

Plan BayArea 2040



**Association of
Bay Area Governments**



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Spring 2015 Public Engagement Correspondence Via Email

COMMENT	NAME	DATE	COUNTY
<p>How have we allowed ourselves to go from local control to Soviet style central planning? Let the market determine housing allocations and costs.</p> <p>The absurdity of your email that PBA will help maintain then character local communities! How can stack & pack housing not destroy the character of Danville!</p>	Mark Fernwood	4/28/2015 Via email	Contra Costa
<p>Dear OBA partners, I am looking forward to the opportunity to hear and contribute to the long-range transportation, land use, and housing plan tonight.</p> <p>I live only 1.5 miles from the WC Marriott. My main form of transportation is bicycle. I've ridden to the Marriott before and I feel like I'm risking my life when I do so. (In contrast I feel extremely comfortable riding on the Iron Horse Trail, which is only 0.5 miles away from the Marriott). Thus, I would not like to risk my life tonight to attend the meeting, and it seems quite ridiculous to get in my 2,500 pound car to transfer myself 1.5 miles.</p> <p>May I suggest a way to reduce greenhouse gas emissions, improve public health, and maintain the region's transportation infrastructure cheaply would be to focus on building safe and comfortable bike routes for people of all ages and abilities. A good start would be ensuring all people can access your buildings and public meetings safely on a bicycle, especially traditionally underrepresented bicyclists like women.</p>	Kristin Tennesen Walnut Creek	4/29/2015 Via email	Contra Costa
<p>Due to transportation woes, residents of Fremont, Newark and Union City will find it very difficult to attend tonight's Pleasanton open house about Plan Bay Area 2040.</p> <p>Could you please schedule a Fremont/Newark/Union City Open House sometime in the near future and give us as much notice as possible?</p>	Shape Our Fremont	4/29/2015 Via email	Alameda
<p>Thank you for an opportunity to meet and speak with the planners working to create our region of the future.</p> <p>I spoke with Mark at the "County Focus" station about my particular focus, the everyday 238 jam-up created by the need for every truck moving between the central valley and the Bay Area encouraging commuters to get off the freeway and use our surface streets, adding pollution, tension through the community and wear and tear on our streets. And the Ashland-Cherryland Corridor of E14/Mission Blvd. Mark asked me "what three things would I wish for to improve our area?"</p> <p>I said:</p> <ol style="list-style-type: none"> 1. Streetscape improvements; roadbed, lighting, bus stop shelters and benches, walkable/bikeable, with infrastructure--storm drains and dark fibre 	Mike Baratta	4/30/2015 Via email	Alameda

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<p>2. Branding, people in Ashland and Cherryland don't know where they live. Help us establish recognition</p> <p>3. Help create a "District" from A Street Hayward to Dolores in San Leandro by using trolley type vehicles for corridor shuttle. A 5 mile stretch with 3 BART stations within the TOD guidelines, predominantly 110' right of way with a diverse population allowing us promote ethnic shops and attracting regional interest.</p> <p>A 25 or 40 year plan must look to our potential. The data collected is an amazing start to define who we are and with that data we can determine what we may become. Thank you.</p>			
<p>Thank you for taking comments online. As mayor of Union City, I believe the long term solution to the jobs/housing imbalance is rail transportation over busing. I know we do not have unlimited resources, however, public/private partnerships work well across the country and around the globe. There has not been enough focus on east/west transportation congestion. One of the issues, as I see it, is that Alameda County and San Mateo County need to do a better job talking to each other. Our county funding sources stop at the county line but the vehicles do not. I think this short email gets my message across. Thank you.</p>	Carol Dutra-Vernaci Mayor, Union City	5/4/2015 Via email	Alameda
<p>Greetings- Recently heard about Plan Bay Area 2040 on a right wing radio talk show. I had NO IDEA you were creating a sustainable community in the bay area. I attend the annual green festival in san fran, but this is the first I have heard of the plan to help transit the bay area into a defacto sustainable community!</p> <p>I support Agenda 21 and the move shift into bicycles and alternative transportation modalities- preferably electric.</p> <p>I have written a book entitled, SAVING THE PLANET: see: triniti.netai.net/planet.html</p>	Steve Jones, Global Environmentalist Colorado USA	5/7/2015 Via email	Out of the Area
<p>Please add a school district filter as well if possible!</p>	Vibha Rathi	5/12/2015 Via email	
<p>Hi MTC/ABAG: Having reviewed Plan Bay Area 2040, I'm concerned that the amount of housing proposed is insufficient for bringing down housing prices to affordable levels. According to the state Legislative Analyst's Office, the Bay Area has accumulated a shortfall of over 1.5 million housing units since 1980. This shortage is greatest in Silicon Valley.</p> <p>For the past few decades, population growth was limited by growth in housing stock, which hasn't kept up with demand. If the regional housing need assessment (RHNA) is extrapolated from housing-shortage-limited population growth, then expect more housing shortages in the future. Measure demand directly, instead of extrapolating from past growth. If enough housing for our children and all the people who want to live here isn't built, then people will get displaced.</p> <p>Fortunately, Silicon Valley's low density retail and office areas offer an opportunity to create new San Francisco sized downtowns, complete with new transit lines and tall buildings. As one example, below and attached are an illustration of what the area around the Apple headquarters could look like with 100,000 new homes.</p> <p>Thanks, Alfred</p>	Alfred	5/14/2015 Via email	
<p>And here's an idea for new BART lines connecting new downtowns in Silicon Valley [Attachment submitted.]</p>	Alfred	5/14/2015 Via email	

