

Attachment C: Letters Received During Public Comment Period

Plan Bay Area 2050: Correspondence Received on Draft Blueprint			
Public Comment Period: July 10, 2020 to August 10, 2020			
Date of Communication	Signatory Name	Organization	County
7/10/2020	Dolores Boutin		Out of Region
7/10/2020	Marc Brenman		San Francisco
7/10/2020	Bill Mayben		San Francisco
7/10/2020	Auros Harman		Unknown
7/11/2020	Victoria DeSmet		Sonoma
7/12/2020	Eileen Joyce		Alameda
7/12/2020	Amanda and Joe Marino		Sonoma
7/12/2020	Ricci Wheatley		Sonoma
7/12/2020	Stephanie Gitti Di Vita		Sonoma
7/12/2020	Andrew Di Vita		Sonoma
7/12/2020	John Leigh		Sonoma
7/12/2020	Susan and Jan Hoeffel		Sonoma
7/12/2020	Marilyn Stanton		Sonoma
7/12/2020	Denise Louie		Unknown
7/13/2020	Carolyn Domingue		Sonoma
7/13/2020	Dawn Jump and Rance Rogers		Sonoma
7/14/2020	Mike Cluster		Contra Costa
7/16/2020	Adam Buchbinder		Alameda
7/16/2020	Sherman Lewis		Alameda
7/16/2020	Rich Constantine, Mayor; Roland Velasco, Mayor; Larry Carr, Council Member; Marie Blankley, Council Member	City of Morgan Hill, City of Gilroy	Santa Clara
7/16/2020	Andrew Lipsett		Sonoma
7/18/2020	Stuart Flashman		Alameda
7/18/2020	Pam Drew		Unknown
7/19/2020	Lawrence Abbott		Alameda
7/20/2020	James Hongyi Zeng		Alameda
7/20/2020	Vaughn Wolffe		Alameda
7/20/2020	William Mayben		Solano
7/20/2020	Mary Jue		Sonoma
7/20/2020	Victoria DeSmet		Sonoma
7/20/2020	Farhad Mansourian	SMART	Sonoma
7/20/2020	Derrick Holt, Belal Y. Aftab	TJPA	Regional
7/20/2020	Howard Wong		Unknown
7/21/2020	David Winegar		Alameda
7/21/2020	Gerald Cauthen	Bay Area Transportation Working Group (BATWG)	Unknown

7/21/2020	Tony Tavares, District 4	Caltrans District 4	Regional
7/22/2020	Ken Bukowski		Alameda
7/22/2020	Thea Selby	Friends of DTX	San Francisco
7/23/2020	Robert Hall		San Francisco
7/23/2020	Michael A. Hursh	AC Transit	
7/26/2020	Bill Lurtz		Sonoma
7/26/2020	Bill Mayben		Unknown
7/26/2020	Bill Mayben		Unknown
7/27/2020	Susie Lurtz		Sonoma
7/27/2020	Kenneth C. Frederick		Unknown
7/27/2020	Mark Roest	Sustainable Energy Inc.	Unknown
7/27/2020	Bob Feinbaum		Unknown
7/27/2020	Bob Barzan		Unknown
7/27/2020	Hans W. Korve		Unknown
7/27/2020	Marc Brenman		Unknown
7/27/2020	Jack Lucero Fleck		Unknown
7/27/2020	Gerald Cauthen	Bay Area Transportation Working Group (BATWG)	
7/28/2020	Cindy Wu		Alameda
7/28/2020	Robert Swierk		Santa Clara
7/28/2020	Howard A Miller, Mayor	City of Saratoga	Santa Clara
7/28/2020	Elizabeth Stelluto Dunaier		Sonoma
7/28/2020	Bill Mayben		Unknown
7/28/2020	Marty J. Mackowski		Unknown
7/28/2020	Robert Droege		Unknown
7/28/2020	Sherman Lewis		Unknown
7/28/2020	Loreen Theveny		Unknown
7/28/2020	James Walsh		Unknown
7/28/2020	Gregory Long		Unknown
7/29/2020	Peter Lydon		Alameda
7/29/2020	Nam Nguyen		Santa Clara
7/29/2020	Rod Diridon		Unknown
7/30/2020	Bob Jarrett		Unknown
7/30/2020	Christopher Courtney		Unknown
7/31/2020	Michael P. Cass	City of Dublin	Alameda
7/31/2020	Bruce Beyaert		Contra Costa
7/31/2020	Heather Lattanzi		Santa Clara
7/31/2020	Sofia Pellegrini		Solano
7/31/2020	Marilyn Farley		Solano
7/31/2020	Roberta Phillips		Unknown
7/31/2020	William Ray		Unknown
8/3/2020	Micklus/Barbara Rader		Sonoma
8/4/2020	Jennifer Wolcott		Sonoma

8/4/2020	Michelle Olivarez-Swan		Sonoma
8/4/2020	Gigi and Dushan		Sonoma
8/4/2020	Len and Charlotte Woolard		Sonoma
8/4/2020	Keith Grochow		Sonoma
8/4/2020	Mark Donahue		Sonoma
8/4/2020	Nicole Katano		Sonoma
8/5/2020	Hans Larsen	City of Fremont	Alameda
8/5/2020	Marjorie Alvord		Alameda
8/5/2020	Mickie Winkler		Santa Clara
8/5/2020	Susan M. Landry, Mayor	City of Campbell	Santa Clara
8/5/2020	J.F. Hovis		Sonoma
8/5/2020	Roberto Sanabria		Sonoma
8/5/2020	Victoria DeSmet		Sonoma
8/5/2020	Steve Birdlebough, Redwood Chapter; Michael J. Ferreira, Loma Prieta Chapter; Matt Williams, San Francisco Bay Chapter	Sierra Club	Unknown
8/5/2020	Amanda Brown-Stevens	Greenbelt Alliance	Unknown
8/6/2020	Harley Goldstrom		Alameda
8/6/2020	Adrian Fine, Mayor	City of Palo Alto	San Mateo
8/6/2020	Victoria DeSmet	Friends of North Sonoma	Sonoma
8/6/2020	Bowers and Ann Espy		Sonoma
8/6/2020	Glenda Ross		Sonoma
8/7/2020	Steve Stewart	City of Livermore	Alameda
8/7/2020	John Ristow, Nanci Klein, Jacky Morales- Ferrand, Rosalynn Hughey	City of San Jose	Santa Clara
8/7/2020	Loranna Campagna		Sonoma
8/8/2020	Cindy Winter		Marin
8/8/2020	Sue SchillerAtwell		Santa Clara
8/9/2020	Henrik Albert		Alameda
8/9/2020	William L. Martin		San Francisco
8/9/2020	Edgar Velez and Jeanine Robbins		Sonoma
8/9/2020	Emily W. Rose		Sonoma
8/9/2020	Richard Chesley		Sonoma
8/9/2020	Jennifer Ramsey		Sonoma
8/9/2020	Caryn and Bill Reading		Sonoma
8/9/2020	Debbie Toth	Choice in Aging	Unknown
8/9/2020	Paul Campos	BIA	Unknown
8/10/2020	Tarang Shah		Alameda
8/10/2020	Tarang Shah		Alameda
8/10/2020	Laura Cohen	Rails to Trails	Alameda
8/10/2020	Michael P. Cass	City of Dublin	Alameda
8/10/2020	Carol Dutra-Vernaci, Mayor	City of Union City	Alameda

8/10/2020	Kristin Connelly, Stephen Baiter, Lynn Naylor,	East Bay Leadership Council, East Bay Economic Development Alliance, Innovation Tri-Valley Leadership Group	Alameda/Contra Costa
8/10/2020	Bob Allen	Urban Habitat	Regional
8/10/2020	Bobbi Lopez	Build Affordable Faster CA	Regional
8/10/2020	William H Hudson		Contra Costa
8/10/2020	Suzanne Murray		Contra Costa
8/10/2020	Joan Ryan,	City of Concord	Contra Costa
8/10/2020	Lisa Jackson, Jack Lucero Fleck and Elena Engel, David Page		Contra Costa
8/10/2020	Cindy Winter		Marin
8/10/2020	Kate Powers		Marin
8/10/2020	John Elberling	Build Affordable Faster CA	Region
8/10/2020	Sherry Smith	League of Women Voters of the Bay Area	Region
8/10/2020	Maria Lombardo	SFCTA	San Francisco
8/10/2020	Ian Griffiths, Adina Levin	Seamless Bay Area, Friends of Caltrain	San Mateo
8/10/2020	Greg Schmid		San Mateo
8/10/2020	Martha Poyatos	San Mateo County LAFCo	San Mateo
8/10/2020	Laura Gloner		Santa Clara
8/10/2020	Larry Klein	Cities Assoc. of Santa Clara County	Santa Clara
8/10/2020	Neelima Palacherla	LAFCO of Santa Clara Co.	Santa Clara
8/10/2020	Ken Czworniak		Santa Clara
8/10/2020	Dennis and Paulette Sullivan		Sonoma
8/10/2020	Adam Garcia		Unknown
8/10/2020	Justine Marcus	Enterprise Community Partners	Regional
8/10/2020	David Lewis, Amanda Brown-Stevens, Annie Burke	Save the Bay, Greenbelt Alliance, TOGETHER Bay Area	Regional
8/10/2020	Kathy Jordan		Unknown
8/10/2020	Carin High	Citizens Committee to Complete the Refuge	Unknown
8/10/2020	Urban Environmentalists		Unknown
8/10/2020	Leslie Gordon, Miranda Strominger	Urban Habitat, Bay Area Community Land Trust	Unknown
8/10/2020	Ronda and Terry Leen		Sonoma
8/10/2020	Sara Lillevand	City of Piedmont	
8/10/2020	Steve Birdlebough, Redwood Chapter; Michael J. Ferreira, Loma Prieta Chapter; Matt Williams, San Francisco Bay Chapter	Sierra Club	

From: info@plnbayarea.org on behalf of [Bay Area Metro](#)
To: info@plnbayarea.org
Subject: Form submission from:
Date: Friday, July 10, 2020 11:57:32 PM

External Email

Submitted on Friday, July 10, 2020 - 11:57 pm
Submitted by anonymous user: 173.85.193.103
Submitted values are:

Name: Dolores Boutin
Email address: boutin@goldrush.com
County of residence: Other
Other: Tuolumne

Comment: The bay area is very important to me as a Californian. I visit it for medical help, for vacations, for family, for spiritual connections, for education, for explorations and many other reasons. A good plan for it will be good for California, not just the local people.

The results of this submission may be viewed at:
https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Fuptr%3Dw9Gis7cYSp6f9szkITE9pvSk95olwMe6CFH9CRDm7n1yddWVgdB1162zuOOg87SBCJEU2lonRQctg7PLUyt1uKYxah1ufKqatS6U-3DjGU__r95Xg7-2BqhkQOoC0-2B44t9LgnU7fHblLbw6Ydmo-2BpKbQZW7n1ASQKYJ3hCNi6BHw9mpDXp2hJLda5HWymhr1hwwkOus-2FKAN2-2FG50AfrM3W73cg4Bm9rDcaSj5dro7VksdG2DpB4cBdgoi593-2BqJtuN8olhb30sm1IExiJmstldiQ95SoaUvoDk6CWI-2BqhaZUP6wPWFdNXAmfIacS6oV-2BIS53-2BkEDp9pyVLLXQKc9N0A-3D&data=02%7C01%7Cplnbayareainfo%40bayareametro.gov%7C47d277914cfc47cfc34208d82567aa8c%7C0d1c7a5560f044919d2c363ea945e87%7C0%7C637300474517421152&data=N8fmpF3OX%2FS57AojdMlUwHKICl6nleFvblZjkzactox%3D&reserved=0

From: info@planbayarea.org on behalf of Bay Area Metro
To: info@planbayarea.org
Subject: Form submission from:
Date: Friday, July 10, 2020 3:17:49 AM

External Email

Submitted on Friday, July 10, 2020 - 3:17 am
Submitted by anonymous user: 98.231.148.162
Submitted values are:

Name: Marc Brennan
Email address: mbrennan001@comcast.net
County of residence: San Francisco

Comment: More housing of all kinds needs to be built. If enough housing is built, there does not need to be an emphasis on "affordable" housing. Certain initiatives need to be stopped, like Calif High Speed Rail, which is a waste of time, money, and energy. Use more "Google buses," a network of privately owned buses to carry people from where they live to where they work. This requires no input of public funds. Stop investing 20% of asphalt for less than 5% of users in the form of bike lanes. Use more ferries to take pressure off the roads. Do truck deliveries in the middle of the night to reduce daytime congestion. Stop pandering to particular demographic groups; get rid of district elections in SF. Remove barriers on side streets, so that traffic can flow more easily in places with grid street systems, like Berkeley. When traffic is backed up on the bridges, simply stop taking tolls and let traffic flow through. Accomplish construction more quickly, so that debacles like the multi-year charade on Van Ness in SF does not occur. When there are traffic crashes, just push them to the side, rather than hold up multiple lanes of traffic. Save water by putting low flow toilets in every residence and office building in the Bay Area. Integrate the public transit systems in the entire Bay Area, so the flow is seamless. Restore safety on BART so people will ride it again. Run public transit 24/7, so people will ride it. Reduce headways, so people don't have to wait more than five minutes for a bus. Build more housing within walking distance of public transit nodes. Evaluate why so much money is spent on the homeless with so little result.

The results of this submission may be viewed at:

https://gs01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F16%2Fclick%3Fupn%3Dw%3E9GSI7cCySpfY9zKITE09pvSK950hwM6CFH9CRDm7n1yddWVgDB1162zuOOgovLQWnw835heZq5Qy8yRZz-2FoOxomYX8Ky9xrboc4-3DXkg1_r95Xg7-2BqkQQOvX-2B4h49f.gslU7f0bdlIvstTlms-2Bpk3Qb834v3EiJ5LBYe7jXsgGRFQ81h1aMwBRYKiTsmRfcqW534-2FhCB4TOKGUDwuj8W4bnJUSPsd8QQO2zrDlnp2mqqlzlw9G45yOWmGNyAlzo44kEMZjyJB405wQXwbabw5FDcfeyK-2FPC7URVjYkQZaFNNdDkXS-2BdlWVY-2B0v0p8RYC7h7h27wvQ8GZ-3D&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7C467c0d4a25db46583a408d824ba77fe%7C0d1e7a5560b449192e363ea94f5c87%7C0%7C637299730683015562&data=SdWJC4uL4R4eUCQeDTmYSZKFRateHq%2FDfQvNl%2FfjyQ0%3D&reserved=0

From: [Bill Mayben](#)
To: info@planbayarea.org
Subject: Opinion | I've Seen a Future Without Cars, and It's Amazing - (scroll down on graphic)
Date: Friday, July 10, 2020 3:58:05 PM

External Email

Hi PBA 2050 Staff;

Consider the attached a submission following your request for Blueprint feedback! It is important to realize what we take for granted, that our streets, highways, freeways, towns and cities are simply and completely overrun with automobiles.

We can change this. There are governments and industries benefiting from the money derived from this; but the vast majority of the public do not. We pay for it in many, many ways. Because it exists as our "economy"; does not mean it is immortal, or destined to continue. Given the choices, if the facts were portrayed nakedly, I believe most would vote to do away with it.

Bill Mayben

<https://www.nytimes.com/2020/07/09/opinion/ban-cars-manhattan-cities.html>

From: [Auros Harman](#)
To: info@planbayarea.org
Subject: Your survey is missing an entire category of response.
Date: Friday, July 10, 2020 6:25:55 PM

External Email

On multiple questions, the way your survey is designed, it just leaves out the possibility of producing adequate housing in high-opportunity communities. For addressing the issue of "jobs / housing imbalance", you have options about trying to incentivize people to build offices in outlying communities that have more housing and less jobs, but nothing about trying to build more housing where the jobs are (e.g. near the YouTube campus in my own town of San Bruno). It's not like it's technologically infeasible to build enough housing and the infrastructure to go with it. We just are making a political choice not to. Towns need to bear the true cost of that choice, instead of just letting it flow through into exorbitant housing costs and mega-commutes.

From: [Vicki DeSmet](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Saturday, July 11, 2020 3:28:31 PM

External Email

I am saddened to see my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. We have contacted Therese McMillan, members of the Board, and Mark Shorett on multiple occasions outlining how our neighborhood sits outside of the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Victoria DeSmet
Resident of Donald Street
Sonoma, CA

From: info@planbayarea.org on behalf of [Bay Area Metro](#)
To: info@planbayarea.org
Subject: Form submission from:
Date: Sunday, July 12, 2020 12:17:13 PM

External Email

Submitted on Sunday, July 12, 2020 - 12:17 pm
Submitted by anonymous user: 98.207.55.163
Submitted values are:

Name: Eileen Joyce
Email address: ejoyce7@yahoo.com
County of residence: Alameda

Comment: I live in Harriet Tubman Terrace in the 2800 block of Adeline St. I went to sever meetings for planning the Adeline corridor and gave input about the need for Disabled Parking spaces since many if not most of the 90 units of people living here are Disabled !! We got none. In spite of using our time so they could say they got community input, the focus as usual was on the needs of developers for higher income tenants and neighborhood businesses. Parking can only get harder for us in a neighborhood where we complete for parking spaces with Berkeley Bowl customers and soon the new six story luxury apartments going up on the corner. Does anyone listen? Many of us can not walk very far. We need Disabled parking.

The results of this submission may be viewed at:
https://gs01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fu6127055.et.sendgrid.net%2Fclick%3Fupn%3Dw9Gis7CjCSpf9szKITE9pysSk9SolwMc6CFH9CRDm7o1yddWVgdBU162zuOQge-2FcYld-2BFf77BmLz1RzVIM7KA3-2FGeR5d1LbC2E-3DKONv_r95Xg7-2BqhkQOvO-2B4h9Lgsl7f0bLbwbTdno-2BpkbQYq-2F31rzVK18y0FiuURfHSDIdzTFLRRX8X8sOeBqdNX17KSW9K1vYbFDB9F17ABYDUXKHetr1xm9PLDicCgBT-2FaskaOyV1F67o-2FmxYsuV3cO6suytkMwAhol0uU2flox3kGdPEMUS7Cpn-2FTcTOKJqH24-2BBS1UhzUgoVZXX-2FD08LMhrMhkYQU0Lsdf-3D&data=02%7C01%7Cplanbayarea%40bayareametro.gov%7C3b587dec67743269cc308d826982b69%7C0d1e7a5560f0449192c363a94f5c87%7C0%7C0%7C637301782326584635&data=%2FfrczmqtoYdgcjsC3KkLIP%2BBxCPtF41oFVSI9RNm7PY%3D&reserved=0

From: [AMANDA MARINO](#)
To: info@planbayarea.org
Subject: Bay Area 2050
Date: Sunday, July 12, 2020 9:21:12 PM

External Email

To whom it may concern,

We are against our rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a

future
earthquake. The
residents here
were never
included in the
development of
the Specific Plan
which is against
MTC policies of
public disclosure
and participation.
Read the 2020
Sonoma County's
Civil Grand Jury
report and
findings which
confirms Permit
Sonoma's failure
to include the
homeowners in
the development
of the Springs
Specific Plan.
Please right this
wrong and take
us out of the Plan
Bay Area 2050
Blueprint!

Signed,
Amanda and Joe
Marino

Sent from my iPhone

From: [Ricci Wheatley](mailto:Ricci.Wheatley@planbayarea.org)
To: info@planbayarea.org
Subject: Springs-PDA
Date: Sunday, July 12, 2020 3:41:18 PM

External Email

I am appalled that my concerns voiced to the MTC last fall in a on site meeting fell on deaf ears. My neighborhood, and surrounding area DOES NOT meet the qualifications of a PDA, nor are there plans to change. I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Ricci Wheatley
18918 Robinson Rd
Sonoma

From: [Andrew & Stephanie](#)
To: info@planbayarea.org
Subject: Rural neighborhood Springs Specific Plan
Date: Sunday, July 12, 2020 3:11:56 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
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5. There is no emergency back up water supply.
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8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

My family has lived here for six generations. We have seen our town

ruined by poor planning and greedy developers. This must stop.

Stephanie Gitti Di Vita

Resident of
Sonoma, CA

From: [Andrew & Stephanie](#)
To: info@planbayarea.org
Subject: SSPlan
Date: Sunday, July 12, 2020 3:09:27 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Andrew Di Vita
Sonoma Resident

From: [John Leigh](#)
To: info@planbayarea.org
Subject: Concerns on the Springs Specific Plan being a Priority Development Area and part of Plan Bay Area 2050 Blueprint
Date: Sunday, July 12, 2020 1:08:42 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

John Leigh
Resident of
Sonoma, CA

From: [Susan Kopp Hoeffel](mailto:info@planbayarea.org)
To: info@planbayarea.org
Subject: I Oppose the Springs Specific Plan - 2050 PDAs
Date: Sunday, July 12, 2020 9:03:54 AM

External Email

Hello:

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
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8. High-density development only belongs in

incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Thank you,

Susan and Jan Hoeffel
Residents of
Sonoma, CA 95476

From: marilyn@illuminatedconsulting.com
To: info@planbayarea.org
Subject: opposing the Springs Specific Plan being a Priority Development Area and part of Plan Bay Area 2050 Blueprint
Date: Sunday, July 12, 2020 8:10:54 AM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. There is no emergency backup water supply. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake
3. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
4. There is no plan in place to reduce greenhouse gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
5. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation. [Please refer to the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan](#)
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Again, please refer to the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan.

Please right these wrongs and take us out of the Plan Bay Area 2050 Blueprint.

Marilyn Stanton
540 Donald Street
Sonoma Ca. 95476
415-336-9241

From: [Denise Louie](mailto:Denise.Louie)
To: info@planbayarea.org
Subject: Fw: Plan Bay Area 2050 Draft Blueprint Released
Date: Sunday, July 12, 2020 9:38:57 AM

External Email

Hi,
Regarding Environmental Strategies*, I urge you to include "Landscaping with Local Native Plants" in order to address the biodiversity crisis. Scientists have been talking about mass extinctions, the insect apocalypse and 2/3rds of North American birds being at the brink of extinction*. Plants are the foundational bases of entire food webs.

Greta Thunberg has it right. We are in the midst of a climate change crisis as well as an environmental crisis. We are at the tail end of the United Nations' Decade on Biodiversity. Next year will begin the UN Decade on Habitat Restoration. Scientists tell us private and public property owners have to be part of the solution by landscaping with local native plants. Because birds eat insects for protein. And insects depend on plants they evolved with. Expanding and enhancing native habitat should be part of Plan Bay Area 2050; gardens, parks, and all manner of landscaping should be based on local native plants.

The California Native Plant Society has catalogued almost 7000 plants indigenous to California. About 1/3rd, over 2300, of these occur no where else in the world. These are plants we should be seeing more of, not non-native plants. California is a biodiversity hotspot, and the Bay Area is a very important part of this hotspot. In San Francisco, for example, CNPS has identified 468 extant indigenous taxa. No other state has near the amount of biodiversity that California has. We should celebrate and invigorate this biodiversity.

I urge you to expand Environmental Strategies by specifying support for biodiversity and landscaping with local native plants on all private and public property. Clearly, bees, butterflies and birds provide environmental services while making the human experience more enjoyable.

