have a strategy to free up underutilized housing - 3 BR houses lived in by retirees
ADUs
I support new housing in areas with jobs and infrastructure that will support growth, funding to support growth and infrastructure of communities, and sensitivity to existing communities.
Address Prop 13, which slows the roll of houses to new owners
Incentives for empty nesters to move to smaller units
Streamline entitlement process for ALL housing
Keep Proposition 13



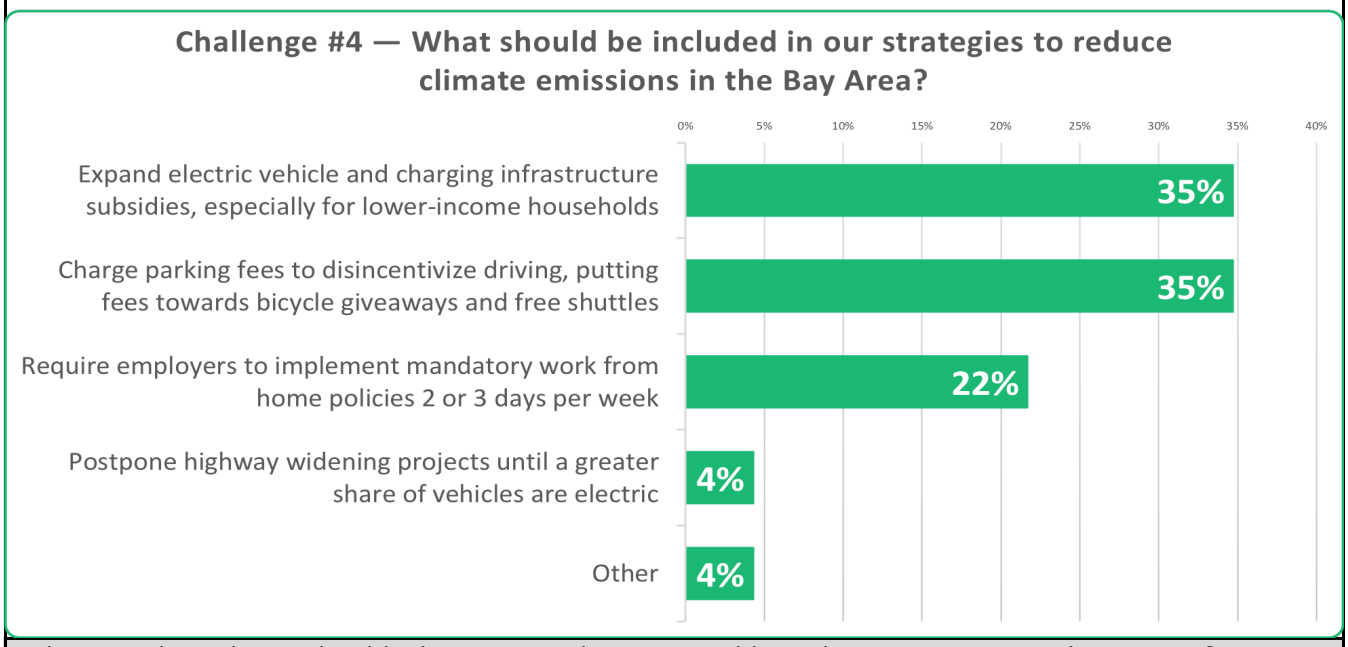
Is there anything else we should take into consideration to address the challenge of congestion and transit crowding?
Explore ferries
Keep express lanes for use by carpoolers — eliminate the opportunity for Electric cars to use the HOV lanes.
Move the ferry terminal to San Quentin - our housing there. The land is so valuable and the prison can be rebuilt elsewhere
Beware of the regressive aspects of tolling. Already entering S.F. can take an hour's worth of wages.
A whole network approach to transit planning that cuts across modes and agencies
The challenge with tolls on road is that it can be regressive

