

3.6 Individual Comments

From: Charles Steiner [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 4/2/2013 6:06 PM
Subject: DRAFT APRIL 2013 REPORT

C1-1

Why isn't there a meeting for San Francisco to discuss this draft and its contents?

C1-2

Why are you rushing everyone to read over 1,000 pages within less than a month?

Your answers would be appreciated.

Charles Steiner
San Francisco, CA

Plan Bay Area 2040 Final Environmental Impact Report

From: "Linda Graber" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 4/3/2013 8:30 AM
Subject: EIR comments

Hello,

C2-1

The draft Plan Bay Area EIR is very long and complex, over 1,000 pages. It's also very technical. Yet, members of the public are expected to understand and comment on this in only two weeks. There are only three meetings, and two of these are during the day when people with jobs cannot attend.

The request for public comment is meaningless, just going through the motions and giving the false impression of being interactive with the voting public. The meetings I've attended have been the same way, more an exercise in marketing than genuine dialogue.

The members of the ABAG and MTC planning staffs have confined themselves inside an echo chamber, where only privileged voices of powerful insiders are heard, such as affordable housing developers, "housing advocates" in cahoots with the developers, and the Marin Community Foundation. Ordinary homeowners and taxpayers are ignored. Reasonable questions go unanswered, starting with "How much is all this going to cost?" and "What new taxes will be required?"

I read the "Investments" chapter of Plan Bay Area. It's nonsensical to assume that State and Federal money will be forthcoming in the required amounts, given the ongoing budget shortfalls. Plan Bay Area intends to forbid additional construction of single family homes; instead, all new "housing units" would be high density and multi family. All these new units are exempt from property taxes, all 500,000 of them. That means that current property owners have to provide the tax money to support all these free riders, plus the transportation infrastructure, plus the bureaucracy needed to administer it all. This is impossible without huge tax increases that will crush what's left of the Bay Area middle class.

It's a mistake to believe your own propoganda. Eventually, reality catches up with us.

Regards,
L. Graber

Plan Bay Area 2040 Final Environmental Impact Report

From: "Ken Bone" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
CC: "Ken Bone" <[REDACTED]>
Date: 4/11/2013 2:28 PM
Subject: Animal migration corridors and riparian native Oakland forests must be reestablished and maintained

C3-1 | The current and future designated protected open space must be funded and protected in this far reaching land use and transportation plan.

C3-2 | Animal migration corridors and riparian native Oakland forests corridors must be reestablished and maintained along all water ways with designated funding in all nine counties.

Ken Bone
[REDACTED]
Gilroy, CA 95020
[REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

From: Val Stuckey <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 4/15/2013 1:12 PM
Subject: BART to Livermore

C4-1

How disappointing to read the paper these days and see plans for BART to Antioch and Bart to San Jose.
How much longer must we wait to see the work started for BART to Livermore?
Please make Livermore a priority and finish it before starting plans to other cities.
Sincerely
Val Stuckey
Livermore resident

Plan Bay Area 2040 Final Environmental Impact Report

From: Leyla Hill <[REDACTED]>
To: EnvPlanning <EnvPlanning@marincounty.org>, <eircomments@mtc.ca.gov>, <info@OneBayArea.org>, "Laumann, Stacey" <SLaumann@marincounty.org>
Date: 5/17/2013 4:26 PM
Subject: Re: Plan Bay Area DEIR Comment Period

The time for comment came to our attention only very late in whatever the short period was. Some of our residents were confused and sent their responses to addresses other than infer@oneBayArea.org or eircomments@mtc.ca.gov. Therefore, I am forwarding these messages to these addresses now, hoping that you will accept the original timestamps of their having been sent. The messages are in reverse chronological order — latest first, going to earlier in the day.

Please acknowledge receipt of these comments.

Leyla Hill
2013 President, Los Ranchitos Improvement Association
San Rafael, CA 94903

Begin forwarded message:

> From: Judy Schriebman <[REDACTED]>
> Subject: Comments on DEIR for Plan Bay Area
> Date: May 16, 2013 3:57:08 PM PDT
> To: info@OneBayArea.org
> Cc: Steve Kinsey <skinsey@marincounty.org>, krice@co.marin.ca.us, peklund@novato.org, Susan Adams <SAdams@marincounty.org>, Leyla Hill <[REDACTED]>

C5-1 > I respectfully request more time and an official extension of 6 months. There are numerous inadequacies, oversights, incorrect assumptions and lack of true public engagement in the plan. It doesn't even meet its goal of reducing greenhouse gases. While I applaud its goals of increasing affordable housing and transportation alternatives and reducing sprawl, I believe you have it backwards.

C5-2 > Reliable, good public transportation that easily gets people to their destination is needed first. Right now, and still in the plan, there is NO good way to get to the East Bay from Marin and vice versa. The one bus per hour that leaves Richmond BART occasionally leave ahead of schedule, stranding passengers who expect it to be there. The lack of integrated bus passes, getting better w/the Clipper card but still woefully inadequate, HAS to be addressed. The buses HAVE to go to more places where people want to go. I cannot get to Steinhart Aquarium or Golden Gate Park in any convenient fashion from Marin. This integration needs to be developed first, before loading up housing near the SMART train station which will serve only a very small proportion of just commuters.

C5-3 > The lack of transparency and inability for public comment and legitimate questions to actually be incorporated in this plan makes it a farce. This is a done deal, and that is what people are reacting to. There has been no real outreach, with the goal of addresses concerns. This plan is a first draft. Treat it as such, bring it back with good changes, and the scenery could shift.

C5-4 > Marin is also rural/suburban, and any housing numbers should be based on that designation.
> Sincerely,
> Judy Schriebman
> San Rafael, CA 94903

Begin forwarded message:

> From: Beverly Wood <[REDACTED]>
> Subject: Marin County Housing Element
> Date: May 16, 2013 3:47:23 PM PDT
> To: "envplanning@marincounty.org" <envplanning@marincounty.org>
> Reply-To: Beverly Wood <[REDACTED]>

C5-5 > I am writing in connection with the proposed spot zoning being proposed for Ranchitos Road.
> I am a resident of Los Ranchitos and moved here many years ago because of the rural feeling of the area and the privacy afforded by the mandatory large lots. Over the years the neighborhood has maintained the "small ranches" feeling of this old section of Marin. Our neighborhood has horses, chickens, goats, even a donkey. It is home to large numbers of deer, quail, wild turkeys and migrating birds who stop by every season. It is one of the neighborhoods that makes Marin so marvelous. I know everyone thinks their that their neighborhood is unique, but I note that county planning approval for any improvements in the area have scrupulously and carefully guarded that very same character.

> I was therefore very surprised to learn that spot zoning was proposed for lots (currently occupied by single family residences) within the Los Ranchitos area. This would surely change the entire character of Los Ranchitos. I am not opposed to high density housing, and housing in the

vicinity of the Civic Center area makes a lot of sense. Indeed, there was a high density housing complex built about ten years ago right in Los Ranchitos (between Merrydale and Los Ranchitos). There is another high density complex across the street as well. That is different from spot zoning, which by its very nature changes the complexion of the immediate area.

>
> Finally, I want to point out that as homeowners we were not given any notice of such a proposal or plan.
>
> I realize there are a lot of competing interests here and no easy resolution. Los Ranchitos may not have the most expensive homes, or the most influential residents. It is however, quintessential Marin. Our home is older than the county records, it started as a barn for the Freitas Ranch, and is a link to the past that should not be disregarded. Spot zoning will forever change that flavor.
>
> Thank you for your consideration,
>
> Beverly Kleinbrodt
>

Begin forwarded message:

> From: Archie Womble <[REDACTED]>
> Subject: planning
> Date: May 16, 2013 3:33:51 PM PDT
> To: leyla.hill@gmail.com
>
> Dear Planning :
>
> Re: Los Ranchitos re-zone proposal and other issues
>
> Having just received notice that planning staff has been looking at Los Ranchitos and considering re-zoning, I am very disappointed in your back door approach.
>
> Anne and I have been living in Los Ranchitos thirty years and we chose this community because of the open space and rural feel, yet close into town. We've had horses, chickens, ducks, sheep, etc. It is a great place to raise a young family.
>
> I recall when Marin County was literally under assault back in the early 1970's from outside developers and each community had to create its own open space district float its own bond measure in order to save the ambience and character of the open space. Some of you may have been in Marin then. Some communities may still be paying on those bonds.
>
> Then we had a proposed new city in Tennessee Valley adjacent to Tamalpais Valley which most Marinites opposed and we maintained.
>
> I recall the patience that George Lucas had over a 20 year period but the insatiable appetite to take control of land is relentless.
>
> For all the effort over the years, Marinites have been good stewards and maintained a beautiful chunk of real estate north of the Golden Gate and we hope to keep Los Ranchitos in a similar fashion.
>
> Now here we are again some 40 years later and we are dealing with another land grab. I know that it is presently just re-zoning today but tomorrow it will be another land grab.
>
> In summary, Planning is a local issue and we violently reject the planning of our community by outsiders, especially for those who have no skin in the game.
>
> Respectfully:
>
>
> Archie & Anne Womble
> [REDACTED]
> San Rafael, CA
>
> cc

Begin forwarded message:

> From: Ronette King <[REDACTED]>
> Subject: Fwd: DEIR and SEIR
> Date: May 16, 2013 3:30:26 PM PDT
> To: envplanning@marincounty.org
> Cc: sadams@marincounty.org, leyla.hill@gmail.com, skinsey@marincounty.org, krice@co.marin.ca.us, pekfund@novato.org
>
>
>
> From: "Ronette King" [REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

> To: info@onebayarea.org
> Cc: sadams@marincounty.org, "leyla hill" [REDACTED], skinsey@marincounty.org, krice@co.marin.ca.us, peklund@novato.org
> Sent: Thursday, May 16, 2013 3:24:25 PM
> Subject: DEIR and SEIR

>

>

> Dear Sirs,

> I am a resident of Los Ranchitos.

> Please see my comments below for both the DEIR and the SEIR.

>

C5-6 > Both of these reports are dense and enormous reading requiring far more time than the county has given us to understand them. In both cases I believe we need an adequate extension on there deadline.

>

> It is very upsetting that no residents of Los Ranchitos were given any notice that their neighborhood was being considered for rezoning. Anydensification of part of it affects all of it.

> This is a peaceful, natural setting that was designed to offer a unique country setting free of the problems of dense housing. It's country way of life is one of a kind in Marin and is exactly what attracted us to buying here twenty years ago. Densifying los Ranchitos would destroy the last vestiges of what Marin County was meant to be.

> As a former Design Review Board member for Larkspur, I am well aware of what the 30 units of housing per acre can look like...the opposite of our open, and natural setting! It will be a physical closure along Los Ranchitos facing the railroad tracks. The environmental impacts are a huge concern and will be for this entire neighborhood. This is to say nothing of the unpleasant bicycling, walking, and driving experience that los Ranchitos will provide..

>

C5-7 > Re the Plan Bay Area : The job and housing numbers imposes by California are unrealistic for our area. There is no huge jump in job growth here and hypothetical job growth is contingent on a wide variety of factors. There also is no adequate evidence that high density housing near public transit reduces green house gasses.

C5-8 > This plan may increase costs for housing and transportation among low- income housing and and there is insufficient information on environmental issues such as water supply and general support for infrastructure.

C5-9 > In all, there are significant environmental changes and unavoidable impacts of the plan identified in the EIR , that should be addressed regardless of findings of overriding considerations. With these proposals for such heavy density there is alot to be damaged and irreversibly spoiled for us all.

> Sincerely,

>

> Ronette King

[REDACTED]
> San Rafael, Ca.

>

>

>

>

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>

>

>

Begin forwarded message:

> From: Beverly Wood [REDACTED]
> Subject: Plan Bay Area DEIR
> Date: May 16, 2013 3:21:01 PM PDT
> To: "info@OneBayArea.org" <info@OneBayArea.org>
> Reply-To: Beverly Wood <[REDACTED]>

>

C5-10 > I am a resident of the Los Ranchitos area in San Rafael and am very concerned about the speed with which the DEIR is being handled. I am writing to request an extension on the deadline for comments so that cogent, thoughtful responses can be made and the assumptions upon which the plan rests can be evaluated. There are serious, significant environmental changes and impacts of this plan on what is really a rural neighborhood.

>

> Thank you for your consideration,

>

> Beverly Kleinbrodt

Begin forwarded message:

> From: Sally Held <[REDACTED]>
> Subject: Plan Bay Area
> Date: May 16, 2013 3:12:24 PM PDT

Plan Bay Area 2040 Final Environmental Impact Report

> To: "info@OneBayArea.org" <info@OneBayArea.org>
> Cc: "shinsey@marincounty.org" <shinsey@marincounty.org>, "krice@co.marin.ca.us" <krice@co.marin.ca.us>, "peklund@novato.org" <peklund@novato.org>, "SAdams@marincounty.org" <SAdams@marincounty.org>, [REDACTED]
> Reply-To: Sally Held [REDACTED]
>

C5-11

> Bill and I would like to protest the actions of the Plan Bay Area. We have attended two informational hearings and strongly oppose this plan. We have talked with neighbors and we are united in rejecting this legislation. Many had never heard about the direction that is proposed for Marin and therefore we believe that it is only fair that our representatives delay any decisions for at least six months. We feel that there has been a lack of transparency by our elected officials. Please take our request in serious consideration. Severe mistakes are made, when the populous has not been given time to fully understand the ramifications and consequences of actions of this magnitude, when made in haste.

Begin forwarded message:

> From: [REDACTED]
> Subject: Stop
> Date: May 16, 2013 2:48:59 PM PDT
> To: [REDACTED] info@ONEBAYAREA.org, krice@co.marin.ca.us, peklund@novato.org
>

C5-12

> I would like to add my voice to the growing chorus of NO's on the plan to create high density housing here in Los Ranchitos and the rest of the defined transportation corridor. When I voted for The Smart Train I never expected to have such a radical proposal such as the one being forced on the people of Marin.
> At the least please allow for an extension of the deadline so the public can become more informed. There are so many flaws in the plan, could it be time to rethink the entire matter.
> Sincerely,
> Ed Troy
> [REDACTED]
> San Rafael, CA 94903
> (415) 472-1520

Begin forwarded message:

> From: Adrian Jordan [REDACTED]
> Subject: Comments on DEIR & SEIR
> Date: May 16, 2013 1:03:04 PM PDT
> To: envplanning@marincounty.org, info@OneBayArea.org
> Cc: SAdams@marincounty.org, shinsey@marincounty.org, krice@co.marin.ca.us, peklund@novato.org, [REDACTED] Judy Schriebman [REDACTED]
>
> Re: Plan Bay Area DEIR (Draft Environmental Impact Report) and the Marin County Housing Element SEIR (Supplemental Environmental Impact Report)

C5-13

> As residents of Los Ranchitos, we are protesting the inadequate comment period for both the Plan Bay Area DEIR (Draft Environmental Impact Report) and the Marin County Housing Element SEIR (Supplemental Environmental Impact Report).
>
> In addition, spot zoning has been determined illegal in court challenges which may well explain why there has been no notification given to affected property owners or their neighbors. A recent meeting between Supervisor Adams and the LRIA was limited to only 12 invitees, hardly an equitable way to hear from those citizens who will be deeply impacted by this proposal.
>
> Therefore, we demand the comment period be extended for at least 6 months.
>
> Many of our concerns for Los Ranchitos have been detailed in the comment letter sent to you by Richard Grasseti Esq, of Grasseti Environmental Consulting. We expect the county to prepare for public review, a revised SEIR addressing the issues in his letter.

C5-14

> In addition, we have concerns that your plan will turn portions of Marin County into Environmental Justice communities as reflected in the comments and research done by Sharon Rushton and Geoffrey H. Hornek.
>
> Sincerely,
>
> Adrian & Julie Jordan
> [REDACTED]
> San Rafael

Begin forwarded message:

> From: [REDACTED]
> Subject: comment of rezoning Los Ranchitos

Plan Bay Area 2040 Final Environmental Impact Report

> Date: May 16, 2013 11:53:37 AM PDT

> To [REDACTED]

>

>

>

>

>

> From Bob and Janet Phinney

>

> We have lived at 165 Los Ranchitos for 48 years and with the intent of enjoying our old age and our investment in this property.

>

> Why ? Because we are apart of the Los Ranchitos area and its existing zoning. Can it be legal to take some of the property from our area and rezone it after the original development process we went through of its intended zoning and intended use.

> At the time protecting Marin's open space was well received by Marin county.

>

> With the short notice from the powers that be to increase the home density in this area is somewhat like the current IRS scandal that our country is dealing with today.

>

> Some times it takes 5 to 10 minutes to get out of our drive way and the proposal to rezone our property for 30 units just does not make any since !

>

> Robert and Janet Phinney

C5-15

On May 16, 2013, at 4:40 PM, EnvPlanning wrote:

> Hello,

>

> The County of Marin has received your comment letter on the Draft Plan Bay Area. Plan Bay Area is a regional program that is managed by the Association of Bay Area Governments and the Metropolitan Transportation Commission. For future reference, your Plan Bay Area comments should be submitted via e-mail to info@OneBayArea.org, or to comment on the Draft EIR, eircomments@mtc.ca.gov. The comment period on the Plan Bay Area Draft EIR closed today, May 16, 2013 at 4 pm, therefore as a courtesy if your email was sent only to EnvPlanning@marincounty.org, it was forwarded by our staff to eircomments@mtc.ca.gov and info@OneBayArea.org prior to the 4 pm deadline.

>

> Marin County Draft Housing Element is not related to Plan Bay Area, though they are both planning documents that are being reviewed within the same time period. Information on the Marin County Draft Housing Element can be found at www.marincounty.org/housingelement. The comment period on the adequacy of the related Supplemental Environmental Impact Report closes tomorrow, May 17, 2013 at 5pm. The next Planning Commission hearing on the Housing Element will be June 24, 2013.

>

> Thank you.

>

> Marin County Environmental Planning Staff

> Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

>

>

From: jbs Shirley [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 4/20/2013 8:17 PM
Subject: BART to Livermore

MTC-ABAG officials,

C6-1

Please do all you can to bring BART to Livermore as soon as possible. We have waited a long time for this extension. I know MTC is financing an environmental report and purchasing some needed land for the extension.

I am sure you appreciate the need for this extension. We have tens of thousands of cars causing terrible congestion problems on 580, and are detrimental to our air quality. The new I-Hub is active in bringing new industries to our community. We have zoned land for housing near the proposed terminal of the BART Extension Phase 2 that will help as many employees of the industries in this area living throughout the bay area will use BART when it is in place in the eastern end of our Tri-Valley.

We will do our best to help with this financing by supporting Measure B4 when it is on the ballot in two years. Hopefully we can have the \$500,000,000 recommitted to the BART Extension, Phase I. Measure B3 only lost by a few hundred votes. Unfortunately, some of our citizens thought BART was going through downtown Livermore, and voted against B3.

Thank you for all you can do to bring BART to Isabel Ave on the Phase I extension.

Very sincerely,
John Shirley, former mayor of Livermore

From: Linda Jeffery Sailors [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 4/21/2013 11:15 AM
Subject: letter about BART

MTC-ABAG officials,

C7-1

Please do all you can to bring BART to Livermore as soon as possible. We have waited a long time for this extension. I know MTC is financing an environmental report and purchasing some needed land for the extension.

I am sure you appreciate the need for this extension. We have tens of thousands of cars causing terrible congestion problems on 580, and are detrimental to our air quality. The new I-Hub is active in bringing new industries to our community. We have zoned land for housing near the proposed terminal of the BART Extension Phase 2 that will help as many employees of the industries in this area living throughout the bay area will use BART when it is in place in the eastern end of our Tri-Valley.

We will do our best to help with this financing by supporting Measure B4 when it is on the ballot in two years. Hopefully we can have the \$500,000,000 recommitted to the BART Extension, Phase I. Measure B3 only lost by a few hundred votes. Unfortunately, some of our citizens thought BART was going through downtown Livermore, and voted against B3.

Thank you for all you can do to bring BART to Isabel Ave on the Phase I extension.

Very sincerely,
John Shirley, former mayor of Livermore

Plan Bay Area 2040 Final Environmental Impact Report

From: "Dearborn, Deana" <[REDACTED]>
To: "info@OneBayArea.org" <info@OneBayArea.org>, "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 4/25/2013 9:52 PM
Subject: One Bay Area plan

To Whom it May Concern,

C8-1 I respectfully ask for an extension of time to review the One Bay Area Plan and associated EIR document. This is an incredibly long and technical document to read through and I believe the amount of time allocated is insufficient. I hope you will seriously consider this request.

Regards,
Deana Dearborn
Marinwood Resident

Plan Bay Area 2040 Final Environmental Impact Report

From: Sarah Azerad <[REDACTED]>
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
Date: 4/26/2013 9:26 AM
Subject: Request to Extend Time for Public Comment

To Whom it May Concern,

C9-1

I am writing to request that there be an extension on the time for public comment on the Draft Plan and EIR that is currently set for May 16th. Many citizens in our county are still not aware of this plan, or are just learning of it. For those who are aware, the plan documents are very extensive, and the community would like more time to be able to respond in an informed way. The plan has a lasting impact on our communities, and therefore we request more time for the public to get up to speed and be able to provide input.

Sincerely,
Sarah Azerad

Plan Bay Area 2040 Final Environmental Impact Report

From: Denise Castellucci [REDACTED] >
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
Date: 4/26/2013 5:45 AM
Subject: Request for extension for Public Comment

Greetings,

C-10-1

I am writing you to request that you *extend the time* for public comment on the Draft Plan and EIR that is currently set for May 16th. Many impacted citizens are still not aware of this and those who are have to wade through an enormous amount of material to be able to respond in an informed way. A plan with the lasting impact on our communities should allow more time for the public to get up to speed and be able to provide input.

Thank you,
John & Denise Castellucci

[REDACTED]
San Rafael, CA 94903
[REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

From: Justin Kai <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 4/26/2013 11:03 PM
Subject: Please extend the public comment period on the Draft Plan and EIR

Greetings,

C11-1

I am writing to request that MTC substantially extend the time for public comment on the Draft Plan and EIR that is currently set for May 16th. Many impacted citizens are still not aware of this and those who are have to wade through an enormous amount of material to be able to respond in an informed way. A plan with such lasting impact on our communities should allow more time for the public to get up to speed and be able to provide input.

Thank you,
Justin Kai

Plan Bay Area 2040 Final Environmental Impact Report

From: <becky_andersen@mtc.ca.gov>
To: <eircomments@mtc.ca.gov>
CC: [REDACTED]
Date: 5/6/2013 3:24 PM
Subject: Public Comment on the draft environmental impact report for Plan Bay Area-Marin County

To Whom it May Concern:

As a Marin County resident, who has lived her all my life and through the drought in the '70's I oppose implementation of the current Plan Bay Area draft for the following reasons:

- C12-1** 1. Lack of transparency: The officials who are responsible for disseminating information in this plan to their constituents have failed in this task. The vast majority of effected residents are currently unaware of this plan. This is not the fault of the residents and they should not be penalized. Extend the comment period of the DEIR by six (6) months.
- C12-2** 2. An outdated and unsubstantiated plan: Plan Bay Area is based on static data, not currently relevant, and a lack of sufficient planning. Before implementing a plan that radically impacts this community for the next 50 years, any projections and resulting analysis must rely on current statistics at a minimum. The fact that no plan co-exists to support the necessary resources diminished by this planned growth further supports this point.
- 3. Failure to address vital infrastructure issues: As one example, this plan fails to address water and sewer requirements for the region; of significance, schools are completely overlooked. As such, no official can rightfully make an informed decision as to its viability.
- C12-3** 4. Prioritizing housing development over, and prior to, building jobs: There are many negative consequences in promoting so much housing without commensurate employment opportunities. We need to learn from mistakes made by Bay neighbors. Vallejo, Stockton, Modesto and San Bernandino all went bankrupt as a result of incorrect job and growth projections, in over-building their cities.
- C12-4** 5. Prioritizing housing over transportation: Planning for mass housing prior to implementing sufficient public transportation places the cart before the horse. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.
- C12-5** 6. Permanent and Irreversible Damage to Marin County's Natural Character: Marin County is geographically unique and merits preservation for countless beneficial reasons despite, and because of, its proximity to a major city. Formulaically rezoning parts of Marin to urban density based on (1) flawed projections and (2) from the distance of an outside perspective makes no sense locally. Historically, imposition of drastic changes from the outside rarely brings the intended results - too often to the contrary, colossal failure. Our community needs local review and input toward a plan that makes sense locally in truly evolving for the better. A viable plan comes from the arduous but wise collaboration of competent minds working together with the community that must live with the long-term consequences of that plan.
- C12-6** 7. Social inequity: Building high density housing near highways and segregating the poor into those areas is socially unfair. Real integration allows the less fortunate to be mixed in with those of varying income; successful integration provides affordable housing at a sustainable proportion to market-rate homes, to ensure a healthy community continues to thrive - it does not risk ghettoization of a well-resourced community. There are other ways to integrate people currently in place. A second unit ordinance, as one example, effectively doubles the housing stock. Integration happens organically through creating equal opportunities and improving resources in existing communities, not by government mandates. What people need is fair paying jobs, not segregated housing. Finally, there is inequity in amassing the housing in our neighborhood in that it really does nothing toward diversifying the entire county. If anything, it creates yet one more under-resourced community.

Cordially,

Rebecca Andersen

Plan Bay Area 2040 Final Environmental Impact Report

From: Kim [REDACTED]
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
CC: Skip 1Natuk [REDACTED]
Date: 4/26/2013 10:22 PM
Subject: Time Extension for Public Comment

C13-1

I am writing you to request that you extend the time for public comment on the Draft Plan and EIR that is currently set for May 16th. Many impacted citizens are still not aware of this and those who are have to wade through an enormous amount of material to be able to respond in an informed way. A plan with the lasting impact on our communities should allow more time for the public to get up to speed and be able to provide input.

Thank you, Kim Natuk

Plan Bay Area 2040 Final Environmental Impact Report

From: "Eileen S. Vergino" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 4/16/2013 7:47 AM
Subject: DRAFT EIR

C14-1

While affordable housing is a laudable goal, forcing the city of Livermore to absorb this cost without ensuring there are funds to bring BART to Livermore is criminal. Livermore residents have been paying for BART for more than 40 years yet we still do not have a station and we suffer some of the worst traffic in the Bay Area on the 580 corridor due to the absence of this critical commute link. Before insisting on affordable housing the MTC should guarantee funds for BART to Livermore!

Eileen Vergino
Livermore, CA

Plan Bay Area 2040 Final Environmental Impact Report

From: SKIP NATUK <[REDACTED]>
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
CC: Kim [REDACTED]
Date: 4/27/2013 12:23 PM
Subject: Time Extension for Public Comment

C15-1

I am writing you to request that you extend the time for public comment on the Draft Plan and EIR that is currently set for May 16th. Many impacted citizens are still not aware of this and those who are have to wade through an enormous amount of material to be able to respond in an informed way. A plan with the lasting impact on our communities should allow more time for the public to get up to speed and be able to provide input.

Thank you,

Walter Natuk
Marin County Homeowner

Plan Bay Area 2040 Final Environmental Impact Report

From: Jon Spangler [REDACTED]
To: <eircomments@mtc.ca.gov>
CC: <info@OneBayArea.org>, Jon Spangler [REDACTED]
Date: 4/27/2013 3:27 PM
Subject: Will public comment period be extended on Draft Plan Bay Area?

Dear Plan Bay Area EIR,

C16-1

A letter was submitted to you on April 10, 2013, asking that the public comment period be extended.

What have you decided on this? I hope you will extend the period considerably so we can actually study it and make informed comments.

Appreciatively yours,

Jon Spangler
member, League of Women Voters of Alameda, Sierra Club, TransformCA, etc.,
writing as a private citizen

Jon Spangler
2060 Encinal Avenue, Apt B
Alameda, CA 94501-4250

Writer/editor
Linda Hudson Writing

[REDACTED]
[REDACTED]
www.LindaHudsonWriting.net

[REDACTED]
<http://alamedastreetsmarts.wordpress.com/>

"She who succeeds in gaining the mastery of the bicycle will gain the mastery of life."
—Frances E. Willard, in *A Wheel Within a Wheel: How I Learned to Ride the Bicycle* (1895)

APR 30 2:08 PM

Rebecca Lapedus

Orinda, CA 94563

April 29, 2013

Randy Rentschler, Director, Legislation and Public Affairs
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607

Draft Environmental Impact Report
(State Clearinghouse No. 2012062029)

RE: Comment on the DEIR

C17-1

I am writing to request an extension of time to respond to the DEIR. The 1300+ pages that include references to other sources and a plethora of figures and tables does not allow the citizenry of the Bay Area to adequately review and comment upon the document within the forty-five day period. Despite being a former securities investment analyst, experienced in assessing the value of publicly-traded companies, I am stymied by the DEIR's technical content, source references, and governmental provisions with which I must familiarize myself in order to respond intelligently. Such a response will require some consultation with professionals whose expertise lies in environmental law and CEQA statutes & guidelines, as well as a swath of specialists in the construction industry. This will only be possible within a time frame that allows for such review to occur.

As only three examples of how strenuous reviewing of the DEIR can be, I cite:

- (1) The various acronyms referenced in the Summary of Impacts and Mitigation, e.g. diesel PM, MERV-13, (Table ES-2 on ES-18), etc.
While a Glossary of Terms is provided for *some* acronyms, the Glossary is incomplete and does not serve to inform the reader as to the actual terms' import or relevance to the DEIR.
- (2) References to other agency standards, e.g. ARB's Tier 4 (Table ES-2 on ES-19). Such references are meaningless to the general public without time-consuming sourcing on search engines.
- (3) Cites to Acts, e.g. the Williamson Act (Table ES-2 on ES-23 and again on ES-24), Alquist-Priolo Act (ES-2 on ES-34), and to Executive Orders S-3-05 & B-16-2012 (Table Es-2 on ES-26) and S-13-08 (Table ES-2 on ES-28).
Without previous knowledge of the provisions within these Acts & Orders, the DEIR's stated mitigating effects to the particular environmental impact addressed can only be *assumed correct* rather than evaluated. Hence, review of these Acts and Orders becomes essential.

With the extension of time for the public to review & comment upon the DEIR, I also request that The DEIR to be revised & reissued to provide:

- C17-2 (1) A *complete* Glossary that addresses not merely the translation of the acronym letters but the context within which each pertains to the DEIR; and
- C17-3 (2) A directory of the DEIR's cited documents, statutes, and California codes in one place, e.g. the MTC/ABAG library and One Bay Area web site.

The Bay Area citizenry is entitled to informed participation in commenting on the DEIR. If that possibility is thwarted either by inadequacies within the DEIR, deliberately arcane language or by a timeline that limits the public to sufficiently review and thereby meaningfully respond to its contents, then the process is flawed and public interests are circumvented. May I also point out that the timetables for *release* of One Plan Bay Area and the DEIR were extended (as were other MTC & BAG documents heretofore) at the discretion of MTC and ABAG.

Respectfully submitted,



Rebecca LaPedus

Rebecca Lapedus

Orinda, CA 94563

April 29, 2013

**Ezra Rapport, Executive Director & Secretary/Treasurer
Association of Bay Area Governments
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607**

Draft Environmental Impact Report
(State Clearinghouse No. 2012062029)

RE: Comment on the DEIR

I am writing to request an extension of time to respond to the DEIR. The 1300+ pages that include references to other sources and a plethora of figures and tables does not allow the citizenry of the Bay Area to adequately review and comment upon the document within the forty-five day period. Despite being a former securities investment analyst, experienced in assessing the value of publicly-traded companies, I am stymied by the DEIR's technical content, source references, and governmental provisions with which I must familiarize myself in order to respond intelligently. Such a response will require some consultation with professionals whose expertise lies in environmental law and CEQA statutes & guidelines, as well as a swath of specialists in the construction industry. This will only be possible within a time frame that allows for such review to occur.

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While a Glossary of Terms is provided for *some* acronyms, the Glossary is incomplete and does not serve to inform the reader as to the actual terms' import or relevance to the DEIR.
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Such references are meaningless to the general public without time-consuming sourcing on search engines.
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Without previous knowledge of the provisions within these Acts & Orders, the DEIR's stated mitigating effects to the particular environmental impact addressed can only be *assumed correct* rather than evaluated. Hence, review of these Acts and Orders becomes essential.

R E C E I V E D
APR 30 2013
ABAG-23

With the extension of time for the public to review & comment upon the DEIR, I also request that The DEIR to be revised & reissued to provide:

- (1) A *complete* Glossary that addresses not merely the translation of the acronym letters but the context within which each pertains to the DEIR; and
- (2) A directory of the DEIR's cited documents, statutes, and California codes in one place, e.g. the MTC/ABAG library and One Bay Area web site.

The Bay Area citizenry is entitled to informed participation in commenting on the DEIR. If that possibility is thwarted either by inadequacies within the DEIR, deliberately arcane language or by a timeline that limits the public to sufficiently review and thereby meaningfully respond to its contents, then the process is flawed and public interests are circumvented. May I also point out that the timetables for *release* of One Plan Bay Area and the DEIR were extended (as were other MTC & BAG documents heretofore) at the discretion of MTC and ABAG.

Respectfully submitted,



Rebecca LaPedus

Plan Bay Area 2040 Final Environmental Impact Report

From: Athena McEwan <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 4/29/2013 5:41 PM
Subject: Comments on EIR

Dear ABAG and MTC Members,

C18-1

I am a resident of Tam Valley and I have reviewed extensively the available One Bay Area documentation on the proposal to include the Tam Valley and Almonte parcels in the PDA. I STRONGLY OPPOSE INCLUDING THESE PARCELS, FOR THE FOLLOWING REASONS:

1. There is already extreme traffic congestion in these parcels. The stretch between the 101 northbound Stinson Beach exit and Miller Avenue is very heavily trafficked during commuter hours, and reaches impossible levels on weekends, holidays and summer. Any independent traffic survey would confirm that these parcels are already subject to consistent gridlock.
2. The Tam Valley and Almonte parcels flood regularly, causing unsafe driving conditions, vehicle damage, damage to existing structures, road closures, etc. Flooding occurs during high tides and full moons, as well as during heavy rains. High density construction in this area would make the situation even more dangerous and costly.
3. Projected sea level rise will affect these parcels directly, as they abut existing wetlands fed by the bay and creeks. Management of these areas in future will be challenging enough without unnecessary additional construction and consequent costs.
4. Air pollution from existing heavy traffic flows and other sources is already an issue in these parcels, and the proposed development would worsen the situation. Each of the new households would have at least one car, if not more. There is no present or foreseeable concentration of employment opportunities in the area, shopping and services are not available nearby and public transportation is inadequate. So people will drive and all those cars (which likely will be older) will contribute to worsening air pollution and consequent health costs.
5. The parcels are in an area of known high seismic activity. Why put high density housing in such a potentially dangerous area? How would you justify such a choice in the event of injury and death?
6. There is insufficient public infrastructure and services to serve such growth. Water supply and sanitation, power, public schools, police, fire services and social services -- these are already strained. Budgets have been cut at every level and local residents have been shouldering unending tax increases. Tam Valley and Almonte are not super wealthy communities like some others in Marin, and many people here are struggling.
7. The parcels border on areas of vulnerable natural habitat and endangered species. It would run counter to responsible environmental stewardship to increase the population pressure on them.
8. Overall quality of life. Supposedly this is an unmentionable subject because people are supposed to be afraid of being dubbed racists, Nimbys or elite. Nonsense. Let's get real. Tam Valley and Almonte are neighborhoods of single family homes within the iconic greater Mill Valley area, which has a highly desirable national reputation. It has taken many of us lots of years of education and work to be able to afford to live here. Speaking for myself, I've made the effort because I've always dreamed of living in a place like this. And that is a good thing. In contrast, the current proposal reminds me of the block-busting of an earlier era, and would result in a similar nose dive in housing values. If the proposal to insert high density, low income housing into Tam Valley and Almonte goes forward, the Mill Valley of today would be gone, destroyed by government fiat. And that would not be a good thing.

For all these reasons, I strongly urge that Tam Valley and Almonte be removed from the PDA category.

Sincerely yours,

Athena McEwan
[REDACTED]
Mill Valley, CA 94941

Plan Bay Area 2040 Final Environmental Impact Report

From: Muriel Benedetti <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "info@onebayarea.org" <info@onebayarea.org>
Date: 5/4/2013 10:10 AM
Subject: Comments on DEIR for the Play Bay Area

Comment on the DEIR for the Plan Bay Area.

As a Marin County resident, I oppose implementation of the current Plan Bay Area draft for the following reasons:

1. Lack of transparency:

C19-1

The officials who are responsible for disseminating information in this plan to their constituents have failed in this task. The vast majority of affected residents are unaware of this plan. This is not the fault of the residents and they should not be penalized. Extend the comment period of the DEIR by six (6) months.

2. An outdated and

unsubstantiated plan: Plan Bay Area is based on static data, not currently relevant, and a lack of sufficient planning. Before implementing a plan that radically impacts this community for the next 50 years, any projections and resulting analysis must rely on current statistics at a minimum. The fact that no plan co-exists to support the necessary resources diminished by this planned growth further supports this point.

3. Failure to address vital

infrastructure issues: As one example, this plan fails to address water and sewer requirements for the region; of significance, schools are completely overlooked. As such, no official can rightfully make an informed decision as to its viability.

4. Prioritizing housing

development over, and prior to, building jobs: There are many negative consequences in promoting so much housing without commensurate employment opportunities. We need to learn from mistakes made by Bay neighbors. Vallejo, Stockton, Modesto and San Bernardino all went bankrupt as a result of incorrect job and growth projections, by over-building their cities.

5. Prioritizing housing over

transportation: Planning for mass housing prior to implementing sufficient public transportation makes no sense. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.

6. Permanent and Irreversible

Damage to Marin County's Natural Character: Marin County is geographically unique and merits preservation for countless beneficial reasons despite, and because of, its proximity to a major city. Formulaically rezoning parts of Marin to urban density based on (1) flawed projections and (2) from the distance of an outside perspective makes no sense locally. Historically, imposition of drastic changes from the outside rarely brings the intended results - too often to the contrary, colossal failure. Our community needs local review and input toward a plan that makes sense locally in truly evolving for the better. A viable plan comes from the arduous but wise collaboration of competent minds working together with the community that must live with the long-term consequences of that plan.

7. Social inequity: Building high density housing near highways and segregating the poor into those areas is socially unfair, not to mention ultimately very expensive because of the increased health threats posed by clumping people right next to a major freeway. Real integration allows the less fortunate to be mixed in with those of varying income; successful integration provides affordable housing at a sustainable proportion to market-rate homes, to ensure a healthy community continues to thrive - it does not risk ghettoization of a well-

resourced community. There are other ways to integrate people currently in place. A second unit ordinance, as one example, effectively doubles the housing stock. Integration happens organically through creating equal opportunities and improving resources in existing communities, not by government mandates. What people need is fair paying jobs, not segregated housing. Finally, there is inequity in amassing the housing in our neighborhood in that it really does nothing toward diversifying the entire county. If anything, it creates yet one more under-resourced community.

Yours truly,
Muriel Benedetti

You tend to get told that the world is the way it is, but life can be much broader once you discover one simple fact; and that is that everything around you that you call life was made up by people no smarter than you. Once you learn that, you'll never be the same again. -Steve Jobs

From: "John Castellucci" [REDACTED] <[REDACTED]>
To: <eircomments@mtc.ca.gov>, <info@OneBayArea.org>
CC: <jarnold@co.marlin.ca.us>, <krice@co.marlin.ca.us>, <skinsey@co.marlin.ca.us>, <ksears@co.marlin.ca.us>, <sadams@co.marlin.ca.us>
Date: 5/3/2013 4:32 PM
Subject: Comment on the DEIR for the Plan Bay Area

As a Marin County resident, I oppose implementation of the current Plan Bay Area draft for the following reasons:

C20-1

1. Lack of transparency: The officials who are responsible for disseminating information in this plan to their constituents have failed in this task. The vast majority of effected residents are currently unaware of this plan. This is not the fault of the residents and they should not be penalized. Extend the comment period of the DEIR by six (6) months.

2. An outdated and unsubstantiated plan: Plan Bay Area is based on static data, not currently relevant, and a lack of sufficient planning. Before implementing a plan that radically impacts this community for the next 50 years, any projections and resulting analysis must rely on current statistics at a minimum. The fact that no plan co-exists to support the necessary resources diminished by this planned growth further supports this point.

3. Failure to address vital infrastructure issues: As one example, this plan fails to address water and sewer requirements for the region; of significance, schools are completely overlooked. As such, no official can rightfully make an informed decision as to its viability.

4. Prioritizing housing development over, and prior to, building jobs: There are many negative consequences in promoting so much housing without commensurate employment opportunities. We need to learn from mistakes made by Bay neighbors. Vallejo, Stockton, Modesto and San Bernardino all went bankrupt as a result of incorrect job and growth projections, in over-building their cities.

5. Prioritizing housing over transportation: Planning for mass housing prior to implementing sufficient public transportation places the cart before the horse. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.

6. Permanent and Irreversible Damage to Marin County's Natural Character: Marin County is geographically unique and merits preservation for countless beneficial reasons despite, and because of, its proximity to a major city. Formulaically rezoning parts of Marin to urban density based on (1) flawed projections and (2) from the distance of an outside perspective makes no sense locally. Historically, imposition of drastic changes from the outside rarely brings the intended results - too often to the contrary, colossal failure. Our community needs local review and input toward a plan that makes sense locally in truly evolving for the better. A viable plan comes from the arduous but wise collaboration of competent minds working together with the community that must live with the long-term consequences of that plan.

7. Social inequity: Building high density housing near highways and segregating the poor into those areas is socially unfair. Real integration allows the less fortunate to be mixed in with those of varying income; successful integration provides affordable housing at a sustainable proportion to market-rate homes, to ensure a healthy community continues to thrive - it does not risk ghettoization of a well-resourced community. There are other ways to integrate people currently in place. A second unit ordinance, as one example, effectively doubles the housing stock. Integration happens organically through creating equal opportunities and improving resources in existing communities, not by government mandates. What people need is fair paying jobs, not segregated housing. Finally, there is inequity in amassing the housing in our neighborhood in that it really does nothing toward diversifying the entire county. If anything, it creates yet one more under-resourced community.

Plan Bay Area 2040 Final Environmental Impact Report

From: <JLucas1099[REDACTED]>
To: <eircomments@mtc.ca.gov>, <info@OneBayArea.org>
Date: 4/30/2013 4:16 PM
Subject: One Bay Area/Draft Plan Bay Area EIR/2013 Transportation Improvement Program

To Public Communications Concerns at ABAG and MTC,

Dear Sirs and Madams,

C21-1

Public Review of One Bay Area, Draft Plan Bay Area EIR, Strategy for A Sustainable Region, and Draft 2013 Transportation Improvement Program (TIP) does not appear to be feasible as these documents are not found in Santa Clara County Libraries. Experienced local library reference personnel in Palo Alto and Los Gatos were not readily able to find any such transmitted documents

I do not have up to date computer internet access but should this remove me from access to these plans?

If May 1 Public Hearing in San Jose has an audience are they likely to be limited to technocrats?

Please advise what alternatives remain for me to find and be able to read base data of Bay Area Plan EIR and Draft 2013 Transportation Improvement Program? Is an extension of May 3 close of comment period possible?

Sincerely,

Libby Lucas

[REDACTED]
Los Altos, CA 94022

May 1, 2013

To: Plan Bay Area Public Comment
101 Eighth Street
Oakland, CA 94607
eircomments@mtc.ca.gov

From: K. Rose Hillson
[REDACTED]
San Francisco, CA 94118

via email

Comments on Draft Environmental Impact Report
PlanBayArea
State Clearinghouse No. 2012062029 – April 2013

Page ES-5: "...as of 2010 only about 18 percent of the region's approximately 4.4 million acres of land has been developed."

C22-1 If you exclude the open spaces, water bodies and land used for transportation networks, what is the percentage that has been developed for human habitation for the nine counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) analyzed in this DEIR? If the acreage of land was not based excluding these aforementioned areas (e.g. open spaces, etc.), then what is the percent of land that has been developed in total for these nine counties? Has that been analyzed?

C22-2 I would also like to know the data for San Francisco from 2010 rather than the year 2006 for San Francisco that was used in the strategy analysis (Page 1.2-1, Footnote 2).

Parts of the PlanBayArea argues the need for this strategy based on the base year of 2010. It is not used as the base year for all of the CEQA categories of impact. It should be consistent. If 2010 cannot be used, then the method of analysis for this DEIR appears to be flawed. The environment in 2010 is different if you use another year as the basis for the study such as, e.g., 2006. This does not reflect an accurate picture of what the lay of the land for the data was.

C22-3 Page ES-6: PlanBayArea's objective is to "house 100 percent of the region's projected 25-year growth by income level without displacing current low-income residents."

Sure, you may find housing for low-income residents but they may not be able to live in the town they have been living in for decades. San Francisco's rents are one of the highest in the nation if not the highest. "Affordable housing" is not affordable for the low income because they are not building them in San Francisco at the same or greater pace than market-rate housing. Few

developers want to build them due to profit margins. The people may not be displaced from “the REGION” but they will be displaced from their units in the town in which they have been residing. Then these people still have jobs in the city so they commute and pollute to their job (or jobs because they are not highly paid workers, they need multiple jobs). They use their vehicles because transit is not efficient enough and the places they need to get to work and the times is not feasible with transit.

C22-4 Page ES-6: Table ES-1: Total Projected Growth for the Bay Area, 2010-2040
If the projected additional growth in population by 2040 for the Bay Area is 2,148,000, a 30% change, regardless of the shortfall in housing units projected to be built (660,000), the increase in the number of jobs is 1,120,000. If each of the additional 2,148,000 people are single and not related as a family, about 52.1% of the people will be unemployed and not contributing to the local economy. Perhaps the 1,028,000 of the unemployed will not really live in the Bay Area but will be commuters and be residing elsewhere? If they commute by vehicle, they will likely put more CO₂ into the air. How many of these new people will bring cars to the city?

C22-5 Page ES-7: Alternative 4: Enhanced Network of Communities
This alternative that strives to achieve a “no in-commuters from other regions” focus is not working today. People commute into San Francisco and not all by public transportation. They will not get out of their vehicles due to the lousy public transportation and it not being punctual or reliable. Look at Table 2.1-6 on Page 2.15-6. You do not have the transportation infrastructure in place still to deal with this. The DEIR says, “The transportation investment strategy is consistent with the Preferred Transportation Investment Strategy, also used in the proposed Plan, and includes a higher peak period toll on the San Francisco-Oakland Bay Bridge.” The well-to-do Bay Area people will keep paying the higher toll and the lower income people who may have 2-3 jobs cannot take public transportation to their multiple low-paying jobs to meet their rent payments, utility bills, etc. They will be the most impacted. There could be a problem with social / financial class equity in this plan. I do not think this is solved in Alternative 5 (Environment, Equity and Jobs).

C22-6 Page ES-8: Alternative 5: Environment, Equity and Jobs
“...seeks to maximize affordable housing in opportunity areas in both urban and suburban areas through incentives and housing subsidies.” Imposing a Vehicle Miles Traveled (VMT) tax will not help the lower-income people because, public transportation will not get them to their multiple low-wage jobs faster than a vehicle and when you tax them by imposing this VMT tax along with the higher peak-period tolls on the San Francisco-Oakland Bay Bridge to fund transit operations, it still will not work. Many low-wage workers do not work the day shift from 9am-5pm. The transit system is not designed to run all hours as often as during the dayshift morning and evening “9-5 shift” hours. It would cost the transportation entity too much to do so. And you only have \$289 billion (Page ES-6) for transportation so that will not work. Also, any plans by local agencies and state agencies to charge more on their registration for their vehicles would also hurt these same low-wage people. These are additional taxes that will hurt the working class. The wealthier class will not be hurt even if they are taxed on their vehicles even if the tax rate structure is based on a percentage of the cost of the vehicle. Businesses will also filter down any vehicle tax increase to their customers which will hurt everybody.

C22-7

Refer also to Appendix B of the “PlanBayArea Equity Analysis Report” which shows that people in the lower income brackets have a high reliance on automobiles to make a living. Also, the Appendix B and the DEIR talks about “Communities of Concern” and have a map showing where these are in concentrated areas of the counties. For instance, it shows that the “communities of concern” (based on factors such as “minority,” “low income” (<200% of Poverty), “limited English,” “Zero-vehicle household,” “seniors 75+ yrs old and older,” “disabled,” “single-parent,” and “cost-burdened renters”) are somehow relegated to the 305 out of the 1,405 tracts so carefully chosen out of the entire Bay Region. People are like ants. They live all over and to base the proposed concentration of new development and transit based on these criteria is a little like pretending that these people are not living amongst the other people who are not necessarily people who are in the “communities of concern.” The 2010 Census data will show you where the people live – all over, not just in the 305 salient tracts gleaned out of the 1,405 special tracts.

Look at, for example, Page A-4 of the Appendices (same map one gets when one goes to <http://geocommons.com/maps/118075> except the link gives more details down to the street level. The criteria of the “communities of concern” do not seem to hit on all cylinders to mark certain areas as “communities of concern.” It is not clear how the tracts were picked out even looking at the reference data that can be brought up at the website link. I look at the tracts for San Francisco, e.g., and when one looks at the red tracts noted on the map, the area is between Fulton and West Clay Avenue between 2nd Avenue and 7th Avenue. If this is a “community of concern,” one may as well paint the whole town red since these tracts are typical of many of the other city blocks in San Francisco. I think San Francisco’s “communities of concern” would paint the whole town red on the map. Also, some tracts marked as “communities of concern” have been developed or will soon be developed into market-rate rentals, etc. so these people are not or shortly will not be there so this plan is flawed already and it is only 2013. By 2014, there will probably be more development so these supposed people in the “communities of concern” may just move to other parts of town if they can still afford to live in San Francisco. Anybody can impose a set of criteria to further the PlanBayArea strategy to become a reality. Anybody can also come up with a set of criteria to protect a certain part of the city from the impacts of this PlanBayArea scheme, especially when the data years is not consistent as mentioned in Page ES-5, above (first comment).

This DEIR and the study to base the PlanBayArea seems flawed in these regards as well.

C22-8

Page ES-8: The impact analysis in the DEIR used 2010 as the base year for existing land and transportation impacts. It states that an exception was made to use 2005 for the baseline for the California Air Resources Board (CARB) target under Criterion 1. Why was 2010 not used for the “Greenhouse Gases and Climate Change” category? Was there an analysis for 2010 base year prior to going ahead with recommending use of base year 2005 for PlanBayArea? If so, where was that published and considered in this strategy? If 2010 were used for the base year, how would that change the five alternatives in the PlanBayArea strategy? Has this been analyzed? See also DEIR Table 3.1-28 “Total and Per Capita Passenger Vehicle and Light Duty Truck CO₂ Emissions, By Alternative” which also keeps using the base year 2005 to arrive at percentage change / impact analysis. This is skewing the data.

Here again, another base year is being used besides that for 2010 which is the basis for the other categorical analyses. If one does not use a consistent base year, the data will be skewed to reflect a particular outcome. This is not an objective, thorough and accurate study if the basis is flawed.

C22-9 NOTE: 2005 is used for this Greenhouse category; 2006 is used for calculation of how much land has been developed across the nine counties in the PlanBayArea strategy DEIR. If DEIR is basing the data and relying on facts, then it needs to have one version with all 2005, one with all 2006 and one with all 2010 data. Otherwise, mixing the years for various environmental impact categories will skew results to attain a certain pre-conceived idea to support a particular alternative. In this DEIR of the PlanBayArea, this could be a flaw.

C22-10 Page 1.2-5: What is the definition of “pre-recession”? What calendar years are we talking about? Not all counties were affected equally during economic downturn. Has that been taken into account? I do not know that this has been thoroughly analyzed. San Francisco was pretty resilient.

C22-11 Page 1.2-5: Why is this PlanBayArea basing its DEIR on the 2010 base year (2010 Census) when it states there was “high unemployment” levels? Different economic atmosphere of an extraordinary occurrence would skew the forecasts in this PlanBayArea study as well.

C22-12 Page 1.2-9: Section header should read “Regional Housing Needs Allocation” vs. “Need”.

C22-13 Page 1.2-9: With the next round of Regional Housing Needs Allocation (RHNA) coming due in 2014 for the Bay Area, seeing how this DEIR bases its study on different base years, and thus appears to be flawed, how can one then project additional housing units to be put in place for all the regions on top of the projected ones in the current RHNA?

C22-14 Page 2.1-15, Table 2.1-6: BAY AREA RESIDENT WORKERS CATEGORIZED BY MEANS OF TRANSPORTATION TO WORK, 1990-2010
 This table shows that in each decade, 1990, 2000 and 2010, 68% of the people drove alone in their vehicles. Nothing has changed to get drivers out of their cars. It shows the number of people who carpoled dropped 2% from 13% to 11%. Economic downturn in 2008-2009 impacted 2010 data? Any transit improvements have not worked thus far. People need fast, reliable transit. It’s not there. Also, again, low-wage earners have less time to take transit for their lifestyle which could be to multiple jobs due to their low-wage jobs. They need more than one job to make ends meet in this high cost-of-living Bay Area. It does not matter how many housing units are built, the trend seems to stay about the same as far as solo car use (68%), carpool (11-13%), and transit use (10%). Does the PlanBayArea strategy think that by 2040 the pattern will change for each of these categories?

C22-15 Page 2.1-25: TABLE 2.1-10: BAY AREA DEMOGRAPHIC FORECASTS (2010-2040)
 Unless one does a study on which households of what ethnicity, what kinds of occupations, what kind of income levels lead them to have multiple automobiles, the PlanBayArea may be hurting one or more of these social groups (e.g. Latinos with low income, Caucasians with middle income, etc.). The DEIR mentions on Page 3.2-5 and earlier on Page 1.2-8 that Latinos and Asians will have a greater population in the Bay Area. Will the PlanBayArea strategy to get rid

of automobiles via VMT and toll increases on bridges, insurance rate increases, etc. be targeting these people over others?

C22-16 Page 2.3-5: The forecasted reduction in demand for single-family homes means that speculators can buy them up and build multi-unit housing in many places zoned for 2+ units. Then they remodel into larger homes after booting out the renters that used to be in the smaller single-family home. Some of these small single-family homes in various cities may be rented out by low-wage, retired or disabled people since they cannot afford to buy. These areas then become in-filled with larger homes that only the wealthier can purchase and are no longer available for cheap rent (as in the small single-family house rent). Has a study in this DEIR been done to find out what kinds of people have been or will be displaced by this forecasted trend? If the PlanBayArea strategy would facilitate such displacement, it may not be such a good plan. The representation of people of different economic levels will change such that there will be higher income people in San Francisco. The result of this would be the displacement of a significant number of the existing lower income bracket people who are currently in the city.

C22-17 Page 2.3-34: “Long term impacts on community disruption or displacement are possible as a result of proposed transportation projects and land development where substantial land use changes are identified.”
?????

C22-18 Page 2.6-11, Table 2.6-2: TYPICAL NOISE LEVELS FROM DEMOLITION/CONSTRUCTION EQUIPMENT OPERATIONS
Heavy Diesel Truck is shown to create 88 dB of noise exposure level. At the construction site, this is expected. However, many of these trucks traverse residential neighborhoods. In San Francisco, many projects are approved but no plans for noise mitigation for these higher dB sources of impact are readily available as reference for the residents should they have concerns. Hardly anybody polices noise complaints so the residents just put up with it; for longer duration projects where dB levels are in the 80+ range, the people may well move out. With the increase in housing development projected, the types of construction equipment which do not stay at the construction site should stick to roads that already have a high level of noise (commercial corridors).

C22-19 Pages 2.6-25 – 2.6-26: Although the DEIR has outlined mitigation measures for the noise issues, what analysis has been done to determine displacement of residents from higher dB noise from construction projects identified in the PlanBayArea through 2040? How many people from the PDAs (for each specific PDA) will be displaced from the construction equipment operations? What groups of people will be affected (by income, age, ethnicity)?

C22-20 Also, where is it shown the increase in noise from sources which service the increase in population after development is built? There will be additional garbage truck pickups and noise from them when they go up and down the same block practically every day of the week instead of just once a week, fire calls with sirens blaring and truck engine noise, police calls with sirens blaring, other emergency vehicles with noise emitting devices and additional vibrations to service the residents and visitors in San Francisco. So where is this analysis done in the DEIR?

C22-21 Page 2.7-22: Having an increase in people from 7,091,000 to 9,196,000 by 2014 of the area in the Alquist Priolo Earthquake Fault Zone (Alquist-Priolo Zone) is putting these additional people at risk of death. I think the hazard that is not covered in this DEIR is the health hazard of trying to deal with so many deaths in the event of a major earthquake. Although there were many deaths from the 1906 earthquake in the city of San Francisco, it will be nowhere near as many people as we are all planning to house in this PlanBayArea. This plan puts people's lives at risk and there will not be enough open space land to bury them all nor enough facilities to cremate. All the roads will be jammed up (transportation issues) from all the glass and other debris from the earthquake.

C22-22 In addition, there is the combined effects of this PlanBayArea which are not addressed. Although older buildings may be retrofitted to meet "current earthquake standards" for buildings, and the issue of liquefaction for certain areas is covered in the DEIR, there is the issue of the water shortage for the people after the quake and the depletion of the water table, the aquifers and the tanks that are supposed to hold 2.8 mgd per the local San Francisco water supply plan. When the soil underneath the buildings loses the water, the particles of soil come apart and compact themselves. Buildings on top of these areas will settle. The DEIR does not look at the combined effect of geologic issues and depletion of groundwater together. It may look at the combined effect of one earthquake fault rupturing and another but looking at all the environmental impact categories together and their cumulative impacts.

C22-23 More development will mean more open land will be covered and less will get to the groundwater table though additional pollutants from the development and the new residents may enter the groundwater and be an environmental impact. I do not think this DEIR thoroughly studies all of the moving pieces of the puzzle together and thus it is not fully complete and does not give an accurate picture of the full cumulative impact of going forth with this PlanBayArea. In addition, due to drought years in California's Bay Area, more people will be forced to drink a blended water rather than as San Francisco had been for a long time, relying on "pristine" Hetch Hetchy water for drinking. Not sure how long the current blended rate will be used before a greater percentage of groundwater is implemented for people to drink. At some point, it will become a disagreeable, "tasteless" remedy for people's drinking water.

C22-24 Page 2.8-26: Although the DEIR states that future land development will likely be built on already impervious surfaces and mainly in the PDAs, the new development will likely have an intensified use in terms of density or size and bulk so there will be more people living in it. Today, with the density we have, the groundwater use may only be 5% of the total water usage but in this PlanBayArea, I believe the total groundwater use will be greater though it is not mentioned in the DEIR. How much of the total groundwater is projected for the full build-out of this Plan in each of the PDAs? Although the DEIR covers the "Population and Water Demand Trends" in Figure 2.12-5 on Page 2.12-21, it still does not use this data along with the other categories of impact that need to be considered together (cumulative and concurrent) in the analysis for a true environmental impact for PlanBayArea.

C22-26 Page 2.9-15: "Special-Status Plants" – "Special-status plants are not expected to occur in urban, agricultural, or ruderal environments due to the degree of disturbance to soils and vegetation, as well as habitat fragmentation, found in these areas."

While one may not expect them, they are found occasionally. One rare native plant was found and listed in the EIR of a project in San Francisco. It is hoped that this plant will be saved prior to construction though I doubt it. As well, some special-status plants naturally pop up after disturbances to the land. Unless a full study of the land prior to development is done, there are certain locations which house these special-status plants and great care should be taken to collect them and their dormant reproductive parts prior to building. They are needed for the continuity of their genotypes. This is a potential mitigation measure that is not considered in this DEIR. This alternative method of protecting special biological resources has not been considered as a mitigation practice which should become standardized because not all biological resources are found in its “identifiable” form (e.g. a full grown plant, a full grown bug, etc.) in the DEIR so the true impacts of the Plan are not covered so it is incomplete and inaccurate.

C22-27

Page 2.9-54: “The actual footprints and other design details of most proposed transportation projects are not known because the projects are in the early stages of planning.” The DEIR cannot accurately determine the environmental impact of PlanBayArea even though it states that there will be less-than-significant or significant but mitigatable issues, it does not know for sure to make the claim. Thus the DEIR says that the local agencies will have to “determine the exact resources found within proposed road or rail alignments.”

C22-28

Page 2.9-55: “Because the proposed PDA-focused development and transportation improvement are mainly concentrated along existing transportation corridors and in previously developed areas, the overall habitat loss and fragmentation is considered lower than if projects were located in undeveloped areas.”

Please see my comment under Page 2.9-15 above.

C22-29

Page 2.9-59: Although a biological survey of state- or federal-protected plant species will be done for project sites, and CDFW /USFWS will be consulted for the taking of the species found, nowhere does it say that the site will be investigated for reproductive parts of the plant which may be about to go extinct. I think this is a big oversight in the process used by the agencies. The mitigation measure will not cause a complete protection of these sensitive habitat areas or of the species to continue. This should be studied further and implemented. Some plants have strange reproductive measures and just because the plant is not visible does not mean that that “plant” does not exist. Also, for special-status creatures, one should look for non-adult stages (e.g. eggs, cocoons, nymphs, etc.).

C22-30

Page 2.9-72: Basically this DEIR concludes that for Biological Resources, the impact will be “significant and unavoidable (SU)”. This means the DEIR will be adopted and the PlanBayArea will move the transportation and land development projects forward via CEQA streamlining. It is still hoped that the public’s comments or suggestions will inform and possibly have responsible government entities take a closer look at special-status and rare biological resources before they are exterminated.

C22-31

Page 2.12-23: See my comment under Page 2.8-26 earlier. Also, Table 2.12-4 “Year of Projected Water Shortages (Single Dry Year) shows that out of the 10 listed water sources, Sonoma, Napa, Solano, East Bay Municipal Utility and Alameda will have demand outpace

supply by 2010-2015. That is 50% of the list. There will be severe water bill rate hikes to implement any mitigation measures for enough drinkable water for the PlanBayArea project.

C22-32

Page 2.12-38 – 2.12-39: When is San Francisco’s solid waste processing landfill going to run out for the projected increase in population for the PDA’s and the transportation projects which will bring in many more employees and visitors to the city? Where is the projected shortfall of landfill for the city of San Francisco studied in this DEIR? It just lists that there are composting and recycling facilities but it does not say anything about the landfill running out. This DEIR is incomplete in this respect. How many more acres of land is needed to accommodate this PlanBayArea? How many cubic yards of construction waste will result from the transportation and land development projects?

C22-33

Page 3.1-59: See also comment earlier on Page ES-8. Table 3.1-28 uses 2005 as the base year to arrive at the percentage that Alternative 1 – No Project does not meet SB375 targets for GHG. As well, it arrives at this conclusion for Alternative 4 – Network of Communities. Why is the analysis in this Table 3.1-28 using 15-year span intervals for determining impact (e.g. 2005-2020-2035-2040)?

C22-34

Page 3.1-60: With the projected transportation and intensified development projected for PDAs, etc., it is hard to believe that in all alternatives, it is “expected to result in a decline in overall emissions as compared to 2010” and that “there are no adverse impact (NI) for all alternatives”.

Based on the above, I think there are still incomplete and inaccurate parts of this DEIR which is due to not having a thorough analysis and faulty basis for analysis using different calendar years for comparisons.

Thank you for this opportunity to comment on this DEIR.

From: Kaia Eakin <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/2/2013 10:36 AM
Subject: Community Comment on Draft Plan Bay Area and Draft EIR

To whom
it may concern:

C23-1

I applaud the MTC and ABAG for proposing an integrated long-range land-use/housing plan.

On May 1, 2013 new population numbers were released indicating that Santa Clara County is the fastest-growing county in the State and that San Mateo County is the 4th fastest-growing. In short, we will have booming population growth in the bay area for the foreseeable future and it is obvious that we must plan on a regional basis for this inevitable growth. I am impressed by the thorough discussion about demographic trends in the Draft Plan Bay Area and the Draft EIR and am pleased that ABAG and MTC are taking care to understand and communicate the needs of the entire region. In particular, I strongly support infill development and transit-oriented development near public transportation and existing corridors and the Draft Plan Bay Area and EIR articulate the basis for proposing this type of growth -- namely that it is supported by the needs of the existing population. Aging baby boomers and young adults comprise a growing sector of our population and both groups desire walk-able neighborhoods and the ability to have core needs met without driving.

I am aware of some areas where the Draft Plan Bay Area and Draft EIR may need more detailed explanations or where some details may need more articulation, however, I believe it is important not to have the perfect be the enemy of the good. This Draft Plan Bay Area is good, in fact excellent.

Kinks can be ironed out during the process, and details fleshed out as needed. The core concepts and visions in the Bay Plan are laudable and I support it fully.

I reside in San Mateo County. If possible, kindly add me to the Plan Bay Area e-mail notification list.

Sincerely,

Kaia Eakin

Plan Bay Area 2040 Final Environmental Impact Report

From: Kaia Eakin [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 5/2/2013 10:38 AM
Subject: Comments to Draft Plan Bay Area and Draft EIR

To whom
it may concern:

C24-1

I applaud the MTC and ABAG for proposing an integrated long-range land-use/housing plan.

On May 1, 2013 new population numbers were released indicating that Santa Clara County is the fastest-growing county in the State and that San Mateo County is the 4th fastest-growing. In short, we will have booming population growth in the bay area for the foreseeable future and it is obvious that we must plan on a regional basis for this inevitable growth. I am impressed by the thorough discussion about demographic trends in the Draft Plan Bay Area and the Draft EIR and am pleased that ABAG and MTC are taking care to understand and communicate the needs of the entire region. In particular, I strongly support infill development and transit-oriented development near public transportation and existing corridors and the Draft Plan Bay Area and EIR articulate the basis for proposing this type of growth -- namely that it is supported by the needs of the existing population. Aging baby boomers and young adults comprise a growing sector of our population and both groups desire walk-able neighborhoods and the ability to have core needs met without driving.

I am aware of some areas where the Draft Plan Bay Area and Draft EIR may need more detailed explanations or where some details may need more articulation, however, I believe it is important not to have the perfect be the enemy of the good. This Draft Plan Bay Area is good, in fact excellent.

Kinks can be ironed out during the process, and details fleshed out as needed. The core concepts and visions in the Bay Plan are laudable and I support it fully.

I reside in San Mateo County. If possible, kindly add me to the Plan Bay Area e-mail notification list.

Sincerely,

Kaia Eakin

Plan Bay Area 2040 Final Environmental Impact Report

From: CFSF- Carl Fricke <[REDACTED]>
To: <info@onebayarea.org>, <eircomments@mtc.ca.gov>
Date: 4/26/2013 10:49 AM
Subject: Public Comments on Marin County Plan Bay Area, One Bay Area

C25-1 a) A number of proposed sites are not close to transportation corridors or hubs (such as Grady Ranch- four miles from highway 101) nor do they have infrastructure (electric power, sewer, water, fire, emergency medical services, etc) or support services (grocery, store for basic services, access to basic medical facilities, etc). This is totally inconsistent with Plan and increases greenhouse gasses (greater transportation distances, vehicle miles traveled). How and why are these sites even placed in your plan?

C25-2 b) What is the full and specifics added costs and impacts on local schools and taxes on residents living in the area when these developments contribute little or no money to the tax base (Dixie School, for example, relies upon property taxes, not the state), especially when more than 70% of the proposed development is planned for the Lucas Valley, Marinwood areas?

C25-3 c) Are all proposed parcels buildable? Were the degree of slopes, stream setbacks, added erosion from runoff (due to new roads, parking lots, roofs and other new low/non-permeable structures), accelerated runoff during storm events (rather than allowing percolation through soils), landslides and slope stabilities assessed and assessed for impact- at the proposed development sites as well as downstream/downslope on local and regional basis?

C25-4 d) Where does adequate, reliable and sustainable water supply come from, and what is the impact on existing resources? What is the likelihood and cost to obtain such supplies? Have the cost impacts of drought on future supplies of these developments been assessed? Who has agreed to supply such water? Do these developments rely, in whole or part, on desalination or others means such as importation, rationing, higher prices) and would these mitigation plans be adequate to reliably and sustainably serve the needs of these developments plus existing demands?

C25-5 e) How do plans conform with the existing Marin Countywide plan? Proposed changes in zoning? How does One Bay Plan's urban density (30 units/acre) match with the semi-rural and suburban densities that currently exist for these proposed development parcels and the adjacent/surrounding local neighborhoods (use Grady Ranch as example- the adjacent properties within two or more miles, are mostly all single family homes or duplexes)? When, how and where do these impacts get assessed, the public input accommodated and concerns get credibly addressed and legitimately mitigated, or are these legitimate concerns pushed aside (overridden, as defacto) once the Plan is in place? The current properties in Lucas Valley (Big Rock, Grady Ranch areas) are zoned properly.

C25-6 f) What are the [REDACTED]cts from all the exemptions being made? Nonprofit housing, schools, funding, environmental impacts, water supply, setbacks along streams, slope stabilities and erosion, etc.

C25-7 g) What is the projected impact on property values?

C25-8 I request a extension of time for more public review and comment, and that a full EIR be produced for each opposed parcel/development before any decisions are made by governmental offices, especially Marin County Supervisors/Board and other relevant agency personnel.

The current Plan represents very poor planning, inadequate research, thought and impacts relative to existing infrastructure, public facilities, geology/geomorphic settings, the availability and sustainability of water resources, transportation, taxes, population growth, and the Dixie School District.

Carl Fricke
[REDACTED]
San Rafael, CA 94903

1 **Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft**
2 **Environmental Impact Report (State Clearinghouse No. 2012062029): by Robert**
3 **Silvestri, [REDACTED]. Mill Valley, CA 94941; May 15, 2013: GHG Emissions**
4

5 This letter is submitted as public comment on the Draft Bay Area Plan and
6 Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No.
7 2012062029) regarding GHG emissions noted in the DEIR.

8 **INTRODUCTION**

9 A fundamental purpose and goal of AB32, SB375, the Sustainable
10 Communities Strategy (SCS) and Plan Bay Area is the reduction of per capita CO2
11 emissions / greenhouse gases (GHGs) from the use of private automobiles and
12 light trucks by 7 percent by 2020 and by 15 percent by 2035. The Sustainable
13 Communities Strategy requires all Metropolitan Planning Organizations (MPOs) to
14 create transportation oriented development plans as a means of achieving those
15 goals. In addition, SECTION 4. of SB375 states that Section 65080(b)(1)(G) of the
16 Government Code (is amended to read) that “Prior to adopting a Sustainable
17 Communities Strategy, the metropolitan planning organization shall quantify the
18 reduction in greenhouse gas emissions projected to be achieved by the
19 sustainable communities strategy and set forth the difference, if any, between
20 the amount of that reduction and the target for the region established by the
21 state board.”

22 After review of the Plan Bay Area document and the Alternatives (“the
23 Plan”), and the Draft Environmental Impact Report for the proposed Plan and the
24 Alternatives (the “DEIR”), and in particular Part Two, Chapter 2.5 *Climate Change*
25 *and Greenhouse Gas*, and Chapter 3.1, *Alternatives to the Proposed Plan*, my
26 findings are that the DEIR fails to adequately establish reasonably proof of the
27 efficacy of the proposed Plan or the Alternatives in reducing per capita or overall
28 greenhouse gas emissions (GHGs), to meet SCS goals, and therefore fails the
29 technical requirements under CEQA. Furthermore, based on the more specific

C26-1

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED] Mill Valley, CA 9494: GHG emissions.

30 types of analysis demonstrated herein, my findings are that Plan Bay Area and the
31 Alternatives will increase overall and per capita GHGs rather than decrease them.
32 Please note the following comments to support this conclusion:

33

34 **1 – THE CLIMATE CHANGE DATA PRESENTED IN THE DEIR IS NOT RELEVANT TO**
35 **SB375 REQUIREMENTS:**

36 The DEIR expends the first 41 of its 85 pages, and numerous pages
37 thereafter, presenting a variety of statistics and theoretical projections about
38 climate change, globally and locally, and its potential impacts. However, there is
39 no requirement for the DEIR to establish whether climate change is or is not
40 happening, or is or is not disputable. Therefore, all this data is irrelevant to the
41 question of whether or not the Bay Area Plan and its Alternatives will reduce or
42 increase GHGs and if so, by how much, specifically.

43 One needs to ask why then this data has been included. It appears that it
44 was included to sensationalize the problem and mislead the reader to assume, by
45 inference, that there is in fact some cause and effect between this climate change
46 data and the proposed Plan and Alternatives, without offering any actual proof or
47 analysis to support the proposed Plan’s or Alternative’s efficacy in that regard.

48 The DEIR’s cite of EMFAC 2011 data or MTC’s supplemental technical
49 report, *Summary of Predicted Traveler Responses*, in support of its analysis is
50 inadequate. Neither EMFAC’s data nor the MTC Report is sufficiently detailed to
51 properly draw the correct conclusions about the efficacy of the Plan or its
52 Alternatives. Raw data and simplistic analysis are not a substitute for thorough
53 analytical methodologies. Furthermore, basing the DEIR on previous studies that
54 concluded that high density, transit oriented development (TOD) reduces GHGs
55 does not constitute proof or adequate analysis to conclude that the Plan and its

C26-2

C26-3

C26-4

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED]. Mill Valley, CA 9494: GHG emissions.

56 Alternatives reduce GHGs. In addition, the theory that high density TOD reduces
57 GHGs has been largely discredited by recent research and to be demonstrated to
58 be inadequate to reach the conclusions found in the DEIR. This commentary will
59 provide the types of analysis required to reasonably analyze all the GHG impacts
60 of the Plan.

C26-5

61 CONCLUSION:

62 As will be presented in this commentary, the DEIR fails to demonstrate that
63 the Plan or Alternatives have beneficial impacts on either per capita or overall
64 GHG emissions in order to comply with the requirements of SB375. Further, the
65 DEIR fails to adequately analyze GHG impacts using specific Bay Area examples
66 and circumstances.

C26-6

C26-7

67

68 **2 – THE DEIR USES “STATISTICAL DATA” ON AUTO AND LIGHT TRUCK GHG**
69 **EMISSIONS TOO SELECTIVELY TO REACH ITS CONCLUSIONS, WHICH ARE NOT**
70 **BORNE OUT BY A MORE THOROUGH ANALYSIS:**

71 A fundamental goal of the Plan is to reduce per capita GHGs by reducing
72 auto and light truck emissions. The DEIR argues that the Plan and Alternatives will
73 accomplish this. To substantiate this claim the DEIR presents projections of future
74 GHGs from various sources, and statistical extrapolations of this assumed data to
75 forecast future events and trends. However, the metrics and statistical “facts”
76 that these prognostications are based upon appear to have been carefully “cherry
77 picked” from an enormous amount of available data, both past and present.
78 Much of the data used in the DEIR is either questionable or has been discredited
79 by more recent research and data. Further, to merely compile statistics based on
80 unexamined metrics to present a “bleak” picture of the future, and then to use
81 that picture as evidence to support the Plan, does not constitute a scientific

C26-8

C26-9

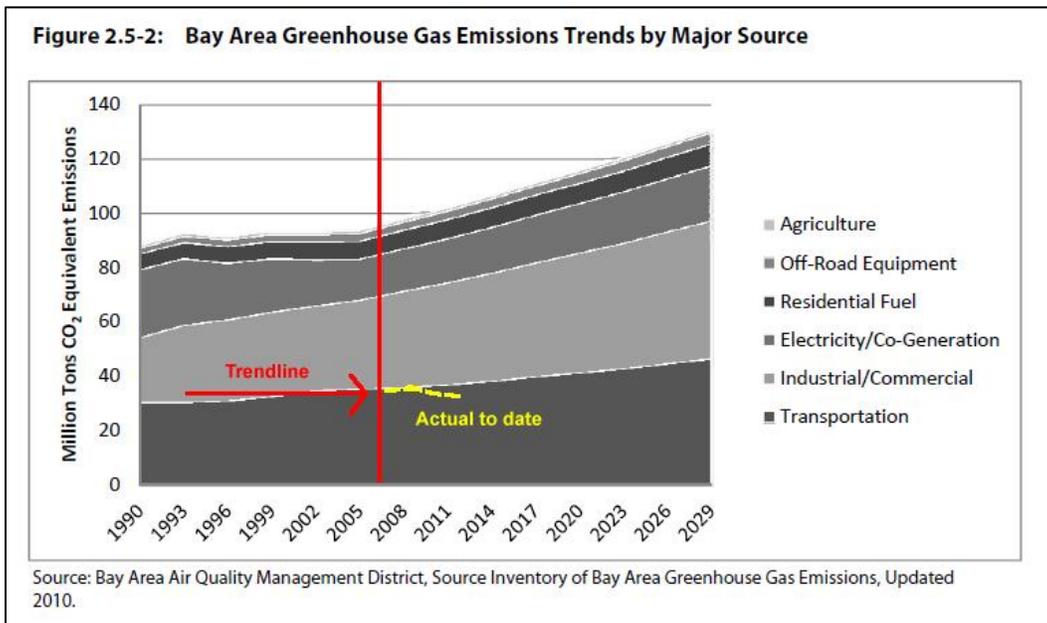
C26-10

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED] Mill Valley, CA 9494: GHG emissions.