Thanks,
Denise Louie
Member, California Native Plant Society
Member, Golden Gate Audubon
Member, Center for Biological Diversity

* https://www.planbayarea.org/sites/default/files/PBA2050_Draft_BPStrategies_070920.pdf

** Based on Audubon's 7-year study of North American birds

----- Forwarded Message -----

From: MTC-ABAG <mtc-abag@service.govdelivery.com>
To: "denise_louie_sf@yahoo.com" <denise_louie_sf@yahoo.com>
Sent: Thursday, July 9, 2020, 03:22:04 PM PDT
Subject: Plan Bay Area 2050 Draft Blueprint Released



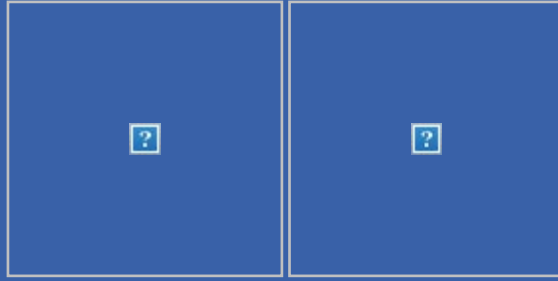
Plan Bay Area 2050 Draft Blueprint Released

We are pleased to announce the release of the [Plan Bay Area 2050 Draft Blueprint](#), a critical step in the creation of Plan Bay Area 2050, the Bay Area's long-range plan that looks holistically at the region's transportation, housing, economic, and environmental issues. The Draft Blueprint integrates 25 resilient and equitable strategies to make progress toward a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

Highlights of the Draft Blueprint include improved affordability for residents of all income levels; expanded housing opportunities for low-income residents, including construction of more than 400,000 new permanently-affordable homes; a focus on growth in walkable communities; investments to reduce traffic fatalities and to protect homes from sea level rise; and strategies that support renewed economic growth.

We need to hear from you! We are currently seeking input on which strategies would best meet the challenges the Bay Area will face over the next several decades. Please join us for one of our [digital workshops or telephone town hall](#) meetings, or provide input via an [online survey](#). The [Public Comment](#) period is open July 10, 2020 through August 10, 2020, so

please make your voices heard!



#BayArea2050

[Contact Us](#) | [Manage Preferences](#) | [Unsubscribe](#) | [Share](#)

From: [Carolyn Domingue](mailto:Carolyn.Domingue@planbayarea.org)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Monday, July 13, 2020 7:02:37 PM

External Email

Greetings,

I live at 630 Verano Ave., Sonoma 95476. My side of Verano Ave. Is part of a disputed inclusion into the Springs Specific Plan. SSP, Sonoma County. The dispute continually refers to the Donald Street residents who oppose being included in the plan, however Verano will be at least if not more impacted, particularly by traffic coming out of a proposed development very close to my house. The whole process of including Verano from Highway 12 to 5th Street West was incredibly flawed. A grand jury agreed with this assertion in January 2020 and has called for a restart of the process, since the original one left out all the homeowners affected. A basic uprising by the homeowners ensued. I am using a copy and paste by the homeowners to alert you that I vehemently oppose being included in a Priority Development Area. Everything I read in your strategies does not align with the street I live on. It is beyond ludicrous. I therefore submit the following input:

I am against my rural neighborhood, included in the Springs Specific Plan, as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong

and take us out of the Plan Bay Area 2050
Blueprint! I expect after further evaluation, the
county may well have no choice but to remove
Verano Ave. and Donald Street from the plan
following our input since they are now required to
allow us to have input which they neglected to do
the first time around.

Yours appreciatively,
Carolyn Domingue
Homeowner 31 years at 630 Verano Ave., Sonoma, Ca 95476
magator@sonic.net
Feel free to get in touch

Sent from my iPad

From: [Dawn Jump](#)
To: info@planbayarea.org
Cc: [Rance Rogers](#); [Ricci](#)
Subject: Oppose Springs Specific Plan
Date: Monday, July 13, 2020 3:19:14 PM

External Email

To Whom it May Concern:

We have been informed that a PDA is being “pushed through the system” to designate part of our neighborhood as a potential site for the PDA. I am told that this section of our neighborhood has been slotted in the Plan Bay Area 2050 Blue print.

We are opposed to the Springs Specific Plan for our area because of the following concerns:

- 1) As an Insurance Agent, who just went through the Napa and Sonoma County wild fires, we were forced to evacuate our homes. The traffic to exit our streets was incomprehensible. If we were in imminent danger, many lives would have been lost. The number of units projected and the location of this development does not account for the wild fire danger and an exit strategy for surrounding neighborhoods. This could have a tragic ending.
- 2) I believe that we are currently facing a severe water shortages and our hills are completely brown as we enter the summer seasons. Where is the water going to come from and how much is this going to cost our neighborhood? We are seeing large increases to our water bills and increased cost for fire safety and sewage on our tax bills. It my understanding that our neighborhood has NO BACK UP WATER SUPPLY. How are you going to protect our homes plus a PDA with 200 + units in a wild fire? Our County and City cannot even re-pave the surrounding roads of this projected PDA. These roads and traffic are deplorable and in serious need of repair. Another liability hazard for pedestrians and the alignments of all of our vehicles. The Plan wants to add more traffic to these roads when we cannot even repair the crappy ones we have in

place? Come sit on a corner and watch how cars cut through Verano-Lomita to Donald to by-pass traffic that is backed up on Hwy 12. I don't see how we can accommodate 200+ units? It is just not feasible to me and would be a detriment to our neighborhood.

- 3) Our Bus line is #32 and it does not meet the requirements necessary to be considered part of a PDA area.
- 4) There is no Green Plan in place, which is needed prior to being considered in a PDA plan
- 5) There is no industry in the residential neighborhood to support the expansion.
- 6) It is my understanding that the Springs Specific Plan sits outside the Urban Growth Boundary, which is prohibited by where PDA's can be developed
- 7) Last but most important- The residence of this neighborhood were NEVER INCLUDED in the development of the Springs Specific Plan, which is against MTC policies of public disclosure and participation. Susan Gorman ignored our pleas to explain "why" this occurred and "how" could she let this project go through with all of these facts before her?
The PDA application was signed on 9-11-2019 and we were never consulted prior to this, which is against MTC policies on public participation. I believe this is why the 2020 Sonoma County Grand Jury report resulted in findings favorable to our community.

High density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support this type of project. Our Springs, has none of these! We are asking you to right your "wrong" and take us out of the Plan Bay area 2050 Blueprint. It is the right thing to do---

Sincerely,

Dawn Jump & Rance Rogers
890 Ernest Drive
Sonoma, Ca 95476

Dawn M. Jump – Agent
State Farm Insurance

915 Trancas St. Napa, Ca 94558
B: 707-253-9399 Fax: 707-253-9317
Email: dawn@dawnjump.net

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From: info@bayarea.org on behalf of [Bay Area Metro](#)
To: info@bayarea.org
Subject: Form submission from:
Date: Tuesday, July 14, 2020 5:24:11 PM

External Email

Submitted on Tuesday, July 14, 2020 - 5:23 pm
Submitted by anonymous user: 76.226.165.202
Submitted values are:

Name: mike cluster
Email address: mjcluster@earthlink.net
County of residence: Contra Costa
Comment:

- 1) Increase public transit frequency, continue grants for free transit
- 2) More commercial development in downtown areas & near public transit in Contra Costa
not just housing, esp not just market rate housing
- 3) More pedestrian access by not keeping gates locked & possibly allowing pedestrian walkways along freeways

The results of this submission may be viewed at:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fu6127055.ct.sendgrid.net%2Fis%2Fclick%3Fupn%3Dw9GiS17-Cy5pcfy9szKjTEi9pvSk950hwMe6CFH9CRDm7n1yddWVgdb1162zuOOgb-2FFMcX6dGu3MG2HR8rbYFjgBRx-2BDM9tcBVWsq2K3o-3DZHeV_95Xg7-2BqhkQOoO-2B4r9LgnU7fR0uLbwbTdnno-2BpkbQZIXgkEvk4Srs2MKNAbN-2FalWS3gA2HR0O54-2BbR8aQ-2FXP-2B3GChT0hgJaiUwSszHw3wVoVbbXaDjnbN5l6jMNPqTcTsurvOmV9cCtmOkrem1G9ELM-2B12wFG63q9Xweomb-2FH6zSOz-2FTc2BAgiHx18KzO-2F4ebFdX9gs3-2FUuW1xa8SoFn-2F9UXyFTC8o0FumHe-3D&data=02%7C01%7Cplnbaureainfo%40bayareametro.gov%7C6c96303d2a86420bf65008d8285560ea%7C0d1e7a5560f049192e363ea94f5e87%7C0%7C637303694502922925&psdata=08LjdPNBxWIXFadXccOzjbYZNSRk1u69a6rY%2F0ic8%3D&reserved=0

FW: Comment on the July 16, 2020 ABAG meeting.

MTC-ABAG Info <info@bayareametro.gov>

Thu 7/16/2020 4:54 PM

To: Julie Teglovic <jteglavic@bayareametro.gov>**Cc:** Fred Castro <fcastro@bayareametro.gov>[Late comment](#)

From: Adam Buchbinder [mailto:adam.buchbinder@gmail.com]**Sent:** Thursday, July 16, 2020 4:25 PM**To:** MTC-ABAG Info <info@bayareametro.gov>**Cc:** mayor@cityofberkeley.info**Subject:** Comment on the July 16, 2020 ABAG meeting.

External Email

Hello! I was unable to connect via Zoom (I'll connect via phone next time). I wanted to share some thoughts I had on Plan Bay Area 2050, and on the RHND numbers.

Plan Bay Area has admirable goals, but its explicit ambitions are horribly weak. If all goes according to plan, most Bay Area workers will still commute by car in 2050, most residents won't live conveniently near transit, and our housing-plus-transit affordability will be worse than New York City's is today. Ann Hidalgo, the Mayor of Paris, raised cycling modeshare fifty percent year-over-year, and we can't raise it that much regionally in *thirty-five* years? The Plan bends over backwards to appease the homeowning, car-driving class, at the expense of all Californians. It is disgracefully unambitious. Is this truly the best we can do?

The RHND numbers are similarly inadequate. The ABAG President, Jesse Arreguin, declared that those numbers are a floor, not a ceiling--a floor which the Bay Area hasn't reached in at least the last twenty-four years! We've locked in homelessness and overcrowding for the foreseeable future when we *know* just how horribly dangerous those things are. This is a failure to lead from ABAG, and the repercussions will harm people inside and outside of the Bay Area for years to come.

Thank you for your time.

Adam Buchbinder

From: [Sherman Lewis](#)
To: [MTC-ABAG Info](#)
Subject: Valley Link
Date: Thursday, July 16, 2020 9:57:59 PM

External Email

Sup. Haggerty is much better politics than policy, persuasive so far with a proposal that diverts funds from their intended projects to fund an absurdly wasteful and duplicative boondoggle. There is a need to fund real projects that serve the those who are paying the price: extending Caltrain into downtown San Francisco, upgrading ACE, and improving Capitol Corridor service. MTC needs to wake up and say no.

--
Sherman Lewis
Professor Emeritus, Cal State Hayward
President, Hayward Area Planning Association
510-538-3692, sherman@csuhayward.us



July 8, 2020

Santa Clara County Metropolitan Transportation Commission (MTC) Representatives:
Jeannie Bruins
Dave Cortese
Sam Liccardo

RE: Plan Bay Area 2050 and South Santa Clara County Transportation Priorities

Santa Clara County MTC Representatives:

On behalf of the City Councils and communities of Morgan Hill and Gilroy, we want to thank you for your service on the MTC. South County is thriving and we are excited about the continued collaboration with our partners – Valley Transportation Agency, Caltrain, and MTC to enhance transportation services offered to our communities.

In anticipation of MTC's review and approval of Plan Bay Area 2050, we wanted to share with you South Santa Clara County's transportation priorities (see attached). Our number one priority is expanding Highway 101 with an express lane to Highway 25. Highway 101 in South Santa Clara County is a bottleneck as drivers travel north in the morning to job centers and return home in the evening.

Our next most important priority is the modernization of the rail's tracks and fleet with electrification. Gilroy and Morgan Hill fully support this effort and want to ensure that plans for electrification include the service Caltrain provides to our Cities. Transportation options are very limited for the thousands of commuters that make their way daily from the South County to the metropolitan Bay Area. Caltrain will remain the primary mass transit choice in the future.

The center of Silicon Valley employment will continue to drive south, making train service paramount. We fully understand the difficulties of bringing electrification to the South County, not the least of which is the existing single track that is owned by Union Pacific Railroad. We are committed to working with our partners to overcome all obstacles.

We want to ask you to support these transportation priorities of expanding Highway 101 and electrification of the rails for South Santa Clara County. Thank you for the opportunity to collaborate and we look forward to working with you as partners into the future. We would be happy to further discuss our request at your convenience.

Sincerely,

A handwritten signature in blue ink that reads "Richard Constantine".

Rich.Constantine
Morgan Hill Mayor
Rich.Constantine@morganhill.ca.gov

A handwritten signature in blue ink that reads "Roland Velasco".

Roland Velasco
Gilroy Mayor
Roland.Velasco@ci.gilroy.ca.us



Larry Carr
Morgan Hill Council Member
VTA Board Member

DocuSigned by:

9EE7CEC2F0D8427...

Marie Blankley
Gilroy Council Member
VTA Board Member (Alternate)

From: [Andrew Lipsett](mailto:Andrew.Lipsett@planbayarea.org)
To: info@planbayarea.org
Subject: Spring Specific Plan
Date: Thursday, July 16, 2020 9:15:22 PM

External Email

To Whom It May Concern:

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Thank you for you attention to this matter.

Sincerely,

Andrew Lipsett

From: [Stuart Flashman](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Saturday, July 18, 2020 2:54:50 PM
Attachments: [PastedGraphic-1.png](#)

External Email

Your survey greatly restricted opportunities for input. I attempted to propose some “think outside the box’ options to your questions, but the survey WOULD NOT ACCEPT THOSE INPUTS!!!!

This process seems biased and unresponsive to public input. I will submit a detailed set of comments and suggestions, but I frankly expect that my input will be put aside and disregarded.

Thus far, this process has impressed me as being one that restricts input to anyone except those who agree with MTC staff’s positions.

Please contact me if you would like to discuss further.

Environmental, Land Use, and Elections Law Serving public interest and private clients since 1990	
Stuart Flashman <i>Attorney</i> stu@stufash.com	Law Offices of Stuart Flashman 5626 Ocean View Drive Oakland, CA 94618-1533 tel: (510) 652-5373 fax: (510) 652-5373

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From: [Ursula Vogler](mailto:Ursula.Vogler@bayareametro.gov)
To: info@planbayarea.org
Subject: FW: Today's webinar for Plan Bay Area 2050 question
Date: Saturday, July 18, 2020 12:50:41 PM

External Email

For PBA 2050 comments....

Ursula Vogler
Principal, Public Engagement
uvogler@bayareametro.gov
BAY AREA METRO | BayAreaMetro.gov
Association of Bay Area Governments
Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800
San Francisco, CA 94105
O: (415) 778-6785 | M: (510) 393-0302

-----Original Message-----

From: Pam Drew <drew.pam@gmail.com>
Sent: Saturday, July 18, 2020 8:20 AM
To: Ursula Vogler <UVogler@bayareametro.gov>
Subject: Today's webinar for Plan Bay Area 2050 question

External Email

Question: What was the percentage of people polled who want all freeway lanes to always be tolled as a device to reduce car use on freeways? What was the precise question you asked in your survey? Please quote it. If you did not investigate the number of people for or against this, why did you not investigate this? People have paid a good deal of money for those roads. What percentage of Bay Area residents do you predict will voluntarily pay more each time for the privilege of using them?

Thank you.

Pam Drew

From: info@plambayarea.org on behalf of [Bay Area Metro](#)
To: info@plambayarea.org
Subject: Form submission from:
Date: Sunday, July 19, 2020 11:06:34 AM

External Email

Submitted on Sunday, July 19, 2020 - 11:06 am
Submitted by anonymous user: 73.170.26.80
Submitted values are:

Name: Lawrence Abbott
Email address: lawrencerabbott@aol.com
County of residence: Alameda
Comment: I am especially interested in solar electrification of housing and transportation, and wildlife habitat conservation and restoration throughout our region.

The results of this submission may be viewed at:
https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2F%2Fclick%3Fupn%3Dw%2F9Gis7cCySpecy9zKjTEi09vSk950bwMc6CFH9CRDm7n1ydwVgdB16Zu0Og1yeHGDSZnd4Ztiffw6d-2BBV9iwmFcBRcCpluzxEmGY-3DHzz_e95Xg7-2BqkKQOvO-2B44h9LgnU7fMblbwbTdnno-2BpKbQZazX744sz1vpU98ow20Y76u-2Bxfra-2F9Z4p9outWz3eq2SbaTOG7EYUk79xXDU7yUd0h0LlncXYwue4OeRwU3CQkUXK86-2FM9KwZVTQoQsJBZkWI0WOGcmkRslLRea82BJUaPpPfbQklearTY28Bay8RDZiAFmXrL-2BUZXIEpSUEN4jzy5MghEOz6eL-3D&data=02%7C01%7Cplambayareainfo%40bayareametro.gov%7C140804f1da304658340e08482c0e737d%7C0d1e7a5560f04919f2c63ea94f5e8797C0%7C637307787934467152&data=1H1dZ6%2FQPTJZyhs7%2FCIUgWL2%2BA6YEmU6HPD6szG%2B8k%3D&reserved=0

From: [James Hongyi Zeng](#)
To: [MTC-ABAG Info](#)
Cc: NoCoastRoute@gmail.com
Subject: Capitol Corridor - South Bay Connect
Date: Monday, July 20, 2020 10:24:12 PM

External Email

Hi MTC,

I am writing to express my concerns regarding the [South Bay Connect](#) project proposed by CCJPA. I would like to bring your attention to the current online petition regarding this project (**there are 1100+ signatures and counting**)

<https://www.change.org/p/say-no-to-rerouting-capitol-corridor-to-coast>

I am concerned that this plan directly contradicts the Union City's plan of expanding the current Union City BART intermodal station, since the railway will bypass the Oakland/Niles subdivision.

I am also concerned that the project will add more horn noise to the quiet Hayward/Union City/Fremont/Newark residential areas, causing more traffic in the commute hour (especially in the already congested Ardenwood P&R and SR-84 intersection). There are many more reasons on why we are concerned in the petition.

Even for the Capitol Corridor as a whole, it's not clear how much additional ridership will the project bring - the plan seems only suggesting very marginal improvement with an "up to 13 minutes" time saving. I don't think it's a smart way to spend **\$264 million**, especially during COVID-19 where many people were struggling (likely for years to come).

A much more efficient way to spend these money is to add feeder buses to the current Union City BART stations in commute hours, which will encourage more people to use BART and take more cars off the road (=less greenhouse gas). I believe it may not be a good idea to continue the EIR (costing millions of \$) given strong opposition from the community.

I believe given the current COVID situation, MTC should take a second look into this project. We should not waste our funding like this. Thanks!

Thanks,
James

From: vaughnwolffe@netscape.net
To: [MTC-ABAG Info](#)
Subject: Plan Bay Area 2050 Final Blueprint meeting 7/22 at 9:45 item 8a
Date: Monday, July 20, 2020 8:26:54 PM

External Email

July 20, 2020
Jim Spering, Chair, Planning Committee
Metropolitan Transportation Commission
375 Beale Street Suite 800
San Francisco, CA 94105

Re: Agenda Item 8a
Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element

Dear Chair Spering & Committee Members:

I have major concerns that Valley Link is being considered as a mega project. As the MTC staff correctly determined it should certainly not be advanced to Period 1. There is no ridership to support spending \$2.5 to 3 billion. While the proponents claim 28,000 riders the Valley Link sustainability report indicates new riders are only 13,800 out of 26,000 to 28,000 by 2040. As indicated by the 2000 I-580 Corridor Study and validated by the 2016 BART to Livermore Study less than 10% of trips to, though or from the Tri-Valley I-580 corridor are going to a BART service area. That corridor is expected to grow by 150,000 trips including 8,000 trucks. Making Valley Link traffic and GHG reduction claims negligible.

According to the ACE Vision and the State Rail Plan 125 mph electrified modern rail service would cover the Mega-Regional Corridor from Stockton to San Jose, Redwood City and Oakland with faster higher capacity trains. Replacing the ACE to BART element of Valley link with with a transfer only BART/ACE station at Shinn ST in Fremont would be easier, far cheaper, higher capacity and less convoluted than throwing \$400 million of tax payers' money at tearing up a highly congested highway for 10 miles. The more than 185,000+ East Bay BART and County tax payers using Dumbarton and San Mateo bridges who also must pay bridge tolls(to Valley Link) would finally get to benefit with modern rail service if ACE and Capitol Corridor could use a Dumbarton Rail bridge.

As Caltrans has mentioned moving project ids 2300, 2302, 2306 and 2312 or DTX, Caltrain Frequency, Dumbarton Rail and ACE Frequency Increases to Period 1 would be better regional rail transportation improvements. There are more East Bay tax payers clogging up 880, 101 and the bridges than San Joaquin folks coming over the Altamont to BART.

With the coming climate change fight we need useful rail service and connections not another Bay Area transit agency.

Vaughn Wolffe Pleasanton

From: [Bill Mayben](#)
To: info@planbayarea.org
Subject: Public input to The Blueprint and Equity and Performance Outcomes 7-20-2020
Date: Monday, July 20, 2020 8:38:41 AM

External Email

Dear PBA Staff,

I am working on comments to your efforts on PBA 2020. In my research I found that the article linked below captures many of my core concerns, and want to submit it in its entirety, including all citations, as Public comment for PBA 2050.

You can blame me. William Mayben, Fairfield, CA.

There is no need for this article to be buried as a citation, or quoted extensively in my comments, It is something all of us need to think about. I began citing examples of the same public projects Adam Brinklow investigated in his article. Given the scope of work envisioned in PBA2050, Adam's article should be a seminar for everyone involved, including each citation.

The central theme regarding a public works project as extensive as PBA2050, given our recent history with large but admittedly much less ambitious projects; is that all of them have completed far over budget, and far behind schedule. Worse for PBA 2050, would be its failure to deliver on its promises.

Please distribute this cautionary article broadly. It is well written, and well-documented.

Respectfully, I realize all of you have mind-bending amounts of data to read, budgets to process, schedules to maintain; however, it is important to step back and realize what we are up against to pull this off.

If I walked your halls, I would call Adam and ask him if he would consider presenting. My preliminary work in providing hopefully salient commentary on The Plan in its present stage; contains a number of similar red flags.

The main concern, also clearly expressed several times in the Brinklow article, is "who is in charge?" Tremendous amounts of money with weak management inevitably lead to cost and schedule overruns.

Let's step back.

PBA 2050 proposes that the works of The Plan be under the direction of the 9 Counties and the 101 municipalities within the project area; as well as a list of agencies. All red flags are up

for me; as a former Division President with bottom line responsibility for “only” thousands of new homes every year. The success of the goals of the Plan rest in project management of a scale previously contemplated only by a State, or a Nation. We don’t want our streets running in red ink; and neither can we fail in the scope of our vision.

As always, I am willing to participate in this discussion, and the process it can lead to. All of us need to have “skin in the game” for PBA 2050.