Avoid duplication, i.e. SMART sold as relieving congestion on 101 but duplicates bus service, express lanes for buses cheaper solution
Create incentive for industry and jobs to locate in less populated and less congested areas---essentially creating new job and population centers.
Expand carpool lane hours along US-101, especially during the morning and afternoon rush hours.
Also increase investments for Golden Gate Transit, Marin Transit, and SMART through shifting tax revenues to make those transit options more effective.
Teleworking .. give businesses incentives to promote telecommuting — working at home and/or at satellite offices. Look at what COVID has done to our freeways — they are no longer jammed!!
Aesthetic upgrades to the San Rafael transit center - it's pretty depressing and unappealing
Support financially the formation of van pools — GGT used to do that .. sometimes bus and rail and ferries do not take you where you want to do ..
Make the hub in San ANSELMO a rotary
I'm wondering if there are potential technological solutions explored by PBA 2050 that support increased density and intensity of transportation use, but reduce effects of "crowding".
Bring back school buses — In Marin county 25% of our traffic is generated by parents driving their kids to school
Agree with return of school buses
More encouragement of kids biking
Avoid Transbay crossing at Oakland, enter SF Marin Richmond connection



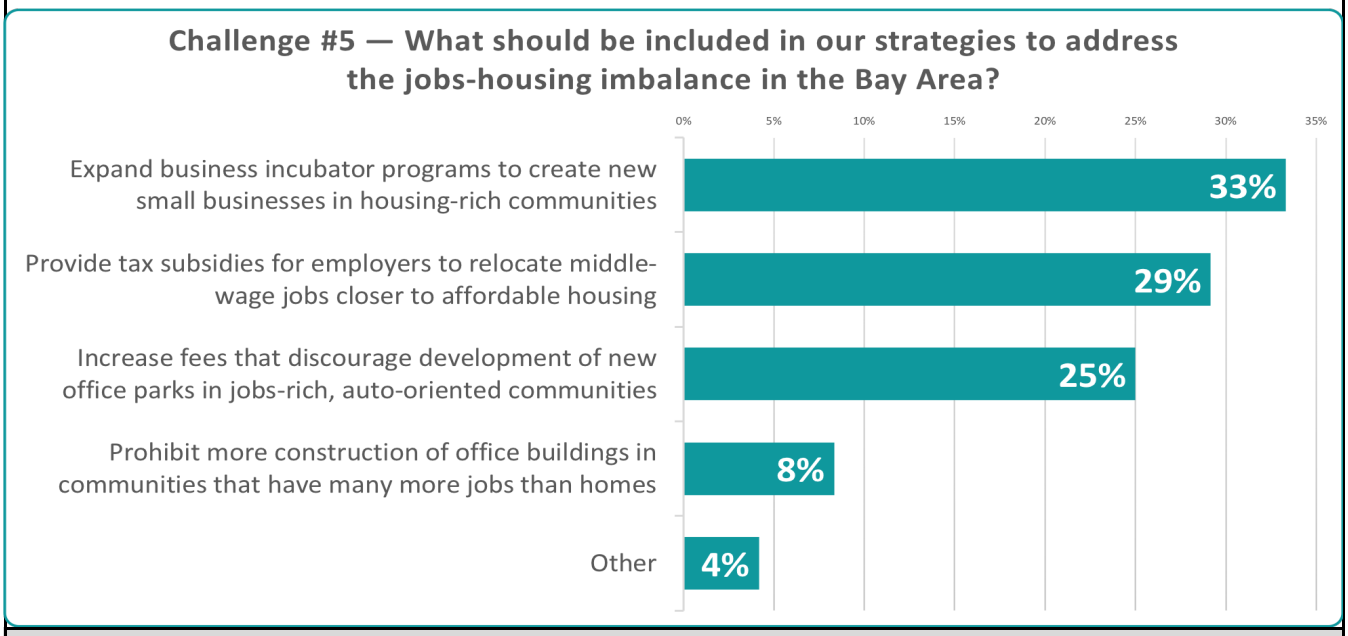
Is there anything else we should take into consideration to address displacement in the Bay Area?
Have a California section 8 program to supplement the federal one
Ensure that the communities at risk of displacement are given a seat at the table when making these decisions
High school vocational program - I've heard that there's a severe dearth of electricians and other similar trades which can pay quite well
Increase the minimum wage for employees that live and work in High Resource Areas so can afford to live there. This would require state law.