82 argument or proof of the Plan’s efficacy or value. However, proving the efficacy
 83 and value of implementing the Plan is a requirement of the DEIR.

84 EXAMPLE:

85 On page 2.5-6 of the DEIR Figure 2.5-2 projects the rise in GHGs from
 86 various economic sectors (shown below). “Transportation” is the dark area at the
 87 bottom. These projections are extrapolated from data collected in a study that



88
 89 included the years up to 2005, subsequently compiled and published in 2010.

90 However, the projections shown on this chart are both biased and irrelevant to
 91 the purposes of SB375, Plan Bay Area, and the DEIR.

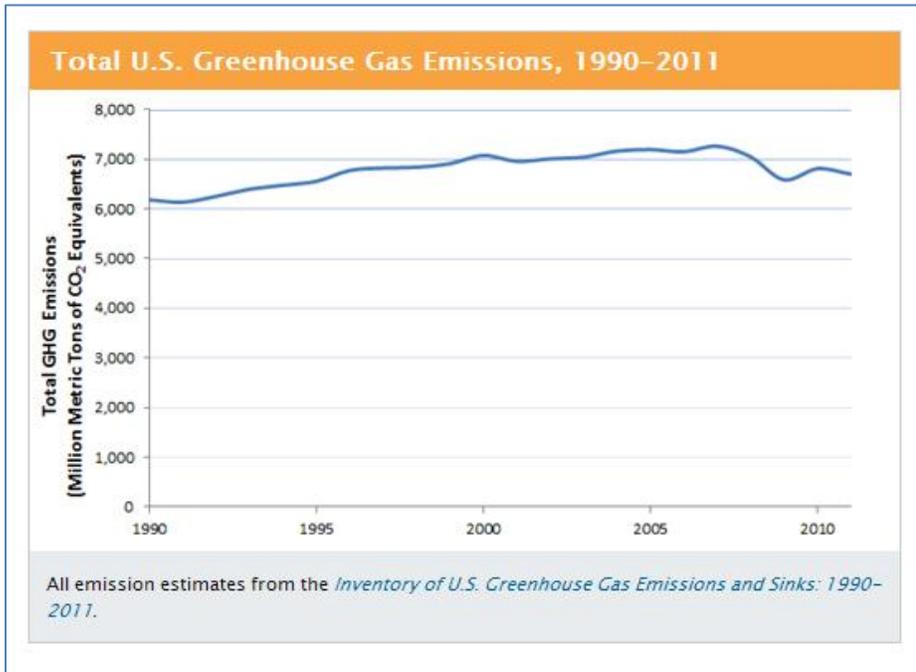
C26-11

92 The years leading up to 2005 were arguably part of the biggest growth
 93 boom in the history of this country (1993 to 2008), so any metrics generally based
 94 on that are inherently distorted. In spite of this, the DEIR future projections in
 95 Figure 2.5-2 show a straight, sloping line upwards for “transportation” from the
 96 very day of the end of the data points that the DEIR relies on. Real data from 2005
 97 to 2013 (shown in yellow on chart) has proven this to be false. Also, data

C26-12

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

98 published since those used in the DEIR shows declining GHG emissions, as well,
99 including transportation. See the chart below, published by the EPA.



100

101 As this chart clearly shows, GHG emissions began to drop significantly after
102 the middle of 2008 and have been on a downward to sideways trend ever since.
103 However, SB375 and the Bay Area Plan are only focused on decreasing per capita
104 GHG emissions from personal automobiles and light trucks, not the entire
105 “transportation” sector (e.g. trains, boats, public transit, etc.). So in order to do a
106 proper analysis, we must look at the data more closely.

C26-13

107 As chart 2.5-2 shows, GHG emissions associated with “transportation” have
108 in fact been leveling off since the early 1990s (rate of increase decreasing or
109 nonexistent) and not significantly increasing. However, when we look at just GHG
110 emissions from autos and light trucks, we see that these have been trending
111 down since 1990. For example, Figure 2.5-7 on page 2.5-58 of the DEIR shows
112 “per capita car and light truck emissions” dramatically decreasing since 1990 out
113 as far as 2050, directly contradicting the projections of Figure 2.5-2 (this doesn’t

C26-14

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

114 even include the impacts of improved vehicle technology or the new CAFE
115 standards). Recently published data by the EPA confirms that this flat to down
116 trend has actually continued through 2012. So it is reasonable to ask, why the
117 DEIR consciously choose to use outdated data (Figure 2.5-2) and not include the
118 positive effects of the new CAFE standards in its analysis.

C26-15

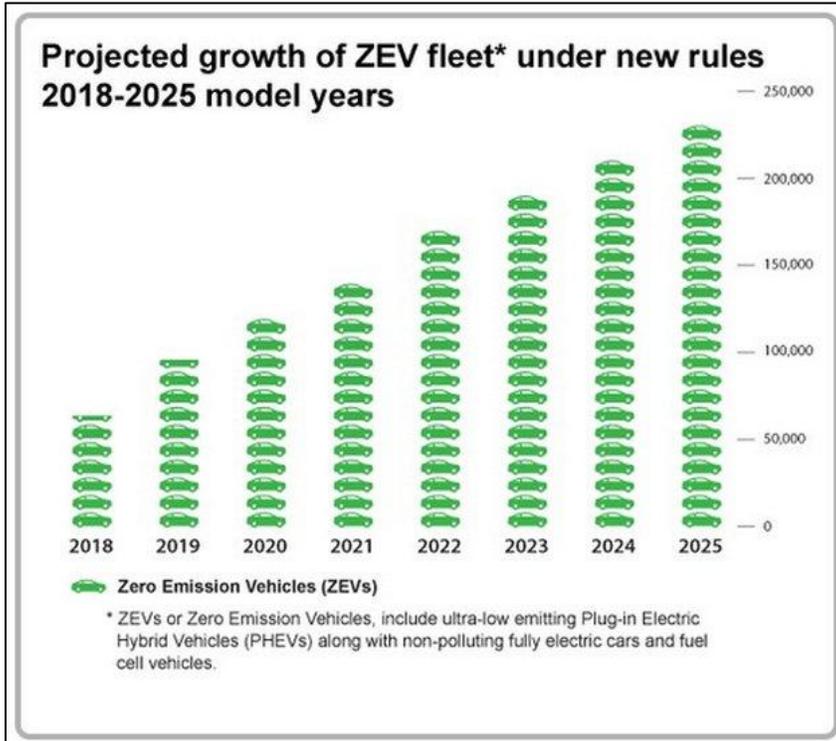
119 The reason that GHG's from cars and light trucks have been trending
120 downward is the result of a host of environmental laws and GHG reduction
121 technologies beginning to have significant effect, including the effects of
122 improved gas mileage and improved emissions technologies, as newer models
123 enter regular use, and it is also due to the increase in fuel prices that have begun
124 to adjust upwards to reflect true global oil pricing: increases that bring us more in
125 line with other nations and that are not likely to ever go down again on an
126 inflation adjusted basis.

C26-16

127 It's also important to note that Northern California and the Pacific
128 Northwest has some of the highest new technology adoption rates and highest
129 vehicle turnover rates of anywhere in the United States, which has been
130 decreasing per capita GHG emissions from private auto and light truck use at a
131 greater rate in the Bay Area than national averages. All this has sped up the
132 manufacture, marketing and rapid public adoption of a wide variety of new types
133 of PZEV (partial zero emissions) and ZEV (zero emission) vehicles.

134 This auto industry trend is now considered permanent by the auto and light
135 truck industry, contradicting the fundamental arguments behind SB375 and Plan
136 Bay Area's future GHG projections from autos and light trucks. The U.S.
137 government and the EPA have recently calculated that in 2013 "up to 40 percent
138 of new cars sold in the US will meet California's Clean Car Program standards,"
139 within the time frame contemplated by Plan Bay Area (chart below by CA EPA).

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.



140

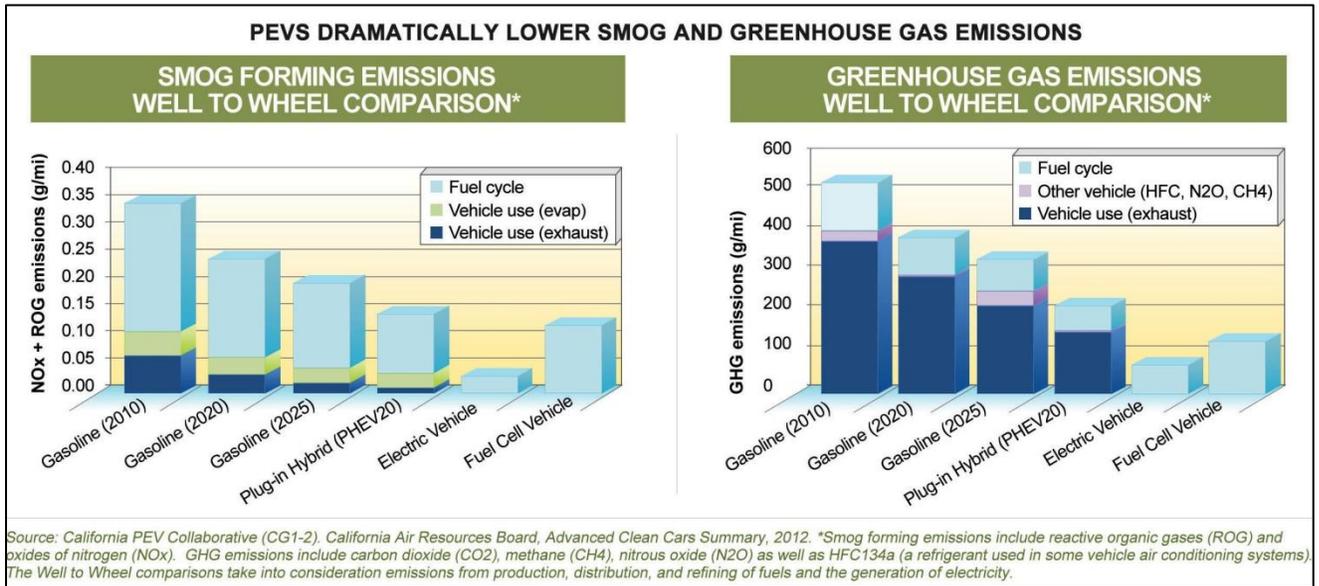
141 This chart shows a projected 325% increase in ZEV vehicles (autos and light
 142 trucks) sold in California between today and 2025. This fact, combined with the
 143 other factors noted above, will certainly help reduce GHG emissions from autos
 144 and light trucks in the years to come even more dramatically than shown in Figure
 145 2.5-7. And this does not even take into account further improvements in
 146 emissions technology being brought to market every year (to meet the new 54.5
 147 mpg CAFE Standards) that will impact the GHG output of every type of auto and
 148 light truck model sold in the coming decade.

C26-17

149 The GHG reduction impacts of all this are quite significant because the list
 150 of PZEV and ZEV models for sale has become larger, now including at least one
 151 model by every major manufacturer and scores of model choices by leading
 152 manufacturers (e.g. Ford, General Motors, Toyota, Honda, Nissan). For reference,
 153 please note the comparative GHG emission reductions of various vehicle types

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

154 shown on the chart below (courtesy of the California PEV Collaborative and the
 155 California Air Resources Board).



156

157 None of this information has been properly acknowledged or factored into
 158 the DEIR's analysis and projections. In fact the DEIR even admits, on page 2.5-43,
 159 that its emissions projections are "presented without accounting for reductions in
 160 mobile source emissions that would be expected from ongoing implementation of
 161 Pavley 1 and LCFS... from these legislative requirements," even though this
 162 omission distorts the DEIR's conclusions.

C26-18

163 **CONCLUSION:**

164 The DEIR's omission of relevant, recent data regarding the plateauing of
 165 GHG's from autos and light trucks, and the highly questionable future projections
 166 it states, reinforce the conclusion that the DEIR did not adequately examine all
 167 available information and statistics to justify its projections. This is very important
 168 since it relates directly to the main purpose of the underlying legislation (AB32
 169 and SB375) that drives the SCS process.

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170 As a general comment on the Plan and its Alternatives, attempting to
171 change human behavior and socially re-engineer society and land use based on
172 the present design of automobiles is like trying to do that because of the design of
173 a washer and dryer. If I proposed that, everyone would laugh. But like a washer or
174 dryer, an automobile is just an appliance. The market understands that the most
175 efficient use of our time, money and natural resources is to engineer a better
176 machine (one that is fully recyclable and produces no GHGs), which it is doing and
177 for which we need laws to continue to pressure them to do. The required
178 technology is available to us so what actual, specific scientific evidence, research
179 or data points does the DEIR have to support its projections of endless increases
180 in GHG emissions from autos and light trucks, in light of compelling evidence that
181 the exact opposite is occurring? And what evidence does the DEIR present to
182 prove in any way that the Plan and its Alternatives will in fact have a beneficial
183 effect on per capita GHG emissions from cars and light trucks?

C26-20

C26-21

184

185 **3 – A DETAILED EXAMINATION OF ACTUAL AUTO AND LIGHT TRUCK DRIVING**
186 **IMPACTS OF GROWTH IN MARIN COUNTY REACH THE OPPOSITE CONCLUSIONS**
187 **OF THE DEIR, AND SHOW THAT THE PLAN WILL INCREASE GHG EMISSIONS**
188 **RATHER THAN REDUCE GHG EMISSIONS:**

189 On page 2.5-41 of the DEIR, under the title “Significant Criteria” it states
190 that “Implementation of Plan Bay Area would have a potentially significant
191 adverse impact if the Plan would:

192 “Criterion 1: Fail to reduce per capita passenger vehicle and light duty truck
193 CO2 emissions by seven percent by 2020 and by 15 percent by 2035 as
194 compared to 2005 baseline, per SB 375.

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195 “Criterion 2: Result in a net increase in direct and indirect GHG emissions in
196 2040 when compared to existing conditions.”

197 Careful analysis of the potential impacts of the Plan in Marin County (used
198 here as an example) on the use of autos and light trucks indicates that the Plan
199 and the DEIR analysis fail objective tests on both of these Criteria.

200 In the “Method of Analysis – Greenhouse Gas Emissions” section starting
201 on page 42 of the DEIR, states that it notes the methodology and metrics used to
202 analyze the Plan’s Alternatives and their respective GHG impacts of cars and light
203 trucks. However, the DEIR’s analysis is superficial and inadequate, and circular,
204 and cannot be accepted as having reached valid conclusions based only on the
205 methods and metrics it used. Further, one cannot claim compliance with a
206 regulation, as proof of achieving the goal of that regulation, as the DEIR attempts
207 to do with its GHG emissions reduction outcomes.

C26-22

C26-23

208 EXAMPLE:

209 A detailed analysis of actual auto and light truck use in Marin County, and
210 its potential impact of actual GHG MTCO2 reductions (annual metric tons of CO2
211 reduced), shows that the transportation and associated land development
212 proposals espoused in the Plan will not result in any reduction in GHG emissions
213 from auto and light truck usage, and in fact will increase overall GHG emissions
214 and impacts in Marin County. Further, both charts shown on pages 2.5-44 and
215 2.5-45 (Figures 2.5-5 and 2.5-6), respectively, do not have anything to do with the
216 major components of the One Bay Area Plan, which involves the development of
217 high density, transit oriented development (TOD) to alter personal driving of
218 autos and light trucks.

C26-24

C26-25

219

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220 ANALYSIS:

221 The stated goal of SB375 is “to reduce per capita greenhouse gas emissions
222 (GHGs) by 15 percent by 2035.” Its premise is that building high density TOD with
223 an affordable component, will decrease driving / the use of personal autos and
224 light trucks, and therefore reduce GHG emission and thereby have a positive
225 effect on global warming. The statistical rationale is as follows: Section 1(a) of
226 SB375 (restated in the DEIR) states: “The transportation sector contributes over
227 40 percent of the greenhouse gas emissions in California. Automobiles and light
228 trucks alone contribute almost 30 percent. The transportation sector is the single
229 largest contributor of greenhouse gases.” This infers that SB375 and the Plan will
230 affect 40 percent of all GHG emissions in California. This is absolutely false.

231 Per SB375 and the Sustainable Communities Strategy, and as acknowledged
232 in the Plan and the DEIR, there are two basic legal requirements: (1) that “prior to
233 adopting a Sustainable Communities Strategy (SCS), the Metropolitan Planning
234 Organization (MPO) shall quantify the reduction in GHG emissions projected to be
235 achieved.” [SB375, Section 3 (G)] and (2) that “...the MPO shall submit a
236 description of the methodology it intends to use to estimate the GHG emissions
237 reduced by its Sustainable Communities Strategy.” [SB375, Section 3 (I) (i)].

238 FALSE STATEMENTS IN THE DEIR:

239 Falsehood #1: “The transportation sector contributes over 40 percent of
240 the greenhouse gas emissions in California,”

241 The truth is that the “40 percent” figure is a 2020 projected figure not a real
242 measured number. The actual amount today (which itself is still estimation) is
243 about 35 percent (Source: CA Air Resources Board: updated Oct. 2010). It seems
244 unreasonable to base a Plan on a fabricated future guesstimate of GHG emissions
245 to justify the Plan’s need. In any case the real number, 35 percent, is also

C26-26

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246 misleading because it includes emissions from airlines, trains and trams, buses,
247 heavy construction equipment, commercial trucking and hauling, shipping, boats,
248 ferries, etc., *none of which* are affected by any of the Plan’s Alternatives.

249 Falsehood #2: “Automobiles and light trucks alone contribute almost 30
250 percent.”

C26-27

251 The truth is that if you strip out the vehicles above, not affected by the
252 Plan, you’re left with about 23 percent of GHGs that can be actually contributed
253 by personal use of automobiles and light trucks. (Source: CA Air Resources Board:
254 updated Oct. 2010).

255 Falsehood #3: “The transportation sector is the single largest contributor of
256 greenhouse gases.”

C26-28

257 In truth, according to California EPA, energy production is the number one
258 GHG producer in California at 41 percent. Transportation is second at 35 percent.
259 But even that is not correct because the California Air Resources Board statistics
260 err in saying “livestock and animal breeding” is only 3 percent, but that is just a
261 measure of total GHG tonnage from that category, not its global warming impact
262 or “CO2 equivalency” (MTCO2e: the true scientific method of comparison).
263 Methane gas (the majority of GHGs from livestock and breeding) is 35 times more
264 harmful than CO2 in its global warming impact. So “livestock and breeding”
265 actually dwarfs energy and transportation combined.

266 That aside, the question is what are the correct metrics and data points to
267 use to arrive at accurate projections for the purposes of the DEIR?

C26-29

268 Using real data only for Marin County, as a test case, the total GHG output
269 for Marin is estimated at 2.7 million metric tons per year. With 23 percent of that
270 from cars and light trucks which equals 621,000 metric tons of GHG per year.

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271 (Source: Bay Area Air Quality Management District; Feb 2010 Report: Source
272 Inventory of Bay Area Greenhouse Gas Emissions).

273 However, 23 percent is misleading because much of Marin’s auto and light
274 truck usage and the associated GHG emissions will not be affected by the Plan
275 either through public transportation improvements or high density housing,
276 regardless of where it is built.

277 These kinds of driving include:

- 278 • Deliveries and pickups by car, truck and van
- 279 • Passenger vans and shuttles to private businesses and public facilities
- 280 • Workman and building contractors transportation
- 281 • Gardeners and home services
- 282 • Utility service vehicles: water, power, sewer
- 283 • City Agencies vehicles: police, fire, public works and other services
- 284 • Health and safety vehicles

285 This accounts for roughly 40 percent of vehicle use in Marin. That leaves 60
286 percent of 23 percent or 13.8 percent for personal travel. That equates to 372,600
287 metric tons GHG (MTCO₂) per year that might conceivably be positively affected
288 by the Plan. However, 13.8 percent is still misleading because Marin County has
289 no significant public transportation and with its geography being what it is, there
290 are no opportunities for the traditional mass transit solutions that work well in
291 dense “legacy” cities in the U.S (subways, surface trams, etc.).

292 65 percent of the personal driving in Marin is driving to work (Source:
293 citydata.com).

294

295

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296 This is true regardless of where we locate housing because:

- 297 • We cannot discriminate in rentals or sales of homes based on where people
- 298 work or what kind of job they have;
- 299 • No one can predict where they will have to go to find employment. People
- 300 will go where the job is; and
- 301 • People don't make the decisions about where they work and where they
- 302 live for the same reasons: i.e. people work where the best job opportunity
- 303 is and they change that choice increasingly often. However, people choose
- 304 to live where it's best for your family and lifestyle (schools, open space,
- 305 amenities, etc.). There is no evidence whatsoever in any credible studies
- 306 that can show that people chose where to live based on access to public
- 307 transportation except in the core of urban centers like New York City,
- 308 Chicago or Boston.

309 This analysis leaves 35 percent of 13.8 percent or 4.83 percent for other
310 personal driving, which equates to about 30,000 metric tons of GHGs per year
311 that might be positively affected by the Plan. However, this 4.83 percent is still
312 misleading because most Marin County driving is not optional because it cannot
313 be served by public transportation, and certainly not by any public transportation
314 contemplated in the Plan, for Marin.

315 The types of non-optional driving include:

- 316 • Driving to lessons, soccer, schools, friends and social activities.
- 317 • Vacations, driving to the beach or mountains, or a park, etc.
- 318 • Driving to buy large things we cannot carry (paint, hardware, large grocery
- 319 purchases, plants, clothing, equipment, etc.).
- 320 • People shop price not location (drive to Costco, Target, etc.).
- 321 • People have busy lives and must do multiple things in one trip.

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- 322 • Because what you need is not nearby (i.e. people go to the doctor they
323 need, wherever that is, not because he's next door).

324 So all in all only about 10 percent of people, who are not doing any of these
325 things in Marin County, might be able to change their driving habits due to Plan
326 Bay Area's scheme for high density housing near the highway 101 corridor. That
327 leaves only 10 percent of 4.83 percent or 0.48 percent or 3,000 metric tons of
328 GHGs per year could possibly be saved by SB375.

329 3,000 metric tons of GHGs per year is approximately 10th of 1 percent of all of
330 Marin County's annual GHG output (3,000 / 2,700,000). This is a statistically
331 insignificant savings (less than 1 percent is considered a rounding error).

C26-30

332 However, it also must be noted that these are only an estimate of those emissions
333 that "could possibly" be influenced by the Plan, not those that will be guaranteed
334 to be saved. In fact there is nothing being proposed in the Plan that has any
335 possibility to significantly affect any emissions in Marin County.

336 More troubling is that the DEIR / Plan doesn't factor in or in any way
337 adequately consider the GHG producing outcomes of more growth and
338 development, due to MTCO2 sequestration loss, that have to be considered in
339 weighing the costs or benefits of the Plan.

C26-31

340 EXAMPLE:

341 For Marin County, careful analysis suggests that the development proposed by
342 the Plan's Alternatives 2 through 5 will actually increase GHG emissions, not lower
343 them. Consider the following:

344 A typical residence produces approximately 8 metric tons of GHGs per year
345 (estimates vary and are constantly being adjusted. This EPA estimate of 8 MTCO2
346 is at the high end for a national average). The 2007 – 2014 RHNA cycle called for

C26-32

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347 4,882 new homes in Marin (about 25 percent of which were built) and the 2014 –
348 2022 RHNA cycle calls for 2,292 homes in Marin. This includes both market rate
349 and affordable units. Assuming a figure of 8 MTCO₂e per year, using the
350 cumulative total of 5,954 new homes, this equates to an additional 47,632 metric
351 tons of additional GHGs per year. This would represent an increase of 1.8 percent
352 of the total GHG production of Marin County, presently. Comparing this to the
353 greatest potential GHG emissions savings of the Plan (3,000 MTCO₂ per year)
354 produces a net added GHGs of 44,632 MTCO₂ per year, not a reduction.

355 With this being calculated, the natural sequestration loss of development must
356 now also be considered.

357 GHG SEQUESTRATION LOSS ANALYSIS:

358 The average single family residential lot size in Marin is approximately .15
359 acres (Marin County Recorder's Office). Assuming that 20 percent of the various
360 types of affordable units required were built at densities of 20 units per acre (the
361 typical in-lieu required percentage) and the remainder built as single family
362 homes, that would equate to a total loss of 774 acres of land lost (4,763 single
363 family homes at .15 acres per home = 714 acres plus 1,191 multifamily homes at
364 20 units per acre = 60 acres of land lost).

365 The annual carbon sequestration value of one acre of typical Marin
366 undeveloped land (grass with some trees, not forested land) is about 1.5 MTCO₂e
367 per year. Therefore, taking 774 acres out of service equates to a negative 1,161
368 GHGs per year.

369 Adding these two together, the net added GHGs from new development plus
370 the loss of natural GHG sequestration of land, we arrive at a net increase in GHGs
371 of 45,793 MTCO₂e per year.

C26-32.5

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372 CONCLUSION:

373 Based on the RHNA allocations proposed, Bay Area Plan would increase GHGs
374 produced in Marin County by 45,793 MTCO₂e per year, *not* reduce GHG
375 emissions as the DEIR claims. If the methodologies used herein are applied to
376 other parts of the Bay Area, the results would be equal or worse. Furthermore,
377 based on the kind of analysis demonstrated here, additional high density TOD
378 would not only not reduce per capita or overall GHG emissions from cars and
379 light trucks, but would actually increase GHG emissions in Marin County, as the
380 result of producing more of the kinds of required driving noted in the above
381 analysis, in all categories. I have not even factored this into my increased GHG
382 analysis of the Plan. Therefore the analysis presented on pages 3.1-58 through
383 3.1-64 are false in that actual GHG emissions will be far less than indicated.

C26-33

C26-34

C26-35

384 What accurate and specific scientific evidence or data points does DEIR
385 have to support the efficacy of its Plan Bay Area Alternatives in Marin County,
386 with regard to actually reducing auto and light truck driving mileage and the
387 resultant GHG emissions, when all required datasets are considered, as presented
388 in the analysis above?

C26-36

389 What are the impacts on the efficacy of Alternatives presented in the Plan,
390 in achieving the goals of SB375, if all factors presented here are accurately
391 calculated for the entire Bay Area? This example shows that the DEIR fails to
392 specifically analyze the real impacts of the Plan in enough detail to reach realistic
393 conclusions and therefore the DEIR GHG emissions benefit analysis must be
394 rejected as inadequate.

C26-37

C26-38

395

396

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397 **4 – GHG EMISSIONS ASSUMPTIONS USED IN THE DEIR TO CALCULATE GHG**
398 **IMPACTS OR SAVINGS BY TYPES OF HOUSING UNITS ARE FLAWED**

399 Generally, the One Bay Area Plan and the DEIR make the unexamined
400 assumption that high density, transit oriented development, and particularly
401 multifamily housing units, produce a lower per capita MTCO₂e per annum (GHG)
402 footprint than detached single family housing, and are therefore categorically
403 superior. For example, on page 2.5-50, the DEIR states that “This decline (in GHG
404 emissions to meet SB375 goals) is attributable to numerous factors, most
405 importantly the integrated land use and transportation plan in which land use
406 pattern focuses on growth in higher density locations near transit service.” This is
407 stated as fact but is nowhere actually proven in any conclusive way.

C26-39

408 This assumption about the connection between high density TOD and GHG
409 emissions reductions has been often repeated “Smart Growth gospel” for
410 decades, and it has gone unchallenged in many “meta” studies on global climate
411 change. Though it is considered “heresy” by much of the environmental
412 community to even suggest otherwise, a close look at the original studies that
413 support these assumptions, when compared with data from more recent
414 evaluations, reveal that those studies were flawed and this assumption is simply
415 not true. In fact high density TOD generally has a greater, per capita, GHG
416 emissions footprint than single family homes.

417 This irony is due to the fact that most of the assumptions of studies that
418 compare high density TOD to suburban single family development are biased
419 toward a predetermined conclusion. The DEIR’s unexamined acceptance of
420 previous studies results in its faulty conclusions.

C26-40

421 Most of us want to believe that scientific studies are “scientific.” However,
422 like medical studies that one day “prove” something is good for us to eat then
423 prove that it’s bad for us the next day science is unfortunately, by and large, the

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424 result of the goals of those funding the studies and the fundamental principal of
425 “garbage in, garbage out.” And in fairness, as scientific knowledge has advanced,
426 older studies have proven to be inadequate due to faulty assumptions.

427 In the 1970’s “sprawl” was an easy target for disdain for a new breed of
428 young environmentalists who had grown up in suburbs, gone to good colleges
429 and moved to cities where the available 24/7 access to activities better suited
430 their lifestyle. In some ways the early environmental movement was a general
431 attack on “white bread” suburbia and all its perceived false values and
432 conspicuous consumption.

433 However, as much as urban centers are marvelously good economic
434 environments and great social environments for certain demographic groups,
435 urban development, as it exists today and as we still build it today, has yet to
436 produce good environmental solutions. And when rated on a human health scale,
437 urbanism also scores very poorly in human health metrics, per capita, for disease
438 and disorders of all kinds. GHG’s and air pollution in general are included in the
439 possible reasons for that. With very few exceptions, we don’t find “disease
440 clusters” in rural or suburban areas unless a specific toxic pollutant is present, as
441 we do with urban environments.

442 The DEIR consultants do not appear to have actually gone back to original
443 sources or brought a skeptical eye to the datasets they employed to justify their
444 conclusions and projections. Consider the following:

C26-41

445 ANALYSIS:

446 There are five reasons why the assumptions that high density development
447 produces lower GHG emissions on a per capita basis are false.

C26-42

448 These are as follows:

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- 449 1. The Definition of a “Unit” of Housing;
- 450 2. Common Areas and GHG Per Unit Calculations;
- 451 3. Urbanism’s “Heat Island” and “Cold Sink” Effects;
- 452 4. Urbanism’s GHG “Externalities;”
- 453 5. The Effects of Local GHG Sequestration.

454 Introductory Comments:

455 Many of the studies have been developed to analyze and compare the GHG
456 output of various housing densities and living configurations. Those undertaken in
457 the 1970’s and early 1980’s, particularly, were overly simplistic and led to
458 seemingly obvious but statistically incorrect conclusions. The resultant “urban
459 legend” about the beneficial relationship between GHG’s and urbanism has
460 become dogma. However, this conclusion is flawed.

461 As with all “science,” one has to ask who did the study, who paid for the
462 study, and towards what end. During the early decades of the environmental
463 movement there was great urgency to create the EPA, pass clean air and water
464 legislation, endangered species laws, and address variety of other issues. Climate
465 changing GHGs were not on the radar but the environmental report card of the
466 nation was worse than it is today. Many studies tried to show how bad things
467 were in order to attract media and funding. They extrapolated trends that have
468 not come true (mostly because of the legislation that was passed as a result). The
469 five factors I’ve noted above are among the things that have taken decades to
470 look at more carefully, and they have produced surprising results.

471 The Definition of a “Unit” of Housing: functional unit vs. living unit: There
472 are two definitions of a habitable unit. A “functional” unit means a unit that can
473 support an average family with all those amenities that are generally considered
474 minimum standards for habitability. It does not factor in unit size, construction
475 method, and so on. A “living unit” includes all the requirements of a functional

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476 unit but it is adjusted for square footage size (i.e. per person per square foot of
477 living space) and sometimes for construction type. However, many earlier studies
478 through the 1990's did not differentiate between these two definitions.

479 If one uses the functional unit definition to arrive at a per capita GHG
480 calculation, it's no surprise that high density units (which on average are smaller
481 than single family homes) have lower energy usage and correspondingly lower
482 GHG emissions per capita. However, as noted in *Comparing High and Low*
483 *Residential Density: Life-Cycle Analysis of Energy Use and Greenhouse Gas*
484 *Emissions*. J. Urban Plan. Dev., 132(1), 10–21. By Norman, J., MacLean, H., and
485 Kennedy, C. (2006): "When the functional unit is changed to a per unit of living
486 space basis the (beneficial) factor decreases to 1.0–1.5." A factor of 1.0 indicates
487 no advantage either way (and this is before the other considerations noted
488 below).

C26-43

489 Conclusion: When trying to compare the GHG output of different Plan
490 Alternatives that include both high density and low density single family, the use
491 of the correct definition is relevant, and in the case of all of the suburban areas in
492 the Bay Area (e.g. Marin County) it becomes extremely relevant. The Plan does
493 not state which definitions it is relying on in the studies used to develop the DEIR.

C26-44

494 Common Areas and GHG per Unit Calculations: Up until recently, very few
495 studies correctly factored in the "pro rata share" that each unit needs to include
496 for common spaces in a multifamily, high density building. These would include
497 the GHG burden to heat, light, cool and otherwise make habitable common
498 spaces such as elevators, lobbies, community rooms, laundry areas, storage areas,
499 swimming pools and recreational areas, hallways, and all other commonly shared
500 areas. The DEIR does not reference any studies that factor in this common area
501 GHG burden for multifamily development, or express it in a per capita basis.

C26-45

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502 Conclusion: It is not arguable that correctly factoring in typical high density
503 common areas reduces the advantages that high density development has over
504 detached single family development when calculating GHG emissions equivalents
505 on a per capita basis. This would have differing impacts on the outcomes of the
506 Plan in different parts of the Bay Area: e.g. it would be very significant in
507 calculating GHG emissions per capita in San Francisco, San Jose and Oakland, but
508 less so in Marin, Sonoma and Napa. How does the DEIR justify its assumptions and
509 GHG reduction conclusions since this type of analysis was not performed for the
510 entire Plan Bay Area?

511 Urbanism's "Heat Island" and "Cold Sink" Effects: Recent studies have
512 begun to find that dense urban cores / high density developments that have so
513 much concrete, steel, stone and other temperature variant materials have a
514 negative effect on energy consumption and GHG emissions. Heating and cooling
515 effects, such as the "head island" effect (once an urban environment gets hot, it
516 takes more and more MTCO₂e to cool it down) and the "cold sink" effect (once an
517 urban environment gets cold, it takes more and more MTCO₂e to heat it up) must
518 now be considered for any analysis to be accurate (Note: According to the U.S.
519 Energy Department, building operations are the biggest energy user, using 40
520 percent of the nation's energy). More development produces more MTCO₂e.

C26-46

521 For example, according to a recent study done by the Lawrence Berkeley
522 National Laboratory's Heat Island Group, about these phenomena in the city of
523 Los Angeles, they estimated that because of the heat island effect "the demand
524 for electric power rises nearly 2% [more] for every degree Fahrenheit the daily
525 maximum temperature rises." The DEIR even acknowledges the effects of heat
526 islands (page 25-21) but fails to apply its effects to its findings.

527 Conclusion: Correctly factoring in the heat island and cold sink effects
528 would negatively alter the DEIR's analysis of the projected GHG emissions

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529 outcomes of the Plan. The DEIR does not acknowledge this required analysis in
530 arriving at its conclusions.

531 In Marin, for example, where over 65 percent of the County is dedicated
532 open space, there is a natural balance of development and natural topography
533 that acts to eliminate the heat island and cold sink effects and offer a moderate
534 climate throughout the year. This has beneficial effects on heating and cooling
535 energy demands and GHG emissions. How can the DEIR justify its assumptions
536 and GHG reduction conclusions when this type of analysis has not been
537 performed for the Plan and its Alternatives?

538 Urbanism's GHG "Externalities:" Proper analysis of GHG emissions
539 externalities, or "exogenous" impacts and costs, has rarely been factored into any
540 GHG calculation algorithms, in any studies, even those conducted by the EPA and
541 CA EPA. The principle of external GHG impacts is simple. Everything that is
542 required to service the habitability of development in any setting has external and
543 largely unaccounted for "costs" that need to be factored into any per capita GHG
544 emissions claims. Some of these would include the GHG loads required to provide
545 fuel and energy, water, food, services such as garbage and sewage removal and
546 treatment, and the unique demands of geographic location and micro-climates.

547 Example:

548 New York City recycles / repurposes less than 10 percent of its "trash."
549 Marin County recycles / repurposes almost 80 percent of its waste. Marin ships it
550 remaining trash to local landfills, at a minimum distance. NYC's trash travels
551 thousands of miles, on average, to be dumped in landfills in the Western United
552 States, or sorted in the South before being shipped to landfills overseas,
553 sometimes as far as Asia. All of this has a GHG emissions cost that is not included
554 in per capita energy consumption / GHG emissions metrics in studies or the DEIR.

C26-47

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555 This same principle applies to all the other categories. Power and water to
556 major metropolitan areas takes significant energy to transport and transmission
557 loss boosting requirements for power and water evaporation both have
558 measurable GHG emissions burdens that must be expressed in per capita metrics,
559 but rarely are in studies, and are certainly not factored into the DEIR. Even food
560 transportation has a quantifiable GHG cost that is significantly higher in urban
561 environments than it is in places like Marin, where much of our food is locally
562 grown.

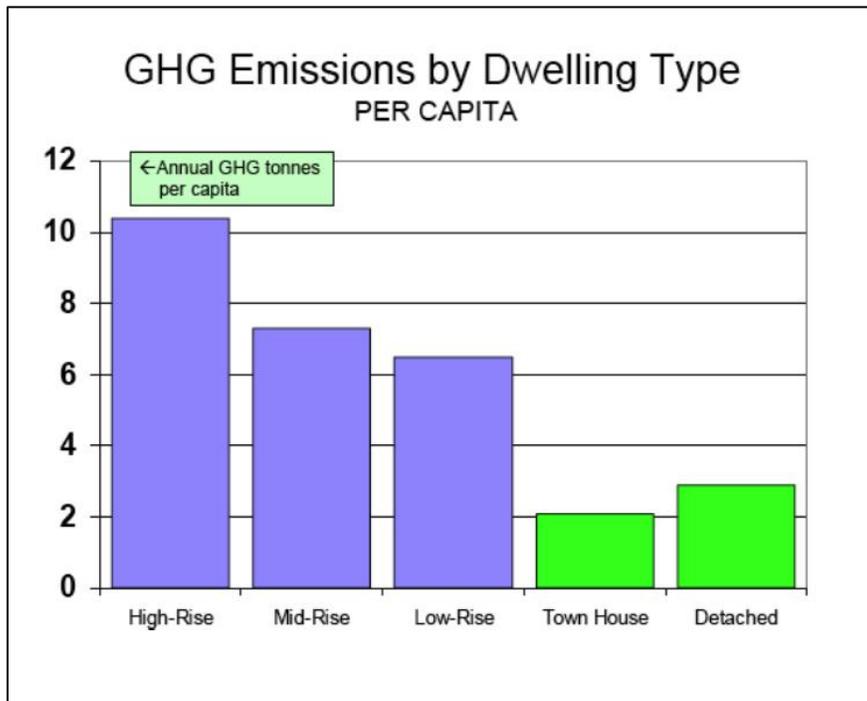
563 In addition, a recent study, *Greenhouse Gas Emissions Along the Urban-*
564 *Rural Gradient*, by Clinton J. Andrews, published in the Journal of Environmental
565 Planning and Management, Vol. 51, Issue 6, 2008, notes that “Reflecting their
566 central regional roles, municipalities... have higher per-capita emissions because
567 they host both residential and commercial buildings. Buildings in urban areas
568 typically contribute more emissions than personal transportation” outweighing
569 any advantages that might exist.

570 A study conducted by the Australian Conservation Foundation, *Housing*
571 *Form in Australia and its Impacts on Greenhouse Gas Emissions* (Oct. 2007), which
572 did attempt to factor in all of the categories of variables (living unit definition,
573 inclusion of common areas, the heat island and cold sink effects, the type and
574 amount of driving and vehicle trips taken, and the GHG externalities), concluded
575 that “reducing GHG emissions is not so simple as to be achieved through the
576 urban consolidation agenda. Indeed, there is considerable evidence to the
577 contrary.” This study concludes that the Plan’s transportation oriented
578 development (TOD) approach is flawed.

579 GHG *per capita* emission estimates from the recently published Australian
580 Conservation Foundation Consumption Atlas, indicates virtually the opposite of
581 generally held perceptions. The data shows that “lower density areas, which rely

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED]. Mill Valley, CA 9494: GHG emissions.

582 more on automobiles, tend to produce less in GHG emissions than the high
 583 density, more public transport dependent areas that are favored by urban
 584 consolidation policies.” Their comparative findings about residential building
 585 types, resulting from this kind of comprehensive GHG per capita emissions
 586 analysis is even more eye-opening (see chart below).



587

588 This research concludes that “low rise” high density development, the kind
 589 that is envisioned by the Plan for Marin and many other parts of the Bay Area,
 590 produces 2.5 times the GHG emissions of single family home development and 3
 591 times the GHG emissions of attached, single family townhouse development. High
 592 rise development produces 5 times the GHG emissions impacts of single family
 593 town homes. Even if these results were wrong by half they would still show a
 594 decided advantage to low density, suburban development.

595 Conclusion: The “facts” and metrics that form the basis of the DEIR’s
 596 conclusions about the Plan, that heavily favor high density TOD, are seriously

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

597 flawed and misleading compared to any analysis that factors in all of the GHG
598 emissions impacts of different types of factors noted herein. How can the DEIR
599 justify its assumptions and GHG reduction conclusions in light of this information
600 and without performing this kind of rigorous analysis in the DEIR?

601 The Effects of Local GHG Sequestration: The final piece of data analysis that
602 is required to accurately assess the true GHG emissions impacts of various land
603 use scenarios, and the Plan's Alternatives, on a per capita basis for the entire Bay
604 Area Region, is the calculation of what portion of GHG's produced are sequestered
605 locally and what portion is unaccountably "exported" to neighboring counties or
606 regions.

607 This is relevant inquiry because all of the Plan Alternatives, except
608 Alternative 1; *No Project*, will influence land use patterns and increase density,
609 impacting the local MTCO_{2e} sequestration potential of the existing ecosystems.
610 This analysis is also relevant since the entire premise of the Plan and the DEIR is
611 that the reduction of autos and light trucks is directly tied to transportation, land
612 use and development patterns (i.e. their claim that high density urban
613 development near public transportation produces superior GHG emissions
614 reductions when compared to low density, suburban development). However,
615 here is no evidence that local MTCO_{2e} sequestration has been considered in the
616 DEIR when making claims about reducing GHG emissions from autos and light
617 trucks.

618 Furthermore, I have been unable to find a single study that combines the
619 four other factors noted above with potential local sequestration MTCO_{2e}
620 variants that effect actual GHG impacts of various transportation oriented land
621 use and development density scenarios. Yet, this data is vital to making sound
622 planning and land use decisions and it weighs on the questionable efficacy of the
623 Plan as described and analyzed in the DEIR.

C26-48

C26-49

C26-50

C26-51

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

624 Analysis:

625 Local Sequestration of Auto and Light Truck Emissions Compared in Urban
626 and Suburban Locations (San Francisco and Marin County):

627 Automobile ownership in San Francisco County is presently 658 cars / light
628 trucks per 1,000 people, or .66 per person. Auto ownership in Marin County is
629 presently 756 cars / light trucks per 1,000, or .77 per person.

630 The population of San Francisco is 812,826 people. This equates to a total of
631 536,465 vehicles in San Francisco. The population of Marin County is 255, 031.
632 This equates to a total of 196,734 vehicles in Marin County. These totals generally
633 match DMV registration records.

634 According to the EPA, the average American car puts out 5.2 MTCO₂ (metric
635 tons of CO₂) per year. As noted above, local auto sales figures would suggest that
636 the Bay Area Region has a significantly lower average due to our early adoption of
637 PZEV and ZEV vehicles. However, for the sake of this analysis I will use the worse-
638 case scenario national averages.

639 Using the EPA figure, this equates to:

- 640 • San Francisco County produces 2,789,618 MTCO₂ per year in GHG's from
641 auto and light truck usage,
- 642 • Marin County produces 1,023,022 MTCO₂ per year in GHG's from auto and
643 light truck usage.

644 According to the latest U.S. Census, San Francisco County, a dense urban
645 development area has a total of 329,700 occupied housing units, of which 62,653
646 are single family detached homes and 267,047 are multifamily units (19 percent
647 and 81 percent, respectively).

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648 Marin County, a rural and suburban, low density development area has a
649 total of 100,650 housing units of which 63,656 are single family detached homes
650 and 39,994 are multifamily units (63 percent and 37 percent, respectively).

651 On this per housing unit basis then, when comparing the GHG emissions
652 from the use of autos and light trucks of San Francisco (high density urban
653 development) and Marin County (low density rural and suburban development):

- 654 • San Francisco produces an average of 8.46 MTCO₂ per housing unit per year
655 in auto GHG emissions;
- 656 • Marin County produces an average of 10.16 MTCO₂ per housing unit per
657 year in auto GHG emissions.

658 Using this overly simplistic analysis based on only this one measure, one
659 might conclude, as the DEIR apparently concludes, that dense urban development
660 is superior to rural or suburban development with regard to auto and light truck
661 emissions. However, that kind of analysis is inadequate to reach that conclusion.

662 *PLEASE NOTE: Keep in mind that this part of the analysis is strictly breaking*
663 *out auto and light truck GHG emissions when compared to housing unit counts*
664 *and not factoring in all the other considerations presented above regarding the*
665 *effects and impacts of unit sizes, definition of what a unit is, accounting for*
666 *common areas in multifamily high density buildings, heat island and cold sink*
667 *effects, or GHG "externalities" that are exported to other regions, and the negative*
668 *correlation between type of unit and GHG per capita emissions (greater density*
669 *equals higher GHG emissions per capita).*

670 However, continuing to use this simple measurement metric, we must now
671 apply the impacts of local MTCO₂ sequestration to properly compare the overall
672 GHG impacts of urban environments to rural / suburban environments.

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673 Local Sequestration Calculations:

674 San Francisco City/County covers 231.09 square miles or 147,898 acres of
675 land. Of that approximately 10 percent is dedicated open space (mostly the land
676 covered by Golden Gate Park, the Presidio and coastal areas and golf courses). The
677 remainder is urban (90 percent).

678 Marin County covers 828 square miles or 529,920 acres of land. Of that
679 approximately 65 percent is permanently dedicated open space and 15 percent is
680 agricultural / recreational rural land. The remainder is approximately 5 percent
681 fully developed land and 15 percent suburban.

682 The MTCO₂ sequestration equivalencies for different types of land use are
683 as follows (Sources: U.S. EPA Calculator, CA EPA, and CA Air Resources Board,
684 which differ):

- 685 ● Forest and open vegetated land: more than 10 years old:
 - 686 ○ 2.5 MTCO₂ per year per acre.
- 687 ● Agricultural / Recreational grassland:
 - 688 ○ 1.5 MTCO₂ per acre.
- 689 ● Suburban land with a 40 percent lot coverage maximum:
 - 690 ○ 1.0 MTCO₂ per year per acre
- 691 ● Fully developed urban landscape: minimal vegetation
 - 692 ○ 0.2 MTCO₂ per year per acre

693 Comparing San Francisco County to Marin County:

694 San Francisco:

695 90 percent urban developed land: 133,108 acres at 0.2 per acre equals
696 sequestration of 26,622 MTCO₂e per year.

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

697 10 percent forest and open vegetated land: 14,790 acres at 2.5 per acre
698 equals sequestration of 36,975 MTCO₂e per year.

699 TOTAL San Francisco local sequestration equals 63,597MTCO₂e per year.

700 Marin County:

701 65 percent forest / open land: 344,448 acres at 2.5 per acre equals
702 sequestration of 861,120 MTCO₂e per year.

703 15 percent is agricultural / recreational rural land: 79,488 acres at 1.5 per
704 acre equals sequestration of 119,232 MTCO₂e per year.

705 15 percent suburban land: 79,488 acres at 1.0 per acre equals sequestration
706 of 79,488 MTCO₂e per year.

707 5 percent urban developed land: 26,495 acres at 0.2 per acre equals
708 sequestration equal 5,299 MTCO₂e per year

709 TOTAL Marin local sequestration equals 1,065,139 MTCO₂e per year.

710 Conclusion:

711 Based on this analysis, Marin County, a rural / suburban development area
712 that produces more GHG's per auto and light truck than San Francisco, locally
713 sequesters more than 100 percent of its locally generated auto and light truck
714 MTCO₂ emissions per year, whereas San Francisco only sequesters about 1.1
715 percent of its locally generated auto and light truck MTCO₂ emissions per year.

716 This simple analysis resoundingly demonstrates that the entire premise of
717 Plan Bay Area, the conclusions of the DEIR and the underlying premise of SB375
718 are completely false in asserting that high density, transit oriented development

C26-52

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

719 categorically results in a reduction of MTCO₂e emissions for personal autos and
720 light trucks.

721 Plan Bay Area's premise only works if you ignore all the GHG's and
722 pollutants that are "exported" from urban regions to others. And this correct
723 analytical method indicates that the denser a place becomes the worse the
724 balance of GHG emissions and local sequestration gets. When you now factor in
725 the other negatives of high density building types, noted above, the effects of
726 increasing density is decidedly negative for overall GHG emissions per capita.

727 What scientific evidence or data points does DEIR have to support the
728 efficacy of its Plan Bay Area Alternatives, with regard to actually reducing auto
729 and light truck driving mileage and the resultant GHG emissions, when all
730 required datasets noted above are considered? What are the impacts on the
731 efficacy of the Alternatives presented in the Plan, in achieving the goals of SB375,
732 if the loss of land and the associated MTCO₂e sequestration is accurately
733 calculated? How does the DEIR account for the GHG's that it is exporting from
734 the Bay Area to other regions due to lack of local sequestration?

735 FINAL CONCLUSIONS OF ITEM #4:

736 The various facts presented in these analysis and the resultant conclusions
737 provide evidence, without doubt, that when all factors are considered (the
738 impacts of unit sizes, definition of what a unit is, accounting for common areas in
739 multifamily high density buildings, heat island and cold sink effects, unaccounted
740 for GHG "externalities" exported to other regions, and local GHG sequestration) a
741 suburban, single family home development, as it is found in Marin, Sonoma, Napa
742 and other parts of the Bay Area Region is superior in reducing GHG emission on an
743 overall basis and on a per capita basis than dense urban, TOD development found
744 in San Francisco, Oakland and San Jose.

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED]. Mill Valley, CA 9494: GHG emissions.

745 The Plan and the resultant DEIR does not acknowledge or in any way
 746 address or account for this data and findings presented here. What accurate and
 747 specific scientific evidence or data points then do the DEIR consultants have to
 748 support the efficacy of its Plan Bay Area Alternatives, with regard to actually
 749 reducing auto and light truck driving mileage and the resultant GHG emissions, if
 750 all required datasets are considered, as presented in the analysis above? How
 751 does the DEIR justify the lack of the kind of comprehensive analysis, noted herein,
 752 in arriving at its GHG emissions savings conclusions that it uses to justify Plan Bay
 753 Area?

C26-53

754 **FINAL COMMENTS:**

755 The Bay Area Plan DEIR is without sufficient statistical or scientific basis to
 756 justify its conclusions and projections. In fact in reviewing the entire DEIR there
 757 does not appear to actually be any detailed analysis or analytical methodology
 758 provided for any of its assumptions about the relationship between TOD and GHG
 759 emissions it claims. The Alternatives described in the DEIR (aside from Alternative
 760 #) will be more economically destabilizing for small cities, are financially
 761 irresponsible in that they encourage the expenditure of large sums of taxpayer
 762 fund for no discernible benefits, and they will, overall, be environmentally
 763 harmful rather than beneficial as claimed.

C26-54

C26-55

764 Building more and more housing, of any type, and other kinds of
 765 development, without jobs growth first, leads to “unsustainable” communities
 766 and potential bankruptcy for small cities (e.g. Vallejo, Modesto and San
 767 Bernadino). The building methods available to us today, even with token gestures
 768 like LEED certification, do not even begin to justify the belief that more TOD
 769 development is good for the environment. The truth is that development, TOD or
 770 otherwise, particularly in counties like Marin, Sonoma and Napa, only sets in
 771 motion an endless feedback loop the drives even more development to

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED], Mill Valley, CA 9494: GHG emissions.

772 accommodate support services and our consumption driven economy, and ever
773 more auto and light truck use and, more importantly, more shipping, trucking and
774 other more impactful transportation demands as a result.

775 The basic assumptions of the Plan are fundamentally flawed and contradict
776 the laws of supply and demand, free markets and how cities grow and survive.
777 Most troubling is that in the end, after all the costs and burdens that the One Bay
778 Area Plan are tallied, combined with the burdens of the HCD RHNA allocation
779 process will impose on our communities, the Plan will not result in providing what
780 we really need: more high quality jobs and more quality, affordable housing
781 choices for those most in need.

782 Examination of the Plan Bay Area Plan DEIR shows that this report fails to
783 satisfy the requirements of SB375 and the technical requirements of the DEIR
784 under CEQA because it fails to prove that any of the Alternatives will actually
785 achieve the goal of reducing per capita or overall GHG emission from the use of
786 autos and light trucks.

C26-56

787 The DEIR analysis makes the common error of mistaking correlation with
788 causation. It substitutes unscientific observations and unqualified statistics for
789 proper scientific inquiry or demonstrable facts to arrive at what appear to be
790 predetermined conclusions that are insupportable and inaccurate.

C26-57

791 The DEIR attempts to persuade readers by inference and through anecdotal
792 evidence rather than by doing the kind of specific and direct analysis as I've
793 presented above. And in fact the burden of proof is on those who drafted the
794 DEIR to show why the analysis I've presented was not undertaken. The DEIR offers
795 a "take our word for it" approach but offers no detailed calculations or formulas,
796 of any actual proof whatsoever to prove the Plan's efficacy in meeting the goals of
797 SB375. Its statistical data relies on studies done by its partners (MTC, BAAMQ,
798 etc.), whose objectivity and motivations must be questioned. It seems

C26-58

Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029): submitted May 15, 2013 by Robert Silvestri, [REDACTED]. Mill Valley, CA 9494: GHG emissions.

799 questionable that with the breadth of studies and scientific knowledge available
800 today to anyone wishing to do serious research, that the DEIR would choose to
801 rely so heavily on statistical data developed by the very organizations (MTC,
802 ABAG) who created the Plan that the DEIR is supposed to be objectively vetting.
803 And considering how much irrelevant information has been included in the DEIR,
804 a more cynical view would be that the DEIR is trying to “paper over” the situation
805 and throw so much material at the reader (in excess of 1,300 pages) that the
806 reader gives up accepts its conclusions, unchallenged.

C26-59

807 Based on the evidence and kinds of analysis presented herein, the DEIR has
808 failed to fulfill the technical requirements under CEQA, and the Plan and its
809 Alternatives has failed to comply with the requirements and goals of AB32, SB375
810 and the SCS in reducing per capita or overall GHG emission. The analysis I’ve
811 presented demonstrates that the Plan and its Alternatives will increase per capita
812 and overall GHGs rather than decrease per capita and overall GHGs, so the DEIR is
813 both incorrect and misleading in its conclusions, and inadequate under the
814 requirements of CEQA Guidelines.

C26-60

C26-61

Plan Bay Area 2040 Final Environmental Impact Report

From: WOUTER DITO <wouterdito@onebayarea.org>
To: "info@OneBayArea.org" <info@OneBayArea.org>
CC: [REDACTED]
Date: 5/4/2013 6:13 PM
Subject: Objections to EIR Transportation - Adding bus-only lanes

C27-1

Your draft EIR does not adequately address the impact of adding bus-only lanes - including on El Camino Real from San Jose to Daly City. The effect would be to waste lanes on infrequent and under-utilized buses and slow other traffic on and attempting to cross the roadway at intersections. Moreover, forcing pedestrians to get to the middle of a roadway to board buses wastes their time and places them and others at increased risk of injury. Furthermore, insofar as rideship on buses is increased, more persons would be subject to receiving and passing along infections and diseases. In addition, having riders get tickets in advance and enter and exit buses through more than one door is an open invitation to various crimes including theft from riders.

Wouter Dito
Milpitas, California
[REDACTED]

From: "Sabine Grandke-Taft" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/5/2013 3:05 PM
Subject: Comment on the DEIR for the Plan Bay Area

Comment on the DEIR for the Plan Bay Area

As a Marin County resident, I oppose implementation of the current Plan Bay Area draft for the following reasons:

- C28-1** 1. Lack of transparency: The officials who are responsible for disseminating information in this plan to their constituents have failed in this task. The vast majority of effected residents are currently unaware of this plan. This is not the fault of the residents and they should not be penalized. Extend the comment period of the DEIR by six (6) months.
- C28-2** 2. An outdated and unsubstantiated plan: Plan Bay Area is based on static data, not currently relevant, and a lack of sufficient planning. Before implementing a plan that radically impacts this community for the next 50 years, any projections and resulting analysis must rely on current statistics at a minimum. The fact that no plan co-exists to support the necessary resources diminished by this planned growth further supports this point.
- C28-3** 3. Failure to address vital infrastructure issues: As one example, this plan fails to address water and sewer requirements for the region; of significance, schools are completely overlooked. As such, no official can rightfully make an informed decision as to its viability.
- C28-4** 4. Prioritizing housing development over, and prior to, building jobs: There are many negative consequences in promoting so much housing without commensurate employment opportunities. We need to learn from mistakes made by Bay neighbors. Vallejo, Stockton, Modesto and San Bernardino all went bankrupt as a result of incorrect job and growth projections, in over-building their cities.

5. Prioritizing housing over transportation: Planning for mass housing prior to implementing sufficient public transportation places the cart before the horse. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.
- C28-5** 6. Permanent and Irreversible Damage to Marin County's Natural Character: Marin County is geographically unique and merits preservation for countless beneficial reasons despite, and because of, its proximity to a major city. Formulaically rezoning parts of Marin to urban density based on (1) flawed projections and (2) from the distance of an outside perspective makes no sense locally. Historically, imposition of drastic changes from the outside rarely brings the intended results - too often to the contrary, colossal failure. Our community needs local review and input toward a plan that makes sense locally in truly evolving for the better. A viable plan comes from the arduous but wise collaboration of competent minds working together with the community that must live with the long-term consequences of that plan.
- C28-5** 7. Social inequity: Building high density housing near highways and segregating the poor into those areas is socially unfair. Real integration allows the less fortunate to be mixed in with those of varying income; successful integration provides affordable housing at a sustainable proportion to market-rate homes, to ensure a healthy community continues to thrive - it does not risk ghettoization of a well-resourced community. There are other ways to integrate people currently in place. A second unit ordinance, as one example, effectively doubles the housing stock. Integration happens organically through creating equal opportunities and improving resources in existing communities, not by government mandates. What people need is fair paying jobs, not segregated housing. Finally, there is inequity in amassing the housing in our neighborhood in that it really does nothing toward diversifying the entire county. If anything, it creates yet one more under-resourced community.

Sincerely

Sabine Grandke-Taft

Sabine Grandke-Taft



<<http://www.radiantembodiment.com>> <http://www.RadiantEmbodiment.com>

Rebecca Lapedus
[REDACTED]
Orinda, CA 94563

C29

April 29, 2013

Draft Environmental Impact Report
(State Clearinghouse No. 2012062029)

Kenneth K. Moy, Legal Counsel
Association of Bay Area Governments
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607

RE: Comment on the DEIR

I am writing to request an extension of time to respond to the DEIR. The 1300+ pages that include references to other sources and a plethora of figures and tables does not allow the citizenry of the Bay Area to adequately review and comment upon the document within the forty-five day period. Despite being a former securities investment analyst, experienced in assessing the value of publicly-traded companies, I am stymied by the DEIR's technical content, source references, and governmental provisions with which I must familiarize myself in order to respond intelligently. Such a response will require some consultation with professionals whose expertise lies in environmental law and CEQA statutes & guidelines, as well as a swath of specialists in the construction industry. This will only be possible within a time frame that allows for such review to occur.

As only three examples of how strenuous reviewing of the DEIR can be, I cite:

- (1) The various acronyms referenced in the Summary of Impacts and Mitigation, e.g. diesel PM, MERV-13, (Table ES-2 on ES-18), etc.
While a Glossary of Terms is provided for *some* acronyms, the Glossary is incomplete and does not serve to inform the reader as to the actual terms' import or relevance to the DEIR.
- (2) References to other agency standards, e.g. ARB's Tier 4 (Table ES-2 on ES-19).
Such references are meaningless to the general public without time-consuming sourcing on search engines.
- (3) Cites to Acts, e.g. the Williamson Act (Table ES-2 on ES-23 and again on ES-24), Alquist-Priolo Act (ES-2 on ES-34), and to Executive Orders S-3-05 & B-16-2012 (Table Es-2 on ES-26) and S-13-08 (Table ES-2 on ES-28).
Without previous knowledge of the provisions within these Acts & Orders, the DEIR's stated mitigating effects to the particular environmental impact addressed can only be *assumed correct* rather than evaluated. Hence, review of these Acts and Orders becomes essential.

R E C E I V E D
APR 30 2013
ABAG

With the extension of time for the public to review & comment upon the DEIR, I also request that The DEIR to be revised & reissued to provide:

- (1) A *complete* Glossary that addresses not merely the translation of the acronym letters but the context within which each pertains to the DEIR; and
- (2) A directory of the DEIR's cited documents, statutes, and California codes in one place, e.g. the MTC/ABAG library and One Bay Area web site.

The Bay Area citizenry is entitled to informed participation in commenting on the DEIR. If that possibility is thwarted either by inadequacies within the DEIR, deliberately arcane language or by a timeline that limits the public to sufficiently review and thereby meaningfully respond to its contents, then the process is flawed and public interests are circumvented. May I also point out that the timetables for *release* of One Plan Bay Area and the DEIR were extended (as were other MTC & BAG documents heretofore) at the discretion of MTC and ABAG.

Respectfully submitted,



Rebecca LaPedus

Plan Bay Area 2040 Final Environmental Impact Report

From: Jon Spangler [REDACTED]
To: Randy Rentschler <RRentschler@mtc.ca.gov>
CC: <eircomments@mtc.ca.gov>, <CClevenger@mtc.ca.gov>
Date: 5/3/2013 3:50 PM
Subject: Fwd: Will public comment period be extended on Draft Plan Bay Area?

Randy,

C30-1

I emailed the Plan Bay Area via their info address) asking whether the Draft Plan Bay Area comment period had been extended, per the April 10 request letter from several Bay Area groups.

The following auto-response did not answer my question and Ms. Clevenger was apparently not available to answer her phone this afternoon. (I tried to reconstruct her MTC email address above.)

Do you happen to know if the MTC has decided to extend the public comment period on the Draft Plan Bay Area?

I think the request in the April 10 letter has a great deal of merit, given the scope and longevity of this plan and the too-short time available for many of us to digest and respond to it since it was released.

Thanks for your response,

Jon

Begin forwarded message:

> From: "eircomments" <eircomments@mtc.ca.gov>
> Date: May 3, 2013 1:55:56 PM PDT
> To: "Jon Spangler" [REDACTED]
> Cc: <info@OneBayArea.org>
> Subject: Re: Will public comment period be extended on Draft Plan Bay Area?

>
> Thank you for your comments on the Draft Plan Bay Area and the Draft
> Plan Bay Area Environmental Impact Report (EIR). They will be considered
> carefully during the preparation of the final documents. To stay updated
> on Plan Bay Area and the environmental process, please visit
> www.onebayarea.org.

>
>
> Carolyn Clevenger, EIR Project Manager
> Metropolitan Transportation Commission
> 101 8th Street
> Oakland, CA 94607
> (510) 817-5736

>
>
>>>> Jon Spangler <[REDACTED]> > 4/27/2013 3:27 PM >>>
> Dear Plan Bay Area EIR,

>
> A letter was submitted to you on April 10, 2013, asking that the public
> comment period be extended.

>
> What have you decided on this? I hope you will extend the period
> considerably so we can actually study it and make informed comments.

>
> Appreciatively yours,

>
> Jon Spangler
> member, League of Women Voters of Alameda, Sierra Club, TransformCA,
> etc.,
> writing as a private citizen

>
> Jon Spangler
> [REDACTED]
> Alameda, CA 94501-4250

>
> Writer/editor
> Linda Hudson Writing
> [REDACTED]

> [REDACTED]

>

> "She who succeeds in gaining the mastery of the bicycle will gain the
> mastery of life."

> —Frances E. Willard, in A Wheel Within a Wheel: How I Learned to
> Ride the Bicycle (1895)

>

>

> . . .

>

Jon Spangler
Writer/editor
Linda Hudson Writing

[REDACTED]

"She who succeeds in gaining the mastery of the bicycle will gain the mastery of life."
—Frances E. Willard, in A Wheel Within a Wheel: How I Learned to Ride the Bicycle (1895)

Plan Bay Area 2040 Final Environmental Impact Report

From: "John Wallace" [REDACTED]
To: <info@onebayarea.org>
CC: <dstratton@marincounty.org>, <BCrawford@marincounty.org>, <envplanning@marincounty.org>
Date: 4/22/2013 12:54 PM
Subject: Re: Marin Draft EIR
Attachments: Article_Marin Voice-One Bay Area plan is bad planning_042213.pdf

C31-1 As a Mill Valley resident, I wish to voice my opposition to the Draft EIR plan and the changes it envisions. It is frustrating to me that the officials who will vote on the plan not only do not actively engage the public on the scope and the changes to our local zoning that will be brought about by it, but appear to be quite unresponsive to the criticisms of this Draft EIR and the proposals contained within it when received.

This is not a proper discharge of the public's trust.

This breach of the public trust is evidenced by the fact that the only thing which gets the attention of our public officials or affects any attempt at change is accomplished by self-funded efforts of community activists, this "last resort" option should be just that and not forced upon the affected public as is the case here as the only reasonable choice to get elected or appointed official to listen. This is a mistake for which the responsible parties need to be held accountable at the voting booth.

C31-2 As is being urged upon such officials, instead of the Draft EIR, support should be given to another proper alternative: "No Project" as articulated by many sources but as recently described in the article: "Marin Voice: One Bay Area Plan is Bad Planning" by Susan Kirsch. [attached]

Thank you.

John Wallace
[REDACTED]

Mill Valley, CA 94941
[REDACTED]
[REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

From: <JLucas1099[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/3/2013 3:47 PM
Subject: Re: One Bay Area/Draft Plan Bay Area EIR/2013 Transportation Improvement Prog...

Dear Carolyn Clevenger,
May 3, 2013

Thank you for your kind acknowledgement of comments made at Wednesday's May 1, public hearing on the ABAG Draft Plan Bay Area and the MTC Draft 2013 Transportation Improvement Program.

As believe I mentioned, I was still somewhat unclear on a major element of concern which was the acreage of wetlands loss that would be incurred in the implementation of these two plans. At a previous meeting two or three pages of wetland sites to be impacted were, I believe noted in Appendix H. This list is in mail to me.

C32-1

Therefore, in response to Draft Plan Bay Area and Draft Plan Bay Area EIR my comments by May 16, should be more specific. However, at this time I would relate those concerns on wetlands to the Draft 2013 Transportation Improvement Program.

If there is a substantial loss or even a net loss of wetland acreage associated with implementation of the TIP then I think this Draft needs to include scientific studies related to the beneficial resource of marsh wetlands. One study should be established data on degree to which marsh wetlands sequester automobile emission carbons, if remember accurately, and include actual numbers re pounds of contaminants removed from air.

A second more recent study by Stu Weiss on nitrogen deposition in open space lands adjacent to highway corridors provides scientific documentation of alteration of native vegetation, increase in invasive vegetation which in general result in increase in cost of land management with challenge of increase in fire fuel loads.

In consideration that AB375 incorporates concerns of climate change and global warming trends such study should be integral to this mandate. Early springs have overwhelmed park and open space maintenance staff.

Another study on depth of wetlands buffer needed for filtering of contaminants from highway stormwater runoff should be included, and in association with that altered water chemistry comes the invasive threat of hybrid Spartina and Phragmites which alter marshes permanently into a mono-culture of degraded wetlands habitat.

There is a professor at Cornell who has spent decades studying cause and effects of Phragmites on coastal wetlands. Main protagonist is likely not leaving sufficient uplands buffer between suburban uses and the sea.

Highways are a prime catalyst for degradation of wetlands and loss of wildlife corridors and this needs to be addressed in your Draft 2013 TIP. Wildlife crossover bridges should be included as well as culvert crossings.

On final and distinctly different note, was surprised that in consideration of global warming and sea level rise, could find no mention of plans to upgrade highways that at present are barely foot above bay storm hightide.

C32-2

Aqua Alta is an impressive reality in Venice and at end of the Adriatic it may predict conditions that can be readily produced in South Bay. #237, #101, #880 and railroad passing through Alviso could be susceptible to fluvial as well as ocean rise influences so believe chapter on how best to engineer for hydrological challenge could be included.

Thank you for consideration of concerns and will try to comment more precisely with Appendix H in hand.

Libby Lucas
[REDACTED]
Los Altos, CA 94022

**SHARON RUSHTON
C/O SUSTAINABLE TAMALMONTE
[REDACTED]
MILL VALLEY, CA 94941**

May 8, 2013

MTC-ABAG Plan Bay Area Public Comment
101 8th Street Oakland,
California 94607

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

I write on behalf of Sustainable TamAlmonte and myself to comment on the
Draft Plan Bay Area and the Draft Plan Bay Area Draft Environmental
Impact Report (State Clearinghouse No. 2012062029).

Sustainable TamAlmonte is a group of Tam Valley and Almonte residents
who want to preserve and enhance the environmental qualities of their
unique bayside communities. The members of Sustainable TamAlmonte
support truly sustainable land use and development in the Tamalpais
Community Services District and the Almonte Sanitary District of
Unincorporated Marin, and have grave concerns about the environmental,
health and safety impacts that result from poor land use planning, including
environmentally detrimental projects. Therefore, Sustainable TamAlmonte
has a strong interest in enforcing environmental laws to protect the Tam
Valley and Almonte communities' valuable environmental resources, and the
health and safety of current and future residents.

I. INTRODUCTION

C33-1

CEQA has two basic purposes, neither of which the Draft Plan Bay Area’s DEIR satisfies. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.¹ The EIR is the “heart” of this requirement.² The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.”³ Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures.⁴ The Draft EIR fails to satisfy these purposes by improperly deferring the analysis of, and failing to disclose, all potentially significant environmental impacts of the Draft Plan Bay Area, and failing to provide adequate mitigation measures to avoid impacts. As a result, the Draft EIR fails as an informational document and falls short of CEQA’s mandates.

II. The Draft Plan Bay Area’s DEIR’s Assumption Regarding Population And Job Projections For Marin County Is Misguided Because Evidence Shows That The Draft Plan Bay Area Projections Are Unrealistic.

C33-2

Pg. ES 8 of the Draft Plan Bay Area’s DEIR lists “Key EIR Assumptions” and includes the following key assumption:
 “The total amount of growth projected for the Bay Area through 2040 is based on ABAG’s Plan Bay Area Forecast of Jobs, Population and Housing (the forecasts used to develop the Jobs-Housing Connection) that is available for review on the project website (<http://www.onebayarea.org>); this amount

¹ 14 Cal. Code Regs. (“CEQA Guidelines”) § 15002(a)(1).

² *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84.

³ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

⁴ CEQA Guidelines § 15002(a)(2) and (3) (*See also Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400.).

of growth is assumed in the proposed Plan, which identifies a land use pattern to accommodate the projected growth.”

As demonstrated below, for Marin County, the above key assumption is misguided because evidence shows that the Draft Plan Bay Area’s forecast of Jobs, Population, and Housing in Marin County is unrealistic.

Population Growth

The State Department of Finance is the preeminent authority on population and job projections. The January 2013 release of the State Department of Finance (DOF) projections of Marin County’s population growth are 10% lower than the growth forecast used for Plan Bay Area: Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect realistic population growth based on DOF projections.

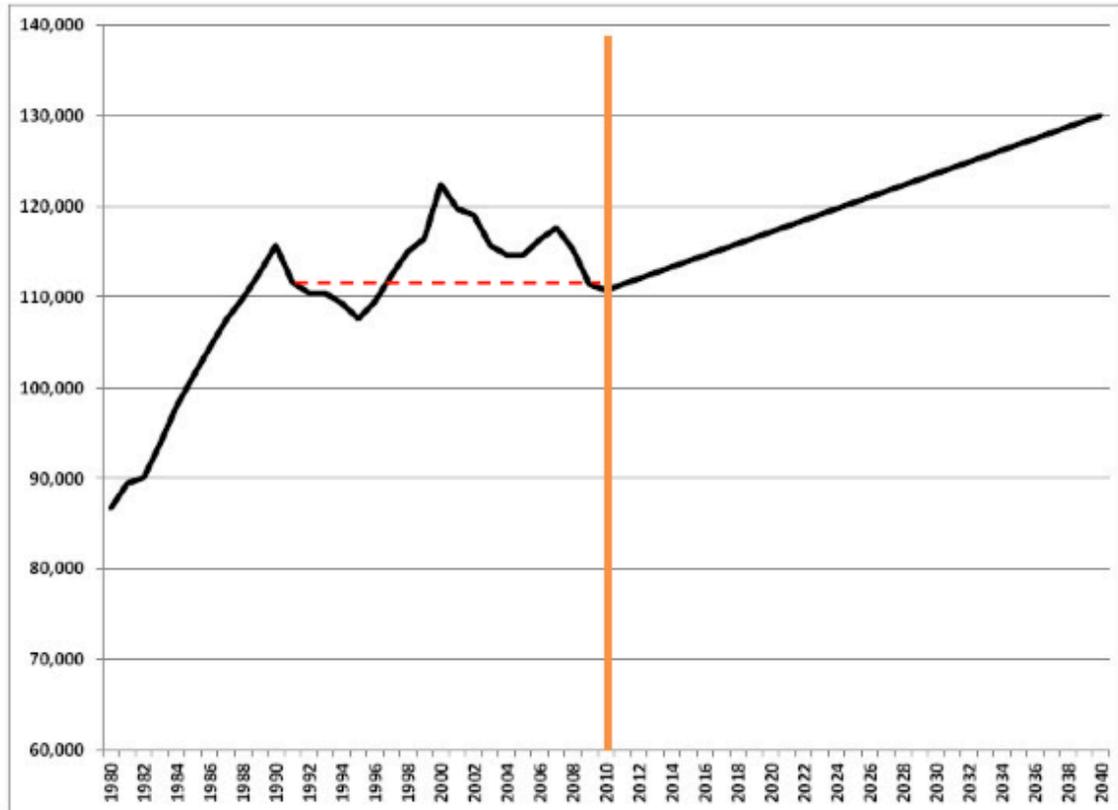
C33-3

Employment Growth

The Draft Plan Bay Area’s Jobs-Housing Connection Scenario forecasts Marin County’s employment growth at 17% by 2040, or about one-half percent per year. Although this appears to be consistent with historical growth of 16% from 1980-2010, in fact, and as pointed out by the Transportation Authority of Marin in its April 26, 2012 letter to ABAG⁵, job growth in Marin was substantial only from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990, as shown below in the dotted line, with a consistent decrease since 2000.

⁵ See Attachment 1: Letter from TAM to ABAG, April 26, 2012

Marin County Payroll Employment 1980-2010 and ABAG/SCS Projections through 2040



Sources: ABAG/SCS Jobs-Housing Connection Scenario and Bureau of Labor Statistics (BLS)

Marin County lacks the type of developable land associated with business growth of the 1980s, and has limited availability of water resources. It is unlikely that Marin can match the robust job growth of the 1980s. In addition, the long-term employment forecast is unrealistically high for Marin's growing population of seniors who are retired or not fully employed. An adjustment to the labor participation rate should be made.