Yours,

Bill Mayben

<https://sf.curbed.com/2019/8/12/20801711/san-francisco-megaprojects-late-over-budget-broken-transbay-subway>

From: mary_jue
To: info@planbayarea.org
Cc: [Susan Gorin](#)
Subject: Public Comment for Plan Bay Area 2050: Sonoma County Springs Specific Plan
Date: Monday, July 20, 2020 10:45:40 PM

External Email

To Whom It May Concern:

I am a resident of Sonoma Valley, on Donald Street in unincorporated Sonoma County, 1 block north of the City of Sonoma's Urban Growth Boundary. I am aware that Sonoma County applied for and received a designation of PDA (Priority Development Area) in Feb 2020 for the Springs Specific Plan, an area along Highway 12 through part of unincorporated Sonoma Valley and including the Donald St semi-rural neighborhood where I live.

I am against the Springs Specific Plan being designated a PDA. While I'm an advocate for the goals of Plan Bay Area 2050, I believe there are too many reasons that make the Springs Specific Plan inappropriate for higher density housing and ineligible as a PDA:

- We live in a High Fire Danger area, with few routes for evacuation. Higher density housing will exacerbate the risk of injury and fatality in the event of a wildfire. Highway 12 is already typically congested. My street, Donald St, is eyed for a high density housing development; having one end at Highway 12 and the other as a dead end at rural space that is vulnerable to wildfire, it lacks adequate egress in an emergency.

- We have insufficient emergency water supply due to inadequate water pressure and storage.

- Streets and roads in our semi-rural area are in sorry disrepair, and sidewalks do not exist in many parts. Increased car traffic will only worsen these conditions and increase risk to pedestrians.

- Public transportation is very limited in our area, with infrequent service within Sonoma Valley as well as to adjacent cities. It is even more severely limited to reach transit centers within the county to access other routes to other parts of the Bay Area.

- Off Donald St, close to Highway 12, is Oak Ridge Senior Apartments on Beatrice Dr. It has elderly residents, many who have mobility issues, are no longer driving or are without cars and who would need assistance in the event of an emergency requiring evacuation. And at the other end of Donald St is Sonoma Acres Assisted Living Memory Care, whose residents would certainly need more assistance in such an event. Our neighborhood knows all too well the high risk of wildfire in our area and sees the limited options for safe evacuation as a liability.

- It is my understanding that areas outside of Urban Growth Boundaries are not eligible to be PDAs. If so, the Springs Specific Area is not eligible.

- The PDA application, signed 9/11/2019, was submitted without consultation with the residents of the Springs Specific Plan, which is against MTC policies on public disclosure and participation. Per the Sonoma County Civil Grand Jury 2020 Report, Permit Sonoma and

Sonoma County officials failed to include residents (specifically, 35% of residents in the affected area, i.e., those within my Donald St neighborhood) in the development of the Springs Specific Plan over many years. Approving the Springs Specific Plan as a PDA further perpetuates the violation of these policies and does not respect the mandate for public input. To date, the recommended actions put forth by the Grand Jury for the county to do by July 1 have not occurred. Also, a draft EIR for the Springs Specific Plan has not yet been submitted for public review.

I wish for increased funding for our area to improve affordable housing, traffic, and public transportation, and to promote a well balanced, diverse, thriving community with growth at an appropriate scale. I do not come from a place of NIMBYism. However, I am disappointed at the lack of transparency and opportunity for public participation, which does not support trust between residents and government officials.

As a concerned citizen, I believe the Springs Specific Plan, as it currently stands, should not be included as a PDA for the above reasons, and hope the MTC and ABAG will reverse its designation. Whether or not it stays a PDA, I ask Sonoma County officials to follow the recommendations of the Grand Jury, including engaging public participation and considering severing the Donald St neighborhood from the Springs Specific Plan.

Sincerely,

Mary Jue
Resident of Sonoma, CA

From: [Vicki DeSmet](#)
To: [Mark Shorett](#); [Dave Vautin](#); [Matt Maloney](#)
CC: info@planbayarea.org
Subject: Donald Street neighbors still want to be heard
Date: Monday, July 20, 2020 10:54:44 AM

External Email

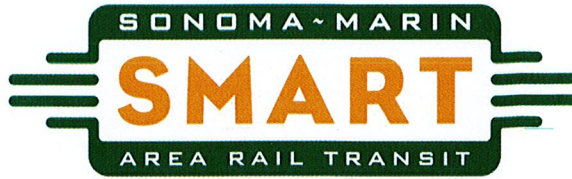
Dear Mr. Shorett, Mr. Vautin, Mr. Maloney,

FYI- this editorial from our local newspaper is a good summary of the issue.

The Donald Street neighborhood was added illegitimately to the Springs Specific Plan which makes MTC's continued inclusion of the Springs Specific Plan as a PDA a corrupt, mendacious act.

Vicki DeSmet

<https://ge01.safelinks.protection.outlook.com?url=https%3A%2F%2Fwww.sonomanews.com%2Farticle%2Fopinion%2Fdonald-streets-still-want-to-be-heard%2F&data=02%7C01%7Cplanbayarea%40bayareametro.gov%7C05a566a95cb74cef14a408482cd5f66e%7CD1e7a5560f0449192e363e945c87%7C0%7C637308644835508239&data=UjG9BoftVwFN1rT2CjUQkvuzjnaPly3quHxG2GwOf%3D&reserved=0>



July 20, 2020

Eric Lucan, Chair
Transportation Authority of Marin

Barbara Pahre, Vice Chair
Golden Gate Bridge,
Highway/Transportation District

Judy Arnold
Marin County Board of Supervisors

Damon Connolly
Marin County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Dan Hillmer
Marin County Council of Mayors and
Councilmembers

Joe Naujokas
Sonoma County Mayors' and
Councilmembers Association

Gary Phillips
Transportation Authority of Marin

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Shirlee Zane
Sonoma County Board of Supervisors

Farhad Mansourian
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.sonomamarintrain.org

Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94104-2066

RE: SMART Projects in Plan Bay Area 2050

Dear Ms. McMillan,

On July 15, 2020, the Board unanimously voted to request the Metropolitan Transportation Commission amend the draft Plan Bay Area 2050 financially constrained transportation project list to include the following priority projects and to engage in a dialogue with MTC on how to reach that goal:

- SMART Windsor to Healdsburg
- SMART Healdsburg to Cloverdale
- SMART to Solano (Novato to Suisun)

The SMART Board of Directors affirmed authorization previously given for our submittal of the Plan Bay Area 2050 Commitment Letters sent to you in April for the SMART to Cloverdale and SMART to Solano projects.

As you know, SMART is committed to completing the Measure Q voter-approved SMART Rail and Pathway project. We have been successful in bringing outside funding resources into the Bay Area with that voter commitment and with the MTC as a strong partner.

We are under construction to Windsor and expect to carry passengers into Northern Sonoma County by late 2021. We have also secured much of the funding necessary to build the second Petaluma SMART Station at Corona Road from the private sector and anticipate that station to begin construction next year. With the completion of those two projects, SMART will be operating service to 14 of 16 stations, two more than were originally planned, leaving only Healdsburg and Cloverdale unfinished.

In addition to the voter approved project scope, the State of California and the County Transportation Agencies are in support of putting SMART's publicly-owned east-west rail line between Novato (Marin County) and Suisun (Solano County) to use as an alternative to car travel on the congested Highway 37 corridor.

The North Bay continues to recover from the fires of 2017 and 2019, which made an extreme housing shortage worse. The fires and PGE Public Safety Power Shut Off events were a tremendous test for the North Bay and the coronavirus pandemic will make economic recovery for many of Northern Sonoma County's small businesses and unemployed residents an even bigger challenge.

We are pleased that we will soon be allowed to participate in your regional low-income fare program through Clipper START. It is a good first step in being able to help people access quality jobs along our 70-mile corridor without having to first buy a car. In May, SMART conducted a survey with 3,281 respondents and 34% of them stated they were unemployed or were uncertain they would have employment after the pandemic. SMART stands ready to ensure that people can access jobs throughout the North Bay, providing flexibility as people seek work and a return to economic health.

We encourage you to support us to bring quality transit service to the northern part of the Bay Area by allowing us to be in Plan Bay Area 2050's Financially Constrained Plan so that we may be able to compete for outside grant resources. We appreciate your willingness to consider the greater value of our system to the State and Bay Area, shifting people out of an auto-only approach to regional travel. With your endorsement, SMART will continue to work hard to bring the best product to the voters of Sonoma, Marin and the rest of the Bay Area.

We look forward to speaking with you regarding options and alternatives to ensure the North Bay is not left out of the Bay Area's resilient and equitable transit-centric future. If you have any questions, please call me at 707-794-3057.

Sincerely,



Farhad Mansourian
General Manager

Cc: SMART Board of Directors
Jake Mackenzie, Metropolitan Transportation Commission
David Rabbitt, Metropolitan Transportation Commission
Damon Connolly, Metropolitan Transportation Commission
Chad Edison, Chief Deputy Secretary, California State Transportation Agency
Alix Bockelman, Metropolitan Transportation Commission
Suzanne Smith, Executive Director, Sonoma County Transportation Authority
Anne Richman, Executive Director, Transportation Authority of Marin
Joanne Parker, SMART

July 20, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, ste 800

San Francisco, Ca 94105-2066

Subject: Inclusion of the Downtown Rail Extension (DTX) into Stage 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

As Chair and Vice Chair of the TJPA Citizens Advisory Committee, we (Derrick Holt and Balal Aftab) have seen many compelling data points that speak to the community, environmental, safety and economic benefits of starting construction of the DTX in 2021. We strongly encourage the MTC to place the DTX in the first period of Plan Bay Area.

The TJPA CAC has the benefit of seeing these compelling data points in the forms of numerous engineering reports, presentations, safety & transportation reports, and financial analysis. We have heard from a number of community members voicing their transportation needs as it relates to: quality of life, the ability to use mass transportation to get to work, and the ability to work in the Bay Area. We have also heard from presenters of Vision Zero who connect reductions in traffic injuries and fatalities by the safety improvements that the DTX will bring to San Francisco.

The DTX is a solution to the problem of the gap between surrounding communities that can or cannot access downtown San Francisco, one of the few cities in the world with a higher daytime than evening population. This DTX is an essential link in the state's rail strategy that improves citizen mobility in the surrounding counties.

The DTX also promotes and supports state goals, as well as local and regional goals for environmental quality. TJPA CAC members have also seen and reviewed the plans that link the DTX to the multiagency, multiyear Rail Alignment and Benefits study.

We are aware of the current funding support that seems to be available now but may not be available should the DTX construction be delayed till years down the road. These delays will doom tens of thousands of commuters for 15+ years to a painful final commuting leg from 4th & King to downtown San Francisco.

Based on the data points and evidence, we encourage the MTC to place the DTX in the first period of Plan Bay Area which starts in 2021.

Respectfully,

Derrick Holt, TJPA C.A.C. Chair

Belal Y. Aftab, TJPA C.A.C. Vice Chair

From: [Howard](#)
To: [MTC-ABAG Info](#); district1@acgov.org
Cc: [ABAG Info](#); [MTC-ABAG Info](#); mtc-abag@service.govdelivery.com; [Therese W. McMillan](#); [Alix Bockelman](#); [Andrew Fremier](#); [Brad Paul](#); [Marti Paschal](#)
Subject: SUPPORT DTX---IN FIRST PERIOD OF PLAN BAY AREA 2021
Date: Monday, July 20, 2020 2:18:01 AM
Attachments: [clip_image004.png](#)

External Email

TO: MTC Board and Staff
SUPPORT DTX IN FIRST PERIOD OF PLAN BAY AREA 2021



DTX IS LEGALLY MANDATED

DTX is the highest transportation priority, mandated by SF voters with overwhelming passage of Proposition H (1999) and has been a consistent MTC priority for federal funding. The project is federal/ state environmentally-cleared. The underground station box has already been built.

* * * * *

1999 PROP H: DOWNTOWN CALTRAIN STATION (Downtown Caltrain Extension / Transbay Terminal)

Bay Rail Alliance: http://www.bayrailalliance.org/san_francisco_prop_h_text/
This measure is an ordinance that would make it City law to extend the Caltrain line to a new or rebuilt regional transit station in San Francisco to be located on the site of the Transbay Terminal at First and Mission Streets. The City would be directed to use an underground tunnel whenever feasible for the extension of the Caltrain line from the current station to the Transbay Terminal. The City would be prohibited from taking any actions that would conflict with extending Caltrain to downtown San Francisco, including allowing conflicting use or development of the Transbay Terminal or the proposed extension right-of-way.

Voter Pamphlet: https://sfpl.org/pdf/main/gic/elections/November2_1999short.pdf
Controller's Statement: If the proposed ordinance is adopted, it would require the Mayor, the Board of Supervisors, and other City Officials to take all necessary action to extend CalTrain to a new downtown station and pursue electrification of the CalTrain line from the City to San Jose. The ordinance also requires the City and the San Francisco Transportation Authority to take all appropriate actions to generate the revenue to finance the downtown extension and transit station".

* * * * *

BUILD PUBLIC TRUST

The upzoning of the Transbay District and new development were predicated on DTX. Instead, DTX was never built---while tens of thousands of new commuters, cars, workers, residents and visitors have stressed the Muni system, streets and highways. New real estate development requires commensurate transit development.

DTX IS THE NEXUS OF REGIONAL TRANSPORTATION

DTX will connect Caltrain to six Muni rail lines, four BART lines and more than 40 bus lines at a centralized transportation hub. By 2025, 300,000 cars a day will be entering San Francisco from the South---more than the combined number of cars on the Golden Gate and Bay Bridges. DTX is the top priority to cut traffic congestion on highways, streets and arterials.

DTX IS SHOVEL-READY FOR A BETTER FUTURE

DTX has established formal relationships with regional and state agencies for moving forward. DTX has completed the City's multiagency Rail Alignment and Benefits Study. DTX has had MTC cost and design reviews. DTX is consistent with realizing the New Transbay Rail Crossing and local/ regional/ state goals for sustainability and environmental quality.

* * * * *

Best Regards, Howard Wong, AIA, Member, TJPA CAC

From: info@planbayarea.org on behalf of [Bay Area Metro](#)
To: info@planbayarea.org
Subject: Form submission from:
Date: Tuesday, July 21, 2020 9:53:32 PM

External Email

Submitted on Tuesday, July 21, 2020 - 9:53 pm
Submitted by anonymous user: 172.92.5.150
Submitted values are:

Name: David Winegar
Email address: davids.winegar@gmail.com
County of residence: Alameda
Comment:

I'm worried that this plan does not focus enough on ensuring market rate housing growth. The Bay Area has the most expensive market rate housing in the country. Truly affordable housing isn't a deed-restricted unit, of which there will never be enough. Where I grew up a studio apartment can be rented for under \$800 a month - if there was enough housing in the Bay Area for this price level we would have solved our affordable housing problem.

I'm also concerned by the specified goal of moving jobs to housing-rich areas. Transit works best in areas with strong job agglomeration, even more than with housing agglomeration. We should be concentrating our jobs even more heavily in job-rich areas, such as downtown San Francisco and downtown Oakland, so that we can support better transit to these areas.

Bay Area transit construction costs are outrageous and unless we tackle costs seriously we will not be able to afford any of the infrastructure planned.

One last thing: Caltrain should be absorbed into BART and run as a rapid transit line with 15 minute headways.

The results of this submission may be viewed at:

https://gsf01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw9GIS7cCySpecfy9szKITE9pvsSk9SolvM66CFH9CRDm7nlyddWVgdB16ZuOOgUr7cimrjRvSroBOTETdF-2FQupHrO7pVS34NBz35gMds-3Duy7A_95Xg7-2BqhKQOvO-2B44h9LgnU7f0uLbwbTdnno-2BpKbQbudYno86snoSnJFlvnn-2Fnx9DaBG9CNOZgDBgyzU-2BcF3OstjZCDqgIhy-2Bh2SgetO5jcr8nLkRyrVjZ6htTv-2Fq-2B2FBd7OEv6FzD-2FpQV13DKkS4TG7if-2F1yBLLcV1nohgffjy1aWCjCs1mfHmSRdrwT2-2FJmCzj2KRfrcQzNvg9mQwEvhKz4e-2BXolepQ-3D&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7C06dc34c83960467272f08482dfb2d66%7C0d1e7a5560f0449192e363ea94f5c87%7C0%7C1%7C637309904120815254&data=RuiC2Lpew7uE5AjDtsPrxtCm40K84HuMNtpO3JGYGH%3D&reserved=0

From: Cautn1
Sent: Tuesday, July 21, 2020 6:34 PM
To: MTC-ABAG Info
Cc: Board.of.Supervisors@sfgov.org; London Breed
Subject: GETTING DTX TO THE FRONT OF THE LINE WHERE IT SHOULD BE

External Email

Bay Area Transportation Working Group (BATWG)

Dear MTC Commissioners:

This will probably come as no surprise, but BATWG strongly supports San Francisco's political leadership in its request that the Downtown Extension of Caltrain project be elevated to MTC's Period One. This extension when completed will quickly become the single most useful and therefore most important seamless transit center in the Greater Bay Area. It is being given the priority it deserves in San Francisco and on the Peninsula for a good reason, Speaker Pelosi has now come out in favor to giving DTX a top priority. We ask that MTC join in this effort by giving the project the highest possible standing in line for State and federal transportation funding.

Sincerely,

Gerald Cauthen P.E.
Co-Founder and President,
Bay Area Transportation Working Group (BATWG)

MTC- Agenda Item 8a July 22, 2020

Is anyone even looking at impact to Plan Bay Area of de-funding the police? This effort has demoralized police personnel across the State. We have civil unrest. We are witnessing increased crime. We have police officers who no longer want to serve. The demand for pension benefits is about to accelerate. Can local governments afford to meet those increased pension demands? Limiting police budgets means less training for new police officers which will prompt more lawsuits against local governments. Reduction of police makes our communities less safe, and especially our low-income communities. Failure to protect businesses from looting and shoplifting will discourage new business investment. We will be looking at a mass exodus of people moving out of the Bay Area. How will this impact Plan Bay Area.? Is defunding the police a serious effort. Are any members of the MTC Democrats? Below please find the adopted resolution of the Democratic Party with respect to police.::

here's the language of the resolution that unanimously passed through the [Alameda County Democratic Party](#) tonight. Thanks to [Soli Alpert](#), [Andy Kelley](#), [Paola Laverde](#), [Barbara Bobbi López](#), [Pamela Y. Price](#), [Barisha Spriggs](#), [Alfred Twu](#), and [Mark Williams](#) for partnering with me on this, [Malia Vella](#) and [Michael Barnett](#) for the excellent suggestions on how to make it even stronger; and [Will Rodriguez-Kennedy](#) for the courage to get this resolution approved through the San Diego County Democratic Party and provide the inspiration for this one. I hope every DCC joins us in approving a resolution of this nature.

Resolution Urging that Alameda County Democrats Refuse Donations from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations

WHEREAS, though there are many good officers and prison guards who serve with courage and honor, law enforcement in Alameda County as a whole has a history of racial profiling, discrimination, and violence against Black, Latinx, AAPI, Native American and other communities; and racially biased, militarized policing has been used as a tool nearly 200 years;

WHEREAS, Alameda County's residents have struggled for decades to ensure that Alameda County law enforcement departments and officers are held accountable to all communities they serve by advocating for reasonable measures such as the community-led Independent Commission on Police Practices to promote responsible, accountable policing and address disparities in policing practices of stops, arrests and use of force, and there has been systemic racism throughout law enforcement, and the law enforcement system is closed, sheltered from public scrutiny and accountability, protected through state law, and in desperate need of reform; and

WHEREAS, the Peace Officer, Deputy Sheriff, and Correctional Officer Associations and the Alameda County Sheriff have been major obstacles to such accountability

NOW, THEREFORE, BE IT RESOLVED that the Alameda County Democratic Party shall refuse all contributions from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations (defined for the purposes of this resolution as those exclusively representing law enforcement and not general unions that may have a small percentage of law enforcement members) and requests that all

Alameda County Democratic elected officials refuse such contributions as well and reject the endorsement of such associations;

BE IT FURTHER RESOLVED that the Alameda County Democratic Party urges that any candidate, including elected officials running for a new or the same office, who has taken money from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations since 2018 donates said funds to community organizations that work in Alameda County on issues such as racial justice, criminal justice reform, re-entry services or the empowerment of the Black community, indigenous community and other communities of color, provide a written acknowledgment of this contribution to the Committee at the time that he or she requests our endorsement and pledges not to take any such contributions in the future.

On top of the above... The on-going COVID--19 restrictions to operate private businesses will force people out of business. We have establishments boarded up in a climate with no protection. This is a problem we can't ignore.

Yet, there is continued effort of MTC Staff, the Bay Area Council, and Silicone Valley Leaders to impose more regional taxes. This is a prime example of how the MTC Staff fails to serve the interests of local governments.

As it pertains to changing the priority of the DTX we should be encouraging this project to move forward. It is one project where the property owners who benefit from the improvement are actually required to help pay for it. Studies have shown if property owners who benefit from transportation investments paid as little as 25% of the increased value, the public would not be stuck paying for it.

The DTX project should be used as a model for future transportation funding. We should shift funding priorities to make public transportation free, and thereby provide financial relief to low income residents who need it the most. It would also boost to the economy.

We could eliminate the entire budget for Clipper. A new policy of value recapture is the best way to avoid on-going transportation taxes.

The MTC has been opposed to this project ever since it was created? Discouraging the DTX project was a part of a deal made with Willie Brown in 1989. My work to to obtain public support to preserve the option for future rail service on the Bay bridge stopped the forced relocation of the Transbay Terminal.

The success of that measure led to a SF ballot measure, the following year, to prevent the Transbay Terminal from being relocated. The SF Measure also included local support for the DTX. That's how long the Staff has opposed the DTX. As long as the Staff controls the money, and as long as the Commission continues to support every item submitted by Staff, the interests of local governments will not get any real respect or concern. For all the reasons stated please oppose shifting the priority of these projects.

Best: *Ken Bukowski*

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
111 GRAND AVE, MS-1A
OAKLAND, CA 94612
PHONE (510) 286-5900
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

July 21, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

Following on to my letter of June 29, 2020, we have reviewed MTC/ABAG's July release of transportation projects recommended for Plan Bay Area 2050 (PBA 2050)/Final Blueprint, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This most recent list made regional discretionary funding recommendations for PBA 2050 and recommended that included projects be funded within Period 1 (2021-2035) or Period 2 (2035-2050).

The California Department of Transportation (Caltrans) remains concerned that the regional rail projects Sonoma–Marin Area Rail Transit (SMART) to the City of Cloverdale and SMART to Solano County have not been included in the Final Blueprint. These regional rail investments are important elements of the State Rail Plan, in which California's priority of providing an integrated statewide rail network aligns well with both State and regional goals to support multimodal connectivity, economic productivity, and greenhouse gas reduction. In addition, these projects provide resiliency within corridors that do not have alternatives to long-distance travel via the highway.

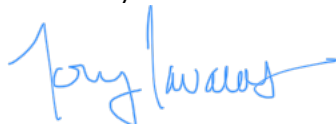
In addition, the Caltrain Extension to Downtown San Francisco was proposed for funding in PBA 2050 Period 2. A service goal of the State Rail Plan is to complete the Downtown Extension to the Salesforce Transit Center, allowing future high-speed rail and regional transit services to serve the Center. As a member of the Transbay Joint Powers Authority, we support this project for funding at the earliest opportunity.