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<p>Goals for the 2017 Plan</p> <p>I attended a town hall yesterday in Novato. I am interested in the survey question regarding Access Equity. I do see a growing divide between Haves and Have nots and am assuming the question is should this be addressed. Can I get further insight, please?</p> <p>Please contact me at either this email address or phone. Thanks.</p>	Peter Tiernan	5/17/2015 Via email	
<p>I am writing to support the concept of a Dumbarton train crossing.</p> <p>I take the Dumbarton express bus every day to get to work. I go in the reverse direction and often spend over an hour waiting for the bus in the evening due to traffic in the commute direction. This is a really sad state of affairs for a public transit option. No wonder they are so few other riders!</p> <p>Public transit can only truly be public if it has the right of way. A Dumbarton rail link has the unique opportunity of providing this in a heavily congested area with no negative impact on traffic congestion during construction. For this reason alone this should be an amazing project for the area.</p> <p>Please make sure this does not fall off the plan!</p> <p>Nik Ingle, Palo Alto Resident and Committed Public Transit User.</p>	Nicholas Ingle	5/18/2015 Via email	Santa Clara
<p>Dear Plan Bay Area fellow travelers (in a good sense!) -</p> <p>For years I've looked at the rail bridge south of Dumbarton and wished there were trains running on it. I love trains - but more importantly they are the most energy-efficient (2nd only to bikes, last I read) means of transportation.</p> <p>So I would ask that you include Dumbarton Rail in the long term 2040 regional update. I might still be alive then (born in 1945; aiming for 120 years), but in any case everyone who IS alive then and living in this area where everyone wants to live, would benefit from having that option. And since any such project is built in stages, I hope to enjoy at least some of those as they come to fruition.</p> <p>Sincerely, Virginia Smedberg, Palo Alto (born & raised in this town!)</p>	Virginia Smedberg, Palo Alto	5/18/2015 Via email	Santa Clara
<p>Dumbarton Rail</p> <p>Please include Dumbarton Rail in the 2040 Plan Bay Area regional update!</p> <p>Regards,</p> <p>Lucas Ramirez, Mountain View, CA</p>	Lucas Ramirez, Mountain View	5/19/2015 Via email	Santa Clara
<p>Dumbarton Rail Project</p> <p>To whom it may concern,</p> <p>I am currently a resident of Menlo Park. I am writing in support of transit on the Dumbarton rail corridor. This project, from what I have read, would be far more cost effective than BART extensions and would provide a transit option that is competitive with car travel across the bay. A 10+ billion dollar second transbay tube is being debated while a rail bridge sits completely unused connecting the East Bay with jobs on the peninsula! It's very hard to understand how this could be. Currently, the Dumbarton is a major bottle neck and traveling across the bay by bus is slowed significantly by car traffic during commuting hours. I am a clinical fellow currently working at Stanford University Medical Center and feel fortunate that there are bus options, but a protected right of way for transit could make a major difference. Ideally this option could be commuter trains compatible with Caltrain that could proceed either up or down the peninsula (for the near future, perhaps the current diesel fleet could be used after it is replaced by electric trains on the current Caltrain line?) or at least transfer to existing service in Redwood City; bus rapid transit along protected rights of way would be better than nothing.</p> <p>Thanks, John Leikauf</p>	John Leikauf, Menlo Park	5/19/2015 Via email	San Mateo

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<p>Trouble with cookies or my software being outdated-- anyway, here are my comments, from East Palo Alto, to be added to the long-range transportation, land use and housing plan, Plan Bay Area:</p> <p>Biggest problem is obvious -- not enough affordable housing. But the causes are not so obvious-- there no way to ensure that such housing is built, and really no way to keep low-income people (or even moderate/average income people) HOUSED.</p> <p>I've had my own battles with a loan servicer who is illegally trying to foreclose on my house. Loan servicers or lenders have every incentive to do so. They make a quick profit from taking the house and selling to the highest bidder. Renters have similar problems with landlords who force tenants to endure rapid rent increases, poor maintenance, and huge overcharges for small infractions like being a few days late with a rent check. The non-profits and well-intended government agencies are ignored by the banks, developers, and lawmakers or regulators who cannot, or will not, enforce the plans to keep us housed affordably. We waste hundreds of hours of planning meetings by ignoring the hard work of those committees. You do not need a fancy website and computers that accept cookies to do this survey-- just call the homeless shelters, food closets, social services offices, and the dozens of nonprofit agencies that have tried for DECADES to ensure housing and justice for lower-income residents in the Bay Area.</p> <p>City by city and county by county, strong council members and other officials need to stand up and defend these rights in court, and in the budgeting process, and in the granting of permits or imposition of penalties. We especially need policies to prevent speculators from purchasing housing for outrageous profit and denying housing to residents-- sometimes the speculators force current residents out of their homes, and sometimes they even purchase a home that is left vacant because it cannot be rented out.</p> <p>Thank you for noting these concerns.</p>	Eve Sutton	5/28/2015 Via email	
<p>Please accept this comment forwarded, hopefully, to appropriate MTC's Plan Bay Area reviewing staff. --Libby Lucas</p> <p>Hello, May 29, 2015</p> <p>In regards to your update on Plan Bay Area, this is the first I have heard about it and afraid do not understand how to submit comments...but as timeline is running out, will simply reply to this source.</p> <p>Had written at some length on your earlier Plan Bay Area and am unclear why there is any need to update it so soon, however will briefly state continuing concerns with what am seeing in Bay Area in past few years.</p> <p>~ Do not find that original Plan Bay Area adequately evaluated traffic congestion. In last few years Bay Area has experienced building frenzy that has resulted in gridlock on critical arteries and in many neighborhoods. This has had ripple effect in many unforeseen ways and may be impacting established cultural institutions. In recent attendance at morning rehearsal of San Francisco Symphony we found an acquaintance who left Foster City home at same time we departed Los Altos and yet he arrived at concert 20 minutes after we did. We no longer see busloads of retirement community folks from East Bay at all. Understand that it is now impossible to avoid gridlock on northern peninsula roads around #101, #95 and El Camino Real and bridge approaches are a parking lot. In earthquake country this almost guarantees public disaster waiting in wings.</p> <p>~ In previous Plan Bay Area found complete absence of any attempt to evaluate sea level rise or anticipate how highway upgrades might retain integrity in low elevation highway arteries that ring San Francisco Bay..A financial assessment of such upgrades needed to be</p>	Libby Lucas, Los Altos	5/29/2015 Via email	Santa Clara