Protect naturally occurring affordable housing
Repurposing old or abandoned buildings and convert them into transitional housing for the homeless.
Develop rent cap policies in areas with historically high displacement and communities with an abundance of rental units.
Do we really only have 33 attendees/public participants in this webinar? That's sad.
Increase the number of Section 8 vouchers and/or provide more subsidy for lower wage employees to live here.
Most strategies implemented by the legislature thus far create much more market rate housing than moderate, low, or very low housing. The numbers for Affordable Housing needed don't come anywhere close to the numbers that the legislation incentivizes. We need a different strategy.
Establish funding for an Equity staff position in local towns, cities, or counties that particularly work with local communities to address challenges related to housing, overcrowding, jobs, adequate services, etc.
Retain Proposition 13 for seniors to allow them to stay in their home, if they want to.
Silicon Valley contributions to housing across the Bay that meets the needs of existing communities
We won't successfully meet these challenges without raising much more concern in the public.
Companies that provide jobs should provide housing for their employees
Buy up abandoned buildings by cities and convert them into affordable housing units, complete with services that can help them improve their job and health prospects.



Is there anything else we should take into consideration to address climate emissions in the Bay Area?
Expand bike share and scooter share to the rest of the Bay Area.
Promote electric scooters (like Vespa-type) and electric bikes to replace short/flat single person vehicle trips
DO NOT create ALL lanes for all freeways TOLL Roads .. That is not fair — we have been paying for the freeways for years .. toll roads adversely affects the middle class and seniors!
Incentivize companies that build electric vehicles (especially trains and buses) to build factories in the Bay Area.
Construction approaches that ensure embodied carbon is reduced + GHG is considered during the construction phase
Have more promotion of car share programs in towns, including pick-up trucks. So families can reduce the number of cars owned and access those as a back-up plan.

Print a cost-benefit analysis for each measure recommended to accompany it.
Increase the funds for safe routes to schools to encourage students to walk/bike to work. Low income families should be given bikes
Bring back school buses (use electric buses) so parents do not have to drive their kids to school
Pay people to NOT have a car!
Incentives that promote active modes for last mile and short trips
Project 75 was demand-based tolling. Now it has morphed to means-based tolling but the original project in the Transformative Operational Strategies discussed universal tolling as practiced in some places in Europe. It is important to get clear about what type of tolling.
I am against tolling of freeways. But if tolling of congested were to be implemented, I think it's critical that transit alternatives are high frequency, efficient transit alternatives. There must be locally specific planning re: effectiveness of alternatives. Important that not broad brush strategies.
That last comment is huge - really consider incentives



Is there anything else we should take into consideration to address jobs-housing imbalance in the Bay Area?
Increase the minimum wage or introduce a living wage so that more people can afford living in the Bay Area.
Require employers to provide housing for their employees within 1/2 mile of the job site
This is so hard because the center of our metropolitan housing is a body of water (unlike NY, etc.)
Restrict conversion of farmland to development
Require employers to provide incentives to locate near their job ==
Definitively promoting WFH (working from home)
Since business and employers are virtually totally free to make their own decisions about where to locate and individuals are not, the employers seem to always have the advantage. It could be argued that the tech companies have created most of the recent congestion that they should contribute much more to solving the congestion.
Offer opportunities to build storehouses (housing on top of commercial areas) to encourage more biking and walking in communities.
We just need more housing. We are sooo behind in building
Spread jobs focus across the Bay -- facilitate/incentives for growth outside of SF, Oakland and San Jose