Ms. Therese McMillan
July 21, 2020
Page 2

Lastly, the Valley Link rail project connecting San Joaquin County with direct connection to Bay Area Rapid Transit (BART) was proposed for funding in PBA 2050 Period 2. This is another example of a project where direct rail-to-rail connectivity helps advance an integrated statewide rail network. The Tri-Valley/San Joaquin Valley Regional Rail Authority is currently collaborating with Caltrans on project development, and we also support this project for funding at the earliest opportunity.

Caltrans greatly appreciates MTC's commitment to performance management in PBA 2050 across a range of indicators linked to regional goals. Some additional factors are not easily captured in the performance reports, such as the statewide benefits of integrating regional rail systems per the State Rail Plan, as well as the benefits of corridor resiliency and improved access to alternative transportation modes. Please consider these additional factors as part of your decision-making, and we look forward to continuing to work with MTC toward advancing these projects. Should you have any questions, please do not hesitate to contact me or Jean Finney, Deputy District Director, Transportation Planning & Local Assistance at (510) 286-6196.

Sincerely,



TONY TAVARES
District Director

From: Thea Selby
Sent: Wednesday, July 22, 2020 12:26 PM
To: Kimberly Ward
Cc: Peter Straus
Subject: Public Comment--support for 8a, Option B

External Email

Item 8a

Public Comment in Support of Option B—Advancing Regional Transportation Funding Measure

Hello, my name is Thea Selby and I am a founding member of Friends of the Downtown Extension, which has as its sole goal advocating get the train tracks to the Salesforce train station, co-chair of the San Francisco Transit Riders, and perhaps most importantly a mom with a carless son living in San Mateo. I'm calling in to express support for the Caltrain Downtown Extension rail program moving into Plan 1 of Plan Bay Area by choosing Option B, advancing a regional transportation funding measure.

The Caltrain Downtown Extension from 4th Street to the Salesforce Transit Center will greatly enhance our regional transportation and provide a backbone for truly excellent public transportation that will help us meet our Plan Bay Area climate goals among other things.

I understand that funding is a great consideration for deciding where to put projects. I am also a founding member of Voices for Public Transportation, a coalition of organized unions and dozens of Bay-Area-wide community-based organizations that came together a year and a half ago to support what became SB 278 for an equitable regional transportation funding measure. I can assure you that our Coalition continues to meet regularly and take a long-term approach to educating the public to get them excited and ready to vote YES on a regional transportation funding measure in **2024**, significantly sooner than 2030.

We cannot look at where transportation is today for our future decision-making. We must look to the future of the Bay Area and ask ourselves what we want. Do we want a reliable electrified train system with interconnected bus and bike and scooter last-mile solutions to get us where we need to go? Or, do we want to watch the soot float down from Highway 101 and 280 as the cars idle, stuck in traffic for undetermined amounts of time?

Voices for Public Transportation will do our best to help bring the funding needed for transformational and equitable public transportation. Please support us by choosing Option B, advancing a regional transportation funding measure.

Warm regards,

Thea Selby

Friends of DTX
San Francisco Transit Riders
Voices for Public Transit
Mom in SF, Son in San Mateo

July 20, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, ste 800

San Francisco, Ca 94105-2066

Subject: Inclusion of the Downtown Rail Extension (DTX) into Stage 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

As Chair and Vice Chair of the TJPA Citizens Advisory Committee, we (Derrick Holt and Balal Aftab) have seen many compelling data points that speak to the community, environmental, safety and economic benefits of starting construction of the DTX in 2021. We strongly encourage the MTC to place the DTX in the first period of Plan Bay Area.

The TJPA CAC has the benefit of seeing these compelling data points in the forms of numerous engineering reports, presentations, safety & transportation reports, and financial analysis. We have heard from a number of community members voicing their transportation needs as it relates to: quality of life, the ability to use mass transportation to get to work, and the ability to work in the Bay Area. We have also heard from presenters of Vision Zero who connect reductions in traffic injuries and fatalities by the safety improvements that the DTX will bring to San Francisco.

The DTX is a solution to the problem of the gap between surrounding communities that can or cannot access downtown San Francisco, one of the few cities in the world with a higher daytime than evening population. This DTX is an essential link in the state's rail strategy that improves citizen mobility in the surrounding counties.

The DTX also promotes and supports state goals, as well as local and regional goals for environmental quality. TJPA CAC members have also seen and reviewed the plans that link the DTX to the multiagency, multiyear Rail Alignment and Benefits study.

We are aware of the current funding support that seems to be available now but may not be available should the DTX construction be delayed till years down the road. These delays will doom tens of thousands of commuters for 15+ years to a painful final commuting leg from 4th & King to downtown San Francisco.

Based on the data points and evidence, we encourage the MTC to place the DTX in the first period of Plan Bay Area which starts in 2021.

Respectfully,

Derrick Holt, TJPA C.A.C. Chair

Belal Y. Aftab, TJPA C.A.C. Vice Chair

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
111 GRAND AVE, MS-1A
OAKLAND, CA 94612
PHONE (510) 286-5900
TTY 711
www.dot.ca.gov

RECEIVED**JUL 29 2020****MTC**

Making Conservation
a California Way of Life.

July 21, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

Following on to my letter of June 29, 2020, we have reviewed MTC/ABAG's July release of transportation projects recommended for Plan Bay Area 2050 (PBA 2050)/Final Blueprint, the Bay Area's next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This most recent list made regional discretionary funding recommendations for PBA 2050 and recommended that included projects be funded within Period 1 (2021-2035) or Period 2 (2035-2050).

The California Department of Transportation (Caltrans) remains concerned that the regional rail projects Sonoma–Marin Area Rail Transit (SMART) to the City of Cloverdale and SMART to Solano County have not been included in the Final Blueprint. These regional rail investments are important elements of the State Rail Plan, in which California's priority of providing an integrated statewide rail network aligns well with both State and regional goals to support multimodal connectivity, economic productivity, and greenhouse gas reduction. In addition, these projects provide resiliency within corridors that do not have alternatives to long-distance travel via the highway.

In addition, the Caltrain Extension to Downtown San Francisco was proposed for funding in PBA 2050 Period 2. A service goal of the State Rail Plan is to complete the Downtown Extension to the Salesforce Transit Center, allowing future high-speed rail and regional transit services to serve the Center. As a member of the Transbay Joint Powers Authority, we support this project for funding at the earliest opportunity.

Ms. Therese McMillan

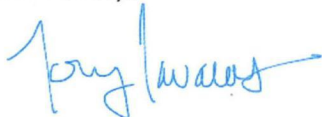
July 21, 2020

Page 2

Lastly, the Valley Link rail project connecting San Joaquin County with direct connection to Bay Area Rapid Transit (BART) was proposed for funding in PBA 2050 Period 2. This is another example of a project where direct rail-to-rail connectivity helps advance an integrated statewide rail network. The Tri-Valley/San Joaquin Valley Regional Rail Authority is currently collaborating with Caltrans on project development, and we also support this project for funding at the earliest opportunity.

Caltrans greatly appreciates MTC's commitment to performance management in PBA 2050 across a range of indicators linked to regional goals. Some additional factors are not easily captured in the performance reports, such as the statewide benefits of integrating regional rail systems per the State Rail Plan, as well as the benefits of corridor resiliency and improved access to alternative transportation modes. Please consider these additional factors as part of your decision-making, and we look forward to continuing to work with MTC toward advancing these projects. Should you have any questions, please do not hesitate to contact me or Jean Finney, Deputy District Director, Transportation Planning & Local Assistance at (510) 286-6196.

Sincerely,



TONY TAVARES
District Director

From: [Ken Bukowski](#)
To: [MTC-ABAG Info](#)
Subject: MTC item 8a
Date: Wednesday, July 22, 2020 8:54:34 AM
Attachments: [0722-2029-mtc-dyx.pdf](#)

External Email

[see attached](#)

Best:

KEN BUKOWSKI

[REGIONAL Video YouTube Channel](#)

**Emeryville Property Owners Association
Consultant- Government Affairs**

**Former Mayor-City Councilmember
City of Emeryville**

**Videographer
(510) 808-5555 Landline
(510) 305-0000 Cell Phone**

Is anyone even looking at impact to Plan Bay Area of de-funding the police? This effort has demoralized police personnel across the State. We have civil unrest. We are witnessing increased crime. We have police officers who no longer want to serve. The demand for pension benefits is about to accelerate. Can local governments afford to meet those increased pension demands? Limiting police budgets means less training for new police officers which will prompt more lawsuits against local governments. Reduction of police makes our communities less safe, and especially our low-income communities. Failure to protect businesses from looting and shoplifting will discourage new business investment. We will be looking at a mass exodus of people moving out of the Bay Area. How will this impact Plan Bay Area.? Is defunding the police a serious effort. Are any members of the MTC Democrats? Below please find the adopted resolution of the Democratic Party with respect to police.::

here's the language of the resolution that unanimously passed through the [Alameda County Democratic Party](#) tonight. Thanks to [Soli Alpert](#), [Andy Kelley](#), [Paola Laverde](#), [Barbara Bobbi López](#), [Pamela Y. Price](#), [Barisha Spriggs](#), [Alfred Twu](#), and [Mark Williams](#) for partnering with me on this, [Malia Vella](#) and [Michael Barnett](#) for the excellent suggestions on how to make it even stronger; and [Will Rodriguez-Kennedy](#) for the courage to get this resolution approved through the San Diego County Democratic Party and provide the inspiration for this one. I hope every DCC joins us in approving a resolution of this nature.

Resolution Urging that Alameda County Democrats Refuse Donations from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations

WHEREAS, though there are many good officers and prison guards who serve with courage and honor, law enforcement in Alameda County as a whole has a history of racial profiling, discrimination, and violence against Black, Latinx, AAPI, Native American and other communities; and racially biased, militarized policing has been used as a tool nearly 200 years;

WHEREAS, Alameda County's residents have struggled for decades to ensure that Alameda County law enforcement departments and officers are held accountable to all communities they serve by advocating for reasonable measures such as the community-led Independent Commission on Police Practices to promote responsible, accountable policing and address disparities in policing practices of stops, arrests and use of force, and there has been systemic racism throughout law enforcement, and the law enforcement system is closed, sheltered from public scrutiny and accountability, protected through state law, and in desperate need of reform; and

WHEREAS, the Peace Officer, Deputy Sheriff, and Correctional Officer Associations and the Alameda County Sheriff have been major obstacles to such accountability

NOW, THEREFORE, BE IT RESOLVED that the Alameda County Democratic Party shall refuse all contributions from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations (defined for the purposes of this resolution as those exclusively representing law enforcement and not general unions that may have a small percentage of law enforcement members) and requests that all

Alameda County Democratic elected officials refuse such contributions as well and reject the endorsement of such associations;

BE IT FURTHER RESOLVED that the Alameda County Democratic Party urges that any candidate, including elected officials running for a new or the same office, who has taken money from the Alameda County Sheriff and Peace Officer, Deputy Sheriff, and Correctional Officer Associations since 2018 donates said funds to community organizations that work in Alameda County on issues such as racial justice, criminal justice reform, re-entry services or the empowerment of the Black community, indigenous community and other communities of color, provide a written acknowledgment of this contribution to the Committee at the time that he or she requests our endorsement and pledges not to take any such contributions in the future.

On top of the above... The on-going COVID-19 restrictions to operate private businesses will force people out of business. We have establishments boarded up in a climate with no protection. This is a problem we can't ignore.

Yet, there is continued effort of MTC Staff, the Bay Area Council, and Silicone Valley Leaders to impose more regional taxes. This is a prime example of how the MTC Staff fails to serve the interests of local governments.

As it pertains to changing the priority of the DTX we should be encouraging this project to move forward. It is one project where the property owners who benefit from the improvement are actually required to help pay for it. Studies have shown if property owners who benefit from transportation investments paid as little as 25% of the increased value, the public would not be stuck paying for it.

The DTX project should be used as a model for future transportation funding. We should shift funding priorities to make public transportation free, and thereby provide financial relief to low income residents who need it the most. It would also boost to the economy.

We could eliminate the entire budget for Clipper. A new policy of value recapture is the best way to avoid on-going transportation taxes.

The MTC has been opposed to this project ever since it was created? Discouraging the DTX project was a part of a deal made with Willie Brown in 1989. My work to to obtain public support to preserve the option for future rail service on the Bay bridge stopped the forced relocation of the Transbay Terminal.

The success of that measure led to a SF ballot measure, the following year, to prevent the Transbay Terminal from being relocated. The SF Measure also included local support for the DTX. That's how long the Staff has opposed the DTX. As long as the Staff controls the money, and as long as the Commission continues to support every item submitted by Staff, the interests of local governments will not get any real respect or concern. For all the reasons stated please oppose shifting the priority of these projects.

Best: *Ken Bukowski*

From: Thea Selby
Sent: Wednesday, July 22, 2020 12:26 PM
To: Kimberly Ward
Cc: Peter Straus
Subject: Public Comment--support for 8a, Option B

External Email

Item 8a

Public Comment in Support of Option B—Advancing Regional Transportation Funding Measure

Hello, my name is Thea Selby and I am a founding member of Friends of the Downtown Extension, which has as its sole goal advocating get the train tracks to the Salesforce train station, co-chair of the San Francisco Transit Riders, and perhaps most importantly a mom with a carless son living in San Mateo. I'm calling in to express support for the Caltrain Downtown Extension rail program moving into Plan 1 of Plan Bay Area by choosing Option B, advancing a regional transportation funding measure.

The Caltrain Downtown Extension from 4th Street to the Salesforce Transit Center will greatly enhance our regional transportation and provide a backbone for truly excellent public transportation that will help us meet our Plan Bay Area climate goals among other things.

I understand that funding is a great consideration for deciding where to put projects. I am also a founding member of Voices for Public Transportation, a coalition of organized unions and dozens of Bay-Area-wide community-based organizations that came together a year and a half ago to support what became SB 278 for an equitable regional transportation funding measure. I can assure you that our Coalition continues to meet regularly and take a long-term approach to educating the public to get them excited and ready to vote YES on a regional transportation funding measure in **2024**, significantly sooner than 2030.

We cannot look at where transportation is today for our future decision-making. We must look to the future of the Bay Area and ask ourselves what we want. Do we want a reliable electrified train system with interconnected bus and bike and scooter last-mile solutions to get us where we need to go? Or, do we want to watch the soot float down from Highway 101 and 280 as the cars idle, stuck in traffic for undetermined amounts of time?

Voices for Public Transportation will do our best to help bring the funding needed for transformational and equitable public transportation. Please support us by choosing Option B, advancing a regional transportation funding measure.

Warm regards,

Thea Selby

Friends of DTX
San Francisco Transit Riders
Voices for Public Transit
Mom in SF, Son in San Mateo

From: info@sfjanbayarea.org on behalf of [Bay Area Metro](#)
To: info@sfjanbayarea.org
Subject: Form submission from:
Date: Thursday, July 23, 2020 9:07:07 PM

External Email

Submitted on Thursday, July 23, 2020 - 9:06 pm
Submitted by anonymous user: 107.142.32.10
Submitted values are:

Name: Robert Hall
Email address: bilgepump100@sbcglobal.net
County of residence: San Francisco
Comment:

There's a huge component missing from your plan: restoring biodiversity. You've probably read the headlines about the Insect Apocalypse and the massive loss of birdlife due to factors like habitat loss, development, night lighting, domestic cats and pesticides. Urban planners have more to consider now because human health and biodiversity health are tied together. Please read this document created by the San Francisco Estuary Institute called Making Nature's City. Using this document, urban designers and residents can expand greenspaces and enhance biodiversity while making the urban space a better place to live.

<https://gsf01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sfci.org%2Fprojects%2Fmaing-natures-city&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7Cfc2bc7cab1bd4288edf908d82870623%7C0d1e7a5560f0449192c363ea945e87%7C0%7C0%7C637311604265373971&data=BovaN%2BYqvu17RHcVOcLVGJoc3y777BSiC1U4uSA0%3D&reserved=0>

The results of this submission may be viewed at:

https://gsf01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffu6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw%9GisI7-CySpfy9szKiTE9pvSk95obwM%6CFH9CRDm7nlyddWVgdBI162zuOOq07K22xSWE-2FL9T3TE1sr5-2B0FRpRbal7gYm9mpIles-3DkMw-_r95kg7-2BqKQOnO-2B4tH9LgnU7fRduLbwbTdnno-2BpKbQ04GqCFfn2yLgRYomuYAV2k6Hd3BvUsoN15plJbAl-2Bk5IM-2F959JfBDYlmerE-2F3Zr6p6Sn3mtsIW6qAx9UZ7u0M-2FNrPSFSuDskimVazCNDEnuYJNkmUpFN5L56kpnZ03XzEgOQyY1v-2F5MmBSN4RHUNUdF37N9aWufy0cX1U3M5BPCZpk1cpQZ-2FAGFE-3D&data=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7Cfc2bc7cab1bd4288edf908d82870623%7C0d1e7a5560f0449192c363ea945e87%7C0%7C0%7C637311604265373971&data=509p%2F5xj-Um7qH0rbthvLh0KjO6v5uYjKPI4%3D&reserved=0



Alameda-Contra Costa Transit District

Michael Hursh, General Manager

July 23, 2020

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale St.
San Francisco, CA 94105

RE: Blueprint for Plan Bay Area 2050 Commitment Letter

Dear Ms. McMillan:

The Alameda-Contra Costa Transit District is pleased to reiterate its commitment to the Blueprint project planning process for Plan Bay Area 2050 and appreciates the opportunity to participate in this important process. This Commitment Letter outlines the ways in which AC Transit plans to respond to MTC's concerns about the East Bay Rapid and Transbay Projects.

The MTC Blueprint represents the specific bus, ferry, rail, and road projects to be included in Plan Bay Area 2050. AC Transit submitted several projects to MTC for review under Blueprint, and all but two were carried forward into the Blueprint after initial screening. Cost-benefit concerns were indicated for the East Bay Rapid Project and equity concerns were noted for Transbay service. AC Transit plans to address each of these concerns.

The East Bay Rapid Project was designed to implement portions of AC Transit's 2016 Major Corridors study. To improve the project's cost-benefit, some of the less productive lines can be deferred until their prospects improve, and AC Transit will consider removing the Adeline corridor which has the lowest productivity. The District will also investigate lowering the cost of lines which will remain in the project. To that end, an early value engineering-type review will be conducted. Some amenities may be deferred for later implementation provided that a funding strategy is developed.

We will also address MTC's concerns about equity with regard to the Transbay Service Project. MTC noted that Transbay passengers were generally higher income than other Bay Area transit passengers. AC Transit will analyze and, if feasible, implement additional Transbay lines originating in low-income East Bay neighborhoods. This should attract passengers with lower incomes than existing riders.

To improve fare equity, some transit agencies support means-based fares and coordinated interagency fares in their commitment letters. The AC Transit Board of Directors wishes to join

other Bay Area transit agencies in participating in the Clipper START means-based fare program at the 20% fare reduction level, similar to BART and Caltrain. The Board believes this is a worthwhile effort that will benefit our low-income passengers. However, we remain concerned about the loss of substantial farebox revenue given that AC Transit has the highest proportion of low-income passengers among major Bay Area transit agencies—close to 70%. These concerns are reinforced by the uncertainties of the COVID-19 pandemic and recovery periods. The AC Transit Board hopes that priority will be given to identifying a dedicated and sustainable revenue source to make means-based fares a permanent reality.

AC Transit is committed to refining flagged projects and we thank MTC for inclusion of all of the District's submitted projects into the Blueprint. We look forward to our continued partnership with MTC on Plan Bay Area 2050.

Sincerely



Michael A. Hursh
General Manager

cc: Board of Directors

From: [Lurtz Bill](#)
To: info@planbayarea.org
Subject: Vote to remove the Springs Specific Plan from the Plan Bay Area 2050
Date: Sunday, July 26, 2020 8:47:53 PM

External Email

I would like to express my strong opposition for the Springs Specific Plan as it is currently written. Specifically, the Donald Street area that was attached to the Hwy 12 corridor through the Springs was a poorly conceived target of opportunity that ignored MTC policy, was not in keeping with many stated goals of the SSP, failed all measures of community involvement, and was soundly chastised by the Sonoma County's Civil Grand Jury report. To include this area as one of your 2050 PDA's would be adding insult to injury and ignore overwhelming evidence that this area should not qualify as a PDA.

There are many reasons why this area should be removed from the Plan Bay Area 2050 Blueprint. High density development in a rural area with 8 dead end streets, limited access, lack of supporting water supply, high fire area, outside of the City of Sonoma's Urban Growth Boundary, and underserved bus routes that are not conveniently located. High density housing would create a car-centric community that generates multiple daily trips, excessive greenhouse gasses, and parking nightmares.

Please acknowledge the errors that were made in developing the SSP, the strong community support to have the SSP modified, the Sonoma County's Civil Grand Jury's recommendation for modification of the SSP, and the future campaign to bring these violations into the public eye.

Please vote to remove the SSP from the Plan Bay Area 2050.

Respectfully,

Bill Lurtz

654 Donald St.

Sonoma, CA 95476

From: [Bill Mayben](mailto:Bill.Mayben)
To: info@billmayben.org
Subject: SPUR 10-20-2016 Megaprojects article
Date: Sunday, July 26, 2016 11:27:09 AM

External Email

Dear PBA Staff,
Please include the SPUR article below as citizen input into the Proposed Blueprint draft.
Thanks,
Bill Mayben

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsf.streetsblog.org%2F2016%2F10%2F20%2Fspur-talk-the-dicy-dynamics-of-megaprojects%2F&campdata=02%7C01%7Cplanbayareainfo%40bayareametro.gov%7C6b0d64da64986b31c08d831917787c0d1c7a5560b44919d2c363ca04f5e87%7C09%7C637313848204920312&campdata=1AIBlrLhQlcsTVEFzVYv6%2FS88pfQOONL8YzAmhVeyY%3D&reserved=0>

Sent from my iPhone

From: [Bill Mayben](#)
To: [bill@bysure.com](#)
Subject: Re: project cost and schedule overruns
Date: Sunday, July 26, 2020 10:23:38 AM

External Email

Please incorporate this paper as public commentary on your draft Blueprint for PBA 2050
Thanks,
Bill Mayben

<https://gc01.safelinks.protection.outlook.com/?url=https://arxiv.org/pdf/2109.0003.pdf&data=02%7C01%7Cplanbyareainfo%40bysuremetro.gov%7Cba6653e24e4211a2e08d81189913%7C01e7a5560049192e363ea9415e87%7C0%7C637313810173127325&data=nSS%2B9a9Ar8mkVC2L0eDjIvCQ62yucy4NAY9qvhd%2D&reserved=0>

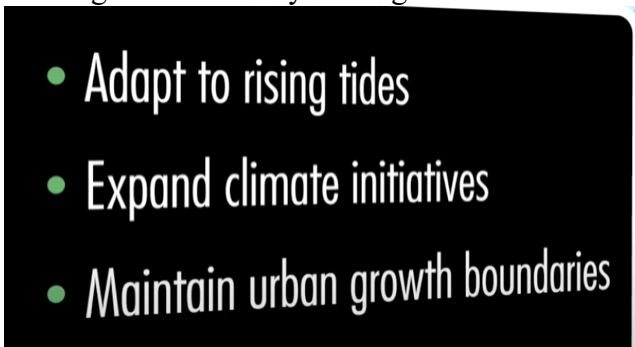
Sent from my iPhone

From: [Susie Lurtz](mailto:info@planbayarea.org)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 re: the Springs Specific Plan in Sonoma, omit the Donald Street portion to this plan
Date: Monday, July 27, 2020 7:39:27 AM
Attachments: [Screen Shot 2020-07-26 at 7.41.20 PM.png](#)

External Email

I just completed reading and watching the videos about the Plan Bay Area 2050. I support the concept, but it seems you are contemplating including PDA areas that are not in line with your stated goals.