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<p>folded into all recent developments and has not been. At least I was unable to find this discussion or evaluation but maybe I did not look in appropriate element.</p> <p>~ Do not believe the US Army Corps of Engineers will be able to design and implement super levees that will be able to protect morass of dense, high rise construction that is being built on low lying lands around bay. Nor will levees protect inboard neighborhoods already seeing saltwater intrusion into cellars and foundations. By year 2040 drastic measures will have to be incorporated in building codes but where is Bay Plan model?</p> <p>~ Lastly, as we are being asked to reduce our water use by 25 to 30% in what manner does Plan Bay Area address drought? Are all these new hotels, offices and residences required to be double plumbed? Will new employees be asked to sign wavers that promise to shower only every third day? We used to think that we were living in a paradise but fear it is all too rapidly turning into a fool's paradise.</p> <p>Would love to have been able to have read latest Plan Bay Area document and maybe to make constructive comments but somehow missed alert on this entirely so will fall back on earlier reading of plan deficiencies.</p> <p>Thank you for considerations of these challenging concerns. Libby Lucas, Los Altos, CA</p>			
<p>Before moving to Sonoma Co. from Fresno over 21 years ago, I anticipated being able to frequently visit friends and family who never left the Bay Area and rarely came to Fresno once I-5 was completed. It didn't take long to learn how difficult it can be to leave Sonoma County and return except several hours after dark. I've watched freeways being expanded both locally and in the East Bay on I-80 on the east shore and up in Solano Co. as well as I-580 out to the San Joaquin Valley with only short term benefits in traffic flow. I've come to the inescapable conclusion that more of the same will neither maintain nor improve air quality or mobility.</p> <p>Whether or not the population of the 9 counties grows, it will become increasingly difficult for all of us, but particularly the increasing number of old citizens, like myself, now 77+, to travel far from home without a major improvement in coordination of our existing public transit agencies and expansion of their services. My experiences trying to use Sonoma County Transit to get to and from my home west of Sebastopol to the Volunteer Wheels office in Santa Rosa where I spent two days a week as a volunteer driver, convinced me that public transit, in my county at least, is designed for the desperate who have no other choice. Aside from headways being as long as 90 minutes on the routes serving my nearest town, very few stops had shelters sufficient to keep one waiting for the next bus. More than once, I found a bus I planned to take home pass by roughly 5 minutes earlier than normal, requiring me to walk 1.5 miles to the alternate route that would not arrive for another hour. In winter, when it was dark or raining, I stood under the eaves of a building near the bus stop, only see the bus I'd hope to take home pass by without even slowing down. Then they changed the route of the morning bus that required me to go into downtown Santa Rosa and transfer to a City bus that would eventually get to my destination, but not directly, and arriving 30 minutes after I had been starting my day. That's when I gave up riding the bus to my volunteer :job".</p> <p>After listening to an older member of my church explain the challenge of getting from Sonoma Co. to MTC headquarters in Oakland, I checked it out myself, and concluded it wasn't worth nearly 3 hours and two switches of carriers to make such a trip. I've checked 511 a couple of times to explore the feasibility of using public transit to reach San Francisco and find it discouraging. Golden Gate Transit, like many other providers, has a schedule geared to commuters. Travel options become much less after "Rush Hour". The fact we still</p>	Stephen L. Beck Sebastopol	5/29/2015 Via email	Sonoma County

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<p>don't have a Clipper Card in Sonoma County makes it difficult to pay fares to multiple providers to complete your trip.</p> <p>If no serious effort is made during the next 5-10 years to truly make public transit seamless from all 9 counties, and even beyond for those needing OR WANTING, to travel beyond our 9 counties, and to expand the frequency of service, we will be looking at the present as the "Good Old Days" of mobility.</p> <p>Other than eliminating congestion-creating gaps where the number of lanes is less than the roadways before and after the gap, and for maintaining the surfaces of existing roadways, I believe our top priority needs to be creating a public transit network that allows passengers to move from one provider to another with minimal steps in order to reach their destination at any time of day. If this is done, we'll lessen the number of people who choose to leave their car home, because it's easier to get their by train or bus, and/or ferry, but not if a passenger must walk a quarter mile or more in the dark or rain or even hot sun to make connections.</p> <p>The ability to move people and goods from place to place is essential to making the Bay Area a desirable place to live, to work, or to have a business. There isn't enough money to add sufficient lanes to significantly reduce today's congestion on our highways.</p>			
<p>MTC Members:</p> <p>You have asked for citizen input and I am writing once again to request that MTC refund the sorely needed Dumbarton Rail project.</p> <p>While rail north-south ridership (CalTrain) has steadily increased and taken many cars off of our north-south highways, the Dumbarton Rail project has continued to be sidetracked and indeed robbed of needed funding.</p> <p>I live in Palo Alto and see the daily afternoon backup on both highway 101 in Palo Alto, Mt. View and Menlo Park as well as the alternative parallel route Middlefield road due to the backup of afternoon commuter vehicles headed for the Dumbarton auto bridge. I assume there is a corresponding morning traffic jam in the AM on the Fremont side of this bridge. A rail interconnection with CalTrain at Redwood City and Amtrak and ACE at Fremont would provide alternative transport and help the air quality issue yet it is not a priority in MTC planning even though the right of way still exists.</p> <p>Santa Clara County voters approved a sales tax increase starting in the '70's, Measure A in part according to the proposal to fund the Dumbarton rail project. It appears however that the funds proposed for Dumbarton rail have been diverted to a BART extension which provides no service benefit to northern Santa Clara County.</p> <p>As this is a regional connection project this would seem to fall directly into the purview of MTC, and yet San Mateo County has to struggle to keep the project alive.</p> <p>I ask that you reconsider this underfunding proposal and put a priority on renovating this missing rail connection.</p> <p>Sincerely,</p> <p>Richard C. Brand, Palo Alto</p>	Richard C. Brand, Palo Alto	5/29/2015 Via email	Santa Clara