The Draft Plan Bay Area's DEIR assumes that the Draft Plan Bay Area's Population and Job Growth projections are correct. However, the above information demonstrates that the plan's population and job growth projections for Marin County are unrealistic. Therefore, assessments made by the Draft Plan Bay Area's DEIR that were based on the Draft Plan Bay Area's Marin County Population and Job Growth projections must be reviewed and revised.

III. The Draft Plan Bay Area DEIR Fails To Adequately Disclose, Analyze, And Mitigate Impact 2.1-3 “Substantial Increase In Per Capita Vehicle Miles Traveled (VMT) On Facilities Experiencing Level Of Service (LOS) F” (Pg. ES-13 Draft Plan Bay Area DEIR)

The Draft Plan Bay Area DEIR only lists mitigation measures 2.1(a), 2.1(b) and 2.1(c) to mitigate Impact 2.1-3 “Substantial Increase in Per Capita VMT on Facilities Experiencing Level of Service (LOS) “F” compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic substantially exceeds capacity, resulting in stop-and-go conditions for extended periods of time).”

C33-4 Draft Plan Bay Area DEIR (pg. ES-13) mitigation measures 2.1(a) “additional peak period bridgetoll” and 2.1(c) “implementation of ramp metering” are only applicable for freeways with LOS “F” and are not appropriate for smaller busy roadways with LOS “F”, such as Hwy 1 in Unincorporated Mill Valley (LOS “F”), which is located in the Transportation Priority Project (TPP) Corridor and the Hwy 101 Corridor Priority Development Area of Plan Bay Area.

C33-5 The Draft Plan Bay Area’s DEIR mitigation measure 2.1(b) “commute benefit ordinance” only helps to mitigate a substantial increase in per capita VMT on roadways with LOS “F” that act as commutes to major employers (with more than 50 employees). Many smaller busy highways with an LOS “F”, such as Hwy 1 in Unincorporated Mill Valley, primarily act as a commute to small employers with less than 50 employees.

C33-6 The Draft Plan Bay Area DEIR is insufficient because it fails to adequately analyze and mitigate Impact 2.1-3 on smaller busy highways with LOS “F”.

IV. The Draft Plan Bay Area DEIR Fails To Adequately Disclose, Analyze And Mitigate Potentially Significant Impacts Associated With Air Quality.

The Draft Bay Area Plan DEIR sites **Impact 2.2.5 (a)** “Localized net increase in sensitive receptors located in Transit Priority Project (TPP) corridors where TACs or fine particulate matter (PM_{2.5}) concentrations results in a cancer risk greater than 100/million or a concentration of PM_{2.5} greater than 0.8 ug/m³” and **Impact 2.2.5(b)** “Localized net increase in

sensitive receptors located in Transit Priority Project (TPP) corridors within set distances to mobile or stationary sources of Toxic Air Contaminants (TACs) or Particulate Matter (PM_{2.5}) emissions.”

A. The Draft Plan Bay Area’s DEIR Fails To Adequately Analyze And Mitigate Impact 2.2-5(a) And Impact 2.2-5(b) On Small Sites & Sites Surrounded By Multiple TAC And PM_{2.5} Emission Sources.

C33-7

A number of the mitigation measures incorporated into the Draft Plan Bay Area DEIR to mitigate Impact 2.2.5(a) and Impact 2.2.5(b) are not adequate because they are ineffective on small sites and sites surrounded by multiple sources of TACs and PM_{2.5} emissions. These include:

- Phasing of residential developments does not mitigate Impact 2.2.5(a) and Impact 2.2.5(b), when the entire site of a residential development is located within the zone of influence of TAC and/or PM_{2.5} emission sources.
- Designing a site to locate sensitive receptors as far as possible from any freeways, roadways, diesel generators, distribution centers, and railyards, does not mitigate Impact 2.2.5(a) and 2.2.5(b) if the entire site is located within the zone of influence of TAC and/or PM_{2.5} emission sources.⁶

B. The Draft Plan Bay Area’s DEIR Fails To Adequately Disclose And Analyze The Severity Of Significant Cumulative Health Risks Caused By Impact 2.2-5(a) And Impact 2.2-5(b).

C33-8

Regarding Impact 2.2.5(a) and 2.2.5(b), the Draft EIR fails to accurately disclose the severity of the significant cumulative health risks to sensitive receptors on sites within the zone of influence of collective TACs and PM_{2.5} emissions from several significant sources. For instance, Unincorporated Mill Valley sites located in the Transit Priority Project (TPP) corridor and located in the Hwy 101 Corridor Priority Development Area of the Draft Plan Bay Area are simultaneously subject to TACs and

⁶ See Attachment 2: Letter from Geoffrey Hornek to Rachael Koss re: Comments on the air quality analysis for the 2012 Draft Supplemental Environmental Impact Report of the 2012 Draft Marin County Housing Element, February 18, 2013.

PM2.5 emissions from three or four of the following sources: Hwy 101 (LOS “F”), Hwy 1 (LOS “F”), two Dry Cleaners, three Gas Stations and the County of Marin Crest Marin Pump Station Generator.⁷

C. The Draft Plan Bay Area’s DEIR Fails To Adequately Mitigate Impact 2.2-5(a) And Impact 2.2-5(b) Because Mitigation Measures Fail To Protect Sensitive Receptors Outdoors.

C33-9

The Draft Plan Bay Area’s DEIR fails to adequately mitigate Impact 2.2.5(a) and Impact 2.2.5(b) because it does not provide adequate mitigations to protect sensitive receptors spending time outdoors (E.g. children playing outside or residents gardening) on sites located within the zone of influence of TAC and/or PM2.5 emission sources. Planting trees and/or vegetation between sensitive receptors and the pollution source provides little or no protection to the sensitive receptors spending time outdoors and cannot be carried out when there is little or no room for such trees and/or vegetation or view ordinances restrict the height of the trees.

C33-10

On Pg. 2.2-79, under Impact 2.2-5(b), the Draft Plan Bay Area’s DEIR states:

“New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.

In general, the closer one gets to a source of emissions, the higher the pollutant concentrations one will be exposed to. Ideally, sensitive land uses would be set back an appropriate distance such that sensitive receptors would not be exposed to TAC and PM2.5 concentrations that could adversely affect their health. However, this is the central issue surrounding infill development, such as in TPPs and PDAs, where the objective is to locate jobs and housing in close proximity to each other to reduce automobile trips and therefore mobile source emissions. In doing so,

⁷ See Attachment 2: Letter from Geoffrey Hornek to Rachael Koss re: Comments on the air quality analysis for the 2012 Draft Supplemental Environmental Impact Report of the 2012 Draft Marin County Housing Element, February 18, 2013.

sensitive receptors can be located too close to stationary or mobile sources and exposed to unhealthy levels of TACs and PM2.5 concentrations.”

As demonstrated above, implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from TACs and PM2.5 emissions. Furthermore, the mitigation measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors who spend time outdoors.

Consequently, Plan Bay Area’s proposal to target residential development on highly travelled and congested roadways (with LOS “F”) and in close proximity of mobile and stationary sources of TACs and PM2.5 emissions, is nothing short of irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.”⁸ Plan Bay Area does not heed this mandate.

Moreover, there can be no benefit that would result from implementation of Plan Bay Area that would override the impact of severe illness or loss of life from exposing sensitive receptors to toxic air contaminants (TACs) and/or fine particulate matter (PM2.5) emissions.

The only sensible recourse is to revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants (TACs) and/or fine particulate matter (PM2.5) emission sources⁹ and remove areas situated within the zone of influence of TACs and PM2.5 emissions from Transit Priority Project corridors and Priority Development Areas.

⁸ *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283, 118; *Laurel Heights*, 47 Cal.3d at p. 393; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 711.

⁹ See Attachment 2, for e.g. regarding sites located in the Tam Junction area of Unincorporated Mill Valley.

V. The Draft Plan Bay Area DEIR Fails To Adequately Disclose, Analyze And Mitigate Potentially Significant Impacts Associated With Seismic Activity.

A. The Draft Plan Bay Area DEIR Fails To Adequately Disclose, Analyze And Mitigate Potentially Significant Impacts Associated With Ground Shaking.

C33-11

Draft Plan Bay Area’s DEIR incorporates Mitigation Measure 2.7(b) to mitigate Impact 2.7-2 “Exposure of people or structures to substantial risk related to ground shaking”.

Mitigation Measure 2.7(b) requires project sponsors and proposed improvements to comply with the most recent version of the California Building Code (CBC) and concludes that by doing so Impact 2.7-2 would be reduced to less than significant.

Although the Unincorporated Marin areas targeted for development in the 2007 Marin Countywide Plan are the same as the Unincorporated Marin areas targeted for development in the Draft Plan Bay Area, the above finding is in conflict with the 2007 Marin Countywide Plan’s Environmental Impact Report (EIR).

Excerpts from the 2007 Marin Countywide Plan’s Environmental Impact Report (EIR) 4.7 GEOLOGY:

Pg. 4.7-4, 2007 Marin CWP’s EIR, **Seismic Ground Shaking:** “Ground shaking is the most potentially devastating geologic hazard in Marin County due to the damage it would be capable of causing.”... “In Marin County, the most significant area of potential shaking amplification is the City-Centered Corridor” – where the Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area (PDA) of Plan Bay Area are located.

Pg. 4.7-13, 2007 Marin CWP’s EIR, **City-Centered Corridor Housing Sites:** “In general, these sites could experience strong seismic ground shaking and many of the designated areas would likely be subject to hazards related to unstable ground: expansive soils, soil erosion, subsidence and settlement, and seismic-related ground failure.” The Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area are

located within the City-Centered Corridor and would experience the same hazards.

Pg. 4.7-20, 2007 Marin CWP's EIR, **Impact 4.7-2 Seismic Ground Shaking**: "Land uses and development consistent with the Draft 2005 CWP Update (AKA 2007 CWP) would expose people, new development and redevelopment to substantial adverse seismic effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This would be a significant impact."

Pg. 4.7-20, 2007 Marin CWP's EIR, Discussion of **Impact 4.7-2 Seismic Ground Shaking**: "The probability of at least one earthquake with a moment magnitude greater than 6.7 before 2032 is 62 percent." ... "In Marin County, buildings located near the San Andreas Fault zone and buildings underlain by water-saturated mud and artificial fill could experience the strongest seismic ground shaking. The deposits that will experience the strongest shaking amplification underlie a significant portion of the City-Centered Corridor (Map 2-9 [Seismic Shaking Amplification Hazards] in 2007 Countywide Plan." The Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area are located within the City-Centered Corridor and would experience the same hazards.

Pg. 4.7 – 20, 2007 Marin CWP's EIR, Discussion of **Impact 4.7-2 Seismic Ground Shaking**: "The Marin County Code includes ordinances that would reduce hazards associated with seismic ground shaking. Section 19.04.010, Codes Adopted, states that the County has adopted the 2001 edition of the California Building Code (CBC). Adoption of this Code would ensure that new construction would be based on the seismic design requirements in the CBC."

To mitigate Impact 4.7-2 Seismic Ground Shaking, in addition to compliance with the California Building Code (which is the only mitigation sited in Draft Plan Bay Area's DEIR for Impact 2.7-2 "Ground Shaking" and Impact 2.7-3 "Seismic Related Ground Failure, including liquefaction"), the CWP's EIR incorporates Mitigation Measure 4.7-2, which calls for revision of numerous policies and programs related to seismic safety, retrofit, and location of emergency service facilities and creation a new program to systematically assess damaged and collapsed buildings after a damaging earthquake.

Yet, on Pg. 4.7- 24, the 2007 Countywide Plan’s EIR concludes; “Mitigation Measure 4.7-2 would ensure a reduced level of risk compared to existing conditions and reduce adverse effects of mild to moderate seismic ground shaking to a less-than-significant level. Nevertheless, for severe seismic ground shaking this would remain a **significant unavoidable project and cumulative impact.**”

Summary

The 2007 Marin Countywide Plan directs development in the same Unincorporated Marin areas as Plan Bay Area. The Marin Countywide Plan’s EIR identifies high seismic ground shaking in the same location as the Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area of Plan Bay Area. The CWP’s EIR finds that such seismic ground shaking would result in a significant adverse impact. The CWP’s EIR incorporates more mitigation measures than Draft Plan Bay Area’s DEIR. Yet, the Draft Plan Bay Area DEIR concludes that its weaker mitigation measure for Seismic Ground Shaking would result in a less-than-significant impact, whereas the 2007 Countywide Plan’s EIR concludes that its mitigation measures for Seismic Ground Shaking (which are more rigorous than those in Draft Plan Bay Area’s DEIR) would result in significant unavoidable project and cumulative impacts for severe seismic ground shaking.

Moreover, on Pg. 115, the 2012 DRAFT Marin County Housing Element’s DSEIR, which also directs development in areas located in the TPP corridor and the Hwy 101 Corridor Priority Development, confirms the CWP’s EIR findings: “Mitigation Measure 4.7-2 would reduce impact, but still found significant unavoidable. No change from CWP EIR.”

Conclusion

In conclusion, the findings, related to the impact of seismic ground shaking impact, found in the Marin Countywide Plan’s EIR and the 2012 Draft Marin County Housing Element’s SDEIR conflict with those of the Draft Plan Bay Area’s DEIR and prove that the impact after mitigation would remain a significant unavoidable project and cumulative impact. Moreover, there can be no benefit that would result from implementation of Plan Bay Area that would override the impact of severe injury or loss of life from building on ground known to experience severe seismic ground shaking. The only sensible recourse is to revise Draft Plan Bay Area and remove new development from Unincorporated Marin land that is subject to severe

seismic ground shaking and remove Unincorporated Marin areas subject to severe seismic ground shaking from the Transit Priority Project (TPP) corridors and Priority Development Areas (PDAs).

B. The Draft Plan Bay Area DEIR Fails To Adequately Disclose, Analyze And Mitigate Potentially Significant Impacts Associated With Seismic-Related Ground Failure, Including Liquefaction.

C33-12

Draft Plan Bay Area’s DEIR incorporates Mitigation Measure 2.7(b) to mitigate 2.7-3 “Exposure of people or structures to substantial risk from seismic-related ground failure, including liquefaction”.

Mitigation Measure 2.7(b) requires project sponsors and proposed improvements to comply with the most recent version of the California Building Code (CBC) and concludes that by doing so Impact 2.7-3 would be reduced to less than significant.

Although the Unincorporated Marin areas targeted for development in the 2007 Marin Countywide Plan are the same as the Unincorporated Marin areas targeted for development in Plan Bay Area, the above finding is in conflict with the 2007 Marin Countywide Plan’s Environmental Impact Report (EIR).

Excerpts from the 2007 Marin Countywide Plan’s Environmental Impact Report:

Pg. 4.7-7, 2007 Marin CWP EIR’s **Liquefaction**: “The geologic materials most susceptible to liquefaction include young stream channel deposits as well as beach deposits and artificial fill overlying Bay Muds. “ Map 2-11 Liquefaction Susceptibility Hazards in the 2007 Countywide Plan illustrates areas of deep fill on bay mud, which are subject to high liquefaction. Many of these high liquefaction areas are located within the Transit Priority Project (TPP) corridor and the Hwy 101 Priority Development Area (PDA) of Plan Bay Area.

Pg. 4.7-9, 2007 Marin CWP’s EIR, **Subsidence and Settlement**: “In Marin, the most significant subsidence hazard is the young Bay Muds. The placement of fills and structures on Bay Muds has resulted in human-induced subsidence and seismic shaking has caused naturally induced subsidence of Bay Muds.” The Transit Priority Project (TPP) corridor and

the Hwy 101 Corridor Priority Development Area of Plan Bay Area includes many areas of deep fill on Bay Mud, which are at very high risk of subsidence.

Pg. 4.7-13, 2007 Marin CWP's EIR, **City-Centered Corridor Housing Sites**: "In general, these sites could experience strong seismic ground shaking and many of the designated areas would likely be subject to hazards related to unstable ground: expansive soils, soil erosion, subsidence and settlement, and seismic-related ground failure." The Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area are located within the City-Centered Corridor and would experience the same hazards.

Pg. 4.7-24, 2007 Marin CWP's EIR, Impact 4.7-3 **Seismic-Related Ground Failure**: "Land uses and development consistent with the Draft 2005 CWP (AKA 2007 Marin Countywide Plan) would expose people and structures to substantial adverse seismic effects, including the risk of loss, injury, or death from seismic-related ground effects. This would be a significant impact."

The 2007 Marin CWP's EIR incorporated Mitigation Measure 4.7-3 to mitigate Impact 4.7-3 Seismic-Related Ground Failure. Mitigation Measure 4.7-3 included revision of programs EH-2.a (Require Geotechnical Reports) and EH-2.b (Require Construction Certification) of the Draft 2005 Countywide Plan Update and the addition of a new program that would continue to create Geologic hazard Area maps based on the most up to date geologic and geotechnical information as it becomes available.

Pg. 4.7-28, 2007 Marin CWP's EIR, **Significance After Mitigation Measure 4.7-3**: "Mitigation Measure 4.7-3 would minimize the exposure of persons or structures to adverse effects of seismic-related ground failure for minor and moderate events to a less- than-significant level. However, implementation of these policies and programs would not eliminate all structural damage, injuries, or death from seismic-related ground failures, especially for severe seismic events. Therefore, this would remain a **significant unavoidable project and cumulative impact.**"

Summary

The 2007 Marin Countywide Plan directs development in the same Unincorporated Marin areas as Plan Bay Area. The Marin Countywide Plan's EIR identifies high seismic-related ground failure in the same

location as the Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area of Plan Bay Area. The CWP's EIR finds that such seismic-related ground failure would result in a significant adverse impact. The CWP's EIR incorporates more mitigation measures than Draft Plan Bay Area's DEIR. Yet, the Draft Plan Bay Area DEIR concludes that its weaker mitigation measure for ground failure would result in a less-than-significant impact, whereas the 2007 Countywide Plan's EIR concludes that its mitigation measures for Seismic-Related Ground Failure (which are more rigorous than those in Draft Plan Bay Area's DEIR) would result in a significant unavoidable project and cumulative impact for seismic-related ground failure.

Moreover, on Pg. 115, the 2012 DRAFT Marin County Housing Element's DSEIR, which also directs development in areas located in the TPP corridor and the Hwy 101 Corridor Priority Development, confirms the CWP's EIR findings: "Mitigation Measure 4.7-3 would reduce impact, but still found significant unavoidable. No change from CWP EIR."

Conclusion

In conclusion, the findings related to the impact of seismic-related ground failure, of the Marin Countywide Plan's EIR and the 2012 Draft Marin County Housing Element's SDEIR conflict with those of the Draft Plan Bay Area's DEIR and prove that the impact after mitigation would remain a significant unavoidable project and cumulative impact. Moreover, there can be no benefit that would result from implementation of Plan Bay Area that would override the impact of severe injury or loss of life from building on ground known to experience seismic-related ground failure. The only sensible recourse is to revise Draft Plan Bay Area and remove new development from Unincorporated Marin land that is subject to seismic related ground failure and remove Unincorporated Marin areas subject to seismic-related ground failure from the Transit Priority Project (TPP) corridors and Priority Development Areas (PDAs).

C. The Draft Plan Bay Area DEIR Fails to Adequately Disclose, Analyze and Mitigate Potentially Significant Impacts Associated with Deterioration of Grounds Surrounding Buildings due to Ground Shaking and Seismic-Related Ground Failure, including liquefaction.

The Draft Plan Bay Area DEIR fails to adequately disclose, analyze and

mitigate potentially significant impacts associated with the deterioration of grounds (E.g. walkways, parking lots, gardens) surrounding buildings due to ground shaking and seismic-related ground failure, including liquefaction.

Unincorporated Mill Valley's Tam Junction shopping area is located within the Transit Priority Project (TPP) corridor and the Hwy 101 Corridor Priority Development Area of the Draft Plan Bay Area. The area is deep (80 to 90 feet deep) landfill on top of bay mud and is designated a very high seismic activity zone. The area is subject to high liquefaction, subsidence, and mud displacement. Newer buildings in the shopping area are protected from low to moderate seismic events due to support pillars reaching down 80 to 90 feet deep to bedrock. According to the 2007 Marin Countywide Plan's EIR, the buildings are not protected from high seismic events. However, each year the walkways and parking lots around the stores crack, move and sink unevenly. There have been reports of pedestrians tripping and seriously hurting themselves from the uneven pavement. The shopping area must repair the walkways and parking lots every year. If repairs are postponed, grounds become excessively dangerous.

The above scenario illustrates the hazards associated with the deterioration of grounds surrounding buildings due to ground shaking and seismic-related ground failure. The Draft Plan Bay Area's DEIR fails to disclose, analyze and mitigate this type of potential significant impact.

VI. The Draft Plan Bay Area's DEIR Fails to Adequately Disclose, Analyze, and Mitigate Potentially Significant Impacts Associated With Sea Level Rise.

A. The Plan Bay Area's Draft EIR Fails To Adequately Disclose, Analyze, and Mitigate Significant Impacts Associated With Sea Level Rise Because Its Analysis Does Not Analyze Potential Century (E.g. 2100) Sea Level Rise, Which Corresponds To The Life Expectancy Of Developments Encouraged By Plan Bay Area.

C33-14

Pg. 2.5-46 of the Draft EIR states; "The sea level rise analysis provides a program-level assessment of generalized potential impacts associated with future sea level rise in the San Francisco Bay Area utilizing the inundation mapping produced by NOAA for their Sea Level Rise and Coastal Flooding Impacts Viewer. Potential midcentury (e.g., 2050) sea level rise conditions were selected for this analysis, rather than 2040 conditions, as most sea level

rise projections are associated with midcentury and end-of-century conditions.”

According to the above excerpt, the Draft DEIR states that potential midcentury (e.g., 2050) sea level rise conditions were selected for the Draft EIR’s analysis of sea level rise. This time period is totally inadequate for a plan that guides development through Year 2040. Any building developed in 2040 would potentially last until the end of the century (2100), if not longer. Consequently, the Draft DEIR should have based its analysis of sea level rise on century (e.g., 2100) sea level rise conditions, at a minimum.

Therefore, the Draft Plan Bay Area’s Draft EIR fails to adequately disclose, analyze, and mitigate potential significant impacts associated with Sea Level Rise because its analysis does not analyze potential century (E.g. 2100) Sea Level Rise, which corresponds to the life expectancy of developments encouraged by Plan Bay Area.

B. The Draft Plan Bay Area’s DEIR Fails To Adequately Disclose, Analyze And Mitigate The Potential Significant Impact Of A Net Increase In The Number Of People Residing Within Areas Regularly Inundated By Sea Level Rise.

C33-15

On Pg. 2.5-6, the Draft Plan Bay Area’s Draft EIR sites Impact 2.5-6: “Implementation of the proposed Plan could result in a net increase in the number of people residing within areas regularly inundated by sea level rise by midcentury.”

The Draft Plan Bay Area’s DEIR fails to adequately disclose and analyze the potential significant impact of a net increase in the number of people residing within areas regularly inundated by sea level rise because its analysis is based on potential midcentury (e.g., 2050) sea level rise conditions, which as demonstrated above in my comment **VI. A.**, is insufficient. Analysis should be based on a minimum of potential century (e.g., 2100) sea level conditions, which corresponds to the life expectancy of the development encouraged by the plan.

On Pg. 2.5-71, the Draft EIR incorporates mitigation measures 2.5(b) and 2.5(d) to mitigate Impact 2.5-6:

- 2.5(b) states; “MTC and ABAG shall work with the Joint Policy Committee to create a regional sea level rise adaptation strategy for the Bay Area.”
- 2.5(d) states; “Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Executive Order S-13-08 requires all state agencies, including Caltrans, to incorporate sea level rise into planning for all new construction and routine maintenance projects; however, no such requirement exists for local transportation assets and development projects. Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise on specific transportation and land use development projects where feasible based on project- and site-specific considerations. Potential adaptation strategies are included in the Adaptation Strategy sub-section found at the end of this section.”

2.5(b) and 2.5(d) are not adequate mitigation measures to mitigate Impact 2.5-6. To require future analysis and future planning to select or create future adaptation strategies is not a mitigation that can be evaluated now as to whether or not it can mitigate the impact. Rather, these requirements defer adequate analysis, disclosure, and mitigation of the impact to a future date.

C33-16

The Draft Plan Bay Area’s DEIR approach violates CEQA. The Draft EIR must include mitigations that can be evaluated now as to whether or not they have merit; ABAG and MTC cannot wait until after Project approval. This information is necessary for decision makers to determine if sites identified for housing development are suitable for residential use, besides other determinations. The Draft EIR’s approach undermines the entire point of the CEQA process -- to offer the public and the decision makers the opportunity to weigh-in on a project’s potentially significant impacts and an agency’s proposed measures to mitigate those impacts. It is well- established that CEQA is not meant to be a *post hoc* rationalization of decisions that have already been made. “If post-approval environmental review were allowed, EIR’s would likely become nothing more than post hoc rationalizations to support action already taken.”¹⁰

¹⁰ *Laurel Heights Improvement Assn. v. Regents of University of California*

C. The Draft Plan Bay Area’s DEIR Fails To Adequately Disclose, Analyze And Mitigate The Potential Significant Impact Of An Increase In Land Use Development Within Areas Regularly Inundated By Sea Level Rise.

C33-17

On Pg. 2.5-71, The Draft Plan Bay Area’s DEIR sites Impact 2.5-7: “Implementation of the proposed Plan could result in an increase in land use development within areas regularly inundated by sea level rise by midcentury.”

The Draft Plan Bay Area’s DEIR fails to adequately disclose and analyze the potential significant impact of an increase in land use development within areas regularly inundated by sea level rise because its analysis is based on potential midcentury (e.g., 2050) sea level rise conditions, which as demonstrated above in my comment **VI. A.**, is insufficient. Analysis should be based on a minimum of potential century (e.g., 2100) sea level conditions, which corresponds to the life expectancy of the development encouraged by the plan.

On Pg. 2.5-72, the Draft Plan Bay Area’s DEIR sites Mitigation Measures 2.5(b) and 2.5(d) to mitigate Impact 2.5-7:

- 2.5(b) states; “MTC and ABAG shall work with the Joint Policy Committee to create a regional sea level rise adaptation strategy for the Bay Area.”
- 2.5(d) states; “Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. Executive Order S-13-08 requires all state agencies, including Caltrans, to incorporate sea level rise into planning for all new construction and routine maintenance projects; however, no such requirement exists for local transportation assets and development projects. Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise on specific transportation and land use development projects where feasible based on project- and site-

(1988) 47 Cal.3d 376, 394.

specific considerations. Potential adaptation strategies are included in the Adaptation Strategy sub-section found at the end of this section.”

Pg. 2.5-76 of the Draft Plan Bay Area’s DEIR states; “Any increase in land use development within areas projected to be regularly inundated by sea level rise is considered a significant impact. Selection and implementation of the appropriate mitigation measures and adaptation strategies may reduce the impact associated with sea level rise to less than significant. However, the appropriate adaptation strategies will be selected as part of future project-level analysis and planning.”

2.5(b) and 2.5(d) are not adequate mitigation measures to mitigate Impact 2.5-7. To require future project-level analysis and future planning to select or create future adaptation strategies is not a mitigation that can be evaluated now as to whether or not it can mitigate the impact. Rather, these requirements defer adequate analysis, disclosure, and mitigation of the impact to a future date.

C33-18

The Draft Plan Bay Area’s DEIR approach violates CEQA. The Draft EIR must include mitigations that can be evaluated now as to whether or not they have merit; ABAG and MTC cannot wait until after Project approval. This information is necessary for decision makers to determine if sites identified for development are suitable for such development, besides other determinations. The Draft EIR’s approach undermines the entire point of the CEQA process -- to offer the public and the decision makers the opportunity to weigh-in on a project’s potentially significant impacts and an agency’s proposed measures to mitigate those impacts. It is well- established that CEQA is not meant to be a *post hoc* rationalization of decisions that have already been made. “If post-approval environmental review were allowed, EIR’s would likely become nothing more than post hoc rationalizations to support action already taken.”¹¹

¹¹ *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 394.

VII. The Draft Plan Bay Area's DEIR Fails To Fully Inform The Public Because It Does Not Explain What The Statement After The *Asterisk Means, Which Describes The Significance After Mitigation.

C33-19

The Draft Plan Bay Area's DEIR repeatedly uses the following clause to describe the Significance After Mitigation: "**Significant and Unavoidable** *CEQA Streamlining Projects Under SB 375 That Implement All Feasible Mitigation Measures: Less than Significant with Mitigation."

The Draft DEIR fails to fully inform the public of the Plan Bay Area's significant impacts because it fails to explain what the above statement after the asterisk means. Under SB375, the Draft Plan Bay Area's DEIR is the program EIR that future projects would rely on for streamlining, so it does not make sense that significant and unavoidable impacts in this EIR would be reduced to a less-than-significant level by relying on mitigation in another EIR. In other words, there is no other EIR to rely on and the streamlining is for specific, future residential/mixed-use projects, not programmatic planning.

As demonstrated above, the statement after the asterisk lacks sufficient detail to ascertain its intent and therefore fails to fully inform the public of the Plan Bay Area's significant impacts.

VIII. No Benefit Could Result From Implementation Of Plan Bay Area That Would Override Thirty-Nine (39) Significant Unavoidable Adverse Impacts, Resulting In Severe Environmental Harm And Serious Illness, Injury And Loss of Life.

C33-20

The Draft Plan Bay Area's DEIR demonstrates that implementation of Plan Bay Area would cause thirty-nine (39) significant unavoidable adverse environmental impacts, resulting in severe environmental harm and serious illness, injury, and loss of life. The severity, magnitude and number of these impacts are astonishing. They include, but are not limited to, impacts from:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter (PM 2.5) emissions;

- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat; and
- Interference with the movement of native resident or migratory fish or wildlife species.

There could be no benefit from implementation of Plan Bay Area that would override the devastation, suffering and loss of these thirty-nine significant unavoidable adverse environmental impacts.

IX. CONCLUSION

C33-21

The Draft Plan Bay Area's DEIR cannot be relied on to approve Plan Bay Area. ABAG must prepare a revised EIR that adequately analyzes Plan Bay Area's potentially significant impacts. As it stands, the Draft EIR is a woefully inadequate CEQA document. The Draft EIR's conclusions are not supported by substantial evidence. The Draft EIR's key assumption regarding Population and Job Growth is false. The Draft EIR fails to adequately analyze the Draft Plan Bay Area's potentially significant impacts with respect to air quality, seismic activity, and sea level rise, among others. ABAG cannot approve Plan Bay Area until an adequate EIR is prepared and circulated for public review and comment. Moreover, there could be no benefit from implementation of Plan Bay Area that would override thirty-nine significant unavoidable adverse environmental impacts, resulting in severe environmental harm and serious illness, injury and loss of life.

C33-22

Finally, substantial evidence shows that to preserve the environment and protect residents' health and safety: 1) ABAG and MTC should recognize that there is an ultimate limit to growth and reduce the total projected build-out of Plan Bay Area to a level that is sustainable; and 2) The boundaries of the Transit Priority Project (TPP) corridors and the Priority Development Areas (PDAs) of Plan Bay Area should be changed to exclude hazardous areas.

Very truly yours,

/s/

Sharon Rushton

Chairperson

Sustainable TamAlmonte

Enclosures

Plan Bay Area 2040 Final Environmental Impact Report

From: [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 5/5/2013 7:45 PM
Subject: Tamalpais Valley in Marin County

We feel that the idea of adding additional housing in the vulnerable low lying area along Route One in Tamalpais Valley in Marin County is a big mistake.

C34-1

The road at the Stinson Beach exit and land bordering it already gets flooded regularly, especially during king tides. With sea level rise, that area and the surrounding land will be severely impacted.

Furthermore, the road is only one lane in each direction with no shoulder for much of its length in Tamalpais Valley, and is already carrying a very large volume of traffic, especially during commute and morning school times, and on weekends. This creates severe bottlenecks, with very slow movement of cars, and backups which can extend for long distances. Breakdowns or accidents can cripple flow through the area completely. People trying to exit the freeway into this situation can cause long backups on the freeway as well, sometimes affecting freeway traffic altogether.

Adding many new housing units into this situation will make the problems that much worse.

Elliott and Shayna Stein
[REDACTED]
Mill Valley

Plan Bay Area 2040 Final Environmental Impact Report

From: Kathleen Swart <[REDACTED]>
To: <info@onebayarea.org>
Date: 5/4/2013 10:50 AM
Subject: Plan Bay Area EIR

C35-1

After residing in the Marin County, Lucas Valley area for over 45 years, we choose alternative #1: No Project.

San Rafael and Novato already have the majority of low income housing in Marin To add 75% of what is recommended to one area is inconsistent to why we chose to live in a rural area, plus we are tired of financing other peoples' lives.

It makes no sense to burden us with more students but less funding, water concerns but more households, and more diversity but subsidized not earned.

John Swart
Kathleen Swart

[REDACTED]
San Rafael, CA 94903

Plan Bay Area 2040 Final Environmental Impact Report

From: Zelda Bronstein [REDACTED]
To: <info@OneBayArea.org>
CC: <EzraR@abag.ca.gov>
Date: 5/15/2013 8:28 AM
Subject: industrial land use and employment in Draft Plan Bay Area and Draft Plan Bay EIR

BY ELECTRONIC MAIL

May 15, 2013

To: Amy Worth, Chair, and Members
Metropolitan Transportation Commission

Mark Luce, President, and Members
Executive Board, Association of Bay Area Governments

Re: Industrial Land Use and Employment and Related Matters in the Draft Plan Bay Area and the Draft Plan Bay Area Environmental Impact Report

Dear Chairs, Commissioners and Members:

The treatment of industrial land use and employment and related matters, including goods movement, social equity, transportation, air quality and greenhouse gas emissions, put forth in the Draft Plan Bay Area and the Draft Environmental Impact Report needs substantial revision. As detailed below, the discussion of these matters in both documents is at best superficial and at worst incoherent. It's also at odds with the findings and recommendations made by two major MTC studies: the Regional Goods Movement Study for the San Francisco Bay Area (2003-4) and the Goods Movement/Land Use Project for the San Francisco Bay Area (2006-8).

Draft Plan Bay Area

The most extensive statement about industrial issues in the Draft PBA appears under the heading "San Francisco Bay Area Job Growth":

New vitality of industrial lands

Manufacturing and wholesale distribution have experienced declining employment in many of the region's key industrial areas. However, in recent years a different and very diverse mix of businesses has relocated to some of these Bay Area locations. In addition to basic services such as shuttle operations and refuse collection, or traditional uses such as concrete plants, industrial lands are now occupied by food processing, high-tech product development, car repair, graphic design and recycling businesses, among others. The building and space needs of these businesses make traditional industrial lands attractive. These new businesses provide jobs, and also provide essential support to other sectors of the economy and vital services to nearby residents. It is in the region's best interest to ensure that new businesses have access to industrial lands, so that the jobs they create remain in the Bay Area. (p. 44)

The subheading for this section, "New vitality of industrial lands," might lead a reader to think that Bay Area industry is enjoying a renaissance. That impression is undercut by the next sentence, which states that manufacturing and wholesale distribution employment has diminished "in many of the region's key industrial areas." Reading further, we are told that the region's industrial lands owe their "new vitality" to the incursion of "a different and very diverse mix of businesses." Very different and diverse indeed: the Draft PBA lists a hodgepodge of uses: manufacturing (food processing), repair (car repair), materials re-use (recycling), R&D (high-tech product development) and design (graphic design).

The Draft PBA goes on to say that what makes "traditional industrial lands attractive" to these businesses are their "building and space needs." Those "needs" remain unspecified, as do the nature of the jobs, "essential support" and "vital services" they provide. But the jobs factor appears to be crucial, since the paragraph concludes by citing it to back up the claim that "[i]t is in the region's best interest to ensure that new businesses have access to industrial lands."

In fact, some of the businesses listed above, such as food processing, car repair and recycling, are not new at all, at least insofar as their industrial designation, location and zoning are concerned. Moreover, the "building and space needs" of these and other industrial businesses profoundly differ from the requirements of high-tech product development and graphic design. Specifically, industrial businesses cannot afford the rents typically paid by R&D and design uses. Industrial land is relatively cheap, and in the Bay Area, cheap land is at a premium. It follows that allowing high-rent uses into industrial areas will push out the industrial uses.

Just such displacement is occurring in the Bay Area, as documented by the MTC studies on regional goods movement and land use: industrial businesses are being forced out of the central region to its periphery, resulting in the loss of stable, middle-income employment; increased traffic congestion and truck emissions; more expensive goods; and a less diverse and less equitable regional economy.

C36-1

Draft Environmental Impact Report

The Draft EIR reiterates the paragraph in the Draft PBA cited above (1.2-7, Draft EIR). It then finesses the problems rising from the competition for industrial land, stating that one of the "Objectives" of the "Proposed Land Use Development Strategy" is:

Jobs and prosperity. The proposed Plan attempts to curtail major increases in highway congestion and provide for shorter commutes for the region's workforce. These issues are addressed in order to minimize and avoid constraints on economic growth and reduce negative impacts on

Plan Bay Area 2040 Final Environmental Impact Report

quality of life. In addition, the proposed Plan recognizes the importance of key industrial lands and identifies strategies to ensure that they continue to support the region's economic diversity and vitality [emphasis added]. (1.2-24)

The Draft PBA says that industrial lands are have a "new vitality." In the Draft EIR those lands have "importance" insofar as they "support the region's diversity and vitality." But exactly what constitutes diversity and vitality is again left unspecified, as are the strategies that are purportedly going to "ensure" such support in the future.

Regional Goods Movement Study and Goods Movement/Land Use Project

These two MTC studies examine industrial land use and employment, traffic congestion, greenhouse gas emissions, and economic diversity and equity in relation to goods movement on the two major goods movement corridors in the central Bay Area: East Bay I-80/880 from Richmond to Fremont, and North Peninsula U.S. 101 from the San Mateo County line to Millbrae/Burlingame. (The citations below are from the final summary report of each study.) An addendum to the Goods Movement/Land Use Project provides an overview assessment of goods movement industries and land use issues in Santa Clara County.

Both studies mark the essential role of goods movement in our region. The Regional Goods Movement study (hereafter RGM), for example, states: "Goods movement is critical to the Bay Area's transportation and economic systems. As with any number of other 'utility' systems, Bay Area businesses could not function without a robust goods-movement system." (p. 4)

The Goods Movement/Land Use Project (hereafter GM/LU) identifies 5,400 goods movement establishments located along the two study corridors, supporting 177,200 jobs in 2006. Those establishments comprise two kinds:

businesses/industries for whom efficient goods movement is essential: transportation, warehouse, and courier/postal firms; manufacturers (excluding high-tech), including food and beverage, fabricated metal and machinery, printing and publishing, green and cleantech; wholesale trade; and refineries, other resource and energy industries, and recycling waste management (70%)

businesses/industries for which efficient goods movement is important but secondary: construction, high technology manufacturing (computer/electronics, pharmaceuticals/biotech); other transport/vehicle support, equipment rental and utility operations (30%)

C36-2

Contrary to the impression left by the Draft PBA and Draft EIR, with their references to "declining" industrial employment, the GM/LU study finds that "[g]oods movement businesses/industries are growing[,] as is their demand for central corridor locations" (p. 9). Accordingly, the study forecasts a 59% growth in central area goods movement industries employment between 2006 and 2035.

But the MTC studies also find that even as goods movement businesses are increasing their demand for central area locations, "central area industrial land supply is declining." (p. 11)

Moreover, unlike the Draft PBA and Draft EIR, which refer the region's "declining" industrial employment to the "space and building needs" of a mishmash of businesses that find industrial lands "attractive," the GM/LU study attributes the declining supply of central area industrial land to

"increasing costs of industrial land/space"

The GM/LU study observes:

"Goods movement industrial businesses are typically lower-density uses that cannot pay to compete with higher-density, more intensives residential and commercial uses." (p. 11)

"The decline of central area industrial land is not an issue of the structural decline of production, distribution, and transportation industries, but the result of the demand for land by other, higher-density land uses and the pressures created by a speculative real estate market and by land use policies that allow or encourage changes in land use." [emphasis added] (Ibid.)

"lack of investment in older industrial areas"

local land use policies, in particular Smart Growth, which informs "regional efforts...encouraging a more compact development pattern with more growth in the central areas, often along or near th emajor goods movement corridors" (pp. 11-12, 30)

C36-3

The upshot is the forced dispersion of goods movement industrial businesses to the perimeter of the Bay Area and the following detriments:

higher truck Vehicle Miles Traveled and Vehicle and Vehicle Hours of Travel on goods movement corridors, particularly I-580 and I-880

The GM/LU study finds that by 2035 "[l]onger truck trips on major regional corridors will create noticeable system-wide impacts" [emphasis in original]: a 5 - 7% increase in daily regional truck VMT, a 27% increase on I-580 and up to a 12% increase on I-880, and a 2-3% increase on US-101. (pp. 20-25)

greater truck congestion on already congested corridors

greater emission of “criteria pollutants”

The GM/LU study finds that “[a] more dispersed goods movement land use pattern with more truck miles traveled will result in greater emissions of pollutants, including VOC8, CO, NOX, PM2.5, and PM10. Compared with heavy truck emissions as otherwise projected for the region overall, the additional emissions will be greatest for SO2 (increase of 3.7%), PM2.5 (increase of 2.2%), PM10 (increase of 2.2%), PM10 (increase of 1.8%), and NOx (increase of 1.4%). While the emission impacts may appear relatively small on a regional scale, the region has struggled to maintain its attainment status[,] and any increase should be viewed as a threat to the region’s air quality conformity goals.” [emphasis in original] (p. 26)

“higher transportation costs translating into higher costs of goods in the Bay Area”

“fewer good-paying blue/green collar jobs in proximity to the urban workforce residing in the central Bay Area”

“less economic diversity” (pp. 25-28)

the “permanent loss of industrial land supply” (p. 30)

The Goods Movement/Land Use Study concludes by observing that the Bay Area has “no oversight of implications for the regional economy, job generation, and the efficient provision and distribution of goods.” Warning that the permanent loss of industrial land “creates urgency to act,” the GM/LU calls for a “regional industrial land use strategy” that would “support industry’s role in more balanced Smart Growth.” Such a land use strategy would have four key components:

Regional planning priorities and local land use controls

Economic incentives, financial assistance, and other funding approaches

Proactive steps to minimize off-site impacts and improve the physical environment in industrial areas

Leadership, institutional partnerships, and education/advocacy

Plan Bay Area Supplemental Reports

1. Draft Economic Development Policy Background Paper

The Draft PBA contains no sign of the regional industrial land use strategy called for by the MTC goods movement studies. This absence is all the more striking, given that the Draft Economic Development Policy Background Paper (hereafter EDP), published in Winter 2013, incorporates many of the findings and recommendations of the two MTC studies:

Industrial Employment

Like retail, service, civic and cultural activities, industrially-based jobs are not the key driver for growth in the region. However, the industrial sectors play a major role in the regional economy—providing career- ladder jobs that are typically more stable than those in other sectors, and expanding the diversity of the employment base in the region. The nature of industrial employment is changing, however, in terms of the types of economic activities in this sector, the scale of these activities, the spatial needs, and the occupational mix. Industrial activities in the region are no longer defined by smoke-stack driven, heavy industrial activities. More recently, the Bay Area has seen growth in smaller-scale, locally-based industrial activities, such as small artisan food processing businesses, that support basic retail, cultural, and other neighborhood-serving sectors. As Map 4 shows, Industrial activity is expected to become less concentrated along the Peninsula, and more concentrated within the East Bay and a few nodes in Santa Clara County.

It is important to note that the strength of the Bay Area information economy and unmet housing demand has placed increasing pressure on industrial land. While conversion of some underutilized industrial areas can help meet the region’s acute housing shortage, a stable supply of industrial land is critical to the basic operation and expansion of the Bay Area economy. Industrial land provides space for the food production, catering operations, and transit vehicle storage needed for successful centers, corridors and neighborhoods. (p. 12)

Industrial Land

Industrial land is distributed throughout the Bay Area, typically in close proximity to highways, rail corridors, and ports. The range of activities taking place on industrial land continues to diversify, with small scale operations such as coffee roasteries joining more traditional manufacturing and warehousing. Industrial land provides space for the food production, catering operations, and transit vehicle storage needed for successful centers, corridors and neighborhoods. Industries expected to provide additional career ladder job opportunities and support the green economy, such as electric vehicles and renewable energy, also often require industrial space to develop products and scale up operations.

Priorities for industrial land vary across the Bay Area, reflecting access to transportation networks, land values, economic clustering, and labor markets. For example, industrial land in much of Sonoma County supports the agricultural sector, while vacant and underutilized land in parts of Solano County, such as Mare Island, is being converted to a growing cluster of green manufacturing activities including electric vehicles and energy-efficient prefabricated homes. These locations are attractive because they are less expensive, accessible by shipping channels, and still within driving distance of Silicon Valley. In the South Bay and parts of San Francisco, in contrast, close proximity to research and development lead to a greater emphasis on high-tech and bioscience activities. In other parts of the region, such as Emeryville and South of Market in San Francisco, smaller scale artisan manufacturing and cultural activities occupy a significant amount of industrial land.

Potential Priorities for Industrial Land include:

- Identify and protect strategically important industrial land, drawing upon best practices from within and outside the region. Increase the ability of growing Bay Area companies—particularly those in the Clean Technology sector—to rapidly identify and acquire space for scaling up operations.

- Develop strategies for preserving land for activities necessary to the functioning of centers, such as vehicle storage and food distribution, that may face difficulties paying increasing rents in places proximate to centers.

- Address employee access to workplaces without transit—in particularly for industries of opportunity identified as part of the Regional Prosperity Plan. (pp. 28-30)

Unfortunately, the Economic Development Policy Background Paper displays some of the same incoherence found in the Draft PBA and its Draft EIR. In the passages cited above, the paper describes the pressures that are driving industrial businesses out of the central Bay Area—specifically, the “strength of the Bay Area information economy and unmet housing demand”—and emphasizes the need for a stable supply of industrial land in the Bay Area. Those points are countered by the accompanying statement that “conversion of some underutilized industrial areas can help meet the region’s acute housing shortage.” As the MTC studies explain, it is precisely such conversion that is decreasing the supply of industrial land in the central Bay Area.

A key term here is “underutilized”: in real estate parlance, it refers to land that does not yield the greatest potential yield on investment. By that criterion, industrial land situated in the central Bay Area is underutilized, since higher-density uses would always yield a higher return than industrial uses.

And in the following passage, which appears under the heading “Regional Economic Issues and Challenges, the EDP openly advocates the accommodation of higher-density uses, in this case, “knowledge industry businesses,” on industrial land:

- Spatial needs of emerging economic sectors. As section two indicates, the spatial requirements of knowledge industry businesses and artisanal retail and industrial businesses are different than the businesses for which current zoning and building codes were written. This is also increasingly the case for agricultural industries seeking to expand value added activities on farms. Strategies to accommodate these businesses in centers, corridors, and industrial [sic] and farmland are critical to the long-term success of PDAs and the region’s economy [emphasis added]. (p. 22)

2. Economic Impact Analysis for Future Regional Plans

MTC directed Cambridge Systematics to prepare this report to recommend “how MTC and ABAG could better evaluate economic impacts of the next iteration of Plan Bay Area in 2017.” (p. 1) On March 27, 2013, Cambridge Systematics published the report’s ten-page introduction; the full analysis is scheduled for publication in Summer 2013. Among “Topics for Economic Analysis in the Next Plan Bay Area,” the authors included goods movement:

Goods Movement. Nearly all industries, including professional services, rely on efficient movement of goods to support a cost-effective business environment, and to maintain affordability and quality of life for residents. In addition, businesses providing goods movement services provide relatively high-wage jobs for the lower-skilled segment of the Bay Area’s workforce. Thus, economic analysis of goods movement investments and policies provides credible measurement of the region’s likely retention of lower-skilled, middle-income employment in the region. This section presents a framework and process for economic analysis that will enable MTC and ABAG to better estimate the impact of the RTP goods movement projects and SCS land use policies on Bay Area employment and output (i.e., GRP), and measure the cost effectiveness of these investments. The approach builds on MTC’s 2004 and 2008 good movement studies, and will help MTC make the case for targeted transportation investments by better understanding their economic impact. (pp. 7-8)

It’s not surprising that Cambridge Systematics has lagged goods movement; the firm was the consultant for the Regional Goods Movement Study and one of the collaborators on the Goods Movement/Land Use Project. What’s surprising is that that topic was ignored in the Draft Plan Bay Area. Certainly the plan’s 2017 iteration should accord goods movement and the associated issues of industrial land use and employment the attention they deserve.

But there's no need to wait until 2017 to improve Plan Bay Area's treatment of these matters. The discussion of regional goods movement, industrial land use, employment presented in the Draft Economic Development Policy Background Paper could easily be brought into line with the arguments and recommendations of the MTC goods movement studies and then incorporated into the final version of the 2013 Plan Bay Area.

Doing so would make it more likely that forthcoming Bay Area Regional Prosperity Plan will take into account the economic opportunities for low- and moderate-income workers afforded by industrial employment and allot some of its \$1 million-plus Economic Prosperity Strategy sub-grants to projects supporting industrial enterprise in our region.

C36-4 CEQA Considerations

The California Environmental Quality Act requires a lead agency to determine whether and how a project will affect transportation conditions, air quality and greenhouse gas emissions. As noted above, the two MTC goods movement studies find that the dispersion of the region's industrial/goods movement businesses/industries would substantially worsen traffic congestion, air quality and greenhouse gas emissions. Neither industrial displacement nor its detriments are addressed in Draft EIR of Plan Bay Area. The Draft EIR should be revised to take into account ways local land use policies—specifically smart growth—are encouraging the dispersion of the region's industrial businesses/industries. In particular, it should say whether and how any of the Priority Development Areas include or impinge upon industrial lands; detail the associated effects on transportation, air quality and greenhouse gas emissions; and provide appropriate mitigations.

Sincerely,

Zelda Bronstein

Plan Bay Area 2040 Final Environmental Impact Report

From: JULANE JAZZIQUE <[REDACTED]>
To: "info@onebayarea.org" <info@onebayarea.org>
CC: "krice@co.marlin.ca.us" <krice@co.marlin.ca.us>
Date: 5/14/2013 8:52 PM
Subject: DEIR

>> My biggest concerns about The Plan are: top down, unelected government mandate; higher taxes; information based on incomplete, unscientifically proven data; their "visioning" meetings for the public which were not advertised and based on The Rand Technique of feedback (which is manipulative and undemocratic).

>>

C37-1

>>> · Unrealistic job and housing numbers
>>> · Inadequate evidence that high density housing near transit reduces green house gases (GHG)
>>> · Inadequate evidence that the transportation plan reduces GHG
>>> · Evidence that this plan increases costs for housing and transportation among low-income households
>>> · Inadequate information re: water supply, sea level rise, and support for infrastructure
>>> · 5 significant, irreversible environmental changes and 39 significant unavoidable impacts of the plan, identified in the EIR, should not be dismissed with findings of "overriding consideration."

Remove all illegals. Plenty of cars off the road, plenty of housing, more jobs

I grew up in Marin

How dare you bring this here
You and your ilk are not wanted.

I pray this falls through, it's disgusting and full of wrong info.

You're trying to jam this through, know there is a rebound for evil

Look how Obamas lies are coming to the surface

Truth will win out, and you, who are pushing this, will be exposed to

Sincerely

Julane

"Our lives begin to end the day we become silent about things that matter." ~Martin Luther King Jr.

Plan Bay Area 2040 Final Environmental Impact Report

From: <a1dec[REDACTED]>
To: <info@OneBayArea.org>
Date: 5/16/2013 12:11 AM
Subject: My Opposition to Plan Bay Area and the EIR for Plan Bay Area

MTC and ABAG
May 15, 2013
101 8th Street
Oakland, CA

I strongly oppose Plan Bay Area, including, but not limited to, any and all low income and very low income, high density, stack and pack housing projects. Organizations such as Democrats against Agenda 21, OrindaWatch.org, and Pleasant Hill Citizens for Responsible Growth, have identified a plethora of community, population growth, overcrowding, crime, police, educational, land use, vehicle use, tax, funding, and environmental issues which are not adequately addressed by Plan Bay Area.

I strongly oppose Plan Bay Area because local control of planning decisions is taken away and given to unaccountable regional government bureaucrats at ABAG and MTC who have an agenda to urbanize and destroy as many Bay Area suburbs as possible.

C38-1

I strongly oppose the EIR for Plan Bay Area because citizens were not given enough time by MTC/ABAG to read 1300 or more pages.

I strongly oppose the EIR for Plan Bay Area because it may supercede or be in conflict with local and other government environmental laws, codes, and restrictions protecting the environment and Bay Area citizens.

C38-2

I strongly oppose Plan Bay Area and the EIR for Plan Bay Area because it is not being presented to registered voters in the Bay Area for their vote.

C38-3

I strongly oppose Plan Bay Area and the EIR because strong opposition by citizens and taxpayers to Plan Bay Area at local city councils and at regional MTC/ABAG meetings and have been either ignored or rejected by city councils and MTC/ABAG representatives.

C38-4

During the April ABAG/MTC meeting on Plan Bay Area at the Walnut Creek Marriott the following 9 questions were submitted in writing to ABAG/MTC representatives. I oppose Plan Bay Area and the EIR for Plan Bay Area because I have not received any answers to the following questions, even though an Email address was provided and an ABAG/MTC representative told the group gathered at the Marriott that all questions submitted in writing would be answered:

C38-5

1. Why is Plan Bay Area, a plan of such great magnitude, not being presented to the citizens of the Bay Area, including Contra Costa County, for their vote?

C38-6

2. Plan Bay Area requires 80% of all new houses to be stack and pack. Where is the empirical, peer-reviewed evidence that 80% of Bay Area citizens want to live in high density, stack and pack housing?

C38-7

3. Plan Bay Area includes a massive series of unfunded mandates. SB 375 requires unfunded mandates on counties and cities to be identified. Where is the analysis in the Plan and the draft EIR of the cost to counties and cities of these unfunded mandates, and the impact of this cost on the likelihood of Plan Bay Area being effective?

C38-8

4. Why doesn't the Plan Bay Area ratification process include a process whereby all cities submit their own economic and environmental impact analysis?

C38-9

5. Why isn't there a third party official audit process of the assumptions of Plan Bay Area impacts and of the economic and environmental analysis used in Plan Bay Area to make sure that all data and procedures are fair and unbiased?

C38-10

6. Why is there zero funding in Plan Bay Area for more schools, police and fire protection needed for the population growth identified in the

C38-11

plan?

7. Where in Plan Bay Area is the analysis of the impact of low income, high density, stack and pack housing on the property values of surrounding properties and the crime rates of applicable Bay Area communities?

C38-12

8. Since the Plan impacts all 9 Bay Area Counties and all 101 cities of the Bay Area, why doesn't Plan Bay Area include city by city as well as county by county economic and environmental impact analysis?

C38-13

9. Many of the PDAs targeted for new housing and commercial development are in low lying areas and or are on landfill. Given the dependence of the Plan on these sites, why hasn't there been any assessment of the additional risks this Plan creates in the event of sea level rise or a major earthquake?

C38-14

My perception was that most public speakers at the MTC/ABAG Walnut Creek Marriott meeting expressed their strong opposition to Plan Bay Area. I oppose Plan Bay Area and the EIR because MTC/ABAG representatives at the Walnut Creek Marriott meeting did not answer most questions presented by public speakers, who were limited by MTC/ABAG to only 2 minutes each.

C38-15

A concerned citizen and Contra Costa Taxpayer

Dear One Bay Area Plan Staff,

I am very concerned about the forty-four significant irreversible environmental changes and significant impacts of the One Bay Area Plan as outlined in the California Environmental Quality Act (CEQA) conclusions section. Every one of these environmental impacts is very serious and needs to be adequately addressed.

C39-1 | How can you justify going ahead with this plan that degrades the air quality and emits greenhouse gases, increases population density, converts important agricultural, forest, and wetlands into urbanized land, adversely affects the habitats of many species, results in insufficient landfill, wastewater, and water capacity, requires the need for expanded facilities, and displaces substantial numbers of the existing population?

C39-2 | Just one of these environmental impacts alone would call into question the legitimacy of this plan. Consider the issue of water, for example. Some water agencies are already projecting water supply shortfalls in dry years, before the large-scale development project is underway. On Table 2.12-4, you mention that water demand for Sonoma County will outpace the supply in the year 2015. Since Sonoma supplies Marin with about one fourth of our water, where will residents in the MMWD water district make up for this water shortage? Will you use water from the Soulajule Reservoir? You have not even discussed water supply/demand projections for second year drought scenarios, nor have you mentioned the water supply for the North Marin Water District. Is this just another excuse for Supervisor Kinsey to try to push through his multimillion dollar, hazardous, energy intensive, unnecessary desalination plant?

C39-3 | I would appreciate it if you would respond to each and every one of the forty-four environmental impacts of the One Bay Area Plan as outlined in the CEQA conclusions sheets and comment on my more specific concerns regarding water.

Best,

Denise Beck

 Corte Madera, CA 94925

Plan Bay Area 2040 Final Environmental Impact Report

From: Glenn Bossow <[REDACTED]>
To: <eircomments@mtc.ca.gov>
CC: <info@OneBayArea.org>
Date: 5/16/2013 4:08 PM
Subject: Draft EIR Comments Plan Bay Area

Dear MTC,

I am writing as a citizen of Marin County and resident of San Rafael to comment on Draft Bay Area Plan Environmental Report (DEIR).

The report is a seriously flawed document. Among the failings are the following:

1. The DEIR assumes that high density transit oriented development reduces green house gases when in fact recent research has discredited TOD as facilitator in reducing GHG. The DEIR also fails to account for technology developments significantly lowering GHG from automobiles and light trucks, such an example would be the development of self driving vehicles which will have the impact of reducing traffic congestion, additionally the plan fails to account for CAFE standards mandating increased mileage for autos.

C40-1

2. The plan fails to account how water will be sourced to serve additional residents living in housing units proposed under the Bay Area Plan; Marin County water supply is realized through gathering rainfall, inevitably there will be future drought years as Marin has experienced in the past. Desalinization plants are discussed as a water source, however, the plan has no references to the GHG such plants would generate; failure to include an estimate of GHGs generated from such activities is a gross oversight in the DEIR and renders it impossible for the public to evaluate the Plan's environmental impact.

C40-2

3. The DEIR relies on population estimates using ABAG's numbers rather than relying on the State Department of Finance number's. ABAG's numbers are not independently derived and significantly skew assumptions in the DEIR. A proper plan would use projections used by the State Department of Finance - the same agency used to promote allocation of state resources. The DEIR to be valid needs to draw upon the State Department of Finance projections on population growth. If the State Department of Finance numbers are used in promoting responsible resource allocation through the state's annual financial plan, which in 2012 amounted to general fund spending of \$95 billion dollars, why are their projections inadequate for this DEIR?

C40-3

4. The DEIR does not adequately address the health impact of locating housing near freeways- in light of recent medical studies the DEIR requires redrafting to accurately reflect impact of Toxic Air Contaminants upon citizens compelled to live in housing with close proximity to highways.

C40-4

5. The DEIR does not contain alternatives having lower environmental impact to those proposed in the Draft Bay Area Plan. As a result the document fails to meet CEQA standards of fully informing the public regarding the Plan's environmental impact.

C40-5

As currently written the DEIR is a skewed document with inherent bias and fails provide sufficient information on which to adequately evaluate the Bay Area Plan's environmental impact. A new DEIR which comprehensively evaluating the Bay Area Plan's environmental impact needs to be generated.

Sincerely,

Glenn Bossow
Marin County Resident

Plan Bay Area 2040 Final Environmental Impact Report

From: CFSF- Carl Fricke <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "info@onebayarea.org" <info@onebayarea.org>
Date: 5/16/2013 11:43 AM
Subject: Comments on Marin County Plan Bay Area, One Bay Area

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Carl Fricke and am a resident living in Lucas Valley (San Rafael, CA).

I am writing to comment on the Draft Plan Bay Area (the Plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

C41-1 I submitted a request for an extension of time to review the Plan and DEIR, which was not granted.

C41-2 I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I ask that you remove Marinwood and Grady Ranch as potential PDA designations.

C41-3 There are numerous holes and inconsistencies in the Plan Bay Area and DEIR:
Unrealistic employment growth
Projected employment growth
Unrealistic housing numbers
Local zoning

C41-4 This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car

C41-5 The plan does not adequately consider development at and around Northgate mall, nor the large undeveloped property (posted for sale) north of Lucas Valley Road and east of Las Gallinas.

C41-6 This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies.

C41-7 The plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

C41-8 Inadequate information re: water supply, sea level rise, and support for infrastructure
There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:
• Insufficient water supply;
• Exposure to hazardous materials;
• Inadequate wastewater treatment capacity;
• Inundation from sea level rise;
• Direct removal, filling or hydrological interruption of habitat;
• Interference with the movement of native resident or migratory fish or wildlife species.

C41-9 The long drive to Grady Ranch (four miles from highway 101) and without is inconsistent with regard to VMT and the generation of additional (and unnecessary) GHG by requiring additional travel by auto, bus and service trucks (express mail, repair and maintenance, other deliveries) from the major 101 corridor. There are no local services and public infrastructure (water, sewer, electric) at or leading to Grady Ranch. Landslides have been mapped upslope of the ranch, there is little flat land (requiring moving large amounts of soil and rock), and development would result in increased flooding and erosion downstream. Development would also inhibit infiltration of rainfall, accelerating runoff and increasing the size of flooding events- rooftops, parking lots, roadways and other impervious surfaces.

C41-10 Adequate and secured water supply has not been adequately addressed, nor has the risk to and impact of use of that additional amount of water on existing users been assessed. The amount of power required to deliver that water needs to be evaluated.

C41-11

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Carl Fricke

San Rafael, CA 94903

Plan Bay Area 2040 Final Environmental Impact Report

From: Frank Egger <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/15/2013 5:30 PM
Subject: Fwd: Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report

May 15, 2013, 5 PM
North Coast Rivers Alliance
Frank Egger, President
[REDACTED]
Fairfax, CA 94930

MTC-ABAG

Plan Bay Area Public Comment

101 8th Street

Oakland, California 94607

Re: Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report**

* *

* *This letter is submitted as public comment on the Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029). My name Frank Egger, the President of the North Coast Rivers Alliance. I am also an elected official, the President of the Ross Valley Sanitary District which provides wastewater collection and transport for 50,000 Marin residents and a Commissioner for the Central Marin Sanitation Agency which provides wastewater treatment for approximately 100,000 Marin residents. I previously served seven terms as mayor of Fairfax. I represent myself as an individual elected official and not either the RVSD or the CMSA.

C42-1 The DEIR is inadequate because it fails to address the vital issue of water and wastewater collection, transport and treatment. One of the major questions when contemplating development in Marin County, or any place in California, is "Where will the water come from and how will the wastewater be collected, transported and treated?" The Plan projects that the San Francisco Bay area will add 2.1 million people, increasing the total regional population from 7.2 to 9.3 million by 2035. To house this projected influx, Plan Bay Area calls for 634,000 new housing units, all of which will require additional water and wastewater treatment.

C42-2 The massive population growth that ABAG is projecting is equivalent to *two and a half new cities the size and density of San Francisco* (2012 estimated population based on 2010 U.S. Census) added to the Bay Area by 2035. To provide adequate water supplies and sewer treatment facilities to such an area would require the *equivalent of building and operating two and a half new Hetch Hetchy dams* (if such lands and water rights were available) and new sewer treatment facilities equal to the existing capacity of the East Bay Municipal Utilities District and the City and County of San Francisco combined. However, the draft EIR for the One Bay Area Plan makes *no* provision or plans for additional water supplies or sewer collection and treatment facilities, nor does it factor in the green

C42-3 house gas emissions that would be generated in the construction and operation of mammoth new water supply sources and sewer treatment plants.

C42-4

Water and sewers are a fundamental and necessary component in actualizing any new planned development scheme. Indeed, S.B. 375, the Sustainable Communities and Climate Protection Act of 2008 -- the legislation giving rise to the Plan Bay Area -- specifically requires a "feasible" Plan Bay Area and defines that term as "...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors". [Sec. 5(b)(2) of S.B. 375]. *Without an additional, long-term source(s) of water for the projected population growth of 2.1 million people, Plan Bay Area is not feasible. *

C42-5

In 2001 our state legislature wisely passed S.B. 610, requiring that in all new developments over 500 units, sources of water must be firmly identified before development may proceed. A second law, S.B. 221 (2001), requires a written verification from the responsible water utility that the proposed project will have a reliable, long-term (20 year) water supply.

The rationale behind these two laws is explained in a Planning and Conservation League publication:

"These 'show me the water' laws are intended to ensure that the existing residents' rights to clean and reliable water supplies are considered when new developments are being evaluated and that new projects will have secure water rights."

C42-6

What will provide that reliable, long-term water supply and sewer treatment plants in Marin, where 8,810 new units are proposed under Plan Bay Area? Given that periodic water shortages occur and sewer spills and blending up to 50 MGD of wastewater for discharge into San Pablo Bay, even with Marin's current population (which has remained largely static over the last 10 years), the new development proposed under Plan Bay Area will in all likelihood out-strip the water supplied by MMWD's [Marin Municipal Water District] seven reservoirs and water purchase agreement for Russian River water and the capacity of the Novato Sanitary District, Las Gallinas Valley Sanitary District, Central Marin Sanitation Agency and the Southern Marin Sewer Treatment Plant. The most likely water source if Plan Bay Area's massive new development is pushed through is MMWD's proposed 5-15 MGD (million gallons per day) desalination plant, to be located at the foot of the San Rafael Bridge, across the Bay from the Chevron Refinery.

C42-7

But the proposed San Rafael desalination plant poses significant financial and environmental problems:

- It would be hugely expensive, with construction and initial operating expenses estimated to be \$400 million.

- A bond measure for the \$400 million plant has not yet been approved by the voters.

- Desalination would cause a huge increase in the County's green house gas emissions. MMWD is already the largest energy user in Marin County. If desalination -- which uses up to nine times[1]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftn1>more energy than obtaining water from local surface water sources -- is utilized, local energy consumption and green house gas emissions would sky rocket. [2]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftn2>

- The desalination plant will use as its source water San Francisco Bay -- designated a "**toxic hot spot*" by the State Water Resource Control Board. The following chemicals and carcinogens are found at significant levels in the toxic soup of San Francisco Bay:

- o Mercury
- o PCB's

- o Arsenic
- o Brominated flame retardants (similar to the infamous and long-banned PCBs)
- o DDT
- o Dioxin
- o Pesticides and herbicides (run-off from farming operations in the Central Valley)

C42-8 Indeed, in its "Statement of Overriding Considerations", the draft EIR for Plan Bay Area has acknowledged, when compared to existing conditions, that the proposed plan will "[r]esult in *insufficient water supplies* from existing entitlements and resources to serve expected development" and that they [ABAG] considers this to be a "*significant, unavoidable impact*". ABAG reached this startling conclusion without attempting to identify mitigating measures to ensure safe, reliable water sources for the current and future citizens of Marin, and indeed, all of the regional Bay Area.

C42-9 No-one from PBA, ABAG or MTC has ever contacted the water or sewer agencies regarding their capabilities to provide the potable water necessary or the infrastructure and capacity to transport and treat the new sewerage generated by thousands of living units and thousands of new jobs for all the businesses that will set up shop here.

C42-10 Nothing in Plan Bay Area limits the size of living units (size=\$s), nothing limits monster homes, nothing stops sprawl, nothing protects existing affordable housing, nothing prevents existing apartments from condo conversions, nothing lowers West Marin density from 1 unit to 60 acres to 1 unit to 200 acres, nothing addresses living wage laws for workers in Marin. The Plan Bay Area will do nothing to stop sprawl or reduce Greenhouse Emissions.

C42-11 Citizens of Marin should not be forced to forsake their sustainable watershed[3]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftn3>-- with its 7 rain-water filled reservoirs -- and exchange it for a \$400 million, energy-guzzling, green-house gas emitting desalination plant located on toxin-laden San Francisco Bay. The Plan's draft EIR has not identified a reliable, long-term source of water for the dense development it proposes and hence has not met the requirements of existing state laws S.B. 610 and S.B. 221. Furthermore, ABAG has acknowledged that insufficient water supplies will be a "significant, unavoidable impact" of Plan Bay Area. On the basis of this most crucial issues -- inadequate water supply and sewer treatment capacity for the proposed high-density development and substantially increased population -- the draft EIR for Plan Bay Area should be found deficient, amended and recirculated.

Respectfully submitted,

Frank
Egger

[1]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftnref1>
Heather
Cooley and Matthew Heberger, "Key Issues for Seawater Desalination in California: Energy and Greenhouse Gas Emissions", p. 7, Figure 2.
"Comparison of the Energy Intensity of California Water Supplies, [Pacific

Institute, May 2013]. “Seawater desalination is considerably more energy intensive than almost every other water supply option available”, Ibid, p. 8.

And see, James Fryer, “An Investigation of the Marginal Cost of Seawater Desalination in California”, [Sponsored by Residents for Responsible Desalination, March 2010].

[2]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftnref2>
Water

and energy are inextricably linked in this state. “[A]bout 19% of the state’s electricity use and 33% of the state’s non-electricity natural gas consumption is water related.”.... “DWR [Department of Water Resources], which operates the State Water Project, a large system of dams, canals, pipelines, and pumps that delivers water to cities and farms in the Central Valley and Southern California, *is the single largest user of energy in the state*.” Ibid, p. 17.

[3]<https://mail.google.com/mail/u/0/html/compose/static_files/blank_quirks.html#_ftnref3>
See

“Sustaining Our Water Future: A Review of the Marin Municipal Water District’s Alternatives to Improve Water Supply Reliability”, by James Fryer, [Sponsored by Food & Water Watch, June 2009]

Plan Bay Area 2040 Final Environmental Impact Report

From: Adrian Jordan [REDACTED] <[REDACTED]>
To: <envplanning@marincounty.org>, <info@OneBayArea.org>
CC: <SAdams@marincounty.org>, <skinsey@marincounty.org>, <krice@co.marin.ca.us>, <peklund@novato.org>, <[REDACTED]>, Judy Schriebman <[REDACTED]>, <[REDACTED]>
Date: 5/16/2013 1:03 PM
Subject: Comments on DEIR & SEIR

Re: Plan Bay Area DEIR (Draft Environmental Impact Report) and the Marin County Housing Element SEIR (Supplemental Environmental Impact Report)

C43-1

As residents of Los Ranchitos, we are protesting the inadequate comment period for both the Plan Bay Area DEIR (Draft Environmental Impact Report) and the Marin County Housing Element SEIR (Supplemental Environmental Impact Report).

In addition, spot zoning has been determined illegal in court challenges which may well explain why there has been no notification given to affected property owners or their neighbors. A recent meeting between Supervisor Adams and the LRIA was limited to only 12 invitees, hardly an equitable way to hear from those citizens who will be deeply impacted by this proposal.

Therefore, we demand the comment period be extended for at least 6 months.

Many of our concerns for Los Ranchitos have been detailed in the comment letter sent to you by Richard Grassetti Esq, of Grassetti Environmental Consulting. We expect the county to prepare for public review, a revised SEIR addressing the issues in his letter.

In addition, we have concerns that your plan will turn portions of Marin County into Environmental Justice communities as reflected in the comments and research done by Sharon Rushton and Geoffrey H. Hornek.

Sincerely,

Adrian & Julie Jordan
[REDACTED]
San Rafael

Plan Bay Area 2040 Final Environmental Impact Report

From: Katherine Jain <[REDACTED]>
To: "info@onebayarea.org" <info@onebayarea.org>
Date: 5/14/2013 11:51 PM
Subject: Draft EIR

MTC-ABAG
Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607

Re: Public Comment on
Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report

Gentlepeople,
I

write in staunch objection to the EIR on the Draft Bay Area Plan.

C44-1 There
has been insignificant evidence that the proposed increase in housing will
necessarily result in lowered greenhouse gasses in contrast to the huge
importance of maintaining green belts throughout Marin County.

C44-2 Furthermore
the question of sufficient water has not been adequately addressed. There are many limitations to growth due to
water limitations and the option of desalination has not been approved by the
citizens of Marin.

ABAG

itself has acknowledged that insufficient water supplies will be a
"significant, unavoidable impact" of Plan Bay Area. The issue of inadequate water supply for the proposed
high-density development and substantially increased population should be enough
to rule the draft EIR for Plan Bay Area is deficient.

Sincerely,

Katherine
Da Silva Jain
5
[REDACTED]
San
Rafael, CA 94903
May
14, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: Marian Johnson [REDACTED] >
To: <eircomments@mtc.ca.gov>
CC: Mark Paretchan <[REDACTED]>
Date: 5/17/2013 1:05 PM
Subject: Marinwood-Terra Linda low-income housing plan

May 17, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov .

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

The Marinwood, Lucas Valley, Terra Linda area is demographically made up of families with school age children and older retired couples. We have chosen this area because of the lower housing costs, unable to afford Southern Marin. Our neighborhood is a pleasant community area with low crime rates.

C45-1 What you are proposing may drastically change our community in that you are burdening average income earning homeowner's with:

- a. Substantial new costs
- b. Increased traffic flow
- c. Environmental issues (cows, birds, wild turkeys, deer and nature are found within this area)
- d. Increased Crime Rates

C45-2 We need more time to review these issues. We attempted to attend a community planning meeting but it had been canceled. We need more information, especially, given the low income "Hamilton" project that was put into place a few years ago and is one exit up from Marinwood. We should at least have time to evaluate if there was an increase in crime and drug activity and if there was a large cost burden to residents after this low-income project was completed.

We all would love to help low income families thrive in this beautiful community but low-income should also equal low crime and low cost to average income earners.

Thank you,

Marian Johnson, Esq.

Plan Bay Area 2040 Final Environmental Impact Report

From: <rldsodak [REDACTED]>
To: <info@OneBayArea.org>
Date: 5/15/2013 4:22 PM
Subject: Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Insufficient Transportation Infrastructure and Usage

C46-1 This letter is sent on behalf of various residents of Marinwood, including me, who oppose the Draft Bay Area Plan and the Draft EIR. I am in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As a resident of Marin County for 48 years I am greatly concerned about how this plan would change the character of our entire neighborhood. Below is just one of the reasons why I oppose implementation of the current Plan Bay Area draft:

C46-2 Housing has received priority over transportation and traffic improvements. Planning for mass, high-density housing before implementation of sufficient public transportation and infrastructure historically leads to gridlock and higher pollution. A realistic transportation infrastructure needs to be implemented before any mass, high-density housing developments are discussed, much less acted upon.

C46-3 Ridership is often poor in suburban areas. Large buses are often seen only carrying a small amount of people, which seems to be an extreme waste. Efforts to reduce green house gas emissions should be directed to increasing zero-emission vehicles on the road, since personal transportation will always be needed in suburban/rural areas like Marin. Does ABAG/MTC have proof that public transit will not increase green house gas emissions even higher than the levels that small trucks and cars are producing in Marin County?

C46-4 The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. I look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,

Roger L. Duba

[REDACTED]
San Rafael, CA 94903

[REDACTED]
Member: Organized Residents of Marinwood

From: Bruce De Benedictis <[REDACTED]>
To: <info@OneBayArea.org>
Date: 5/15/2013 2:15 PM
Subject: Comment on EIR

C47-1 The Environmental Impact Report does not adequately assess the relative impact of local transportation versus long-distance transportation. Although the difference between local streets is compared to highways and freeways, BART and other intercity services are lumped in with local transit services, mainly buses. This leads to the situation where the public, including public officials, is led to believe that because there is BART, there is no need for buses nearby, a belief that is as absurd as believing that since there are freeways, there is no need for local streets.