In Sonoma, the Springs Specific Plan is outside of Sonoma's Urban Growth Boundary. The location is not located in a transportation corridor, Bus #32 does meet the required headways, and is a low traveled route. While most of the Springs Specific Plan is close to Highway 12, the Donald St. portion is an obviously afterthought and violates a number of the stated goals of the SPP. This dislocated portion of the SPP will isolate potential residents from their community center. The location will encourage multiple car families to make multiple trips per day to shop, work, eat, and be part of the central SPP community. The assumptions about car ownership per household, parking spaces required, use of public transportation, biking, and walking will all be way off target...Guaranteed!



The addition of the Donald street area was poorly planned, poorly communicated, and runs contrary to the stated goals of the SSP. The SPP was severely admonished by the Sonoma County's Civil Grand Jury. Please make yourself familiar with the recommendations of the Grand Jury.

Please remove the Springs Specific Plan from the Plan Bay Area 2050.

Kind regards,
Susie Lurtz
654 Donald Street
Sonoma, Ca. 95476

From: 00-rsoly@mtc.ca.gov on behalf of [Metropolitan Transportation Commission](#)
To: [MTC-ARAG Info](#)
Subject: New comment submitted on MTC website
Date: Monday, July 27, 2020 8:59:29 PM

External Email

Name: Kenneth C. Frederick

Email address: kencfred@aol.com

Text of comment: This Blueprint is now totally out of date. COVID has change the Bay Area commuting patterns forever. Before any more money is spent, watch what develops over the next year+. Following this Blueprint would a colossal waste of taxpayers' money!

The comment was posted at the following url:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffu6127055.ct.sendgrid.net%2Fis%2Fclick%3Fupn%3Dw9GiSi7cCySpecfy9zKjTD02THkFwvi3Zs5X5QjzSvuNGr511fYEKBYPs5AKSkV2OVQZJ3a7fGq1oIAigKNeTJlqY5WO7-2F59OYsag4EwUrx1lk6P2mJnqJzHDxbdn28LPb-2FahqFohhb0OjLHhA-3D-3DRjy1_uDUVL0Ch-XwbK42LkKj8Y+4eOZ6vbuzaqCJSG5Bth09BclsqleWUQV^CThnObivFa-2FDgm2W9fyNCgnapUprVB9cRqYHwslrW9ByAc4y-2BQ-2Bf6UjdrxLsMaDWY4120ggCaPaBh6xasAlk2u1ppsQHlykKakmfcJ3Cc-2B6TbJKDub6mDZltheQdeTjZNVhglGEPXryJyU57OOYlyHscGueErtLC8IZ0ya2snLNDy8WE-3D&data=02%7C01%7Cinfo%40bayareametro.gov%7C30a1798635f94e40a70f08d832aa9e87%7C0d1e7a5560f044919f2e363ea94f5e87%7C0%7C637315055686904715&data=t1qzovEGFlnWkVJ8Mv%2BNlkr29jpnjAYTXSeUdxXD%2B0%3D&reserved=0

From: [Mark Roest](#)
To: info@planbayarea.org
Subject: Fwd: Collating my comments from Saturday, and some other people's
Date: Monday, July 27, 2020 7:30:40 PM
Attachments: 20-7-17_Collate my comments! MTC-ABAG Workshop (Marin).docx

External Email

Replacing the lost copy.

----- Forwarded message -----

From: Mark Roest <markroest@gmail.com>
Date: Mon, Jul 20, 2020 at 7:24 PM
Subject: Collating my comments from Saturday, and some other people's
To: <info@planbayarea.org>

Hello Plan Bay Area,

I went through my notes in the Q&A from Saturday, cleaning it up to a thread. I left a few comments I support from other people in the thread edit. I am attaching that as a Word document. I put the wrong date on the attachment, but it is for July 18.

Here is a more structured statement of our technology development network, starting with our own technologies.

We are a ceramic semiconductor technology development and manufacturing company; our goals are to end fossil fuels by 2030, and to fulfill Bucky Fuller's mandate of prosperity for all, without insult to nature.

Our founder, CTO and inventor William Todorof invented a 22.5% efficient multijunction, ceramic semiconductor thin film in 1982, He invented and patented the first modern gearless wind turbine, sized for 50 to 185 kW power generation, in 2007. He has been focused on creating a non-lithium battery since 2012.

We will develop, manufacture and market non-lithium, multi-crystalline ceramic semiconductor batteries (2,000 Wh/kg near term at cell level), selling for \$100 per kilowatt-hour; 300 to 700 million kWh (300-700 GWh) annual production per factory. We will make ceramic semiconductor solar thin film (now 36-48% efficiency) to provide electricity & charge batteries globally, in mid-size factories which unions could jointly own with us.

I also advise and represent a network of design and structural pioneers, including:

1. Ron Powers, founder of Powers Design International and of the entire advanced vehicle design consulting industry in Southern California, who has built everything from aircraft to boats to a high speed rail locomotive to 1/4-scale coaches for a working model of an elevated, bidirectional Group Rapid Transit system to trucks, buses, motor homes, cars, and motorcycles (including an ultralight-weight crossover SUV for developing nations), and is designing a line of advanced manufactured homes, from tiny home to

mansion. After designing the vehicles, he ordered the tooling and jigs & fixtures, and set up the factories as part of the project, when it was not a one-off design.

2. Asante', the North American distributor for the best and most widely used Ultra-High-Performance-Concrete (UHPC), testing basalt fiber reinforcement and designing methods of 3D printing structures with it. UHPC can form the bearing surface for cargo vehicles and aircraft, as well as replacing regular concrete and asphalt in pavements and buildings.

3. The family of the inventor of the ultimate high-strength, light-weight geometry, the Bosch Captive Column <www.CaptiveColumn.com>, which can be made with balsa wood and fiberglass or fiberglass core, graphite pultrusion columns and aramid fiber skin.

Ultimately, all of which I have written are parts of the larger solution to the global warming crisis, and all of them can scale to mass production within a year after products are fully-designed. The battery and the individual material substitutions will be made in specially-modified ceramic tile factories. The solar thin film will be printed with high-speed digital presses such as are used for fashion magazines and currency. The Bosch Captive Column can be mass-customized in volume production. All of the products and materials have highly disruptive performance-to-cost ratios. We can use the profits first to finance purchases and add factories, and then to fund the transition to the new economy. I would like to discuss the possibilities with you.

Regards,

Mark Roest
Director of Marketing & International Development
Sustainable Energy Inc.
MarkLRoest@gmail.com 650-888-3665

20-7-18_Collate my comments! MTC-ABAG Workshop (Marin)

Anthony 10:08 AM

Good morning! Since we're working on the future of Marin County, I'd like to ask this pressing question: what interventions can Marin County do so that it can finally get more rail and transit services? I'd love to leave a legacy of BART to the North Bay, especially we have been short changed from the rest of the region due to our historically suburban stance. Oh, and I'd like to see potentially SMART service south of Larkspur that will use old rights-of-way too.

kevin carroll 10:35 AM

Here in Marin we are an aging population. Many, like me are dependent (or will be) on Social Security. I live in one of the 20% of mobile home parks in Marin (Larkspur) that are not covered with rent protections. Many seniors in Larkspur (48%?) live in totally unregulated rental housing. This year my rent is going up \$ 75.00 per month, my Social Security benefit went up \$ 20.00.

You 10:43 AM

I recommend elevated, ultralight-weight, bidirectional, automated Group Rapid Transit, which can be suspended from the Golden Gate Bridge, and can form a network throughout Marin and surrounding counties, at far lower cost than with conventional construction techniques. The coaches may be made with phenolic honeycomb; a 30-passenger self-powered coach would weigh 10,000 pounds with all the trimmings. A solar canopy provides the electricity at 36% to 48% efficiency, as an update of the 22.%% efficiency solar thin film PV our CTO patented in 1983 and 1984. The guideway is built in a factory and installed by mobile crane; it is Bosch Captive Column structural geometry, and Ultra-High-Strength-Concrete (UHPC) structural material, reinforced with basalt fiber. These breakthroughs make it disruptively low in cost.

MTC/ABAG Staff: Adam Noelting 10:48 AM

This is an intriguing idea. I'll note that there is a growing interest in identifying lower cost solutions. Planners in San Jose are looking at the viability of new transit technologies and construction technologies to reduce the cost of traditional methods. The planners at MTC/ABAG are very interested in their findings.

Anonymous Attendee 10:44 AM

You identify plans for growth, but for the past 10 years the CA growth rate has declined. Last year, more than 200,000 residents left. We're losing at least one congressional seat - so what is the basis of your growth projections? And how do you explain the assumption of providing one new home per job?

Me:

Our coming 2 kWh/kg (2,000 Wh/kg) battery, at \$100/kWh or less wholesale will provide power at initial price parity for full battery-electric transportation, with greater range than today's BEVs.

In your beginning overview, you mentioned increasing wages in the category of economy. How will Plan Bay Area 2050 increase wages?

Me:

This will be disruptive of ICE vehicles, faster than currently predicted based on incremental improvements to lithium batteries. Our battery is non-lithium, and not subject to its limitations.

There is a high likelihood of sea level rise greater than 2 feet. The same construction used for the Group Rapid Transit we recommend is able to raise highways, turning them into viaducts, at less cost than relocating them. Buildings can be dike-protected, or raised, using the same construction.

Kate Powers 10:50 AM

Pre-Covid, SMART was expensive and had low ridership and had relatively low frequency of stops compared to other transit in Bay Area. As a diesel train it also did not meet GHG reduction goals. Some rail stations (Civic Center for one) are highly underutilized. If housing near jobs is a goal, how are GHG goals in PBA 2050 met if housing increases by 2% in Marin but jobs decrease and transit will not be able to efficiently and cost effectively accommodate Plan's population growth?

Me:

I realize these points are not likely to be addressed in the workshops, but they are based on existing technologies, and I would like to address them with staff. MarkLRoest@gmail.com, 650-888-3665.

Another job-creation strategy is to augment the small business incubator program with a systemic approach to making the entire economy far more sustainable. This can be fostered with Maker Spaces at the high school level as well as the planned rollout across the Community College system. We plan to seed such a system with advanced technologies for use, and with information systems for grass-roots-based planning for what can be changed at a detailed level, in order to identify strong startup opportunities.

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We should definitely adapt the land trust model, and design walkable, bikeable neighborhoods with all daily-use resources within 15 minutes.

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This provides a highly attractive option to moving through congestion at grade, enough to actually relieve congestion. Part of the attractiveness, besides speed (an electric bicycle or athlete could cross SF diagonally in 10 to 20 minutes), is that you are above most buildings, looking out at the tree canopy and at the surrounding hills, which is a joy.

The GRT can be run above the freeways and arterials.

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It's part of a whole systems approach to a multimodal transportation system.

You should talk with the Valley to Valley initiative from Governor Newsom and the High Speed Rail Authority. We can run GRT into the bay area from multiple directions.

Also, you mention a new Bay crossing. I've studied the Dumbarton Rail Bridge, which is in shallow water. I would rebuild the bridge with the construction methods listed above, including the heavy rail that was in use previously. I would build a column system between the tracks, and do the stacked GRT, bicycles, pedestrian and misc. mobility device lanes, with solar canopy above. I would extend that along the Dumbarton Corridor to meet the rail system near El Camino Real.

Regarding Valley to Valley, the idea is to get manufacturers to expand into the Central Valley rather than adding jobs here. That way lots of people don't have to commute. The GRT links to the 5 bay counties and across the bay get most of those who still do out of their cars, so the rest are not stuck in traffic.

Regarding ferries, I have designs for multi-hull ferries in which the hulls are triangular cross-section Bosch Captive Columns with hydrodynamic fairings. The cross-pieces are square cross-section Bosch Captive Columns. The decks are Flash-Core honeycomb or phenolic honeycomb. Power comes from our solar PV thin film and Bosch Captive Column mast and spar sail systems. When energy available is greater than hull speed, the excess is drawn off by using propellers to drive motors as generators, and stored in our batteries.

Talk with the Valley to Valley program! I can give you more in-depth strategies, so you can prepare to talk with them with leverage and knowledge of what you want to ask by way of accommodations for your needs.

kevin carroll 11:36 AM

Any city council members? City planning directors

MTC/ABAG Staff: Ursula Vogler 11:37 AM

On our panel, we have Marin Supervisor Damon Connolly and Novato Mayor Pro Tem Pat Eklund.

We used to have a very large ferry system.

Especially before the bridges went up.

Our ally Ron Powers, of Powers Design International, can design very advanced ferries using a combination of his and our construction methods.

Anthony 11:44 AM

On the Transportation Improvement Plan, will there be an opportunity to accelerate the reconstruction of the Richmond Bridge? Not only I'd love to see it survive another earthquake, but I also want to see a rail connector using that bridge between Marin and Contra Costa Counties.

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They will be especially low-cost if we build a lot of them -- economies of scale.

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We can get fossil fuels out of transportation by 2030 with the cost and performance of our batteries (both in-vehicle and stationary at charging locations) and solar thin film PV to provide the electricity for charging -- and for the buildings associated with the vehicles.

We can expand production rapidly once we are funded for a factory: each plant produces 300 to 600 million kilowatt-hours per year, for around half a billion dollars capex, and they are fast to put in once the building is done.

That's batteries.

Anthony 10:08 AM

Good morning! Since we're working on the future of Marin County, I'd like to ask this pressing question: what interventions can Marin County do so that it can finally get more rail and transit services? I'd love to leave a legacy of BART to the North Bay, especially we have been short changed from the rest of the region due to our historically suburban stance. Oh, and I'd like to see potentially SMART service south of Larkspur that will use old rights-of-way too.

This question has been answered live

Anonymous Attendee 10:25 AM

there no's sound w/the video

This question has been answered live

MTC/ABAG Staff: Jules Teglovic 10:26 AM

Hi, is anyone else having trouble? I can hear personally

Host: Leslie Lara-Enríquez 10:26 AM

You can access the video here: <https://mtc.ca.gov/whats-happening/news/video-gallery/crafting-blueprint-bay-areas-future>.

kevin carroll 10:35 AM

Here in Marin we are an aging population. Many, like me are dependent (or will be) on Social Security. I live in one of the 20% of mobile home parks in Marin (Larkspur) that are not covered with rent protections. Many seniors in Larkspur (48%?) live in totally unregulated rental housing. This year my rent is going up \$ 75.00 per month, my Social Security benefit went up \$ 20.00.

How is this sustainable?

This question has been answered live

MTC/ABAG Staff: Adam Noelting 10:37 AM

Kevin, great question! We will respond during the Q/A portion of this morning's meeting.

Kate Powers 10:39 AM

How will low lying areas of San Rafael specifically be protected from SLR by the Plan?

This question has been answered live

Anonymous Attendee 10:39 AM

Have you collected data on the reduction of GHG emissions between March-July?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

MTC/ABAG Staff: Karin Betts 10:48 AM

Thank you for this question.

Anonymous Attendee 10:40 AM

Is 19% GHG reduction a goal of Plan Bay Area 2050 or a state mandate?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

MTC/ABAG Staff: Karin Betts 10:47 AM

Thank you for your question.

You 10:43 AM

I recommend elevated, ultralight-weight, bidirectional, automated Group Rapid Transit, which can be suspended from the Golden Gate Bridge, and can form a network throughout Marin and surrounding counties, at far lower cost than with conventional construction techniques. The coaches may be made with phenolic honeycomb; a 30-passenger self-powered coach would weigh 10,000 pounds with all the trimmings. A solar canopy provides the electricity at 36% to 48% efficiency, as an update of the 22.%% efficiency solar thin film PV our CTO patented in 1983 and 1984. The guideway is built in a factory and installed by mobile crane; it is Bosch Captive Column structural geometry, and Ultra-High-Strength-Concrete (UHPC) structural material, reinforced with basalt fiber. These breakthroughs make it disruptively low in cost.

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This question has been answered live

You 10:45 AM

Our coming 2 kWh/kg (2,000 Wh/kg) battery, at \$100/kWh or less wholesale will provide power at initial price parity for full battery-electric transportation, with greater range than today's BEVs.

MTC/ABAG Staff: Jules Teglovic 10:54 AM

Thanks Mark, we're noting all your comments and will follow up with you.

Lindsey Huebner 10:45 AM

Is future wildfire risk in the region (especially Marin) and smoke harm addressed?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

MTC/ABAG Staff: Karin Betts 10:50 AM

Thank you for the question, Lindsey.

Anonymous Attendee 10:46 AM

In your beginning overview, you mentioned increasing wages in the category of economy. How will Plan Bay Area 2050 increase wages?

This question has been answered live

You 10:46 AM

This will be disruptive of ICE vehicles, faster than currently predicted based on incremental improvements to lithium batteries. Our battery is non-lithium, and not subject to its limitations.

This question has been answered live

You 10:46 AM

(faster)

Anonymous Attendee 10:47 AM

To get to meaningful equity requires capacity to acquire assets. What's being done to support home ownership?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

MTC/ABAG Staff: Karin Betts 10:53 AM

Great question. Thank you for introducing it into the conversation.

You 10:49 AM

There is a high likelihood of sea level rise greater than 2 feet. The same construction used for the Group Rapid Transit we recommend is able to raise highways, turning them into viaducts, at less cost than relocating them. Buildings can be dike-protected, or raised, using the same construction.

This question has been answered live

MTC/ABAG Staff: Jules Teglovic 10:57 AM

Thanks Mark! Noting all of this.

Kate Powers 10:50 AM

Pre-Covid, SMART was expensive and had low ridership and had relatively low frequency of stops compared to other transit in Bay Area. As a diesel train it also did not meet GHG reduction goals. Some rail stations (Civic Center for one) are highly underutilized. If housing near jobs is a goal, how are GHG goals in PBA 2050 met if housing increases by 2% in Marin but jobs decrease and transit will not be able to efficiently and cost effectively accommodate Plan's population growth?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

MTC/ABAG Staff: Karin Betts 10:56 AM

Thank you for the question, Kate.

You 10:51 AM

I realize these points are not likely to be addressed in the workshops, but they are based on existing technologies, and I would like to address them with staff. MarkLRoest@gmail.com, 650-888-3665.

MTC/ABAG Staff: Ursula Vogler 10:52 AM

Ok, I will read your comments

Lindsey Huebner 10:54 AM

How does the plan address K-12 education equity given differences in localities?

This question has been answered live

You 10:55 AM

Another job-creation strategy is to augment the small business incubator program with a systemic approach to making the entire economy far more sustainable. This can be fostered with Maker Spaces at

the high school level as well as the planned rollout across the Community College system. We plan to seed such a system with advanced technologies for use, and with information systems for grass-roots-based planning for what can be changed at a detailed level, in order to identify strong startup opportunities.

This question has been answered live

MTC/ABAG Staff: Adam Noelting 10:58 AM

Thanks for the suggestion. The polling portion will provide additional opportunities for you to submit more of your ideas!

You 11:01 AM

We have two designers working on lines of manufactured housing with the technologies mentioned above, from a single tiny home to large homes. They will be significantly less expensive, yet have some high-end amenities and advanced systems.

MTC/ABAG Staff: Adam Noelting 11:04 AM

I recommend submitting these ideas into the polling. We are also recording these comments too.

You 11:03 AM

We should definitely adapt the land trust model, and design walkable, bikeable neighborhoods with all daily-use resources within 15 minutes.

This question has been answered live

You 11:04 AM

We should also tax financial hedge funds and other methods for keeping high wealth out of the tax system.

This question has been answered live

You 11:05 AM

I'm unable to use the polling the way it's presented. I tried to do it on phone and got blocked by a demand for a password.

MTC/ABAG Staff: Adam Noelting 11:06 AM

Understood. Be assured that we are recording these comments and they will be shared with the group too.

Staff: Alia Al-Sharif 11:08 AM

Hi Mark! Can you please share what number you are texting and also what you are texting to the number? You send a message to phone number: 22333

The message you send to this number is MTCABAG302

Please try that and let me know if it doesn't work for you.

You 11:06 AM

I prefer this format, to introduce proposals that I want to discuss in depth with staff.

MTC/ABAG Staff: Adam Noelting 11:07 AM

We will also reach out to you based on the contact info you provided to discuss in more detail

You 11:09 AM

The elevated Group Rapid Transit (GRT) network goes above stoplights and stop signs, so it does not stop at intersections as buses must. We can also build bicycle lanes above it, and pedestrian and miscellaneous mobility devices above them, and top it off with a solar canopy to power the GRT system and export surplus to neighboring smart micro-grids.

This question has been answered live

You 11:11 AM

This provides a highly attractive option to moving through congestion at grade, enough to actually relieve congestion. Part of the attractiveness, besides speed (an electric bicycle or athlete could cross SF diagonally in 10 to 20 minutes).

This question has been answered live

You 11:12 AM

is that you are above most buildings, looking out at the tree canopy and at the surrounding hills, which is a joy.

You 11:13 AM

The GRT can be run above the freeways and arterials.

You 11:14 AM

Cool!

You 11:16 AM

I designed airspace construction above BART for the San Jose / AARP BART charrette. It can have openings in the side for GRT 'ribs' to come in and link up with BART or the GRT that could provide stops between BART stations.

You 11:17 AM

It's part of a whole systems approach to a multimodal transportation system.

MTC/ABAG Staff: Ursula Vogler 11:18 AM

Thank you, Mark. I will consolidate your comments above and read them during next Q&A.

You 11:18 AM

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You 11:22 AM

Also, you mention a new Bay crossing. I've studied the Dumbarton Rail Bridge, which is in shallow water. I would rebuild the bridge with the construction methods listed above, including the heavy rail that was in use previously. I would build a column system between the tracks, and do the stacked GRT, bicycles, pedestrian and misc. mobility device lanes, with solar canopy above. I would extend that along the Dumbarton Corridor to meet the rail system near El Camino Real.

This question has been answered live

You 11:23 AM

Hi Alia, I tried texting and got an invalid number signal on my phone.

MTC/ABAG Staff: Ursula Vogler 11:24 AM

Did you type mtcabag302 to the number 22333?

You 11:24 AM

I can touch type, so it is much faster on the keyboard, and as you can see I have a lot of points to make in a short time.

You 11:25 AM

I actually tried to do it by phone instead of text. It crosses my wires; I don't function well that way. This is what I can manage productively.

MTC/ABAG Staff: Karin Betts 11:26 AM

We're collecting all comments, both in Q&A and via the presentation.

kevin carroll 11:27 AM

How many members of the public, not staff, politicians, consultants, participating today?

MTC/ABAG Staff: Jules Teglovic 11:29 AM

It looks like we have 18 participants from the public tuning in now.

You 11:28 AM

Regarding Valley to Valley, the idea is to get manufacturers to expand into the Central Valley rather than adding jobs here. That way lots of people don't have to commute. The GRT links to the 5 bay counties and across the bay get most of those who still do out of their cars, so the rest are not stuck in traffic.