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<p>This email is a response to the paragraph entitled "Telephone Poll Results" in the following document: http://planbayarea.org/pdf/6-14-13/3a_DraftPlanBayArea_StaffMemorandum.pdf</p> <p>I don't think that a survey conducted by telephone can provide a representative sample of a modern community. I don't have a land line, and I don't know of anyone in my demographic who does. In addition, if I were asked to take a survey via telephone, I would refuse.</p> <p>I'm sorry that I don't know of a better approach to recommend. I support the idea of the plan: I wish that I could walk to work.</p>	Evan Kroske	5/29/2015 Via email	
<p>I tried sending this. Evidently it never got through. Here it is again:</p> <p>Comments on Transportation Issues:</p> <ol style="list-style-type: none"> 1. Plan for 5-County BART to encircle San Francisco Bay - The five counties ringing SF Bay have six million residents and most of the region's jobs, all in a narrow belt ideal for unified rail transit. A five-county agency combining the best of the existing BART and Caltrain operations would better connect people and jobs than what we have now. 2. Demand total fencing and grade separation of High Speed Rail, not "Blended Rail" - Prop 1A in 2008 was for "Safe, Reliable" High Speed Rail. Railroads around people and vehicles are vulnerable to accidents, suicides, and vandalism, especially at higher speeds. Trains even on 79 mph track (like Caltrain now) can derail if hitting a heavy vehicle. 3. Plan an SF Bay Rail/Bus Hub in Oakland at I-880/7th Street interchange - BART crosses over UP track used by Amtrak, Capitol Corridor, and San Joaquin trains, with 16 trains per hour to four downtown BART/Muni stations in 10 minutes or less and at least 4 trains per hour to the Peninsula and along four East Bay lines. The I-880/7th Street interchange is very close to the Bay Bridge. Closure of either the BART tube or the Bay Bridge need not be fatal to the region with the other available for trans-Bay travelers. Easy transit access for both the public and employees, to the port and major high rise in San Francisco and the East Bay, and to Sacramento and the Silicon Valley would make the area prime for governmental or commercial transit-oriented development. A 4-track aerial station (like at MacArthur), though costly, would speed BART recovery from a mishap in the tube or downtown San Francisco. 4. Plan HS Rail north from San Jose to that Hub and on to Sacramento - Routing HSR between San Jose and Sacramento via Oakland eliminates the need for a very costly HSR tube under SF Bay. Unlike with the Caltrain route, the Mulford line goes through a largely unpopulated area with fewer and less busy cross streets. It should cost far less and serve the region as well or better. Using state HSR funds to electrify and extend Peninsula rail unsafe for HSR mocks the sanity of transit professionals. 5. Plan BART to Livermore and over the Altamont to I-205/I-580 - Before it was abandoned, SP had a ruling grade of less than 1.3% over the Altamont. Heavy truck and commute traffic severely congests I-580 between the Bay Area and the Central Valley and southern California. In 2011 Livermore voters qualified a petition for the ballot to route future BART to Livermore first to an Isabel-580 station and then along the freeway to Greenville Road, where I-580 crossed over the former SP railroad. The City Council adopted the petition rather than place it on the ballot. Alameda County's Measure BB, which passed by over 70%, included \$400 million as partial funding for BART to Livermore. A station at the I-580/Grant Line Road interchange near 205/580 is in Alameda County, but would be used mainly by Central Valley commuters to the Bay Area; Higher parking charges and fares could reasonably be charged to pay for the cost of construction and operation. 	Robert S. Allen, BART Director, District 5, 1974-1988, Retired, SP (now UP) Western Division	5/30/2015 Via email	