Require businesses to create satellite offices where their employees live
Schools are a big deal - families want to locate to good schools.
So what if you have more housing in downtown Oakland above a BART station if the schools are not great?
Incremental development seems like a good idea.
Support diverse jobs growth outside of tech - new forms of manufacturing, new sectors that can be located outside big cities and Silicon Valley
Comments from Participants, via Zoom's Q&A Feature -- most questions answered live during workshop
Good morning! Since we're working on the future of Marin County, I'd like to ask this pressing question: what interventions can Marin County do so that it can finally get more rail and transit services? I'd love to leave a legacy of BART to the North Bay, especially we have been short changed from the rest of the region due to our historically suburban stance. Oh, and I'd like to see potentially SMART service south of Larkspur that will use old rights-of-way too.
Here in Marin we are an aging population. Many, like me, are dependent (or will be) on Social Security. I live in one of the 20% of mobile home parks in Marin (Larkspur) that are not covered with rent protections. Many seniors in Larkspur (48%?) live in totally unregulated rental housing. This year my rent is going up $ 75.00 per month, my Social Security benefit went up $ 20.00. How is this sustainable?
How will low lying areas of San Rafael specifically be protected from SLR (sea level rise) by the Plan?
Have you collected data on the reduction of GHG emissions between March-July?
Is 19% GHG reduction a goal of Plan Bay Area 2050 or a state mandate?
I recommend elevated, ultralight-weight, bidirectional, automated Group Rapid Transit, which can be suspended from the Golden Gate Bridge, and can form a network throughout Marin and surrounding counties, at far lower cost than with conventional construction techniques. The coaches may be made with phenolic honeycomb; a 30-passenger self-powered coach would weigh 10,000 pounds with all the trimmings. A solar canopy provides the electricity at 36% to 48% efficiency, as an update of the 22.%% efficiency solar thin film PV our CTO patented in 1983 and 1984. The guideway is built in a factory and installed by mobile crane; it is Bosch Captive Column structural geometry, and Ultra-High-Strength-Concrete (UHPC) structural material, reinforced with basalt fiber. These breakthroughs make it disruptively low in cost.
You identify plans for growth, but for the past 10 years the CA growth rate has declined. Last year, more than 200,000 residents left. We're losing at least one congressional seat - so what is the basis of your growth projections? And how do you explain the assumption of providing one new home per job?
Our coming 2 kWh/kg (2,000 Wh/kg) battery, at $100/kWh or less wholesale will provide power at initial price parity for full battery-electric transportation, with greater range than today's BEVs.
Is future wildfire risk in the region (especially Marin) and smoke harm addressed?
In your beginning overview, you mentioned increasing wages in the category of economy. How will Plan Bay Area 2050 increase wages?
This will be disruptive of ICE vehicles, faster than currently predicted based on incremental improvements to lithium batteries. Our battery is non-lithium, and not subject to its limitations.
To get to meaningful equity requires capacity to acquire assets. What's being done to support home ownership?
There is a high likelihood of sea level rise greater than 2 feet. The same construction used for the Group Rapid Transit we recommend is able to raise highways, turning them into viaducts, at less cost than relocating them. Buildings can be dike-protected, or raised, using the same construction.