This question has been answered live

You 11:32 AM

Regarding ferries, I have designs for multi-hull ferries in which the hulls are triangular cross-section Bosch Captive Columns with hydrodynamic fairings. The cross-pieces are square cross-section Bosch Captive Columns. The decks are Flash-Core honeycomb or phenolic honeycomb. Power comes from our solar PV thin film and Bosch Captive Column mast and spar sail systems. When energy available is greater than hull speed, the excess is drawn off by using propellers to drive motors as generators, and stored in our batteries.

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Any city council members? City planning directors

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On our panel, we have Marin Supervisor Damon Connolly and Novato Mayor Pro Tem Pat Eklund.

You 11:37 AM

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You 11:37 AM

Especially before the bridges went up.

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You 11:46 AM

They will be especially low-cost if we build a lot of them -- economies of scale.

You 11:47 AM

For the Richmond Bridge, we can do GRT for a fraction of the cost and weight of a conventional rail system. Weight is a major issue for old bridges.

This question has been answered live

Anonymous Attendee 11:47 AM

If tolling is initiated on many freeways whether it is demand-based or need-based how will the fee structure be determined and will it co-ordinate with reductions other highway taxes?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

Kate Powers 11:48 AM

Does TIP funding of projects require reduction of GHG emissions?

MTC/ABAG Staff: Adam Noelting would like to answer this question live.

Lindsey Huebner 11:49 AM

We need much more County-wide authority in housing, police, fire, and k-12 schools. Too much duplication and lack of equity.

MTC/ABAG Staff: Ursula Vogler would like to answer this question live.

Lindsey Huebner 11:50 AM

Make public transit free for low income folks

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That's batteries.

<https://www.planbayarea.org/2050-plan/plan-bay-area-2050-blueprint>

Plan Bay Area 2050 Blueprint

Creating the Blueprint is the first step toward developing Plan Bay Area 2050. [Watch the video to learn more about the Blueprint\(link is external\)](#).

[scott-szarapka-8lQ252pO1xM-unsplash resized.jpg](#)



Transamerica Pyramid, San Francisco.

Credit

Unsplash

Wednesday, March 11, 2020

Update

What is the Blueprint?

The Draft Blueprint ("the Blueprint") is the "first draft" of Plan Bay Area 2050, integrating 25 resilient and equitable strategies from the predecessor [Horizon initiative](#). The Blueprint is a critical step in the Plan Bay Area 2050 process as the region strives to advance towards the adopted Vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

We Need Your Input

Public input is key in the success of the Plan Bay Area 2050 Blueprint, and we want to hear from you! Review the [Blueprint Strategies](#) PDF, [Blueprint Outcomes](#) PDF, and [animated video\(link is external\)](#) and provide [Public Comment](#) from July 10, 2020 through August 10, 2020.

From *Horizon* to the Blueprint to the Plan

Before now, the Horizon Initiative tested strategies against a wide range of external forces, exploring which policies and investments were best prepared for an uncertain future – from rising telecommute levels to economic boom & bust cycles to consumer preference shifts. Creating the Blueprint is a key first step toward creating the Plan itself, and thus the Blueprint

planning phase will require iteration and deep engagement of the public, stakeholders and elected officials.

The Plan Bay Area 2050 Draft Blueprint weaves together transportation, housing, economic and environmental strategies, alongside an expanded set of growth geographies, to advance critical climate and equity goals. Designed to accommodate the 1.5 million new homes necessary to house future growth and address overcrowding, as well as 1.4 million new jobs, the Draft Blueprint integrates critical strategies to address our severe and longstanding housing crisis. With infrastructure investments in walking, biking and public transportation – as well as critical sea level protections designed to keep most Bay Area communities from flooding through 2050 – the Draft Blueprint makes meaningful steps towards the adopted Plan Bay Area 2050 Vision.

While still remaining fiscally constrained per federal planning requirements, the Draft Blueprint includes available revenues from Needs and Revenue assessments as well as new regional revenues for transportation, housing, economic development and environmental resilience.

Highlights of the Draft Blueprint include:

- **Improving Affordability for All:** The Draft Blueprint reduces the cost burden for housing and transportation, with even greater reductions for low-income residents.
 - **Expanding Housing Opportunities:** The Draft Blueprint integrates investments to build more than 400,000 new permanently-affordable homes.
 - **Focusing Growth in Walkable Places:** The Draft Blueprint focuses the majority of new homes and new jobs in walkable communities with frequent transit services.
 - **Saving Lives and Protecting Communities:** In addition to saving more than 1,500 lives from roadway crashes through 2050, the Draft Blueprint also protects 98 percent of housing units at risk of sea level rise inundation through the year 2050 with new resilient infrastructure.
 - **Positioning the Region for Robust Economic Growth:** Despite over \$200 billion in new taxes in the decades ahead to pay for the bold strategies approved in February 2020, Bay Area businesses are forecasted to rebound robustly.
-
- [Five Key Challenges to Tackle](#)
 - [Questions: Blueprint Elements](#)
 - [Timeline](#)

The Draft Blueprint makes progress toward advancing the bold vision of Plan Bay Area 2050, though challenges remain. We need public input to prepare for an uncertain future and better address the following questions as we consider how to make the Blueprint even more resilient and equitable. Five key challenges, organized by the [five Guiding Principles of Plan Bay Area 2050](#), are highlighted below:

- **Challenge #1: Affordable Guiding Principle.** While the Draft Blueprint funds a considerable amount of deed-restricted affordable housing, hundreds of thousands of

existing low-income residents would still lack a permanently affordable place to live. What strategies could we modify or advance to further increase production of homes affordable to lower-income residents, most importantly in High-Resource Areas with well-resourced schools and convenient access to jobs?

- **Challenge #2: Connected Guiding Principle.** While the Draft Blueprint makes significant headway in improving access for drivers and transit riders compared to existing trends, traffic congestion and transit overcrowding remain significant challenges across the region. How can new or expanded strategies better address these key transportation issues?
- **Challenge #3: Diverse Guiding Principle.** While the Draft Blueprint focuses a sizable share of affordable housing in historically-exclusionary places in the Bay Area, displacement risk continues to rise, especially in Communities of Concern. How can new or expanded strategies reduce this risk of displacement so more residents can remain in place?
- **Challenge #4: Healthy Guiding Principle.** While the Draft Blueprint includes robust protections for agricultural lands and communities vulnerable to sea level rise, the biggest challenge remaining relates to mitigating greenhouse gas emissions (GHG). Given the magnitude of the gap between Draft Blueprint performance and the state-mandated target, what strategies could we modify or expand to close this GHG gap in an equitable and sustainable manner?
- **Challenge #5: Vibrant Guiding Principle.** While Bay Area businesses thrive in the Draft Blueprint, job growth remains relatively concentrated in traditional job centers such as Silicon Valley. Potentially impactful strategies such as office development caps were not included in the Draft Blueprint following discussion at the Commission/Board workshop in January 2020, and more modest strategies such as impact fees led to positive yet limited effects in shifting jobs to housing-rich communities, such as parts of Alameda County. What additional strategies could be considered to shift jobs closer to the region's existing workforce?

Related Documents

[July 2020 MTC Commission Memo: Draft Blueprint Key Findings](#) 15.91 MB

[Draft Blueprint: Strategies](#) 867.03 KB

[Draft Blueprint: Outcomes](#) 8.76 MB

[Regional Growth Forecast \(July 2020\)](#) 413.38 KB

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- Email: info@PlanBayArea.org(link sends e-mail)
- Phone: [\(415\) 778-6757](tel:(415)778-6757)
- Fax: (415) 536-9800

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From: nc-reply@mtc.ca.gov on behalf of [Metropolitan Transportation Commission](#)
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Monday, July 27, 2020 4:56:49 PM

External Email

Name: Bob Feinbaum

Email address: bobf@att.net

Text of comment: The Downtown Extension (DTX) of Caltrain is the most important regional transportation project for the Bay Area. It must be the top regional transportation priority in the near term. MTC should assure that the DTX is funded quickly and completed by the year 2030. Planning for 2050 should then take account of the seamless connections provided by the completion of this essential project and the implications it has for travel between the San Francisco peninsula, the East Bay and the North Bay.

The comment was posted at the following url:

<https://gcc01.safelinks.protection.outlook.com?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Fipgr%3Dw%2F9Gis87cCyspctf9szKtTD02THRfWvi3Czs5X5QzsvuNG511fYEkBYP5AksKV2OVQZf3a7fGq1o1AagKNeTJrqY5W07-2F590Ysq4EwUx1lk6P2mljngzjzFDXbdn-Xlwo9kdm1O7F7CkmsSw8Q-3D-3DMzw-B adUV1LOkH-Xv8K4ZLKaJ8Y4eCZ6bzsqCJSG5Btk1lFfMGdqBRD-2FhZhpTfAH2Y25-yOIGZkkyw-2FEarGOEBX8NELFWazaA75kQpphSd1l1Ky4rUut3F4eRz-2FQXICU5MILUMOGD1EBk-2FETPD3k1Be9aqPuzCfFq-2FmddfEPV0LUNJY20L98Lep5UVTDECXK0wopQOG8lGcGRlOIV6YzXOvVIYyM3RCcTNZzVaYk-3D&data=02%7C01%7Cinfo%40bayareametro.gov%7C845603949f9406ce9b308d832888b6%7C0d1e7a55560b449192e363ea945c87%7C0%7C637314910090254823&data=ECsq97mEk%2B%2B0YGo%2BD3cAL7aUSeP%2FE7LEJFV5Bw%2B9%3D&reserved=0>

From: cc-reply@mtc.ca.gov on behalf of Metropolitan Transportation Commission
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Monday, July 27, 2020 4:24:40 PM

External Email

Name: Bob Barzan

Email address: bbarzan@yahoo.com

Text of comment: I am concerned that this plan is limited to the Bay Area and not the entire metro area. San Joaquin, Stanislaus, Merced, and Santa Cruz counties are all now part of the combined San Jose/San Francisco metro area and together have a population of more than 1.8 million people. Each of these counties sends tens of thousands of commuters into the Bay Area every work day. How does the plan take into consideration the non-Bay Area parts of the metro area?

The comment was posted at the following url:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw9GtS7cCyspdy9szKjTD02THfTwwi3CZs5X5QzSvuNGr511fYEbBYPa5AksKV2OVQZJ3a7Rq1o1AtgKNeTJqY5W07-2F590YasqEwUrx1lkp2m1nqjHDXhdn-2BKW-2B0PqJ-2B-2B3HSS-2Bee7V0Q-3D-3D-yil_uDUVL0chlXwbK42LKaJ8Yv4eOZz6wbuqCJSG5Bilc1NB-2Fuf5H7csS-2B10e3aiaqDN-2F40T06AB95fIBSIE3jgAktglg-2BfALWv7GFLqj1BSYtYqJ7ACPM5NVRiREXAZa9hXGj0-2FzS045PldwldhVKwncB-HrUxwbsz8SWhpULSyisCW9ID3dD9K5UUDkmlUR4t6-X-2B1Rk4cabQ10TutOorVijARGI-2BexJbXHQa-3D&data=02%7C01%7Cinfo%40bayareametro.gov%7C6dc41986b40c4aa9688e08d832843ad1%7C0d1e7a5560f04919f2c363ea945e87%7C0%7C637314890796250710&data=6pgnnpTwaLj0ID%2B7q00xatZxcdpdmFXBcjgIBssH1%2BQ%3D&reserved=0

From: co-solv@mtc.ca.gov on behalf of [Metropolitan Transportation Commission](#)
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Monday, July 27, 2020 3:59:56 PM

External Email

Name: hans w korve

Email address: hkorve@comcast.net

Text of comment: Vision 2050 can be improved by adding 3 elements: 1) Technology will drastically change how we can get around in a vehicle through automation. A complete Express lane network will be a key for automated vehicles to use.
2) Train control will be totally automatic by 2050, that means Bart will have the opportunity to eliminate the operator position. That will save considerable amount of operating costs.
3) Greater Bay Area needs a complete regional rail system. That means connecting the capitol corridor system with the Caltrain system, with a new crossing under the bay, connecting Caltrain with ACE via the existing Dumbarton rail bridge, extending E Bart south to connect with ACE in Tracy, and extending Bart across the bay parallel to the San Mateo bridge from Millbrae and connecting the line with the Dublin/Pleasanton line. The latter will allow Bart to run in a Loop rather than a stub end where all trains must dead head back to the east bay, provide much faster and shorter access to SFO and take advantage of the spare capacity Bart trains have going into SF from Millbrae in the morning and out of SF in the evening. That line could be built for about 1/5th the cost of a new subway under the bay in the bridge corridor.

The comment was posted at the following url:
https://goef1.safelinks.protection.outlook.com?url=http%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Furl%3D%2F%2F590Yag4EwUrx1lkp2mJnqLHDxbnAbaUH98hpAAU7nupMWqIQ-3D-3DGNIP_uDUVL0eHvXwbK42LkAkJ8Yv4eOZ6vbuqzCJSG5Bht06-2BGzOOgW-2FISTCm1ScWey8k2vVwOpZqaX1XDn-2Fs55svJlBcnaQdyW8NBtUjw1f6cRLp-2FLYz1BHQBKp0XWqXm0i0tE-CySHmfHOCqJbnHAeOxJ-2F-2F0CwXAKsT12mwlHNcczY26NQRhygpXGNvgleqf9lfdyFbF-2FqGN80WvppxwW3dxeDDe8ay6Gw-3D&data=02%7C01%7Cmf0%40bayareametro.gov%7C20c3e53afcd44592130108d83280e546%7C0d1e7a5560b449192c363ea945e879%7C09%7C637314875958590049&data=cjzfPpLewhSZLzq%2F9NZIPA02YEKzA1%2BNeDWWYQJXk%3D&reserved=0

From: nc-osp@mtc.ca.gov on behalf of [Metropolitan Transportation Commission](#)
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Monday, July 27, 2020 2:49:52 PM

External Email

Name: Marc Brenman

Email address: mbrenman001@comcast.net

Text of comment: Build much more housing, especially near transit hubs. Use more privately owned buses to/from work/residence, and network them together. Make deliveries at night to help prevent traffic congestion. Take down obstacles on grid streets like Berkeley has, so that the entire grid of streets can be used. Replace all timed traffic lights with demand lights. Insist that bicyclists obey traffic laws just like cars and trucks. Reduce corruption in government agencies like those in SF. Replace all old-fashioned toilets with low-flow toilets. Stop idiotic rules those recent ones requiring getting rid of gas stoves and furnaces. Cover water aqueducts with solar panels.

The comment was posted at the following url:

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffu6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw%9GisI7cCySpely9szkITD02THbFlwv13CZs5X3Qz2svuNgr511fYEKbYp5AkSkV2OVQZJ3a7Gqlo1AtgKNeTJqY5WO7-2F590YsagEswUrx1k6P2mlngZHDXsdn2y6AOr0d17U3R01Zstgg-3D-3Dwq1a-udDVLV1OeHvXwbK42LKn8Yv4eOZ6f6bzuzCJS65Bbts26DutsTVyAJw61uXc3yve13J7exx62jfmW4qPNYijVmsch04a77Uy3rsvZCnBwKfin-2FB-2BaGqS6ayHaX2CslVThPWNpZVHcUKKEWp7EOLCdoafWpVJgdRqg-2BHGI7n4cqhLaNE-2BP6J3WwNroplvqgJRBZVvMyQajSJarfesTE-2FOhrp6By2bc2UoZPQ-3D&data=02%7C01%7Cinfr%40bayareametro.gov%7C93b6ed2dac6346e98c1c08d83276fac6%7C0d1e7a5560044919f2c363ea948c87%7C0%7C637314833913387080&data=lnQIAEY8acXDFTNYielcoCsqPDoSgulmgDc1TH6Mbh%3D&reserved=0>

From: [Dave Vautin](#)
To: info@planbayarea.org
Cc: [Ursula Vogler](#)
Subject: FW: Greenhouse gas reductions
Date: Monday, July 27, 2020 12:47:10 PM

External Email

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709
BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Jack Lucero Fleck <luceroFleck@gmail.com>
Sent: Monday, July 27, 2020 8:00 AM
To: Ursula Vogler <UVogler@bayareametro.gov>
Subject: Greenhouse gas reductions

External Email

Re: Alameda hearing on Plan Bay Area 2050 Draft Blueprint

Hello MTC/ABAG,

Thank you for your work on Plan Bay Area. I strongly support your plans to increase transit oriented affordable housing.

I also thank you for being honest in pointing out that the plan, even if successfully implemented, will only achieve 12% per capita GHG reductions, i.e. 7% short (slide 18) of the 19% per capita goal.

But the plan fails to acknowledge that the Intergovernmental Panel on Climate Change says we need to eliminate GHG by 2050. The State Executive Order calls for the state to be carbon neutral by 2045. Five counties and over 20 cities in the Bay Area, representing 70% of the Bay Area population, have declared climate emergencies calling for elimination of greenhouse gases. Plan Bay Area should reflect this consensus.

I see on slide 18 the statement "Due to CARB regulations, data shown does not include reductions from fuel efficiency or state electrification programs." This may be true, but it is no reason for MTC to fail to offer vital support for CARB's efforts for electrification of transportation. Note that MTC's climate initiatives have been less than 1% of its budget--i.e. much too little compared to the scale of what is needed.

My question:

To eliminate GHGs by 2045 we will need to stop selling gas vehicles by 2030 (assuming a 15 year life span for a car/truck). This gives us a very short time to install the infrastructure for charging all vehicles--in apartments, homes, on-street, garages. This will require cities to dedicate staff for educating the public, training contractors, issuing permits, inspecting installation, . . . MTC needs to play an active role in supporting and coordinating all these efforts. Now is the time to lay plans for this transformation. Why are these plans not included in Plan Bay Area?

Thanks again for your work,

Jack Lucero Fleck

From: [Dave Vautin](#)
To: [Cautn1](#)
Cc: info@planbayarea.org
Subject: RE: Cause for Hope
Date: Monday, July 27, 2020 11:47:23 AM

External Email

Thanks Gerald – appreciate hearing this feedback. Please let us know if you have any other comments by August 10th – more information on the Draft Blueprint can be found at planbayarea.org/blueprint

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Cautn1 <cautn1@aol.com>
Sent: Monday, July 27, 2020 10:48 AM
To: Ursula Vogler <UVogler@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Alix Bockelman <ABockelman@bayareametro.gov>; dmaloney@bayareametro.gov
Subject: Cause for Hope

External Email

Dear Mr. Vautin,

Over the years BATWG has seldom been happy with MTC.

But this morning's Marin IJ included some very positive indications of what is being included in Plan Bay Area 2050. The following jump out...

"Strategies being considered to reduce emissions and car commuting include reducing speed limits and implementing pay-by-mile highway tolls where commuters would pay 15 cents per mile, for example."

I hope MTC gets serious about this; the need for it has long been obvious. Count on our strong support

"The plan also prioritizes transportation projects the MTC would fund based on a projected 30-year budget and cost-benefit analysis."

Unless based in large part on fair and coldly objective alternative analyses, cost estimates and cost-benefit analyses, the resulting capital improvements usually don't work out so well. You can count on our strong support in this area as well.

*"Some of the major goals include **building 400,000 units of permanently affordable housing, focusing housing development near high-frequency transit services.** instituting renter protections and low-income programs for transit and child care, **funding major transit projects such as a Caltrain extension into downtown San Francisco** and protecting homes and transportation routes from environmental hazards."*

Please get the concept of "near high frequency (and otherwise highly useful) transit services" across to the State Legislators, beginning with Senator Wiener. They are either grossly uninformed or extremely careless in their use of watered down versions of what "transit-oriented" really means. Unless modified, their current approach will do great damage without having any discernible effect on transportation patterns. BATWG recently wrote a strong letter to the sponsors of 12 currently ongoing State housing bills warning of this problem.

And of course we support anything you can do to advance DTX and keep it at the top of the funding priority list.

*"Sonoma-Marin Area Rail Transit is noticeably missing from the list of projects. MTC transportation planner Adam Noelting said in a July 18 workshop that the staff assessed several SMART-related projects, including extensions to Cloverdale and Solano County and a rebuilt Richmond-San Rafael Bridge crossing to connect to BART. **The cost of these projects "often exceed their forecasted benefits,"** Noelting said".*

Amen to that! Same goes for Valley Link and BART Phase II.

"It may require some rethinking of ways to reduce costs, make the projects more equitable and ways to make these modes more attractive to existing residents such as eased access to these modes of transportation"

Again Yes

Rest assured that the language above will be seen as hopeful by anyone genuinely concerned with transportation in this region.

Regards,

Gerald Cauthen P.E.
Co Founder and President,
Bay Area Transportation Working Group (BATWG)
510 208 5441
www.batwgblog.com

Gerald Cauthen P.E.
Co-Founder and President,
Bay Area Transportation Working Group (BATWG)
510 208 5441
www.batwblog.com

From: info@plabuyarea.org on behalf of BuyArea.Mtna
To: info@plabuyarea.org
Subject: Form submission form
Date: Tuesday, July 28, 2020 1:20:49 PM

External Email

Submitted on Tuesday, July 28, 2020 - 1:20 pm
Submitted by anonymous user: 73.71.83.216
Submitted values are:

Name: Robert Swierk
Email address: robert_swierk@yahoo.com
County of residence: Santa Clara
Comment:
Commenting as a resident of Mountain View, I would like to offer a couple of comments on the Blueprint Strategies:
- I support the strategy under Economy that calls for the protection of industrial lands - this is critical to maintaining a middle-class job base
- I support Transportation Impact Fees on new office developments, administered at the citywide or county level - but I do not support the imposition of a regional job-housing linkage fee. I don't believe that development-related revenues generated in one county should be used potentially 3 or 4 counties (50 to 75 miles) away, additionally, I believe that the use of VMT for analysis of Transportation impacts in CEQA (per SB 743) will help incentivize job location in more central areas and improve job-housing balance without the imposition of regional fees
- For the Housing strategy on transforming malls & office parks - I support this in concept, but I believe that the strategy description should acknowledge that cities may want to preserve jobs capacity in these areas - so this should be implemented by allowing new uses to be added, but not necessarily incentivizing wholesale conversion of commercial to residential land use
- For the transportation strategy on safety and Vision Zero - I fully support the reduction of vehicle speeds on local and arterial streets where pedestrians and cyclists are present, but I question the value of pursuing lower speeds on freeways; with the introduction of more autonomous vehicle technology (including partially autonomous measures that improve safety), I suspect freeway speeds will increase rather than decrease over time, and regional agencies (or Caltrans) will get substantial pushback if they try to mandate lower freeway speeds.

Thank you for your consideration of my comments!
Rob Swierk
Mountain View resident

The results of this submission may be viewed at:
<https://ps.c01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.plabuyarea.org%2Fnode%2F13606%2Fsubmission%2F131921&data=02%7C01%7Cplabuyareainfo%40buyareametro.gov%7C6423048139422063b020848333b612%7C0d1e7a55606f449192c363e9445f8767c0%7C0%7C63731564448899699&adatar=PaVvRatIcd0ZL4J5S5S+P6vGIASXqGfgfwe%2BfDc4Q%3D&reserved=0>



Incorporated October 22, 1956

CITY OF SARATOGA

13777 FRUITVALE AVENUE • SARATOGA, CALIFORNIA 95070 • www.saratoga.ca.us

COUNCIL MEMBERS:

Mary-Lynne Bernald
Rishi Kumar
Howard Miller
Yan Zhao

July 28, 2020

Therese McMillan
ABAG/MTC Executive Director
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RECEIVED

AUG 06 2020

MTC

Subject: Plan Bay Area 2050 Blueprint

Dear Ms. McMillan,

I am writing to express concern regarding some of the strategies and assumptions that have formed the draft [Plan Bay Area 2050 Blueprint](#). When complete, Plan Bay Area 2050 will account for projected economic, environmental, housing, and transportation needs of the counties and cities in the San Francisco Bay Area, including Saratoga. Once finalized, Plan Bay Area 2050 will have significant impacts to Saratoga by influencing allocation of grant funds for projects, like road improvements, funding for public transportation, as well as projections that influence Regional Housing Needs Allocations.