COMMENT	NAME	DATE	COUNTY
COMMENTS/QUESTIONS FROM MARIN COUNTY WORKSHOP HOSTED BY MARIN COUNTY'S ABAG DELEGATION – May 16, 2015 Comments received via email			
<p>1. You are talking about solving problems and one of the things that comes up particularly, is if most of your time in San Francisco. San Francisco's population has increased about 150,000 people in the last 20 years and this goes back in a SF Magazine article a picture of skyscraping of SF, building these big towers. And so I find that, if you look at that picture it kind of tells everything. If San Francisco is solving its problem which is a lack of green space that allows for human contact with the world we live in. In our backyard, the National Park Service is increasingly becoming a dominant feature in the lives of Southern Marin where I live and particularly the use of the bridges on the weekend. And, this increase in population is directly related to the increase in congestion on our rural roads in all of our communities which are increasingly being flattened by it. And, I think, I am making this as my assertion – my question is what I am seeing is a lack of funding, any direct funding to address this on the level – not on buses – but on the level of our roads which are impacted by this. And, any kind of updating of the traffic and circulation elements. Now, what can be done in this plan which seems to be overburdened with the idea of housing, which we really cannot impact us anymore? What is being done to address circulation?</p>		May 16, 2015	Marin County
<p>2. I have some general questions about the role of ABAG for those of us who may not be as familiar with it. Can some explain exactly, sounds like it is an advisory group, but maybe an advisory group with teeth. Is there funding available from ABAG back to local jurisdictions. I would just like to know on whose authority or what authority ABAG works from and how their relationship is with the cities and ABAG.</p>		May 16, 2015	Marin County
<p>3. I think the previous question answered some of my questions. But, I would still like to ask about Corte Madera who got out of ABAG, what are the consequences if we just decide that asking more of us than we are willing to give and what are the consequences if Novato and other cities decide to get out of ABAG? Are cities and counties that drop their ABAG membership, eligible for ABAG and/or MTC grants?</p>		May 16, 2015	Marin County
<p>4. There is a lot of talk about local control. I would like to hear more talk about local responsibility. I'm glad, Pat, that you said local responsibility in your talk and was glad to hear that, because it is both. We do want to be able to shape our communities in a way that it is appropriate, but at the same time, there are multiple crises going on right now. In the Bay Area and in California, we have an economic boom which is driving up prices which we are experiencing. I have some friends who are real important members of our community who just had their rent raised by \$1000. And, people are being driven out of our community; our communities are changing dramatically, and rapidly. It is a huge concern and I don't see a lot of the cities stepping up to address it. Certainly, the housing elements which are required essentially reports to the State of what is already on the books. I want to congratulate the City of Novato who was the first to pass a Junior Second Unit Ordinance and I look forward to those being passed around the County. I think it will. But, that only addresses a very small population and there is a lot we need to do and we need to get creative about it. We just cannot keep saying no to everything.</p>		May 16, 2015	Marin County
<p>5. I love the infill idea and it would be helpful to find financing for that and there is a role that ABAG can play working with financial institutions to provide loans for infill housing that is currently not very easy to get.</p>		May 16, 2015	Marin County
<p>6. I favor a low density minimal impact approach and with respect to our limited resources especially with water, etc. and looking at the timeframe for projections, a lot of people are interested in the projections for housing and job growth. I see that a methodology hearing and decision in July; and, on performance targets a hearing in September and I wanted to confirm those two dates and the public and the cities will be receiving this information for review before they are solidified next January.</p>		May 16, 2015	Marin County

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<p>7. My concern is equity. In particular Clayton, when you asked about the bad roads in Tam Valley, Tam Valley was forcibility opposed to being part of the PDA which would have allocated more for road projects in that area. Two weeks ago, Monday, Mill Valley had a really good discussion about traffic, growth and they found that there was a huge gap between the number of people moving in and the population of Mill Valley and the number of trips that were experienced. And, that traffic was going crazy. Believe it or not, the answer is not because of some sort of outside source, but because as we grow rapidly in the income of our homes, in the value of our homes, people who have more money generate a lot more trips – nails, tutoring, public services. So, my hope is and let me state that I don't think Wincup is the sort of housing we need. Across the street, San Clemente is a gorgeous example of the housing we need of subsidized housing. And, for those of us who feel that subsidized housing is inappropriate, let's look at Proposition 13 and how much subsidies each one of us receives in reduced property taxes because of that and let's also look at the largest federal housing program which is the interest mortgage tax deduction. We all are subsidized housing. The people who are at the lowest end of the economic spectrum are the ones that are the most affected by this cascade that we talked about – San Francisco, Alameda, Sonoma, Napa and then Solano. And, what that does is it increases regional congestion. So, we have a regional responsibility to build housing for our workers, our lowest income workers, our people with disabilities here in Marin. And, not export poverty along with traffic the way we have been doing for generations. So, it is time that we turn that around and hold ABAG accountable for the sort of equity considerations and the generation of traffic comes from not taking care of our own local needs. 80% of those who live in affordable housing in Marin, work in Marin.</p>		May 16, 2015	Marin County
<p>8. I don't have any particular platform or speech, except to thank Hing Wong, who is the one bureaucrat that in 2010 came through with a good explanation of the numbers for Novato and how Novato becomes the City of Yes. Now, advocates have called us the City of No, but in fact, we have built more for affordable housing than any other City in the County. We continue to have a very pro affordable housing policy and we require a 20% inclusive affordable housing for every new project. We are the people who are actually getting it done. Now everybody else here who is not an advocate probably knows this and even the advocates probably knows this. But, Hing Wong is the one who got the ball rolling about giving us less numbers, enabling us to grapple with them and getting a better RHNA the next time. I am so thankful that we are actually being heard because of this meeting. And, I actually think that comments that the people have made will have some affect this time, unlike the entire 3 years from 2010-2013 where I was an ABAG groupie. I don't want to ever be that again.</p>		May 16, 2015	Marin County
<p>9. Why was the Fairfax employment projections in 2013 expected to grow so much more than the others?</p>		May 16, 2015	Marin County
<p>10. In preparing the population forecasts are you considering constraints especially how much water that will be available? I recall seeing the forecast of adding \$2M more people will be moving into the Bay Area by 2040. Their water usage somewhere between 4-8 times the total capacity of all of Marin's water districts just to support them. But, which Hechty Hechty valley are will going to fill with a dam so we can support them?</p>		May 16, 2015	Marin County
<p>11. Just to confirm on each of your slides where you say the source of your data, where it says ABAG or California Department of Finance data, I just want to confirm that we have only one set of population projections this time around, so we are not going to have the disconnect from the different agencies?</p>		May 16, 2015	Marin County
<p>12. This is a recommendation. We have over at the University of California at Berkeley a Professor of Science, her name is Lynn Ingram whom I would highly recommend that you bring her on board in your thinking about water. She is the world authority on all things concerning water in the western United States. Her absence from your resource base is inexcusable. She is really a treasure of information and insight. I hope you bring her on board.</p>		May 16, 2015	Marin County