C47-2 Some recognition must be made of the adverse impact of long-distance transportation:
A long-distance project that allows some people to travel farther to work raises the bar so that other people who live as far away are enticed to travel farther to work using less efficient modes of transportation.
Long-distance projects tend to use a lot more land per population capacity, reducing property tax revenue disproportionately to the reduction of the number of people using that land. This is especially severe in areas which were originally fairly high density: a long-distance project could displace more people than it serves.
Increasing the radius that people are expected to travel increases the pool of available labor to the square of the distance, allowing employers to pay less and to discriminate on bases that may be illegal, such as race, merely because there is the larger base of employees that have to commute so far.
The ease of long-distance transportation is a greater incentive for developers to invest in preferred communities, rather than those communities that actually need investment, leading to urban decay.

These issues should be addressed in the EIR.

Bruce De Benedictis
[REDACTED]
Oakland, CA 94610-1642
[REDACTED]

1
2 This letter is submitted as public comment on the Draft Bay Area Plan and Draft Bay
3 Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029).

4
5 My name is Daniel G. DeBusschere. I reside in Orinda, CA. I have claustrophobia.

6
7 I am fearful of transiting underground tunnels such as the BART transbay tunnel. My
8 anxiety is extended by the threat of terrorist groups that have and are still planning more
9 deadly attacks on public transit facilities especially tunnels and subways.

10
11 A court recently held that claustrophobia is a disability under the expanded definition of
12 disability under the ADA (defined below). [Feshold v. Clark County](#).

13
14 I believe that there are many other people similarly situated. This collective group of
15 people can be designated as a class of similar disabilities (“CLASS”).

16
17 The American Disabilities Act of 1990 and subsequent amendments such as the ADA
18 Amendments Act of 2008 (collectively the “ADA”) require among other things that
19 Public Agencies must make reasonable accommodations to mitigate issues faced by the
20 CLASS. In the case of claustrophobia disabilities, such reasonable accommodation
21 (among others) include the right of the CLASS to own and/or operate surface vehicles.
22 This accommodation requires that the surface streets must be maintained in good repair
23 and are safe for transit. This is analogous to the provision of an elevator to mitigate a set
24 of stairs. Not only is the elevator provided but it must be in good working order and safe
25 for transit.

26
27 The ABAG/MTC proposed Draft Bay Area Plan (“PLAN”) and the proposed Draft Bay
28 Area Plan Draft Bay Area Plan Draft Environmental Impact Report (“EIR) fail to provide
29 adequate accommodation in at least three situations:

- 30
31 (1) The PLAN proposes to reallocate highway maintenance funds toward other
32 functions. The PLAN states on page 105, that the “Plan moves in opposite
33 direction from (the MTC) target (of 10 percent distressed state highway lane-
34 miles); (The PLAN proposes that) the percentage of distressed state highway
35 lane-miles in the region will rise to 44 percent of the regional highway system by
36 year 2040”. The 44 percent distressed state highway lane-miles is not in keeping
37 with the ADA mandated accommodation for maintaining surface streets in good
38 order and safe for transit. In other words, the PLAN is not maintaining the
39 illustrative elevator as required by the ADA. Therefore any reallocation of
40 surface street maintenance funds to other purposes is specifically prohibited by
41 the ADA for the protection of the CLASS and the proposed PLAN is deficient
42 and maybe illegal. Any future PLAN and/or EIR that proposes to reallocate such
43 funds may be subject to litigation.
- 44 (2) The tenants of the proposed high density transit facilities who are members of the
45 CLASS should not be deprived of the use of private surface street vehicles by the
46 exclusion of adequate parking for such vehicles. The PLAN and EIR are silent

C48-1

1 on providing adequate accommodation to these members of the CLASS by
2 specifically excluding any planning for parking. The PLAN and EIR are thereby
3 deficient in meeting these important legal requirements. Any future proposed
4 PLAN and EIR must include parking for any members of the CLASS who are
5 tenants of the proposed high density transit facilities. Since it is unknown what
6 percentage of the tenants are members of the CLASS then it is a requirement to
7 assume ALL tenants are members of the CLASS and parking must be
8 accommodated such that no member is deprived of this necessary
9 accommodation. Any future PLAN and/or EIR that does not reflect these
10 requirements may be subject to litigation

- 11 (3) The PLAN and EIR indirectly but clearly specifically state that member cities
12 that do not comply exactly with any adopted PLAN and EIR may be denied
13 funding that was originally purposed for maintaining surface streets in order for
14 member cities to provide adequate accommodation to the CLASS,. ABAG/MTC
15 cannot refuse to properly allocate funds to member cities that have local zoning
16 ordinances and/or other legal rules that differ from those in any adopted PLAN
17 and EIR. Therefore, the PLAN and EIR are deficient in stating these assurances
18 and are deficient in meeting the requirements of the ADA for the CLASS. The
19 proposed PLAN may be planning on additional taxes to mitigate the reallocation
20 of funds for state highway system maintenance. This action damages the
21 CLASS. This would be like requiring the CLASS to pay for the maintenance of
22 the elevator provided as a reasonable accommodation. Members of the CLASS
23 would have to be specifically excluded from any such additional tax or fee
24 adopted to be in compliance with ADA. Any future PLAN and/or EIR that does
25 not reflect these requirements may be subject to litigation

C48-2

26
27 Respectfully submitted,
28
29

30
31 Daniel G. DeBusschere
32 
33 Orinda, CA 94563
34
35

36
37 Appendix
38

39 The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990. Its
40 overall purpose is to make American Society more accessible to people with disabilities.
41 In 2008, the ADA Amendments Act (ADAAA) was passed. Its purpose is to broaden the
42 definition of disability, which had been narrowed by U.S. Supreme Court decisions.

43 The ADA is divided into five titles:

44 2. Public Services (Title II)

45 Under Title II, public services (which include state and local government agencies,

1 the National Railroad Passenger Corporation, and other commuter authorities) cannot
2 deny services to people with disabilities or deny participation in programs or
3 activities that are available to people without disabilities. In addition, public
4 transportation systems, such as public transit buses, must be accessible to individuals
5 with disabilities.

6 On January 1, 2009, the Americans with Disabilities Act Amendments Act (ADAAA) of
7 2008 went into effect, making some major changes to the way the definition of disability
8 was interpreted in the past.

9 The ADAAA states that an impairment need only substantially limit one major life
10 activity to be considered a disability under the ADA. For example, an individual with
11 diabetes is substantially limited in endocrine function and thus an individual with a
12 disability under the first prong of the definition. He need not also show that he is
13 substantially limited in eating to qualify for coverage under the first prong. An individual
14 whose normal cell growth is substantially limited due to lung cancer need not also show
15 that she is substantially limited in breathing or respiratory function. And an individual
16 with HIV infection is substantially limited in the function of the immune system, and
17 therefore is an individual with a disability without regard to whether his or her HIV
18 infection substantially limits him or her in reproduction.

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) - Raymond Day

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

C49-1 This letter is submitted on behalf of the more than 400 residents of Marinwood that signed this letter in opposition to the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Plan” option. As Marin County residents, we oppose implementation of the current Plan Bay Area draft for the following reasons:

C49-2 1. Lack of Community Outreach and Transparency: Local officials and ABAG/MTC officials, who are responsible for disseminating information on this Plan to their constituents, have failed in this task. The vast majority of affected residents in our community are unaware of the details of this Plan. This is not the fault of the residents but of the officials who spent years and millions of dollars developing this Plan without community input. Local comment meetings were a formality resulting in the public being frustrated with unresponsive panel members from MTC/ABAG.

Question: Is ABAG/MTC responsible to educate the public on their Plan and allow the public to receive answers to their questions? If yes, when will this occur in an open forum?

C49-3 2. The Plan as proposed by ABAG/MTC uses statistics and data that is not current nor provided by several independent sources. Before implementing a plan that radically impacts this community for the next 50 years, it should have been properly vetted by the communities impacted and all financial, environmental and social aspects discussed with the public. The Plan has not considered the impact on already overburdened infrastructure, e.g., water, sewer, schools and highways.

C49-4

C49-5 3. Housing development is being prioritized over creating jobs: There are negative consequences in promoting housing that is not balanced with local employment opportunities. These mistakes were made by Vallejo, Stockton, Modesto and San Bernardino which all went bankrupt as a result of incorrect job and growth projections. Portland was another city which learned from this mistake.

4. Housing is being given priority over Transportation and Traffic Improvements: Planning for mass housing prior to implementing sufficient public transportation and infrastructure leads to gridlock and higher pollution. A legitimate

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) - Raymond Day

transportation infrastructure needs to be accomplished before any housing developments are discussed.

C49-6 Question: Does ABAG/MTC have proof that public transit and other forms of transit will not increase Green House Gas emissions above the levels that light trucks and cars are producing in Marin County.

C49-7 5. A thorough analysis of alternatives to reducing Green House Gasses by high density Transit Oriented Development has not been conducted and current studies have discredited past findings contained in the DEIR.

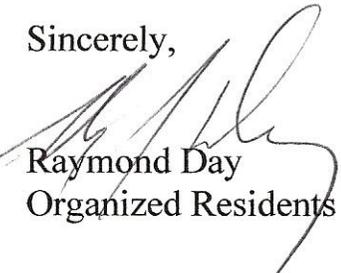
Question: What is ABAG/MTC current proof that high-density transit oriented developments will reduce greenhouse gas emissions sufficiently to offset the impacts of these developments?

C49-8 6. Social inequity: Building high-density housing near highways and segregating the poor into those areas is socially unfair. Real integration of housing, e.g., Habitat for Humanity single family home rehabilitation, second units, equity sharing programs, senior housing and others allows the less fortunate to potentially experience the “American Dream” of home ownership. Integration of all income classes in a community provides a diversity which has been the backbone of our country. A development can be successful with a combination of 80% market-rate and 20% affordable housing alternatives that provide starter homes for young couples. This ensures sustainability and a healthy community by providing resources to meet infrastructure needs and other public services.

C49-9 7. The Plan does not recognize that residents need to use their vehicles to bring kids to school, sports practices, doctor visits, special events, and trips to Home Depot where they may need to transport lumber and other large supplies. The majority of families in Marin could not use public transit for these activities and public transit would not meet their time constraints to meet those obligations as well. The Plan needs to be based in reality for the lives of those living in the community.

The Draft Plan Bay Area's DEIR is inadequate as expressed in the numerous instances identified in this Comment Letter.

Sincerely,



Raymond Day
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Sabine Brande-Toff	2349 Juniperberry Dr.		
Laura Stanton	143 Roundtree Blvd		
Rosier L. Crooks	143 Roundtree Blvd.		
Cordie Trasse	558 Idylberry		
George V. Treber	558 Loganberry Dr.		
Z. E. R. R. R.	874 Loganberry		
Donna L. Anderson	586 Loganberry Dr		
ERIC P. ANDRESEN	586 LOGANBERRY DR.		
CHRIS MORRIS	586 IDYLBERY RD		
EMILY PERCOCK	586 LOGANBERRY DR.		
Chris Van Winkle	591 Loganberry Dr.		
DONNA HUSTONS	2251 Juniperberry Dr,		
MARK CAWNEY	2244 Juniperberry		
Allan Palandt	2236 Juniperberry		
Stephanie Dusinski	2224 Juniperberry		
Angela Coffey	2200 Juniperberry		
Cindy McMullen	555 Idylberry		
Brendan McMullen	555 Idylberry Rd.		
John Forman	561 Idylberry Rd.		
ALICE DELOSTER	574 Idylberry Rd.		

emails and signatures deleted for security purposes

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Living Conditions Hazardous to Health

C50-1 This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C50-2 Building high-density developments next to a busy, 6-lane freeway would provide horrible and unhealthy and living conditions for the inhabitants of the building. This proposal is an example of irresponsible land use and it conflicts directly with CEQA. Whenever the inhabitants open their windows they will be breathing in dangerous particulate matter.

The EPA states, “Exposure to such particles can affect both your lungs and your heart. Small particles of concern include ‘inhalable coarse particles’ (such as those found near roadways and dusty industries), which are larger than 2.5 micrometers and smaller than 10 micrometers in diameter; and “fine particles” (such as those found in smoke and haze), which are 2.5 micrometers in diameter and smaller.” The EPA also says that particle pollution can cause serious health problems such as premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing. ([source](#))

Question: How does Plan Bay Area plan to remedy such hazardous living conditions, if that is even possible? It’s not possible, isn’t it clear that these plans don’t do any good for the community or the people it’s claiming to help?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn’t have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Vickie Day
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Sharon Johnson	215 Johnson Dr S.R.		
Stuen Johnson	215 Johnson Dr S.R.		
Debra Ross	374 Blackstone Dr. SK		
Bjorn Stumen	374 Blackstone Dr. SK		
Carl Fricke	76 Bairdgate Dr.		
Jessica Frellich	86 Mt. Muir Pt. SR 94903		
Roy Lutzi	79 Canyon Oak Street		
CHRIS MORRIS	586 IDWILBERY RD 94903		
Robert FRELICH	613-5551 DEN 94903		
Colin Green	385 Las Colindas Rd 94903		
Bouvana Luky	79 Canyon Oak Dr 949		
Eiko Sturdivant	485 Quietwood Rd		
Norio Gardier-Elko	600 Mills Creek Rd. San Rafael, CA 949		
Paul Frenschel	7 Lur Ct. S.R. 94903		
AL SPARKS	1823 LAS GALLINAS AVE.		
Zabin Sparks	2823 Las Gallinas Ave		
ALY WATKINS	87 MT LAINIER DR		
Pam Watterspoon	52 Oak Mountain Ct		
STAN WITKENSPOON	52 OAK MOUNTAIN CT		
MICHAEL GRAVELLE	5 MT. FORESTER CT		

emails and signatures withheld
 for security purposes

From: Sidney Dent [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 9:28 AM
Subject: Comment on One Bay area plan EIR

- C51-1** | I would like to express my concern that the plan is charging ahead without considering its affect on the bay environment.
- C51-2** | The increase in traffic and greenhouse gases will be increased as well as the water supply needs.
- C51-3** | At this stage when the ocean waters are warming we should be concerned with decreasing in any way possible the gases we are responsible for.

Water supplies are limited and desalination toted as the answer is deleterious to the bay and marine life.
Thank you, Susan Dent

Plan Bay Area 2040 Final Environmental Impact Report

From: Sidney Dent [REDACTED] >
To: "info@onebayarea.org" <info@onebayarea.org>
Date: 5/15/2013 8:48 AM
Subject: Fw: 5-15-2013 Comment on draft EIR for One Bay Plan.

C52-1

I would like to express my concern that the plan is charging ahead without considering its affect on the bay environment. The increase in traffic and greenhouse gases will be increased as well as the water supply needs. At this stage when the ocean waters are warming we should be concerned with decreasing in any way possible the gases we are responsible for. Water supplies are limited and desalination toted as the answer is deleterious to the bay and marine life.
Thank you, Sidney Dent

From: Eric Egan [mailto:████████████████████]
Sent: Thursday, May 16, 2013 3:46 PM
To: EnvPlanning
Subject: The Housing Element Final SEIR comments

Attn:
Jeremy Tejirian
Planning Manager

To whom it may concern,

My name is Eric Egan. I am a resident of Lucas Valley, located in unincorporated Marin County.

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

C53-1 I would like to request an extension of time to review the Plan and DEIR. An extension has not been granted and I think it is not garnering support from the community by quickly trying to pass the SEIR.

C53-2 I do not support having Marinwood designated as Planned Development Area.
I do not support changing the zoning rules to the Countywide Plan for the different properties in our neighborhoods and within the county as being proposed by the planning commission. Thirty units per acre is ridiculous.

I watched the discussion at Dominican College that happened a few days ago and it was clear in the response from the panel that there were many issues that were not properly addressed in the plan. If there are concerns and estimates and figures that are inaccurate in the plan and we are going to put this to a vote, I can only see that the board of supervisors would have to reject the plan. However, with the proper extensions of time to review, these concerns that the public has brought forward could be properly address and amended to the plan.

I would also point you to the problems with the SEIR that were pointed out by a consultant firm (attached). I would think that with more and more residents finally becoming aware of this major change to our community, there will be time for more adequate review and input regarding the plan.

I fear that if more time to review is not provided and a vote is taken, there will be a great division among the community which will lead to recalls and more discontent with elected officials.

I also support the research that one of our neighbors, Alissa Chacko, has done in regards to the Plan Bay Area and specifically the current Housing Element:

There are several land use issues now being decided by the County that will greatly impact Marin and our community. I have spent time researching the current plans, and I thought I would share some of the information with you. No matter what side of the issue you advocate, I believe it is important to be informed. So pass it along to your neighbors and friends.

Bear with me, this is a long post, but nothing compared to the voluminous documents produced by the

government to support the current proposals.

HOUSING ELEMENT

The Housing Element is one of the seven mandated elements of the County's local general plan, in this case the 2007 County Wide Plan (CWP). Housing Element law requires each city and County to identify and designate "inventory sites" that will allow for the development of high density affordable housing.

In accordance with state law requirements, the Association of Bay Area Governments (ABAG) recently completed the Regional Housing Needs Allocation (RHNA) process for the fourth revision of the Housing Elements. ABAG is not a representative body; members are appointed by the state. As part of this process, ABAG worked with regional and local governments to develop a methodology for distributing the nine-county Bay Area's housing need (as determined by California's Department of Housing and Community Development (HCD)) to all local governments in the region.

The allocation to each city and county identifies the number of housing units, by income category, for which that jurisdiction must plan in its Housing Element. The planning period for this version of the Housing Element is 2007-2014. The next planning period is 2014-2022.

The Housing Element must detail a concrete "program of actions" the local government commits to carry out so that its fair share of new housing affordable at all income levels can be built. These actions include designation of "inventory sites" and implementing programs (re-zoning, ministerial review, California Environmental Quality Act (CEQA) streamlining).

The current proposed Housing Element calls for the rezoning of several properties in Lucas Valley, Marinwood and St. Vincent's to allow for high density affordable housing. The identified sites are as follows:

St. Vincent's: 221 units
Marinwood Plaza: 85 units
Grady Ranch: 240 units

Other sites that have also been identified, and may be included in the next planning period 2014-2022 are:

Rotary Village: 60 units
Big Rock: 80 units
Los Ranchitos/Santa Venetia: 292 units

In addition, the San Rafael General plan provides for 620 additional units of housing by 2020 (3-5 story affordable housing along Merrydale and in the space over the parking lot between Embassy Suites and the Pension building at McInnis/Civic Center Dr. and also replacing both public storage sites at the end of Merrydale). Additional density is also planned at the CVS commercial site "should that area become redeveloped." These sites are all to be developed at 30 – 45 units/acre.

As mentioned above, not only are “inventory sites” identified and re-zoned if necessary, but other actions are incorporated into the Housing Element to facilitate development of the inventory sites. These implementing programs include, but are not limited to: (i) ministerial review (“[p]ermit affordable housing projects ministerially or through a streamlined process of discretionary design review”), (ii) CEQA streamlining (“consider an area-wide Environmental Assessment or Program EIR assessing area-wide infrastructure and other potential off-site impacts to expedite the processing of subsequent affordable housing development proposals”), (iii) development of multi-family design guidelines (“develop clear design criteria to help expedite the permit review process for developers....Develop standards to facilitate ministerial permit review”), and (iv) codifying affordable housing incentives identified in the community development element (“allow housing for low and very low income households to exceed the FAR” (30 units/acre, essentially allowing for a 10% increase density for such income designations)).

See:http://www.co.marin.ca.us/depts/cd/main/housing/docs/2012_Draft_Marin_County_Housing_Element.pdf

These implementing programs facilitate quick development with little, if any, community input. With less stringent environmental requirements, development is both cheaper and easier and far more profitable due to higher densities. Comments on the Housing Element Final Supplement Environmental Impact Report are due this Friday, May 17. The Housing Element is set to be approved by the Board of Supervisors sometime mid summer 2013.

PLAN BAY AREA

“Plan Bay Area is an integrated long-range transportation and land-use/housing plan.... [B]y law (Senate Bill 375), all regions in California must complete these plans. The law requires California’s 18 metro areas to plan jointly for transportation, land-use and housing as part of a “Sustainable Communities Strategy.” “The law gives joint responsibility for Plan Bay Area to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC).” <http://onebayarea.org/about/faq.html>

State law requires Plan Bay Area to:

- Identify possible “areas within the region sufficient to house all the population of the region” — where people will live, including all income groups, for at least the next 25 years; and
- Develop a regional transportation plan that meets the needs of the region.

Under Plan Bay Area, MARINWOOD, California Park, Strawberry, Marin City, Tamalpais Valley and Almonte, all neighborhoods adjacent to Highway 101 in unincorporated Marin County, have been identified as one potential priority development area (PDA). PDA’s are areas that have been identified for intensified job and housing growth. The six areas are considered only potential because they currently lack appropriate general plan policies and zoning regulations.

If, however, current proposed general plan policies and zoning regulations are put in place, those neighborhoods included in the potential PDA, “could receive the same treatment as two areas of San Rafael, which have already officially been designated “priority development areas” in Plan Bay Area. A section of Larkspur, where a Sonoma-Marin Area Rail Transit station is slated to be built, could also join the ranks of Marin County’s Planned Development Areas, or PDAs.”

See: http://www.marinij.com/sausalito/ci_23160104/regional-development-plans-spark-unrest-throughout-marin?IADID=Search-www.marinij.com-www.marinij.com

"PDAs are sites that have been identified voluntarily by cities or counties as areas for future growth. They typically provide access to mass transit, jobs, shopping and other services....." The Board of Supervisors unilaterally created the potential PDA described above. A description of the potential PDA can be found at: <http://www.bayareavision.org/pda/marin-county/101-corridor/description/>

"Over the next four years....Marin jurisdictions will be eligible for a total of \$5 million in PDA-earmarked grants. The city of San Rafael has already received \$528,000 to assist it in planning for its two PDAs."

See: http://www.marinij.com/sausalito/ci_23160104/regional-development-plans-spark-unrest-throughout-marin?IADID=Search-www.marinij.com-www.marinij.com

"Plan Bay Area along with SB375 allows for streamlined environmental review and in many cases projects could be completely exempt from California Environmental Quality Act (CEQA) review."

"Brian Crawford, director of Marin County's Community Development Agency, said, SB 375... "contains provisions for streamlining the CEQA process for projects that are located within PDAs and are consistent with Plan Bay Area." That means some development projects within PDAs may not require a standard environmental impact report, he said, "if they meet the criteria. Instead of doing a full EIR, you may have to do a less extensive environmental analysis," or no environmental analysis at all.

See: http://www.marinij.com/sausalito/ci_23160104/regional-development-plans-spark-unrest-throughout-marin?IADID=Search-www.marinij.com-www.marinij.com

The potential PDA designation of Marinwood was unilaterally entered into by the County with no public input. Plan Bay Area is set to be approved by the County mid-summer 2013.

SENATE BILL 375—CEQA Streamlining

Senate Bill 375 (SB375) provides several CEQA reform provisions. These include streamlined review and analysis of residential or mixed-use projects consistent with the sustainable communities strategy (SCS) ;and a complete CEQA exemption for Transit Priority Projects (TPPs) that are consistent with the SCS and meet a specific list of other requirements.

A Transit Priority Project (TPP) is a new type of project created by SB 375. As with Residential or Mixed-Use Residential Projects, a TPP must be consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in a SCS. [I]n addition, a TPP must meet the following requirements: (1) the project must contain at least 50 percent residential use based on total building square footage; (2) the project must have a minimum net density of 20 dwelling units per acre; and (3) the project must be located within one-half mile of a major transit stop or high quality transit corridor included in the regional transportation plan (Pub. Res. Code, § 21155, subd. (b).).

A TPP that meets additional requirements may qualify as a sustainable communities project, a category of project that is eligible for CEQA exemption. The additional requirements can be found at: <http://www.sacog.org/2035/the-plan/sustainable-communities-strategy/ceqa-375/>

Marinwood Plaza, despite known environmental contamination on the site, most likely meets the TPP and sustainable communities project requirements and thus would be exempt from CEQA review.

CONCLUSION

A lot to digest, and this doesn't even touch on the U.S. Department of Housing and Urban Development (HUD) agreement entered into in 2011 by the County to facilitate the development of affordable low income housing in ""above average" ... school districts." <http://www.heritage.org/research/reports/2012/01/huds-mandatory-minority-relocation-program>

The Housing Element, Plan Bay Area and SB375 have the potential to greatly urbanize Marin, San Rafael and our small community of Marinwood/Lucas Valley. The urbanization can occur with little, if any, community input and at a much quicker pace given CEQA streamlining and general plan exemptions.

The Housing Element will require Marinwood and Lucas Valley to incorporate at least 546 units of high density affordable housing, with no general plan to incorporate such mass development into the community. All 546 units are in our one Dixie School District. Given the large number of additional units in San Rafael, Terra Linda High School will also be greatly impacted. Other services, the environment, traffic, safety, etc. will also be affected, yet there is no plan for implementation.

Our planners and Supervisor Adams are saying that the Housing Element is simply a planning exercise and that the units will never be built. As noted above, however, the Housing Element makes development much easier and a lot more profitable due to the increased densities and streamlined review. If the properties are not meant to be developed, they should not be rezoned and included in the Housing Element.

Nothing is being done to curb the imposition of over 70% of the county's unincorporated allotment on Marinwood/Lucas Valley (all within District one of the County), and nothing is being done to stop Marinwood from becoming a full PDA, and thus further urbanized. The only source of true factual information is found by laborious self education, community concerns have not been addressed and no action is being taken to defend our community and represent its interests within the County.

Thank you,

Eric Egan

[REDACTED]

[REDACTED]

Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Unfair Advantage for Nonprofit Developers

C54-1

This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the "No Action Plan" option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

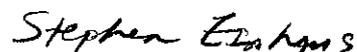
The Plan Bay Area solution gives nonprofit developers an unfair advantage over for profit developers with financial incentives such as waivers of development fees, exemption from ad valorem taxes, fast track processing of permits and environmental review, limited parcel taxes in comparison to single family homes, etc.

There is no incentive for private developers to compete with their alternative combination of 80% market rate and 20% affordable housing – a combo that would provide opportunities for those in need and provide a better distribution of financial diversity. The Plan's solution is completely stacked against private developers from the very start.

Question: Why does the Plan offer an unfair advantage to nonprofit developers in comparison to for profit developers? Where are the incentives for a for profit developer in the Plan?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Stephen Einhaus
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
DEUISE M. PAIE	200 ADOBESTONE CT SAN RAFAEL		
Jennifer L Faulk	210 Adbestone Ct San Rafael 94		
Louise Ellen Swanson	219 Adbestone Ct San Rafael		
Jill Payne	232 Adbestone C.S.C. Ct		
Kathie Guehrner	201 Adbestone Ct. San Rafael		
Katherine Teoh	210 Blackstone Dr San Rafael		
Anni Elbarz	217 Blackstone Drive S.F.		
Jim McEwen	189 Blackstone Dr		
Hilborn Hamblen	132 Blackstone Dr.		
T. Kelly Watson	144 Blackstone Dr		
Scott Kessler	156 Blackstone Dr.		
Kenos Cox	172 Blackstone Dr		
Fel Pines	195 Blackstone Dr		
Lissa L. Rapoport	55 Miller Ranch Ct		
Harold T Fuller	445 Pinewood Dr		
John Crestweir	140 Blackstone		
Walter K...	139 Blackstone Dr.		
Tom McBrass	110 Blackstone Dr.		
Karenly Side	116 Blackstone Dr		
Kelly Albrecht	104 Blackstone Dr		

emails and signatures withheld
 for security purposes



May 16, 2013, San Francisco

RE: Plan Bay Area 2013 EIR comments

To Whom It May Concern:

Below are a few brief comments on various aspects of the draft EIR and process. Thank you for your consideration of them.

Charles Cagnon

C55-1 SUMMARY: The draft EIR omits consideration of price elasticity in assessing the nature of the 2040 housing market and thereby draws unreliable conclusions. This omission made the planning process conceptual, not economically based. Additionally, while third party reference sources indicate that generational and ethnic factors may drive a desire for density, internal numbers of the Plan contradict that.

Socially, the Plan is likely to drive a cultural change in the population mix as different people are known to prefer multi-unit housing vs. detached. This will disadvantage minority and disadvantaged populations who strive to earn their way out of poverty, jeopardizing equity goals. Finally, procedurally, the planning process invited many groups to the table from environmental, social justice, business etc. quarters, but never invited homeowner and citizen groups to discussions—persons comprising at least one half of Bay Area residents. This disparity of inclusion undermined the integrity of the process and thus the substance of the Plan itself.

PRICE ELASTICITY: The Bay Area is a desirable place to live due to natural and cultural factors, and as such might normally reflect a price premium for the benefits of living here. This has been exacerbated by strict land use restrictions that have limited habitation options, driving prices to very high levels.

The recent real estate panic shut down that market nationally, and prices plummeted and foreclosures ensued. However, once the panic passed, buyers noticed the reduced real estate prices and bargain hunters piled into the market, driving up sales and prices dramatically in the Bay Area over the past two years.

The Plan forecasts that 2.1 million new residents will move into the Bay Area during the planning period, an increase of 30%. Importantly, the Plan asserts that the nature of demand for housing will shift due to generational and demographic factors. It is asserted that today's young people will want to live permanently in cities, old people will want group retirement homes and Latinos and Asians will want to live in multi-generational clusters and thus will want multifamily residences to stay close to one another.

C55-2

According to these, concentration of habitation is structurally predestined, resulting in a surplus of approximately 160,000 single family residences by 2040.

Without even contesting those drivers, the problem with this conclusion is that it makes no consideration of price. It is simply unsupported to assert that there will be such a surplus, and as such, the Plan's depiction of the 2040 real estate market and the footprint of life on Bay Area land is unjustified.

What is supportable is that there could be relative price shifts for different types of housing in different markets. Given the huge price premia for housing in the Bay Area, and the price sensitivity that buyers have demonstrated recently, one must consider that even with a relative reduction in demand, housing prices would reflect relative attractiveness. In other words, if demand fell, prices would fall, new categories of buyers could come in and the homes would be purchased. The Plan infers that 160,000 homes could be surplus with unknown disposition. This can't be substantiated. If the drivers are true, prices would simply fall. The core notion that habitation will naturally concentrate such that less dense areas will be undesirable or forsaken is unsupported. Policy makers should not approve the Plan/EIR as being descriptive of the way people will actually live. The picture the Plan/EIR draws is unreliable and the consequences for jobs and transit follows suit.

Importantly, price elasticity should really have been part of the planning process. Since policy-driven price distortions are such a central factor in Bay Area housing (and thus living) costs, elasticity must be observed and scenario-planned in order to understand housing uptake, jobs, transit, and the like. The fact that it wasn't makes the Plan and EIR conceptual and economically unreliable.

PLAN FORECASTS CONTRADICT DENSITY: Today, housing in in the Bay Area is 56% single family, detached, essentially suburban dwellings. This has enabled the Bay area to have an attractive blend of high technology industry, and suburbs for resting away from the job.

The no-project case of the Plan assumes that households, left to their own choices, will slightly disperse by 2040. That is, the percentages of new households in the densest areas (i.e., the PDAs) will be lower than the percentages of households currently living within the PDAs. (see EIR Table 3.1-5, page 3.1-15, Chapter 3.) 26% of households are in the PDAs today; 24% of new households would reside within them freely by 2040. The Plan forecasts that people will choose less density, but are generally happy with the footprint that's been organically created by today's options.

The case for jobs is even more in favor of lower density. Today, 39% of jobs are within the PDAs. The no-project scenario estimates that only 20% of new jobs would choose to locate within the PDAs by 2040. (EIR Table 3.1-6, page 3.1-16, Chapter 3.)

The Plan makes a central case for the intrinsic desirability of population and job concentration within the PDAs, but the Plan's forecasts under the no-project scenario

don't seem to bear that out. The people seem to want more breathing room than concentration.

C55-3 **DENSITY CHANGES POPULATION MIX AND ASSETS:** The goal of increasing the percentage of multi-family housing would correspondingly change the composition of the Bay area residents towards renters and away from owner-occupied homeowners. Is this desirable for equity and to what degree? The Plan/EIR is silent on this.

According to table B25032 of the American Community Survey, for the US as a whole, 84.2% of single-family detached homes were owner-occupied (2011), while only 13.5% of occupied multi-family homes were owner occupied. In the Bay area, the numbers are slightly less: 79.6% single family detached were owned, and 11.9% multi-family. Town homes are about 2/3 owner-occupied. (data source: Randal O'Toole, Cato Institute)

So, if the Plan/EIR targets 20 housing units per acre, then it may be estimated that two of those units will be owner-occupied, while 18 will not be. (In instances where there are townhomes, the owner number will be higher.) The Bay Area under the Plan/EIR is destined to become more urban and renter-constituted.

Further, this also changes access to real property assets and financial security. The Plan/EIR will exacerbate the differences between people who own land and those who don't, and the wealth and financial security of those who own land and those who don't.

Traditionally, home ownership in America was a way to build wealth over time. That is why there is a home mortgage interest tax deduction—to encourage home ownership. Governments subsidize the purchase of homes through the tax deduction. In contrast to governmental home-ownership goals, the Plan/EIR restricts access to land and concentrates habitation in PDAs in structures that are typically suited for renters, so the percentage of people without land will grow.

The consequences of this will fall heaviest on minority and disadvantaged people, and provide the most benefit to existing suburban landowners. Given the restrictions on land, the smallest, cheapest properties will face the risk of being bid up and priced out of reach for the poorest entry level buyer. In a Plan whose expressed purpose is to provide "equity" to minorities and the disadvantaged, it is unfortunate that the normal, proven way of earning one's way out of poverty through home ownership will be jeopardized through restrictions on access to land.

C55-4 **HOMEOWNERS LEFT OUT OF THE PROCESS:** The Plan/EIR development process consisted of two parts: retained private consultants and negotiations with interest groups, and public visioning sessions and telephone surveys. The consultants and negotiations included environmental groups and planners, social justice groups, business constituencies, along with others. The core groups that were left out of the insider dealings were homeowner and citizen groups. The latter constitute the majority of people in the Bay Area, are people whose interests are most threatened by the Plan's proposals, and yet were not included to the degree that would reflect their stake in the outcome.

The visioning sessions exposed their doubts about the Plan, and, a 1,000 person petition was submitted in favor of a “no project” outcome. The disparity of inclusion between different constituencies rendered the process defective, and the Plan does not fairly reflect the perspectives of one of the most crucial stakeholder groups in the Bay area.

PERSONAL QUALIFICATIONS: My professional background has been in corporate and business planning and strategy for large telecommunications firms, private and individual investments, and, strategy for nonprofits. I hold an MBA from Stanford and a BA from Antioch University. I am a (lay) member of the San Francisco chapter of the National Association of Business Economists.

Charles Cagnon

[REDACTED]

San Francisco, CA 94115

[REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

From: Bob Cohen [REDACTED] >
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:56 PM
Subject: Comments on the draft EIR for One Bay Area

I have read the relevant portions of the Draft DEIR Bay Area Environmental Impact Report dated April 2013, hereinafter called "the DEIR", and as a scientist and long term resident of the Bay Area, I feel it is necessary to call to attention a number of errors and inconsistencies in the DEIR. As a physical oceanographer and Certified Consulting Meteorologist, I have focused my expertise primarily on discussions on Climate Change and Greenhouse Gases.

C56-1

The initial mention of climate change in the body of the DEIR is found in Chapter 2.4, page 8: "Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences and commercial facilities have led to an increase of the earth's temperature."

Temperatures have warmed approximately 0.7C from about 1970 until approximately 2000, while carbon dioxide (CO2) has increased from 320 parts per million (ppm) to approximately 400 ppm today. This relationship of warming temperatures during a period of increasing CO2 does not imply or prove a causal relationship. While greenhouse gas theory predicts an increase in temperature with increasing CO2, the direct increase in temperature due to the observed increase in CO2 is minor compared to the forecast feedback temperature increase predicted by models. Herein lies one of several major inconsistencies in the DEIR.

In order for models to be accepted as valid predictors of temperatures well into the future, they must be able to accurately predict the past historical temperature patterns. While some periods of the past century are modeled sufficiently, there are two major features which have not been accurately depicted in climate models, specifically, the heat waves of the 1930's in the U.S., and the recent flat (i.e. no longer warming) global temperatures observed since approximately 2000. The only conclusion can be that there are phenomena which affect global temperature which are not accounted for correctly, or at all, in the climate models. A discussion of the phenomena is beyond the limits of these comments. However, to continue to use these climate models to develop environmental policy in the face of incontrovertible errors is a huge mistake.

C56-2

The DEIR notes that "The IPCC [Intergovernmental Panel on Climate Change] predicts that the global mean temperature increase between 1990 and 2100 could range from 2.0 to 11.5 degrees Fahrenheit. They project a sea level rise of seven to 23 inches (0.2 to 0.6 meters) by the end of the century" (Chapter 2.5, page 1).

This temperature increase, as a result of increasing CO2, is based on the same models that cannot predict historical temperatures, and should therefore not be considered as valid predictors. In fact, in Figure 1-4 in the leaked IPCC report, to be published in 2014 (and presently available on the internet), indicates a slight COOLING of global temperatures since approximately 2001. It is also important to note in this figure that the global temperatures in 2011 (the last year available in the report) fall outside (i.e. below) the 95% confidence limits of the climate models, confirming the lack of validity of these models in predicting future global temperatures.

It is critical to realize that this decade-long period of cooling temperatures occurred during a period of continuing increases in CO2, and was not predicted by IPCC models. The only conclusion that can result is that the models are incorrect in their attribution of rising temperature on the increase in CO2. These models therefore cannot be used to predict future temperatures, nor can they be considered to develop policy based on the assumption of rising CO2 producing global warming.

The rising surface temperatures predicted by the IPCC global climate models are a primary cause of the rise in global sea level forecast above. Temperatures have been, on average, rising (with periods of warming and cooling) since the Little Ice Age (LIA) ended in about 1850, and there was significant warming in the years 1970 to about 2000. While global sea level has been rising slowly

at a fairly constant rate since the LIA, there has been no observed increase in the rate of sea level rise during the period 1970-2000. This is readily confirmed by plotting the actual sea level observations at San Francisco (available at the NOAA web site) which indicates a rising sea level rate of 2.01mm/yr +/-0.21mm/yr. This rate of increase, also quoted in the DEIR, corresponds to an increase in San Francisco sea level of 7-8 inches by 2100, using the high end of the uncertainty limits. It must be noted that the rate held constant not only during the warming of 1970-2000 but also during the corresponding period of significant increases of CO2. The conclusion here must be that sea level is not dependent on changes in CO2..

C56-3 However, the DEIR then decrees "For estimates beyond one or two decades, linear extrapolation of sea level rise based on historic observations is considered inadequate and would likely underestimate the actual sea level rise because of expected non-linear increases in global temperature and the unpredictability of complex natural system." There is no evidence in the observations of San Francisco sea level that any change in the rate of increase occurred during previous periods of warming (or cooling). Combined with the assumption of "non-linear increases in global temperature" in the face of flat observed global temperature for the past decade (i.e. there is no nonlinear increase in temperatures, in fact there is no increase at all!), must lead to the conclusion that the prediction of extreme sea level rise in the DEIR are wrong.

C56-4 Another glaring inconsistency is the statement on Page 1, in discussing climate modeling capabilities, "However, there are limitations to representing the anticipated changes at a downscaled or regional level." The DEIR then goes on to discuss, in some detail, the regional effects predicted by the climate models, including the water supply, infrastructure and wild fires.

The initial statement was correct in that regional climate models have shown no skill in accurately predicting long term effects of climate change on a regional scale. Therefore, any conclusions reached by using regional models are also wrong, and have no place in this report.

C56-5 The DEIR blames CO2 for both increasing global temperatures and sea level, and then concludes that taking extreme measures to reduce CO2 will solve problems with both warming and higher sea level. However, the above analysis that using historical temperature and sea level observations, not unvalidated model output, proves that the warmer temperatures previously observed (prior to 2000) and the constant sea level rate of increase are both independent of any increase (or decrease) of CO2.. Therefore any decreases in CO2. which might result from the DEIR will have little, if any, effect on either temperature or the rate of sea level rise.

C56-6 I urge you in the strongest possible terms to delay any implementation of this plan until models can be developed and validated against historical observations of temperature and sea level. To accept this DEIR as is presently written would be irresponsible, and would not be serving the public which you serve.

Signed
Robert Cohen, Oceanographer
and Certified Consulting Meteorologist
Menlo Park

Summary of statements referenced from the Draft Environmental Impact Report

2.4-8

Energy

Use and Global Warming

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences and commercial facilities have led to an increase of the earth's temperature. For an analysis of greenhouse gas production and proposed Plan impacts on climate change, please see Chapter

2.5: Climate Change and Greenhouse Gases.

2.5-1

PHYSICAL
SETTING

Global

Climate Change

Climate is defined as the average statistics of weather, which include temperature, precipitation, and seasonal patterns such as storms and wind, in a particular region. Global climate change refers to the long term and irrevocable shift in these weather related patterns. Using ice cores and geological records, baseline temperature and CO2 data extends back to previous ice ages thousands of years ago. Over the last 10,000 years, the rate of temperature change has typically been incremental, with warming and cooling occurring over the course of thousands of years. However, scientists have observed an unprecedented increase in the rate of warming over the past 150 years, roughly coinciding with the global industrial revolution, which has introduced tremendous amounts of greenhouse gases (defined below) into the atmosphere.

Climate modeling capabilities have been greatly enhanced in recent years allowing for the future range of climate change effects to be better understood. However, there are limitations to representing the anticipated changes at a downscaled or regional level. What is certain is that, even if specifics are unknown, the global forecasted future trends will still apply at a local level.

The world's leading climate scientists—the IPCC—have reached consensus that global climate change is “very likely” caused by humans, and that hotter temperatures and rising sea levels will continue for centuries.

The rate at which these changes occur will be affected by current and future anthropogenic emissions.

In particular, human influences have:

- Very likely contributed to sea level rise and increased storm surge during the latter half of the 20th century;
- Likely contributed to changes in wind patterns, affecting extra-tropical storm tracks and temperature patterns;
- Likely increased temperatures of extreme hot nights, cold nights and cold days; and
- More likely than not increased risk of heat waves, area affected by drought since the 1970s, and frequency of heavy precipitation events.

The IPCC predicts that the global mean temperature increase between 1990 and 2100 could range from 2.0 to 11.5 degrees Fahrenheit. They project a sea level rise of seven to 23 inches (0.2 to 0.6 meters) by the end of the century, with a greater rise possible depending on the rate of polar ice sheet melting.

According to the California Energy Commission (CEC), accelerating GCC has the potential to cause adverse impacts in the Bay Area³, including but not limited to:

- Water Supply: Changes in local rainfall, salt water intrusion, sea water flooding the delta, and a reduced

Sierra snowpack can all threaten the Bay Area's water supply.

□Infrastructure:Increased risks of flooding due to sea level rise, coastal erosion, more frequent and extreme storms, and stronger precipitation events may lead to damage, inoperability, or impairment of critical infrastructure such as wastewater treatment plants, sewage, power plants, and transportation. This would affect not only daily commutes and activities, but also emergency response.

2.5-7

Sea
Level Rise
Historical
Data

Sea levels began rising globally at the end of the last ice age more than 10,000 years ago. Data on ocean water levels is collected continuously from a worldwide network of more than 1,750 tidal gages, and new satellite-based sensors are extending these measurements. The data indicates that the global mean sea level is rising at an increasing rate, and sea level rise is already affecting much of California's coastal region, including the San Francisco Bay and its upper estuary (the Sacramento-San Joaquin Delta). Water level measurements from the San Francisco Presidio gage (CA Station ID: 9414290), indicate that mean sea level rose by an average of 0.08 ± 0.008 inches per year (reported as 2.01 ± 0.21 millimeters per year) from 1897 to 2006, equivalent to a change of about eight inches in the last century.¹⁴

According to California's Ocean Protection Council Science Advisory Team, future sea level rise projections should not be based on linear extrapolation of historic sea level observations. For estimates beyond one or two decades, linear extrapolation of sea level rise based on historic observations is considered inadequate and would likely underestimate the actual sea level rise because of expected non-linear increases in global temperature and the unpredictability of complex natural systems.¹⁵

Projected
Climate Conditions

Global and regional climate models can be used to project the range of estimated sea level rise rates based on emission scenarios and climate simulations. Global climate models are based on well-established physical principles and have been demonstrated to reproduce observed features of recent climate and past climate changes.¹⁶ Global models provide information about climate response to various scenarios, but usually at a low resolution that does not provide the level of detail needed to make planning decisions at a local level. A regional-based model can provide an evaluation of climate processes that are unresolved at the global model scale. There is a broad range of regional-based climate models from the sub-continental scale with a resolution of approximately 50 kilometers, to a local-scale with resolution of approximately

2.5-9

Sea
Level Rise Projections
The 2007 IPCC reports

estimated that global mean sea levels were projected to rise by 0.2 meters (m) to

0.6 m by 2100, relative to a 1980 to 2000 baseline, depending on future GHG emissions.¹⁸ However, these projections were found to under-predict sea level rise primarily because of the limited ability of global climate models to simulate the dynamics of ice sheets and glaciers.¹⁹ The sea level rise projections associated with the IPCC emission scenarios were subsequently updated to include the dynamics of ice sheets and glaciers, as shown in Table 2.5-2.20

2.5-9
Sea
Level Rise in San Francisco Bay

Table 2.5-2 presents the sea level projections adopted in the California Sea Level Rise Interim Guidance Document.²¹ Additional research regarding global and regional sea level rise has occurred since this guidance document was adopted. A 2012 report by the National Research Council (NRC) assessed historic and projected sea level rise for specific locations along the open Pacific coasts of California, Oregon, and Washington. Table 2.5-3 presents the study findings for local sea level rise near San Francisco.²² In general, the sea level rise projections presented for San Francisco in Table 2.5-3 are similar to the projections adopted by the State of California presented in Table 2.5-2.

2.5-19
Wildfires
Climate change is expected to increase the frequency and severity of wildfires in California by altering precipitation and wind patterns, changing the timing of snowmelt, and inducing longer periods of drought. In addition to the direct threat to human life and property, wildfires emit huge quantities of fine particles such as black carbon, and can cause dramatic short-term spikes in pollution levels, greatly increasing population exposure to PM and other harmful pollutants

2.5-21
Urban Heat Islands
The high concentration of buildings, parking lots and roadways in urban areas create dry, hot microclimates, or “heat islands,” which absorb more of the sun’s heat than surrounding rural areas. As urban areas develop, paved and dark surfaces and impermeable structures replace natural vegetation and open spaces. According to the US EPA, on hot, sunny summer days, the sun can heat dry, exposed urban surfaces, such as roofs and pavement, to temperatures of 50 to 90 degrees Fahrenheit (27 to 50 degrees Celsius) hotter than the surrounding air, while more shaded and open surfaces—often in more rural surroundings—remain close to air temperatures.³⁴ These impermeable, dark manmade surfaces also tend to retain heat longer after the sun goes down, thus limiting the ability of urban areas to cool off during periods of heat waves.

2.5-25

California

Global Warming Solutions Act of 2006 (AB 32) Assembly Bill (AB) 32, the California Global Warming Solutions Act (Health and Safety Code Section 38500 et seq.), was signed in September 2006. The Act requires the reduction of statewide GHG emissions to 1990 levels by the year 2020. This change, which is estimated to be a 25 to 35 percent reduction from current emission levels, will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. The Act also directs the ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources and address GHG emissions from vehicles. The ARB has stated that the regulatory requirements for stationary sources will be first applied to electricity power generation and utilities, petrochemical refining, cement manufacturing, and industrial/commercial combustion. The second group of target industries will include oil and gas production/distribution, transportation, landfills and other GHG-intensive industrial processes.

On December 11, 2008, ARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap of the ARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions by 174 MMT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO₂e under a "business-as-usual" scenario. The Scoping Plan also breaks down the amount of GHG emissions reductions the ARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan's recommended measures were developed to reduce GHG emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures also put the State on a path to meet the long-term goal of reducing California's GHG emissions by 2050 to 80 percent below 1990 levels.

2.5-26

Local governments retain control of land use planning authority; however, SB 375 amended the California Environmental Quality Act (Pub. Resources Code § 21000 et seq.) to ease environmental review of specific types of developments that are anticipated to reduce emissions. Plan Bay Area is the integrated SCS and RTP for the San Francisco Bay Area, consistent with SB 375.

2.5-27

California

Sea Level Rise Interim Guidance Document EO S-13-08 directs the California Natural Resources Agency, in coordination with other state agencies and the National Academy of Sciences, to assess sea level rise for the Pacific Coast and create official

sea level rise estimates for state agencies in California, Oregon and Washington. The assessment and official estimates are expected in 2012—in the interim, the California Ocean Protection Council convened the Sea Level Rise Task Force, comprised of representatives from 16 state agencies, to provide guidance to state agencies on incorporating sea level rise into planning decisions. The California Sea Level Rise Interim Guidance Document, released in October 2010, seeks to enhance consistency across agencies as each develops its respective approach to planning for sea level rise.

The California Sea Level Rise Interim Guidance Document contains seven recommendations for incorporating sea level rise into project planning:

- Use sea level rise projections from the December 2009 Proceedings of National Academy of Sciences, along with agency- and context-specific considerations of risk tolerance and adaptive capacity;
 - Consider timeframes, adaptive capacity, and risk tolerance when selecting estimates of sea level rise;
 - Coordinate with other state agencies when selecting sea level rise projections, and use the same projections, where feasible;
 - Do not base future sea level rise projections on linear extrapolation of historic sea level observations;
 - Consider trends in relative local mean sea level;
 - Consider storms and extreme events; and
 - Consider changing shorelines.
- The interim guidance document is expected to be updated regularly, to keep pace with scientific advances associated with sea level rise.

2.5-29

Caltrans directs projects with a life that extends to 2030 or earlier not to assume impacts from sea level rise.

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Anne Cole

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

This letter is submitted on behalf of the more than 400 residents of Marinwood that signed this letter in opposition to the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Plan” option. As Marin County residents, we oppose implementation of the current Plan Bay Area draft for the following reasons:

C57-1

1. Open Forum Meetings and Transparency: Local County officials and ABAG/MTC officials, who are responsible for conducting public forums to discuss Plan details and answer questions concerning the Plan for their Marin County constituents, have failed in this task. The majority of our community residents are unaware of the details of this Plan. This is not their fault but the fault of the officials that spent years and millions of dollars developing this Plan without gathering a broad spectrum of community input. Local comment meetings were just a formality with the public expressing their frustration at a group of unresponsive panel members from MTC/ABAG.

C57-2

Question: Is ABAG/MTC responsible to educate the public on their Plan and allow the public to receive answers to their questions? If yes, when will this occur in an open forum?

C57-3

2. The Plan as proposed by ABAG/MTC uses statistics and data that is not current nor provided by several independent sources. Before implementing a plan that radically impacts this community for the next 50 years it should have been properly vetted by the communities affected and all financial, environmental and social aspects discussed with the public. The Plan has not considered the impact on already overburdened infrastructure, e.g., water, sewer, schools and highways.

C57-4

3. Housing development is being prioritized over building jobs: There are negative consequences in promoting housing that is not balanced with local employment opportunities. These mistakes were made by Vallejo, Stockton, Modesto and San Bernardino which all went bankrupt as a result of incorrect job and growth projections. Portland was another City that learned from this mistake.

4. The Plan Bay Area solution to meeting housing needs is skewed towards non-profit developers that will gain the most advantage from financial incentives to include waivers of development fees, limited parcel taxes in comparison to single family homes, exemptions from basic ad valorem taxes, low interest loans and

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Anne Cole

grants from the State of California, federal agencies, ABAG and MTC, as well as fast track processing of permits and environmental review. In addition, the county with the Housing Overlay and the state with the Housing Bonus programs offer no incentive for a private developer to compete with their alternative combination market rate and affordable plan (80% market rate and 20% affordable). The game is stacked against private development from the start.

Question: Why does the Plan provide an unfair advantage to non-profit developers in comparison with for-profit developers? What incentives does a for-profit developer have to compete with the way the Plan is designed? Is this the free enterprise system at work under the Plan Bay Area?

5. Housing is being given priority over Transportation and Traffic Improvements: Planning for mass housing prior to implementing sufficient public transportation and infrastructure leads to grid lock and higher pollution. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.

C57-5

Question: Does ABAG/MTC have proof that public transit and other forms of transit will not increase Green House Gas emissions above the levels that light trucks and cars are producing in Marin County?

C57-6

6. A thorough analysis of alternatives to reducing Green House Gasses by high density Transit Oriented Development has not been conducted and current studies have discredited past findings contained in the DEIR.

Question: What current proof does ABAG/MTC have that high density transit oriented developments will reduce greenhouse gas emissions sufficiently to offset the impacts of these developments?

C57-7

7. Affordable Housing: The community has been outspoken about the need to have affordable housing. Residents have supported market rate housing proposals in the past where the for-profit builder proposed townhouses and condos with an 80% market rate and 20% affordable housing component. This ensures sustainability and a healthy community by providing resources to meet infrastructure needs and other public services.

C57-8

8. The contribution of public transit alternatives to CO2 and diesel particulate emissions have not been adequately investigated in comparison to auto and light

truck emissions currently used by the public. The Plan does not address the impact that the 2025 fuel standards (54.5 mpg) will have on emissions in Marin County.

The Draft Plan Bay Area's DEIR is inadequate in numerous instances, as identified in this Comment Letter.

Sincerely,



Anne Cole

Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Shine

Name	Address (# and street name)	e-mail	signature
Brima Painter	636 KERUBERY DRIVE		
LOUIS PAINTER	637 KERUBERY DRIVE		
Steve Painter	637 KERUBERY DRIVE		
SIGRID PAINTER	637 KERUBERY DRIVE		
ANTHONY SHAFER	6504 WILSONBURY DR.		
TOM KURTEL	651 KERUBERY DR		
Mich Tullgren	518 MILLER CREEK		
Doni Rosenberg	651 Tullyberry Rd.		
Norme Deasy	2200 Nubens Terrace		
DAVID GONDLEY	2300 Mulberry Ter.		
Julian Newman	2201 Mulberry Ter.		
Caroline Nielsen	618 Miller Creek Rd		
James Nielsen	"		
Mary Nelson	"		
Kathy Shumaker	610 Miller Creek Rd		
Mari Ward	590 Hiller Creek Rd		
GAM Schmitt	578 MILLER CREEK RD		
Joni Schmitt	578 MILLER CR RD		
Bill Buckson	564 Miller Cr Rd		
Derinda Lindstrom	571 Miller Creek Rd		



emails and signatures deleted
 for security purposes

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May 1, 2013

MTC
Plan Bay Area Public Comment
101 Eighth Street
Oakland, CA 94607

RE: COMMENTS ON DRAFT EIR – BAY AREA PLAN

The following comments are respectfully submitted regarding the Draft Environmental Impact report (DEIR) for the Bay Area Plan.

C58-1

LAND USE PATTERNS – The DEIR allows communities to “build out” into within their respective current boundaries. Given the fact that many of the out-lying communities of the Bay Area have not yet fully expanded into their existing boundaries, this would allow approximately 25% increase in suburban-type develop that would be predominately served by automobile transportation modes. Many cities in the Bay Area have expanded their boundaries but have not yet developed these lands. This is particularly true in outlying communities of the Bay Area. To continue to develop into these yet to be developed areas will only exacerbate transportation densities, particularly automobile traffic.

- Curtail Expansion Into Undeveloped Areas – The DEIR needs to look at the alternative of curtailing such further expansion of automobile-centric development as opposed to increasing the urban density within the existing built areas of each city.
- Compare Expansion versus Internal Development – The DEIR needs to compare the effects of compact internal development within current built boundary inside each city’s city limits, to instead filling out into undeveloped areas of each city.

OVERRIDING CURRENT GENERAL PLANS – The DEIR needs to analyze the difference in density and its potential affects on transportation between the allowed lower density of many cities’ general plans as opposed to higher densities in each city’s urban core. The DEIR takes each city’s general plan as a given, where instead the alternative of higher density needs to be addressed. The lower density zoning of many cities has a potential adverse impact on traffic, the potential for increase in pollution and travel times.

- Analyze higher density urban cores of cities – The potential for increasing the internal density of each city’s urban core – particularly those served by existing public transportation systems – over the existing density in their current general plan; disregarding the limitations imposed by cities on their own density.

ALTERNATIVE INTRA-URBAN SUBWAY SYSTEMS – The DEIR needs to investigate the potential impact of a system of intra-urban subways in each community – interconnected throughout the Bay Area – that supplants and supports greater density along urban corridors. Except for minor increase in bus and BART services, with highway widening, the DEIR completely ignores the potential of intra-urban subway systems.

To: MTC/ABAG
Subject: Plan Bay Area Draft EIR Comment
Date: 5/15/13

One Bay Area Plan: Show Us The Water

Climate change and global warming have arrived.

While the debate continues as to cause---be it natural periodicity or global civilization's unchecked spewing of greenhouse gases---there is little disagreement as to the effects. And those effects increasingly are coming home to roost.

"The Arctic is getting hotter faster than any part of the globe. Experts predict the region will be free of sea ice during the summer within about 20 years. Sea ice is important because it keeps the rest of the world cooler, and some scientific studies suggest that its melting may be indirectly connected to the extreme weather in the United States and elsewhere in the past few years, changing global weather patterns, including the track of Hurricane Sandy." (Associated Press, 5/12/13).

Against this background, enter Plan Bay Area, AKA the One Bay Area Plan.

C59-1

PBA Lacks Foresight Relative To Water

Given increasing variability in weather patterns, superstorms in some places and droughts in others, one would hope that Plan Bay Area would be a wise plan---especially in regard to scarce regional water resources. Unfortunately, this is not the case.

The two state super agencies that have authored this plan have chosen, incomprehensibly, to lull all stakeholders to sleep in regard the amount of additional water resources necessary to support the expansion of the Bay Area population from its current 7.1 million to 9.3 million by 2040.

"Does California Have The Water To Support Population Growth?" is a two-page brief by prestigious the Public Policy Institute of California. Available for online viewing, the brief summarizes a report by Ellen Hanak, 2005, titled "Water for Growth: California's New Frontier". The report says state population is supposed to hit 48 million by 2030, putting pressure on for 40 per cent more water delivery to people alone. The report states, perhaps over optimistically, that the situation is not as dire as it seems because future supply shortfall could be made up by capturing groundwater in storage tanks, recycling water and deploying other conservation methods. It further states that big projects, under SB 610 & 221 known as the "show me the water bills", need to show adequate long term supply before moving forward. Additionally, the Urban Water Management Planning Act of 1983 requires large municipalities every five years to submit a comprehensive supply and demand document. But in 2000 one sixth did not do so at all and many other municipalities submitted reports lacking details. This led to the conclusion that a lot of municipalities were banking on "paper water"---or water being used by other agencies within the system.

PBA Relies Heavily On Paper Water

“Paper water” is a term in the water industry for a lapse of concrete thinking. Paper water is that which by historical “water rights” may belong already to other users in the state system. It also can be an envisioned future supply that may never materialize.

In the end, both amount to the same: zero. Plan Bay Area, as it has been presented to a populace largely unschooled on water issues, banks far too heavily on present wishes in regard to future water.

Certainly, many thousands of state bureaucrat hours were dedicated to the creation of this over-arching plan that purports to mesh regional housing growth with environmental stewardship through the year 2040. The Plan Bay Area Draft online fills 166 laboriously worked pages. But this centerpiece document is a gruel-starved midget relative to the Draft EIR, which lumbers in at a full-figured 1300 plus.

On Water Supply, Plan Bay Area Leaves Many Unanswered Questions

The big question for us in the nine-county region is what water might or might not be present in the system---including watersheds, pipelines and aqueducts---to support a tide of newcomers, projected at 2.1 million by 2040.

However, that is the very question that the EIR dances around.

One has to go hunting for water supply in the section titled “Public Utilities & Facilities”. Plowing through a confusing maze of charts and graphs, one is left not with reassurance but rather disquieting questions as to future supply.

C59-2 ---“Reducing water demand through conservation is a key component of improving water supply reliability in the Bay Area (p. 14).” Question: Given that we in the Bay Area have already become fairly adept conservers, is it realistic to think that demand per capita will keep falling as population rises?

C59-3 --- “In general, demand management strategies should allow Bay Area water agencies to continue to meet projected demand through 2030 in average years (p. 19).” Question: what happens in a period of major climate change when nature herself decides to play the wild card and all bets are off on “average”?

C59-4 ---“The greatest proportion of Bay Area water is imported from Sierra Nevada and Delta sources, comprising approximately 66 percent of supply (p. 13).” Question: What do thirsty utilities do in the event of back to back dry years similar to this one when end of March 2013 measurements of the Northern Sierra snow pack showed 52 per cent of normal?

C59-5 ---A graph on p. 22 show the 2035 “projected service area population” of Marin Municipal Water District at 207,000 but neglects to say what that service population is currently, thus depriving readers of a realistic assessment of growth under PBA. This is a serious omission considering the fact that Marin is in a deficit position in regard to water and imports 25 per cent on average annually from Sonoma County.

PBA Does Not Provide Credible Water Supply Assessment

True, the PBA staff writers have labored mightily. But they have missed the mark in two major areas of concern.

C59-6

Firstly, they have not furnished a credible 20-year Water Supply Assessment plan--- factoring in possible **multiple dry years**---as is required of big development projects under CEQA, State Water Code #10910.3 and also SB 610/221, two bills passed in 2001. It was SB 610 that established a 500-unit thresh hold for new residential projects, passing beyond which a developer would have to supply a water supply assessment plan.

State Water Code #10910.3 states the following:

“If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and **multiple dry water years** during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.”

The need for a water supply assessment which factors multiple dry years also is cross-referenced in the state’s Urban Water Management Plan Guidebook 2010. That document cites an additional, corroborating section of the Water Code, 10631 c-1:

“Each (local) water supplier shall describe the reliability of the water supply and vulnerability to seasonal or climatic shortage, to the extent practicable, and provide data for each of the following (A) An average water year, (B) a single dry water year, (C) **Multiple dry water years.**”

Yet the Plan Bay Area EIR inexplicably focuses on the impacts associated with a single dry year shared by the nine county water suppliers, noting in summary on Page 48:

“More locally, land development through 2040 served by the Marin Municipal Water District, San Francisco Public Utilities Commission, Santa Clara Valley Water District, or Zone 7 Water Agency should have adequate water supplies in both regular and single dry years. Therefore, development in those areas should have impacts that are less than significant (LS).”

The reader is left to wonder: why then this glaring omission in furnishing comprehensive water supply projection data? Have the PBA planners just overlooked it? Or, have they simply chosen to ignore their obligations as a guiding entity? If the later is true, why is PBA hiding the facts on **multiple dry year** projections? Is it because planners well realize that they are on very dangerous ground if, down the road, nature decides not to cooperate with PBA and institutes her own regime of multiple dry water years?

We in the Bay Area have endured water rationing before. Add with the massive population growth foreseen by PBA, water rationing in the future undoubtedly would be even more severe than in the past.

C59-7 There is still another possibility also to explain the Draft EIR's silence on this issue. Perhaps MTC/ABAG planners simply think they don't have to supply a full set of water supply assessment figures.

In the annals of state government, it is truly unprecedented that a regional agency like MTC/ABAG should exert such powerful control over local agencies and municipalities. What has evolved is a bizarre, tiered system of command and control where MTC/ABAG works all the levers from up above but then offer disclaimers as to ultimate responsibility for the land use decisions imposed on the locals.

Witness the caveat that accompanies each mitigation measure proposed in the EIR:

"MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation..."

Perhaps MTC/ABAG will say they cannot be held responsible for impacts or adverse affects on the environment because, after all, they are not developers but rather just regional planners, therefore removed from serious scrutiny. They likely will argue that their overarching plan in general and non-specific in nature.

I would argue that Plan Bay Area is NOT EXEMPT from comprehensive water supply analysis since its population growth projections are intended and will be used as a baseline from which to assign specific Regional Housing Needs Analysis (RHNA) numbers to local municipalities. Further, Plan Bay Area has designated numerous and quite specific Priority Development Areas in which it will concentrate future population growth. State agencies typically use the threat of withdrawal of transportation improvement funds from local municipalities who refuse to rezone local neighborhoods to be both RHNA and PDA compliant.

Further, local housing advocates in the past have sued successfully over local municipalities' refusal to rezone to meet RHNA numbers.

Thus, PBA planners use a sort of carrot and stick coercion, call it soft force if you will, to produce their desired outcomes.

As such PBA planners are really fully committed developers and should be subject to the same state provisions---codes, laws and legislative directives---as normally apply to big developers.

Do I quibble here?

Not at all, considering that Plan Bay Area sets the stage for assigning to local municipalities the responsibility for zoning for 634,000 new housing units to be created 2035...Let me repeat: 634,000!...That's 1268 times 500 thresh hold mentioned above.

What is being proposed here is massive development on an unprecedented scale. The figure of 634,000 comes from page 21 of the Plan Bay Area Draft report.

C59-8 On Water Supply PBA Misses The Picture Of The Larger Ecosystem

But, wait, there is another big sinkhole in the Draft EIR!

The second major drawback is that the EIR excludes the big water needs of the larger ecosystem. That is to say our drier and ever expanding neighbors to the South, our

Central Valley farmers who let fields go fallow for reduced supply and also our Delta's aquatic species that find their very liquid lifeline shrinking.

As state population expands will we choose to share more with Southern California neighbors? Or will our own mounting needs force us to try and out compete? The EIR offers no crystal ball.

Modern environmental thinking sees the environment as one interconnected whole. But PBA Draft EIR chooses, inexplicably, to forgo this larger vision.

"Water In California" (Wikipedia) brings up an online discussion of the different kinds of state water "rights" and how they've been exercised over the years, including the historic water wars that have occurred in dry periods between competing user groups. The site's graphic map also shows major supply lines, including aqueducts, that link North and South.

It is well to keep in the mind the State Water Project is the largest water supplier in the state. The SWP removes water from the Oroville Dam as it flows into the Sacramento Delta and directs that water towards the south end of the San Joaquin Valley, where it then has to be pumped over the Tehachapi Mountains. Beyond the Tehachapis, the California Aqueduct splits---with water being stored in a series of reservoirs to be drawn down by users in the southern part of the state. Because of the vast amount of energy required to pump water over the rugged Techachapis, the SWA (State Water Project) is the largest consumer of energy in the state.

We in the Bay Area also have our own intricate series aqueducts and canals that link the nine counties. That graphic is shown on page 17 of PBA Draft EIR, "Utilities and Public Facilities". Some counties, by virtue of location and topography, are more water rich than others. From these "Peters" are extracted the supplies to nourish the more meagerly endowed "Pauls". But it all takes energy, massive pumps at the points of origin, to divert water to neighboring county reservoirs. Energy output under SB 375 that we are committed to lessening if we hope to achieve a cumulative reduction of greenhouse gases.

For us, in the nine counties, future seeing and speculation breeds uncomfortable scenarios.

For example, what would happen in a future major dry period, when all counties are hurting, and Peter opines, "No more will I be robbed of water to pay Paul!"?

Does Peter then take a tighter grip on what he considers to be local and his "own"? And what then of Paul?

Surely Paul is miffed. But the argument also could possibly evolve well beyond that.

Historically, as a mass, human beings don't show their best behavior when they are either (A) hungry or (B) thirsty. They do at times get mighty angry. They manifest in periods of social unrest.

C59-9 It is well for regional planners to think more deeply about these highly important water supply issues. So far they have not demonstrated the deep thinking necessary to allay concerns over Plan Bay Area and regional water supply.

And it is also appropriate that the 29 local elected officials from nine counties who hold the vote on Plan Bay Area should vote "No Project" on this very deficient document.

That is after all, just a way of being true to the best interests of their constituencies.

It also is a way of sending a terse message to over reaching state planners:

Show Us The Water!

Submitted By:

Peter Hensel



Corte Madera, CA 94925

To: MTC/ABAG
Plan Bay Area Public Comment
101 8th Street
Oakland, CA 94607

Date: May 15, 2013

In Violation of CEQA, PBA And Its PDA's Will Destroy Established Neighborhoods

C60-1

PUBLIC RESOURCES CODE

SECTION 21000-21006

21000. The Legislature finds and declares as follows:

(a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.

(b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.

(c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

(d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

21001. The Legislature further finds and declares that it is the policy of the state to:

(a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

(b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

Hello, State Planners, You Intend To Willfully Violate CA Public Resource Code 21001(b)

Dear State Planners, are you awake this morning?

I wonder.

It seems that you all went to sleep for the many months that it took to draft Plan Bay Area and its accompanying EIR.

That's why I begin my letter this morning citing the preamble and beginning articles of CEQA---all of which admirably demonstrate the spirit and intent of this landmark legislation passed in 1970.

The lawmakers who wrote the California Environmental Quality Control Act, now embedded in the State Public Resource Code, would perhaps shudder at much of which is being proposed today and touted as an improvement of quality of life for all.

I'm speaking particularly about One Bay Area Plan and your intention to identify Priority Density Areas near transit and put the muscle on local municipalities to rezone accordingly---regardless of whether your new high-density construction would disrupt the tranquil atmosphere of established single-family neighborhoods.

You entirely forget, it seems, that many of the homeowners---who are also, by the way, are stakeholders---bought their properties so that they could live a quiet life separate from the urban style congestion that you state planners now so zealously want to reinsert.

Oh yes, I use the word "zealously" because it's entirely descriptive of your actions.

"21001. The Legislature further finds and declares that it is the policy of the state to:

(b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise."

So, what about this section 21001 (b) of the Public Resource Code?

In your rush to institute top down command and control planning "for the good of all" you completely ignore the protection offered by 21001 (b). Make no mistake, quality of life will be affected, quite negatively, by increased density forced upon neighborhoods who do not see this One Bay Area Plan as a social panacea.

And panacea definitely it is not.

Reality Check: The Truth About High Density Living

I am not a NIMBY.

I have a single-family house in an historic neighborhood in Corte Madera. The neighborhood is a mix of single-family homes and apartments. About 50-50 in terms of balance. Here is my situation: directly across the street, there is a duplex; next door to the east, I have a five-unit apartment building; same on the west side, five units of apartments; behind my property, to the south, are town houses.

So you see I am, so to say, a AIMBY---translated as It, meaning High Density, is “Already In My Back Yard.”

I have lived in my present location for 40 years and intend to stay for quite a few more mainly because of my greenspace---a big piece of property that actually has the type of yard that used to be more prevalent 45 years ago. The deer come and go. So do the night creatures, raccoons and opossums. And birds, also, lots and lots of birds.

Why am I telling you all this? Because I have the experience—the “street cred”---to speak on the subject of NIMBYism.

Let me tell you this: One has to be a diplomat to live in a neighborhood like mine because people are, after all, just people. The larger the group coming and going as a transient population of renters, the larger statistical sampling---AND VARIATION---you get as to social outlook and orientation, morality and what I call just plain old fashioned manners. Put simply, in regard to the kinds of people I’ve seen passing through my neighborhood, there are some very good people, some overall good, many in between, some sketchy and finally some just plain bad. That last category is the kind of person that is a disaster that has already happened. Their personal life is a mess. They are angry at life. And they inflict their attitude and lack of consideration on neighbors.

So what are the chief annoyances of high-density living? They are what I call the Big Four: excessive noise, dropped trash, parking in front of driveways, dog poop.

So tell me, dear planners, how does high-density living---AKA diversity---improve the quality of life for all?

It does not.

Nor should “social justice” be the rationale for foisting this ideology on quiet neighborhoods doing their level best to remain free of the Big Four Disturbances.

Stop Using The Pejorative “NIMBY” In State Publications

Actually, I’ve come to detest the word NIMBY. It’s actually a smug kind of slam. It carries the connotation of moral superiority, namely that “we know better than backward you what’s best for you and yours” NIMBY has become a cover and an excuse for pushing the agendas concocted mostly by state planning zealots and developers. The word has been so overused of late that it literally makes me sick and also quite angry. NIMBY, regrettably, has even found its way into official state publications.

It strikes me that state planners, tasked with setting what should be forward-looking public policy, have no done a perfect 180-degree turn from the environmental thinking prevalent when CEQA was written.

How bad has it gotten, this slide into a backward development-oriented mindset?

Two years ago, it would have seemed scarcely believable to imagine state bureaucrats employing name calling in order to push their ambitious plans for regional growth.

Yet astonishingly, there it is---the N__ word---embedded twice in an official state publication.

“NIMBYism can be prevented.”

“Good Design Beats NIMBYism In Irvine.”

Oh, but it’s true. These quotes are to be found in a publication titled “Myths And Facts About Affordable And High Density Housing” published by the California Department of Housing and Community Development. Simply go online, type the title in the search box---which brings up the state-sponsored brochure---and then scroll down to Page 7.

Up for further amazement? Drop to the end and view the credits, citing a galaxy of state sponsored studies and experts---some 54 references in all.

The point is that the bureaucrats of the state’s alphabet agencies (ABAB, MTC, BAAQCB, BCDC, et al) now think they no longer need or want to hear dissenting views on their proclamation that “Density....at between 20 and 50 units per acre can be designed to fit in most California communities.” (See page 6.)

Apparently, if you raise a democratic voice in opposition, you just haven’t correctly understood. You simply have failed to recognize the benefits of what futuristic state planners envision as a multitude of perfectly designed, perfectly dense, perfectly diverse and socially equitable multi-story developments located near transit. Quite possibly coming, sooner rather than later, to a suburban neighborhood near you.

What Kind Of EIR Is This That Ignores Existing Residents, I.E, People?

C60-2

The Bay Area Plan Draft EIR is a marvel in the care and attention given to possible impacts on flora and fauna. The section on “Biological Resources” fills 80 pages of the 1300+ page EIR. Predictably, state planners foresee no impacts on sensitive species once ample mitigation measures are deployed to potential construction sites.

Consider breeding raptors. The state proposes to establish a “no-disturbance buffer zone around active nests during the breeding season until the young have fledged and are self-sufficient....” For raptors, that buffer is a minimum of 250 feet. (Page 66).

The state has good reason to tread cautiously here.

“‘Take,’ as defined in Section 9 of the FESA (Federal Endangered Species Act), is broadly defined to include intentional or accidental ‘harassment’ or ‘harm’ to wildlife.” (Page 39, PBA Draft EIR.)

In The State’s View, People Apparently Are Less Significant Than Breeding Raptors

Yet, in all 80 pages, state report writers make zero (0) mention of possible impacts to the human ecosystem and human “nesting” sites once single-family neighborhoods are designated Priority Development Areas, rezoned accordingly and dense multi-story development goes forward. How very odd considering that many in suburbia bought their homes to escape the very urban noise and congestion that state planners now want to re-insert. Do state report writers tacitly assume that human beings are less biologically significant than breeding raptors? How about the “take” of human quality of life?

Add NIMBY name-calling and you’ve got a serious case of STATE BAD MANNERS.

C60-3

In closing, let me say that both the Plan Bay Area Draft and its Draft EIR clearly violate the spirit and intent of State Resource Code 21000-c:

"(c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state."

Yes, there is a need to understand the relationship of people, as well as flora and fauna, to the environment. All require their comfortable living space and their buffer, to some extent, from annoyance and distraction. The buffer cannot be the same for all. That is why some people actually choose the urban environment as their preferred home. Fine, let them. And god bless.

But, dear planners, I suggest that you let cities be cities and towns be towns. It is a very ill-conceived plan that wants to urbanize the suburbs. By definition, the people who chose to live there, in the suburbs, do not want to be urban or become part of the urban environment.

Freedom Of Choice IS American

And freedom of choice is the very essence of being American, is it not? If I've succeeded in waking you up, you must surely agree. That above-mentioned need to understand the relationship people-to-environment (21000-b) has not been met by you. Therefore, I ask you to scrap the ill-conceived One Bay Area Plan that elevates ideology and interests of developers high above those of the environment and living human beings. Go back to your drawing boards and write a new plan that is fair to all types and classes of people and does not wish to "Streamline CEQA" out of its very existence.