The Plan Bay Area 2050 Draft Blueprint identifies areas throughout the Bay Area for housing and job growth. In the Draft Plan Bay Area 2050 Blueprint [Growth Geographies](#), several areas within Saratoga are identified as a "High Resource Area" with a high frequency bus service. The "High Resource Areas" in Saratoga are predominately single-family neighborhoods along Prospect Road, Quito Road, Allendale Avenue, and Fruitvale Avenue. The strategies in the Draft Plan Bay Area 2050 envision increased housing density in these sections of Saratoga.

There are only a handful of bus lines that operate in the City of Saratoga with only one line that runs through Saratoga frequently (every 12 to 15 minutes on weekdays) with the other lines coming once every 30 to 60 minutes. Additionally, the areas of Saratoga noted as a target for housing and jobs growth are predominately single-family neighborhoods. The Blueprint Growth Geographies grossly overstate both the availability of public transportation and the land available in Saratoga for high density development served by public transportation.

Compounding this challenge, the Blueprint relies on converting land designated for commercial and office uses to residential use. While this strategy may be worthy of consideration in some parts of the Bay Area, in Saratoga less than five percent of the land has a commercial or office designation and any reduction in land available for those uses will further increase vehicle miles traveled in our community. We have lost commercial space for a local grocery store to a luxury

townhome development using Senate Bill 35, leaving Saratoga with just one grocery store to serve more than 30,000 residents.

Furthermore, the [Draft Blueprint Growth Pattern at the County and Sub-County Levels](#) assumes that West Santa Clara County will see 31,000 more households between 2015 and 2050 as well as 30,000 more jobs during this same time period. However, Saratoga has historically had a very stable population size and it is unlikely we will see an increase in jobs as more and more of our commercial space is converted to housing. Very little, if any, of the growth predicted in the Draft Blueprint Growth Pattern will occur in established single family neighborhoods.

I believe that it is important to support affordable housing for the region, to build affordable housing in areas that have easy access to services and public transportation, and to align jobs and housing. However, I believe that the draft strategies have seriously missed the mark if they rely on building more residential housing in areas that cannot sustain increased density due to lack of transit services, available space, and jobs. Furthermore, the policies proposed under the draft Plan Bay Area 2050 Blueprint are often implemented by stripping local governments of their ability to control future land use and development. In Saratoga, we've only seen these policies benefit housing developers instead of those in need.

Sincerely,



Howard A. Miller, Mayor
City of Saratoga

CC: Council Member Jeannie Bruins, City of Los Altos
Council Member Liz Gibbons, City of Campbell
Board President Dave Cortese, Santa Clara County Board of Supervisors
Supervisor Cindy Chavez, Santa Clara County Board of Supervisors
Mayor Sam Liccardo, City of San Jose
Council Member Lan Diep, City of San Jose

From: [Beth Stelluto](mailto:info@planbayarea.org)
To: info@planbayarea.org
Subject: Springs Area Plan ammendments.
Date: Tuesday, July 28, 2020 1:57:51 PM

External Email

Thank you for your work to continually improve Sonoma County. I am writing to express my opposition to the Springs Specific Plan as part of a 2050 PDA.

Proposal itself:

While I am in favor of relaxing current zoning density standards, the density proposed in this plan proposal is inappropriate for several reasons:

1. The area is located in a high-fire zone with limited roads for evacuation. Increased density would introduce significant risk of fatalities should a fire reach this area.
2. Limited roads to handle incremental traffic without significantly reducing the quality of life for residents.
3. Limited Water infrastructure and no emergency back up water supply.
4. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDAs can be developed.

The Process:

The PDA application was signed and introduced in September 2019 with no notification, involvement or consultation with residents or neighbors. This is against MTC policies on public participation.

This PDA application should become null and void given that MTC policies were not followed. The process appears to be government overreach as evidenced by the 2020 Sonoma County's Civil Grand Jury report and findings which confirms that Permit Sonoma's failure to include residents in the development of the Springs Specific Plan.

Please remove the Donald Street extension from the Plan Bay Area 2050 Blueprint or significantly modify the plans to address the issues cited above.

Thank you.

Elizabeth Stelluto Dunaier
18935 5th Street West Owner/Resident.

--

Beth Stelluto
415-215-3009
beth369@gmail.com

From: [Bill Mayben](#)
To: info@planbayarea.org
Subject: PBA 2050 Blueprint comments July 28, 2020
Date: Tuesday, July 28, 2020 10:30:11 PM
Attachments: [PBA 2050 Blueprint comments July 2020.pdf](#)

External Email

7-28-2020

Public Comments on Draft PBA 2050 Blueprint Strategies and Equity and Performance Projections

Bill Mayben

“The difference between problems and predicaments is that problems have solutions, and predicaments have only managed outcomes.” John Michael Greer

Dear PBA Staff;

Thank you for the opportunity to offer my comments and suggestions to the long and thoughtful work you have done on Plan Bay Area 2050.

Despite a Progressive and Comprehensive Agenda, most Bay Area residents are concerned whether The Plan can deliver on its promises. Many of the Blueprint and Equity and Performance focus areas propose very thin margins. Many also lack secure, identified sources of funding despite relatively constrained objectives. There is clear evidence that certain features of the Blueprint are functionally unattainable. The numbers simply do not work. Continuing as though they do at this point in the analysis could be construed as misleading. Describing The Plan as transformative is inaccurate. I prefer to reassert the principles of substantially increasing sustainability and resilience; and with each element; we either have it or we don't.

The Plan, even in its draft form, does not have buy-in from a majority of our citizens or their representatives. There are many stakeholders, but no identified, empowered, project management entity. These are red flags. Below I point out recent huge, but less ambitious projects than PBA2050, which have gone over budget by billions and over schedule by a decade or more, essentially due to diffuse leadership structure and ideology, undependable cost projections, and uncoordinated project management. It appears to have become a fixture of our large public projects

I am concerned that if we go about public works in our usual way, we can expect many of our usual outcomes. Our usual way of going about things got us into this mess; so if we don't change our process first and foremost, we can reasonably

expect the same results we have gotten in the past three decades for the next three decades. We need the eyes of outside neutral expertise on our Blueprint and projected outcomes in regular external peer reviews.

Is this Transformation or Business as Usual? The Plan ostensibly intends to go beyond simply meeting the inevitable Bay Area Growth needs in the coming 30 years, and tangibly improve how we live. In analyzing the preliminary budget, if we remove everything we would have to accomplish anyway, what remains that is transformational in substance? While the improvements projected under Affordable, Connected, Diverse, and Healthy show business improving significantly; for 30 years of progress, they fall short of transformational. They depict an economy that continues to be highly centralized, and continues to suffer the effects in transportation, housing, inclusion, and egalitarian culture.

We all watched the slow motion train wreck of our Bay Bridge seismic replacement. The original projected cost was \$1 billion, and construction was to take 7 years. By the time the funds were allocated it was up to \$1.3 billion. The final cost was \$6.4 billion, and it took 17 years; that was \$5.1 billion over budget and 10 years behind schedule. Much of the additional cost was based on delay; quibbling about design, adding complexity, poor purchasing protocol, and “normal corruption”. In a nutshell, poor project management. There are many other recent examples such as The Transbay Terminal, The High Speed Rail Project, The Hunter’s Point conversion, and the Treasure Island conversion.

I am amazed that the recent MTC video on the Blueprint, does not mention our traffic jams! It is as though the automobile doesn’t exist. The Plan perpetuates the domination of the automobile commute, and yet downplays this fact at every turn. Auto commuting has not worked since the 50’s, and represents its own dysfunctional economy. The Plan states right away, its full intent to Maintain Existing System. In fact, this is the only commitment The Plan makes in clear and concrete terms. The implications are enormous, overriding all else.

This would be easier to swallow if it said “Adapt and reemploy existing roadway system”, but it is the existing system that is stuck sideways in our throats. It is

excruciatingly painful; the reason I seldom go to SF. Vast sums have been spent over the past six decades, leading closer and closer to absolute gridlock.

The new outcomes we seek would include changes to our traditional economy. Without a commitment to this reality, it seems there would not be the wherewithal to pursue change. The challenges this represents shouldn't be underestimated.

In the maps on sheet 2 of Equity and Performance, sea level rise directly affects several identified Superdistricts. Major 2015-2050 household growth is also projected to occur in several flood- vulnerable areas. The same is true of key areas projected to sponsor 2015-2050 job growth. The 2050 major projected population density areas appear to overlap with flood prone areas. This issue also appears on the map of some of the highest 2050 jobs/housing ratio parcels.

Occasional flooding always precedes inundation. If not anticipated based on the best available information, this issue alone has the potential to upend several major plan areas. In this instance we need to look at the life cycle of new development, not the 30 year Plan timeline. My fear is The Plan under-represents the existential financial risks sea level rise represents; continually affecting the planning cycle, and construction of improvements, its costs and schedule.

The Plan assumes sea level rise during the plan period at 2'. I do not see this as a conservative estimate, which in this case would be a higher water level, and believe it our obligation to err on the side of caution. That would be 4' minimum. Conflicts are showing up on the Blueprint maps even with a modest 2' projected rise in sea level. This is coupled with projected major commercial and residential growth in the South Bay.

There is also a fundamental rolling disconnect between the life of public, commercial and residential development, including buildings and infrastructure; and the duration of The Plan to 2050. Just because we do not project flooding of proposed development during the plan period, does not mean development should proceed in the identified areas. While it is understood that The Plan will be updated over time, this exception is especially concerning in the early stages of

The Plan. We can misconstrue The Plan constrained study to mean that all development will be acceptable, when, in fact, that development may not endure for its natural useful life after the thirty year plan interval.

There has been alarm in the scientific community already this year. Despite the economic slowdown caused by the pandemic, 2020 is still projected to be the hottest global temperature on record. They are also concerned about exponential increases in methane levels. Both of these facts do not bode well for sea level rise staying within previously predicted rates. It is relentless, and we should consider a progressive, ongoing, modular strategic infrastructure and building retreat from the bay, rather than a series of expensive attempts to stand against the inevitable. This is clearly a long-range planning function.

Sea level rise will not stop in 2050. Inevitably we will continue moving to higher ground. If we plan for that, we can budget for it, and do the mapping, zoning, infrastructure, and entitlements in a timely fashion. Anything built at bayside will have to be demolished and removed eventually, if our commitment to the environment is true to form.

How many times should we spend money to hold the same ground, verses spending one time to build safely in accordance with the useful life of our improvements? To act economically, we need to use effective sea level rise estimates, and they need to be updated regularly through the plan period. All areas of The Plan will be affected by sea level rise, which will have to be anticipated beyond 2050, as we will be constructing improvements with lifespans of 100 years or more.

Broadly, to present true totals, all projected Plan costs should consolidate all transactional costs (financing), and lawsuit contingency funds; instead of being limited to depicting direct capital improvement costs.

Transportation:

Blueprint transportation projections begin with “Operating and maintaining our Existing infrastructure”; which includes 75% of transportation revenues. This ostensibly takes what has been a one of our most significant problems for 50

years, and moves it forward in time another 30 years. Operating and maintaining, if it means to you what it means to me, is a catchphrase for meeting and extending the ongoing financial needs and practices of existing interrelated economic entities, both public and private; guaranteeing continuity of past practices, by default, in every other Plan area. By committing to these economics, both the incomes and expenditures, it predetermines our capacity for change.

It seems impossible that we can continue doing what we have been doing, and expect different results. I am suggesting that auto commuting be placed on an attenuation schedule. This will involve major economic changes which need to be faced squarely. The fact is we can't have it both ways. The economic momentum of single auto commuting is powerful, and can continue to thwart evolutionary transportation progress from benefitting all of us.

Automobile commuting has not worked since the 50's, despite extraordinary financial contributions. We continue to believe, somehow, after 60 years, that we can "fix" the auto commute, which is restrained by the holding capability of the destinations. Our commute can only be fixed by removing cars and a commitment to fully funding viable alternatives. There are too many of us in cars now, imagine 10.5 million of us in cars. Why does The Plan not only fail to recognize; but in fact empowers the continuity of this core issue?

This is at the core of our double-bind; are we attempting to pull enough funds and usability from a broken system to create an alternative? In doing so do we fund and perpetuate the broken system?

Elon Musk for example is close to demonstrating his Hyperloop system; so we should be circumspect in our declaration that we will "Operate and Maintain" a transportation system that is already obsolete, as a prominent feature of a 30 year Regional plan.

In the "Connected" section of "Equity and Performance Outcomes"; the net costs of maintaining this system as is where is, show little improvement for auto transportation by 2050. If that is true, then public transportation should offer a more compelling alternative, however busing also fails to improve for CoC

residents under the Blueprint. I suggest that existing transportation, public or private, be held to the same criteria as all other 2050 Plan goals. If it doesn't work, we need to change it.

A thoughtful review of California State Law, in SB100; brings to question what collaboration The Plan is providing. There is no room for neutrality. There are five oil refineries in our midst, going as far back to the late 1800's. They use our Bay as a port for crude oil, and our air to carry their effluent away. It is time to make the tough decision, and over the next 30 years, to decertify, decommission, disassemble, and remove them. We will have a number of positive uses for the dirt under them.

The public has no inherent obligation to subsidize the ongoing financial needs of private facilities, oil refineries, car and truck manufacturers, and financial institutions making auto loans, the auto insurance industry, auto and truck maintenance facilities, parts manufacturers; as well as taxes and fees supporting the Federal, State, and Local governments. It is an economy that is, by your own admission, preying on our population.

I believe we are obligated to portray solutions. The unsustainable dream of the single automobile commute has long been swallowed whole by the financial and societal costs. Successful cultures are now reclaiming their streets, their neighborhoods, and their cities. Truth is, the one single way to create the "healthier and safer streets" mentioned in the MTC video, is by reducing automobile traffic on them.

With the projected number of people in motion each day, I suggest we refocus on fast, efficient, and convenient, multi-modal Bay Area wide mass transportation for everyone. We recognized this in the 60's, yet we have never adequately funded our realization. Resolving this can include enabling BART; providing wheeled trains using dedicated freeway lanes, added ferries, decentralization of jobs, a major reduction in private vehicles, and other intermodal transit alternatives. New York used off-hour subway cars for freight transportation, for example, to remove trucks from their daytime freeways.

Under the “Affordable” Section of Equity and Outcomes; calculations are presented regarding auto transportation for low income households. It is previously established that H+T cost for low income households is already unsustainable. Thirty years from now the Plan proposes that these households will still pay very nearly twice the percentage of their income as All Households. Why is this? These are extraordinary costs for everyone. The cost of maintaining our present transportation system is not justifiable, and certainly not considering all hidden societal costs.

My margin notes on page 3 of the Equity and Performance Outcomes; for the “Connected” and “Diverse” goals; essentially repeat the phrase “Let’s fix this.” This is supposed to be a Blueprint. This is especially true of the projected Peak-Hour Travel Times. We can do better than this. True of the overcrowding of transit vehicles; let’s not accept this outcome! Let’s Blueprint a plan that requires us to overcome these conditions. Our lives will be no better than the transportation we plan and build for ourselves.

It is also hard to accept that the “Daily PM2.5 emissions will continue as projected. California State SB100 represents a commitment to end fossil fuel use by 2050. We need to consider this commitment in our assumptions. There has been tremendous legislative progress since 2015, which we cannot ignore in projecting the next 30 years.

The redevelopment of some office buildings to residential use based on remote work due to the pandemic, could permanently affect traffic, and help recover cities from dominance by business and the automobile. If this situation goes deep, it could impel us to revisit our freeway system costs verses usage. Municipal governments will need to prepare to move decisively and rezone and entitle appropriate buildings from commercial to residential use.

We need the opinions of world-class experts in several applicable fields to regularly look at The Plan objectively.

Housing:

The Bay area is constrained by water, mountains, and two major peninsulas. Added to that, sea levels are rising. Additionally, we are stating that we intend to protect conservation lands while increasing population, affordable housing and commerce. These factors compound our present land constraints. Essentially; our land area is shrinking by a combination of sea level rise, environmental preservation, and our growth. Something has to give.

Given these factors, it is nearly impossible for many municipalities to grow solely within existing jurisdictional limits. With less land and more people some counties and cities will experience the limitations and hard costs of sea level rise more than others. It should be noted that The Plan, though involving nine counties, focuses almost entirely on the portions of those counties closest to the Bay.

Some of the best solutions to our most pressing problems over the coming 30 years may include the outer reaches of these counties with a combination of remote workers, decentralization of jobs and housing, and ultra-high speed fiber optic networks. We have the potential of uncoupling the seemingly inescapable local housing and transportation issues by decentralizing. If we don't do it purposefully; traffic jams, crowding, sea level rise and the shear economic difficulties of life in the Bay Area may force unplanned change upon us. This would not be pretty.

In addition to decentralization, one affordable housing possibility would be to establish a number of houseboat marinas strategically around the bay. Since these communities are floating, their location can be easily adjusted with sea level rise. They are unlikely to flood. They can provide proven long term affordable housing by avoiding the cost of the land. We could provide a significant number of residences with this model. Sausalito and Oakland have proven that this works; establishing attractive houseboat communities adjacent to commercial and industrial transition areas.

In terms of conventional construction, would it be better to accept the reality of sea level rise and build at a higher elevation over the next hundred years; rather

than rebuild every 25 years? Each successive wave of inundated development will have to be demolished and remediated, in addition to the loss of a portion of its useful life.

The Plan needs to incorporate other positive lessons we are experiencing from Coronavirus. Our skies became clear, traffic snarls went away, noise levels reduced, our wildlife expanded, and we had more time for ourselves and our families. What has the Coronavirus taught us about our potentials in addition to its limitations?

Most governing entities have such stringent requirements for new residential development, that proposed affordable housing ends up being full custom projects; the most expensive, and therefore exclusive, type of new construction. These are in turn subsidized with our taxes, since there is no affordable housing in actuality, only subsidized housing. Without collaborative regional affordable housing efforts between major industries and municipalities; all three may suffer.

The Plan proposes funding affordable housing. We do not have affordable housing. Not in its construction, in the cost of its land, in its municipal fees, in its infrastructure, in its financing. We have subsidized housing. To make the best use of the proposed funding; I encourage looking at what our codes, regulations, ordinances, and entitlements require of housing construction. This is the core of its expense. Planning Departments set up competition for land between the highest bidders. This never includes affordable projects, so we must subsidize them. This process is the equivalent of redlining; which was the systematic exclusion of certain citizens from certain areas by lenders.

The most obvious solution would be for each commercial development to include specific and equivalent residential solutions. Cities should not approve corporate development without physically accommodating equivalent housing. This forebodes a collision with the environmental protections envisioned in the Blueprint. With rising sea levels on the one side, and a combination of protected land and steeper hillsides on the other; we are on our way toward looking like Hong Kong, a vertical city. We require thirty to 50 years of planning under the circumstances, not five; otherwise provisional decisions are likely to be made.

We are in earthquake country. Previously I recalled emphasis on sustainability and resilience as guiding principles for The Plan. Residential towers can be a problem in a major earthquake. Structural damage; broken windows; failed elevators and utility systems can make them uninhabitable. It is a feature of almost every dystopian novel.

The pandemic, and resulting remote work force, may offer opportunities such as changing the profile of commercial office uses. There may well be some office space coming on the market, since some corporations are realizing they have no need to sponsor extensive on site offices. There may be some shuffling in the commercial real estate market, potentially allowing for selective residential conversion beyond aged shopping malls.

Without egalitarian planning and zoning, there can be no affordable housing. This obviously includes transportation planning. No affordable housing should be built anywhere around the Bay Area in a location that is projected to be inundated by rising sea levels and storm surge at any time during its natural projected useful life. We do not fulfill our affordable housing responsibilities by building in the path of rising floodwaters and storm surge. The same should hold true of any public improvements. We should decide flatly to pay for development only one time during the projected life of any public improvement.

This certainly colors our responsibilities regarding growth. I previously suggested establishing an agreed elevation encircling the Bay, representing the projected future water line on a year certain. The life cycle of any improvements having public impacts should site the useful life of those improvements in relation to the datum line; assuring the public, finance, insurance, and real estate markets, buyers and sellers, that they are getting their money's worth, and that their investment will not likely be flooded before its time is up.

Economy:

Coronavirus will be with us for some years yet. It has the potential of infecting half of our population, and killing 5 million of us nationally. We should make provisions for the economic downside at least in the first phases of The Plan. I

agree that most infrastructure plans expect economic vicissitudes during the project schedule. This is different. Federal, State, County, and municipal budgets and businesses will be struggling for some time; not to mention workers and their families. Economic growth will be severely impacted for an extended period of time. This means tax revenues will most likely not provide the wherewithal to support many of the early Plan projections. Our societal fabric is disrupted. Post-pandemic we may struggle to find workers with specific skillsets. All areas of human interaction are affected. We cannot continue “as though” this were not a factor. We now need to develop an unfolding grounded, comprehensive Plan B startup based on our real situation.

The MTC video on the Blueprint appears to have very few concrete steps under the category of the economy. It is obvious in the Transportation and Housing categories that there are profound economic barriers for the majority of Bay Area residents; so our primary need is to remove barriers to economic vitality. The solutions offered in the Blueprint do not appear substantial enough to make a difference. We have the “local economy”, and the “global economy”. The local economy requires the participation of all of us to create vitality. We engage the global economy with unique products and services that attract high levels of compensation.

The tissue and sinew between jobs, transportation, housing and “diverse, healthy and vibrant” communities in the coming years; as well as sustainability and resiliency; is founded in a living wage. Without the ability to function as an economic unit, family integrity cannot survive the coming 30 years. Without family integrity, there cannot be community and cultural integrity. The connection that must be made is a shared understanding of economics between businesses and the lives of their employees. There is a formula to living in the Bay Area that cannot be pressed down below a certain point, where the basic costs of functioning collapse; and the only solution is to leave a game that does not work. When enough key pieces go missing, the cultural thread is lost; and the knowledge resting in our workers. The local economy requires workers to be compensated at a rate to allow them to participate; in the housing market, in commerce, in entertainment, in our cultural life. Land and houses cannot just be

for those directly associated with the global economy. That will create a divided society that will cease to work together. Obviously, these issues need to be corrected to have a vital local economy.

We should take a hard look at the areas in The Plan, where in fact government is required to compensate for the lack of a living wage not being paid by employers. When I speak of decentralizing the Bay Area from the core areas of its nine counties, I am addressing functionality which already exists and is necessary for the Bay Area to continue to function as it does now.

Exurban communities in the outer reaches of counties create opportunities for a Bay Area that cannot presently house and transport the people it desperately needs to operate. Investment in our outlying communities with physical and virtual connections to the Metropolitan Bay Area will solve problems only to the extent that they don't require overwhelmed commute options to do so.