COMMENT	NAME	DATE	COUNTY
<p>13. We are in southern Marin, particularly, which I think is often unaddressed, is we face unique geophysical constraints. Like in Sausalito which is town base built on a cliff in some respects with the main thoroughfare built on fill, Highway 101 and its crucial areas coming down towards Manzanita as you come down from the hill through Corte Madera, it is all based on fill and we have, if you looked and actually were to measure the distance from Highway 101 and until you are up in the vertical built areas you are talking only at best a mile in Southern Marin. And in regards to that we are basically built out. And, these are physical factors and we can continue to pretend that Marin County is physically like other places and this is further reinforced by the dominance of the Park System. We don't have any buildable area, it is almost all been given over to open space and I hope that when you are over there that you start putting that into the equation. This is not San Leandro, it is never going to be San Jose, we are a very geophysically limited and unique situation. I hope that these will be considered in your deliberations.</p>		May 16, 2015	Marin County
<p>14. I am wondering about the migration of commuters into the Region and how that impacts your forecasting because now this doesn't have anything to do with growth or people being born or moving in from other parts of the country, the people now are commuting into Marin County from Sonoma, Napa and Solano; or they are commuting from Marin to San Francisco for jobs. Does that impact any of your work in the forecasting and the number of units needed?</p>		May 16, 2015	Marin County
<p>15. I would like to add onto that, it is actually part of my question. I was just curious as to why you would have omitted the impact of commuting on employment, particularly in Marin County where you have people going to East Bay, going points north and primarily going into San Francisco every day because it seems to be that in terms of the overall health of the County's economy, the commuters are very important. I would have liked to see a slide about what percentage of the working population actually works where.</p>		May 16, 2015	Marin County
<p>16. In the world of statistics and economics, they say garbage in, garbage out. I want to get back to the City of Fairfax that is an anomaly, you are aware of that anomaly I know, but every single person in this room knows that the City of Fairfax, it has bars, coffee houses, consignments shops and that is about it. There is no really no economic base there other than just small retail. The fact that you have that anomaly is a huge red flag. I just wonder, what kind of data you are using to create these models and how such an anomaly appeared – maybe it was a rounding error or it was just thrown into a category, but we are going to come back to this if the projections are wrong, we are gonna want to know some answers there. I guess this is more of a comment than a question.</p>		May 16, 2015	Marin County
<p>17. In the modeling, is there a way to place the amount of education in the Bay Area? I worked in Richmond and Oakland, and those are need help. They are slated for big development and they also should be slated for a lot of the federal and state funding. So, if education was put in there, there is a big need for preschools, there is a big need to train people. I think that education and the amount and where it is lacking and the need is one important area. The other area is aesthetics. I worked in Yosemite Park and they limited their commercialism. And, a lot of this is based on commercialism. And, I don't see too many people here from the Chamber, and I think the tax base of the cities has to be put into the areas. Now, because Novato has a lower tax base, we do not have enough money for schools, we don't have enough money for our buses, our roads, our transportation. And, in order to get that, is there a way to model that here are the constraints, we don't need a big bus station, we don't need Wincup's here, because of the relationships to the education. And, the third thing is, I wonder if the gender should be put in because I have a feeling that there is going to be more and more older women. So, for whatever it is worth.</p>		May 16, 2015	Marin County
<p>18. I have a similar question. Do you see using Regional Transit Planning Funds, as a devise to allocate and drive growth in certain Cities?</p>		May 16, 2015	Marin County

COMMENT	NAME	DATE	COUNTY
<p>19. Right now in this City, you have an idiotic situation going on right now which involves our local bus terminal down here which has declining ridership which is documented. We are now in the process of approving a \$3M transit hub. With a declining ridership and the sole driver for that is reasonable transportation. You know, directives or whatever. It is an absurd situation. This is an absolutely perfect situation where top down planning is driving something that is unwanted and unneeded. If you take that particular situation, isolate it, you will see that it is totally absurd economically and I understand that economics is a miserable science. This is beyond the payroll. I have witnessed Sausalito and have lived in many places in Marin County. This County does not fit well with the rest of ABAG. We are a very unique situation, we are too white, we are criticized because we have money, but I am a capitalist and the reason this County is the way that it is, it has been successful people have worked very hard to save their money. I have been a rancher, and, I have not been able to buy a house, but this county is stark evidence of success of the economic system we have. What is going on now and I feel badly for you, is because of what I would think about elasticity and some other things in the market, you are basically dealing with a decline and a great number of us who own businesses, small businesses and a lot of trades people who work really hard with their fingers and backs. And, I have a house here and we are looking at this being taken away. And, not in the sense that it is being removed from us, but these houses represent the largest economic item that we have and every time through one device or another, you change dramatically the situation you affect that value. I look around this room here, and I see about half this room is what is called rent seekers, that want a government policy that will give them an advantage. The rest of us in watching it with concern and your estimates are brutal evidence of the difficulty of modeling economic growth. Particularly, when you are trying to take into account the revenue portion of that growth, the consumptive portion for the people that are net consumers of tax dollars fairly predictable. But the revenue portion, is extraordinarily difficult, it is very volatile and from my perspective right now we have a rich nowhere a block from here - \$3M and for declining ridership. It is beyond me.</p>		May 16, 2015	Marin County
<p>20. A comment about Fairfax where I live and I also happen to be on the Chamber of Commerce, because of the complexion and profile of our town, we have a lot of families and a lot of our growth, I will check but I believe it is related to schools, full teacher aid and other services. But, my question to you is in the employment figures, is there a way to factor in self-employment? It is also a large percentage of work and employment in our town.</p>		May 16, 2015	Marin County
<p>21. Two quick points. To Clayton's point that we live geographic limitations goes to the gentleman that just spoke, we do not live in a capitalistic County. We live in a highly controlled, zoned, restrictive, preferentially zoned County where we have hundreds of acres dedicated to unsustainable single family homes and virtually none available for multi-family development which means that the fastest growing segment as you talked about services and retail are the fastest growing areas of our employment sector. But, the least available housing is affordable and that is becoming rapidly declining with the increase in rents and that side of the capitalistic economy. And, so, what I am hoping is that you will account for the inter-County commute. People come in the droves to Marin in the morning because that is where the jobs are and that is where they cannot live. People leave the white collar jobs and we suffer because of that lack of diversity in the community. So, I hope that you do model the traffic generations that are generated by the lack of adequate housing and adequate zoning in Marin.</p>		May 16, 2015	Marin County
<p>22. I have a context question. Can you tell us the forecast agency that you are working with, how many people are in the agency that are doing the forecasting and what is your budget and where does the money come from for that? As well as, overall all of ABAG. How much money does ABAG get and where does the money come from for ABAG operations?</p>		May 16, 2015	Marin County