Sincerely,



A 94925

Eleanor S. Hansen

Sunnyvale, CA 94087-1505

May 14, 2013

MTC-ABAG
EIR Comments
101 8th Street
Oakland, CA 94607

Re: Plan Bay Area Draft Environmental Impact Report (DEIR)
(SC #2012062029)

Dear Ladies and Gentlemen:

I submit this letter on behalf of the Livable Neighborhoods League of the South Bay (a 501(c)(3) organization) and myself, a business owner whose business location is in San Francisco and whose residence is in Sunnyvale. I object to the failure of MTC and ABAG to prepare and consider a full disclosure of the environmental impacts of the Plan Bay Area proposed projects prior to considering approval of the said Plan Bay Area if approval is based only on the information presented in the referred to DEIR.

C61-1

C61-2

Any objective review of the Draft Environmental Impact Report (DEIR) prepared allegedly pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. for the Plan Bay Area discloses that it does not contain a most needed “baseline” for any adequate environmental analysis, thereby leading to a failure to disclose the need for necessary mitigation measures required by law. Also, it does not discuss any of the even short-term

C61-3

traffic increases in traffic due to implementation of Plan Bay Area. In addition,

C61-4

and at least partly because it does not contain the current and existing “baseline” study, it is not clear that the traffic effects of a clearly expected adjunct of the proposed projects, namely, those expected to use “CEQA streamlining” are disclosed and again a failure to disclose the need for necessary mitigation measures required by law occurs.

C61-5

Importance of Study of Effect of Plan(s) on Current and Existing Conditions.

The choice of alternatives chosen to review (see Executive Summary ES-7 and ES-8) while, appearing exhaustive, are in fact not at all in compliance with CEQA. This is because Alternative 1, No project, is not an allowable substitute

for the generally most important “baseline,” namely current and existing conditions.

As discussed by Judge Kevin Murphy in his opinion in *Sunnyvale West Neighborhood Association et al vs. the City of Sunnyvale* (attached; yes, I know it cannot be cited, but it is brief),

An EIR must describe the environmental setting where the project will take place as it existed at the time the notice of preparation was published, or if no notice was published, at the time the environmental analysis was commenced. *Save Our Peninsula Committee v. Monterey County Bd. Of Supervisors* (2001) 87 Cal App 4th 1999. The present environmental setting normally constitutes the baseline by which a lead agency determines whether a proposed project's impacts are significant. CEQA Guidelines §15125(a).

While the inclusion of "normally)" in the Guideline makes clear that deviation from present conditions as a baseline is possible, the very decisions expressly relied on by Respondent, *Fairview Neighbors v. County O/Ventura* (1999) 70 Cal App 4th 238; *Save Our Peninsula Committee v. Monterey County Board o/Supervisors* (2001) 87 Cal App 4th 99, and; *Fat v. County o/Sacramento* (2002) 97 Cal App 4th 1270, make clear that such deviation is meant for unusual circumstances properly documented in an administrative record.

The inappropriateness of using “no project” as a substitute for “current and existing” was also discussed by Judge Murphy in his analysis of *Woodward Park Homeowners Association, Inc. v. City of Fresno* (2007) 150 Cal App 4th 683. In this case

the City of Fresno also claimed to have properly evaluated both present conditions and estimated future conditions. As the Court of Appeal there noted "[i]f the EIR actually did this, its treatment of the baseline would be legally correct. " The 'two-baselines' approach only works if the EIR actually carries out both comparisons. That did not happen in this case. Instead, the EIR had a dominant theme of comparing the proposed project with buildout under existing zoning, combined with a scattered, partial discussion of some of the project's impacts relative to vacant land. " the EIR's bottom-line conclusions on the major impacts at issue emphasized the marginally increased impacts of the proposed project over buildout under existing zoning. ... The upshot of all this is that the EIR never presented a clear or complete description of the project's impacts compared with leaving the land in its existing state. Readers who have been told that the air pollution impact is slight and that the traffic generated will be less than the given benchmark should not have to stop and puzzle it out that these conclusions are based on a comparison with a large office park that is not, in fact, there." *Id.* at 707-709, internal citations omitted.

The situation here is similar to Woodward Park Homeowners Association. There is no comparison of the effects of the proposed plan to current and existing only to the what would be there if all currently approved prior plans were built out. None of us, in the public, can conceive of what that would be like, not tangibly, and thus none of us can know the true environmental impacts of the proposed plan.

C61-6 **Lack of discussion of traffic stimulating impacts of Plan Bay Area.**

The Guide to CEQA ¹ under Sec 15126: Consideration and discussion of Environmental Impacts, states the following

All phases of the project must be considered when considering its impact on the environment; planning, acquisition, development and operations. The subjects listed below shall be discussed as directed in Sections 15126.2, 15126.4 and 15126.6, preferably in separate sections or paragraphs of the EIR. If they are not discussed separately, The EIR shall include a table showing where each of the subjects is discussed.

- a) Significant Environmental impacts of the Proposed Project,
- b) Significant Environmental Effects which Cannot be Avoided if the Proposed Project is Implemented,
- c) Significant Irreversible Environmental Changes which would be Involved in the Proposed Project Should it be Implemented,
- d) Growth-Inducing Impact of the Proposed Project.
- e) The Mitigation Measures Proposed to Minimize the Significant Risks,
- f) Alternatives of the Proposed Project.

C61-7 Given the absence of the use of the appropriate “baseline,” the discussion in the DEIR of these items is meaningless but the absence of any discussion of growth-inducing impacts is particularly troubling. The lack of any discussion of the traffic stimulating impacts leaves a reader with the impression that it is being alleged that there will be no traffic stimulation or induction from the projects of Plan Bay Area, and indeed the summary

C61-8 starting at ES-13 leads to that conclusion. This is clearly fallacious. And we need a presentation of the estimate of the location and the estimated amount of such traffic increase using a “baseline” of current and existing conditions.

¹ Remey, M.H., T.A. Thomas, J.G. Moose and W.F. Manley, 1999, Guide to California Environmental Quality Act (CEQA). Solano Press, Point Arena, Calif.

C61-9 The assertion that traffic capacity increases do not cause increases in traffic was rejected by the Court in *City of Antioch v. City Council of the City of Pittsburgh* (1986) 187 Cal.App.3d 1325, 1337. The Plan Bay Area DEIR persistently refuses to acknowledge that construction of increased roadway capacity will "permit", "cause", "facilitate", "accommodate", an increase in traffic in the bay area merely due to its implementation. See also *Friends of "B" Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1003 where the Court found substantial evidence that long term effect of increase in roadway capacity was increased traffic.

Lack of discussion of traffic effects (including noise and air pollution) from implementation of CEQA Streamlining.

C61-10 Streamlined Environmental Review is discussed in the Guide to CEQA (same book as cited above) under Chapter 4.5 and the Guide discusses the subject generally:

Sec 21156: Legislative intent.

It is the intent of the legislature in enacting this chapter that a master environmental report shall evaluate the cumulative impacts, growth inducing impacts and irreversible significant effects on the environment of subsequent projects to the greatest extent feasible. The legislature further intends that the environmental review of the subsequent projects be substantially reduced to the extent that the project impacts have been reviewed and appropriate mitigation measures re set forth in a certified master environmental impact report.

The guide goes on in Sec 21157 (b) Where a lead agency prepares a master environmental impact report, the document shall include all of the following:

- 1) A detailed statement as required by Sec 21100,
- 2) A description of the anticipated subsequent projects that would be within the scope of the master environmental impact report, and contains sufficient information with regard to the kind, size, intensity, and location of subsequent projects, including, but not limited to, all of the following:
 - A. The specific type of project anticipated to be undertaken,
 - B. The maximum and minimum intensity of any anticipated subsequent project, such as the number of residences in a residential development, and with regard to a public works facility, its anticipated capacity and service area.
 - C. The anticipated location and alternative locations for any development projects.

- D. A capital outlay or capital improvement program, or other scheduling or implementing device that governs the submission and approval of subsequent projects.
- 3) A description of potential impacts of anticipated subsequent projects for which there is not sufficient information reasonably available to support a full assessment of potential impacts in the master environment impact report. This description shall not be construed as a limitation on the impacts which may be considered in a focused environmental impact report.

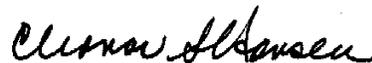
You all (consider this said with a southern accent and not meaning any denigration) appear to be trying to have your cake and eat it too. You are providing no discussion (or at least none easily discernable given that you are not using a current and existing “baseline.”) of the likely projects to use CEQA streamlining, although I find it difficult to believe that you do not know of several likely candidates, but when it comes for review of these projects, I strongly suspect the lead agency having jurisdiction will argue that a full CEQA review is unnecessary because they were covered by Plan Bay Area DEIR.

This is not adequate disclosure.

Restatement and Summary

C61-11 Any objective review of the Draft Environmental Impact Report (DEIR) prepared allegedly pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. for the Plan Bay Area discloses that it does not contain a most needed “baseline” for any adequate environmental analysis, thereby leading to a failure to disclose the need for necessary mitigation measures required by law. Also, it does not discuss any of the even short-term traffic increases in traffic due to implementation of Plan Bay Area. In addition, and at least partly because it does not contain the current and existing “baseline” study, it is not clear that the traffic effects of a clearly expected adjunct of the proposed projects, namely, those expected to use “CEQA streamlining” are disclosed and again a failure to disclose the need for necessary mitigation measures required by law occurs.

Very truly yours,



Eleanor S. Hansen

Enc.

Plan Bay Area 2040 Final Environmental Impact Report

From: Lorri Leard [REDACTED]
To: <info@OneBayArea.org>
Date: 5/15/2013 4:49 PM
Subject: Plan Bay Area

To Whom It May Concern:

C62-1

I am writing to express my strong concern regarding the proposed Plan Bay Area. I am most concerned about how the proposed plan would impact the environment and the health of the residents in the planned development areas.

I have been a resident of Tamalpais Valley in Mill Valley for the past 7 years. I am increasingly concerned about the worsening traffic and congestion. I am concerned about the health of the community and the impact on the environment. A new housing development would worsen the traffic and living conditions, which already seems to become worse on a weekly basis.

I respectfully request that you remove Tam Valley from the proposed sites for future developments, and obtain additional information regarding the impact that the overall plan might have on the environment before proceeding with the approval of the plan.

Thank you for your time and consideration.

Lorriana Leard

[REDACTED]
Mill Valley, CA 94941

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – No Reduction in Number of Cars

C63-1 This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C63-2 High density housing near the freeway/transit will not reduce the number of cars in Marin County. People need vehicles for so much more than going to and from work. They need to take their kids to school, sporting events, field trips, etc. They need to make trips to Home Depot and Target for home supplies that are too large to walk with and carry on a bus. They will want to go out to restaurants, and have nights out after the transportation hours have become less convenient. In theory public transportation is great, but in practice it is not functional in rural/suburban areas like Marin. The Plan needs to be based on reality, not on best-case scenarios.

Question: With residents having to cover a more spread out region, how does Plan Bay Area hope to realistically replace the needs that only personal transportation can provide in a rural/suburban county like Marin? Can Plan Bay Area truly provide transportation to every location that residents need to go to, or will residents more realistically be left stranded disconnectedly trying to get from one destination to another?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Jill Kai
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Frank & Jan, Ken	350 Quietwood Dr.		
Dee Davis	350 Quietwood Dr		
David Winkels	347 Quietwood Dr		
Susan Winters	347 Quietwood Dr.		
Steele Boyce	353 Quietwood Dr		
Kathy Newman	371 Quietwood Dr		
Keith Newman	371 Quietwood Dr		
Tom Sprong	379 Quietwood Dr.		
Kevin Tiche	2716 Heatherstone Dr		
Paul Kolowski	380 Quietwood Dr		
Michael Sommer	391 Quietwood Dr		
Russell James	613 Arberry Dr		
Beir Thelken	4 Eel Race Ct		
Beir Thelken	" "		
Elie Asper	2175 Danberg Ln		
Deirdre O'Brien	1994 Las Gallinas Ave.		
David O'Brien	1994 Las Gallinas Ave.		
Julie Gravelle	5 Mt. Foreman Ct		
Jennifer Thomson	40 Oak Mountain Court		

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 SAU

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Socially Unfair

This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C64-1

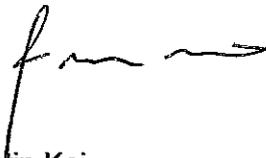
Placing all of the affordable housing in one area, with less desirable living conditions (next to the freeway, high density buildings, etc.) would effectively segregate those with lower income from the rest of the community. This would be a socially unfair practice. Providing housing via home rehabilitation, second units, equity sharing programs, and other programs would allow those with lower incomes to integrate into the community in a much more natural and fair way. New developments will be successful with 20% affordable housing and 80% market rate – allowing for a real diversity of income levels while providing opportunity for those who need it. This also ensures that the community will stay healthy and sustainable by providing the necessary financial resources to maintain our infrastructure and other public services.

C64-2

Question: Since history tends to show that concentrations of high density, predominantly affordable housing developments negatively affect the communities they are placed in, what proof does Plan Bay Area have to claim that such development is contrary to this and is a good idea?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Justin Kai
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Beky Oesner	498 Blackstone		
Tove Bauer	510 Blackstone Dr.		
Mary Beach	688 Blackstone Dr.		
Jess England	626 Blackstone Dr.		
MICHELLE MERRITT	555 BLACKSTONE DR		
Kyle HURBERG	515 Blackstone Dr.		
ROBYN STEGALOFF	264 Cobblestone Dr.		
MARK O'BANION	263 COBBLESTONE DR.		
STEPHANIE BENDINA	280 Cobblestone Dr.		
Jessie Halber	294 287th Ave Cobblestone		
Paul Omerford	251 Cobblestone Dr.		
Michael Weibel	252 Cobblestone Dr.		
Kerandra Weibel	252 Cobblestone Dr.		
DAVE S. FALCO	237 Cobblestone Dr.		
Christina Johnson	237 COBBLESTONE DR		
Kim Mollenauer	251 Blackstone Dr.		
WALTER NATOK	178 COBBLESTONE DR		
AL SWAGER	184 Cobblestone Dr.		

Debra Olson-Swager

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 RP/JK

Plan Bay Area 2040 Final Environmental Impact Report

From: <JLucas1099[REDACTED]>
To: <info@onebayarea.org>
Date: 5/14/2013 10:19 PM
Subject: Draft EIR Plan Bay Area - April 2013 - SCH #2012062029 - comment continued

Association of Bay Area Governments
May 14, 2013
Metropolitan Transportation Commission

RE: SCH #2012062029 DEIR Plan Bay Area

Dear Commissioners,

To continue my comment of earlier today, I would like to make one correction in the fifth paragraph, after "ABAG and MTC do 'not' devise land use plans" etc. a 'not' was omitted in comment so do please add it in.

C65-1 Mentioned earlier was concern about melding of wetland impacts of projects into assessment in linear miles in some cases and acres of wetland impacts in others, without sufficient project details to assess rationale, or even to correlate estimated stream impacts with project number. This makes it quite impossible to assess environmental impacts on wetlands either by project or by stream, and results in a process of 'streamlining' that eliminates meaningful review.

In many cases one can imagine that wetlands loss occurs in both categories, that is in linear loss of SRA and riparian corridor continuity as well as in cumulative acreage of buffer wetlands riverbank vegetation. However, find am at a loss as to how to proceed with evaluation of DEIR when basic wetlands data, with which I am most concerned, is presented in series of unrelated tables that defy analysis, at least by me.

As have been called out of town am not sure that I will be able to get lucid response to you on this matter by Thursday deadline, and understand that no time extension is to be allowed.

In closing, then, would like to make a few points.

- ~ It is a deficiency in this plan, if I read it properly, that there is no light rail planned to be extended along old route to Santa Cruz as supplement to constrained Route #17 corridor.
- ~ Vasona extension perhaps needs to connect to a wider public, and could eventually loop to Permanente Quarry line and development in hills behind Cupertino.
- ~ MTC might consider commute cycling element in this same corridor. Safe commuter cycling routes are decades overdue and can more safely be incorporated with light rail right of way than with automobile traffic.
- ~ High expenditure on Palo Alto bus terminal seems excessive, as level of bus ridership is never that great. Rail station can provide enough facility for combined transit hub with CalTrain and possibly High Speed Rail.

C65-2 ~ Numerous ramp extensions and expansions proposed at #280 and Foothill Expressway might negatively impact sensitive area of railroad underpass in Heney Creek ravine and Cal Water drinking water wells, some seventeen of which lie just north of intersection. Please conduct extensive geologic review of any such work.

C65-3 ~ SFPUC has set caps on water allocations for San Francisco residents as well as Peninsula city clients so regional planning of housing quotas needs to be realistic and respect critical constraints on basic resources.

C65-4 ~ In consideration of 40 year scope of this regional planning effort, believe you must obtain upgraded maps from FEMA on '100 year' floodplains as to be anticipated under climate change/global warming conditions.

Thank you again for consideration of these concerns and in hopes that eventually will grasp wetlands data.

Libby Lucas

Plan Bay Area 2040 Final Environmental Impact Report

From: Patty Moore [REDACTED] >
To: <info@OneBayArea.org>
Date: 5/15/2013 11:30 PM
Subject: My Opposition to Plan Bay Area and the EIR for Plan Bay Area

To: MTC and ABAG

101 8th Street
Oakland, CA 94607

I OPPOSE PLAN BAY AREA.

I am submitting my opposition, comments and concerns for both my City of Orinda, California and the other 100+ Bay Area cities that will be changed by Plan Bay Area.

I oppose Plan Bay Area because it eliminates local control of my city, Orinda, CA. Plan Bay Area tells people where they will live, the type of buildings in which they shall live, and the way they must travel. I oppose Plan Bay Area which tells us we should live in densely packed multi-story units in urban centers rather than single family homes; cars should be discouraged in favor of transit; cities should be demographically uniform.

C66-1 I, therefore, urge Plan Bay Area to select the No Project option for Orinda and ABAG and MTC voters select the No Project option. .

I oppose the Plan Bay Area mandates for high density, low-income housing units (20 units to an acre, incorporating stack and pack.) Documented studies have shown Plan Bay Area stack and pack housing will cost \$300,000 to \$500,000 per unit.

I oppose Plan Bay Area because it requires my city to comply with the Plan in order to receive state or federal transportation funds.

I oppose the Plan Bay Area's impact on property rights which will change real estate and housing markets. There has been no analysis by Plan Bay Area of the impact of high density housing and how it will impact the property values of surrounding properties. The stack and pack housing will often replace existing land uses where the owners will not want to sell. I oppose the use of eminent domain to obtain these properties. I understand the stack and pack housing will have to be subsidized, and therefore the housing will not be economical.

I oppose Plan Bay Area because it doesn't address the impact affordable housing will have on our schools, police department, fire department, traffic, crime and pollution.

I oppose the Plan Bay Area's two unelected and unaccountable agencies--ABAG and MTC. It is reprehensible that a non-elected board dictates the type of housing and where it should exist. I strongly believe Mayor Worth, Chair of MTC, has a conflict of interest and, therefore, she does not represent the City of Orinda.

I oppose the designation of Orinda as a PDA or "Potential PDA". The PDA and Plan Bay Area require 80% of new housing/construction to be within the PDA. This will limit the areas outside the PDA by not allowing construction of new housing and commercial development.

C66-2 I oppose the Plan Bay Area for its 160 pages and the Draft EIR's 1,300 pages. The public does not have enough time to understand what is in the

Plan Bay Area 2040 Final Environmental Impact Report

Plan or EIR to file comments by May 16, 2013. I am opposed to the complexity of the Plan and EIR.

I oppose the EIR for Plan Bay Area because it may violate local and other environmental codes, laws, and restrictions which were implemented by local and other governments to protect citizens of the Bay Area and the environment.

I oppose Plan Bay Area for not adequately informing the public. The few citizens who are informed about the Plan have expressed grave concerns, and none of these concerns have been addressed in the Plan itself. I am angry that Plan Bay Area's Public Meetings did not address the Draft Plan and how it will affect the citizens of Orinda and the 100+ cities. I attended the Public Meeting on April 22, 2013, and the two Plan Bay Area representatives did not speak to the Public about the Plan.

C66-3 I oppose Plan Bay Area's CEQA waivers for eligible projects, with reduced parking for these projects. Also, if the plan wants to reduce greenhouse gases, why will discussions of future potential vehicle miles traveled taxes be waived for people living in low-income high-density communities?

I oppose ABAG's designated reduction of cars with the wording--"reduce vehicle traffic". Orinda citizens live in an area where the automobile is a necessity, and parking is a necessity to utilize the commercial businesses located in downtown Orinda.

I oppose my City Council's vote to implement the Plan Bay Area.

I say "NO" to Plan Bay Area,

Patricia Moore
Orinda, CA Resident

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Lack of Research into Alternative Solutions for Reducing Green House Gasses

C67-1 This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the "No Action Plan" option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C67-2 There are alternatives to reducing green house gasses that have yet to be explored. No decisions to build high-density developments should be made without first conducting a thorough analysis of alternative solutions. There needs to be record of proven, and impactful environmental benefits before the decision to build high-density developments is made. There also needs to be research done to prove that the investment wouldn't be better placed in alternative plans.

Question: Where is the proof that high-density developments near the freeway/transit will reduce green house gas emissions? Where is the proof that the reduction in green house gas emissions will be large enough to offset the environmental impact that these transit plans and high-density developments will have?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Hilary Mize
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Thomas Cole	2001 Huckleberry Rd. San Rafael CA 94903		
Wendy Blanton	269 Blackstone Dr. San Rafael CA 94903		
Ruby Bassen	269 Blackstone Dr. 94903		
Diane Balsler	2679 Heatherstone Dr. 94903		
Scott Balsler	2679 Heatherstone Dr. 94903		
Jason Starr	2615 Heatherstone Dr. 94903		
Amy Shive	2615 Heatherstone Dr. 94903		
Annie Harding	296 Deepstone Dr 94903		
Sharon Losee	276 Deepstone Dr. 94903		
Don Losee	276 Deepstone Dr. 94903		
New Beaver	280 Cambridge Dr. 94903		
Lyndie Park	135 Blackstone Dr 94903		
Jane Williams	322 Blackstone Dr. 94903		
Katherine Lorber	16 Basin, San Rafael CA 94913		
Newton Starbuck	5D RAINSTONE TER. CA 94903		
Steven Phelps	7 Heatherstone Lane, CA 94903		
Joy Scholist	226 Deepstone Dr.		
Mary Colombo	181 Deepstone Dr		
Christina Croco	169 Deepstone Dr.		
Gordon Shifts	143 Deepstone Dr.		



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 RY

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Insufficient Transportation Infrastructure and Usage

This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the "No Action Plan" option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C68-1

Housing has received priority over transportation and traffic improvements. Planning for mass, high-density housing before implementation of sufficient public transportation and infrastructure historically leads to gridlock and higher pollution. A realistic transportation infrastructure needs to be implemented before any mass, high-density housing developments are discussed, much less acted upon.

C68-2

Ridership is often poor in suburban areas. Large buses are often seen only carrying a small amount of people, which seems to be an extreme waste. Efforts to reduce green house gas emissions should be directed to increasing zero-emission vehicles on the road, since personal transportation will always be needed in suburban/rural areas like Marin.

Question: Does ABAG/MTC have proof that public transit and will not increase green house gas emissions even higher than the levels that small trucks and cars are producing in Marin County?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Ryan Mize
Organized Residents of Marinwood

cc/ Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Raymond Day	2663 Heatherstone Drive		
Vickie Day	2663 Heatherstone Dr.		
Leann Young	201 Cobblestone Dr		
Laura Myers	204 Cobblestone		
Patrick Whisler	259 Cobblestone		
SESSIE SIDENIK	172 DEEPSTONE DR		
Leslie Kyrnhahn	295 Playstone		
Verardo V.	307 BUCKSTONE		
Cheryl Spitt	296 Blackstone Dr		
Fall Stengel	2675 Heatherstone Dr.		
Greg Berlin	2690 Heatherstone dr		
Kim Berlin	2690 Heatherstone		
John Kearns	2631 Heatherstone		
Gregory S. Dulin	2802 Las Gallinas Ave.		
Brendy Williams	297 W. William Terrace		
Patricia L. Nize	417 Blackstone Dr.		
Ken Starr	582 Blackstone Dr		
Eric Erlandson	2580 Heatherstone		
Charles Kemman	2742 Heatherstone DR		
Reynold J. Russell	12 LUNAR Cr		

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 RNY
 3

Plan Bay Area 2040 Final Environmental Impact Report

From: Paul McDermott <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 10:05 PM
Subject: Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR)

>> To whom it may concern,

>>

Regarding: Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR)

My wife and I oppose:

>

>> 1. Development that fails to provide adequate financial support for our schools.

>>

>> 2. Allocating 70% of Unincorporated Marin's housing/affordable housing to our community.

>>

>> 3. Rezoning our density to 30 units per acre.

>>

>> 4. A concentration of 100% affordable housing for new developments.

>>

>> 5. Any impact report that is non-cumulative, and limited to one specific development site. | C69-1

>>

>> 6. Construction without remediating hazardous waste. | C69-2

>>

>> 7. Any construction without a water supply assessment plan.

>>

>> 8. Construction without identifying the impact to our sewer and storm water lines and treatment facilities. | C69-3

>>

>> 9. Housing that is not balanced with employment opportunities.

>>

>> 10. The change from the 2006 proposal for Marinwood Plaza.

>>

>> Thank you,

Paul and Elizabeth McDermott

[REDACTED]
San Rafael, Ca. 94903

>>

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Joe McBride

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

C70-1

This letter is submitted on behalf of the more than 400 residents of Marinwood that signed this letter in opposition to the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Plan” option. As Marin County residents, we oppose implementation of the current Plan Bay Area draft for the following reasons:

1. Candid and Open Dialogue with the Community: The local and ABAG/MTC officials who are responsible for broadcasting information in this plan to the citizens of Marin have failed in this task. Most residents in our community are unaware of the details of this Plan. This is not the fault of the community but that of the officials who spent years and millions of dollars developing this Plan. Their intent seems clear because it appeared the meetings were simply a formality. The MTC/ABAG panel members at these public comment meetings were unresponsive to the questions and concerns expressed by the residents of the community.

Question: Is it ABAG/MTC’s responsibility to educate the public on their Plan and allow the public to receive answers to their questions? If yes, when will this occur in an open forum?

C70-1.5

2. The Plan as proposed by ABAG/MTC uses statistics and data that are neither current nor vetted by several independent sources. A plan like this that will radically impact the population of the entire County for the next 50 years should have been properly examined by the communities affected and all financial, environmental and social aspects discussed with the public. The infrastructure of the entire County will be severely impacted since our sewer, water, schools and highways are already overburdened.

C70-2

3. The DEIR in 2.12 finds that insufficient water supplies could exist to meet proposed housing developments. Among the Plan’s mitigation measures are conservation measures to use less water to include using drought tolerant plants for landscaping, water conserving fixtures in homes, etc. Marin County has always been a community that has demonstrated conservation practices with our water. The MMWD has had to increase rates to maintain revenues for operations because our conservation measures have exceeded expectations. They also propose that residences reuse water for landscaping and install separate water supply lines for this purpose.

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Joe McBride

Question: What is the financial impact to our community and water infrastructure to accommodate this mitigation measure?

C70-3 4. Housing development is being prioritized over building jobs: There are negative consequences in promoting housing that is not balanced with local employment opportunities. These mistakes were made by Vallejo, Stockton, Modesto and San Bernardino which all went bankrupt as a result of incorrect job and growth projections. Portland was another City which learned from this mistake.

5. Housing is being given priority over Transportation and Traffic Improvements: Planning for mass housing prior to implementing sufficient public transportation and infrastructure leads to grid lock and higher pollution. A legitimate transportation infrastructure needs to be undertaken before any housing developments are implemented.

Question: Does ABAG/MTC have proof that public transit and other forms of transit will not increase Green House Gas emissions above the levels that light trucks and cars are producing in Marin County?

C70-4 6. A thorough analysis of alternatives to reducing Green House Gasses by high density Transit Oriented Development has not been conducted and current studies have discredited past findings contained in the DEIR.

Question: What is ABAG/MTC's current proof that high density transit oriented developments will reduce greenhouse gas emissions sufficiently to offset the impacts of these developments?

C70-5 7. Building High Density Housing Adjacent to Highways: Segregating the poor into areas close to pollution is socially unfair. Real integration of housing, e.g., Habitat for Humanity single family home rehabilitation, second units, equity sharing programs, senior housing, and others is a more realistic approach for integration with the community. The ability to own a home has always been a dream for everyone. Integration of all income classes in a community provides a diversity which has been the backbone of our Country. There should be a goal of providing starter homes for young families. This ensures sustainability and a healthy community by providing financial resources to meet infrastructure needs and other public services.

C70-6

8. The Plan does not recognize the transportation priorities of the residents. The majority of families in Marin cannot use public transit for daily activities, which include transporting children to and from school, doctor's appointments, sporting events, etc., because public transit is not flexible enough to meet the required timeframes to fulfill those obligations. Also, it is impossible to transport sacks of cement from Home Depot on a bus.

The Draft Plan Bay Area's DEIR is inadequate in numerous instances, as identified in this Comment Letter.

Sincerely



Joe McBride
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

DeBiva

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Carla Bey	435 Pine Wood Drive		
Lara Palizzani	" "		
RTA GIBBS	633 MILBURN AVE		
Francine Buckhead	446 Miller Creek		
Ken Wilson	513 Taylor		
Mark Carter	2258 Juniperberry Dr.		
Robert Kaufman	562 LOS AVENUE DR		
Barbara Spillner	512 Juniperberry Dr		
JANICE WALKER	675 Idylberry Rd.		
CHRIS STARTER	10 JEANETTE ROAD #1705		
Carol Dimmer	702 IDYLBERRY RD		
GAYLE NELSON	883 IDYLBERRY RD		
JOHN NELSON	823 IDYLBERRY RD		
Fernanda Fudge	35 Fin Court San Rafael		
Jason Robert	800 Idylberry Rd		
Zoe Ballard	151 Deepstone Dr.		
NOAH RUIVARD	151 Deepstone Dr.		
Colin O'Leary	7858 Washington St San Francisco		
Rebecca Rowler	62 Downing Fairfax CA		
Kirsten Burke	584 Miller Creek Rd		

emails and signatures deleted for security purposes

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Jessica Middleton

I am a resident of Lucas Valley, located in unincorporated Marin County.
I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft
Environmental Impact Report (DEIR).
There are major admitted flaws with this plan involving water supply, sea level rise, and
infrastructure.

C71-1 There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts
of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is
accepted. They should not be dismissed with findings of "overriding consideration." The impacts I
am referring to include:

- C71-2** • Insufficient water supply;
- C71-3** • Exposure to hazardous materials;
- C71-4** • Inadequate wastewater treatment capacity;
- C71-5** • Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are
high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- C71-6** • Inundation from sea level rise;
- C71-7** • Direct removal, filling or hydrological interruption of habitat;
- C71-8** • Interference with the movement of native resident or migratory fish or wildlife species.

Conclusion

C71-9 The Draft Plan Bay Area's DEIR is inadequate. ABAG must prepare an EIR that adequately
analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not
supported by substantial evidence. The key assumption regarding population and job growth is
inaccurate. A revised EIR should be prepared and circulated for public review and with ample time
given to the public to comment.

Thank you,


Lucas Valley Resident

Signature 

Comments for Plan Bay Area and the Draft Environmental Impact Report

The following comments are directed at both documents since the flaws of the Plan carry over into the DEIR. The majority of problems appear to be with ABAG rather than MTC.

Population Growth

C72-1 The ABAG population estimate for Marin in 2040 is 25,774 more than that of the Department of Finance. Since ABAG does not provide any methodology to evaluate their estimate, the number is meaningless. This alone should invalidate the DEIR. Also disturbing is the use of consultants. Since one of ABAG’s primary responsibilities is to estimate population growth, it is reasonable to expect that someone on staff should have the capacity to produce these estimates or at a minimum explain the methodology used.

Jobs Growth

Here again it would be useful to have methodology and a discussion of the nature of jobs in relation to unemployment, underemployment, technology and climate change

Infrastructure and Climate Change

C72-2 Plan Bay Area is supposed to be “Strategy for a Sustainable Region”, but only population, jobs, and housing are quantified and addressed. Both the Plan and DEIR ignore the capacity of infrastructure. The effects of climate change on the region are completely ignored. In Marin during 1976-77 severe drought forced water rationing. Since that time efforts to conserve water have allowed for slow population growth. Subsequent periods of drought have not been as severe. Climate change is expected to cause more droughts that are also more severe. At some point population will reach the tipping point so that either a desalination plant or damming another valley to create a reservoir will be necessary. Either option will cost hundreds of millions of dollars, or as the plan described: “costly.” At the same time, sea level rise will endanger low areas. Many of these are targeted in the Plan for development. Protecting the existing shoreline of the bay is expected to cost billions. There are several wastewater treatment plants that lie near the bay margins. At this time numerous locations around the bay flood with road closures due to high tides and rain. The Manzanita Park and Ride and connection to the 101 North on ramp in Tam Valley already flood at 6.8 tides without rain. This will get worse with more severe storms. None of this is adequately addressed in the Plan or DEIR.

Transportation

C72-3 While many of the MTC projects are laudable for their efforts to curb greenhouse gases, the use of planning dollars to force ABAG’s large scale housing development next to hubs seems like extortion. Current residents are right fully concerned about changing the character of their communities and being left with paying for ABAG’s bad planning. Once infrastructure capacity is included in the Plan, MTC can evaluate means of improving areas that can handle additional second units or housing infill, but cannot add those units due to gridlock. Higher housing density near transportation is a logical choice, but the volume and costs such as schools and infrastructure need to be adequately assessed before making these decisions.

DEIR

C72-4 Due to the inadequacies for Plan Bay Area, both the Plan and DEIR need extensive revision. More disturbing is the arrogance displayed by ABAG in thinking that either document is adequate. Hopefully, this is due to the ignorance of current staffers and can be corrected. If ABAG is not able or willing to make these revisions, MTC, due to their revenue, and ultimately

the public will end up paying the cost. At this time the only reasonable option is No Project, leaving cities and counties to make these decisions on their own.


Woodacre, CA
94973-0419
May 16, 2013

MTC-ABAG
Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607

Re: Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report

This letter is submitted as public comment on the Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029). My name is Cindy Miracle, a resident of Marin County for 24 years.

C73-1 The DEIR is inadequate because it fails to address the vital issue of water. One of the major questions when contemplating development in Marin County, or any place in California, is “Where will the water come from?” The Plan projects that the San Francisco Bay area will add 2.1 million people, increasing the total regional population from 7.2 to 9.3 million by 2035. To house this projected influx, Plan Bay Area calls for 634,000 new housing units, all of which will require additional water.

C73-2 The massive population growth that ABAG is projecting is equivalent to **two and a half new cities the size and density of San Francisco** (2012 estimated population based on 2010 U.S. Census) added to the Bay Area by 2035. To provide adequate water supplies to such an area would require the **equivalent of building and operating two and a half new Hetch Hetchy dams** (if such lands and water rights were available). However, the draft EIR for the One Bay Area Plan makes no provision or plans for additional water supplies, nor does it factor in the green house gas emissions that would be generated in the construction and operation of mammoth new water supply sources.

Water is a fundamental and necessary component in actualizing any new planned development scheme. Indeed, S.B. 375, the Sustainable Communities and Climate Protection Act of 2008 -- the legislation giving rise to the Plan Bay Area -- specifically requires a “feasible” Plan Bay Area and defines that term as “...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors”. [Sec. 5(b)(2) of S.B. 375]. *Without an additional, long-term source(s) of water for the projected population growth of 2.1 million people, Plan Bay Area is not feasible.*

C73-3

In 2001 our state legislature wisely passed S.B. 610, requiring that in all new developments over 500 units, sources of water must be firmly identified before development may proceed. A second law, S.B. 221 (2001), requires a written verification from the responsible water utility that the proposed project will have a reliable, long-term (20 year) water supply.

The rationale behind these two laws is explained in a Planning and Conservation League publication:

“These ‘show me the water’ laws are intended to ensure that the existing residents’ rights to clean and reliable water supplies are considered when new developments are being evaluated and that new projects will have secure water rights.”

What will provide that reliable, long-term water supply in Marin, where 8,810 new units are proposed under Plan Bay Area? Given that periodic water shortages occur, even with Marin’s current population (which has remained largely static over the last 10 years), the new development proposed under Plan Bay Area will in all likelihood out-strip the water supplied by MMWD’s [Marin Municipal Water District] seven reservoirs and water purchase agreement for Russian River water. The most likely water source if Plan Bay Area’s massive new development is pushed through is MMWD’s proposed 5-15 MGD (million gallons per day) desalination plant, to be located at the foot of the San Rafael Bridge, across the Bay from the Chevron Refinery.

But the proposed San Rafael desalination plant poses significant financial and environmental problems:

- It would be hugely expensive, with construction and initial operating expenses estimated to be \$400 million.
- A bond measure for the \$400 million plant has not yet been approved by the voters.
- Desalination would cause a huge increase in the County’s green house gas emissions. MMWD is already the largest energy user in Marin County. If desalination – which uses up to nine times¹ more energy than obtaining water from local surface water sources -- is utilized, local energy consumption and green house gas emissions would sky rocket.²

¹ Heather Cooley and Matthew Heberger, “Key Issues for Seawater Desalination in California: Energy and Greenhouse Gas Emissions”, p. 7, Figure 2. “Comparison of the Energy Intensity of California Water Supplies, [Pacific Institute, May 2013]. “Seawater desalination is considerably more energy intensive than almost every other water supply option available”, Ibid, p. 8. And see, James Fryer, “An Investigation of the Marginal Cost of Seawater Desalination in California”, [Sponsored by Residents for Responsible Desalination, March 2010].

² Water and energy are inextricably linked in this state. “...[A]bout 19% of the state’s electricity use and 33% of the state’s non-electricity natural gas consumption is water related.”.... “DWR [Department of Water Resources], which operates the State Water 3.6-201

- The desalination plant will use as its source water San Francisco Bay – designated a “*toxic hot spot*” by the State Water Resource Control Board. The following chemicals and carcinogens are found at significant levels in the toxic soup of San Francisco Bay:
 - Mercury
 - PCB’s
 - Arsenic
 - Brominated flame retardants (similar to the infamous and long-banned PCBs)
 - DDT
 - Dioxin
 - Pesticides and herbicides (run-off from farming operations in the Central Valley)

Indeed, in its “Statement of Overriding Considerations”, the draft EIR for Plan Bay Area has acknowledged, when compared to existing conditions, that the proposed plan will “[r]esult in **insufficient water supplies** from existing entitlements and resources to serve expected development” and that they [ABAG] considers this to be a “**significant, unavoidable impact**” . ABAG reached this startling conclusion without attempting to identify mitigating measures to ensure safe, reliable water sources for the current and future citizens of Marin, and indeed, all of the regional Bay Area.

Citizens of Marin should not be forced to forsake their sustainable watershed³ -- with its 7 rain-water filled reservoirs -- and exchange it for a \$400 million, energy-guzzling, green-house gas emitting desalination plant located on toxin-laden San Francisco Bay. The Plan’s draft EIR has not identified a reliable, long-term source of water for the dense development it proposes and hence has not met the requirements of existing state laws S.B. 610 and S.B. 221. Furthermore, ABAG has acknowledged that insufficient water supplies will be a “significant, unavoidable impact” of Plan Bay Area. On the basis of this most crucial issue -- inadequate water supply for the proposed high-density development and substantially increased population -- the draft EIR for Plan Bay Area should be found deficient.

Respectfully submitted,

Cindy Miracle
Concerned Long term Marin County Resident

Project, a large system of dams, canals, pipelines, and pumps that delivers water to cities and farms in the Central Valley and Southern California, **is the single largest user of energy in the state.**” Ibid, p. 17.

³ See “Sustaining Our Water Future: A Review of the Marin Municipal Water District’s Alternatives to Improve Water Supply Reliability”, by James Fryer, [Sponsored by Food & Water Watch, June 2009]

Plan Bay Area 2040 Final Environmental Impact Report

From: Pamela Macknight <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/14/2013 6:56 PM
Subject: Comments on the Draft EIR

The estimates for Marin County's water supply and sanitation capacity are NOT realistic. The data used does not accurately account and plan for the financial impact on our schools. The promised money for improved transportation is way too small to merit any action different than what Marin County is already doing.

The Planned Development Areas will be under water from global warming. There is no plan to mitigate this!

C74-1 | The most important problems are the 5 significant, irreversible environmental changes and the 39 significant unavoidable impacts of the plan as identified in the EIR. These cannot be dismissed!

With appreciation,
Pamela Macknight
San Rafael, CA

Paul D Magginetti

Page 1 of 6

MTC-ABAG
Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607

May 16th, 2013

re: Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report

This letter is submitted as public comment on the Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029)."

My name is Paul Magginetti. I was born and raised on the Peninsula, have lived in the Bay Area all my life and currently reside in San Carlos, where I am on the Board of the Greater East San Carlos Neighborhood Association (GESC). I have a degree in Biochemistry and I am a professional in the Medical Device Industry. I consider myself an Environmentalist; in high school I was the President of the Hillsdale High class of '77 Sierra Club, helping to clean up a devastated environment and was instrumental in safeguarding San Bruno Mountain, Sweeney Ridge and the Fitzgerald Marine Reserve from inappropriate development by unethical developers. You can imagine my horror when the Sierra Club lobbied the City of San Carlos to re-zone my 65 year old single family neighborhood as high density housing. They now want the same type of "luxury" housing to be built on Caltrain land shoehorned in between the El Camino Real and the train tracks. I have since learned that, by encouraging "Priority Development Areas", the Sierra Club hopes to prevent development of open spaces; forgetting that it is people that vote to keep these spaces open and, that given the chance, developers will build there too. It seems to me very unwise to ask people to choose between their homes and the environment. We have all worked very hard to afford a single family home in the Bay Area and will defend our quality of life against those who would sacrifice our rights in shortsighted attempts to further a dogmatic political ideology that gives right to those who do not yet live here.

This current housing project, the San Carlos Transit Village (SCTV), located adjacent to our community has been advertised as "luxury housing" but is really simply high density rental apartments with no yards next to a noisy smelly train on extremely toxic soil, poisoned after 100 years use as a railroad. It is the antithesis of our quiet neighborhood where we live and play in safety, all knowing and looking out for each other. It will not provide sufficient funds to pay for the burdens it will put safety, parks, roads and utility infrastructures. It will, however, provide an income stream to help keep Caltrain out of bankruptcy. It uses public grants and CALPERS investment to fund this otherwise financially untenable project. Caltrain officials, and some local politicians, have pointed to this housing project as a shining example of what the One Bay Area Plan is all about. Perhaps reading these endorsements as permission, the developer and Caltrain have refused to address our concerns and we have even had local city staff members intercept our internal GESC communications and passed them on to the developer and Caltrain while keeping us in the dark. Such denial of honest services is reminiscent of the IRS scandal and has had a similar poisonous effect on our trust in government with real repercussions on local politics. If this is an example of the One Bay Area Plan, then you need to realize that these "Areas of Known Controversy" will negatively affect your constituents and that they deserve proper consideration. You disregard them at your peril.

Regarding the DEIR itself, there are several areas where the mitigations are insufficient and inadequate much in the same way as the San Carlos Transit Village EIR:

ES-6, Transportation:

C75-1 It is stated that \$289 million in revenues are available for Plan Bay Area. Will this money be used for transportation only, or will some of it be used to subsidize housing? If used for housing, how much?

ES-7, Alternative 2: Proposed Plan

C75-2 It is stated that 90 percent of future revenues will be used to operate and maintain existing roads and transit system. What will the other 10 percent of future revenues be used for? How much of the overall revenues be used for salaries and pensions respectively?

ES-8, Key EIR Assumptions

C75-3 It is stated that the ABAG forecast shows that between 2010 and 2040, the nine-county San Francisco Bay Area is projected to add 1.1 million jobs, 2.1 million people and 660,000 homes, for a total of 4.5 million jobs, 9.3 million people and 3.4 million homes. Past forecasts have fallen far short of such predictions. Currently there has been a net loss in population while housing vacancy rates have increased. All of this is shown in the referenced in the link in the EIR. How will this plan be adjusted for actual population and vacancy levels? How many of these 2 million residents are expected to use public transportation?

ES-9, Environmentally Superior Alternative

C75-4 In Transportation it is implied that No Project is tied with Alternative 3 for the least environmental impact. Is this the case? Please show a table for clarity.

ES-10, In Noise there is a reference to a 66dBA threshold.

C75-5 Why is this level significant? Many of the PDAs are shown adjacent to rail use where these levels are already exceeded. How will this be mitigated in such instances? How will this be mitigated to prevent hearing damage and stress to inhabitants of this previously industrial land? What are the circumstances under which residential use would be proscribed?

ES-11, Historic Resources and Land use

C75-6 It is stated that impacts related to community disruption or displacement and alteration and separation would be highly localized. What data do you have to support this claim? What objective criteria of community disruption or displacement and alteration and separation are applied? At what levels do these changes to existing communities exceed what is acceptable and development proscribed?

ES-11, Historic Resources and Land use

C75-7 It is implied that it is desirable to minimize the conversion of agricultural and open space. Why is this an important attribute? Is this attribute more important than existing community conversion? What objective criteria are used to make this determination?

ES-11, Historic Resources and Land use

C75-7.5 There is an allusion to growth in areas that local jurisdictions are unlikely to implement. Has this been taken into account in the growth assumption in ES-8 above? If not, will ABAG enforce growth despite local wishes? What legal authority would be used to enforce such growth? Will growth be forced to match predicted levels?

ES-11, Historic Resources and Land use

C75-8 There is discussion of required legislative approval by a super majority for Alternative 5. What required legislative approval by a super majority is required for Alternative 2? Why is an EIR being performed before legislative approval?

ES-12, Issues to be resolved

C75-8.5 There is mention of MTC and ABAG providing incentives for implementation of changes to land use policy. By “incentives”, does this mean money? Where does this money come from? Will voters have any role in approving the “changes” this money (their money) will incentivize? If from other sources, what other programs will suffer from this shifting of funds? If from new sources, who will pay for these incentives?

ES-12, Issues to be Resolved

C75-9 There is mention of MTC and ABAG deciding whether economic, legal, social, technological or other benefits outweigh environmental impacts. From where do MTC or ABAG derive this authority? Will this determination be made in front of the public? What objective standards will be used to determine the worth of a social benefit? Will the voters participate in determining such a benefit?

ES-14, Air Quality

C75-10 Many of the PDAs have a history of heavy industrial use incompatible with residential use. How will toxic dusts and fumes from these disturbed lands be mitigated to prevent acute and chronic exposure to people (and the environment) from exposure to these hazardous inhalants?

ES-42, Biological Resources, 2.9-1a

C75-11 In protecting habitats and species, support of NEPA is referenced. Why are we doing a CEQA review rather than applying NEPA standards to the whole plan? Will not many of the funds used be federal? If so, why is a NEPA evaluation not being done where people are looked at as part of the environment? If NEPA standards are to be applied in only chosen areas, how will projects be piecemealed to avoid NEPA requirements?

ES-59, Cultural Resources, 2.11-1

C75-12 As mitigation, a requirement is listed of structures greater than 45 years of age. What professional criteria will be used to determine eligibility for historic preservation status? Please reference these professional standards. How does SB375 CEQA streamlining affect application of these professional standards?

ES-65, Public Utilities and Facilities

C75-13 Insufficient water supplies, wastewater treatment, storm water drainage and landfill are listed as significantly impacted and unavoidable. Why are power utilities, such as gas and electrical, not included? See Hazards below. Expanding all of the above will have second order environmental effects as well. Will these utility and facility deficiencies be addressed before project implementation? If not, what is the plan for the timing of these infrastructure deficiencies? Many of the PDAs will be on lands that will continue to be owned by public agencies and are not subject to taxation. Who will pay for these unfunded infrastructure demands? Of special concern is the natural gas pipeline infrastructure, why was this aspect omitted? Added development will mean higher operating pressures, possibly resulting in another disaster as happened in San Bruno. What measures will be taken to assure public safety in such cases? How will CEQA streamlining implementation and timing affect such risk assessments? Will these utility deficiencies be addressed before project implementation?

C75-14

ES-69, Development under the proposed Plan could exceed wastewater treatment requirements of the RWQCBs.

C75-15 Why is it assumed that there will be unavoidable difficulties meeting RWQCB wastewater treatment requirements and yet claim that public service providers will be responsible? Cities have already been sued (and lost) for discharging improperly treated wastewater into the bay. Why would any community agree to add to this overstressed infrastructure? This plan will certainly strain already insufficient and aging water treatment facilities and yet takes no ownership in helping to solve the problem. How much of the “incentives” money in ES-12 above will be used to provide funds to improve infrastructure? See my comments on ES-65, Public Utilities and Facilities regarding this matter. Again, who will pay for these unfunded infrastructure demands on lands owned by untaxable public agencies?

C75-15.5

ES-72, Hazards, 2.13(d)

C75-16 Many of these PDA lands are on sites where a person can reasonably assume toxic waste exist based on past use yet have gone unreported (see ES-10) and may not show up on the list of hazardous material sites. This has been the case in the SCTV project where those preparing the EIR report ignored their own findings and never tested for hazardous material contamination in areas where they are sure to be. In order to keep costs down, developers typically do not dig very deeply in testing for such contamination. This was the case for a PAMF hospital built on former Varian property. I had to resort to complaining to the RWQCB that the closure report data showed PCB levels that still exceeded current limits before the developer would go back and truck away all of the contaminated soil. This may be our one and only chance to remove this toxic legacy from PDAs that will then be used for residential use. Aside from the risk to residents, these hazardous materials will eventually find their way into the Bay. Isn't this precisely what the CEQA act was intended to prevent? Since this is a regional plan, what regional body will review that the Phase I and Phase II ESAs are properly implemented? What oversight will construction contractors be subject to when encountering “suspected asbestos”? Why is asbestos being singled out? How can contractors know when they encounter other hazardous wastes that are odorless, colorless and tasteless and deadly at the same time? This subject goes to the very heart of CEQA and is only insignificant with proper mitigation. Past industrial practices put generations at risk; while the impacts are significant they are not unavoidable unless we choose to let them be. How does CEQA streamlining under SB375 affect the process of implementing Phase I and Phase II ESAs? How does SB375 change standards, reviews, public comment and oversight when it comes to hazardous materials on sites with PDA designation?

Paul D Magginetti

Page 6 of 6

ES-75, Public Services and Recreation

C75-17 Expansion of services will be needed in order to maintain adequate schools, emergency services, police, fire, and park and recreation services. How will these be paid for, especially on land owned by public agencies that generate no revenue for these requirements? How will CEQA streamlining under SB375 affect the requirement criteria for projects in PDA areas? How will the timing of these service expansions be determined? Will the timing be affected with CEQA streamlining?

Thank you for the opportunity to comment on this plan of unprecedented size and scope. I hope that you will actively seed public input, especially from the large segment of the residents of the Bay Area who have no idea this plan is in the works.

Sincerely,

Paul D Magginetti

Board Member, Greater East San Carlos Neighborhood Association

Plan Bay Area 2040 Final Environmental Impact Report

From: Krystal [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 5/15/2013 3:22 PM
Subject: Comments on EIR

The estimates for Marin County's water supply and sanitation capacity are NOT realistic. The data used does not accurately account and plan for the financial impact on our schools. The promised money for improved transportation is way too small to merit any action different than what Marin County is already doing.

C76-1

The Planned Development Areas will be under water from global warming. There is no plan to mitigate this!

C76-2

The most important problems are the 5 significant, irreversible environmental changes and the 39 significant unavoidable impacts of the plan as identified in the EIR. These cannot be dismissed!

C76-3

--

Krystal Lynn MacKnight
Nickelodeon*|"Big Time Rush"*
*

Paramount Studios

[REDACTED]
Los Angeles, CA 90038

|*

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Stephen Nestel

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

This letter is submitted on behalf of the more than 400 residents of Marinwood that signed this letter in opposition to the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Plan” option. As Marin County residents, we oppose implementation of the current Plan Bay Area draft for the following reasons:

C77-1

1. Public Education and Outreach: Local public officials and ABAG/MTC staff, who are responsible for disseminating information in this Plan to the residents of Marin, have failed in this task. The vast majority of residents in our community are unaware of the details of this Plan.

Local comment meetings were a formality with the public expressing their anger at unresponsive panel members from MTC/ABAG.

Question: Is ABAG/MTC responsible to educate the public on their Plan and allow the public to receive answers to their questions? If yes, when will this occur in an open forum?

C77-1.3

2. Plan Bay Area’s proposal to target residential development along highly traveled and congested freeways in Marin County where mobile and stationary sources of toxic air contaminants and primary PM-2.5 particulate matter is nothing short of irresponsible land use planning and conflicts with CEQA. These toxic materials are known to cause cancer and other health risks. The designation of low income housing PDAs in these transit corridors is irresponsible.

C77-1.5

3. The Plan as proposed by ABAG/MTC uses statistics and data that is not current nor provided by several independent sources. Before implementing a plan that radically impacts this community for the next 50 years, it should have been properly vetted by the communities affected and all financial, environmental and social aspects discussed with the public. The Plan has not considered the impact on already overburdened infrastructure, e.g., water, sewer, schools and highways.

C77-2

4. Housing development is being prioritized over building jobs: There are negative consequences in promoting housing that is not balanced with local employment opportunities. These mistakes were made by Vallejo, Stockton, Modesto and San Bernardino, which all went bankrupt as a result of incorrect job and growth projections. Portland was another city which learned from this mistake.

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Stephen Nestel

5. Housing is being given priority over Transportation and Traffic Improvements: Planning for mass housing prior to implementing sufficient public transportation and infrastructure leads to grid lock and higher pollution. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.

Question: Does ABAG/MTC have proof that public transit and other forms of transit will not increase Green House Gas emissions above the levels that light trucks and cars are producing in Marin County.

C77-3

6. A thorough analysis of alternatives to reducing Green House Gasses by high density Transit Oriented Development has not been conducted and current studies have discredited past findings contained in the DEIR.

Question: What is ABAG/MTC's current proof that high density transit oriented developments will reduce greenhouse gas emissions sufficiently to offset the impacts of these developments?

C77-4

Question: Why does the Plan not address the CO2 emissions of all existing public transit systems in Marin (Golden Gate Transit buses and ferries) in comparison to ridership?

C77-5

7. The "American Dream" for low and moderate income households is on life support with this Plan. The focus on high density rental housing near highways and relegating the poor into those areas is socially unfair. Real integration of housing, e.g., Habitat for Humanity single family home rehabilitation, second units, equity sharing programs, senior housing, and others allows the less fortunate to experience home ownership. Integration of all income classes in a community provides a diversity which has been the backbone of our country. A development can be successful with a combination of 80% market-rate and 20% affordable housing alternatives that provide starter homes for young couples. This ensures sustainability and a healthy community by providing resources to meet infrastructure needs and other public services.

C77-6

8. The Plan does not recognize that residents need to use their vehicles to bring kids to school, sports practices, and trips to Home Depot where they might need to carry lumber and other supplies, doctor visits, and special events. The majority of

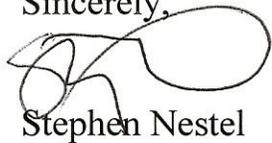
families in Marin could not use public transit for these activities and public transit would not meet their rigid timetables for family obligations as well.

C77-7

Question: What studies have been done to confirm that Green House Gas emissions would be reduced by using public transit alternatives in comparison to light trucks and cars in view of the increased use of hybrid vehicles, later model high mileage gas vehicles, and other forms of transportation in Marin County?

The Draft Plan Bay Area's DEIR is inadequate in numerous instances, as identified in this Comment Letter.

Sincerely,



Stephen Nestel
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Selvine
 Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

MS School

Name	Address (# and street name)	e-mail	signature
Carinna Reeves	734 Del Ganado Road,		
Alicia Hurstan	2800 Heatherston Dr.		
Arki Terachki	348 Sterling Way		
Deborah Robinson	1032 Los Ceros Rd Apt 2		
Blanca Lopez	310 Channing Way #104		
Jeanne Phean	61 Yosemite San Rafael		
JODI KOHLER	512 DUBLIN RD SAN RAFAEL		
DANAD DAVIS	525 DYLBERRY RD S		
Marta Malik	546 DYLBERRY RD S		
Mike Malik	546 Dulberry Rd San		
LORI SPARRON	2223 Dunelberg San		
Lana McKinnel	555 Kernberg Dr		
bray Guyoma	598 Kernberg Dr.		
Wingme	585 Kernberg		
Sylvia B. Stupina	585 Kernberg Dr		
Roy Gulick	601 Kernberg		
Lynn Gindick	601 Kernberg Dr		
MICHAEL MEETAN	625 Kernberg Dr		
Sharon Jackson	613 Kernberg Dr		
Margaret Jackson	613 Kernberg Dr.		

emails and signatures deleted for security purposes

Plan Bay Area 2040 Final Environmental Impact Report

From: nancy okada [REDACTED]
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
CC: Nancy [REDACTED]
Date: 5/16/2013 3:54 PM
Subject: PlanBayArea/draftEIR

Hi Plan Bay Area/One Bay Area:

I just realized the comment period is about to close (see pasted schedule below)I just want to say:NO, NO, NO!No one in the entire Bay Area wants this "plan", except the CBOs you have paid to do your publicity work.

Others have commented far more eloquently than I.

C78-1

Thank you for adding my voice to the NO PROJECT/NO PLAN list.

Nancy Okada

Document Release Date Close of Comments

Draft Plan Bay Area Friday, March 22, 2013 4 p.m., Thursday, May 16, 2013

Draft EIR Friday, March 29, 2013 4 p.m., Thursday, May 16, 2013

Draft 2013 TIP Friday, March 29, 2013 4 p.m., Friday, May 3, 2013

Draft Air Quality Conformity Analysis Friday, March 29, 2013 4 p.m., Friday, May 3, 2013

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area - Insufficient Community Outreach and Transparency

C79-1

This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the "No Action Plan" option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

There has been a total lack of community outreach and transparency. The local officials and ABAG/MTC officials who are responsible for informing the affected public in regards to this plan have failed in this task to their constituents. Most of the affected residents in our community are completely unaware of any details regarding this plan. This is not the residents' fault, but it is the fault of the officials that have spent years and millions of dollars developing such a plan without input from the community. Local meetings for comment have been only for posturing, with the public being frustrated due to unresponsive panel members from ABAG and MTC.

To date, there have only been comment forums, vs discussion forums. The measures that have been taken to inform the public are woefully inadequate for such a large scale, long term plan.

C79-2

Question: Doesn't ABAG/MTC have a duty to inform the public of their Plan and then allow for the public to receive answers to their questions? If yes, when will this occur in an open forum?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Joseph Orr
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

3/8/14

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Kelly Wright	520 Appleberry Dr.		
Joseph Nicora	521 Appleberry Dr.		
Carol Herter	587 Kopanberry Dr.		
CHRIS HERTER	587 LOANBERY DR.		
Chris Horner II	587 Kogansberry Dr.		
Wolfgang TART	2249 Shippeyberry Dr		
Eric Boggs	575 Loganberry		
Margot Turner	599 Miller & Rd		
Paul Turner	599 Miller Creek Rd.		
Carrie Oles	595 Firwood		
Steve Pappas	2558 Juniperberry		
SARAH GUNTER	81 WINDSTAR DR.		
MILL ROSENBAUM	2208 JUNIPERBERRY DR.		
MARIE KOENIG	2258 Juniperberry Dr.		
Volha Mikhaleva	543 Appleberry Dr.		
Paula Adams	555 Appleberry Dr		
Paula Adams	575 Appleberry Dr		
Stasha Forster	575 Appleberry Dr.		
Therese Fairbairn	599 Appleberry Dr.		
Michelle Kippow	630 Appleberry Dr.		



emails and signatures withheld
 for security purposes

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Out of Date and Incorrect Statistics and Data

C80-1 This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C80-2 The Plan as proposed by ABAG/MTC uses statistics and data that are out of date. The Plan also failed to provide data from several neutral, third-party sources. Before implementing a plan that will forever impact this community and Marin, it needs to have been properly vetted by the impacted communities and all environmental, financial and social aspects need to be discussed with the public. The Plan has not even considered the obvious impacts on already overburdened infrastructure such as schools, water, sewer and highways. The Plan needs to share updated job growth and population growth statistics and prove that the statics are in line with the proposal for large high-density developments.

C80-3
C80-4 Question: Will ABAG/MTC have an independent analysis conducted of their jobs growth and housing needs figures for Marin County since there appears to be major discrepancies between other source information?

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Lori Orr
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Selaine

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	Signature
Cynthia Zyck	625 Appleberry	emails and signatures withheld for security purposes
Robble Bend	685 Appleberry Dr.	
Janice Perry	685 Appleberry Dr.	
Mark Drabisch	2101 Danberry Ln	
Jones Salk	218 Emerystone Terrace	
Sharon Hall	76 Bridgegate Drive	
JULIA RANK	30 Mill St. Kinnch Dr way	
Penelope Mucknight	2199 Danberry Lane	
William Slemmons	2818 185 GRAYBBS AVE	
Alan Strobel	535 Appleberry Dr	
MARCIA HOSBYE	550 Cedarberry	
TERRY HUSEBYE	550 CEDARBERRY LN	
KARA FERRARIE	536 Cedarberry LN	
LEE ROBERTS	536 Cedarberry LN	
DODS	569 Cedarhill Ln	
Tracy Dada	504 Cedarberry Ln	
Christina Lee	555 Cedarberry Ln	
Tristen Dawson	601 Cedarberry Ln	
Steve Smyth	588 Cedarberry Ln	
Paul Stolle	600 Cedarberry Lane	

SCAT

Linda Rames

Mill Valley, CA 94941

April 26, 2013

MTC-ABAG
101 8th Street
Oakland, CA 94607

Re: Public comment on Draft EIR Plan Bay Area

I am a 36 year resident of Mill Valley, a real estate agent for 32 years, a former elementary school teacher, married to a retired fire fighter. I currently sit on the zone 3 flood control board for Marin County. I have been active in civic affairs for most of my life. I would like to comment on some of the inadequacies of the Plan Bay Area DEIR.

1. Public Utilities – Water

C81-1 Pg. 47 – Impact 2.12-1. The proposed plan could result in insufficient water supplies from existing entitlements and resources to serve expected development. “Adequate supplies...rely on successful achievement of water conservation targets.” ...”adequate supply through 2040 is not guaranteed without significant water conservation efforts.”

The plan will result in a significant lack of water and much sooner than 2040. Marin County is chronically short of water and our supply is finite and dependent on precipitation. During periods of drought, Marin doesn't have enough water for its current residents. We already practice significant water conservation. There is only so much that can be done without compromising our basic needs. Why does the DEIR not address this basic issue?

C81-2 Pg. 48 – Sonoma County expects demand to exceed supply during a single dry year before the year 2040.

Marin County contracts with Sonoma to buy water from the Russian River in Sonoma County. What will happen if there is not enough water to sell? Why didn't the DEIR address this issue?

C81-3 Pg. 20 – Table 2.12

Marin's water supply adequacy is based on no change in supply and demand over the years between 2015 and 2035, and, less demand in the year 2035. How can there be less demand in 2035 with the increase in population predicted by ABAG?

C81-4 Pg. 48

"...land development through 2040 served by Marin Municipal Water District...should have adequate water supplies in both regular and single dry years."

How can this be when Sonoma which is expected to have inadequate water in a single dry year is a supplier to Marin?

C81-5 Pg. 49

"...the proposed plan, overall, may result in insufficient water supplies..."

The only mitigation offered by the DEIR is conservation which is clearly not enough.

C81-6 Pg. 50

Significance after mitigation – "even using all the possible mitigations, there will not be enough potable water."

How can this plan be acceptable when it is clear there will not be enough water to drink?

C81-7 Pg. 56

The true impact of Plan Bay Area is stated in the last paragraph on this page and should not be ignored.

"Environmental impacts could occur from both the construction process and the conversion of undeveloped land to accommodate expanded facilities. The construction process could lead to a wide range of environmental effects such as negative impacts on air quality, storm water runoff and noise. The conversion of undeveloped land could result in the loss of agricultural land, increased storm water runoff, loss of habitat, and damage to visual

3

and cultural resources among other impacts. Because site specific information is needed to assess impacts, project level environmental review will be required for construction of new water and waste water facilities.”

In the above paragraph, every ‘could’ should be changed to ‘would’, as all of these negative impacts will occur. Why does the DEIR not acknowledge the severity of adverse environmental effects of the project? There is no discussion of costs associated with water and waste water development. Who is responsible, the cities, towns, state government? Why no discussion of this issue?

2. Public Services and Recreation

C81-8 The DEIR is woefully inadequate in assessing the effects of added residents on schools, fire departments and police services. In considering such an important element of this plan, only 16 pages are devoted to these services and most of those pages are definitions of the various agencies, not solutions, not mitigations.

C81-9 Pg. 13 – “Priority Development Areas are nominated by local jurisdictions as appropriate places to concentrate future growth. PDA’s are existing neighborhoods served by transit...” This statement is not always true. In unincorporated Mill Valley, the PDA is located on a flood plain and is isolated from the existing neighborhood. Why would the DEIR approve housing in such a poor location?

C81-10 In regard to school financing, police and fire protection, where will the funds come from? The DEIR does not take into account that the type of dense building contemplated will be done mostly by nonprofit developers who are exempt from property taxes. Why is this important issue ignored in the DEIR?

“...ensure that adequate public services and related infrastructure and utilities will be available to meet or satisfy levels identified...”
Where are the funds to ensure that this will be possible?

C81-11 Pg. 13-14 Vehicle Hours of Delay
This plan is expected to increase VHD and cause level of service F.

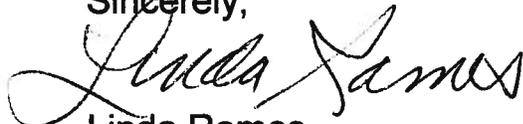
4

To imply that the impact of this increased traffic congestion is offset by improved access to services is ridiculous. Why wasn't this major flaw in the transportation element investigated and addressed? The mitigations are inadequate and meaningless.

C81-12

The DEIR is inadequate on almost every level. The mitigations are, in most cases, either impossible or infeasible meaning that they will not be implemented; thereby, leaving the citizenry of California to somehow deal with a plan which is in no way to any private citizen's advantage, and which will create more environmental hazards than it could ever hope to resolve.

Sincerely,



Linda Rames

Plan Bay Area 2040 Final Environmental Impact Report

From: <Jariek[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/14/2013 1:04 PM
Subject: Plan Bay Area -- Marin County

Dear Ms. Clevenger,

I, among the Majority of any of the public who have attended/spoken at the Plan Bay Area Public Hearings and who have submitted their concerns in writing, have been repeatedly conveying to the Marin County Supervisors, the Supervisors who serve on ABAG, MTC, and TAM, and officials of those organizations, that they do Not want Marin County to be part of a regionalized government and Do want to have any issue, on any table, to be resolved by the will of the people.

I know there are some conflicting opinions on various issues, but even elected or appointed officials are not supposed to override the voice of the majority of their constituents. It is not only in Marin County that you are hearing people do not like, do not want what you all are proposing. The majority of people want to have issues of transportation, housing, etc. to be explored and to be decided upon by themselves, each group according to their own specific County's wants and needs. Very few people believe in giving more power and vision to any higher government than that in their own backyards.

Plan Bay Area intrudes a vision into Marin County that has already turned many of our Bayside communities into non-stop concrete -- clones of highly urbanized cities like Los Angeles, Tokyo, Hong Kong, ect. You have a chance to support Marin and other Bay Area communities in creating a balance of natural environments with some affordable housing concepts and transportation systems that fit the natural beauty/open spaces and infrastructure abilities of those areas. The people who live in these communities have the right to govern themselves (not to be mandated to by government, who is to serve at the will of the people, not vice versa), and they have the most intimate understanding and concern for how issues are resolved. There are so many challenges to the preservation of the suburban, semi-rural, rural character of our Bayside Counties, as well as a seeming disregard for the very legitimate concerns about water availability, the source of monies for schools/a myriad of other services, etc.

C82-1

I, we, are urgently requesting that there be more time for the public to even become aware of the impending decisions -- despite some recent Public Hearings, there are still a large number of people who have not learned about what's happening, that there become a renewed respect for government by the people, and that there be much more wisdom used in envisioning a Bay Area that stewards its incredible natural beauty and resources and not "cookie-cutter"/"one-size-fits-all" an environment that deadens the soul and ultimately, time-after-time, does not get people out of their cars or provides them with any real desirable quality of life.

Jean Rieke
Larkspur, CA

From: Pamela Sandhu [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/12/2013 5:44 PM
Subject: Comments on One Bay Area Draft Plan

To: The Association of Bay Area Governments and the Metropolitan Transportation Commission
Re: Letter of Comment Regarding One Bay Area Draft Plan

Overall I applaud The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) for the One Bay Area Draft Plan as it has many components that I believe will ensure that Silicone Valley and the Bay Area continue to thrive.

C83-1

I am concerned with the proposals that states that 86% of transportation funding will be targeted at maintaining existing transportation. This is where I think your agencies have got it all wrong and need to seriously look at what is broken in our transportation system in the sprawling Bay Area. As a college student living in San Francisco in the 1980s, I found it easy to not own a car. I could easily move about the entire city via bus, bike, walk, Bart for any across the bay adventure, and connect to Cal Train for the trip home to Palo Alto on the weekends. As a young working woman with small children and working in San Mateo, I continued to utilize public transportation to travel via Cal Train to work many days. As our family grew, and I moved to the "Suburbs"....I found that public transportation is more of an after thought. Living in Mountain View, I find that the city itself is making strives to plan housing around transportation hubs, but the problem is the transportation itself is sorely inadequate. While Cal Train is an attractive, quick and cost effective option for commuters to San Francisco, Peninsula downtown areas, Santa Clara and San Jose, the light rail and VTA bus services are completely inadequate. On several recent attempts to utilize public transit to get from Mountain View to Santa Clara, San Jose and Los Gatos destinations, I find that light rail is a snail pace, stopping at every stop to pick up sometimes no passengers, or a hand full. Community Bus shuttle are on fixed routes and forces drivers to drive a 25-35 minute bus route with one or two passengers. With the technology available today, fixed bus routes seems prehistoric and extremely inefficient. It may be more cost effective to hire taxi cabs with fuel efficient vehicles to source out VTA service instead of running only fixed route for bus service. Why not utilize mobile apps to find where people are who need transportation and match them with unfixed bus rides to common destinations.

C83-2

As an RN and Senior Advocate, I also find that the plan does little to address the aging population who will need low cost accessible transportation from housing to shopping, social gathering centers and community centers in order to encourage them to give up their car keys. In the Bay Area, many seniors see driving cessation as death; meaning an end to independence and forces them to give up more than just an automobile. I implore you to look to other states senior transportation projects as you plan the next 50 years of transportation in our great Bay Area.

Sincerely,
Pamela Conlon-Sandhu RN, BSN, CRRN

[REDACTED]

Pam Conlon-Sandhu is an RN, BSN, Certified Rehabilitation Registered Nurse with over 25 years working in healthcare serving seniors and those with disabilities. She is currently Director of Client Services at Agility Health, a licensed home care and private home health company. She is also Chair of the City of Mountain View Senior Advisory Committee and represents the City of Mountain View on the Council on Aging Silicone Valley Advisory Board, in which she is lead for the Transportation Subcommittee of the COASV Advisory Board. She is a fifth generation San Franciscan, who lives with her husband and three college age sons in Mountain View.

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Building Housing Over Building Jobs

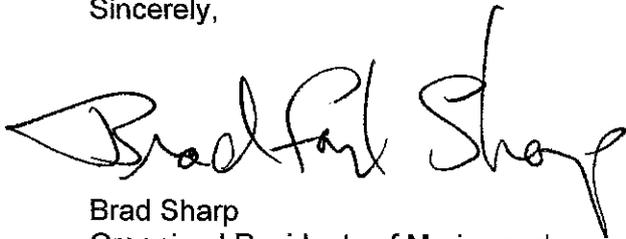
C84-1 This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the "No Action Plan" option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C84-2 Housing development is getting priority over building jobs: There are significant consequences in promoting housing that is out of balance with local employment opportunities. Vallejo, Stockton, Modesto and San Bernardino all made this same mistake, and as a result, all went bankrupt due to incorrect job and growth projections. This lesson was also illustrated by Portland, which learned from this mistake.

Question: Why doesn't Plan Bay Area put equal emphasis on job growth compared to housing growth? Marin is already in-proportionately residentially heavy compared to commercial (especially the Marinwood area), so how is significant further growth in housing supposed to be a benefit for the community?

C84-3 The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn't have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Brad Sharp
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
JUSTIN KAI	240 COBBLESTONE DR.		
JEFF FROVIZINI	65 MERRIAM DR.		
BARBARA SNEKREVIK	225 COBBLESTONE		
Dave Teshnell	211 Cobblestone		
Lisa Teshnell	211 Cobblestone		
Reckel Norman	196 Cobblestone Dr		
Mark Bustilus	160 Cobblestone DR		
Victoria Bigden	155 Progress Dr		
BRAD SHARP	246 COBBLESTONE DR		
Susan Deringano	13 Oval Ct		
MATTHEW EGAN	78 Mt. Muir Ct.		
Ekofo Takeda	10 Professional Center Plany 49		
Kyan Mize	231 Cobblestone Dr		
Sue Holland	524 Miller Creek Rd		
Jim Maloney	185 Cobblestone Dr.		
Ian Nersis	222 Cobblestone Dr		
Dana Brun	216 Cobblestone DR		
TORAL DRIG	271 Cobblestone DR		
Suzie Hamel	279 Cobblestone Dr.		
Sara Whigley	259 Cobblestone Dr.		

emails and signatures withheld
 for security purposes

Plan Bay Area 2040 Final Environmental Impact Report

From: "Jim Shroyer" [REDACTED] <[REDACTED]>
To: <info@OneBayArea.org>, <eircomments@mtc.ca.gov>
CC: [REDACTED]
Date: 5/15/2013 9:45 PM
Subject: Public Comment MTC and OneBayArea

May 15, 2013

MTC, Plan Bay Area Public Comment

101 Eighth Street

Oakland Ca 94607

C85-1 | I would like you to VOTE for the "No Project" Alternative because of the many flaws in the DEIR.

C85-2 | The DEIR is in error in its projection about future Green House Gases (GHS) and job growth. The DEIR is using data from 2005!

The DEIR must be brought up to date and a revised DEIR needs to be completed.

C85-3 | As a voter in Novato, I request this aspect of the DEIR be revised and those results be publicly vetted before any voting can take place.

C85-4 | With regard to OneBayArea, high density housing actually INCREASES GHS instead of decreasing it. There are more fiscally and environmentally sustainable solutions. I oppose our regional government being PRO Developer without acknowledging the consequences it will have on our environment and the people who live in The Bay Area.

Sincerely,

Jim Shroyer

[REDACTED]

Novato Ca 94947



STEPHEN F. SHANK

██████████ • Mill Valley, CA 94941-3845

Phone: ██████████
██████████

May 13, 2013

MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, CA 94607

Subject: **Comments Regarding Draft Plan Bay Area**

Dear MTC-ABAG:

We have lived since 1979 in the unincorporated part of southern Marin known as Tamalpais Valley. Based on living here for 34 years and common sense, your draft plan to encourage high density housing will severely hurt the area for the following reasons:

C86-1

- The population in this area has already increased significantly while freeway improvements have lagged behind and feeder roads have had zero improvement and minimal maintenance. In addition to normal traffic and commuter traffic, we also have school traffic and tourist traffic that combine to create a new phenomenon ... road rage. We cannot accommodate additional traffic.
- There has been talk for years of solving the problem of Highway 1 tourist traffic to Muir Woods, but nothing has been done. The problem occurs nearly every weekend year-round and every day during the summer, causing an otherwise 5-minute drive from the freeway to my home to take 30 minutes.

C86-2

- We do not have the sewer capacity for additional housing. Sewer rates have gone from \$550 to \$1,013 per home in 3 years without any increase in capacity.

C86-3

- Much of the proposed building is in a flood plain, which makes no sense. Frequent winter flooding already prevents vehicles from parking in commuter lots and access to the freeway and other roads.
- The county has ferry services and an upcoming SMART train, but neither benefit us due to no facilities nearby. It is unfair to allocate to us a disproportionate share of new housing in order to get funding when we derive no benefit from the projects that get funded.
- The present practice of subsidizing developers to build high density housing on substandard land without solving the resulting problems to the immediate neighborhoods must stop.