Pre-COVID, SMART was expensive and had low ridership and had relatively low frequency of stops compared to other transit in Bay Area. As a diesel train it also did not meet GHG reduction goals. Some rail stations (Civic Center for one) are highly underutilized. If housing near jobs is a goal, how are GHG goals in PBA 2050 met if housing increases by 2% in Marin but jobs decrease and transit will not be able to efficiently and cost effectively accommodate Plan's population growth?
I realize these points are not likely to be addressed in the workshops, but they are based on existing technologies, and I would like to address them with staff.
How does the plan address K-12 education equity given differences in localities?
Another job-creation strategy is to augment the small business incubator program with a systemic approach to making the entire economy far more sustainable. This can be fostered with Maker Spaces at the high school level as well as the planned rollout across the Community College system. We plan to seed such a system with advanced technologies for use, and with information systems for grass-roots-based planning for what can be changed at a detailed level, in order to identify strong startup opportunities.
We have two designers working on lines of manufactured housing with the technologies mentioned above, from a single tiny home to large homes. They will be significantly less expensive, yet have some high-end amenities and advanced systems.
We should definitely adapt the land trust model, and design walkable, bikeable neighborhoods with all daily-use resources within 15 minutes.
We should also tax financial hedge funds and other methods for keeping high wealth out of the tax system.
The elevated Group Rapid Transit (GRT) network goes above stoplights and stop signs, so it does not stop at intersections as buses must. We can also build bicycle lanes above it, and pedestrian and miscellaneous mobility devices above them, and top it off with a solar canopy to power the GRT system and export surplus to neighboring smart micro-grids.
This provides a highly attractive option to moving through congestion at grade, enough to actually relieve congestion. Part of the attractiveness, besides speed (an electric bicycle or athlete could cross SF diagonally in 10 to 20 minutes) is that you are above most buildings, looking out at the tree canopy and at the surrounding hills, which is a joy.
The GRT can be run above the freeways and arterials.
I designed airspace construction above BART for the San Jose / AARP BART charrette. It can have openings in the side for GRT 'ribs' to come in and link up with BART or the GRT that could provide stops between BART stations.
It's part of a whole systems approach to a multimodal transportation system.
You should talk with the Valley to Valley initiative from Governor Newsom and the High Speed Rail Authority. We can run GRT into the Bay Area from multiple directions.
Also, you mention a new Bay crossing. I've studied the Dumbarton Rail Bridge, which is in shallow water. I would rebuild the bridge with the construction methods listed above, including the heavy rail that was in use previously. I would build a column system between the tracks, and do the stacked GRT, bicycles, pedestrian and misc. mobility device lanes, with solar canopy above. I would extend that along the Dumbarton Corridor to meet the rail system near El Camino Real.
How many members of the public, not staff, politicians, consultants, participating today?
Regarding Valley to Valley, the idea is to get manufacturers to expand into the Central Valley rather than adding jobs here. That way lots of people don't have to commute. The GRT links to the 5 bay counties and across the bay get most of those who still do out of their cars, so the rest are not stuck in traffic.

Regarding ferries, I have designs for multi-hull ferries in which the hulls are triangular cross-section Bosch Captive Columns with hydrodynamic fairings. The cross-pieces are square cross-section Bosch Captive Columns. The decks are Flash-Core honeycomb or phenolic honeycomb. Power comes from our solar PV thin film and Bosch Captive Column mast and spar sail systems. When energy available is greater than hull speed, the excess is drawn off by using propellers to drive motors as generators, and stored in our batteries.
Talk with the Valley to Valley program! I can give you more in-depth strategies, so you can prepare to talk with them with leverage and knowledge of what you want to ask by way of accommodations for your needs.
Any city council members? City planning directors
We used to have a very large ferry system. Especially before the bridges went up. Our ally Ron Powers, of Powers Design International, can design very advanced ferries using a combination of his and our construction methods.
They will be especially low-cost if we build a lot of them -- economies of scale.
On the Transportation Improvement Plan, will there be an opportunity to accelerate the reconstruction of the Richmond Bridge? Not only I'd love to see it survive another earthquake, but I also want to see a rail connector using that bridge between Marin and Contra Costa Counties.
If tolling is initiated on many freeways whether it is demand-based or need-based how will the fee structure be determined and will it co-ordinate with reductions of other highway taxes?
Does TIP funding of projects require reduction of GHG emissions?
For the Richmond Bridge, we can do GRT for a fraction of the cost and weight of a conventional rail system. Weight is a major issue for old bridges.
We need much more County-wide authority in housing, police, fire, and k-12 schools. Too much duplication and lack of equity.
Make public transit free for low-income folks
We can get fossil fuels out of transportation by 2030 with the cost and performance of our batteries (both in-vehicle and stationary at charging locations) and solar thin film PV to provide the electricity for charging -- and for the buildings associated with the vehicles.
We can expand production rapidly once we are funded for a factory: each plant produces 300 to 600 million kilowatt-hours per year, for around half a billion dollars capex, and they are fast to put in once the building is done.