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<p>23. The elephant not the room is CALTRANS. CALTRANS, I do not know what role they have in all of this, governs what happens with the money available for road construction and improvement. And, I noticed that what we have here is transportation system effectiveness with a symbol of a car. So, I assume that this is honest advertising where we are actually dealing with the 90% of us who drive around this county using our cars. And, yet we have this lack of CALTRANS that doesn't show up at any civic meetings hardly ever and yet, they are responsible for the Richmond Bridge, what is going on north of Novato on that nightmare going north up to Santa Rosa and also for doing the road improvements down in southern Marin even just getting some energy going to clean out the drainage culverts down by Manzanita, and Marin City which led to a traffic jam in December that went all the way up to the north end of Petaluma traffic was stopped for a whole morning. And, where is CALTRANS and how do we make CALTRANS become a responsible public agency. This is one of the biggest issues in this County right now.</p>		May 16, 2015	Marin County
<p>24. Is ABAG willing to play hardball with CALTRANS to get in a faceoff with them and get the Richmond-San Rafael Bridge lane open now?</p>		May 16, 2015	Marin County
<p>25. Very educational morning. That you a lot! I still would like to comment on your icons on this page (Performance Targets). I am somewhat offended that your Performance System is represented by an automobile. And, in terms of our other Regional goals, we need to move to more commuter transit, more public transportation and more opportunities for people to get around this County without getting into their own single passenger vehicle. I would urge you to find another way to represent that.</p>		May 16, 2015	Marin County
<p>26. Transit in Marin County is not working. I try to use it because I am an environmentalist and I am unsuccessful most of the time. No wonder it is down. It is hard to use, it doesn't go where we want to go and when you want to get there. We need to put resources into improving that system, not taking it away because ridership is down.</p>		May 16, 2015	Marin County
<p>27. I am a big promoter of walking and biking and glad that we have had a lot of money coming into that. But, one of the biggest problems with transit is, and it is really too bad that MTC and CALTRANS are not here, is the way it is set up you can get transportation money for capital improvements, but you cannot get money for operation. There is a certain set amount that you can get for operations, and this is why we cannot improve our transit systems. As Kiki was saying, we don't have frequent enough transit to make it tenable for anybody to use it for doing anything, but going into San Francisco. If you work in the Financial District, you got a great transit system. Other than that, it is hell on wheels to get anywhere and we even voted ourselves a sales tax measure to improve our transit system and then GGT increased what they charged us and we weren't able to implement this wonderful plan that we had to improve our transit system. So, we need operating money. Somewhere in this whole formula, there needs to be an opening for getting transportation money for operations for transit.</p>		May 16, 2015	Marin County
<p>28. I have a quick comment. I went on the website where you have the goals and targets and where you want input. I thought it was really cool and I really appreciate having that website. But, given the types of discussion that had happened last time, it was a bit intimidating and so what I would like to suggest is maybe since you have such a great style, that you have a short 3 minute video clip that welcomes everyone to their comments and then it would be helpful if you have the list of questions upfront, so that when you did click onto the right place, you would know what you were going to be asked and you could think about it in advance. But, I think that overall, the site was pretty easy to use and wanted to give you kudos.</p>		May 16, 2015	Marin County
<p>29. So far, we are talking about government solutions in terms of the public transportation being down, we are asking for more money. There is a solution out there, however, and that is that people pay for what they use and it is a private market. So, I am looking at the summary of Performance No. 2 that says: "Adequate Housing. The goal is to provide 100% of all low and median housing". What portion of that do you anticipate the</p>		May 16, 2015	Marin County