Sincerely,



Stephen F Shank

Plan Bay Area 2040 Final Environmental Impact Report

From: Toni Shroyer [REDACTED]
To: "info@OneBayArea.org" <info@onebayarea.org>, "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
CC: Susan Kirsch [REDACTED]
Date: 5/15/2013 9:32 PM
Subject: Public Comment to MTC

May 6, 2013

MTC, Plan Bay Area Public Comment

101 Eighth Street

Oakland CA 94607

Currently the Draft

C87-1 Environmental Impact Report (DEIR) and PlanBayArea has failed with regard to public safety and is developer oriented and not public safety oriented. Public safety is essential to everyone.

Developers advocate for "Best Practices" of management for multi-family dwellings of 40 units or more. Why? Because, it is more "viable" or profitable for them. Profitability cannot have dominion over public safety.

Adequate public safety should include ALL units, not just those of 40 units or more.

Because of budget cuts, many cities and counties do not have a full complement of law enforcement personnel. This is true of staffing of code enforcement officials as well. So my question is "Are we going to build even more units and stretch our current law enforcement personnel even further?"

The developers are being allowed to compromise public safety wherever they decide to build. For example, the California Tax Allocation Committee (CTAC) allows nonprofit developers to have a 55 year tax exemption and they are not held accountable for keeping their complexes free of crime.

What we have seen in Novato, CTAC will request security cameras, security gates and part-time security guards and then the developer is deemed "in compliance" regardless. Clearly, this is not enough.

There are two things we must accomplish. First, we must have best practices for all affordable units, regardless whether they are clustered in groups or 40 or not. Two, there must be public safety impact fees imposed to compensate for the stress placed upon the current infrastructure by projects of 40 units or more.

C87-2 It is important to be PEOPLE oriented, not DEVELOPER oriented. Developers need to pay their fair share of the infrastructure and that is not being considered in the DEIR

C87-3 In addition, public comment is ignored by PlanBayArea and ABAG and MTC. What major revisions if any will PlanBayArea implement after "hearing" public comment?

Plan Bay Area 2040 Final Environmental Impact Report

The people's voices need to be heard, listened to and acted on. Public safety must be addressed and implemented in the final Environmental Impact Report and in the OneBayArea Plan. I look forward to your response addressing these specific issues. I recommend voting for "No Project" as the DEIR is flawed and needs to address this issue among many others.

Sincerely,

Toni Shroyer

[REDACTED]

Novato CA 94947

[REDACTED]

Clayton Smith

██████████
Mill Valley, CA 94941

May 16, 2013.

MTC-ABAG
PLAN BAY AREA PUBLIC COMMENT
101 – 8th Street
Oakland, CA 94607

RE: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report.

PLAN BAY AREA is the triumph of bureaucracy over common sense. Its top down methodology is non-organic and authoritarian, reflecting its real intention of enhancing social control. Its massive, grandiose, all-encompassing nature is anti-democratic, as well as intimidating. It openly recommends building 660,000 housing units in the Bay Area over the next 25 years, adding what amounts to an entirely new metropolis to our already crowded landscape. This recommendation is based on employment and subsequent housing needs that are bogus, and are directly contradicted by the projections published by the State Department of Finance, the established authority on this issue.

C88-1 PLAN BAY AREA's impacts on local schools, hospitals, roads, police, fire, water resources and infrastructure are uncompensated for and uncertain. It benefits large scale developers via numerous generous tax credits that can be leveraged and marketed. This in turn provides great short term gains to a wealthy few, while imposing huge long term costs on the many, namely local taxpayers and homeowners.

PLAN BAY AREA takes our elected representatives at the state level off the hook, when it comes to accountability for the damages its implementation will inflict on our communities. It supports the open violation of current environmental protections against unsuitable development. Contrary to its promoters' assertions, it will do nothing to improve air quality or reduce traffic congestion. In fact, it is more likely than not to contribute to the decline of the general quality of life for those of us living in the Bay Area.

Most importantly, no real, open, informed, heartfelt debate on PLAN BAY AREA has occurred in public. Instead, at this moment, there is a determined rush to steam roll this agenda, precluding proper public scrutiny and comment. The public needs and deserves a time out, in order to review its provisions and vent their considerations of them.

I think, and most people knowledgeable on this issue agree, that a 6 month moratorium would greatly benefit the public interest in this regard. Also, we need a genuinely open public debate on PLAN BAY AREA. (I would recommend this debate be done in the classic format of the Lincoln/Douglas debates.

Finally, it is my opinion that something that will have this level of impact on the lives of those of us, living in the affected communities, should be put on the ballot for voter approval.

May 15, 2013

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029)

Re: Plan Bay Area – Insufficient Water Supply & Costly Mitigation Plan

This letter is sent on behalf of various residents of Marinwood who oppose the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Action Plan” option and insist that the Marinwood potential PDA be removed from the plan in particular. As residents of Marin County, below is just one of the reasons why we oppose implementation of the current Plan Bay Area draft:

C89-1

As it shows in the DEIR 2.12, there could be insufficient water supplies to meet the needs of the proposed housing developments. The Plan’s mitigation plan for conservation measures such as water conserving fixtures and drought resistant plants would be insufficient. Marin County is already a very water-conscious area – and even though we’ve demonstrated strict conservation practices we still struggle with water shortages. In fact, we’ve been so good at conserving water that the MMWD has had to increase rates in order to continue operations because we exceeded their expectations.

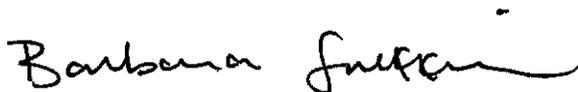
C89-2

Question: The Plan’s mitigation measures will be costly - what will the financial impact to our community be? How will the need for additional water supply affect our water infrastructure and how will that impact the community financially?

C89-3

The Marinwood potential PDA makes little sense, and has no regard for the long-term financial and social consequences that large scale, high density, affordable housing will have when it is built in a location that doesn’t have the infrastructure to support it. We look forward to hearing your response and seeing how the Plan will change to address our concerns.

Sincerely,



Barbara Snekkvik
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Sarah Elie Reed	2175 Danberry Lane		
AURA EPP	2190 Danberry Lane		
_____	2198 Danberry Lane		
GORDON/MUIR	2162 DANBERRY		
Joan Gray	2124 Danberry Ln.		
Wendy Edinger	678 Blackberry Ln		
Joan Mangle	685 Blackberry Ln.		
Leland Mangle	685 Blackberry Ln		
Jean Sh Fern	667 Blackberry Ln.		
Karen E. Gones	628 Blackberry Ln. S.R.		
John Lynch	528 Appleberry		
Austin Lynch	528 Appleberry		
Victoria Lynch	528 Appleberry		
Jeremy Lawrence	640 Cedarberry Lane		
Myriam Chapin	640 Cedarberry Lane		
Lisa Michael	14 Rubicon Ct SR CA		
Alex Reyes	335 Miller Creek		
Theresa Gleibin	11 Pine Hill Ct. SR CA		
Lynsise Baker	2500 Deer Valley Rd. #1433		
Barbara Penafloy	899 Appleberry Ln. SR		
Erin Rudenske	200 Emerystone Terrace		

emails and signatures withheld
 for security purposes

Plan Bay Area 2040 Final Environmental Impact Report

From: Liz Specht [REDACTED] >
To: <info@OneBayArea.org>
CC: <skinsey@marincounty.org>, <krice@co.marin.ca.us>, <peklund@novato.org>
Date: 5/15/2013 3:04 PM
Subject: Public Comment on Draft Bay Area Plan

Comments on Plan Bay Area Environmental Impact Report from Elizabeth W. Specht, 102 Nelson Avenue, Mill Valley, CA 94941

May 15, 2013

MTC-ABAG, Plan Bay Area

re: Public comment on Draft Bay Area Plan Draft Environmental Impact Report

I've lived in Mill Valley for 29 years. In 1990 I cofounded El Porvenir, a CA 501-c-3 and continue to serve on its board of directors. This organization works with Nicaraguan campesinos to develop potable water projects so that their villages can rely on healthy water, overcoming a cycle of sickness that plagues many rural people.

I've learned a lot of down-to-earth practical facts about water since then, and I'm still learning.

C90-1

A deep concern for me is water. How will this county meet the increased need for water for the additional population called for by Plan Bay Area? MMWD has been pressing water-users in Marin to conserve water for years, threatening to build a desalination plant to enlarge our current supply.

Processing salty and impure water for human consumption requires a lot of energy which produces a lot of greenhouse gases. Desalination of San Francisco Bay's (or the Pacific Ocean's) water would radically increase the output of GHGs, cancelling any decrease made by locating new homes near transit centers.

For supporting data, I refer the reader to http://www.pacinst.org/reports/desalination_2013/energy/

Therefore, I want to stress this critically significant and irreversible environmental change that would be brought about by the Plan: that there are and would be insufficient water supplies from existing entitlements and resources to serve the expected development.

Respectfully submitted,

Elizabeth W. Specht

Plan Bay Area 2040 Final Environmental Impact Report

From: Liz Specht [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/15/2013 5:35 PM
Subject: EIR Comments

*** Sorry to be late. I did not know I should send comments to this address as well as to info@OneBayArea.org (which I did before the deadline).

C91

Comments on Plan Bay Area Environmental Impact Report

May 15, 2013

MTC-ABAG, Plan Bay Area

re: Public comment on Draft Bay Area Plan Draft Environmental Impact Report

I've lived in Mill Valley for 29 years. In 1990 I cofounded El Porvenir, a CA 501-c-3 and continue to serve on its board of directors. This organization works with Nicaraguan campesinos to develop potable water projects so that their villages can rely on healthy water, overcoming a cycle of sickness that plagues many rural people.

I've learned a lot of down-to-earth practical facts about water since then, and I'm still learning.

A deep concern for me is water. How will this county meet the increased need for water for the additional population called for by Plan Bay Area? MMWD has been pressing water-users in Marin to conserve water for years, threatening to build a desalination plant to enlarge our current supply.

Processing salty and impure water for human consumption requires a lot of energy which produces a lot of greenhouse gases. Desalination of San Francisco Bay's (or the Pacific Ocean's) water would radically increase the output of GHGs, cancelling any decrease made by locating new homes near transit centers.

For supporting data, I refer the reader to http://www.pacinst.org/reports/desalination_2013/energy/

Therefore, I want to stress this critically significant and irreversible environmental change that would be brought about by the Plan: that there are and would be insufficient water supplies from existing entitlements and resources to serve the expected development.

Respectfully submitted,

Elizabeth W. Specht

102

From: "John Stein" <[REDACTED]>
To: <info@OneBayArea.org>
Date: 5/16/2013 1:33 PM
Subject: Comments on the One Bay area Plan Draft EIR

May 16, 2013

To who it may concern:

C92-1 In regard to the One Bay Area Plan DEIR I would urge that at this time you adopt option one. I do not think that enough thought has been given to potential problems in implementing the other options.

C92-1.5 As a former City Councilmember the other options appear to be financially unsustainable. For suburban communities with small industrial and commercial tax base high density infill development particularly apartments consume far more in services costs than they generate in revenue. Without an ongoing subsidy this will require increased taxes for existing residents or alternatively reduced service levels.

In regard to required new infrastructure it is difficult to see how infill development will generate the capital needed for new schools, parks, hospitals, libraries, roads, sewers and water supplies. There is also the question of finding sites for the new infrastructure. Just increasing population without the required infrastructure represents a decrease in quality of life for existing residents.

It is unclear that high density development fosters high quality education. The larger cities in the area seem to have poor public schools and a large number of expensive private and religious schools.

In existing urban areas transit is heavily subsidized the federal, state and county government. Where will the subsidies for transit in outlying communities come from? To add population without adequate transit or alternatively parking and street improvements will lead to local congestion and air pollution and attendant health problems.

C92-2 Locating residential development close to transit corridors, particularly heavily traveled arterials, places people (children and the elderly) in highly polluted areas with attendant health risks. Noise, glare and odors add to the stress.

C92-3 Adding new development at five to ten times the existing density will radically change the suburban character of these communities. It is also unclear that large clusters of high density development will foster either diversity or affordability. In existing cities high density seems to create ghettos of uniform age, wage and ethnic composition.

C92-4 Effort should be focused on encouraging jobs housing balance, alternative fuels such as natural gas and electricity for transportation, telecommuting and urban growth boundaries and allow local planning to decide and planning that retains individual community's character and maintains their quality of life.

A more balanced analysis of the risks and benefits of the proposed changes is needed before any option except one should be considered.

John Stein [REDACTED]

Plan Bay Area 2040 Final Environmental Impact Report

From: Robin Stelling [REDACTED]
To: <dstratton@marincounty.org>, <eircomments@mtc.ca.gov>, <envplanning@marincounty.org>
CC: Susan Adams <SAdams@marincounty.org>
Date: 5/16/2013 2:02 PM
Subject: Public Comment Against Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern:

C93-1 I have many issues with the controversial Plan Bay Area as it pertains to Marin County. As a resident of Lucas Valley I take great issue with accommodating 70 percent of the county's proposed subsidized housing plan in our semi-rural area of 2000 families, especially when the new developments carry no tax burden. This is a long-term recipe for disaster affecting local schools, police and emergency services.

What is a "city-centered corridor" doing in a suburban/rural area? Stack-and-pack, high-density housing along Highway 101 will not relieve traffic congestion or seriously curb greenhouse gases but will increase it. Who expects these new residents to bicycle to the nearest grocery store or to take their children to soccer practice via bicycles? Our local public transportation services already have funding issues. Implementing a cookie-cutter urban plan in a suburban-rural county doesn't make sense. It is ridiculous to treat this county as urban when it is rural and suburban.

C93-2 Based on State Department of Finance studies I believe the Bay Area Plan is totally unrealistic regarding its projections on future job and population growth.

C93-3 Regarding the environmental impact on Marin County, it is critical to take into account issues regarding local water supply, sea level rise and inadequate wastewater treatment capacity.

Why is there the assumption that everyone in Marin County are the very wealthy? Many of us have lived in dense urban environments and worked hard for the opportunity that living in central Marin provides. Most of our citizens believe that affordable housing for low income residents and seniors should be available in the county, developed in a thoughtful way involving local planning, without destroying the character of our communities.

C93-4 One size fits all regional planning does a disservice to the character of the communities of the Bay Area. I ask you to remove Marin County from the Plan Bay Area and allow us to go forward with local planning. Do not be persuaded by developers and powerful Sacramento interests to inflict this damage on our County.

Thank you
Robin Stelling
[REDACTED]
San Rafael 94903

Plan Bay Area 2040 Final Environmental Impact Report

From: EnvPlanning <EnvPlanning [REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "info@OneBayArea.org" <info@OneBayArea.org>
Date: 5/16/2013 3:38 PM
Subject: FW: Comment for 2012 Draft Housing Element

-----Original Message-----

From: Terry Stelling [mailto:tw@lucasvalley.net]
Sent: Thursday, May 16, 2013 1:29 PM
To: EnvPlanning
Subject: Comment for 2012 Draft Housing Element

C94-1 | As a concerned citizen I have many issues with the controversial Plan Bay Area as it pertains to Marin County. In particular, as a citizen of the Lucas Valley area I take great issue with accommodating 70 percent of the county's proposed subsidized housing plan in a semi-rural area of 2000 families, especially when the new developments carry no tax burden. This is a long-term recipe for disaster affecting local schools, police and emergency services.

C94-2 | And what is a "city-centered corridor"? Does anyone really believe that stack-and-pack housing along Highway 101 will relieve traffic congestion and seriously curb greenhouse gases? Or that these new residents will bicycle to the nearest grocery store or dry cleaner? A real urban environment provides easy access to all amenities along with the necessary public transportation. Our local public transportation services already have funding issues. Implementing a cookie-cutter urban plan in a suburban-rural county really doesn't make sense.

C94-3 | Based on existing studies I believe the Bay Area Plan is totally unrealistic regarding its projections on future job and population growth in Marin County.

C94-4 | Regarding the environmental impact on Marin County, it is critical to take into account issues regarding local water supply, sea level rise and inadequate wastewater treatment capacity.

Not everyone in Marin County are the very wealthy. Many of us have lived in dense urban environments and worked hard for the opportunity that living in Marin provides. Most of our citizens believe that affordable housing should be available in the county, developed in a thoughtful way involving local government and communities, not as payback to labor and big developers for their Sacramento support.

C94-5 | In conclusion I believe the Draft Plan Bay Area for Marin County is not supported by substantial evidence and a revised EIR should be prepared and circulated for public review with ample time given to the public for comment.

Terry Stelling
Lucas Valley

Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Rachel Stengel

Send to: eircomments@mtc.ca.gov and info@OneBayArea.org

C95-1

This letter is submitted on behalf of the more than 400 residents of Marinwood that signed this letter in opposition to the Draft Bay Area Plan and the Draft EIR. We are in favor of the “No Plan” option. As Marin County residents, we oppose implementation of the current Plan Bay Area draft for the following reasons:

1. Public Outreach and Transparency: The ABAG/MTC officials who are responsible for disseminating information on this Plan to the community have failed in this task. The vast majority of impacted communities are unaware of the details of this Plan. This is not the fault of the public but of the officials who spent years and millions of dollars developing this Plan without widespread community input. Local comment meetings were a formality resulting in the public being frustrated with unresponsive panel members from MTC/ABAG.

Question: Is ABAG/MTC responsible to educate the public on their Plan and allow the public to receive answers to their questions? If yes, when will this occur in an open forum?

2. The ABAG/MTC Plan uses statistics and data that is not current nor substantiated by several independent sources. Before implementing a plan that radically impacts this community for the next 50 years, it should have been properly vetted by the communities impacted and all financial, environmental and social aspects discussed with the public. The Plan has not considered the impact on our already overburdened infrastructure, e.g., water, sewer, schools and highways.

Question: Will ABAG/MTC have an independent analysis conducted of their jobs growth and housing needs figures for Marin County since there appears to be major discrepancies between other source information, e.g., the State Finance Department?

3. Creating Jobs is more important than building housing developments: The priority should be put in perspective. Without jobs there is less need for housing. There are negative consequences in promoting housing that is not balanced with local employment opportunities. These mistakes were made by Vallejo, Stockton,

Public Comment on the Draft Bay Area Plan and Draft EIR (State Clearinghouse #2012062029) – Rachel Stengel

Modesto and San Bernardino, which all went bankrupt as a result of incorrect job and growth projections. Portland was another city that learned from this mistake.

4. Housing is being given priority over Transportation and Traffic Improvements: Planning for mass housing prior to implementing sufficient public transportation and infrastructure leads to grid lock and higher pollution. A legitimate transportation infrastructure needs to be in place before any new housing developments are built.

Question: Does ABAG/MTC have proof that public transit and other forms of transit will not increase Green House Gas emissions above the levels that light trucks and cars are producing in Marin County.

5. A thorough analysis of alternatives to reducing Green House Gasses by high density Transit Oriented Development has not been conducted and current studies have discredited past findings contained in the DEIR.

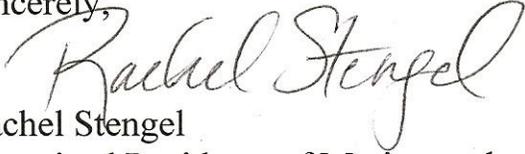
Question: What is ABAG/MTC's current proof that high density transit oriented developments will reduce greenhouse gas emissions sufficiently to offset the impacts of these developments?

6. Balanced Market Rate & Affordable Housing: Building high density housing near highways and segregating the poor into those areas is socially unfair. Real integration of housing, e.g., Habitat for Humanity single family home rehabilitation, second units, equity sharing programs, senior housing, and others allows the less fortunate to potentially experience the "American Dream" of home ownership. A development can be successful with a combination of 80% market-rate and 20% affordable housing alternatives that provide starter homes for young couples. This ensures sustainability and a healthy community by providing resources to meet infrastructure needs and other public services.

7. Draft Plan page #21 does not adequately address resident preference to use cars or light trucks to carry out such tasks as transporting kids to and from school, sports activities, home improvement supplies trips, or doctor/vet visits. Residents have limited time and schedule constraints to accomplish these tasks which cannot be addressed by public transit alternatives, (e.g. carrying sheets of plywood or drywall on the bus).

The Draft Plan Bay Area's DEIR is inadequate in numerous instances, as identified in this Comment Letter.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Stengel". The signature is written in black ink and is positioned above the printed name.

Rachel Stengel
Organized Residents of Marinwood

cc: Marin County Board of Supervisors: bos@marincounty.org

Proposed Housing Density Re-Zoning in Marinwood/Lucas Valley Letter Signators
 Sponsored by: Organized Residents of Marinwood

Name	Address (# and street name)	e-mail	signature
Schive Brande-Taylor	585 Taylorberry Rd		
Natalie Garkuske	601 Taylorberry rd		
Alba Avocado	613 Taylorberry		
Robert Fierst	634 Taylorberry		
James Holloway	637 Taylorberry Rd		
Mike Archer	637 Taylorberry Rd		
Sandy Archer	637 Taylorberry Rd		
Jill Owen	2235 Juniperberry Dr.		
STEVE DEE	2250 Juniperberry Dr		
LYNN EMMIS	2250 Juniperberry Dr		
Matt Dee	2250 Juniperberry Dr.		
ERIN DEE	2250 Juniperberry Dr.		
RESERVE RESERVE	2258 Juniperberry Dr.		
Anna Van Winkle	559 Loganberry Dr.		
Allison Stone	574 Loganberry Dr		
Mrs. Sheryl Vaden Nambin	300 Sterling way SR		
Julie Williamson	18 Vailay Stone Dr		
Francois Adam Kalam	99 Prof. Drive San Rafael CA		
Karen P. P. P.	588 Franklin Way San Rafael		
Wade Karsini	356 Sterling way		



emails and signatures deleted
 for security purposes

C96

████████████████████
Mill Valley, CA 94941
May 14, 2013

MTC-ABAG
Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607

Re: Public Comment on Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report

This letter is submitted as public comment on the Draft Bay Area Plan and Draft Bay Area Plan Draft Environmental Impact Report (State Clearinghouse No. 2012062029). My name is Kerry Stoebner, a lawyer and resident of Marin County for 24 years and a member of the Marin Water Coalition.

The DEIR is inadequate because it fails to address the vital issue of water. One of the major questions when contemplating development in Marin County, or any place in California, is “Where will the water come from?” The Plan projects that the San Francisco Bay area will add 2.1 million people, increasing the total regional population from 7.2 to 9.3 million by 2035. To house this projected influx, Plan Bay Area calls for 634,000 new housing units, all of which will require additional water.

The massive population growth that ABAG is projecting is equivalent to **two and a half new cities the size and density of San Francisco** (2012 estimated population based on 2010 U.S. Census) added to the Bay Area by 2035. To provide adequate water supplies to such an area would require the **equivalent of building and operating two and a half new Hetch Hetchy dams** (if such lands and water rights were available). However, the draft EIR for the One Bay Area Plan makes no provision or plans for additional water supplies, nor does it factor in the green house gas emissions that would be generated in the construction and operation of mammoth new water supply sources.

Water is a fundamental and necessary component in actualizing any new planned development scheme. Indeed, S.B. 375, the Sustainable Communities and Climate Protection Act of 2008 -- the legislation giving rise to the Plan Bay Area -- specifically requires a “feasible” Plan Bay Area and defines that term as “...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors”. [Sec. 5(b)(2) of S.B. 375]. *Without an additional, long-term source(s) of water for the projected population growth of 2.1 million people, Plan Bay Area is not feasible.*

In 2001 our state legislature wisely passed S.B. 610, requiring that in all new developments over 500 units, sources of water must be firmly identified before development may proceed. A second law, S.B. 221 (2001), requires a written verification from the responsible water utility that the proposed project will have a reliable, long-term (20 year) water supply.

The rationale behind these two laws is explained in a Planning and Conservation League publication:

“These ‘show me the water’ laws are intended to ensure that the existing residents’ rights to clean and reliable water supplies are considered when new developments are being evaluated and that new projects will have secure water rights.”

What will provide that reliable, long-term water supply in Marin, where 8,810 new units are proposed under Plan Bay Area? Given that periodic water shortages occur, even with Marin’s current population (which has remained largely static over the last 10 years), the new development proposed under Plan Bay Area will in all likelihood out-strip the water supplied by MMWD’s [Marin Municipal Water District] seven reservoirs and water purchase agreement for Russian River water. The most likely water source if Plan Bay Area’s massive new development is pushed through is MMWD’s proposed 5-15 MGD (million gallons per day) desalination plant, to be located at the foot of the San Rafael Bridge, across the Bay from the Chevron Refinery.

But the proposed San Rafael desalination plant poses significant financial and environmental problems:

- It would be hugely expensive, with construction and initial operating expenses estimated to be \$400 million.
- A bond measure for the \$400 million plant has not yet been approved by the voters.
- Desalination would cause a huge increase in the County’s green house gas emissions. MMWD is already the largest energy user in Marin County. If desalination – which uses up to nine times¹ more energy than obtaining water from local surface water sources -- is utilized, local energy consumption and green house gas emissions would sky rocket.²

¹ Heather Cooley and Matthew Heberger, “Key Issues for Seawater Desalination in California: Energy and Greenhouse Gas Emissions”, p. 7, Figure 2. “Comparison of the Energy Intensity of California Water Supplies, [Pacific Institute, May 2013]. “Seawater desalination is considerably more energy intensive than almost every other water supply option available”, Ibid, p. 8. And see, James Fryer, “An Investigation of the Marginal Cost of Seawater Desalination in California”, [Sponsored by Residents for Responsible Desalination, March 2010].

² Water and energy are inextricably linked in this state. “...[A]bout 19% of the state’s electricity use and 33% of the state’s non-electricity natural gas consumption is water related.”... “DWR [Department of Water Resources], which operates the State Water Project, a large system of dams, canals, pipelines, and pumps that delivers water to cities and farms in the Central Valley and Southern California, **is the single largest user of energy in the state.**” Ibid, p. 17.

- The desalination plant will use as its source water San Francisco Bay – designated a “*toxic hot spot*” by the State Water Resource Control Board. The following chemicals and carcinogens are found at significant levels in the toxic soup of San Francisco Bay:
 - Mercury
 - PCB’s
 - Arsenic
 - Brominated flame retardants (similar to the infamous and long-banned PCBs)
 - DDT
 - Dioxin
 - Pesticides and herbicides (run-off from farming operations in the Central Valley)

Indeed, in its “Statement of Overriding Considerations”, the draft EIR for Plan Bay Area has acknowledged, when compared to existing conditions, that the proposed plan will “[r]esult in **insufficient water supplies** from existing entitlements and resources to serve expected development” and that they [ABAG] considers this to be a “**significant, unavoidable impact**” . ABAG reached this startling conclusion without attempting to identify mitigating measures to ensure safe, reliable water sources for the current and future citizens of Marin, and indeed, all of the regional Bay Area.

Citizens of Marin should not be forced to forsake their sustainable watershed³ -- with its 7 rain-water filled reservoirs -- and exchange it for a \$400 million, energy-guzzling, green-house gas emitting desalination plant located on toxin-laden San Francisco Bay. The Plan’s draft EIR has not identified a reliable, long-term source of water for the dense development it proposes and hence has not met the requirements of existing state laws S.B. 610 and S.B. 221. Furthermore, ABAG has acknowledged that insufficient water supplies will be a “significant, unavoidable impact” of Plan Bay Area. On the basis of this most crucial issue -- inadequate water supply for the proposed high-density development and substantially increased population -- the draft EIR for Plan Bay Area should be found deficient.

Respectfully submitted,

Kerry Stoebner, JD
Marin Water Coalition

³ See “Sustaining Our Water Future: A Review of the Marin Municipal Water District’s Alternatives to Improve Water Supply Reliability”, by James Fryer, [Sponsored by Food & Water Watch, June 2009]

Carolyn Clevenger, MTC EIR Project Manager
Metropolitan Transportation Commission
101 Eighth St., Oakland, CA 94607

Dear Ms. Clevenger,

This letter is in regards to my main objections for the Plan Bay Area.

C97-1 | First and foremost, I do not want to see development along the bay front east of Hwy. 101.

C97-2 | I am especially concerned that the property around St. Vincent's School for Boys not be filled with any development. It is so wonderful to drive by that property early in the morning and get instant relief from the traffic jams that are prevalent. I sometimes see a lone coyote walking nonchalantly across the field. Also the old oak trees are a sight from the past. I can envision a field trip to a dairy experience for Bay Area school children to see where our milk comes from. Wouldn't that be much better than a lot of man made structures for low income housing?

C97-3 | At the recent meeting in the Showcase Theater at the Marin Center I found myself agreeing with speakers who mentioned that global warming will make building near the bay a big mistake by 2050. Also Marin County general plans have always left the bay front alone.

C97-4 | Speaking of Marin County general plans: We have a limited amount of water and desalinization is not popular in Marin County and the Marin Municipal Water District has quit trying to ram that idea down our throats! The many toxics in the bay water coming downstream from agricultural and city sewage plants is of questionable use for drinking. Our Marin county water is wonderful to drink. . . . better than any other beverage!

So please submit my comments to your group. I have lived in Marin County for 53 years and hike a lot and enjoy the open spaces we have and the fresh air too. Not to mention the water. If apartments are built, each family WILL have a car and that will be added to our traffic jams on 101!

Sincerely,



Carolyn Turner

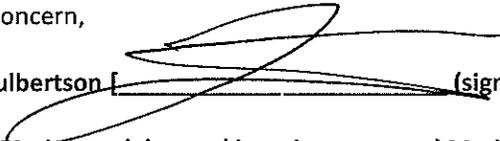
[REDACTED]
San Anselmo, CA 94960

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street Oakland,
California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Lisa Culbertson [ (signature)].

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt the following letter to you by a fellow member of my community, Deana Dearborn, as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

C98-1

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

C98-2

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

C98-3

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

C98-4

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

C98-5

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a “one size fits all” determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

C98-6

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the “no project” alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

C98-7

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time

outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

C98-8

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

C98-9

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

C98-10

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

C98-11

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

C98-12

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;

- Interference with the movement of native resident or migratory fish or wildlife species.

C98-13

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

C98-14

Conclusion

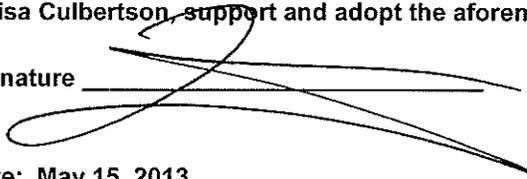
The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Deana Dearborn
Marinwood Resident

I, Lisa Culbertson, support and adopt the aforementioned letter:

Signature



Date: May 15, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: Nancy Ahnemann <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:05 PM
Subject: Fw: Public Comment on Draft Plan Bay Area

C99

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,
My name is Nancy Ahnemann.

I am a resident of Marinwood,

located in unincorporated Marin County. I support and adopt a letter to
you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an

extension of time to review the Plan and DEIR, which was not granted.

These are complex and difficult documents for ordinary people to
understand. The level of communication with the communities you are
impacting by this plan is disgraceful. The plan includes a statement,

“We reached out to the people who matter most – the 7 million people who live in the region.” This is inaccurate as it pertains to my community,
Marinwood, designated as a potential Planned Development Area (PDA).

Many members of the Marinwood community do not know what Plan Bay Area

is and for most that do, they have only heard about it in the past few
weeks. I attended one of two planned meetings in my community where
there was no verbal presentation or explanation of the plan, but rather
boards and remarks from the public. I ask that you reconsider this fast
track approach and take the time to educate the community on exactly
what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves
the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout
the Bay Area and operates more frequently with longer hours. I also
support a range of housing opportunities, integrated into existing
communities that do not adversely affect those communities through
expediting environmental and permit review and not contributing a fair
share to the tax base. None of these things are supported by this plan
and therefore you do not have my support. I vote for no plan and ask
that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to
door gathering signatures against the proposed development plans
affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related
Housing Element. Since this plan is voluntary and you do not have the
support of the Marinwood/ Lucas Valley community I ask again that you
remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety
impacts that could result from the poor land use planning that I see
presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in
the Plan Bay Area and DEIR which are the basis of my comments that
follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being
proposed for housing growth. The largest Bay Area job growth is assumed
in major cities and areas such as Silicon Valley that have established
industries such as technology. Marin County is not known for any
specific industry. For its size, Marin County has very few large scale
employers and a low number of high paying jobs compared to the number of
residents and high cost of living. The potential growth in local
employment projections are assumed to be coming from professional
services and retail.

Marin had the largest job growth
from 1980 to 1990. In 2011, employment levels were about the same as
they were in 1990. There are documented studies that project a
relatively flat growth in jobs in Marin County over the next 30 years.

Plan Bay Area 2040 Final Environmental Impact Report

The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing

green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that

should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

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The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas. Plan does not sufficiently consider that traffic congestion adds to CO2 emissions. The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from

Plan Bay Area 2040 Final Environmental Impact Report

traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be

revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies

are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means

that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted.

They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence.

The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Nancy Ahnemann

San Rafael, CA 94903

Marinwood Resident

I, Nancy Ahnemann, support and adopt the aforementioned letter:

Signature _____ Nancy J. Ahnemann _____

-----Forwarded Message-----

From: Save Marinwood

Sent: May 16, 2013 12:11 PM

To: [REDACTED]

Subject: please personalize this email and send it now to eircomments@mtc.ca.gov

May 15, 2013

eircomments@mtc.ca.gov.

Metropolitan Transportation Commission

MTC-ABAG Plan Bay Area Public Comment

101 8th Street

Oakland, California 94607

eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Peter Alexander

C100

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most" the 7 million people who live in the region. This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size,

Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

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The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions. Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

• Insufficient water supply;

• Exposure to hazardous materials;

• Inadequate wastewater treatment capacity;

• Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;

• Inundation from sea level rise;

• Direct removal, filling or hydrological interruption of habitat;

• Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Peter Alexander

San Rafael, CA 94903
Marinwood Resident

I, Peter Alexander, support and adopt the aforementioned letter:

Signature _____ Peter Alexander ; _____ San Rafael, CA 94903
home phone _____

This message was sent by Save Marinwood using the Change.org system. You received this email because

you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

View the petition:

http://www.change.org/petitions/marin-county-board-of-supervisors-suspend-approval-of-the-2012-housing-element?utm_source=supporter_message&utm_medium=email&utm_campaign=petition_message_notice

Reply to this message via Change.org:

http://www.change.org/messages/private?message_id=105703533&ue=emn&utm_source=supporter_message&utm_medium=email&utm_campaign=petition_message_notice

Unsubscribe from updates about this petition:

http://www.change.org/account_settings/petition_updates_opt_out?email_id=WPIIARQEFDPDHEPNZXHOB&event_id=724107&ue=emn&utm_source=supporter_message&utm_medium=email&utm_campaign=petition_message_notice

Plan Bay Area 2040 Final Environmental Impact Report

From: <becky_andersen [REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:47 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 16, 2013

C101 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov .

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Rebecca Andersen.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are

Plan Bay Area 2040 Final Environmental Impact Report

desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

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The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk

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Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
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- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Rebecca Andersen
[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Rebecca Andersen, support and adopt the aforementioned letter:

Rebecca E. Andersen

Plan Bay Area 2040 Final Environmental Impact Report

From: "Donna Andresen" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 3:37 PM
Subject: Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 15, 2013

C102 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Donna Andresen.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Marinwood/Lucas Valley, as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

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I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

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Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

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There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of “overriding consideration.” If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
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Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Marinwood resident:
Donna Andresen

Date: May 15, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: "Eric Andresen" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 11:31 AM
Subject: letter

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Eric Andresen [_____ (signature)].

C103 I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Marinwood/Lucas Valley, as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave

Plan Bay Area 2040 Final Environmental Impact Report

opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and

Plan Bay Area 2040 Final Environmental Impact Report

conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

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Thank you,

Marinwood Resident

I, Eric Andresen, support and adopt the aforementioned letter:

Signature _____

Date: May 15, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: Paulberg [REDACTED] >
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:38 PM
Subject: Fwd: please personalize this email and send it now to eircomments@mtc.ca.gov

Dear Ms. Clevenger,

C104 The enclosed expresses serious concerns we, Marinwood residents, have with the Marinwood PDA and the way it has been handled. Please cease and desist the current approach until the concerns are rectified.

Thank you,

Paul H. Berg

Sent from my iPad

Begin forwarded message:

> From: Save Marinwood <mail@change.org>
> Date: May 16, 2013, 12:10:51 PM PDT
> To: [REDACTED]
> Subject: please personalize this email and send it now to eircomments@mtc.ca.gov
> Reply-To: "Change.org" <no-reply@change.org>
>
> May 15, 2013
>
> Carolyn Clevenger, MTC EIR Project Manager,
> Metropolitan Transportation Commission
> MTC-ABAG Plan Bay Area Public Comment
> 101 8th Street
> Oakland, California 94607
> eircomments@mtc.ca.gov.
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> To Whom It May Concern,
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> My name is Stephen Nestel.
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Plan Bay Area 2040 Final Environmental Impact Report

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Plan Bay Area 2040 Final Environmental Impact Report

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>

> Thank you,

> Stephen Nestel

> [REDACTED]

> San Rafael, CA 94903

> Marinwood Resident

>

> I, Stephen Nestel, support and adopt the aforementioned letter:

>

> Signature _____

>

>

> This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

>

> [View the petition](#) | [Reply to this message via Change.org](#)

>

> [Unsubscribe from updates about this petition](#)

>

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street Oakland,
California 94607
eircomments@mtc.ca.gov.

C105 Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
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I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt the following letter to you by a fellow member of my community, Deana Dearborn, as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for **no plan** and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a “one size fits all” determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the “no project” alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time

outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;

- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Deana Dearborn
Marinwood Resident

I, Vladimir Bogak, support and adopt the aforementioned letter:

Signature  _____

Date: May 16, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: Amie Buecker [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:12 PM
Subject: Comments for draft plan bay area- I do not support the planned development for lucas valley/ marinwood

C106

> May 15, 2013
>
> Carolyn Clevenger, MTC EIR Project Manager,
> Metropolitan Transportation Commission
> MTC-ABAG Plan Bay Area Public Comment
> 101 8th Street
> Oakland, California 94607
> eircomments@mtc.ca.gov.
>
> Re: Public Comment on Draft Plan Bay Area and Bay Area Draft
> Environmental Impact Report
>
> To Whom It May Concern,
>
> My name is Amie Buecker
>
> I am a resident of Lucas Valley located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my
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for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan
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Plan Bay Area 2040 Final Environmental Impact Report

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Plan Bay Area 2040 Final Environmental Impact Report

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>

> Thank you,

> Amie Buecker

>

> San Rafael, CA 94903

> Lucas Valley Resident

Plan Bay Area 2040 Final Environmental Impact Report

From: Andy Buecker <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/17/2013 2:14 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

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Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of

these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

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Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

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Sincerely,

Andy Buecker
Lucas Valley Resident
[REDACTED]
San Rafael, CA 94903

Plan Bay Area 2040 Final Environmental Impact Report

From: "Kevin T. Butts" [REDACTED] >
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:46 PM
Subject: In opposition to the Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

C108 May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov<mailto:eircomments@mtc.ca.gov>.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Kevin Butts.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

Plan Bay Area 2040 Final Environmental Impact Report

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,
Kevin Butts

[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Kevin Butts, support and adopt the aforementioned letter:

Signature Kevin Butts

Kevin Butts, Director of Business Analysis and Quality Assurance



May 15, 2013

C109 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
<mailto:eircomments@mtc.ca.gov>eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Denise Castellucci  (signature)].

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community as follows:

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Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these

significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly traveled and congested roadways are irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions. The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion, as areas grow denser. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high-density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high-density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high-density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan

does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure
There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,


Marinwood Resident

I, Denise Castellucci, support and adopt the aforementioned letter:

Signature



Date: May 15, 2013

Plan Bay Area 2040 Final Environmental Impact Report

From: Gailmail <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/17/2013 11:29 AM
Subject: Fwd: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

C110

>
> May 15, 2013
>
> Carolyn Clevenger, MTC EIR Project Manager,
> Metropolitan Transportation Commission
> MTC-ABAG Plan Bay Area Public Comment
> 101 8th Street
> Oakland, California 94607
> eircomments@mtc.ca.gov.
>
> Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
> Environmental Impact Report
>
> To Whom It May Concern,
>
> My name is Gail M. Cohen.
>
> I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my
community, Lisa Culbertson as follows:
>
> I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).
>
> I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents
for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan
includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it
pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood
community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two
planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the
public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing
in this plan and why.
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> I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable
public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support
a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting
environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore
you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.
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proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in
support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley
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in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan
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> Unrealistic employment growth
> Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is
assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any
specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of
residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and
retail.
>
> Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are
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between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions
as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as
there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation
to travel to employment throughout the Bay Area.
>
> The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from

Plan Bay Area 2040 Final Environmental Impact Report

point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

>

> The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

>

> Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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> Unrealistic Housing numbers

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> The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

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> The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

>

> Inadequate evidence that high density housing near transit reduces green house gases (GHG)

> Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

>

> This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

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> I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

>

> Inadequate evidence that the transportation plan reduces GHG

> It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

>

> Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

>

> The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

> Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

> The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Plan Bay Area 2040 Final Environmental Impact Report

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- >
- > Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.
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- > This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.
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 - > • Insufficient water supply;
 - > • Exposure to hazardous materials;
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- > It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?
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- > Conclusion
- > The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.
- >
- > Thank you,
- > Gail M. Cohen [REDACTED]
- > San Rafael, CA 94903
- > Marinwood Resident
- >
- > I, Gail M. Cohen, support and adopt the aforementioned letter:
- >
- > Signature _____

>
>
>
>

Plan Bay Area 2040 Final Environmental Impact Report

From: Maribel <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/17/2013 1:02 PM

May 17, 2013

C111

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Maribel Cruz

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

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I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

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The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

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base.

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,

Maribel Cruz

San Rafael, CA 94903

Marinwood Resident

I, Maribel Cruz , support and adopt the aforementioned letter:

Maribel Cruz

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May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street Oakland,
California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

C112 To Whom It May Concern,

I am a resident of Marinwood, located in the Northern part of Marin County, and I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for **no plan** and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a “one size fits all” determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the “no project” alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the

zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter.

ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Deana Dearborn
Marinwood Resident

Plan Bay Area 2040 Final Environmental Impact Report

From: Deborah Fazeli [REDACTED]
To: "eircomments@mtc.ca.gov." <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:49 PM
Subject: Public Comment Letter re Plan Bay Area

C113

>
>
> May 15, 2013
>
> Carolyn Clevenger, MTC EIR Project Manager,
> Metropolitan Transportation Commission
> MTC-ABAG Plan Bay Area Public Comment
> 101 8th Street
> Oakland, California 94607
> eircomments@mtc.ca.gov.
>
> Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
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>
> My name is Deborah Fazeli [REDACTED] (signature).
>
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Plan Bay Area 2040 Final Environmental Impact Report

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Plan Bay Area 2040 Final Environmental Impact Report

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> The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

>

> Thank you,

>

> _____
Deborah Fazeli

> Marinwood Resident

>

> I, Deborah Fazeli, support and adopt the aforementioned letter:

>

> Signature _____
Deborah Fazeli

>

> Date: May 15, 2013
> Shared with Lucas Valley/Marinwood only
>
> View or reply · Thank · Private message
> You can also reply by email.
> This message was intended for [REDACTED]
> Want to get a daily digest instead or unsubscribe? Change your e-mail settings.
>
> Nextdoor, [REDACTED] San Francisco, CA 94105

Plan Bay Area 2040 Final Environmental Impact Report

C114 **From:** EnvPlanning <EnvPlanning@marincounty.org>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "'info@OneBayArea.org'" <info@OneBayArea.org>
CC: "Laumann, Stacey" <SLaumann@marincounty.org>
Date: 5/16/2013 3:36 PM
Subject: FW: Removal of Marinwood as PDA

Hi Carolyn Clevenger,

I think this email was meant for you.

Thank you,

Tammy Taylor
ENVIRONMENTAL PLANNING AIDE

County of Marin
Community Development Agency
3501 Civic Center Drive, Suite 308
San Rafael, CA 94903
415 473 7873 T
415 473 7880 F
CRS Dial 711
ttaylor@marincounty.org<mailto:ttaylor@marincounty.org>

From: Amy Oates Fitzgerald [REDACTED]
Sent: Thursday, May 16, 2013 3:21 PM
To: EnvPlanning
Subject: Removal of Marinwood as PDA

Attn: Jeremy Tejirian, Planning Manager

Environmental Impact Report
To Whom It May Concern,
My name is Amy Fitzgerald

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Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are

documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area. Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and

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conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas. Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan.

The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of “overriding consideration.” If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Amy Fitzgerald

San Rafael, CA 94903
Marinwood Resident

Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

Plan Bay Area 2040 Final Environmental Impact Report

From: EnvPlanning <EnvPlanning@marincounty.org>
To: "tenley foran" [REDACTED], "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "info@OneBayArea.org" <info@OneBayArea.org>
Date: 5/17/2013 11:18 AM
Subject: RE: Comment on Draft Plan Bay and Environmental Impact Report

Hello,

C115 The County of Marin has received your comment letter on the Draft Plan Bay Area. Plan Bay Area is a regional program that is managed by the Association of Bay Area Governments and the Metropolitan Transportation Commission. For future reference, your Plan Bay Area comments should be submitted via e-mail to info@OneBayArea.org <<mailto:info@OneBayArea.org>>, or to comment on the Draft EIR, eircomments@mtc.ca.gov <<mailto:eircomments@mtc.ca.gov>>. The comment period on the Plan Bay Area Draft EIR closed on May 16, 2013 at 4 pm, therefore as a courtesy, this response along with your comments below are being sent to eircomments@mtc.ca.gov <<mailto:eircomments@mtc.ca.gov>> and info@OneBayArea.org <<mailto:info@OneBayArea.org>>.

Marin County Draft Housing Element is not related to Plan Bay Area, though they are both planning documents that are being reviewed within the same time period. Information on the Marin County Draft Housing Element can be found at www.marincounty.org/housingelement <<http://www.marincounty.org/housingelement>>. The comment period on the adequacy of the related Supplemental Environmental Impact Report closes today, May 17, 2013 at 5pm. The next Planning Commission hearing on the Housing Element will be June 24, 2013.

Thank you.

Marin County Environmental Planning Staff

From: tenley foran [REDACTED]
Sent: Thursday, May 16, 2013 10:25 PM
To: EnvPlanning
Subject: Comment on Draft Plan Bay and Environmental Impact Report

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern:

My name is Tenley Foran. I am a resident of Marinwood, located in unincorporated Marin County. I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I support and adopt a letter to you by a fellow member of my community, Deana Dearborn, as follows:

Fellow neighbors requested an extension of time to review the Plan and DEIR, which was not granted. I find the information complex and the documents difficult to understand if you are not a city planner or hold a government position. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This seems inaccurate as the only way I became educated in this matter was through a few neighbors who heard about Play Bay Area through word of mouth. I have yet to have found anyone in the Marinwood Community who received an official informational document or missive on this topic. I have attended many community meetings on this topic organized by my neighbors, and I have found members of the Marinwood community do not know what Plan Bay Area is and for most, they have only heard about it in the past few weeks. I attended one planned meeting in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. I do not see how any of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

I have serious concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality

between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing greenhouse gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces greenhouse gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred or necessary mode of travel is by car. For instance, how are working and commuting parents supposed to drop-off their children at school and pick-up from daycare using public transportation? The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

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The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The World Health Organization has conducted several studies with the conclusion that children are even more susceptible to adverse health problems due to regular exposure to freeway emissions. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, increased risk of leukemia in children, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. The CA Air Board does not recommend that residences are built within 500 feet of a freeway, and new research was released this year that highway emission plumes travel 0.93 miles from the freeway during the morning hours and seep into buildings and homes. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. According to the US Census 2006-10 ACS County-to-County Worker commuting data the number of Marin residents commuting to Marin based jobs is 78,950, which is 48% of all work related commuters passing through Marin. Congestion from that local traffic is already a problem. Adding more density with a lack of expansion of the road network will cause an increase in traffic congestion on top of already very congested roads and freeways. The methodology of this Plan places an over-emphasis on public transit with a huge assumption it will have heavy usage. Current public transit is highly lacking in getting people close to their homes or businesses in Marin, and there are no specifics on how that will be accomplished in the Plan. In reality I see that congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile from people driving cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- * Insufficient water supply;
- * Exposure to hazardous materials;
- * Inadequate wastewater treatment capacity;
- * Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
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Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

Plan Bay Area 2040 Final Environmental Impact Report

From: housingelement <housingelement@marincounty.org>
To: "tenley foran" [REDACTED]
CC: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>, "info@OneBayArea.org" <info@OneBayArea.org>
Date: 5/17/2013 1:23 PM
Subject: RE: Comment on Draft Plan Bay and Environmental Impact Report

Hello Tenley,

C116

The County of Marin has received your comment letter below on the Draft Plan Bay Area. Plan Bay Area is a regional program that is managed by the Association of Bay Area Governments and the Metropolitan Transportation Commission. For future reference, your Plan Bay Area comments should be submitted via e-mail to info@OneBayArea.org or to comment on the Draft EIR, eircomments@mtc.ca.gov. The comment period on the Plan Bay Area Draft EIR closed May 16, 2013 at 4 pm. As a courtesy, I have herewith forwarded your email to eircomments@mtc.ca.gov and info@OneBayArea.org.

Marin County Draft Housing Element is not related to Plan Bay Area, though they are both planning documents that are being reviewed within the same time period. Information on the Marin County Draft Housing Element can be found at www.marincounty.org/housingelement. The comment period on the adequacy of the related Supplemental Environmental Impact Report closes tomorrow, May 17, 2013 at 5pm. The next Planning Commission hearing on the Housing Element will be June 24, 2013.

Thank you.

Marin County Environmental Planning Staff

From: tenley foran [mailto:[REDACTED]]
Sent: Thursday, May 16, 2013 10:29 PM
To: housingelement
Subject: Comment on Draft Plan Bay and Environmental Impact Report

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern:

My name is Tenley Foran. I am a resident of Marinwood, located in unincorporated Marin County. I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I support and adopt a letter to you by a fellow member of my community, Deana Dearborn, as follows:

Fellow neighbors requested an extension of time to review the Plan and DEIR, which was not granted. I find the information complex and the documents difficult to understand if you are not a city planner or hold a government position. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This seems inaccurate as the only way I became educated in this matter was through a few neighbors who heard about Plan Bay Area through word of mouth. I have yet to have found anyone in the Marinwood Community who received an official informational document or missive on this topic. I have attended many community meetings on this topic organized by my neighbors, and I have found members of the Marinwood community do not know what Plan Bay Area is and for most, they have only heard about it in the past few weeks. I attended one planned meeting in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. I do not see how any of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

I have serious concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

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as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

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The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces greenhouse gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred or necessary mode of travel is by car. For instance, how are working and commuting parents supposed to drop-off their children at school and pick-up from daycare using public transportation? The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to

each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The World Health Organization has conducted several studies with the conclusion that children are even more susceptible to adverse health problems due to regular exposure to freeway emissions. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, increased risk of leukemia in children, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. The CA Air Board does not recommend that residences are built within 500 feet of a freeway, and new research was released this year that highway emission plumes travel 0.93 miles from the freeway during the morning hours and seep into buildings and homes. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. According to the US Census 2006-10 ACS County-to-County Worker commuting data the number of Marin residents commuting to Marin based jobs is 78,950, which is 48% of all work related commuters passing through Marin. Congestion from that local traffic is already a problem. Adding more density with a lack of expansion of the road network will cause an increase in traffic congestion on top of already very congested roads and freeways. The methodology of this Plan places an over-emphasis on public transit with a huge assumption it will have heavy usage. Current public transit is highly lacking in getting people close to their homes or businesses in Marin, and there are no specifics on how that will be accomplished in the Plan. In reality I see that congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile from people driving cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- * Insufficient water supply;
- * Exposure to hazardous materials;
- * Inadequate wastewater treatment capacity;
- * Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- * Inundation from sea level rise;
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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Plan Bay Area 2040 Final Environmental Impact Report

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Email Disclaimer: <http://marincounty.org/nav/misc/EmailDisclaimer.cfm>

Plan Bay Area 2040 Final Environmental Impact Report

From: Eric Forbes <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:49 PM
Subject: Draft Plan Bay Area Draft Environmental Impact Report (DEIR)

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

C117 Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

Dear Ms. Clevenger,

My name is Eric Forbes.

I am a resident of Lucas Valley, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

Plan Bay Area 2040 Final Environmental Impact Report

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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Thank you,

Eric Forbes



San Rafael, CA 94903

Lucas Valley Resident

I, Eric Forbes, support and adopt the aforementioned letter.

Plan Bay Area 2040 Final Environmental Impact Report

From: Paul Franjieh [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/17/2013 9:38 AM
Subject: Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 17, 2013

C118 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Paul Franjieh

I am a resident of Lucas Valley, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

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Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan.

The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;

Plan Bay Area 2040 Final Environmental Impact Report

- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Paul Franjeh

San Rafael, CA 94903
Lucas Valley Resident

I, Paul Franjeh, support and adopt the aforementioned letter:

Signature _____

Plan Bay Area 2040 Final Environmental Impact Report

From: Becca Friedman [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 9:42 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

C119

> May 16, 2013
>
> Carolyn Clevenger, MTC EIR Project Manager,
> Metropolitan Transportation Commission
> MTC-ABAG Plan Bay Area Public Comment
> 101 8th Street
> Oakland, California 94607
> eircomments@mtc.ca.gov.
>
> Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
> Environmental Impact Report
>
> To Whom It May Concern,
>
> My name is Becca Friedman.
>
> I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my
community, Lisa Culbertson as follows:
>
> I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).
>
> I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents
for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan
includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it
pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood
community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two
planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the
public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing
in this plan and why.
>
> I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable
public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support
a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting
environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore
you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.
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> Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the
proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in
support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley
community I ask again that you remove Marinwood as a potential PDA designation.
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> Unrealistic employment growth
> Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is
assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any
specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of
residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and
retail.
>
> Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are
documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality
between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions
as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as
there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation
to travel to employment throughout the Bay Area.
>
> The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from
point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available
parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do
not have an equal balance between jobs and housing.
>
> The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave

Plan Bay Area 2040 Final Environmental Impact Report

opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

>

> Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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>

> The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

>

> The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

>

> Inadequate evidence that high density housing near transit reduces green house gases (GHG)

> Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

>

> This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

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> I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

>

> Inadequate evidence that the transportation plan reduces GHG

> It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

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> Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

>

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Plan Bay Area 2040 Final Environmental Impact Report

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> The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

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> • Insufficient water supply;

> • Exposure to hazardous materials;

> • Inadequate wastewater treatment capacity;

> • Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;

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>

> Plan Bay Area Approval

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> Conclusion

> The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

>

> Thank you,

> Becca Friedman

> Marinwood Resident

>

> I, Becca Friedman, support and adopt the aforementioned letter

Plan Bay Area 2040 Final Environmental Impact Report

From: "Jean Gallagher" [REDACTED] >
To: <eircomments@mtc.ca.gov>
CC: "Supervisor Adams" <sadams@co.marin.ca.us>, "Supervisor Steve Kinsey" <skinsey@co.marin.ca.us>, "Supervisor Judy Arnold" <jarnold@co.marin.ca.us>, "Supervisor Kathrin Sears" <ksears@marincounty.org>, "Supervisor Katie Rice" <krice@marincounty.org>
Date: 5/17/2013 11:03 AM
Subject: FW: Comment on Plan Bay Area and EIR

C120

From: Jean Gallagher [mailto:jeangallagher@comcast.net]
Sent: Friday, May 17, 2013 11:01 AM
To: 'eircomments@mtc.ca.gov.'
Cc: Supervisor Adams; Supervisor Steve Kinsey; Supervisor Katie Rice;
Supervisor Judy Arnold; Supervisor Kathrin Sears
Subject: Comment on Plan Bay Area and EIR

May16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Jean Gallagher.

I am a resident of Lucas Valley, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson, which follows after this paragraph. Like Ms. Culbertson, I recently attended two Plan Bay Area Meetings in my community. Although I have lived in Marin for more than 30 years, 20 of them in Lucas Valley, and read our local paper, I don't recall announcements of any prior meetings or information distribution about the Plan and am just now becoming aware of the scope and consequences of Plan Bay Area on Marin County. The meetings were supposed to help me make an informed decision, but they were clearly public relations events designed to sell the Plan. There was no serious pro and con discussion and what was presented raised more questions than answers for me. With completely inadequate time to draft a comment myself, I am extremely grateful to Ms. Culbertson for representing my concerns in her communication.

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Lucas Valley community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the

qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

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- . Insufficient water supply;
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Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Jean Gallagher



San Rafael, CA 94903

Plan Bay Area 2040 Final Environmental Impact Report

From: "Sabine Grandke-Taft" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 3:19 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

C121

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Sabine Grandke-Taft,

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth
Projected employment growth in Marin County is half of what is being

proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG
It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions. Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from

toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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Thank you,
Sabine Grandke-Taft
[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Sabine Grandke-Taft, support and adopt the aforementioned letter:

Signature __Sabine Grandke-Taft_____

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

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<<http://email.change.org/wf/open?upn=nOTNuAqVr4iNvRzCkuWt31E-2B-2BXSwn-2FUHW4Q1WcoaO7e-2BsYpXg4A3c1TzvqntamWqJh3Sfgzq35DMIsGknQ2Wspz7bM6cJSXW30VX7xFtgHfmS8F-2BWMH3B-2BwuoC5yBx7vvsrla2Ar0K74ugZKXEIuiwSfqCF7yyg2mTzcdwNsC7oQga7M1tt aFMORRPiiUNMR00QiZeWqlx13Pp-2BCAHK103jdfRtRtpksyG3kwGufDpw-3D>>

Plan Bay Area 2040 Final Environmental Impact Report

From: Maria Gregoriev <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:55 PM
Subject: Re: Responses from Bay Area One

C122

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,

Metropolitan Transportation Commission

MTC-ABAG Plan Bay Area Public Comment

101 8th Street

Oakland, California
94607

eircomments@mtc.ca.gov.

Re: Public Comment on Draft
Plan Bay
Area and Draft Plan Bay
Area Draft

Environmental Impact Report

To Whom It May Concern,

My name is Maria Gregoriev.

I am a resident of Marinwood, located in unincorporated Marin County.
I support and adopt a letter to you by a fellow member of my community, Lisa
Culbertson as follows:

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Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

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and DEIR, which was not granted. These are complex and difficult documents for
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(page 2)

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(page 3)

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(page 4)

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The Plan proposes placement of housing along transportation corridors, where the objective

(page 5)

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(page 6)

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- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;

(page 7)

- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
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Plan Bay Area 2040 Final Environmental Impact Report

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Sincerely,

Maria Gregoriev



San Rafael,
Ca. 949903

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From: Igor Grinchenko [REDACTED]
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:16 PM
Subject: Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 16, 2013

C123

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Igor Grinchenko.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to

accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a “one size fits all” determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the “no project” alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration

where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support

for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of “overriding consideration.” If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Igor Grinchenko
[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Igor Grinchenko, support and adopt the aforementioned letter:

Signature _____ Igor Grinchenko _____

P.S. we love our home and our neighborhood. please don't kill it.

Plan Bay Area 2040 Final Environmental Impact Report

From: Adrienne Hart [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/17/2013 2:39 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

May 15, 2013

C124 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

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Plan Bay Area 2040 Final Environmental Impact Report

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Plan Bay Area 2040 Final Environmental Impact Report

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May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
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101 8th Street
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C125

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

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It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

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mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

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The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

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Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage

developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Joanne Hernon
Marinwood Resident

I, Joanne Hernon, support and adopt the aforementioned letter:



Plan Bay Area 2040 Final Environmental Impact Report

From: Scott Johnson <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/17/2013 1:38 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report - Please Confirm Receipt

C126 May Seventeenth of 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Scott W Johnson I am a resident of Lucas Valley and Marinwood located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR). I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why. I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation. Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation. I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth
Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local

employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area. The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing. The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,

Scott W Johnson

San Rafael, CA 94903

Lucas Valley Resident

Kindly Confirm Receipt of this Email

I, Scott W Johnson support and adopt the aforementioned letter:

Plan Bay Area 2040 Final Environmental Impact Report

From: Rob Jones <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:01 PM
Subject: Fwd: please personalize this email and send it now to eircomments@mtc.ca.gov

May 15, 2013

C127 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

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The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan.

The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;

Plan Bay Area 2040 Final Environmental Impact Report

- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Robert Jones

[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Robert Jones, support and adopt the aforementioned letter:

Signature _____

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

View the

petition<http://www.change.org/petitions/marin-county-board-of-supervisors-suspend-approval-of-the-2012-housing-element?utm_source=suppoter_message&utm_medium=email&utm_campaign=petition_message_notice>

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May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street Oakland,
California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

I am a resident of Lucas Valley in the Marin County, and I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

C128-1 I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

As a Marin County resident, I oppose implementation of the current Plan Bay Area draft for the following reasons:

C128-2 1. Lack of transparency: The officials who are responsible for disseminating information in this plan to their constituents have failed in this task. The vast majority of effected residents are currently unaware of this plan. This is not the fault of the residents and they should not be penalized. Extend the comment period of the DEIR by six (6) months.

C128-3 2. An outdated and unsubstantiated plan: Plan Bay Area is based on static data, not currently relevant, and a lack of sufficient planning. Before implementing a plan that radically impacts this community for the next 50 years, any projections and resulting analysis must rely on current statistics at a minimum. The fact that no plan co-exists to support the necessary resources diminished by this planned growth further supports this point.

3. Failure to address vital infrastructure issues: As one example, this plan fails to address water and sewer requirements for the region; of significance, schools are completely overlooked. As such, no official can rightfully make an informed decision as to its viability.

C128-4

4. Prioritizing housing development over, and prior to, building jobs: There are many negative consequences in promoting so much housing without commensurate employment opportunities. We need to learn from mistakes made by Bay neighbors. Vallejo, Stockton, Modesto and San Bernardino all went bankrupt as a result of incorrect job and growth projections, in over-building their cities.

5. Prioritizing housing over transportation: Planning for mass housing prior to implementing sufficient public transportation places the cart before the horse. A legitimate transportation infrastructure needs to be effectuated before any housing developments are discussed.

C128-5

6. Permanent and Irreversible Damage to Marin County's Natural Character: Marin County is geographically unique and merits preservation for countless beneficial reasons despite, and because of, its proximity to a major city. Formulaically rezoning parts of Marin to urban density based on (1) flawed projections and (2) from the distance of an outside perspective makes no sense locally. Historically, imposition of drastic changes from the outside rarely brings the intended results - too often to the contrary, colossal failure. Our community needs local review and input toward a plan that makes sense locally in truly evolving for the better. A viable plan comes from the arduous but wise collaboration of competent minds working together with the community that must live with the long-term consequences of that plan.

C128-6

7. Social inequity: Building high density housing near highways and segregating the poor into those areas is socially unfair. Real integration allows the less fortunate to be mixed in with those of varying income; successful integration provides affordable housing at a sustainable proportion to market-rate homes, to ensure a healthy community continues to thrive - it does not risk ghettoization of a well-resourced community. There are other ways to integrate people currently in place. A second unit ordinance, as one example, effectively doubles the housing stock. Integration happens organically through creating equal opportunities and improving resources in existing communities, not by government mandates. What people need is fair paying jobs, not segregated housing. Finally, there is inequity in amassing the housing in our neighborhood in that it really does nothing toward diversifying the entire county. If anything, it creates yet one more under-resourced community.

C128-7

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Meehyun Kim Kurtzman AIA LEED AP

Lucas Valley Resident

Plan Bay Area 2040 Final Environmental Impact Report

C129

From: <bjlayton [REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:19 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Attachments: image001.jpg

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov .

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Barbara Layton,

I am a resident of Marinwood, located in unincorporated Marin County. I am outraged by the indifference to our valid concerns that has been displayed by Marin government agencies supported by our tax dollars. I want to support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay

Plan Bay Area 2040 Final Environmental Impact Report

Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the

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plan as currently proposed.

The plan identifies that the “no project” alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

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Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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- Insufficient water supply;
- Exposure to hazardous materials;
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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,

Barbara Layton



San Rafael, CA 94903
Marinwood Resident

I, Barbara Layton, support and adopt the aforementioned letter:

Signature

Barbara Layton

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org : "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

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Plan Bay Area 2040 Final Environmental Impact Report

From: Katherine <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 10:08 PM
Subject: Fwd: Lisa Culbertson said "Excellent info in public comment letter regarding Plan Bay Area"

5-16-13

C130 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov .

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Katherine Lorber. I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson, as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

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Plan Bay Area 2040 Final Environmental Impact Report

minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

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It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

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Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental

Plan Bay Area 2040 Final Environmental Impact Report

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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Katherine Lorber
Marinwood Resident

Date: May 16, 2013

From: Molly MacDaniel <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:00 PM
Subject: Marinwood

May 16, 2013

C131 Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Molly MacDaniel.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth
Projected employment growth in Marin County is half of what is being

proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green

house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

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It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

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Thank you,

Molly MacDaniel

[REDACTED]

San Rafael, CA 94903

Plan Bay Area 2040 Final Environmental Impact Report

C132

From: Carolyn Margiotti <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/17/2013 1:21 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 17, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

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Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Carolyn Margiotti
[REDACTED]
San Rafael, CA 94903
Lucas Valley Resident

I, Carolyn Margiotti, support and adopt the aforementioned letter:

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

[View the petition](#) | [Reply to this message via Change.org](#)
[Unsubscribe from updates about this petition](#)

C133 **From:** "Stephen Nestel" [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 11:21 AM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft.

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Stephen Nestel.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most - the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth
Projected employment growth in Marin County is half of what is being

proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG
It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions. **Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.**

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from

toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- . Insufficient water supply;
- . Exposure to hazardous materials;
- . Inadequate wastewater treatment capacity;

- . Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- . Inundation from sea level rise;
- . Direct removal, filling or hydrological interruption of habitat;
- . Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Stephen Nestel



San Rafael, CA 94903
Marinwood Resident

I, Stephen Nestel, support and adopt the aforementioned letter:

Signature _____

Plan Bay Area 2040 Final Environmental Impact Report

From: "Shawna O'Connor" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:33 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

May 15, 2013

C134

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Shawna O'Connor.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

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- Insufficient water supply;

Plan Bay Area 2040 Final Environmental Impact Report

- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
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Thank you,
Shawna O'Connor
[REDACTED]
San Rafael, CA 94903
Marinwood Resident

I, Shawna M. O'Connor, support and adopt the aforementioned letter:

Signature __Shawna M. O'Connor_____

--

This Little Piggy ceramic keepsakes
[REDACTED]
www.yourpiggyprints.com

Plan Bay Area 2040 Final Environmental Impact Report

C135

From: "Laurie A. Pirini" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:35 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report
To Whom It May Concern,
My name is Laurie A. Pirini.

I am a resident of Terra Linda, located in Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR). I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

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I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

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Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area. Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan.

The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will

Plan Bay Area 2040 Final Environmental Impact Report

achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Laurie A. Pirini

727 Tamarack Drive

San Rafael, CA 94903

Terra Linda Resident

I, Laurie A. Pirini, support and adopt the aforementioned letter:

Signature Laurie A. Pirini

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

[View the petition](#) | [Reply to this message via Change.org](#)

[Unsubscribe from updates about this petition](#)

Laurie A. PiriniWarm Solutions, Inc.

South San Francisco, CA 94080

www.warmsolutions.com

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C136

From: Tanya Powell [REDACTED] >
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 2:11 PM
Subject: Fwd: please personalize this email and send it now to eircomments@mtc.ca.gov

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

I am writing to voice my concerns regarding how Plan Bay Area will affect our community here in Marinwood, Marin County. Please know that this plan, as is, has almost zero support in our community. I, personally, am very concerned about high-density housing being built in our neighborhood without a supporting tax base for our schools, fire and police. We pay our taxes and support our community, and any new residents, regardless of the cost of their home, must do the same. If an affordable housing unit costs \$200,000, it's owners should pay the same tax rate as the rest of the community. It still would be only a third of what the average household pays in our community.

I also want to note that we have been in this neighborhood for 3 years, and I only heard about this plan a month ago. I am very connected with other families and I seek out information about our community. You have an obligation to reach out to this community and explain exactly what the plan is here and how it will impact us.

I also support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the

homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

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Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

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Conclusion

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Thank you,
Tanya Powell



San Rafael, CA 94903

I, Tanya Powell, support and adopt the aforementioned letter:

Signature ___Tanya Powell_____

C137 **From:** Cynthia Riley <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/17/2013 11:20 AM
Subject: Coments

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report
 To Whom It May Concern,
 My name is Cindy Riley.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

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These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

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Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

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The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: “New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many

reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources

and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

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Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

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- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;

Plan Bay Area 2040 Final Environmental Impact Report

- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
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- Interference with the movement of native resident or migratory fish or wildlife species.

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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Cindy Riley

San Rafael, CA 94903

Marinwood Resident

I, Cindy Riley, support and adopt the aforementioned letter:

Signature _____ Cindy Riley _____

Plan Bay Area 2040 Final Environmental Impact Report

C138

From: Zoë Rolland <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 4:35 PM
Subject: Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Zoe Rolland

My husband and I are residents of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established

industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)
Not only is there no evidence provided that proves placing housing near

transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

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Thank you,

~ Zoë Rolland

 San Rafael, CA 94903

C139 **From:** Barbra Rosenstein <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 6:38 PM
Subject: public comment on draft plan bay area and draft plan bay area deic

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Barbra Rosenstein.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

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I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

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There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;

Plan Bay Area 2040 Final Environmental Impact Report

- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Barbra Rosenstein



San Rafael, CA 94903

I, Barbra Rosenstein, Marinwood Resident, support and adopt the aforementioned letter.

Plan Bay Area 2040 Final Environmental Impact Report

C140 **From:** Mitch Rossi <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:24 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report
To Whom It May Concern,
My name is Mitchell Rossi.

I am a resident of the Lucas Valley Estates, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR). I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood and Lucas Valley as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area. Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an

independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many

reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources

and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

Plan Bay Area 2040 Final Environmental Impact Report

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Mitchell Rossi

San Rafael, CA 94903

Lucas Valley Estate Resident

I, Mitchell Rossi, support and adopt the aforementioned letter:

Signature _____

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

[View the petition](#) | [Reply to this message via Change.org](#)

[Unsubscribe from updates about this petition](#)

Plan Bay Area 2040 Final Environmental Impact Report

C141 **From:** Michelle Rowley <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 9:05 PM
Subject: Comment on draft plan

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Michelle Rowley, a social worker, and a resident of Marinwood, located in unincorporated Marin County. I have attended local meetings and have heard the plans and do NOT support these developments. The impact is great with school funding not addressed adequately, traffic and congestion a problem, and far too many units in this quiet community will have far to negative of impact. Further, the plans to put housing further up Lucas valley rd is ridiculous, with lack if transportation, shops and amenities pose significant a barriers for possible future tenants and residents.

This area is special, and we want to keep it that way. The residents here support a sustainable, well thought out project. Many supported senior housing as this would have far less impact on the schools.

I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

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It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

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C142

From: Michael J Seaman [REDACTED] m>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:46 PM
Subject: Marinwood Development

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Michael Seaman I am a resident of Marinwood, located in unincorporated Marin County. I lived in the county for most of my adult life. I have held exactly 2 jobs in 22 years that were located in the county. Most of my career has been spent commuting all over the bay area. I would be the first to recognize the important of regional planning. Any time spent on 880 between highway 92 and 237 should provide sufficient evidence of the importance of regional planning. The cold reality is that the 101 corridor in Marin county has been congested and clogged for years. Many people supporting this project point to the new prius lanes that now extends from Mill Valley to Novato as an improvement. Given that current commute to Oakland, I am not sure how this relieves congestion. Given the amount of traffic coming into the county from Sonoma and the east bay I have to wonder what planners are thinking. There are very few decent paying jobs in Marin. There are only so many accountants and lawyers the 1 percenters in Mill Vally need.

The plan and the public broadcasts talk about providing housing for middle class families but where are they going to work? Marin county has done a horrible job of attracting new jobs to the county. The major private employeers in the area, Firemans Fund, Autodesk, and Lucas Films have all reduced the number of employees that work in the county over the last 5 years. The county has not been able to "back fill" those jobs much less bring add jobs to the area.

The public out reach has been dismal. Questions asked the residents are seldom answered. The numbers that are presented seem to vary from hearing to hearing. During the two sessions I attended on Marin Plaza plan, I heard the impact to the schools would be the addition of 160 children. In the next session the number dropped to 60 kids. The reality is that the school these kids would attend is already at capacity. There is no provision in the plan for additional capital money to expand the school, nor reoccurring tax revenue to help pay for the additional staff. Please remember that funding to our school district has been cut every years since my kids started kindergarten. Am I supposed to pick up the slack?

There have numours comments about the need to for high density housing. The american dream is to own your own house, not live a high density building. I realize that the survey listed below is from a partisan group but virtual everyone I have worked with or went to school went, owning your own house was part of the plan. Has the plan changed?

//

support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as below:

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I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my

community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

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Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

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Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on

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Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

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Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

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The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

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Inadequate information re: water supply, sea level rise, and support for infrastructure

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- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,

Michael Seaman

San Rafael, CA 94903
Marinwood Resident

I, Michael Seaman, support and adopt the aforementioned letter:

--

Michael Seaman PMP EIT ITIL
voice



Plan Bay Area 2040 Final Environmental Impact Report

C143

From: Gabriela Shea <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/17/2013 3:48 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Environmental Impact Report

May 16, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov.

Re: Public Comment on Draft Plan Bay Area and Draft
Environmental Impact Report

To Whom It May Concern,

My name is Gabriela Shea.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave

Plan Bay Area 2040 Final Environmental Impact Report

opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,
Gabriela Shea


San Rafael, CA 94903
Marinwood Resident

I, Gabriela Shea, support and adopt the aforementioned letter:

Signature __ Gabriela Shea _____

C144

From: "Wolfgang Taft" <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 3:44 PM
Subject: FW: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

To Whom It May Concern,

My name is Wolfgang Taft.

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The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- . Insufficient water supply;
- . Exposure to hazardous materials;
- . Inadequate wastewater treatment capacity;
- . Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- . Inundation from sea level rise;
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Plan Bay Area Approval

Plan Bay Area 2040 Final Environmental Impact Report

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Wolfgang Taft


San Rafael, CA 94903
Marinwood Resident

I, Wolfgang Taft, support and adopt the aforementioned letter:

Signature _Wolfgang Taft

<<http://email.change.org/wf/open?upn=nOTNuAqVr4iNvRzCkuWt31E-2B-2BXSwn-2FUHW4Q1WcoaO7e-2BsYpXg4A3c1TzvqntamWqJh3Sfgzq35DMIsGknQ2Wspz7bM6cJSXW30VX7xFtgHf mS8F-2BWMH3B-2BwuoC5yBx7vvsrIa2Ar0K74ugZKXEIuiwSfqCF7yyg2mTzcdwNsC7oQga7M1ttaFMORRPiiUNMR00QiZeWqlx13Pp-2BCAHK103jdfRTPksyG3kwGufDpw-3D>>

Plan Bay Area 2040 Final Environmental Impact Report

From: <phyllyteplitz [REDACTED]>
To: "." <eircomments@mtc.ca.gov>
Date: 5/16/2013 4:06 PM
Subject: Re: please personalize this email and send it now to eircomments@mtc.ca.gov

C145

----- Original Message -----

May 15, 2013

Carolyn Clevenger, MTC EIR Project Manager,
Metropolitan Transportation Commission
MTC-ABAG Plan Bay Area Public Comment
101 8th Street
Oakland, California 94607
eircomments@mtc.ca.gov .

Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft
Environmental Impact Report

To Whom It May Concern,

My name is Phyllis Teplitz.

I am a resident of Marinwood, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions

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as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

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The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of

Plan Bay Area 2040 Final Environmental Impact Report

TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed.” There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area’s proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended “to compel government at all levels to make decisions with environmental consequences in mind.” I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

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It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area’s DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Phyllis M. Teplitz



Plan Bay Area 2040 Final Environmental Impact Report

San Rafael, CA 94903

I, Phyllis Teplitz, a Marinwood Resident

support and adopt the aforementioned letter:

Signature _Phyllis M. Teplitz_____

This message was sent by Save Marinwood using the Change.org system. You received this email because you signed a petition started by Save Marinwood on Change.org: "Marin County Board of Supervisors: Suspend approval of the 2012 Housing Element ." Change.org does not endorse contents of this message.

[View the petition](#) | [Reply to this message via Change.org](#)

[Unsubscribe from updates about this petition](#)

Plan Bay Area 2040 Final Environmental Impact Report

C146 **From:** Pam Witherspoon <[REDACTED]>
To: <eircomments@mtc.ca.gov>
Date: 5/16/2013 12:58 PM
Subject: Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft EIR

To Whom It May Concern,

My name is Pam Witherspoon.

I am a resident of Upper Lucas Valley, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

My husband commutes, with many others, to Cupertino because housing there is too expensive. I drive our daughter to Fremont, daily, so that she can attend a school that helps dyslexic children without behavior problems. So note that the addition of housing will do nothing to reduce the commute for people like us.

Further, we have a friend that teaches at Hamilton Meadow Park Elementary School. She describes the addition of low-income housing to the area as an unmitigated disaster, bringing in residents that, not only don't work locally, but are primarily interested in preying off services and residents in Marin County. The students in the "affordable housing" nearby get "molested regularly" by some of the students in the low-income housing. Low-income housing needs to be distributed thinly enough that the decent residents can refuse to tolerate, by sufficiently outnumbering, those that move in with the wrong intentions.

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

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I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

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The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

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Plan Bay Area 2040 Final Environmental Impact Report

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Plan Bay Area 2040 Final Environmental Impact Report

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Thank you,
Stephen Nestel

San Rafael, CA 94903
Marinwood Resident

I, Stephen Nestel, support and adopt the aforementioned letter:

Signature _____

Plan Bay Area 2040 Final Environmental Impact Report

C147 **From:** Pam Witherspoon <[REDACTED]>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: 5/16/2013 1:00 PM
Subject: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft EIR

To Whom It May Concern,

My name is Pam Witherspoon.

I am a resident of Upper Lucas Valley, located in unincorporated Marin County. I support and adopt a letter to you by a fellow member of my community, Lisa Culbertson as follows:

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

My husband commutes, with many others, to Cupertino because housing there is too expensive. I drive our daughter to Fremont, daily, so that she can attend a school that helps dyslexic children without behavior problems. So note that the addition of housing will do nothing to reduce the commute for people like us.

Further, we have a friend that teaches at Hamilton Meadow Park Elementary School. She describes the addition of low-income housing to the area as an unmitigated disaster, bringing in residents that, not only don't work locally, but are primarily interested in preying off services and residents in Marin County. The students in the "affordable housing" nearby get "molested regularly" by some of the students in the low-income housing. Low-income housing needs to be distributed thinly enough that the decent residents can refuse to tolerate, by sufficiently outnumbering, those that move in with the wrong intentions.

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

I support truly sustainable land use and development that preserves the qualities of existing neighborhoods. I support additional affordable public transportation that reaches a greater range of areas throughout the Bay Area and operates more frequently with longer hours. I also support a range of housing opportunities, integrated into existing communities that do not adversely affect those communities through expediting environmental and permit review and not contributing a fair share to the tax base. None of these things are supported by this plan and therefore you do not have my support. I vote for no plan and ask that you remove Marinwood as a potential PDA designation.

Although I am writing this letter representing myself, I have spent the past two weeks walking door to door gathering signatures against the proposed development plans affecting Marinwood and Lucas Valley. 90% of the homes visited by myself and fellow neighbors are NOT in support of this plan or the related Housing Element. Since this plan is voluntary and you do not have the support of the Marinwood/ Lucas Valley community I ask again that you remove Marinwood as a potential PDA designation.

I have grave concerns about the environmental, health and safety impacts that could result from the poor land use planning that I see presented in this plan as well as other related plans, such as the Marin County Housing Element. There are numerous holes and inconsistencies in the Plan Bay Area and DEIR which are the basis of my comments that follow:

Unrealistic employment growth

Projected employment growth in Marin County is half of what is being proposed for housing growth. The largest Bay Area job growth is assumed in major cities and areas such as Silicon Valley that have established industries such as technology. Marin County is not known for any specific industry. For its size, Marin County has very few large scale employers and a low number of high paying jobs compared to the number of residents and high cost of living. The potential growth in local employment projections are assumed to be coming from professional services and retail.

Marin had the largest job growth from 1980 to 1990. In 2011, employment levels were about the same as they were in 1990. There are documented studies that project a relatively flat growth in jobs in Marin County over the next 30 years. The lack of consistency and equality between the housing and job numbers projected in Marin County will lead to more commuters, thus increasing green house gas (GHG) emissions as there will not be enough jobs for the number of residents moving into the county. This will hurt the workforce that these plans aim to protect as there will be more competition for available jobs and low income earners will not have ample salaries to pay for the high price of transportation to travel to employment throughout the Bay Area.

The lack of continuous transportation will also affect quality of life for those depending on public transportation as it can take hours to get from point A to B if multiple modes of transportation are to be used. In addition, the Housing Element appears to designate almost every available parcel in Marin for housing, not leaving properties available for commercial development. Furthermore, the proposals for mixed use projects do not have an equal balance between jobs and housing.

The discussions around new jobs in Marin have been more focused on filling vacancies than creating new development. This does not leave opportunity for the creation of jobs in areas where housing is being considered. A perfect example of this is the Marinwood area, which has minimal jobs in the near vicinity and yet the projected housing number far exceeds any potential commercial development within the area.

Plan Bay Area 2040 Final Environmental Impact Report

Due to the fact that job growth in Marin will likely remain flat and the available capacity for jobs to increase is unlikely, I ask that The Plan Bay Area be revised to include realistic employment projections by area and a specific plan for achieving those projections. I ask that the plan take into account not only the workforce commuting into Marin County for employment, but all commuters into, out of and through Marin County. The approach taken in this plan is shortsighted and not representative of all current commute patterns.

Unrealistic Housing numbers

Like the job numbers, the housing numbers also appear to be unrealistic. The January 2013 release of the State Department of Finance (DOF) projections of Marin County's population growth are 10% lower than the growth forecast used for Plan Bay Area. Plan Bay Area forecasts a 13% population growth to 2040 (32,914 more people) but DOF projects a 3% population growth (6,818 more people). This is a significant discrepancy. The Plan Bay Area and the DEIR should be revised to reflect population growth based on DOF projections, not that of an independent consultant hired by ABAG.

The plan needs to include an assessment of the total cost to the County and taxpayers incurred by adding housing. This assessment should include additional services (schools, water, fire, police, ambulance...) and the total cost of development including subsidies to developers and loss of tax base.

The housing assumptions do not reflect accurately the desire of a large group of people to maintain living in rural areas and in single family homes. It makes the assumption that the future housing preference is high density, mixed use housing, located in urban areas. While both are desirable to different groups of people, the plan is not representative of all type of housing desires. I request that the plan be modified to accurately represent the desires for all types of housing.

Inadequate evidence that high density housing near transit reduces green house gases (GHG)

Not only is there no evidence provided that proves placing housing near transit reduces GHG, there is also no analysis validating assumptions that people who move to high density housing near transit will be more likely to take public transit. These ideas or goals focus too much on strategies, which are not valid, and should be substantiated with factual information.

This plan does not take into consideration accurate travel needs, preferences and behaviors and the fact that for many people the preferred mode of travel is by car. The plan does not indicate what other studies have been put forward other than a "one size fits all" determination made by the authors of this plan stating how people are expected to travel. This makes grand assumptions that are unrealistic and should not be used as the basis of such a widespread and impactful plan.

I ask that you provide the analysis to prove that the housing near transit lowers GHG emissions, at what cost and what other options are available to achieve the same results.

Inadequate evidence that the transportation plan reduces GHG

It seems that there are other ways to reduce GHG emissions that should be analyzed as having a potentially more significant impact on reduction than what is being proposed in Plan Bay Area. These options include considering the future automobile technology and incentivizing individuals for the highest fuel efficient cars. Focus on creating a much higher number of localized jobs in Marin County to allow for more existing residents to work close to home rather than just focusing on housing for those commuting into Marin.

Further studies and factual information should be presented to substantiate that switching people from cars to public transit will in fact decrease CO2 emissions, rather than increase emissions. More information is needed on the types of transportation being proposed and a comparison between the emissions from the public transit vs. cars. The Plan focuses on GHG emissions from personal vehicles and light trucks and does not focus on technology improvements made to other forms of transportation including busses, ferries, trains, etc. An assessment should be performed on the potential for reductions by replacing fleets of other modes of transportation and the cost benefit should be analyzed against the plan as currently proposed.

The plan identifies that the "no project" alternative is projected to reduce passenger vehicles CO2 emissions by 23% by 2040 over the existing condition in 2010. The proposed alternative, which is costly and intrusive into basic economic and personal freedoms, is projected to reduce emissions by 25%. The plan does not consider if this extra 2% is worth the additional costs. I ask that a cost benefit analysis be prepared and incorporated into the findings, which includes other options to reach the additional 2% GHG emissions.

Inadequate evidence that placing high density housing next to major transportation corridors will not have significant adverse health effects on those residents.

The Plan proposes placement of housing along transportation corridors, where the objective is to locate jobs and housing in close proximity to each other, with the goal of reducing automobile trips and therefore mobile source emissions. However, in doing so sensitive receptors will be exposed to unhealthy levels of toxic air or particulate concentrations. The DEIR does not provide adequate mitigations to protect sensitive receptors, especially those spending time outdoors, such as children playing outside. The DEIR states: "New research on the health effects of TACs and PM2.5 reinforces earlier findings regarding adverse health impacts on both respiratory and cardiovascular health but also a wider range of potential effects, such as diabetes, autism, cognitive functions in older adults, and oxidative damage to DNA. In addition, US EPA has not identified a level of TAC/ PM2.5 concentration where no negative health effects are observed." There are many reports not disclosed or discussed in the plan that identify causal links between proximity to freeways and highways, asthma, autism and cancer. This should be highlighted as a risk in the plan and study references included.

Implementation of Plan Bay Area would subject sensitive receptors to a significant increased risk of developing life-threatening illnesses from toxic air contaminants and particulate matter emissions. Furthermore, the measures listed to mitigate these significant impacts are inadequate to reduce them to less than significant levels, particularly in regard to protecting sensitive receptors that spend time outdoors. Plan Bay Area's proposal to target residential development in close proximity to highly travelled and congested roadways is irresponsible land use planning and conflicts with CEQA. Case law clearly shows that CEQA is intended "to compel government at all levels to make decisions with environmental consequences in mind." I ask that you revise Draft Plan Bay Area and remove all proposed residential development from areas that are located

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within the zone of influence of toxic air contaminants and/or fine particulate matter emission sources and remove areas situated within the zone of influence of these emissions from Transit Priority Project corridors, Priority Development Areas and Potential Priority Development Areas.

Plan does not sufficiently consider that traffic congestion adds to CO2 emissions

The Plan Bay Area does not consider cumulative effects of increased localized traffic. The lack of expansion of the road network will cause an increase in traffic congestion as areas grow more dense. Instead the methodology of this Plan places an over-emphasis on public transit. In reality, congestion will increase, and the resulting standing or slow traffic will cause additional CO2 emissions per passenger mile for the most used form of transit cars and light trucks.

Furthermore the plan does not adequately take into consideration the impact of the time wasted from traffic congestion and the effects on quality of life. The Plan Bay Area does not account for typical family life, taking children to and from school, sports, errands, etc., it only focuses on trying to change the norm. Congested roadways will result in a reduction in the distance that most residents can effectively commute, due to time and family constraints. This in turn means that people are less able to find employment within an acceptable distance.

I ask that the Plan Bay Area be revised to take into consideration additional, localized traffic especially in areas where increases in housing are not balanced with job growth.

Plan fails to disclose subsidization required to encourage residents to move to high density development near transit

The Plan Bay Area fails to identify the true amount of subsidization required to encourage builders to develop high density housing. A survey by the National Association of Realtors in 2011 reveals that the vast majority of Americans prefer to live in single-family homes with privacy and yards.

Evidence exists that subsidies are required in order to encourage people to move to high density housing. There is no analysis included in the Plan to validate the amount of subsidization required to encourage developers to initiate and complete such projects and residents to move into them.

This lack of specificity means that an undefined amount of public money, via state, county or city, will be used to reach the goals of this plan. The plan does not alert readers to rising taxes needed to raise revenue to cover these subsidies. Alternatively the plan does not provide sufficient analysis of impacts to services such as police, fire and schools. In addition, there is no evidence that the expenditures covered by the plan will achieve the stated goals.

Inadequate information re: water supply, sea level rise, and support for infrastructure

There are 5 significant, irreversible environmental changes, and 39 significant unavoidable impacts of the plan, identified in the DEIR, that should be addressed and mitigated before this plan is accepted. They should not be dismissed with findings of "overriding consideration." If the organizations that are proposing to implement this plan cannot address these serious affects than perhaps that is a sign that this is not the right plan for the Bay Area. The impacts I am referring to include:

- Insufficient water supply;
- Exposure to hazardous materials;
- Inadequate wastewater treatment capacity;
- Net Increase in Sensitive Receptors located in Transit Priority Project corridors where there are high concentrations of cancer causing Toxic Air Contaminants and fine particulate matter emissions;
- Inundation from sea level rise;
- Direct removal, filling or hydrological interruption of habitat;
- Interference with the movement of native resident or migratory fish or wildlife species.

Plan Bay Area Approval

It is unclear to me how the Plan Bay Area ultimately gets approved and implemented. I request that this be clarified to the population impacted by the Plan. Is the plan subject to voter approval?

Conclusion

The Draft Plan Bay Area's DEIR is inadequate in numerous instances identified in this comment letter. ABAG must prepare an EIR that adequately analyzes the plans significant impact and meets CEQA guidelines. The conclusions are not supported by substantial evidence. The key assumption regarding population and job growth is inaccurate. A revised EIR should be prepared and circulated for public review and with ample time given to the public to comment.

Thank you,
Pam Witherspoon


San Rafael, CA 94903
Upper Lucas Valley Resident

I, Pam Witherspoon, support and adopt the aforementioned letter:

Plan Bay Area 2040 Final Environmental Impact Report

C148

From: Heidi Zabit <[REDACTED]>
To: <eircomments@mtc.ca.gov>
CC: Heidi Zabit <hzabit@gmail.com>
Date: 5/16/2013 5:22 PM
Subject: Re: Public Comment on Draft Plan Bay Area and Draft Plan Bay Area Draft Environmental Impact Report

I am e-mailing to show my support for the attached letter from Lisa Culbertson. This letter applies to both the Lucas Valley, and Marinwood neighborhoods.

I am writing to comment on the Draft Plan Bay Area (The plan) and Draft Plan Bay Area Draft Environmental Impact Report (DEIR).

I submitted a request for an extension of time to review the Plan and DEIR, which was not granted. These are complex and difficult documents for ordinary people to understand. The level of communication with the communities you are impacting by this plan is disgraceful. The plan includes a statement, "We reached out to the people who matter most – the 7 million people who live in the region." This is inaccurate as it pertains to my community, Marinwood, designated as a potential Planned Development Area (PDA). Many members of the Marinwood community do not know what Plan Bay Area is and for most that do, they have only heard about it in the past few weeks. I attended one of two planned meetings in my community where there was no verbal presentation or explanation of the plan, but rather boards and remarks from the public. I ask that you reconsider this fast track approach and take the time to educate the community on exactly what it is that you are proposing in this plan and why.

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thank you,

Heidi Zabit

Thurs. May 16, 2013

To:
Metropolitan Transportation Commission
Plan Bay Area / Draft EIR Public Comment
101 Eighth Street
Oakland, CA 94607

From:
Luke Teyssier
[REDACTED]
Mill Valley, CA
(Unincorporated Marin: Tam Valley)

Subject: Comments on Plan Bay Area and Draft EIR
My name is Luke Teyssier. I am a concerned resident to Tam Valley in unincorporated Marin County.

I am concerned that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have embarked on a long-range land use plan based on unproven assumptions regarding greenhouse gas emission reductions, job and population growth, and environmental impact. This comment letter summarizes my concerns for your consideration.

C149-1

First, I would like to state that the DEIR review and Plan Bay Area review periods were unacceptably short. This places an undue burden on the businesses, citizens and residents that it affects to read the voluminous report and respond by the prescribed deadline. Further, it serves to reduce the opportunity for citizens to become fully informed and fully consider the implications of the plan and the plan and DEIR. I myself have personally been present at a number of "community outreach" meetings, business meetings, and "information sessions" related to the plan, and found that invariably significant and important facts and conclusions were misstated in each case. Combined with the lack of sufficient transparency and outreach, this has led to a general impression upon the part of many citizens and residents of Marin County that the process has been conducted in a less than forthright manner.

My comments primarily address Marin County, and specifically the PDA/Preferred site list that includes portions of Manzanita, Tam Valley (Tam Valley Community Services District) and Almonte (The Almonte Sewer District)

C149-2 Plan Bay Area and Draft EIR Fails to Adequately Disclose, Analyze, and Mitigate Impacts to Local Business

By focusing on large (under-utilized) housing sites through the process of identifying PDAs, Potential PDAs, and preferred sites, and by attempting to focus the majority of new housing in larger developments, the plan will have significant local economic and environmental impacts, divert work and money away from Marin County businesses, increase green house gas (GHG) emissions, increase passenger miles driven, and reduce the income of Marin County.

Marin County is dominated by small local contractors with only a few construction companies of any size, most of whom are equipped to handle projects no larger than a single residence, or perhaps a duplex. There are few (if any) contractors with extensive experience and a business focus on high-density housing, and the ability to navigate the political and financial requirements of building large scale affordable high-density housing projects. For example, the most notable construction company in Southern Marin, Ghilotti Construction Co., focuses primarily on roads, driveways, site preparation, and foundational work, NOT the development of high density housing. In order to obtain the services of construction companies suited to building affordable high-density housing, developers will be forced to look beyond Marin county. As a result:

- Passenger miles driven will be negatively affected as workers and managers drive in from other counties daily for the duration of the project. This will increase green house gasses (GHGs), which is in direct contradiction to the intent of SB-375, which gives PBA its charter.
- Local contractors will see a decrease in business and an increase in competition as new development and housing work is directed away from smaller projects such as single family residences, second units, and additions towards monolithic large scale projects beyond their scope. This will cause economic harm to the already cash strapped Marin economy and government.

- While single family homes and small commercial properties favor independent contractors and small construction companies for maintenance and repair, larger projects have historically favored, and will continue to favor, larger, and therefore, out of county, maintenance and construction companies. This will continue to divert money away from the local economy towards external suppliers.
- While local construction and maintenance companies do business with and support local lumber yards and supply companies, larger construction companies from outside of Marin will favor outside suppliers. As a result, sales will be further diverted from local businesses, and Marin's sales tax revenue and economy will suffer.

Local community serving businesses generate sales tax revenue, create jobs, and reduce the distance that local residents must travel to fulfill their daily requirements. However, in the Tam Valley (Tam Junction) PDA mixed use area, for example, developers will be forced to set-aside at least $\frac{1}{4}$ or more of the square footage of any new or substantially new construction for non-commercial (high-density housing residential) uses. By effectively forcing developers to reduce the size of their commercial projects by $\frac{1}{4}$ or more, the plan adversely affects economic and jobs growth, while increasing GHG emissions, again contrary to the intent of SB-375.

Further:

- C149-3** I. The Draft EIR fails to accurately assess water requirements for Plan Bay Area. The Draft EIR does not assess the risk to federally endangered and protected species habitat, including creek, bay, wetlands, and overall habitat damage caused by water diversions, water draw-downs, altered stream flow, and other possible water use strategies to accommodate Plan Bay Area's proposed high density housing numbers and commercial development. The fact that the Planned Development Areas and potential Planned Development Areas border sensitive eco-habitats near commercial and residential neighborhoods with antiquated storm drain, road, and sewer infrastructure, high traffic congestion, rising sea levels, coupled with Marin's water constraints, makes the lack of a water assessment plan in this DEIR unacceptable. The DEIR fails to assess the cumulative impact of water use diversion or other water mitigation

strategies on wildlife habitat, and the ability of existing water resources to service the residential and commercial density proposed.

The failure to identify and analyze the quantities of water required for Plan Bay Area is a serious flaw in this Draft EIR. This Draft EIR is not a reasoned and good faith effort to inform the public, Marin leaders, and key decision-makers regarding the impact of Plan Bay Area on Marin County. The Draft EIR is in violation of key principals of California water law.

What quantity of water will be diverted by all water users in the watershed to accommodate Plan Bay Area?

What cumulative impact will water diversions from all sources have on wildlife? What water quantities will be needed to service current and future residents and commercial establishments?

What water levels and flows (e.g. river, creek, wetlands, bay flows) are necessary to sustain species habitat? And what constitutes a “safe” flow?

Why hasn't Plan Bay Area's EIR consider impacts to water constraints on habitat on a per-city basis and for unincorporated neighborhoods?

Without this information, how can ABAG, MTC, or the public be informed and predict the scope or magnitude of adverse impacts that would occur as a result of Plan Bay Area? 3

C149-4 II. Plan Bay Area Draft EIR uses flawed data in GHG projections that yield inaccurate findings and fail to inform the public, elected officials, and key decision-makers as to Plan Bay Area's true environmental impact.

C149-5 I have been told that the "No Project" Alternative (#1) for Plan Bay Area is not an option because it does not reduce GHGs (Greenhouse Gasses). The fact is that the "No Project" Alternative can indeed be chosen, as it can be enhanced with various programs and strategies that will reduce GHGs.

C149-6 In fact, the Draft EIR uses inaccurate data to support the other alternatives that purport to reduce GHGs. The Draft EIR does not consider impacts of the new "Pavley" standards in California, already in effect, raising required mpg per mile and reducing GHGs (this is acknowledged in the notes of the DEIR). The Draft EIR uses 2005 data in its projected future GHG emissions and GHG reductions. But this data does not include the impact of newly passed CAFÉ standards (e.g. 54.5 mpg for cars and light trucks). This will reduce car and light truck emissions more than any of Plan Bay Area's Alternative Projects even if we do nothing (e.g., "No Project" Alternative #1). In other words, the Draft EIR assumptions for each Alternative are flawed. This analysis in the Draft EIR must be redone and updated to reflect accurate statistics for correct projections and assumptions. In its current state, the Draft EIR fails to inform the public, elected leaders and key decisions makers as to Plan Bay Area's true environmental impact. This part of the Draft EIR should be redone and revised and resubmitted for public review prior to any vote. Why doesn't the Draft EIR use new legislation, policies, and standards targeting GHG emission reduction in its GHG emission projections and analysis? How can MTC justify its GHG findings and the subsequent proposals in the Plan when it has not even considered other less expensive, less

disruptive and more effective methods of achieving GHG reduction goals?

III. Plan Bay Area DEIR references flawed job and population growth projections

C149-7 According to Plan Bay Area, Sausalito is projected to have a 23% job growth rate between 2010 and 2040. This projection is flawed and does not correlate with projections from other agencies. The State Dept. of Finance (DOF) projects lower job and population growth. Please re-assess Sausalito’s projected job and population growth rate, as well as the projected job and population growth rates of Marin County featured in Plan Bay Area, which are inflated and unrealistic. For example, the Pitkin-Myers CDR 12 report item 1 (“Less Population Growth”) notes...”Much lower population growth is foreseen” in these projections indicated by the official state population projections issued in 2007 by the State Dept. of Finance. Why wasn’t Pitkin-Myers data and other reliable data (e.g., DOF) used in the growth projections?

C149-8 ABAG’s RHNA factors in job and population growth projections. It is my understanding that ABAG’s methodology for the 2014-2022 RHNA differs from the methodology used to generate the 2007-2014 RHNA. Was a new RHNA methodology created by ABAG because the prior RHNA methodology was flawed? If so, what research did ABAG conduct to substantiate the accuracy, validity, and reliability of the new methodology? How did this new methodology factor in historically reliable data (e.g., Dept. of Finance, Pitkin-Myers), and if not, why not?

C149-9 IV. CEQA Streamlining

CEQA streamlining for SB375, Plan Bay Area, or Housing Element allocations should not be permitted. Is the approval or denial of CEQA streamlining controlled at the local level? Local control regarding CEQA is paramount and should not be usurped. Sausalito recently passed its Housing Element in compliance with its ABAG RHNA. An EIR was not performed for Sausalito’s Housing 5

Element, despite clear constraints in the locations identified for potential housing allocations. These constraints include poor storm drains, traffic congestion, endangered and threatened species (Sausalito is surrounded by Richardson's Bay and the Golden Gate National Recreation Area), sea level rise, potential toxic waste, and EPA mandates and fines placed on Sausalito for its crumbling sewer infrastructure.

Without individual EIRs from cities, how reliable and accurate are the assumptions and data used in the cumulative Draft EIR for Marin regarding Plan Bay Area?

C149-10

V. Plan Bay Area Draft EIR Fails to Substantiate Assumptions, Claims, and Predictions regarding the reduction of GHGs.

Recent research indicates that the type of development proposed by Plan Bay Area will increase, not decrease, GHG emissions (Australian Conservation Foundation, 10/2007).

In fact, Plan Bay Area's alternative solutions for Marin County could produce 2.5 times the GHG emissions of single family home development and 3 times the GHG emissions of attached, single family townhouse development.

Research on the impact of TOD (Transit Oriented Development) on GHG emission reduction is open to interpretation (and misinterpretation), and the methodologies and scenario assumptions used in this research should be revisited and validated.

What meta-analysis did the Draft EIR conduct to substantiate its GHG emission claims and predictions, including current, past, and future GHGs, Economic Impact, Passenger Miles Traveled, and Sales and other tax revenue?

What individual research was referenced? What criteria did the Draft EIR use in selecting the research?

If assumptions were made regarding applicability of selected research to Marin and Plan Bay Area, what criteria was used in these assumptions, and how was this criteria substantiated? 6

What primary research on real-world TOD projects, as opposed to only simulated scenarios and/or models based on assumptions, was used to assess the accuracy, reliability, and validity of the Plan Bay Area DEIR conclusions regarding GHG emissions, economic growth, tax revenue, and passenger miles traveled?

Conclusion

I was saddened to learn that, despite widespread requests from the public, community leaders, and elected officials, ABAG and MTC rejected an extension of the public comment deadline for the Plan Bay Area Draft EIR. Fifty-five days is too short a time for sufficient transparency and public review and comment.

I have reviewed the comments by the Transportation Authority of Marin. I do not agree with all the comments of the TAM letter.

C149-11 I urge ABAG and MTC to support the “No Project” Alternative #1 and to explore other strategies for GHG reduction.

I also ask ABAG and MTC to consider the issues and answer the questions raised in this comment letter.

Thank you for the opportunity to comment on Plan Bay Area and its Draft EIR.

Respectfully

Luke Teyssier

cc: Ezra Rapport, Association of Bay Area Governments
Transportation Authority of Marin
Marin County Board of Supervisors
Concerned Citizens



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DETAILED COMMENTS BY WENDELL COX

**On the
Plan Bay Area Draft Environmental Impact Statement**

**14 May 2013
with
7 June 2013 Terminology Revisions**

NOTE ON 7 JUNE REVISIONS

This version contains terminology revisions based upon a clarification email from the Metropolitan Transportation Commission (reproduced following page 17). The author appreciates the opportunity to make these revisions. This content of these comments remain otherwise unchanged from the original 14 May submittal.

SUMMARY

C150-1 | The Plan Bay Area DEIR Draft Environmental Impact Report (DEIR) is based upon flawed data and fails to analyze important negative impacts of its proposed policies. The Proposed Plan (Alternative 2) is not required to meet the greenhouse gas emissions objectives. Further, the DEIR analysis prejudices results in favor of the Proposed Plan relative to the No Project Alternative (Alternative 1). The Proposed Plan should be withdrawn, since the No Project Alternative (essentially “doing nothing”) achieves the required greenhouse gas (GHG) emissions reduction objectives.

C150-2 |

C150-3 | • The DEIR does not include the effect of the latest federal light vehicle fuel economy standards as projected by the United States Department of Energy (DOE). As a result, the DEIR substantially over- estimates Bay Area greenhouse gas (GHG) emissions for 2040.

C150-4 | • If the DOE projections were included, as would be appropriate, the No Project Alternative would comfortably meet the GHG emissions objectives. This would eliminate the need for the Proposed Plan, which includes unprecedented interventions in land use and would seek to steer people's housing preferences toward those favored by ABAG and the MTC, at little gain in GHG emissions reduction and at potentially great cost.

C150-5 | • The DEIR does not apply economic metrics to its GHG emissions reduction strategies. This is inappropriate and may be characterized as arbitrary and capricious.

- C150-6 • The Proposed Plan densification policies (forcing most development into priority development areas [PDAs] within the current urban footprint) that would seek to improve the jobs-housing balance have generally failed to achieve their objectives where tried.
- C150-7 • Nearly all (95 percent) of the GHG emissions reductions in the Proposed Plan from 2010 that are attributed to land-use strategies are from energy efficiency and scoping measures, which would be achieved with or without the Proposed Plan.
- C150-8 • The DEIR densification policies are likely to materially increase traffic congestion, which would reduce the small expected GHG emissions reductions projected to result from the similarly small reduction in driving per capita (overall driving would increase 18 percent).
- C150-9 • Nearly all (93 percent) of the GHG emissions reductions in under the Proposed Plan from 2010 to 2040 that are attributed to transportation strategies are from fuel economy improvements, which would occur with or without the Proposed Plan
- C150-10 • The Proposed Plan strategies would strengthen the urban containment policies in the Bay Area that are principally responsible for having escalated housing prices so high relative to incomes that the Bay Area has become the least affordable major metropolitan market in the nation. The net effect of the proposed policies is likely to be a further deterioration in housing affordability, to the detriment of all households and especially low income households. The DEIR does not address this issue. The policies that would force most commercial development into PDAs could drive commercial land prices higher, undermining the optimistic domestic migration assumptions of Plan Bay Area and the business competitiveness of the Bay Area.
- C150-11 • The DEIR does not consider strategies that would materially improve mobility for low income households.

These deficiencies require withdrawal of the Proposed Plan. Moreover, the fact that the No Project Alternative meets the GHG emissions reduction objective renders the Proposed Plan unnecessary.

INTRODUCTION AND DEFINITION OF TERMS

In this document, the following terms refer to alternatives in the DEIR:

Proposed Plan: Alternative 2

No Project Alternative: Alternative 1 (this could be considered the “null” alternative)

This document outlines deficiencies in the Plan Bay Area DEIR Draft Environmental Impact Report (DEIR). The document further shows that the GHG emissions reduction objectives would be comfortably met without the policy interventions of the Proposed Plan. There is no need for the Proposed Plan, and it should be withdrawn.

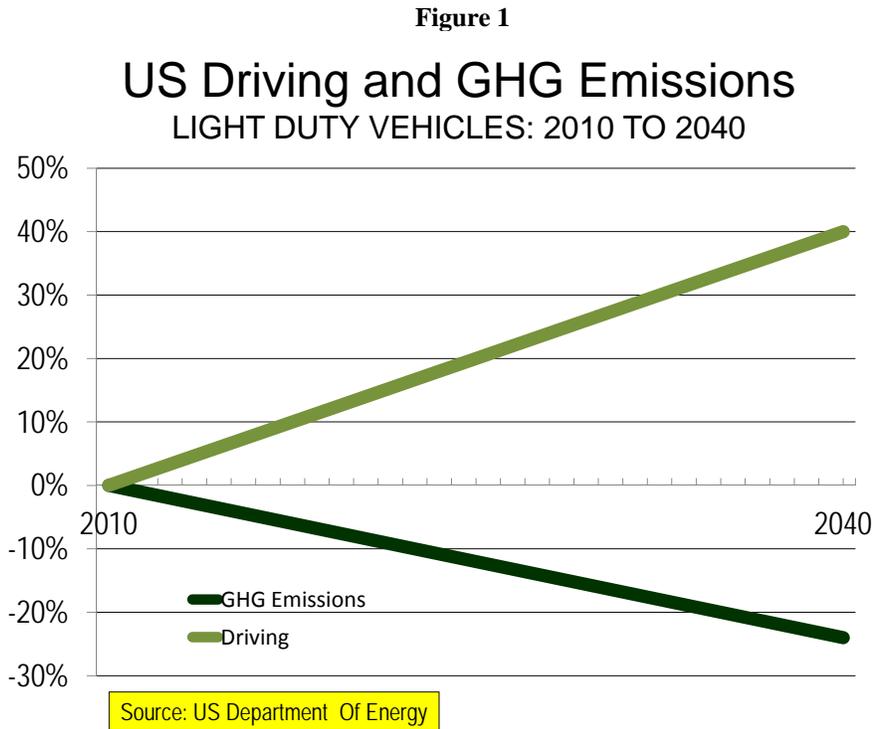
C150-12 *Issue #1: PLAN BAY AREA SUBSTANTIALLY UNDER-ESTMATES 2040 GREENHOUSE GAS (GHG) EMISSIONS REDUCTIONS FROM 2010.*

The GHG emissions reductions contained in the Plan Bay Area DEIR appear to be substantially underestimated, principally because Plan Bay Area does not include the recently approved federal fuel economy standards in its projections.

The Plan Bay Area DEIR must project achievement of a *per capita* GHG emissions reduction meeting a 15 percent target established by the California Air Resources Board (CARB) over the period of 2005 to 2035. The Proposed Plan achieves this objective comfortably. Moreover, the No Project Alternative (effectively the “null” or “do nothing” alternative) *also meets the objective*. As a result, *none of the transportation or land use strategies in the Plan Bay Area DEIR are necessary*.

Light Vehicle GHG Emissions Based on Out-of-Date Projections

The Energy Information Administration of the US Department of Energy (DOE) has produced GHG emissions projections that reflect the impact of the new fuel economy standards in its *Annual Energy Outlook*.¹ Passenger vehicle GHG emissions per mile are projected to drop 46 percent between 2010 and 2040.² At the national level, this improvement is projected to reduce GHG emissions from passenger vehicles 24 percent even as driving increases 40 percent (Figure 1). The passenger vehicle fleet in the Bay Area is sufficiently similar to the national fleet to justify the use of the DOE projections in the DEIR. The omission of these DOE projections renders the GHG emissions reductions analysis in the DEIR inaccurate and of no value.



MTC Climate Policy Initiative GHG Emissions Skewed to Favor the Proposed Plan

The Plan Bay Area DEIR makes assumptions regarding GHG emissions reductions from the MTC Climate Policy Initiative that bias results in favor of the preferred Proposed Plan and against the No Project Alternative. The documentation referenced in the Plan Bay Area DEIR for the seven "Climate

¹ US Department of Energy, Energy Information Administration, *Annual Energy Outlook: 2013*, <http://www.eia.gov/forecasts/aeo/>.

² Calculated from *Annual Energy Outlook 2013*.

Policy Initiatives" contains virtually no justification for the GHG emissions reduction advantages of the preferred Proposed Plan over the No Project Alternative.³

For example, it is not obvious that the Climate Policy Initiative strategies would yield materially different results under the two alternatives. It is assumed that no emissions reductions would be achieved by the "smart driving" (such as less aggressive driving) strategy or by a proposed "feebate" to impose a fee on new car purchases that exceed a GHG emissions standard, with funds rebated to purchasers of less GHG intensive cars. This is implausible.

A proposed "Commute Benefit Ordinance," would mandate employers with more than 50 employees to choose between contributing to employee commuting expenses, providing free shuttles to work or other alternatives that have "an equal or greater benefit in terms of reducing GHG emissions." This strategy seems unlikely to yield a material difference in GHG emissions between the Proposed Plan and the No Project Alternative.

C150-13

Multi-Unit Housing Common Energy Consumption GHG Emissions Excluded

The Proposed Plan seeks to substantially change the composition of housing types, with far more housing being multi-unit and much less being single family dwellings. The Plan Bay Area DEIR assumes that multi-unit housing produces less GHG emissions than single-family dwellings. However, this difference could be substantially overstated. The source used by the Plan Bay Area DEIR⁴ does not include emissions from shared or common energy that can frequently occur in multi-unit buildings.

Common energy is consumed, for example, by elevators, common area lighting, parking lot lighting, common air-conditioning, common heating and energy used in pumping water to upper floors. An analysis in Sydney (Australia) found that the inclusion of common energy in higher density resulted in *greater* GHG emissions per capita.⁵

C150-14

High Population Projection Assumption Skews Gross GHG Emissions High

The Plan Bay Area DEIR uses an aggressive population projection placing the 2010 to 2040 population increase at 1.99 million. By contrast, the California Department of Finance (DOF), projects a 1.29 million increase in population between 2010 and 2040. The Plan Bay Area DEIR thus projects an approximately 54 percent greater population increase than the state. This higher projection is largely justified by an expansion in domestic migration, which seems exceedingly optimistic given the high housing costs and cost of living in the Bay Area. The Plan Bay Area DEIR's high population assumption would tend to *overestimate* GHG emissions in 2040 (because of the strong association between population and GHG emissions).⁶

³ Draft Summary of Predicted Traveler Responses, ABAG and MTC (March 2013),

http://onebayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Summary_of_Predicted_Traveler_Responses.pdf

⁴ California Energy Commission, *California Energy Saturation Study* (2009).

<http://www.energy.ca.gov/appliances/rass/>

⁵ Paul Myers. Energy Australia. & Rachel O'Leary & Rob Helstroom, Multi-unit Residential Buildings Energy & Peak Demand Study, http://203.15.106.215/information/common/pdf/alts_adds_req/energy_mu_study.pdf.

⁶ Further, even before deferring to ABAG on population projection methodology, DOF's method of projecting population increase may be skewed high. This is illustrated by recent experience. In 2007, the Department of Finance projected a Bay Area that was 2.6 percent higher than the count just three years later in the 2010 census. There were similar over projections in other parts of the state and statewide as well. The author called these population projections into question at the time. See: Wendell Cox, "60 Million: Don't Bet on It: Cost of housing will put a lid on how much state's population can grow," *The Orange County Register*, August 24, 2007.

<http://www.ocregister.com/opinion/growth-23157-county-san.html>

The California Department of Finance is the principal authority for projecting population in the state. The DEIR should assume DOF official population forecasts, unless DOF revises its official county projections *throughout the state* to reflect the methodology used by Plan Bay Area.

C150-15

Revised GHG Emissions Reduction Projections

We have provided a draft revision of the Plan Bay Area DEIR projections to account for these issues. Application of these adjustments to the No Project Alternative yields a 40 percent reduction in GHG emissions (overall national emissions, as opposed to per capita emissions), from passenger vehicles in 2040 compared to 2010, and a 37 percent reduction overall, including housing (Table 1).

Additional reductions are also likely, but not estimated in Table 1 for lack of data. These include (1) appropriate allocation of GHG emissions reductions to the No Project Alternative from the MTC Climate Initiative Program; (2) allocation of GHG emissions from common energy consumption in multi-unit housing, and (3) a multi-unit house size appropriate for the larger projected market of homeowners, which would reduce the GHG emissions reduction advantage of the Proposed Plan over the No Project Alternative.

Table 1 Plan Bay Area EIR GHG Emissions Reductions Adjusted for Questionable Assumptions						
	2010	2040 No Project	2040 Plan	2040 No Project with EIA	2040 No Project with EIA & Department of Finance Population	Source of Base Data (DEIR)
Daily Passenger Vehicle Miles (Millions)	136.4	164.2	160.9	164.2	151.9	2.4-9
Population	7,151,000	9,137,000	9,137,000	9,137,000	8,434,000	3.1.29 & DOF/ABAG
ANNUAL GHG EMISSIONS (Metric Tons)						
Passenger Vehicle	19,383,000	14,927,000	14,631,000	12,583,000	11,641,000	3.1.29
Change from 2010: Metric Tons		(4,456,000)	(4,752,000)	(6,800,000)	(7,742,000)	
Change from 2010: Percentage		-23%	-25%	-35%	-40%	
Compared to 2040 No Plan Alternative			-2%	-16%	-22%	
Annual per Capita GHG Emissions	2.71	1.63	1.60	1.38	1.38	
Change from 2010: Metric Tons		(1.08)	(1.11)	(1.33)	(1.33)	
Change from 2010: Percentage		-40%	-41%	-49%	-49%	
Compared to 2040 No Plan Alternative			-2%	-16%	-16%	
TOTAL GHG EMISSIONS (Metric Tons)						
TOTAL GHG EMISSIONS (Metric Tons)	48,846,000	42,895,000	41,344,000	39,296,000	36,355,000	3.1.29
Change from 2010: Metric Tons		(5,951,000)	(7,502,000)	(9,550,000)	(12,491,000)	
Change from 2010: Percentage		-12%	-15%	-20%	-26%	
Annual per Capita GHG Emissions	6.83	4.69	4.52	4.30	4.31	
Change from 2010: Metric Tons		(2.14)	(2.31)	(2.53)	(2.52)	
Change from 2010: Percentage		-31%	-34%	-37%	-37%	
Compared to 2040 No Plan Alternative			-4%	-8%	-8%	
ADDITIONAL GHG EMISSION REDUCTION FACTORS NOT INCLUDED IN 2040 NO PLAN ALTERNATIVE						
Equalization of MTC Climate Initiative Savings						
Allocation of shared energy consumption emissions to multi-unit housing						
Multi-unit house size						

C150-16

Issue #2: PLAN BAY AREA FAILS TO APPLY AN ECONOMIC METRIC TO ITS GHG EMISSION REDUCTION STRATEGIES

Moreover the Plan Bay Area DEIR does not apply an economic metric to its strategies for GHG emissions reductions. This is a gross oversight. It is not sufficient to simply adopt policies that reduce GHG emissions without applying a cost metric. Policies must be chosen based on their relative cost

effectiveness; otherwise there is the potential for retarding economic growth, job creation, and household affluence, while increasing poverty.

According to the United Nations Intergovernmental Panel on Climate Change (IPCC), sufficient GHG emissions reductions can be achieved at a maximum cost of \$20 to \$50 per (metric) ton.

Policy decisions need to be made based upon their relative cost-effectiveness. The IPCC, for example, estimates that the potential for GHG reduction in the transportation sector is less than one half of its contribution to overall GHG emissions.⁷ The European Conference of Ministers of Transport acknowledged a lesser potential for transportation: "Transport and other sectors are ... expected to contribute correspondingly less to overall emissions reduction strategies."⁸

There are indications that the strategies in the Proposed Plan may be more costly than that standard, especially the housing and transportation strategies. For example, some of the proposed "Climate Policy Initiatives" would substantially exceed the IPCC maximum cost guideline per ton of emission reduction. A 2012 document⁹ indicated that four of six listed strategies exceeded the \$50 per ton maximum. The most costly strategy was more than \$800 per ton, or between 16 and 40 times the IPCC maximum.

Elements in the previous MTC 2035 *Transportation Plan*, estimated an annual cost of from \$200 to \$800 per ton of GHG for its bus improvement strategies and from \$800 to \$5800 per ton for its rail and ferry improvements.

In addition, the Plan Bay Area DEIR failed to apply a cost metric to the densification policies, to account for the likely increase in housing and commercial costs resulting from its intensified land rationing policies (urban containment policies). The impact of urban containment policies is discussed in greater detail under Issue #5.¹⁰

Failing to apply a cost metric to GHG emission strategies is inappropriate and renders the adopted strategies, in effect, arbitrary and capricious with respect to the Bay Area economy and the living standards of all households, with particular likely negative impacts on low income households.

C150-17

Issue #3: PLAN BAY AREA LAND USE OUTCOMES ARE UNLIKELY TO ACHIEVE OBJECTIVES, BASED UPON EXPERIENCE ELSEWHERE

In attempting to reduce GHG emissions, the Proposed Plan seeks substantial densification of residences and commerce, concentrating 77 percent of new housing and 63 percent of new jobs in priority

⁷ Transportation is a large contributor to GHG emissions, estimated at 23 percent of the world GHG emissions, 75 percent of which is from road vehicles (IPCC 2007b, 325). IPCC further estimated the potential for GHG reductions from transportation at between 8 and 10 percent, assuming a cost of less than \$100 per ton (IPCC 2007a, 11) and based upon a total CO₂ equivalent GHG emission of from 16.1 gigatons to 31.1 gigatons in 2050 (IPCC 2007c, 632).

⁸ European Council of Ministers of Transport, *Transport and Environment: Review of CO₂ Abatement Policies for the Transport Sector Conclusions and Recommendations*, p.3, 2006.

⁹ the Plan Bay Area DEIR, "the Plan Bay Area DEIR Preferred Land Use Scenario/Transportation Investment Strategy,"

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1875/Item_4a_Pref_Land_Use_Scenario_Transp_Invest_Strategy.pdf

¹⁰ In another report we have estimated the cost per ton of GHG emission removed at \$20,000 for a national implementation of urban containment policy. See: Wendell Cox, "Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities," Reason Foundation, 2011,

http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf.

development areas (PDAs), nearly all located within the present urban footprint. The Plan Bay Area DEIR suggests that this will improve the “jobs-housing” balance, a metropolitan planning concept that has largely not achieved its objectives elsewhere.

In justifying this strategy, the Plan Bay Area DEIR notes that households living closer to transit travel less frequently and shorter distances those living farther away from transit. The reduction is cited as being on the order of 30 percent.

MTC’s 2006 report, “Transit-Oriented Development: New Places, New Choices in the San Francisco Bay Area,” supports the proposition that transit-oriented development can reduce the rate of car ownership. According to this report, almost 30 percent of households living within a half-mile of a rail or ferry station do not own cars. Households closer to transit also log fewer daily miles on the cars they do own (20 miles per day for households less than a half-mile from transit, versus 39 to 55 miles per day for households living more than one mile from transit). Furthermore, households close to transit report a higher share of daily work and non-work trips on foot or by bike than households farther from transit.

The MTC Study notes the potential role of “self-selection” in this finding, but concludes that transit oriented development (PDAs) “hold promise.”¹¹

The study does recognize that “self-selection,” or the tendency for individuals with a high propensity for using transit to live in TODs, may also be a factor in these travel behaviors. Still, the study concludes that: “Whether being near rail/ferry transit simply allows people who prefer to drive less than personal choice, or whether it creates a greater interest in such travel options, this research demonstrates that policies to support transit-oriented development hold promise as one important tool, among others, in addressing congestion, transit usage, non-motorized travel, and air pollution in the Bay Area.

In fact, however, the Plan Bay Area DEIR’s modeling (which we criticize elsewhere) demonstrates little, if any such promise, yielding only a miniscule reduction in per capita (per household) travel of only 2 percent in 2040.¹² This illustrates the fact that small area estimates cannot be reliably used for metropolitan area projections.

Further, the DEIR forecasts an overall passenger vehicle travel volume increase of 18 percent, despite these expected improvements in the jobs-housing balance. These modest results are not surprising.

Attempts to establish localized jobs-housing balances within metropolitan areas have not achieved their objectives, having little, if any impact on reducing commute distances.

In the United Kingdom, “self sufficient” new towns (such as Milton Keynes and Stevanage) were built in the exurbs with sufficient employment for the new residents. The jobs and the residents materialized, but the shorter travel distances did not. The 2001 census shows that residents average work trip travel distances nearly double that of the new town diameters, and often work in other jurisdictions, sometimes substantial distances away. Other workers commute long distances from other parts of the metropolitan areas to job locations in the new towns.

¹¹ Metropolitan Transportation Commission, *New Places New Choices: Transit Oriented Development in the San Francisco Bay Area*, 2006 http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf.

¹² Based on the difference in the passenger vehicles GHG emissions between the Proposed Plan and the 2040 No Plan alternative in Table 3.1-29.

Urbanologist Peter Hall of the London School of Economics made similar findings with respect to Stockholm’s satellite communities. Despite jobs-housing balance planning intentions similar to those in the United Kingdom, the overwhelming majority of people work outside the intended “self sufficient” communities in which they live.¹³

The Proposed Plan's land use strategies contribute little to GHG emissions reduction. Approximately 95 percent of the reduction in GHG emissions under the Proposed Plan are from energy efficiency improvements and other measures (referred to as "Scoping Plan Reductions in the DEIR) **that are the same under the Proposed Plan and the No Project Alternative**. The other five percent is from the land use policies of the Proposed Plan and represent the difference from the No Project Alternative. Even this small contribution is unlikely to be achieved, as is suggested above.

Nearly all (95 percent) of the GHG emissions reductions in the Proposed Plan from 2010 that are attributed to land-use strategies are from energy efficiency and scoping measures, which would be achieved with or without the Proposed Plan.¹⁴

C150-18

Issue #4: PLAN BAY AREA LAND-USE AND TRANSPORTATION STRATEGIES ARE LIKELY TO INTENSIFY TRAFFIC CONGESTION

Despite the draconian land use interventions that seek to minimize travel distances between homes and work, the preferred Proposed Plan would result in only two percent less driving volume than in the No Project Alternative. Travel by passenger vehicles would increase 18 percent, and passenger vehicles would remain the dominant mode of travel.

At the same time, this increase in traffic would be accommodated on a roadway system little expanded from the present. Traffic would further be more concentrated in PDAs, in which population densities and employment densities would be higher, generating many more trips. Both of these factors could be expected to increase traffic congestion. **Yet this likely increase in traffic congestion is largely ignored in the Plan Bay Area DEIR.**

There is a strong relationship between higher population and employment density (such as would be produced by concentration of residences and employment in the PDAs) and greater traffic volumes. A meta-analysis of nine studies examining per capita or per household automobile use by Ewing and Cervero associates a doubling of density with a miniscule decline in driving (approximately a 0.4 percent reduction in *per capita* driving for each 10 percent increase in population density).¹⁵ This means that with a 10 percent increase in population density (people in a specific geographic area), total driving would rise nearly 10 percent, **nearly the same as the population increase.**

Our review of more than 180 metropolitan areas in Europe, North America, and Asia indicated a strong relationship between higher density and greater traffic congestion. The same research, covering 109 metropolitan areas, also indicated that higher urban population density was strongly associated with longer work trip travel times.¹⁶

¹³ Peter Hall, *Cities in Civilization* (New York, NY: Pantheon Books, year), pp. 842–887.

¹⁴ Assumes application of the US Department of Energy light vehicle GHG emissions projections to 2040.

¹⁵ Reid Ewing and Robert Cervero, "Travel and the Built Environment: A Meta-Analysis," *Journal of the American Planning Association*, May 2010, <http://www.reconnectingamerica.org/resource-center/browse-research/2010/travel-and-the-built-environment-a-meta-analysis>

¹⁶ Wendell Cox, "Urban Travel and Urban Population Density," *Journeys*, November 2012, Land Transport Authority, Singapore Government, http://ltaacademy.gov.sg/doc/JOURNEYS_Nov%202012.pdf.

All things being equal, traffic volumes increase with population densities. It can be expected, therefore, that traffic congestion will increase unless sufficient roadway capacity is added to accommodate higher traffic volumes. There is no such capacity increase in the Proposed Plan.

C150-19 Greater Traffic Congestion Retards Expected GHG Emissions Reductions from Less Driving

The greater traffic congestion could virtually cancel most or all of the GHG emissions reductions that might otherwise be expected from reducing driving (in the Proposed Plan compared to the No Project Alternative). Each gallon of gasoline produces the same volume of GHG emissions. Greater fuel consumption in congested traffic can result in GHG emissions over 70 percent higher per mile than in free-flow traffic.¹⁷

In not accounting for the increased traffic volumes and increased traffic congestion, Plan Bay Area over-estimates the reduction in GHG emissions under the Proposed Plan compared to the No Project Alternative.

C150-20 Greater Traffic Congestion Likely to Negatively Impact Health Along Corridors

The greater traffic congestion is likely to have negative health impacts. According to the American Heart Association and the US Environmental Protection Agency, air pollution increases along congested corridors. There is a strong relationship between more intense air pollution and higher population density (Figure 2).¹⁸

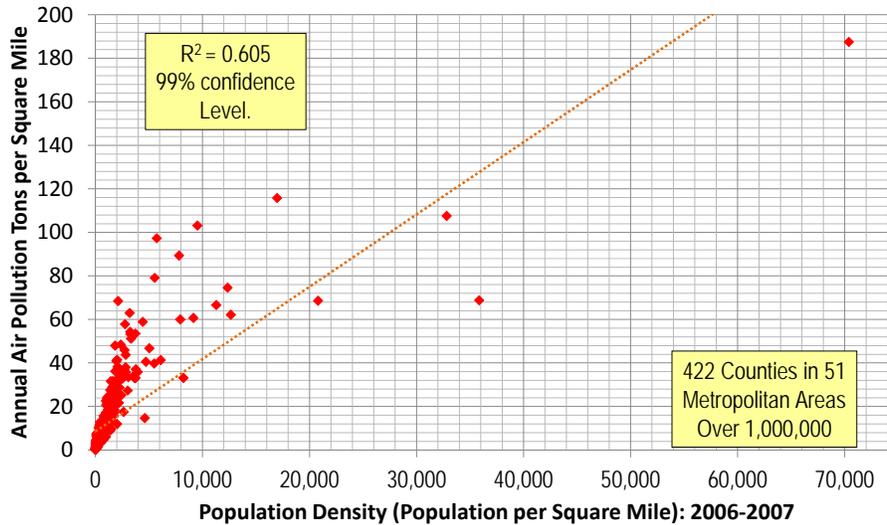
By not considering the increased traffic congestion that can be expected from densification, the Plan Bay Area DEIR fails to consider the expected negative health impacts.

¹⁷ Transport Canada, *The Cost of Urban Congestion in Canada*, 2007, <http://citeseerx.ist.psu.edu/viewdoc/download;jsessionid=9CD2D9FA6D7AE54580D380138C052FED?doi=10.1.1.134.6880&rep=rep1&type=pdf>

¹⁸ Wendell Cox, "Smart Growth (Livability), Air Pollution and Public Health," *The New Geography*, September 29, 2011, <http://www.newgeography.com/content/002462-smart-growth-livability-air-pollution-and-public-health>

Figure 2

Density & Nitrogen Oxides (NOx) Emissions ROAD VEHICLES: MAJOR METROPOLITAN COUNTIES



Source: Calculated from EPA data

C150-21

Excessively Optimistic Transit Ridership Increase Assumption

Moreover, the projected transit ridership increases in the Proposed Plan appear to be overly optimistic. Between 2010 and 2040, the Proposed Plan assumes a 93 percent increase in transit ridership.¹⁹ Yet, over the same period, the Plan Bay Area DEIR projects that transit service will increase only 27 percent (seat miles). It is unusual for transit ridership to increase faster than the increase in transit service, simply because the transit services that are already operated are in markets with the highest demand. New services are routinely less well patronized.

This increase in transit ridership is in contrast to recent longer term trends. Between 1985 and 2010, transit service levels were increased 46 percent in the Bay Area.²⁰ However, ridership²¹ declined slightly between 1983 and 2010. The Proposed Plan ridership and service projections indicate a 3.45 ratio of new ridership to new service, which is considerably higher than the minus 0.01 ratio between 1985 and 2010.

As a result of the high transit ridership projections, the Proposed Plan assumes a reduction of demand for automobile travel. This biases the Plan Bay Area DEIR's Proposed Plan over the No Project Alternative.

Nearly all (93 percent) of the GHG emissions reductions in under the Proposed Plan from 2010 to 2040 that are attributed to transportation strategies are from fuel economy improvements, which would occur with or without the Proposed Plan.²²

¹⁹ All transit travel, both work trips and other trips.

²⁰ Analysis of National Transit Database, 1985 and 2010.

²¹ Measured in "boardings." A boarding occurs each time a passenger gets on a vehicle. Thus, a door to door trip using two buses counts as two boardings, even though it is only one trip (called a "linked trip").

²² Assumes application of the US Department of Energy light vehicle GHG emissions projections to 2040.

C150-22

Issue 5: PLAN BAY AREA COULD EXACERBATE THE BAY AREA'S ALREADY WORST HOUSING AFFORDABILITY AMONG THE NATION'S MAJOR METROPOLITAN AREAS

The Bay Area is by far the least affordable major metropolitan housing market. In late 2012, the San Jose metropolitan area had a median multiple of 7.9 (the median multiple, which is the median house price divided by the median household income), the highest among the 51 major metropolitan areas. The San Francisco metropolitan area had a median multiple of 7.8, the second highest among the 51 major metropolitan areas. Bay Area house prices *in relation to incomes* were more than double that of other major metropolitan areas.²³

More recent data indicate a further deterioration of housing affordability. For the year ended March 31, 2013, median house prices rose more than 30% in the San Francisco and San Jose metropolitan areas. Each of these increases is above the 11% national average, which was characterized by the National Association of Realtors as the “best year-over-year performance in over seven years” (the largest price increase).²⁴

The Bay Area also has the highest cost of living of any major metropolitan market. The *C2ER Cost of Living Index* indicates that the cost of living is 48 percent higher in the Bay Area than the national average.²⁵ This means that a dollar earned by Bay Area residents has a purchasing power of only \$0.68 compared to the national average (of \$1.00). Compared to less costly areas, such as fast growing Nashville or Columbus (Ohio), the value of a Bay Area dollar drops to nearly \$0.60.

Housing is the largest expenditure of household budgets. Cost of living differences around the nation tend to be driven by differences in housing costs.²⁶ It is estimated that 80 percent of the Bay Area's higher cost of living is attributable to its higher cost of housing.²⁷

The Bay Area was not always excessively expensive. Before the implementation of stronger land use regulation in the 1970s, housing affordability in the Bay Area was much closer to that of other major metropolitan areas.²⁸ Since that time, housing affordability, as measured by the median multiple (median house price divided by median household income) has increased 2.5 times the national average in the San Francisco metropolitan area and more than three times the national average in the San Jose metropolitan area.

²³ Wendell Cox and Hugh Pavletich, *9th Annual Demographia International Housing Affordability Survey*, p.6, 2013, <http://www.demographia.com/dhi.pdf>.

²⁴ National Association of Realtors, *Metro Area Home Price Growth Trend Continues in First Quarter*, May 9, 2013, <http://www.realtor.org/news-releases/2013/05/metro-area-home-price-growth-trend-continues-in-first-quarter>.

²⁵ Calculated from *C2ER Cost of Living Index: Annual 2012*. Indexes for Oakland and San Francisco metropolitan divisions and San Jose metropolitan area weighted by population (San Benito County included because it is included in the San Jose data. Because of San Benito County's smaller population, this is unlikely to materially impact the calculation). The *C2ER Cost of Living Index* is the most frequently consulted cost of living index, and was formerly called the *ACCRA Cost of Living Index*. <http://www.coli.org/>.

²⁶ Our analysis of the 2008 *ACCRA Cost of Living Index* (predecessor to the *C2ER Cost of Living Index*) indicates that 68 percent of the difference in the cost of living is attributable to housing costs (analysis of local observations where the cost of living is 5 percent plus or minus the national average).

²⁷ Groceries are also more expensive in the Bay Area, at more than 20 percent above the national average. Calculated from *C2ER Cost of Living Index: Annual 2012*. <http://www.coli.org/>.

²⁸ William Fischel, *Regulatory Takings, Law, Economics and Politics*, Harvard University Press, 1995, p. 218-225.

Urban Containment Policies Retard Housing Affordability

There is considerable evidence that urban containment policies, which are extensive in the Bay Area, drive up the price of land for residential development, especially by rationing land. *This is consistent with the economic principle that rationing of a good or service tends to lead to higher prices.*

When the supply of any commodity is restricted, the commodity's price rises. To the extent that land-use, building codes, housing finance, or any other type of regulation is binding, it will worsen housing affordability.²⁹

Rising house prices relative to household incomes can be an indication of an insufficient, affordable land supply.³⁰ Economist Anthony Downs of the Brookings Institution stresses the importance of a "competitive land supply" to housing affordability. The principal cost element in the loss of housing affordability from urban containment policy is higher land costs. Downs describes the process by which urban growth boundaries can drive up the price of land, which increases house prices.³¹

If a locality limits to certain sites the land that can be developed within a given period, it confers a preferred market position on those sites. . . . If the limitation is stringent enough, it may also confer a monopolistic power on the owners of those sites, permitting them to raising land prices substantially.

Even comparatively modest house price differentials can have a significant effect on a community and its inhabitants. Downs notes that a modest 10 percent increase in house prices makes it impossible for four percent of households to purchase a home, and concludes that such an effect is "socially significant."³²

Urban Containment Draws (Encourages) Investor Interest (Speculation)

Buyers will tend to be attracted to markets in which investment gains appear to be most lucrative. It is thus not surprising that urban containment is associated with a higher share of investment (speculative) buyers than buyers seeking primary residences.³³

Recent house price increases made the Bay Area more attractive to real estate investment (speculation). By encouraging a disproportionate increase in demand, while severely limiting supply, house prices are driven up by increases in investor activity. This influence was particularly important in the extraordinary

²⁹ R. K Green and S. Malpezzi (2003), *A Primer on U.S. Housing Markets and Housing Policy*, Urban Institute Press, p. 146.

³⁰ In the Portland area, virtually across the road raw land values per acre at the urban growth boundary average 11 times higher within the boundary than outside the boundary (see: Wendell Cox, "Property Values 11 Times Higher Across Portland's Urban Growth Boundary," *The New Geography*, October 12, 2010, <http://www.newgeography.com/content/001808-property-values-11-times-higher-across-portlands-urban-growth-boundary> and Gerald Mildner, *Public Policy and Portland's Real Estate Market*, 2009, http://www.pdx.edu/sites/www.pdx.edu.realestate/files/media_assets/quarterly_report/2010_1st/1Q10-4A-Mildner-UGB-1-31-10.pdf)

³¹ Anthony Downs (1994), *New Visions for Metropolitan America*, Brookings Institution Press and Lincoln Land Institute, p. 38. [newvison.aspx](http://www.lincolnlainstitute.org/newvisions.aspx), p. 38

³² Downs, p. 36.

³³ E. L. Glaeser & J. Gyourko (2008), *Rethinking Federal Housing Policy: How to Make Housing Plentiful and Affordable*, American Enterprise Institute, 2008.

house price increases during the housing bubble in California and elsewhere, according to Federal Reserve Bank of New York research.³⁴

Urban Containment Can Hobble Economic Growth

There is also research pointing to urban containment policy as inhibiting economic growth. US Federal Reserve Board economist Raven Saks found that employment growth is 20 percent less than expected in US metropolitan areas with stronger land use policies.³⁵ Another econometric analysis found an association between more restrictive land use regulation and slower economic growth in the Randstad region (Amsterdam-Rotterdam-The Hague).³⁶

After the collapse of the housing market, the U.S. Congress commissioned a report on the causes of the financial crisis. The US Financial Crisis Inquiry Commission identified four hypotheses as possible causes for the US housing bubble. One of the hypotheses involved strong land use restrictions. The commission stated:

*Land use restrictions. In some areas, local zoning rules and other land use restrictions, as well as natural barriers to building, made it hard to build new houses to meet increased demand resulting from population growth. When supply is constrained and demand increases, prices go up.*³⁷

There is considerable additional research on the strong relationship between urban containment policy and the loss of housing affordability. For example, Paul Cheshire of the London School of Economics has concluded that *urban containment policy is incompatible with housing affordability*.³⁸ Other research also concludes that urban containment policy can hamper broader economic performance.³⁹

Impact on the Proposed Plan on Rental Costs and Workforce Housing

The housing affordability problem extends to rental housing as well. California's median monthly housing costs were 40 percent above the national average in 2011. In 2012, San Jose had the highest overall median housing costs among the nation's major metropolitan areas, at 78 percent above average.⁴⁰ San Francisco had the third highest housing cost, at 68 percent above the national average.

³⁴ Haughwout, A., Lee, D., Tracy, J., and van der Klaauw, W., "Real Estate Investors, the Leverage Cycle, and the Housing Market Crisis," Federal Reserve Bank of New York, 2001.

www.ny.frb.org/research/staff_reports/sr514.pdf.

³⁵ R. E. Saks (2005), *Job Creation and Housing Construction: Constraints on Metropolitan Area Employment Growth*, Federal Reserve Board.

³⁶ Vermeulen W. and J. Van Ommeren. Does land use planning shape regional economies? A simultaneous analysis of housing supply, internal migration and local employment growth in the Netherlands (2009), <http://www.sciencedirect.com/science/article/pii/S1051137709000448>.

³⁷ US Financial Crisis Inquiry Commission (2011) *Final Report of the National Commission on the Causes of the Financial and Economic Crisis in the United States*, <http://www.gpo.gov/fdsys/pkg/GPO-FCIC/pdf/GPO-FCIC.pdf>

³⁸ Paul Cheshire, "Urban Containment, Housing Affordability, Price Stability -Irreconcilable Goals," 2009, [http://www.sjcapitalgroup.com/publications/Urban percent20containment percent20housing percent20affordability percent20and percent20price percent20stability.pdf](http://www.sjcapitalgroup.com/publications/Urban%20containment%20housing%20affordability%20and%20price%20stability.pdf).

³⁹ A compendium of research on the relationship between urban containment policy and higher house prices is available at <http://demographia.com/db-dhi-econ.pdf>

⁴⁰ Further, the high cost of housing is not limited to the San Francisco and San Jose metropolitan areas. Other Bay Area Metropolitan areas are also costly. Napa ranks 11th most costly of the 374 Metropolitan areas for which there are data. Vallejo ranks 14th and Santa Rosa ranks 17th.

The extent of the rental affordability problem for "working families" in the Bay Area is detailed in a Urban Land Institute report (*Priced Out*).⁴¹

Unless serious changes are made, future construction will not alleviate the problem. A scarcity of appropriately zoned and located land together with relatively high development costs makes it nearly impossible for builders and developers to deliver high-quality new rental communities at price points affordable to workforce families.

Urban Containment Retards Household Affluence and Disadvantages Low Income Households

Yet, there is no shortage of land for development. For example, much urban development has taken place on agricultural land. However far more agricultural land has been taken out of production, both nationally and in California than all of the new land occupied by new urbanization (not all of which was on formerly agricultural land). An area larger than Texas and Oklahoma combined has been taken out of production since 1950 in the United States, far more land that has been required by new urbanization. In California, approximately four times as much land has been taken out of agricultural production since 1950 as has been used for new urbanization. Agricultural land reductions have not been the result of urbanization.⁴²

The entire extent of urbanization in the Bay Area is approximately 1,238 square miles. The total agricultural land in the Bay Area is approximately 3,369 square miles, three times the total land covered by urbanization.⁴³

At the same time, urban containment policies have largely been adopted without a full discussion or disclosure of the negative externalities, such as higher housing costs, as well as their impact on households, whether above or below the poverty line.

Impact of the Proposed Plan on Overall Housing Affordability and Commercial Land Prices

The Proposed Plan's housing policies seem likely to *worsen* the Bay Area's already worst in the nation housing affordability and make its commercial real estate more costly. Nearly all new housing (97 percent) would be in the existing urban footprint, with little potential for new housing on the fringe. This would preclude the use of less costly land.

The Bay Area's housing affordability is so severe that households have been locating in the San Joaquin Valley to obtain more affordable housing.⁴⁴ The Proposed Plan's land use policies could encourage intensification of this trend.

Further, by seeking to concentrate new employment locations in the PDAs, the Proposed Plan could further raise commercial land prices, which would make the cost of doing business in the Bay Area greater and lead to higher service and product prices. As noted under Issue 2, these issues should also have been subject to an economic analysis of the cost per ton of GHG emissions reduced, an omission that is virtually complete with respect to virtually all Proposed Plan strategies in the Plan Bay Area DEIR.

⁴¹ *Priced Out: Persistence of the Workforce Housing Gap in the San Francisco Bay Area*, Urban Land Institute, Terwilliger Center for Work Force Housing, 2009. [http://www.rclco.com/archivepdf/Priced percent20Out percent20San percent20Fran percent20Report.pdf](http://www.rclco.com/archivepdf/Priced%20Out%20San%20Fran%20Report.pdf)

⁴² Calculated from US Census Bureau and US Department of Agriculture data.

⁴³ DEIR.

⁴⁴ *Priced Out: Persistence of the Workforce Housing Gap in the San Francisco Bay Area*, Urban Land Institute, Terwilliger Center for Work Force Housing, 2009. [http://www.rclco.com/archivepdf/Priced percent20Out percent20San percent20Fran percent20Report.pdf](http://www.rclco.com/archivepdf/Priced%20Out%20San%20Fran%20Report.pdf)

These potential detrimental effects on household affluence, especially on low income households, are not considered in the Plan Bay Area DEIR.

C150-23

Issue #6: THE DEIR DOES NOT CONSIDER ALTERNATIVES TO IMPROVE MOBILITY FOR LOW-INCOME HOUSEHOLDS

Access to the broad array of jobs throughout the Bay Area is important to all. Plan Bay Area expresses considerable concern low income households, Plan. Yet the transportation strategies of the Proposed Plan would do virtually nothing to materially increase their access to employment.

It is generally understood that transit is used more by low income citizens than by others. Even so, the overwhelming majority of commuting by low income households is by passenger vehicle, not transit. This is because transit cannot provide sufficient mobility throughout the Bay Area. The average worker in the Bay Area can reach only 10 percent of jobs on transit in 45 minutes,⁴⁵ far longer than automobile commute times. By contrast, 72 percent of Bay Area automobile commuters have a work trip travel time of 30 minutes or less.⁴⁶ The inability to reach most employment by transit in a reasonable period of time forces many low income workers to purchase cars.

Yet, mobility throughout the labor market is important to taking advantage of better employment opportunities, especially for low income workers. This requires an automobile. As a Progressive Policy Institute report put it:⁴⁷

In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to mobility and poor people work hard for access to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued and expanded use of cars by low-income workers.

There are alternatives for materially improving mobility for low income households, which were not evaluated in the Plan Bay Area DEIR. For example, sharing programs have received considerable favorable publicity. Some of the strongest such programs operate in the Bay Area. Car sharing permits users personal mobility without the necessity of car ownership. These programs have a strong presence in the Bay Area. Further, user subsidies to support automobile ownership may have some potential for improving low income mobility and could yield substantial economic and social benefits. There are successful private-not-profit models around the nation. Incentives to increase working at home, the most sustainable mode of work access, may also offer some potential.

The Plan Bay Area DEIR does not consider alternatives that could materially improve mobility for low income residents.

⁴⁵ A. Tomer, A. E. Kneebone, A. Berube, & R. Puentes, "Missed Opportunity: Transit and Jobs in Metropolitan America," Brookings Institution (2011).

⁴⁶ The Bay Area combined statistical area (San Jose-San Francisco). Data from the American Community Survey 2011 (1 year).

⁴⁷ M. Waller and M. A. Hughes, "Working Far From Home: Transportation and Welfare Reform in the Ten Big States," Progressive Policy Institute, 1999. http://www.dlc.org/documents/far_from_home.pdf

CONCLUSION

C150-24

The Proposed Plan should be withdrawn, since the GHG emissions reduction objectives would be met by the No Project Alternative. This course of action would also have the advantage of avoiding the negative impacts noted above.



wendell cox <demographia@gmail.com>

Comments One Plan Bay Area DEIR

eircomments <eircomments@mtc.ca.gov>

Tue, Jun 4, 2013 at 7:32 PM

To: wendell cox <[REDACTED]>

Hello Wendell,

In reviewing your comment, it appears there might have been confusion regarding the "proposed Plan" as compared to the "No Project." Alternative 1 studied in the EIR is the "No Project", while Alternative 2 is the "proposed Plan".

We wanted to flag this for you, and give you an opportunity to revise your comments if there was indeed a misunderstanding, as appropriate. As we are working on responses to comments right now, I'll need any revised comment by the end of the day on Friday, June 7th. Please let me know if you plan on making any revisions, or if you have any questions.

Thanks for your interest in Plan Bay Area.

Carolyn

Carolyn Clevenger, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5736

>>> wendell cox [REDACTED] 5/13/2013 11:24 AM >>>

I am attaching my comments on the One Bay Area Draft Environmental Impact Report.

There are three attachments:

1. Cover letter
2. Detailed comments
3. Biographical information.

These personal comments are based upon analysis I am conducting for the Pacific Research Institute in San Francisco.

Best regards,
Wendell Cox
Principal,
Wendell Cox Consultancy (Demographia)
St. Louis metropolitan area

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Wendell Cox [REDACTED]

3.6-484

6/7/13

Gmail - Comments One Plan Bay Area DEIR

Plan Bay Area 2040 Final Environmental Impact Report

Demographia | Wendell Cox Consultancy - St. Louis Missouri-Illinois MSA

Visiting Professor, Conservatoire National des Arts et Metiers, Paris

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BOOKS & PUBLICATIONS

[Quoted text hidden]

MTC-ABAG

May 15, 2013

Plan Bay Area Public Comment

101 Eighth St.

Oakland, California 94607

5

Re: Public Comment on Draft Plan Bay Area and Draft Bay Area Plan Draft
Environmental Impact Report

To Whom This May Concern:

10

This letter shall serve as my comments on the Draft Plan Bay Area (“Plan”),
Draft: March 22, 2013 and Draft Environment Impact Report (“DEIR”), Draft:
March 29, 2013 (State Clearinghouse No. 2012062029) .

15 My name is Chris Engl. I have lived in the San Francisco Bay Area for the last
10 years, currently an Orinda resident for the last 5 years, 4 years prior to that in
Oakland, and 1 year prior to that in San Francisco. I grew up in a working class
neighborhood in New York City, the densest city in the United States. I have
been working in institutional finance (which requires a quantitative, research-
20 oriented, and investigative set of skills) for the last 14 years though I'm a family
man before anything else, with a wife and 3 young children in Orinda's excellent
public school system.

25 The Plan and DEIR have a number of troubling provisions, sadly many of which
will not be challenged in the purview of this letter. The focus of this letter will be
to show that while the Plan purports to protect the existing transportation assets
of the region, that it does not adequately protect the most important of those

assets, namely roads. This letter shows, using the Plan's own data and words, that the Plan negligently allows roads, the lifeblood of mobility (I touch on this in detail below) and commerce, to fall into a state of disrepair. Not because there isn't enough money to keep our roads in a state of adequate repair—but because the Plan diverts vast quantities of funding to uses that have much less benefit to the Bay Area, and then it cries, “we don't have enough money for the roads, so we must raise sales taxes and charge you again for the roads you have already paid for,” or “we must charge you a fee for driving on your roads.”

This diversion of funds from necessary expenditures that the public needs, to massive wasteful projects with limited or no public benefit, then demanding that the public pay more to drive on the roads, is the signature and the story of this Plan's transportation elements.

As the joint plan between Metropolitan Transportation Commission (“MTC”) and Association of Bay Area Governments (“ABAG”) for the 9 counties and 101 cities of the San Francisco Bay Area with regard to transportation and land-use planning for the next ~30 years, not only does the Plan purposefully divert funding away from necessary road maintenance but it also does so inequitably towards transit and towards large capital improvement projects with minimal or no demonstrated public benefits and are assuredly not necessities in the face of underfunding existing assets like roads and bridges. The Plan should first ensure full funding for the entire transportation system as it stands before using funding for ancillary projects.

Particularly relevant to the DEIR, the Plan's intentional shifting of funding away from the key maintenance of roads towards expensive transit projects, especially

C151-1

55 rail, will not actually appreciably reduce Greenhouse Gases (GHGs) relative to the “No Project” alternative—a major goal of this Plan and its DEIR.¹

Additionally, major funding for this plan comes from road users via gasoline taxes at the state and federal levels. If gas tax revenue (which this in effect a ‘user
60 fee’) is funding the Plan, those taxes should be used to maintain and improve the very activity these fees were collected from in the first place. Road users, by definition in this Plan, get a much smaller share of the benefits than transit users. Does Plan Bay Area authors ABAG, and MTC consider gas taxes a ‘penalty’ or ‘sin’ tax to be levied? Do MTC & ABAG consider driving a car to be ‘immoral’
65 and an act that must be dissuaded? The Plan’s shifting of gas tax revenues away from their original source, dramatically underfunding necessary road improvements, and spending vast sums on transit projects with little or no environmental, social, economic, or public benefit compels one to at least ask this question.