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private market is going to address or is it all going to from the government, planning central control?			
30. So, you are speaking about adequate housing in the goals. Can you talk about equity since they bleed into each other? This idea of equitable access is that adequate? Can you elaborate?		May 16, 2015	Marin County
31. On the table on the relative priorities assigned to the various components of the Plan Bay Area , seven, and Marin isn't even mentioned here, of the eight Counties that have been polled, climate protection is only mentioned by one of them. At the same time, in the summary of performance, in the next 25 years, it states that the Plan projects CO ₂ emissions per capita declines by 18% . Since we have such low level of support for climate protection on the one hand, it seems to me a disconnect on what you project will happen in the real world over the next 25 years.		May 16, 2015	Marin County
32. I am looking at the key milestones chart, and it talk about scenarios. I am having trouble understanding what that really means. What is a scenario? It looks like three will be chosen and then of the three, one will be chosen and I have trouble just picturing what that really means. So, wonder whether you could elaborate a bit on that?		May 16, 2015	Marin County
33. Between Cynthia's projections of why population didn't change in Marin County that we have an older population, that people move away, as people move in we will growth in that regard. Besides that, there is the obligation to meet future housing needs. And, it feels like there is pointing going on between ABAG where on the one hand, ABAG says here is the population growth we accept, and on the other hand ABAG says this is what each of the communities need to build and that increases the population. And so, it is not surely that you are seeing population in Marin County change due to our demographics it is also due to the mandates of housing that happens to me and it seems to many of us that mandate that the population has to grow and that there is not end in sight even though what has been there is flat growth and so, I would like you to speak to that and explain on why there is this difficult thing going on with ABAG projections.		May 16, 2015	Marin County
34. First, it is so heartening to be able to be in this type of audience. Brad with your comments and your thoughtful participation with us, and Pat for organizing this and to Cynthia for your comments. One the second target on affordable housing, back in the 2013 Plan that was one of the items that showed that the strategy for meeting the affordable housing targets in Plan Bay Area missed its mark. What is happening between the 2013 Plan and the 2017 Plan that that target might be met?		May 16, 2015	Marin County
35. My other comment is on the key milestones and MTC's public participation plan for Plan Bay Area. Many of us in the room are veterans of that earlier Plan Bay Area 2013 and participated in many ways with participation. Many of us also looked at the MTC's public participation plan for Plan Bay Area and see that it is a pretty closed system and is not what is occurring in this meeting. This is outstanding to have this dialogue today. But the public participation plan looks like it is measuring effectiveness by saying how many meetings were held and how many press releases were sent and how many people visited the website. There is a certain lacking substance in terms of there being a real exchange and consideration of what thoughtful people like people in this room are bringing forward of questions and concerns. So, just wondering if you can comment on the public participation plan and how we can we can keep substance in the public participation.		May 16, 2015	Marin County
36. Going back to the Climate Protection board in your previous meeting where only Sonoma voted for Climate Change as being of importance. I would like to just frame that from the standpoint that Plan Bay Area came out of SB 375 which came out of AB 32 which is California's Climate Change Action Law and some people say misguided. As an environmentalist and sustainability advocate in this County for a long time, we have asked our elected officials to view every decision and every policy through the lens of Climate Change and I wonder if considering the genesis and parentage of this effort that we might elevate the concept of Climate Protection to be an overarching umbrella concept from which stems all of the action plan implementation which should address that.		May 16, 2015	Marin County

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<p>37. I don't know how long you have lived in Marin, but there are a few bridges in San Anselmo and Ross where the flood did not go down, it actually went up. I want to follow up on an earlier question. There is a certain amount of if you build it they will come. If we don't particularly like the project and if it is not economically sustainable, they will go bankrupt and lower the rent and people will come. So, there is a chicken and egg aspect on all the housing requirements have that has an effect. I don't know how as an economist take that into account. If you say that you have to build 10,000 housing units in Marin they will fill up because of the economic issues. But somehow they will fill up. And, then you will say see our projection was right. Which is the chicken and which is the egg? That is something that we just have to look at.</p>		May 16, 2015	Marin County
<p>38. A quick comments. Your excellent suggestion for assisted living and for older people to stay in their villages and towns for years would be an excellent addition rather than just straight affordable housing. A lot of small towns in Marin have service people coming into them every day and traffic gets backed up hugely and they just don't work in that town, they go to others in Marin. So, you can't provide affordable housing in one town for a mobile population like that. And, the other thing that I would love to have stated is that your greenhouse gas emissions, are less than 5 parts CO₂. The other part is water vapor and you would have fun regulating that. The MTC plan is based on that which came from AB 32 and SB 375. If you have been keeping up with the science lately, there no indication that CO₂ is causing global warming, which morphs into climate change. It has been known for 18 years. And, so it is time to revisit the science and get this straight and stop basing policies on things that are not happening.</p>		May 16, 2015	Marin County
<p>39. I chair the Transportation and Land Use Committee of the League of Women Voters in Marin County. The League supports good public process. So, thanks go to Pat Eklund for convening this group sharing information and providing feedback on the ABAG process. And, to members of the ABAG staff, Brad Paul, Cynthia Kroll, Hing Wong, here today on a Saturday to get feedback on ABAG's procedures. The League supports good regional planning efforts that concentrate building where it belongs not on agricultural and environmentally sensitive lands and that strives to protect and improve air quality. The League supports building housing that includes affordable housing that meets the needs of Marin County and its cities and towns. And, that is where local responsibility as Pat and others have mentioned comes in. The League strongly encourages the practice of local responsibility in Marin.</p>		May 16, 2015	Marin County
<p>40. I also want to thank Pat for organizing this meeting and for the ABAG representatives for coming and our other elected officials for coming. It seems as though a lot of people think that the purpose of Plan Bay Area is to drive growth and I really want to reframe that because the purpose of Plan Bay Area is to meet needs and what our good people at ABAG are trying to do is to assess what those needs are so that we can plan for them and address them in a way that actually solves problems without creating new problems. And, that is a difficult thing to do. We want to preserve our communities not just our physical communities it is the people that make up those communities and we are losing a lot of the people who made up our community. The jobs that we can see that are being created in Marin are mostly in service or retail sectors that are lower paying jobs and if we don't have housing that those people can afford they will be coming from somewhere else and driving traffic not just on the Richmond Bridge but on our surface roads. So, the purpose that I see for Plan Bay Area is trying to locate the jobs and the housing in such a way that people have a choice whether they want to drive or not. Right now, most of us don't have that choice. We have to drive. It is the way our communities are set up. So, to meet the needs of the future, let's at least meet those needs in a way that they protect our open space and our agricultural lands not just in Marin but what surrounds us. Because they are building way out in the Central Valley, we want to preserve that open space and we want to see that take place in such a way that it is near transit, near the jobs and near shops and services so we can reduce the number of trips that people are making by car. There are consequences to not planning and not doing</p>		May 16, 2015	Marin County

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anything and it is much better to plan for the future than to just let the private sector just to decide everything it wants.			
41. Performance target number 4 says to reduce by 50% the number of injuries and fatalities from all collisions including bike and pedestrians. Is that the goal to be accomplished over 8 years? I cannot believe that it is remotely possible or even reasonable expectation. Or, is it a statement of making safety a priority and not having a goal that is reachable? Or maybe I misunderstood the whole thing?		May 16, 2015	Marin County