70

Before delving into the issues of the Plan and DEIR, I make the following requests:

1) Due to the length of both of the documents (160 pages for the Plan and 1300+
75 pages for DEIR) and their supporting documents, I respectfully request that MTC and ABAG extend the deadline to make comments by at least 120 days to allow every citizen to opportunity to read, research and properly comment on these dense and (especially with regard to DEIR and its supporting documents) highly

C151-2

¹ Orinda Watch, Comments submitted to Orinda City Council on draft Plan Bay Area and its draft Environmental Impact Report, Friday, May 10, 2013

80 technical documents. These are hard enough for someone with an advanced or
specialized degree to read, let alone the citizens that this plan seeks to help the
most--the underserved, the undereducated, the disadvantaged.

85 2) During the suggested 120 day extension, I request that you set-up a wide
scale, mass notification of the Plan and DEIR details and proactively cultivate
dialogue with the public through mainstream online blogs, news media comment
pages, televised news and talk show programs making every effort to ensure that
every citizen has heard of and understands the ramifications of the Plan and
DEIR in a transparent and unbiased way. I am unaware of the technicalities
behind the laws governing proper public notice for a land-use and transportation
90 plan of this magnitude but I can tell you that almost no one from the community
of Orinda has heard about this—and in every other community I am aware of, the
public is similarly in the dark on this Plan.

95 3) I request that the matter of whether to adopt the Plan be opened to a region-
wide vote by every citizen within the Bay Area. Both MTC and ABAG are able to
be swayed by monied interests. The original legislation creating MTC states that
the agency can accept funding from practically any source²; which means that
threats of losing said funding could sway what should otherwise be careful and
objective decision-making for the benefit of the citizenry.

100

4) Whether this is opened up to an actual referendum by the region or not, I
request that no vote on the Plan or its alternatives be allowed until 6 months after
the final version of the Plan Bay Area and the final version of its Environmental
Impact Report has been officially released. This will allow the citizens to have

10 ² GOVERNMENT CODE SECTION 66506

105 open dialogue with the voters from the MTC and ABAG boards and to allow the same citizens and officials enough time to read and decide which way to vote on this plan. No Plan in recent memory will have such a life-altering impact on the public as this one and so citizens should get the final vote on this.

110 Speaking of coverage of this issue and full disclosure, those of us who have researched this plan and are keenly aware of its ramifications have seen almost no dialogue online in major news sources or heard of this being discussed on mainstream news media on television. The greatest coverage of the aspects of the plan leading up to the release of the Plan and DEIR appears to be coming

115 from small-scale local blogs, small community advocacy groups and small scale visioning sessions where stakeholders (not the public) who stand to benefit personally and financially were most active in these meetings. A NYTimes' article entitled "Why Chinese Moms are Superior" by Amy Chua in January of 2011 received over 8,800 comments from readers who debated the merits of the

120 author's arguments about being a proper mother in an open, albeit 'heated', forum.³ A search engine query on sfgate.com, the landing page for the San Francisco Chronicle, of "Plan Bay Area" yields an opinion posting entitled "A Vision for the Bay Area's Future" from Lois Kazakoff, San Francisco Chronicle's Deputy Editorial Page Editor, posted on April 26th. As of the writing of my

125 comments here, there were exactly 2 comments from users, one of whom was named "OneBayArea" and who had created a profile for sfgate the same day of this article posting, has only ever posted a comment once, indicating this was individual was likely directly related to the Plan Bay Area team at either MTC or ABAG. Even the articles referenced by Ms. Kazakoff, with proponent and

3 <http://tinyurl.com/tigermom1>

130 opponent arguments for the plan had almost no comments. (I have attached all 3
articles with their ensuing comments in the Appendix for the record.)

In the end, MTC & ABAG staff and committee members have spent millions and
millions of the public's money and years of time, in order to craft a plan that
135 spends \$289 billion, does not even reduce greenhouse gases by more than 1%
by 2040^{4 5}, does not reduce congestion, increases maintenance costs, does not
consider all viable alternatives and devotes the majority of funding to the mode of
travel that more than doubles the travel time for commuters⁶.

C151-3

140 I am requesting that the Plan be scrapped, determined as a failure, and MTC &
ABAG go back to the drawing board.

C151-4

Sincerely,

145

CHRIS ENGL

Chris Engl

[REDACTED]

Orinda, CA 94563

150 Attachments

⁴ Plan Bay Area, Draft Environmental Impact Report, April 2013, Page 3.1-61, Table 3.1-29

⁵ Orinda Watch, Comments submitted to Orinda City Council on draft Plan Bay Area and its draft Environmental Impact Report, Friday, May 10, 2013

⁶ Plan Bay Area, Draft Environmental Impact Report, April 2013, Page 2.1-31, Table 2.1-14

155

If the United States is to reduce greenhouse gas emissions, it must do it in a cost-effective manner. McKinsey & Company estimates that the nation can cut its emissions in half by 2030 by spending no more than \$50 per ton of reduced greenhouse emissions⁷. Traffic signal coordination and lighter automobiles will both reduce emissions and save consumers money. But rail transit and compact development, if they reduce emissions at all, would do so only at a cost of thousands or tens of thousands of dollars per ton. Spending \$5,000 to reduce one ton of emissions means foregoing reducing 99 more tons at a cost of \$50 a ton.”⁸

160

The above statement single-handedly dismantles the Plan’s premise of supplanting the automobile as the main means for travel, and redistributing transportation funding from the automobile to fantastically expensive rail transit and forced increases in housing density as a premise of reducing greenhouse gases. Nowhere in the McKinsey Report does it suggest that densification of residential properties or increasing transit as a percentage of commuter travel is even remotely cost-effective (defined as <\$50/ton)⁹. The plan placed before us in Plan Bay Area is arguably the most expensive solution with the fewest possible public benefits that the authors of the Plan could have created in attempting to reduce greenhouse gases pursuant to California State Law AB32 (Global Warming Act) (“AB32”) and California State Law SB375 (Sustainable Communities Strategy) (“SB375”). The above statement devastatingly discredits

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20 ⁷ Reducing U.S. Greenhouse Gas Emissions: How Much at What Cost? (Washington: McKinsey, 2008), pp. ix, xiii

⁸ “The Citizens’ Guide to Transportation Reauthorization”, American Dream Coalition, August 2009, <http://americandreamcoalition.org/pdfs/CitGuideB&W.pdf>

⁹ Reducing U.S. Greenhouse Gas Emissions: How Much at What Cost? (Washington: McKinsey, 2008), p. xiii

behavioral modification and mass social engineering as a viable means of reducing greenhouse gases and shows that technological advances are the appropriate and effective means of limiting climate impact.

DRAFT PLAN BAY AREA ADMITTEDLY UNDERFUNDS ROADS IN FAVOR OF TRANSIT

C151-6

180 *“Though its fund sources are many and varied, Plan Bay Area’s overriding priority in investing those funds can be stated quite simply: “Fix It First.” First and foremost, this plan should help to*

185 *maintain the Bay Area’s transportation system in a state of good repair. Plan Bay Area’s focus on “fix it first” ensures that we maintain existing transportation assets...”¹⁰*

The Plan asserts that MTCs priority is to maintain existing transportation first. In fact, this is clearly stated in the current Transportation 2035 Plan:

190 **“• Improve what we already have. In polls and public meetings, people often embraced a “fix it first” approach to transportation priorities. Rather than funding new freeways and expanding transit services, investments should focus on**

195 **making the Bay Area’s existing freeways, local roads and transit operations run more efficiently.”¹¹ [emphasis added].**

In fact, the above statement shows that people did not ask for ‘focus growth’; rather they asked for well functioning existing freeways, local roads, and transit operations. The Plan’s redirection of necessary funds for road maintenance towards transit spending with little or no public benefit not only wastes public funds, but the Plan’s priorities are the exact opposite of what the public has told MTC that is the overriding interest of the public—maintaining existing infrastructure, especially the roads.

¹⁰ Draft Plan Bay Area, March 22, 2013, page 12

¹¹ Transportation 2035 Plan for the San Francisco Bay Area, Final, April 2009, page 19

30

205

The Plan describes the highway system as ‘essential’, and lists the region’s highways as having a value of at least \$39million (6500 lane-miles divided by 50,000 state lane-miles times ‘more than’ \$300 billion = \$39 million) and carry
210 more than one-third of VMTs.

215

220

“California’s 50,000 lane-mile state highway system is an essential contributor to California’s economic vitality, linking people and goods with intermodal transportation facilities, growing metropolitan centers, and major international airports and ports. The value of this important transportation resource is reckoned at more than \$300 billion. Of the total mileage, 6,500 lane-miles are within the nine-county Bay Area, giving residents a network of interstate, freeway, highway, and arterial routes maintained and managed by Caltrans. These lane-miles carry more than one-third of our region’s vehicle miles traveled.”¹²

225

The Plan admits that although it is a 30 year plan, that the typical life cycle of pavement is 20 years—10 years less than the Plan itself. The Plan also
225 knowingly admits that, beyond a certain point, it costs 5 to 10 times more to rehabilitate a road surface than to keep it properly maintained during its normal life cycle of use.

C151-7

12 Draft Plan Bay Area, 3-22-13, pp 72-73

230 *“The typical life cycle of a pavement is about 20 years. Over the first three-quarters of its life, the pavement will deteriorate slowly, resulting in a 40 percent drop in condition. Past that point, pavement will begin to deteriorate rapidly. It costs five to ten times more to rehabilitate or reconstruct a roadway that has been allowed to deteriorate, than it costs to maintain that roadway in good condition.”¹³*

235

Despite significant funding from gas taxes, more than sufficient to maintain the Bay Area’s vitally important road network, and despite empirical evidence that the automobile is superior from a cost per mile perspective, even after included social costs (like pollution)¹⁴, the Plan’s portion of funding towards roads is much less than other regions as a percentage of total funding and much less as a ratio of funding for transit. In fact, the Plan allocates 62% of its total funds, a significant portion of which comes from driver user fees (also known as gas taxes), towards transit and 38% of the funds towards roads, despite the fact that only 10% of commuter trips are taken via transit, and in the end Plan does not reduce Greenhouse Gases by more than and appallingly small 1% (once you include all of the vehicle. These facts demonstrate a stunning disregard for MTC’s central and most important responsibility—to make sure the existing transit network is well maintained, and demonstrate a shocking disregard for the transportation needs of the Bay Area’s seven million residents.

250

Regardless of the ideological views of autos as a commuter alternative, one thing remains constant: the need to move goods from place to place. By allowing the roads to deteriorate, as the Plan does, it increases the cost of delivering goods

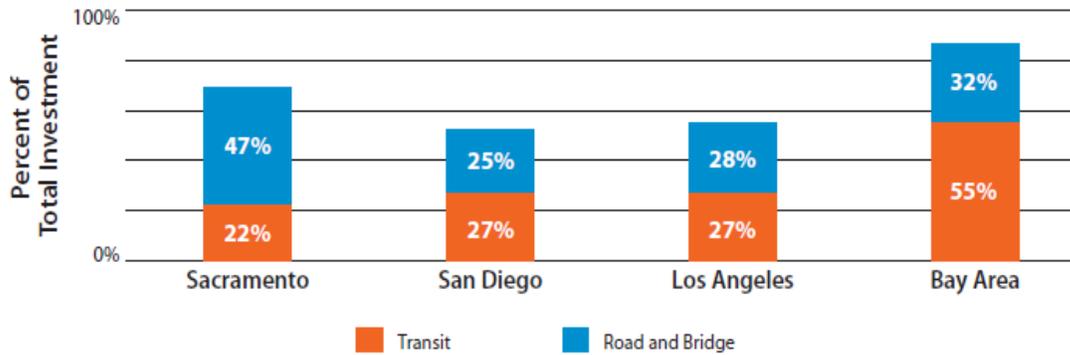
13 Draft Plan Bay Area, 3-22-13, page 72

35 14 “Should We Get The Prices Right?” Mark Delucchi, Spring 2000 <http://escholarship.org/uc/item/5zg735f1#page-2>

form place to place. One of the benefits of automobiles is the ability of the user
255 to easily carry freight. Imagine a trip to Home Depot, first riding your bicycle to
the BART train, then getting off with your bike and riding over to the store pick up
lumber for your new home project and then do the entire thing in reverse. In
reality, the lumber must either be picked up by the owner or delivered by an
intermediary...in either case, a well functioning roadway is tremendously
260 important and cannot be overstated. Allowing the roads in need of serious repair
to erode from around 25% to around 44% during the life of the Plan is not being
honest and focused on the priorities and realities of the importance of roads,
even if the automobile really was the worst of the transportation alternatives (and
it is actually one of the best alternatives as you will see soon enough.) Deliveries
265 must take place and maintaining the roads should be priority number one.

With regards to maintenance in the transit category, the Plan appropriates
approximately double the amount of funding of San Diego and Los Angeles and
approximately 2.5 times the amount of funding of Sacramento. As for the mix
270 between transit and road and bridge maintenance within each region, San Diego
and Los Angeles provide roughly equal percentages (25% transit vs 27% road
and bridge in San Diego; 28% transit vs 27% road and bridge in Los Angeles),
Sacramento provides more than double the amount towards road and bridge
(47% vs 22%). In a demonstrate of disregard for the transportation needs of the
275 Bay Area's seven million residents that is as disorienting to contemplate as it is
inexplicable to understand, the Plan provides 72% more funding ($55\%/32\% =$
 $\sim 72\%$) towards transit than it does towards road and bridge maintenance, again,
despite the major funding coming from gas taxes (essentially, user taxes from
automobile drivers.) See graph below.

Figure 5 System Maintenance and Management Share of Total Investment: California's Largest Regions' Long-Range Plans



280

So, while the intent here by the Plan appears to be to prove that more funding is provided to maintaining existing assets, the actual meaning of these disclosures by the Plan are an express admission that it dramatically and recklessly under-
 285 performs other metropolitan transit areas in the mix of transit versus road funding, and in meeting its primary responsibility to maintain the Bay Area's roads and bridges which account for the vast majority of passenger and freight miles traveled, despite a seemingly unending stream of massive subsidies that go to mass transit, especially to rail system—subsidies that never raise transit
 290 ridership, and in fact have lead to steady declines in transit ridership over the past 32 years.¹⁵

Questions: Please explain:

40 15"COMMENTS ON THE METROPOLITAN TRANSPORTATION COMMISSION'S TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM", Thomas A. Rubin, May 3, 2013

295 (1) why the Plan dramatically under-funds local road and bridge maintenance
despite its express admissions that maintaining existing transit infrastructure is
its most important responsibility, and despite its express admission that roads
and bridges are by far the most important part of the Bay Area transportation
network,

300

(2) How the Plan's dramatic over funding of transit and underfunding of roads
and bridges (a) compared with other major California metropolitan areas, (b)
relative to the passenger miles represented by automobiles versus mass transit,
respectively, and (c) relative to the cost per passenger mile, accords with any
305 common sense whatsoever, let alone is in accord with sound public policy, let
alone is accord with MTC's most important responsibilities as expressly admitted
by MTC as outlined above.

(3) How, given the Plan's express admission of dramatic underfunding of road
310 and bridge maintenance needs for the next 30 years, the Plan still offers a
seemingly innumerable list of massive capital improvement projects for the Bay
Area's mass transit infrastructure, the funding of which is vastly greater than the
funding shortfall of of road and bridge maintenance. How can the Plan possibly
not "fix it first" by suspending all of these massive new capital improvement
315 projects until it (a) first fully funds local road and bridge maintenance, (b)
provides honest and reliable estimates of the likely true cost of these projects
(see Tom Rubin's analysis of MTC cost overruns for more information)¹⁶, and (c)
MTC provides peer-reviewed, objective assessments that its additional transit

45 ¹⁶COMMENTS ON THE METROPOLITAN TRANSPORTATION COMMISSION'S TRANSPORTATION-AIR QUALITY
CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM", Thomas A.
Rubin, May 3, 2013

320 subsidies will actually lead to increased ridership and will do so at a cost per
passenger mile that represents a significant cost savings over the use of
automobiles.

4) Also, please respond to Mr. Thomas A. Rubin's devastating indictment of
325 MTC's track record of funding vast fixed guideway transit systems (primarily rail)
that seek to get upper middle income residents out of their late model autos that
get high gas mileage and emit less GHG and pollutants than mass transit does—
doing so at an astronomical cost to the public per passenger mile, while
completely ignoring those simple and essential devices that are the only transit
330 subsidies that have been proven to increase ridership and help the personal
mobility needs of lower income residents who are dependent on public transit:
lowering fares and increasing service quality, especially of buses.

C151-10

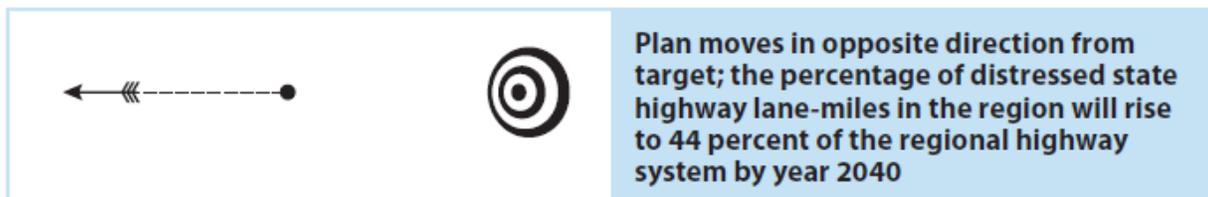
335 Furthermore, the Plan knowingly underfunds roads. The Plan’s dereliction of its
 335 most important responsibilities is not negligent, it is intentional.

C151-11

“If current budget constraints continue over the coming decades, the share of distressed lane-miles is expected to increase from 27 percent of the overall Bay Area highway network to 44 percent of the network.”¹⁷

345 *“State law requires Caltrans to prepare a 10-year plan for the State Highway Operation and Protection Program (SHOPP). The SHOPP identifies the various needs for all state-owned highways and bridges. Bay Area highway maintenance needs over the 28-year life of this plan are
 345 forecasted to total about \$22 billion. Projected revenues over the same period are expected to cover only \$14 billion. Plan Bay Area has not yet identified any new funding sources for the \$8 billion in unfunded needs despite its heavy emphasis on maintaining our current transportation
 350 system. The magnitude of the Bay Area’s highway rehabilitation needs and lack of available funding suggests that maintenance will have to be
 350 delayed or deferred on some highways.”¹⁸*

Target #10b: Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.



19

50 17 Draft Plan Bay Area, 3-22-13, page 105

18 Draft Plan Bay Area, 3-22-13, page 73

19 Draft Plan Bay Area, 3-22-13, page 105

355

...and yet, still chooses to fund over \$20bb of massive transit capital improvement projects instead of adequately funding roads. And the Plan even suggests massive new capital projects to enable MTC to charge residents for using the roads that the residents already paid for, such as through its “Express Lane” program.

360

Excerpt:

“Table 3: Ten Largest Plan Bay Area Investments

<u>Rank</u>	<u>Project</u>	<u>Investment</u>
365 1	BART to Warm Springs, San Jose, and Santa Clara	\$8.341B
2	MTC Regional Express Lane Network	\$6.657B
3	Transbay Transit Center/Caltrain Downtown Extension	\$4.185B
...		
6	Caltrain Electrification	\$1.718B
370 ...		
8	VTA Express Lane Network	<u>\$1.458B</u>
Total		\$22.359B” ²⁰

375

“Our region’s greater reliance on rail services results in higher costs to maintain these capital-intensive modes. Plan Bay Area includes nearly \$3 billion for replacing BART’s and Caltrain’s aging fleets over the next decade.”²¹

²⁰ Draft Plan Bay Area, 3-22-13, page 13

²¹ Draft Plan Bay Area, 3-22-13, page 67

380 In the statement above, the Plan knowingly admits that the rail system is capital-
intensive and results in higher costs. Despite the costs (both private and social)
being cheaper per passenger mile for automobiles over other forms of
transportation, the Plan continues to move forward with the logic of using
'discretionary' (this is not to say these funds are excess, because we have
385 shown that the roads will be underfunded through the Plan) funds to build large
capital-intensive projects which will have even greater maintenance costs down
the road instead of funding roads. This is despite the fact that doing so will
increase greenhouse gas emissions, rather than reduce them. "Unfortunately,
despite what many people would like to believe, *transit in the U.S. does not use*
390 *less energy, or produce fewer emissions, than current generation automobiles,*
and the upcoming improvements in automotive technology will mean, by the end
of the *Plan* period in 2040, the fleet of automobiles on the road will have a very
significant advantage in these regards over transit."²²

395 The Plan claims that MTC is unable to fully fund the roads and highways partially
because it is the state's responsibility to maintain the highways, and this is true
for the major state highways. But the Plan also admits that local streets and
roads are the responsibility of local jurisdictions, but it does not go on to say that
MTC's purpose for existence is to distribute state and federal funds, especially
400 gas tax revenues, to maintain the Bay Area's existing transportation system, and
its most important responsibility is to distribute those funds to local jurisdictions
so that they use those funds to maintain their roads, streets and bridges. This is
MTC's primary responsibility. And MTC has immense power. MTC has not been

22 COMMENTS ON THE METROPOLITAN TRANSPORTATION COMMISSION'S TRANSPORTATION-AIR QUALITY
CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM", Thomas A.
Rubin, May 3, 2013

405 forthcoming in that MTC has the largest amount of power in the decision-making
around transportation in the Bay Area. Here are several excerpts from the
California state law that establishes and maintains MTC:

1) Government Code section 66500 establishes MTC as an entity:

410 **Government Code section 66510 shows that MTC's regional transportation
plan must focus on roads and highways and was chosen as item "(a)" in
the list below for a reason.**

“Government Code section 66500. This title shall be known as the Metropolitan
Transportation Commission Act.”²³

415

“Government Code section 66510. The regional transportation plan shall
include, but not be limited to, the following segments of the regional
transportation system:

420 **(a) The national system of interstate and defense highways, the
California freeway and expressway system, and other highways within
the state highway system.** [emphasis added]

(b) The transbay bridges.

(c) Mass transit systems.

425 The commission shall pay particular attention to the interfacing of the various
modes of transportation.”²⁴

**2) Government Code section 66516 shows that MTC has revenue sharing
agreements with connecting systems and has the power to redirect
revenues as it sees fit.**

23 GOVERNMENT CODE SECTION 66500-66536.2

24 GOVERNMENT CODE SECTION 66500-66536.2

70

430

435

“Government Code section 66516. The commission, in coordination with the regional transit coordinating council established by the commission pursuant to Section 29142.4 of the Public Utilities Code, shall adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission's rules and regulations.”²⁵ [emphasis added]

440

3) Government Code section 66509 MTC establishes its “marriage” with ABAG right from the start.

445

“Government Code section 66509. (c) The regional plans prepared and adopted by organizations concerned with policies and programs designed to meet the near- and long-term planning needs of the region. Such consideration by the commission shall include, but not be limited to, plans prepared and adopted by the **Association of Bay Area Governments** [emphasis added], the San Francisco Bay Conservation and Development Commission, and the State Office of Planning.”²⁶

450

4) Government Code section 66506 shows that MTC may be politicized in that it is not limited, like other government entities and political candidates, in the sources of funding it may receive.

25 GOVERNMENT CODE SECTION 66500-66536.2

26 GOVERNMENT CODE SECTION 66500-66536.2

“**Government Code section 66506.** The commission may:

455 (a) Accept grants, contributions, and appropriations from any public agency, private foundation, or individual. [emphasis added]

(b) Appoint committees from its membership and appoint advisory committees from other interested public and private groups.

460 (c) Contract for or employ any professional services required by the commission or for the performance of work and services which in its opinion cannot satisfactorily be performed by its officers and employees or by other federal, state, or local governmental agencies.

465 (d) Do any and all other things necessary to carry out the purposes of this title.²⁷[Emphasis added...this is about the broadest definition of power anyone could ask for.]

5) Here the portion of the law explains the constraints and freedoms of MTC to deal with financing the regional transportation plan and that MTC may petition the state to secure this financing.

470

“**Government Code section 66512.** In addition, the regional transportation plan shall include a financial plan for the regional transportation system. The financial plan shall include a proposal for each segment of the system, including the amount and sources of revenues necessary to construct and operate that segment.

475

In developing the financial plan, the commission shall consider various sources of revenues, without regard to any constraints imposed by law on

75 27 GOVERNMENT CODE SECTION 66500-66536.2

480 **expenditures from such sources, necessary to assure adequate financing**
of the system and, if necessary, recommend appropriate legislation to the
Legislature to secure such financing.²⁸ [emphasis added]

485 **6) This statement suggests that MTC's power to control the transportation**
usurps other entities and that other entities may, by MTC recommendation,
be downsized/made redundant/combined etc giving massive amounts of
control to MTC:

Government Code section 66516.5. The commission may do the following:

490 (a) In consultation with the regional transit coordinating council, identify those
functions performed by individual public transit systems that could be
consolidated to improve the efficiency of regional transit service, and recommend
that those functions be consolidated and performed through interoperator
agreements or as services contracted to a single entity.

495 (b) Improve service coordination and effectiveness in those transit corridors
identified as transit corridors of regional significance by the commission in
consultation with the regional transit coordinating council by recommending
improvements in those corridors, including, but not limited to, reduction of
500 duplicative service and institution of coordinated service across public transit
system boundaries.”²⁹

7) Here is proof in the law that the MTC (and not the cities/counties) has
control over all transportation planning decisions:

28 GOVERNMENT CODE SECTION 66500-66536.2

29 GOVERNMENT CODE SECTION 66500-66536.2

505

“**Government Code section** 66520. Any application to the federal or state government for any grant of money, whether an outright or a matching grant, by any county, city and county, city, or transportation district within the region shall, if it contains a transportation element, first be submitted to the commission for
510 review as to its compatibility with the regional transportation plan [emphasis added]. The commission shall approve and forward only those applications that are compatible with the plan. Review by the commission, however, is not required where revenues derived from the Motor Vehicle Fuel License Tax Law are subvented to local governmental entities in accordance with statutory
515 provisions.”³⁰

Here are more statements on MTC's power and reach:

520 “Our [Metropolitan Transportation Commission] job is to make sure the regional transportation network functions smoothly and efficiently, and to plan responsibly to meet the future mobility needs of our growing population.”

Source: *The ABCs of MTC, October 2007, page 2*

http://www.mtc.ca.gov/library/abcs_of_mtc/MTC-ABCs.pdf

525 “As the Bay Area Toll Authority, MTC is responsible for administering all revenues from the Bay Area’s seven state-owned toll bridges.”

Source: *The ABCs of MTC, October 2007, page 9*

http://www.mtc.ca.gov/library/abcs_of_mtc/MTC-ABCs.pdf

³⁰GOVERNMENT CODE SECTION 66500-66536.2

530 “As the Bay Area grew, MTC’s responsibilities increased, until today MTC is three agencies in one with a wide range of duties and a shared mission: to keep the Bay Area moving.”

Source: *The ABCs of MTC, October 2007, page 8*

http://www.mtc.ca.gov/library/abcs_of_mtc/MTC-ABCs.pdf

535

Therefore, knowing and understanding MTCs political, economic power over the Bay Area’s transportation system, I request the following:

540 a) I request an answer on why the Plan doesn’t use ‘discretionary’ funds to fully fund the roads (both highways and local roads) before funding anything else, since roads are used by the greatest numbers of passenger-miles.

C151-12

545 b) Absent some law that prevents the Plan from fully funding the highways and local roads and knowing now that automobiles have the lowest social cost of any of the major sources of transportation, I request an answer on why the Plan doesn’t simply rely on already-on-the-books California regulations such as California Air Resource’s Board’s Clean Car Standards, Advanced Clean Car Standards, Low Emission Vehicle standards (LEV, LEV II, LEV III) and Low Car Carbon Standards, which will lead to substantial reductions in CO2 emissions, and particulate matter and other criteria pollutants—reductions that will dwarf 550 by many orders of magnitude the tiny, and unlikely to materialize reductions that will come from the massively expensive transit subsidies in this Plan? Why does the Plan focus on reducing GHG through reducing VMT (which requires heavy handed, expensive policies that won’t work), rather than acknowledging 555 that reducing GHG through reducing GHG per VMT will allow people to use the

C151-13

cars that they prefer to use for personal mobility, and will accomplish environmental benefits many, many times over those that the Plan promises from its land use and transit elements—benefits that will actually never materialize.

- 560 c) I request an answer on why the Plan does not treat the large chunks of funding from gasoline taxes and bridge tolls as ‘user fees’ rather than ‘sin taxes’ (as it would seem given the way the Plan is not fully funding roads and is penalizing auto usage and subsidizing transit usage) and return those fees to the source of their taxation so that the roads and bridges can be fully funded.

C151-14

565

MARGINAL SOCIAL COST (“MSC”) PRICING TIPS THE SCALES TOWARDS AUTOMOBILES AS THE CHEAPEST FORM OF TRANSPORTATION, INCLUDING FACTORS SUCH AS BUT NOT LIMITED TO POLLUTION, CONGESTION, SUBSIDIES, ETC, ON A PER PASSENGER-MILE BASIS.

C151-15

570

If part of the goal of the Plan is to capture all of the costs of each form of transportation, at the very least, an honest and empirical analysis needs to be done to show the public where traditional theories of the ‘best’ or the ‘most efficient’ or the ‘most socially conscious’ form of transportation lies. After all, isn’t that the purpose of this Plan?

575

Scientific researcher Mark Delucchi in his piece from Spring 2000 entitled “Should We Try To Get The Prices Right?” defines that the ‘right’ transportation prices are *efficient* prices--“the prices that arise in a properly functioning competitive market and result in an economically efficient use of transportation resources...Generally, the efficient price of a resource is its marginal social cost (MSC). The *social* cost is the cost to society as a whole, which may or may not be the same as the “private” cost that an individual pays. The *marginal* cost is the cost of an incremental unit of a resource, as distinguished from the average cost of a great many units.”³¹

580

585

This is not to say that is this author’s opinion nor Mr. Delucchi’s opinion necessarily (you’ll have to ask Mr. Delucchi to be sure) that we should tax individuals for the social costs. But he does give us a hint of what he means. As Mr. Delucchi points out “...when the actual cost of setting up and running the tax

590

31 “Should We Get The Prices Right?” Mark Delucchi, Spring 2000 <http://escholarship.org/uc/item/5zg735f1#page-2>

system is considered, we might be no better off than with no tax at all.”³² and “(Of course, it is possible to manipulate prices so that many people will switch to public transit, but the price differentials required to achieve this would far exceed what could be justified on the grounds of economic efficiency.)”³³

595

“...the subsidies to public transit generally are much greater than the external costs of automobile use, per passenger mile; as a result, MSC pricing generally would favor auto use over transit use. Similarly, MSC pricing probably would favor conventional gasoline vehicles over new vehicle technologies.”³⁴

600

What are the main reasons that MSC pricing would favor gasoline vehicles? The biggest detractor from using automobiles typically comes from congestion [4 cents per passenger mile] and then air pollution [2 cents per passenger mile]. The biggest detractors from using transit come from the massive government subsidies [465 to 1177 cents per vehicle mile] (see below for reference table).
605 Were the Plan to focus on decreasing congestion for automobiles, and thereby decreasing the direct MSCs for automobile driving using very low cost GHG mitigation techniques like traffic signal timing, this would further reduce the detraction and negative stigma from using automobiles as the dominant mode of
610 transportation.

32 “Should We Get The Prices Right?” Mark Delucchi, Spring 2000 <http://escholarship.org/uc/item/5zg735f1#page-2>

33 “Should We Get The Prices Right?” Mark Delucchi, Spring 2000 <http://escholarship.org/uc/item/5zg735f1#page-2>

34 “Should We Get The Prices Right?” Mark Delucchi, Spring 2000 <http://escholarship.org/uc/item/5zg735f1#page-2>

External costs and subsidies for different passenger-transport modes (cents per vehicle mile, except last row is cents per passenger mile)
 [Numbers in brackets are my best estimates]

COST ITEM	GASOLINE AUTO	ELECTRIC AUTO	TRANSIT BUS	LIGHT RAIL	HEAVY RAIL
Air pollution	0.8 to 1.3 [2.0]	1.5	5.4 to 12.3 [20.0]	5*	5*
Oil use, water pollution	0.3 to 1.5 [0.8]	0.4	1.5 to 8.7 [4.0]	1*	1*
Noise	0.01 to 2.0 [0.2]	0.15	0.5 to 10.0 [2.0]	1*	1*
Congestion	4.0	4.0	8.0	not estimated	not estimated
Accidents	2.5	2.6	3.5	2*	2*
Marginal highway and service costs	0.1	0.1	1.5	0	0
Unpriced parking	0 to 8 [0]	0 to 8 [0]	0	0	0
Inefficient highway user taxes and fees, meant to cover highway costs	-2.7	0	0 (exempt from fuel taxes)	0	0
Government subsidy:					
Operating costs minus fares	0	0	339	685	372
Operating + rolling-stock costs minus fares	0	0	[398]	1,137	797
Total operating + capital costs minus fares**	0	0	465	2,800	1,177
Extra private costs relative to gas auto	0	0 to 16 [8]	see subsidy	see subsidy	see subsidy
Total cents per vehicle-mile	5 to 28.4 [6.9]	8.8 to 24.8 [16.8]	359 to 620 [437]	694 to 2,809	381 to 1,186
Passengers per vehicle	assume 1.0	assume 1.0	10.9 (avg.)	25.7 (avg.)	22.3 (avg.)
Total cents per passenger-mile	5 to 28.4 [6.9]	8.8 to 24.8 [16.8]	33 to 57 [40]	27 to 109	17 to 53

* Data are not available for these numbers, which are estimated based on my studied judgment.

** Note that, because the official statistics do not report passenger fare payments by individual transit mode, it is not possible to calculate the actual government subsidy for each mode. I have assumed that ratio of fare payments to operating expenses is the same for all modes.

35

According to Mr. Delucchi, the analysis shows the total cents per mile of external costs and subsidies run from 6.9 for gasoline auto, to 16.8 for electric auto, to 40 cents for transit bus, 27 to 109 for Light Rail, and 17 to 53 for heavy rail, showing that gasoline autos are more than 50% cheaper than electric auto in this analysis (using Mr. Delucchi's best estimate), 7 times cheaper than transit bus (using Mr. Delucchi's best estimate), anywhere from 4 to ~16 times cheaper than light rail, and anywhere from 1.6 to 7 times cheaper than heavy rail. This also doesn't included discussions of linked trips; that is, if someone takes a trip using heavy rail, they often need another intermediary form of transportation (transit bus, taxi, light rail, etc) to get them from their initial starting point to their final destination. This must get added to the total cost of the trip.

625 Also, note that one of the shortcomings of Mr. Delucchi's analysis is that the average number of passengers per vehicle is likely greater than one for both gasoline and electric auto. To create a more accurate analysis as it applies to the Bay Area, it would make sense to use Bay Area's statistics.

630 Request: This author requests that Plan Bay Area and the Environmental Impact Report include an accurate, unbiased, and audited analysis of Marginal Social Cost Pricing as defined in research scientist Mark DeLucchi's report entitled "Should We Try to Get The Prices Right?" from Spring 2000 (Attached in the Appendices for your convenience) to compare the options that make the most
635 economic and environmental sense. Furthermore, since the authors of Plan Bay Area have used alternative analysis to this MSC pricing, please explain why the approach that Plan Bay Area has used is empirically more effective. I request that Plan Bay Area list the subsidies required to each form of transportation on a per passenger-mile basis using fair and balanced metrics about the average
640 number of passengers, keeping in mind that previous estimates of passengers per vehicle have been overstated historically by MTC.³⁶

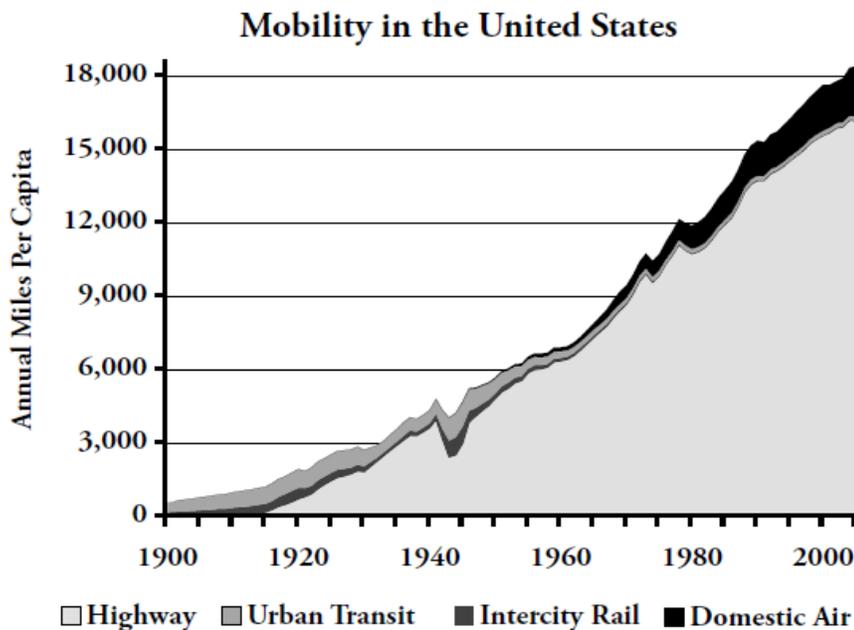
C151-16

100 ³⁶ "COMMENTS ON THE METROPOLITAN TRANSPORTATION COMMISSION'S TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM", Thomas A. Rubin, May 3, 2013

THE IMPORTANCE OF THE AUTOMOBILE AS IT RELATES TO PHYSICAL, ECONOMIC AND SOCIAL MOBILITY.

645

Let's start with the importance of the automobile and, therefore, roads as it pertains and contributes to mobility (both literally and socially).



650

In the debate over the supposed need to “get drivers out of their cars,” people often forget that automobiles and highways have provided Americans with enormous benefits. Since about 1925, they have provided more mobility than all other forms of transportation combined. Intercity passenger trains and urban transit at their peaks provided only a tiny fraction of the mobility that Americans get from the automobile today, and most of that mobility was enjoyed mainly by the wealthy.³⁷

655

³⁷ “The Citizens’ Guide to Transportation Reauthorization”, American Dream Coalition, August 2009,

660

This graph and accompanying passage above suggest that nothing has allowed humans to increase mobility as the automobile, and even at it's height of use, urban transit was very expensive and moved only a small fraction of people around. (For further discussion of the importance of mobility historically, see Appendix 1.)

665

The merits of mobility, the importance of the automobile, both as one of the cleanest alternatives per passenger miles traveled and as it relates to mobility and income growth can be found in the excellent piece entitled "The Citizens' Guide to Transportation Reauthorization."³⁸

670

Here are some key statistics from that report:

- "...the problems that exist are more due to misallocations of resources than to an actual shortage of funds. One of the biggest misallocations of funds has been to rail transit construction." In fact, not only is there a misallocation of resources, but MTC has history of massive transit project cost overruns and time-to-completion extensions on past projects, all while ridership has declined over the past 32 years³⁹.

680

- "The current federal funding process gives transit agencies perverse incentives to select high-cost solutions to transit problems. This is financially unsustainable because it requires

<http://americandreamcoalition.org/pdfs/CitGuideB&W.pdf>

110 38 "The Citizens' Guide to Transportation Reauthorization", American Dream Coalition, August 2009,

<http://americandreamcoalition.org/pdfs/CitGuideB&W.pdf>

39 "COMMENTS ON THE METROPOLITAN TRANSPORTATION COMMISSION'S TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS FOR PLAN BAY AREA & 2013 TRANSPORTATION IMPROVEMENT PROGRAM", Thomas A. Rubin, May 3, 2013

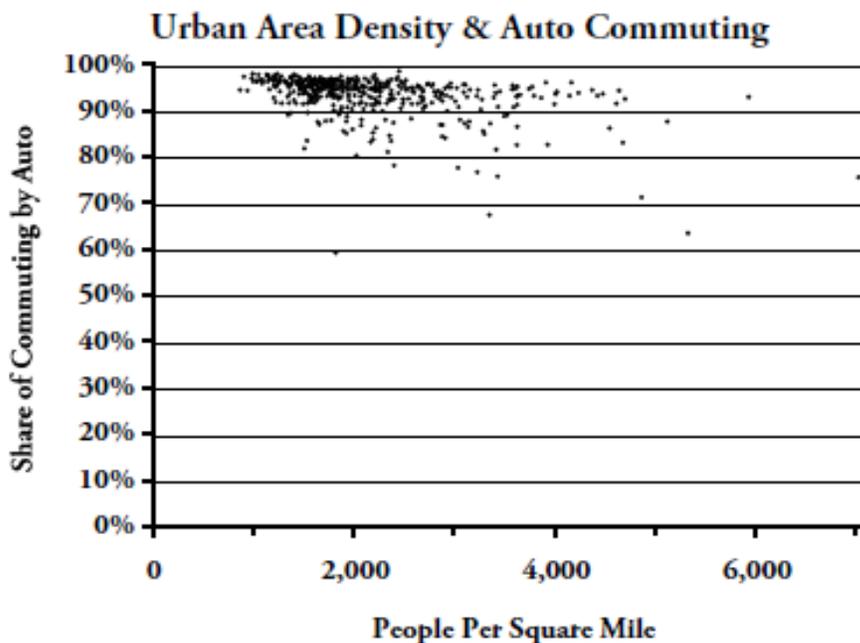
more and more subsidies to move hardly any more people.” This statement
685 applies perfectly to the Plan in that instead of finding a solution that uses the
lowest cost solutions to reducing greenhouse gases, as mentioned earlier in my
comments, the Plan increases investments to the tune of \$22 billion towards
massive new capital improvement projects with the \$57 billion of discretionary
funds available to the Plan. Not only that but \$14 billion of the funding for the
690 plan is listed as “Anticipated/Unspecified” with absolutely no forecast for where
this funding is expected to come from.⁴⁰ To use a phrase that often must appear
in financial disclosures of all kinds, “past performance are not necessarily
indicative of future results.” The Plan makes some very troubling assumptions
today about about the sources of funding some time in the future, even to
695 assume that funding will grow at a 3% rate of inflation, only using the last 15
years of data, when MTC and ABAG have been around for decades longer than
that. Even though the idea of spending money in the future from a fictional
source makes little sense, if MTC and ABAG were going to embark on such a
journey, they should have used data from all of those years ABAG and MTC
700 have been in existence to get the clearest picture.

C151-17

-“Since transit carries only about 1 percent of passenger travel, and virtually no
freight, it seems unfair and inefficient that it receives more than 20 percent of
federal transportation funds.” The Plan shows that while roughly 80% of the
705 transportation comes from automobiles as of 2010, and that transit's share has
been a steady 10% for 2 decades, the Plan allocates just 38% of the
transportation funding to automobiles and 62% to transit.

40 Financial Assumptions, Plan Bay Area (Draft), March 2013, p 14

710 -"Since 1970, federal, state, and local governments have spent well over \$750 billion subsidizing transit, yet per-capita transit ridership has actually declined. In the past two decades, urban driving has increased by 75 percent and subsidies to transit have increased by nearly 70 percent. But total transit ridership has increased by less than 20 percent, so transit's share of urban travel has declined
 715 from 4.0 to 1.7 percent." Despite the current density and the density induced by the Plan, it is ludicrous to imagine the pace of growth of the share of transit



ridership as provided under this Plan between 2010 and 2040. In fact, according to the DEIR, from 1990 to 2010, transit ridership didn't budge from around 10%⁴¹. Yet somehow, the Plan suggests spending billions more dollars will somehow
 720 increase ridership. At the end of it all, "data from the 2000 census show that the densest urban area in the US is 7 times denser than the least dense areas, yet the percentage of people who use autos to get to work in the densest area is only

⁴¹ DEIR, p 2.1-15, Table 2.1-6

about 8 percent less than the least-dense areas.”⁴²

-“The 2000 census found that nine out of ten households have access to at least one car.” This suggests that automobiles are affordable and therefore both preferred and available to the greatest number of individuals. Why else would 80% of the transportation in the Bay Area come from automobiles?

730

-“People in households with incomes of more than \$100,000 travel only about 75 percent more miles each year than people in households with incomes less than \$20,000. Since wealthier households are five times more likely to fly on long trips than low-income households, the

735

distribution of auto travel is more evenly spread than indicated in the above figure.” The disconnect in the difference between higher-wealth and low-income households in terms of the number of miles traveled suggest that were airplane miles to be removed from the equation, the number of vehicle miles traveled would be much more evenly distributed despite differences in income levels, and that wealth does not have a great impact on everyday mobility.

740

-“Despite large subsidies to high-speed rail and urban transit, they don’t make up for reduced driving by taking trains more. For example, the average American rides on urban rail transit 88 miles a year. Though Europe has far more cities with rail transit than the United States, the average western European rides urban rail transit only 96 miles a year. France and Japan have each spent many tens and even hundreds of billions of dollars on high-speed rail, yet the average

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⁴² “The Citizens’ Guide to Transportation Reauthorization”, American Dream Coalition, August 2009, <http://americandreamcoalition.org/pdfs/CitGuideB&W.pdf>

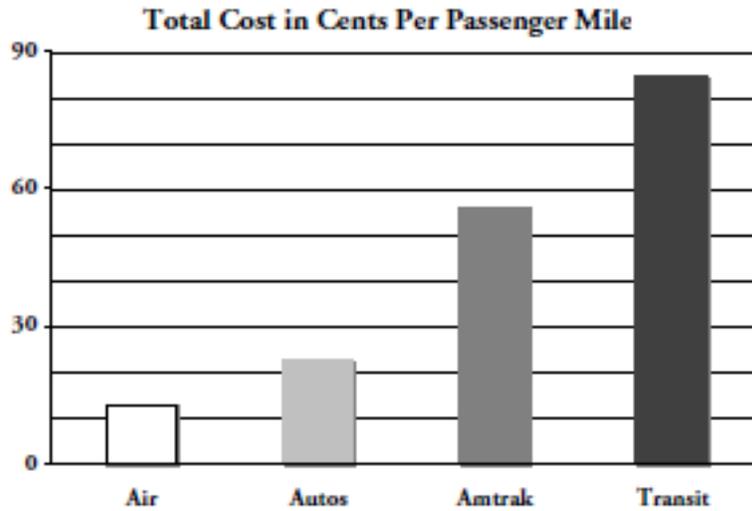
residents of those countries ride high-speed rail less than 400 miles per year, and rail's share of travel has steadily declined while the auto's share has
750 increased."

- "Studies show that increased mobility means higher worker productivities and incomes because employers have access to a larger pool of workers, and lower cost consumer goods because retailers know that unhappy customers can
755 simply drive somewhere else." Case in point: Mobility = prosperity. Instead of encouraging mobility and focusing on reducing congestion, the Plan seeks to limit people's movement, encourages people to stay local, and encourages virtues that require humans to take up less space, shopping in close proximity to home (which provides significant advantage to retailers who can raise prices on
760 consumers), and also limits people in the number of jobs they can access within a reasonable period of time devoted to travel.

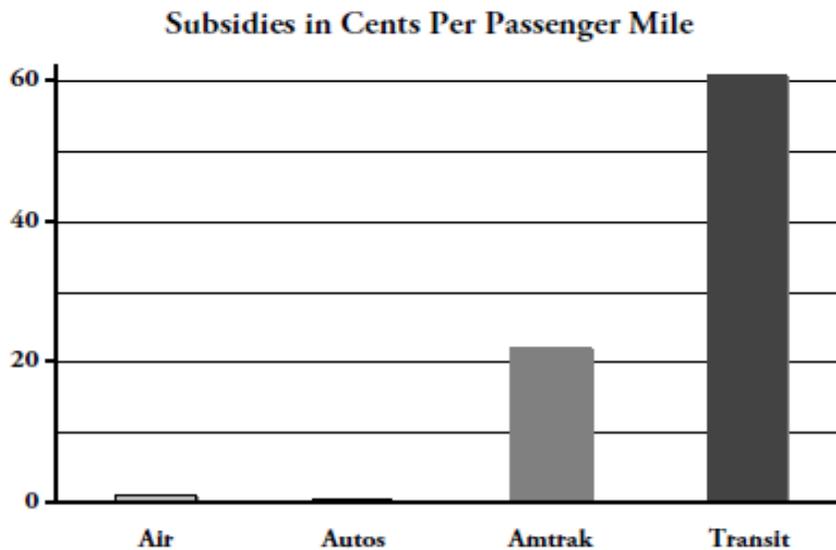
- "Autos are far less expensive than other modes of travel. Counting costs to both users and taxpayers, Americans spend about 24 cents per passenger mile on
765 driving compared with 56 cents on Amtrak and 85 cents on public transit." Again, this means accessibility and affordability. Despite having controlling the agencies responsible for collecting per passenger mile cost and energy data, the DEIR does not make any comparisons on this basis except to suggest that the reader would need to do his/her own calculations about per passenger mile
770 information. "The energy efficiency of each of these modes may vary according to operating conditions and ridership." Why doesn't the Plan make a comparison of the various forms of private and public transportation on this basis? Could it be because automobile use would look more attractive under this comparison? I
ask that the DEIR be modified to include this information and once included, the

C151-18

775 merits of the Plan be reevaluated and revised or scrapped based on this new information.



780 Transit (as shown by this graph) is roughly 4 times more expensive as autos, and if the chart above didn't assume 1.6 people per car, but rather 2.4 people per car (the average for intercity auto trips), the cost per passenger mile would be comparable to air travel.⁴³

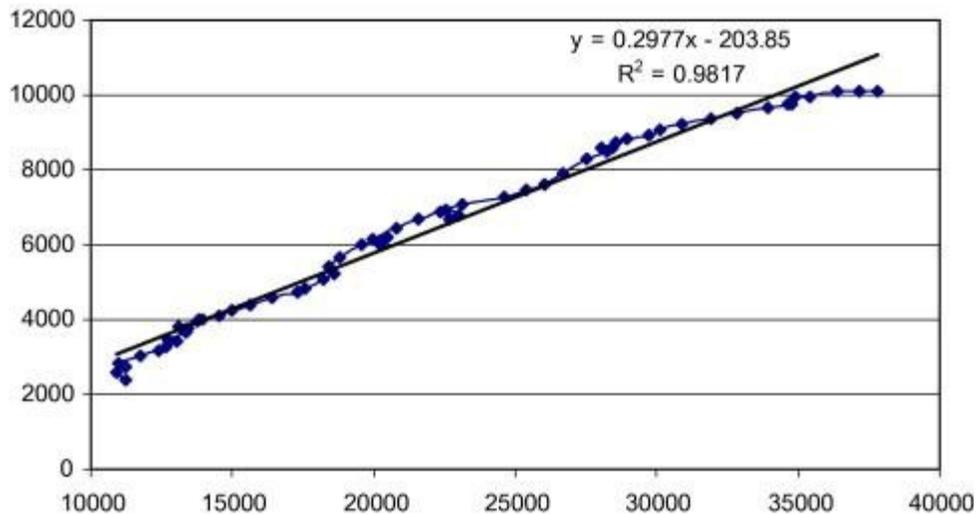


125 ⁴³“The Citizens’ Guide to Transportation Reauthorization”, American Dream Coalition, August 2009, <http://americandreamcoalition.org/pdfs/CitGuideB&W.pdf>

-"Even counting social costs such as pollution, says University of California economist Mark DeLucchi, autos are far less expensive than transit." This ties
 785 back to the earlier discussion of MSC pricing.

So the question is now: is mobility a positive or a negative for society? One way to view whether this is positive or negative is to look the correlation of mobility (Vehicle Miles Traveled ("VMT") per capita versus both per capita gross domestic
 790 product (GDP) and per capita income growth:

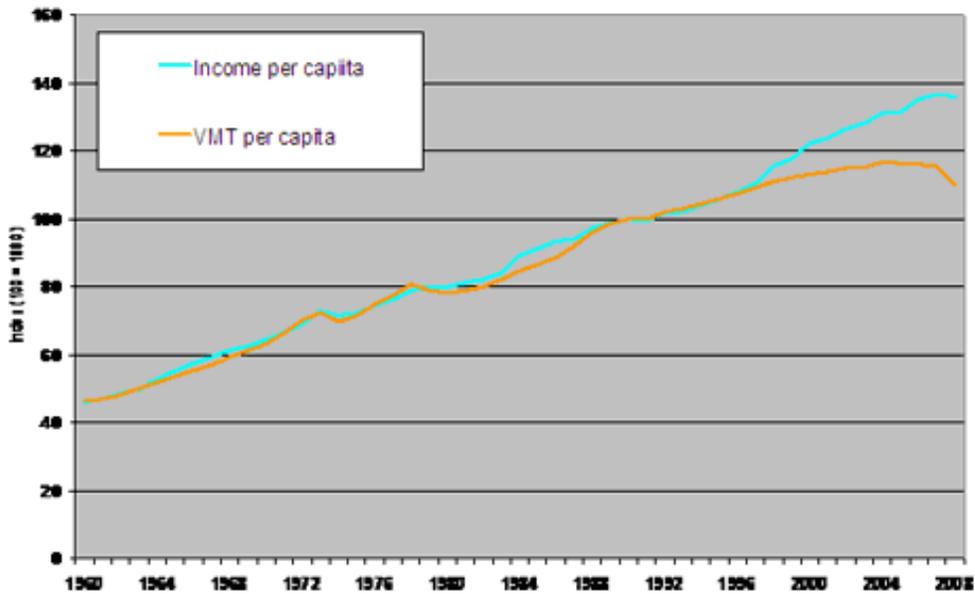
We can see by this chart of VMT per capita versus real GDP per capita using data from 1946-2006, that with a 98% R-squared (the coefficient of determination), vehicle miles per capita does indeed correlate nearly one-for-one
 795 with GDP per capita. That suggests that as people become more mobile, the nation as a whole becomes more prosperous.



**Fig. Vehicle-miles per capita and real GDP per capita (in 2000
 800 US\$), 1946–2006.**

Sources: GDP data are from [Johnston and Williamson \(2008\)](#). Travel data are from the Federal Highway Administration.

We also can see that VMT per capita and Income per capita are linked nearly
805 one-for-one, suggesting a nearly perfect correlation between the two. See chart



Source:

<http://transportation.nationaljournal.com/gr/winkelman4.gif>

810 Note in the above chart that starting in the late 1990s, income per capita and VMT began to decouple from one another. This is likely due to VMT declines preceding the “Great Recession” that began in 2008. As we already know, the correlation between VMT and GDP are nearly one -for-one. It is also noted that VMT has a causal relationship on GDP.

Excerpt:

820 *“The VMT-economy causality investigation finds that, indeed, VMT is a large and statistically significant driver of GDP. It finds also that, historically at least, the price of energy has not been an important driver of innovation in vehicle efficiency. If fuel efficiency could be improved, there would be positive economic effects, but limited, long-run effects on VMT. Specifically, the causality analysis reveals the following:*

825 ***Although the causality between VMT and GDP is bidirectional, the primary one is for VMT to “cause” GDP growth. In the short run (2 years), an exogenous (an outside influence, such as regulation), downward shock to VMT results in a reduction of GDP of 90 percent of the size of the VMT shock. In the long run (20 years) the link is weaker, at about 46 percent. In contrast,***

830 ***endogenous (an influence from within the model, research- or discovery-based) improvements in fuel efficiency appear to have a positive effect on GDP. A 10 percent increase in fuel efficiency yields only a 1 percent GDP increase in the short run, but a 6 percent effect in the long run.”**⁴⁴ [emphasis added]*

⁴⁴ *Driving the Economy: Automotive Travel, Economic Growth, and the Risks of Global Warming Regulations*. Cascade Policy Institute, November 2009, p. i

835 ...
“...if VMT strongly drives economic activity in a causal manner, then policies that are effective in reducing VMT also could reduce economic activity”⁴⁵

840 ...
“VMT strongly influences GDP in the same direction, consistent with the pairwise causality finding. As illustrated in Figure 7, the response (“elasticity”) of GDP per capita to a shock in VMT per capita is high, both in the long and short run. **Specifically, a one percent change in VMT/capita causes a 0.9 percent change in GDP in the short run (2 years) and a 0.46 percent in the long run (20 years). If accurate, this is a key finding, since it suggests there is a large penalty – even in the long run – associated with policies that use direct regulation to reduce VMT.**”⁴⁶ [emphasis added]

845

850 ...
“...exogenously improving fuel efficiency has a positive effect on GDP. A 10 percent improvement increases GDP per capita by about 1.2 percent in the short run and 6.5 percent in the long run. This supports the notion that, **in contrast to expecting price stimulus mechanisms (such as carbon tax, cap-and-trade, subsidies, etc.) to indirectly encourage technological change, it may be better to support direct efforts to improve technology.**”⁴⁷ [emphasis added]

855

...

45 *Driving the Economy: Automotive Travel, Economic Growth, and the Risks of Global Warming Regulations*. Cascade Policy Institute, November 2009, p. 5

46 *Driving the Economy: Automotive Travel, Economic Growth, and the Risks of Global Warming Regulations*. Cascade Policy Institute, November 2009, p. 7

47 *Driving the Economy: Automotive Travel, Economic Growth, and the Risks of Global Warming Regulations*. Cascade Policy Institute, November 2009, p. 7

860 *“...this author’s research suggests that the market responds in ways that make tax- or regulatory interventions unlikely to be dramatically effective in reducing VMT, but very dramatic in its effect on economic vigor.”⁴⁸*

865 What we have learned from this research piece is that the logic of using behavioral/regulatory changes has little effects on VMT but rather very dramatic negative effect on GDP. The idea to reduce VMT only serves to slow economic growth. We also now know that VMT has a direct causal relationship to positive GDP growth. Since VMT & income per capita are also closely aligned, we can make some very strong inferences that the the greater the VMT/capita (VMT = mobility) the greater the impact on economic prosperity. The very idea that a
870 Metropolitan Transportation Organization (“MPO”) would ideologically create a Plan that does not aim to increase the greatest mobility/capita (with the automobile being the most affordable, most flexible, fastest, and the least expensive transportation method on a Marginal Social Cost Pricing model) is at it's core a very flawed notion. Instead of behavioral modifications, MPOs should
875 be focused on funding technological advances (like increased fuel efficiency) which have a very positive effect on VMT, GDP, and therefore income. Reducing VMT while dismissing the impact on the economy would be extremely foolish and further damage income/wealth fo an already diminished middle class.

880 Another explanation for the diversion in VMT and GDP is perhaps that the increased efficiencies and wage-earning opportunities afforded from the proliferation of the personal computer and its peripherals, the expansion of the

⁴⁸ *Driving the Economy: Automotive Travel, Economic Growth, and the Risks of Global Warming Regulations*. Cascade Policy Institute, November 2009, p. 8

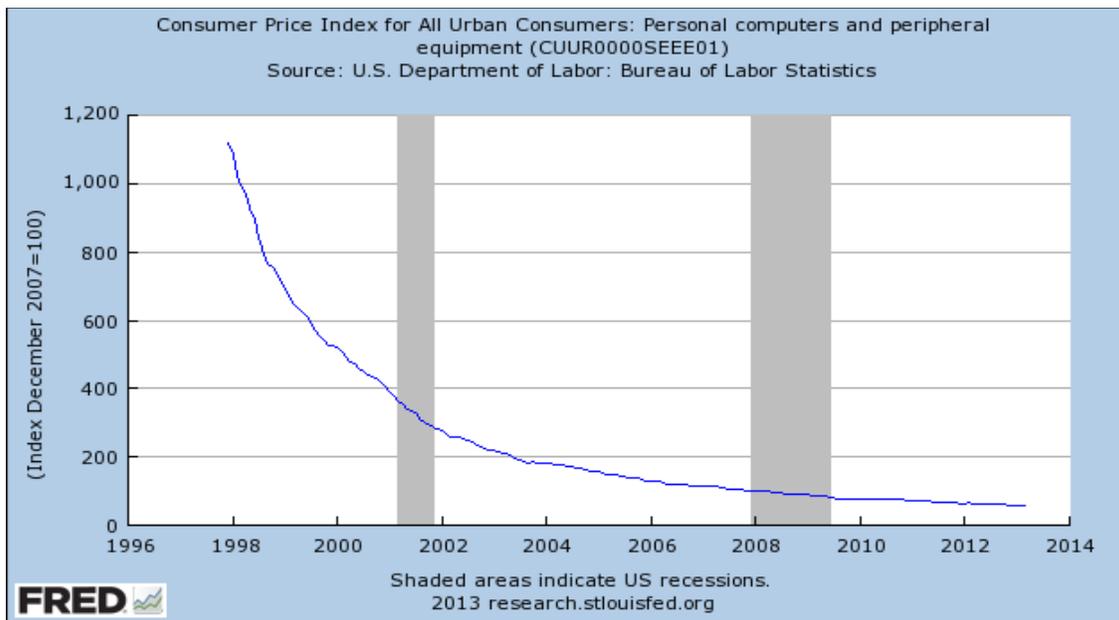
internet, mobile devices and technologies, and the expansion of additional work-from-home opportunities.

885

We can see in this first chart that the price of the personal computer and peripheral equipment dropped precipitously from the end of 1997 (11 times more expensive as 2007) to today. This dramatic price drop allowed more individuals to be able to purchase a personal computer. The personal computer and the
890 improvement of telephony and cable technologies created instantaneous access to practically unlimited amounts of information, opened opportunities for flexible schedules around education and higher levels of learning, increased the speed, frequency of communication via email, text messaging and instant messaging. Text messaging has fallen from about 6 cent to about 1 cent per message in the
895 last 8 years.⁴⁹ The price of the mobile phone has fallen dramatically, not even including the cost of inflation or the increase in the number of features.⁵⁰

49 http://assets.fiercemarkets.com/files/wireless/fierceimages/voice_chart_2_small.jpg

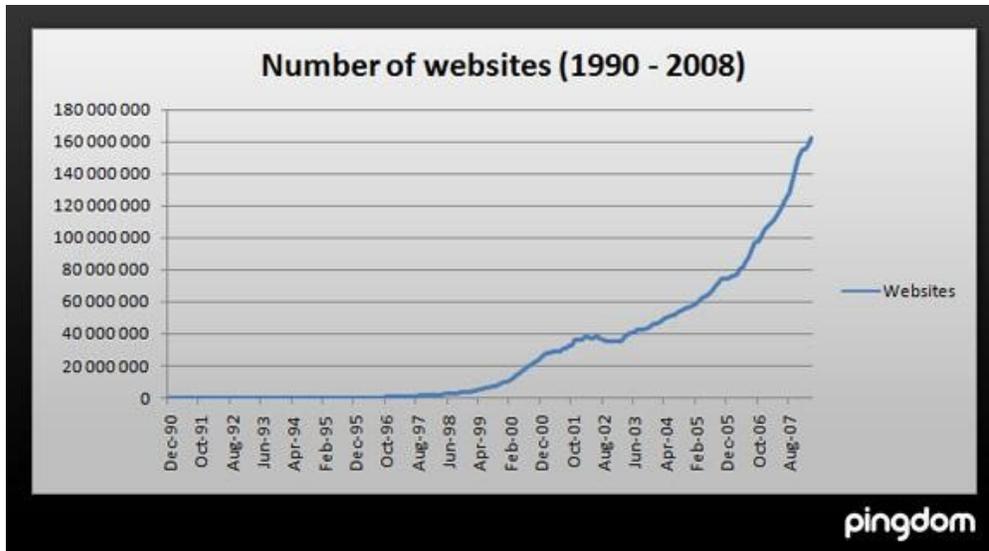
50 <http://www.savings.com/blog/post/Infographic-The-Shrinking-Cost-of-Mobile.html>



Source: <http://research.stlouisfed.org/fred2/series/CUUR0000SEEE01>

900

The number of websites has grown nearly exponentially starting in the late 1990s indicating the opportunity for increased e-commerce.

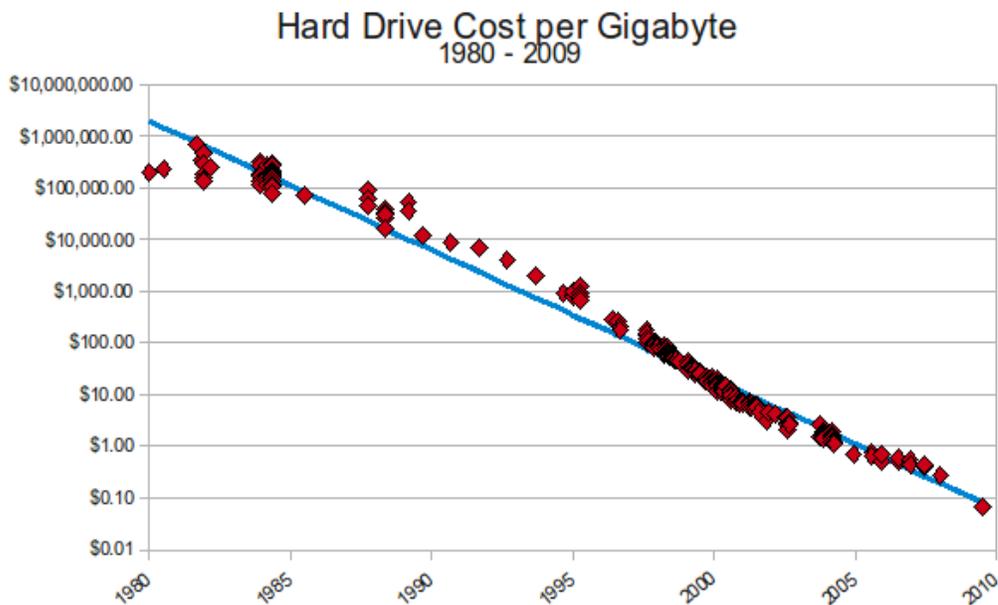


Source: <http://royal.pingdom.com/2008/04/04/how-we-got-from-1-to-162-million-websites-on-the-internet/>

905

The constant decline in costs of data storage, combined with the fall in the price of personal computers, and the increase in computer processor speeds has led to the handheld devices and currently smart-phones which are capable of very powerful calculations, instant connectivity to the world via telephone and internet, provide access to sources of entertainment, news, etc.

910



Source: <http://www.mkomo.com/cost-per-gigabyte>

915 All of these technological changes have also given rise for the ability of people to live where they want because companies can allow personnel to work anywhere they need to, as long this does not reduce efficiencies, and profits.

Despite the improvements/efficiencies in computing and mobile technologies (not even adjusted for inflation), the Plan fails to include ANY study of the use of and
 920 the rise in telecommuting in as it relates to environmental impacts over the life of the Plan in either the Plan or the DEIR. According to the survey of Income and Program Participation, the number of home-based workers increased by 35% between 1997 and 2010 nationally.⁵¹ This number is well corroborated in the DEIR, adjusting for the differences between start dates of the just-mentioned
 925 survey and the DEIR. The DEIR mentions that “the percentage of Bay Area residents working from home has nearly doubled since 1990.”⁵² In the DEIR in Appendix D under Alternative Transportation Suggestions under “Telecommutes...All alternatives assume increases in telecommuting consistent with past trends.”⁵³ The fact that it is mentioned in the DEIR means that the
 930 notion of growth in telecommuting was at least contemplated by the creators of the Plan.

C151-19

A few questions:

While there has been a parabolic decline in the price of computer, computer
 935 peripherals and the price of mobile devices, the plan assumes “increases in

C151-20

145 51 “Working at Home is on the Rise”, US Census, <http://www.census.gov/hhes/commuting/files/2012/Home-based%20Workers%20in%20the%20United%20States%20Infographic.pdf>

52 DEIR, 2.1-15

53 DEIR, Appendix D, D-13

telecommuting consistent with past trends.” Why was telecommuting trend 'assumed' to stay consistent, while assumptions about future transit trends and future living preferences changed dramatically within the Plan?

940 If the idea here is to reduce VMT from cars and increase the VMT from other forms of transportation and land-use changes, why isn't there a greater discussion of incentives to increasing telecommuting as a way of reducing energy-use and greenhouse gas production?

945 A simple, well-promoted focused campaign to employees or employers to suggest more work from home opportunities, in the tech-heavy region of the Bay Area, would potentially reduce the number of trips needed by auto or transit. Since the Plan is very heavy on behavioral modification vs technological modification, why wasn't there even a suggestion of convincing employees and
950 employers to use telecommuting as a way to reduce greenhouse gases?

The Plan requires massive subsidies to transit and to developers for increased densities through OBAG and Priority Development Areas. Why aren't their subsidies for companies who increase the number of work from home
955 opportunities or flexible work schedules, which would arguably reduce congestion, particularly at peak travel hours? Those workers that would still need to commute to work would arguably have less stress, less delays, shorter commutes, room for stretch their feet on transit and better quality of life. The Plan would also have less justification to spend massive amounts of public
960 money on exorbitantly expensive capital improvement projects to expand the system were more people encouraged to stay and work from home.

Telecommuting also means that a larger percentage of the population could choose to live where it was most economical, provide for almost no burden on the environment (especially if those individuals were allowed to buy land and build properties outside of the urban growth boundaries where they could self-mitigate their own impact on the environment through green technologies like rainwater collection, organic farming, composting, solar power generation, graywater collection and reuse, algae-power production, etc—technologies which are not readily available to those living in higher and higher densities. Research shows that artificial supply constraints due to urban growth boundaries and actions by urban planners have contributed massively to the housing bubble in California and unaffordable home prices, yet we add more regulation on top of bad regulation to fix this problem.⁵⁴ To that end, why doesn't the Plan consider the notion of expanding or completely doing away with the urban growth boundaries as it applies to housing affordability and greenhouse gas reduction?

C151-21

⁵⁴ *How Urban Planners Caused the Housing Bubble*, Randal O'Toole, Oct 1, 2009

QUESTIONS IN DIRE NEED OF ANSWERS BEFORE VOTING ON A PLAN OF THIS MAGNITUDE

980

1) Who are the stakeholders here? Who wins and who loses? Are we robbing user fees, taxpayers and property owners to pay developers and monopolized public transit operators? If we are resigned to robbing one group to pay another, is this at least the most cost-effective way of committing the theft?

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C151-22

2) What is the cost per passenger mile, vehicle-mile, hour of reduced congestion, ton of reduced greenhouse gas emissions compared with the cost of alternative projects, especially the "No Project" alternative? Why does the Financial Assumptions document only show the cost and revenue projects for the preferred project and not also for all of the alternatives? Even if it might fit the statutory requirements, isn't it disingenuous to ask appointed, unelected, unaccountable officials to vote on a Plan without knowing the costs of the alternatives?

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C151-23

3) What share of the total cost is paid by users of each form of transportation, and what benefits do other taxpayers get from their share of the costs? In the case where low-income users need subsidies, why wasn't a vouchers program chosen (on a trial basis, at least to get a more accurate data sample) so that an accurate representation of travel preferences could be produced for Plan's selection process?

1000

4) Are MTC & ABAG using actual realistic values or best-possible-situation estimates as it applies to each of the alternatives? And were each of the alternatives treated objectively and fairly in such an analysis? What are MTC's &

1005

C151-24

ABAG's track records on the cost/use estimates for past projects of large magnitude?

1010 5) Is the public sector doing something that the private sector could or should be doing? Along that vein, why didn't the Plan consider the idea of a fair market process to allowing private entities to compete against BART, CALTRAIN, BATA to limit risks of the aforementioned public entities of having a monopoly on prices and the quality of service. Research shows a strong economic and social case for privatizing Amtrak⁵⁵. When services compete, the public wins.

C151-25

1015

1020 6) Does the building of additional transit assets create larger problems/costs down the line? Since transit maintenance for rail is at least as expensive as buses and rail has an average life of 30yrs, how does the Plan expect to pay for the maintenance of these new assets when the Plan is already underfunded by \$14 billion?

C151-26

1025

7) Why doesn't the Plan fund all of the maintenance BEFORE funding the new nice-to-have projects that total over \$22 billion? This would be akin to buying a Maserati instead of ensuring there is enough cash to pay for one's home mortgage.

1030

8) Are MTC and ABAG staffers sure the preferred alternative (alternative 2) is the most efficient based on a full and unbiased analysis versus alternatives 1, 3, 4, and 5? Is it the responsibility of MTC to ideologically penalize drivers by reallocating gasoline taxes in favor of transit? Is that part of MTC's governing purpose or has MTC overreached on its powers here?

C151-27

55 Stopping the Runaway Train – The Case For Privatizing Amtrak – O'Toole – Nov 13, 2012

9) What share of available resources are being used to address what share of our problem? Does this Plan depend on forcing large segments of the population to accept an exorbitantly costly change in behavior? Is this rational if there is very little in the way of compensating benefits? Would a technological solution (self driving cars, improved vehicle emissions standards such as Pavley 1 and Pavley 2, traffic signal coordination, green technology at the single-family property, etc) solve the problem at a lower cost than the behavioral solutions posited by the Plan? Seeing that the savings of just 3,0000 MTCO₂E per day⁵⁶ between the “No Project” alternative and the “Preferred” alternative comes at an enormous expense of 10s of billions of dollars according to the Plan, does it make any sense to spend this kind of money when a single volcanic eruption can easily put out 150,000 to 300,000 MMTCO₂E per day (that is, 50 times the savings per day that the preferred alternative will provide!) This is not an argument that suggests that volcanoes emit more GHGs than humans; there are already estimates that suggest humans emit 29 billion MTCO₂E per day (according to 2007 EIA estimates) while volcanoes emit 65 to 319 million MTCO₂E per day.⁵⁷ If we endeavor to reduce our greenhouse gas emissions, does a cost of \$6,666,666 per ton⁵⁸ make any sense when we have already discussed so many alternatives that cost less than \$50 per ton in the aforementioned McKinsey Survey and when a single week of emissions from a single uncontrollable volcanic eruption, outdoes all of our efforts for an entire

56 This is according to the Plan's model but really does not include Pavley 1 and Pavley 2 standards which reduce the savings even further. See Letter to Orinda City Council by Orinda Watch in the Appendices attached.

57 <http://www.skepticalscience.com/volcanoes-and-global-warming.htm>

58 This is estimated as ~\$20 billion of new transit projects as defined in the preferred alternative in Plan Bay Area divided by 3,000MTCO₂E per day; it is assumed by me that the rest of the funds are purposed for maintenance regardless of the alternative chosen

year?

1055 The simple overriding question to everything I've discussed in this entire comment letter is this:

At what cost?

List of Appendices submitted as electronic files (by file name) with this comment letter:

- Appendix A - Tom Rubin - ABAG MTC Compliance Comments 05 02 13.pdf
- 1060 Appendix B - Should We Try to Get The Prices Right – Delucchi.pdf
- Appendix C - Orinda Watch comment on Plan Bay Area 05-13-13.pdf
- Appendix D - McKinsey Report - Reducing US Greenhouse Gas Emissions.pdf
- Appendix E - O'Toole - The Planning Tax- The Case against Regional Growth-Management Planning.pdf
- 1065 Appendix F - Citizens' Guide to Transportation Reauthorization - Black and White.pdf
- Appendix G - Cascade - Driving the Economy.pdf
- Appendix H - O'Toole - Roadmap to Gridlock.pdf
- Appendix I - O'Toole - Myth of Compact Cities.pdf
- Appendix J - O'Toole - Does Rail Transit Save Energy.pdf
- 1070 Appendix K - vision for the Bay Area's future _ Opinion Shop _ an SFGate.pdf
- Appendix L - Housing plan may hurt economy, climate - San Francisco Chronicle.pdf
- Appendix M - Profile Page - OneBayArea SFGate.pdf
- Appendix N - Plan Bay Area offers a solid vision - San Francisco Chronicle.pdf
- Appendix O - How Urban Planners Caused the Housing Bubble, Randall O'Toole, Oct 1,
1075 2009.pdf
- Appendix P - GOVERNMENT CODE SECTION 66500-66536.2.doc
- Appendix Q - Financial_Assumptions - Draft Plan Bay Area.pdf
- Appendix R - Transportation 2035 Plan-Final – MTC.pdf
- Appendix S - The Greatest Invention - How Automobiles Made America Great – O'Toole.pdf
- 1080 Appendix T - Stopping the Runaway Train – The Case For Privatizing Amtrak – O'Toole – Nov
13, 2012.pdf
- Appendix U - Ending Congestion by Refinancing Highways - O'Toole - May 15, 2012.pdf

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