Outlying communities share a number of advantages. They can provide housing that is more affordable and attainable. Local driving and parking is easier, or even unnecessary. The natural world is close at hand. There are copious sources for fresh foods. They are safer. There is a sense of community with ones neighbors and agencies. They are healthier for families. We should not allow corporate development to dominate Bay Area quality of life.

Remote work can also enable a transition that lowers employee costs, removes vehicles from the commute, lowers business fixed real estate costs, clears the air, and supports healthier families that participate more in their communities. This change can help solve a lot of societal conflicts.

The Coronavirus is showing us how rapidly we can change positively and effectively; so cities can embrace and benefit from the participation of a remote workforce without having to accommodate the real estate, traffic and transportation costs. There are compelling exchanges. It appears that a growing Bay Area population facing rising sea levels will inevitably need to expand horizontally to function as the vibrant, healthy, and diverse web of communities

described in The Plan. Decentralization can help free urban Bay Area impediments to that.

Periodic flooding will precede inundation; eventually leaving properties uninsurable and uninhabitable. The question emerges as to whether The Plan accounts for the potential net outmigration of residents from the Bay Area, who have been displaced by sea level rise primarily affecting low income residents. How, when and where will these losses be replaced? Where can seawater be pumped to clear flooding? What would be the timing for replacement, when entitlements for new construction can commonly take two to three years before the first shovel of dirt is turned.

Progressively, as in Florida; insurance for floodwater damage in low lying neighborhoods and commercial properties will vanish. Without insurance there are no mortgages available; so it appears that many affected properties will become derelict before actual inundation. How does the Blueprint account for the effects of losing property tax revenues from areas blighted by sea level rise? Who will be contractually responsible for the demolition, removal and remediation associated with abandoned flooded improvements? Ideally these will not be the public; although they will shoulder the costs for remediation of public improvements. Should we abandon in place underground improvements to flooded commercial and residential properties, or remove and remediate them?

Dikes will be proposed and built. There is the potential for the Bay shore to begin to resemble a series of medieval forts, but even they will endure only temporarily in the face of sea level rise. We are discussing areas with soils subject to liquefaction and earthquakes. This raises the question, if sea level rise is relentless, should we build dikes that will eventually be overrun; create an unsightly shoreline, wall us off from the Bay and each other, and damage the ecosystem; or should we spend less money on a planned, long range strategic retreat instead? How many dollars should we spend, over time, fighting the inevitable? Is this topic about housing, the economy, or the environment? These begin to converge when we speak of sea level rise. Dikes represent a vainglorious

effort to transfer the impending costs of sea level rise on a particular property or project, to others, in the future. How can these ill effects be prevented?

Given the length of our Bay shoreline; shouldn't we consider a comprehensive plan, so that decisions by some properties do not affect the value of their neighbors? Let's have environmental planners from the Netherlands review and comment on The Plan. They have a 200 year plan for sea level rise, verses our 30 year plan. In some areas, much of the commercial development is adjacent to the Bay. Where do these go when they can no longer function behind dikes? The same is true for many sewage treatment facilities. What is the effect of depending on a system of dikes in earthquake prone areas, where soils are subject to liquefaction? Our primary goal is to creatively "break the box" we are in. Each dollar will have to be spent in a way that assures its effects endure. This is a whole new ball game.

A child born today will be 30 years old in 2050. We need to think about the Bay Area he or she will be living in. What essential responsibilities fulfill the promises of The Plan in substance rather than form for these future families?

Environment:

In the coming decades, the environment has the potential to take more from Bay Area residents than it provides. The Plan projects only 2' of sea level rise. Most entities studying this use an increase in mean sea level, MSL, to identify increases in average water level. Most knowledgeable studies clarify their MSL calculation by adding storm surge, averaging one foot additional, and king tides, which can add another foot or more to that. This would put the extremely conservative 2' sea level rise between now and 2050 at 4' minimum. In this area, it is important to err on the side of caution. The costs of getting it wrong are very high.

Our commitment to the environment should include the health of our Bay. As mentioned above, extensive sea walls to preserve infrastructure, housing or commercial development will progressively change the nature of the Bay because estuaries and shallow waters will be progressively sacrificed. Sea walls have the same effect as bay fill did; turning shallow water into deeper water.

One valid strategy suggested by SFEI and SPUR is to “let Bay waters reclaim undeveloped areas”. This seems a logical initial step. Since the Plan only covers 30 years, nothing now built Bayside will reach its complete lifecycle before even periodic flooding starts. Periodic flooding precedes actual inundation. I agree with their statement that “the BCDC needs to make the tough political calls now.”

Generally efforts to preserve our environment could parallel improving air quality; reduced auto traffic; converting commercial office buildings to residential rather than building on new land, and more landscaping. I believe integrating housing and open space makes it more accessible than getting in a car and “driving to the environment”. Ideally, our natural environment is integrated more into our daily lives. If provisions are not made to specifically preserve or integrate these areas in development, as policy, they are likely to be swallowed up by the future “built environment”.

The Bay Area will become hotter, drier as well as more populated. Reducing the shear area of pavement and adding trees can in and of itself positively transform our environment. It can also reduce the projected need for air conditioning, which further heats the environment.

Summary of Potential Solutions for PBA 2050 Blueprint

Transportation:

1. Outline specific commitments to parallel State of California efforts under SB100, to eliminate fossil fuels by 2050.
2. Commit to progressively eliminate auto commute in favor of multi-modal public transportation. We have to choose which is to be primary.
3. Consider the addition of “wheeled trains” in dedicated freeway lanes as automobile use diminishes.
4. Eliminate unnecessary roadways to uncover useable ground and reduce atmospheric heating.
5. Re-allocate transportation funds from roadways to public transportation.
6. Incentivize Neighborhood Electric Vehicles; allowed under California for local streets, 25 mph maximum. Long distance cars can be rented on an as

needed basis for trips. Fees should progressively discourage auto commuting.

7. Adjust projected Sea Level used in PBA 2050 to minimum of 4', preferably more; based on increased global heating, runaway methane gas emissions, polar ice melting, and resultant increase in sea level rise. Note that some claim 6' is the proper number.
8. Reconsider, review, and confirm that features to make Bay Area more resilient and sustainable are ubiquitous throughout The Plan.
9. Seriously consider sponsorship of extended nine County Ultra High Speed optical cable network to promote Decentralization.
10. Make active decentralization of businesses a key feature of The Plan, to reduce traffic loads, improve family life, community strength, sustainability and resilience.
11. Consider alternate times, modes of freight hauling on public roadways.
12. Incentivize removal of internal combustion transportation; public, private, and commercial.
13. The weekday BART parking lots are full by 6:30, preventing convenient daytime use. This also prevents business from choosing different hours, including BART to relieve traffic.

Economy:

1. Consider effects on business taxation of remote work, potential reduction in commercial use of office towers.
2. Consider the economic effects of reduced real estate costs to businesses.
3. Consider the economic effects of reducing employee uncompensated costs of employment; commute, parking, auto expenses, etc.
4. Consider encouraging decentralization of R&D operations.
5. Consider the effects of incentivizing fisheries.
6. Consider incentivizing urban agriculture to increase resilience.
7. Consider the effects of rezoning and renovating excess office building use to residential use, to encourage resilience and sustainability, culture and reclamation of the Cities for residents.

8. Consider the progressive decommissioning of oil refineries and oceangoing oil docking facilities, including mitigation of the sites for residential, commercial, or open space, as a function of California commitment to end fossil fuel use within the timeframe of The Plan.
9. Continue and promote a Bay Area initiative to progressively halt the use of natural gas in favor of resilience and sustainability.
10. Promote a living wage floor in the Bay Area that effectively meets the cost of living here.

Housing:

1. Consider potential availability of unused commercial office building to convert into residential use.
2. Encourage establishment new towns well outside the primary Bay Area metroplex, to encourage decentralization of housing and jobs; lower housing costs, reduced traffic, and increase resilience and sustainability.
3. Support and encourage the conversion of appropriate commercial buildings into residential uses, to eliminate traffic, reclaim our cities for residential uses, reduce pollution, and create affordable housing alternatives near work.
4. Design and encourage some houseboat marinas around bay, as an alternative to affordable housing on land; and resilience against sea level.
5. Consider coexistence of farming and housing communities.
6. Reclaim abandoned freeway right-of-way for housing, parks, food production, bikeways, etc.
7. Promote the recovery of cities and their streets for people, over traffic, parking congestion.
8. Maintain focus on sustainability and resilience in communities, transportation, fire, police and medical services, utilities, and alternate transportation modalities.
9. Press for actual affordable housing in the codes, planning, zoning, and entitlements; in addition to subsidized housing.
10. Solve housing needs as regional, rather than a local, concerns; formulating regional solutions.

Environment:

1. The progressive reduction and elimination of internal combustion engines will be seen as the healthiest single improvement to our environment.
2. Consider the importance of effective project management as a key integral aspect of The Plan. This should involve integrity in adherence to the budget and schedule, the design perimeters, specifications and scopes of work.
3. Any open space we now take for granted will be used for residential or commercial uses going forward unless designated otherwise. Encourage the planning and designation of open space now.
4. We should progressively cease refining oil in the Bay Area. It is a 120 year old vestigial industrial artifact that is incompatible with an extended metropolitan area of 8.5 million people. We should not refine gasoline here for shipment elsewhere. As fossil fuels use is diminished, Bay Area refineries should be closed, dismantled, and remediated.
5. We should progressively tax commuting automobiles and trucks at the real societal impacts of their use, and forward the proceeds for public transportation, with a plan for attenuating their use on highways. For example, the reason internal combustions cars, trucks and commercial airlines are profitable to operate, is they are not responsible for cleaning up the atmospheric pollution they create.
6. We are told we cannot regulate the pollution that aircraft create at ground level in the Bay Area “because they operate under Federal law.” Automobiles that created smog in California also used to operate exclusively under Federal law. We changed that. Consider changing the laws that allow aircraft to pollute our immediate surroundings? The greatest aircraft pollution occurs on takeoff.

From: co-res@mtc.ca.gov on behalf of [Metropolitan Transportation Commission](#)
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Tuesday, July 28, 2020 5:35:25 PM

External Email

Name: marty j mackowski

Email address: vistamartym@gmail.com

Text of comment: Provide some form of mass transit from Los Banos and other central valley cities to Silicon Valley. Especially the corridor of 152 to 101. I checked with the powers in charge of mass transit in Los Banos, and they were basically unconscious and had no ideas or concerns about this huge traffic mess along 101 north to San Jose. Bunch of NIMBYs

The comment was posted at the following url:

<https://geo1.safelinks.protection.outlook.com/?url=http%3A%2F%2Fmtc.ca.gov%2Fwhats-happening%2Fnews%2Fregional-agencies-seek-input-future-bay-area%2Fcomment-5106&data=02%7C01%7Cin6%40bayareametro.gov%7C5154728088c74f696c4408d83357472d97c0d1e7a55600449192e363ea94f5c87%7C09%7C637315797245605092&data=pnd3aMZrO%2FOSU49hQbzg8w8Bb%2F4mfYVWvasMiKc%2BF9g%3D&reserved=0>

From: [Joey Koffica](#)
To: [Marcella Aranda](#)
Subject: Re: New comment submitted on MTC website
Date: Tuesday, July 28, 2020 2:22:31 PM

<https://mtc.ca.gov/whats-happening/news/regional-agencies-seek-input-future-bay-area/comment-5086>

On 7/28/20, 8:58 AM, "no-reply@mtc.ca.gov on behalf of Metropolitan Transportation Commission" <no-reply@mtc.ca.gov on behalf of no-reply@bayareametro.gov> wrote:

External Email

Name: Robert Droege

Email address: R.droege@sbcglobal.net

Text of comment: Because of the COVID-19 virus ridership will be down. Mass transit is a very effective way of spreading that virus. People are not stupid and will be avoiding large groups. My guess even with a vaccine ridership will be down for another year. Time to cut back costs. And so called improvements. My experience is incentives at this time will not work. Also riders should pay more of the cost of transportation. No tax increases. Many people now are tapped out financially. If your working I assume you can afford it.

The comment was posted at the following url:

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2F%2Fclick%3Fupn%3Dw9GisT7cCySpfy9szKlTD02THkFtwvi3CZs5XQzSvuNGr511FYEkBYp55AKSkV2OVQZJ3a7Kq1o1AigkNetJlqY5WO7-2F59OYsaag4EwUrx1lk6P2mJnqLzHDxbdnOjievYDD47F0hfgAXibQ-2Fg-3D-3DFRgd udUUVLOclHxwbK42l4knJ8Yv4eOZ6vbuZCJSG5Bdts2sFSX2H1LH5fggavApjo3aCnivspUKy-2F3u5Dmeunf3K-2BJjCTep10j8vfwCvD-2Fp9WymC1aYYOYbedDipvUiyx2kMuNz13LHUW00adN-2ByYAhaF9UK0sc11xX3y0pc8GAQeGPY1qW3p9euc-2Ff-2Bd8cApmlUBTjmKY4kvZ2RcabIH0jJdRdyUcYWIUB-2BNmdE-3D&data=02%7C01%7Cinfo%40bayareametro.gov%7C387016ed6f94838ab9d08d8330f0825%7C0d1c7a5560b449192e365ea945c87%7C0%7C63731548697013224&data=%2BFL4nJG23bCh2CNj0lBd%2BVTPaZetCH8p9kF595iMxoc%3D&reserved=0>

From: [Jesse Koffica](#)
To: [Marcella Aranda](#)
Subject: Re: New comment submitted on MTC website
Date: Tuesday, July 28, 2020 2:21:50 PM

<https://mtc.ca.gov/whats-happening/news/regional-agencies-seek-input-future-bay-area/comment-5071>

On 7/27/20, 9:23 PM, "no-reply@mtc.ca.gov on behalf of Metropolitan Transportation Commission" <no-reply@mtc.ca.gov on behalf of no-reply@bayareametro.gov> wrote:

External Email

Name: Sherman Lewis

Email address: sherman@csuhayward.us

Text of comment: Is the road to global warming paved by the CASA Compact? The compact is well thought out and has a large number of worthwhile policies. However, it is fundamentally flawed in seeing an increase in housing as a solution while failing to acknowledge the underlying cause of the problem, excessive job increases in a few extreme job surplus locations with great externalities imposed on the surrounding region. Because the fire is on under the kettle, there will be no way to solve the problem. More housing allows more workers allowing more job location surplus externalities.

What is enough?

Are supply and demand solving the problem? As housing prices go up, people double up or leave the region. Those with the money have housing and Airbnb can help you monetize that extra bedroom. When people can't afford to come for jobs here, jobs leave to go there. More housing does get built. Homelessness is not a market problem; it's a social problem needing more funds for its housing component, a problem separate from the main housing shortage.

What should be our policy for knowing much is enough? One definition could be the housing needs assessment. Another could be when supply increases enough for prices come down.

But no common definition deals with sustainability: we have enough housing when it is sustainable. There is an inconsistency between our desire to tame the climate change monster and our desire to increase housing and its concomitant increases in fossil burning and population.

Are we on a path to sustainability or on a treadmill of ever-more housing with no end in sight?

Who is responsible?

The regionalists are trying to pull a fast one on local government, and local government ideology makes it complicit in the scam.

The regionalists are ignoring the real cause of the housing crisis, which is the power of some local governments to make decisions that create a regional crisis with impunity. They do so by approving land uses with job increases for which they have no housing for the workers and no transportation infrastructure capacity.

The assumption is that jobs are good, so too many jobs in San Francisco and four Silicon Valley cities are good. The money economists will tell you it's good. The real economists, the ones that look at economic values not monetized by markets, will raise some questions: What is the cost of time lost in congestion? What is the increment in housing prices created by irresponsible land use decisions? They can measure fairly precisely the congestion cost using MTC's computer network models and the increase in housing costs.

Those costs are called job location externality costs. You should ask questions. If your city wants the housing as in the interests of your city, fine, go ahead. But if you don't want it, don't let the regionalists push you around, trying to make you solve problems that are not your fault.

A city that wants sustainability will take a comprehensive approach, not just declare a climate emergency while making decisions that increase the use of fossil fuels. There are three limits you should respect to be sustainable: accommodate your own population growth; do not have a job surplus that stresses the region, and provide housing for your low-income workers and the lowest incomes.

There are several things you need to do, and here I get in line with CASA: get rid of zoning requirements for parking, implement modern market parking charges like SF Park, unbundle parking, protect neighborhoods with parking permit programs, implement land-based financial support for short corridor transit, facilitate public cars (taxi, e-hail, car share, car rental), provide rapid bus in short corridors, design for walking and bicycles, support densities high enough in centers and short corridors to support walk-in business and transit, and (I have a longer list). One term for this is Walkable Neighborhood Systems.

The problem is public support and the difficulty of educating constituents who don't want to listen but who do want to complain. It takes time. When Berkeley merchants were negative on parking charges, staff took the time to educate them. The merchants then understood their benefit from improved turn-over and more efficient use of parking and asked that hours be extended later than staff was proposing. In other places a few people complain about the lack of free parking and the response is to provide more. This is not an easy cultural change, and many electeds are just as much a part of the car culture as their constituents, the problem of democratic consensus supporting bad policy.

Sprawl and car dependency will be with us a few decades more; the challenge is to channel new growth into centers and short corridors based on non-auto modes.

Sherman Lewis, sherman@csuhayward.us, July 27, 2020

The comment was posted at the following url:

<https://gco01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffu6127055.ct.sendgrid.net%2Fis%2Fclick%3Fupn%3D9w9Gis87cY5pEfy9szKITD02THkFfwv3Cz5X5QJzSvaNG511fYEKBPp55AkSkV20VQZJ3a7Gq1o1AtgKNeTJqY5W07-2f590YsagsEwLrskdP2mJngzHDx3dyUqjXToywWpLlAY66P61og-3D-3DHwWC-adUVLDeHrXwbK42LrKaJ8Y44e0Z6buazcJ8G5Btk3w4G22Nj1zgHAYNoqXlluXtEYYQ3Pu7HXMIxy83qNCmgijGSIKGJL-2BkwCwltqwisyzivND-2f0owwCJRTYmklBHFzFzjSNXSc3eJ8EdUdL2Aj-2Bks-2f0qG88QJ5eQD8xyep16Cszv-fxPaEURND2xY3Kcb2s5FXlGUnk5b-2BmaTBYQmE-VNfYAm-3D&data=02%7C01%7Cin%40bayareametro.gov%7C8ff197ebe446ba49708d832ad845%7C0d1c7a55608044919e2c36ce94f5e8787%7C0%7C0%7C63731506999748417&data=Dc3%2B8mpUXFdh54P3byDH596GkwjtkZSGKdfidQlww%3D&reserved=0>

From: [Josey Kodice](#)
To: [Marcella Aranda](#)
Subject: Re: New comment submitted on MTC website
Date: Tuesday, July 28, 2020 2:21:28 PM

<https://mtc.ca.gov/whats-happening/news/regional-agencies-seek-input-future-bay-area/comment-5061>

On 7/27/20, 6:34 PM, "no-reply@mtc.ca.gov on behalf of Metropolitan Transportation Commission" <no-reply@mtc.ca.gov on behalf of no-reply@bayareametro.gov> wrote:

External Email

Name: Loreen Theveny

Email address: lolowonderful@gmail.com

Text of comment: I think current funding should be kept for Bay Area Transportation because a lot of people who are unemployed will need public transportation to find new employment when the stay-at-order law is lifted.

The comment was posted at the following url:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2F6127055.ct.sendgrid.net%2Fclick%3Fupn%3Dw9Gis7cCySpfy9szKtTD02THkFlwv3CZs5XQJzSvuNGr511fYEKBP55AkSkV20VQZJ3a7Gq1o1AtgKNcTJJqY5W07-2F59OYxag4EwUrx1lk6P2mJlnqlzHDxbdn0-2Fol0TKF3wJ-2FF-2FPYA0T6w-3D-3DXe-r_uDUVLOcHvXwbK42LkN8Yv4eOZ6vbuqzCJSG5Btlx3SIYdY-2FK6yBT Cse0L-2BPzeJQCHR3jxtUnqGa41wfpImgw2BFzFkh7v1JHwiYgSiksr6YiUojlpCl3Wsa-2Bn1RXR35LhCvTuz65UUL5vf-2F9BIBY5Cj347crwAyywp8Dqjbo7LmFLq6bPGAkysXmm6hpGMojKxiXgPGB4aNKDaN4C3xiHfNTrBm9-2BbHMA-3D&data=02%7C01%7Cinfo%40bayareametro.gov%7C3b31909a66834e9315b608d832966b34%7C0d1e7a55600449192e363ea945c87%7C0%7C0%637314968948595205&data=y1e06hlbgerH28r5n8oikNcChtBjzFyYJwuaDTVTUA%3D&reserved=0

From: james@jameswalsh.net
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Tuesday, July 28, 2020 11:33:10 AM

External Email

Overpopulation is the one main issue dictating our future.

Overpopulation in the region, the state, our nation and on the planet is unsustainable and there is no end in sight.

We cannot build our way out of it.

Remember the drought of 1976/77? The 50% water rationing? And now there's twice as many people here.

We are running out of resources.

James Walsh

From: [Dave Vautin](#)
To: info@planbayarea.org
Cc: [Matt Maloney](#)
Subject: FW: Comment on PBA 2050 Blueprint: Advocating Walking TOD
Date: Wednesday, July 29, 2020 8:26:28 PM

External Email

Logging this comment.

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709
BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Peter Lydon <ptrlydon@gmail.com>
Sent: Wednesday, July 29, 2020 5:04 PM
To: Matt Maloney <mmaloney@bayareametro.gov>
Cc: Dave Vautin <DVautin@bayareametro.gov>; Matthew Williams <mwillia@mac.com>; Jerry Cauthen <cautn1@aol.com>; Ezra Rapport <erap99@aol.com>; vchakrborty@berkeley.edu; Carol.galante@berkeley.edu; Mark Brucker <aaa@lupac.net>; Val Menotti <vmenotti@bart.gov>; Rod Diridon <rjdiridon@gmail.com>; Joseph Bodovitz <bodovitz@att.net>; Mark Prado <mprado@bayareametro.gov>; John Goodwin <JGoodwin@bayareametro.gov>; Larry Orman <larry@greeninfo.org>; Ken Kirkey <KKirkey@bayareametro.gov>; Michael Kiesling <mk@arch21.org>; Sherman Lewis <sherman@csuhayward.us>; Christian Peeples <chris_peeples@yahoo.com>; Paul Sedway <psedway@sedway.com>
Subject: Comment on PBA 2050 Blueprint: Advocating Walking TOD

External Email

Matt Maloney, Planning Director July 29, 2020
Bay Area Metro Center
375 Beale Street, San Francisco, CA 94105

Dear Mr. Maloney,

This is a comment on the Draft Blueprint for Plan Bay Area 2050, Housing Section, Objective 6, a central, core part of PBA 2050. Objective 6 has three points:

- Allow more housing types and densities in growth areas;
- Reduce barriers to housing near transit;
- Convert old malls and office parks to neighborhoods.

Each of these objectives is fine, but does not go far enough.

PBA 2050 should seize the opportunity to create an intensified version of Transit Oriented Development. That is “walking TOD,” which is multi-unit housing built so that residents can walk or bike safely and conveniently to a high quality transit station without obstruction.

A walking TOD community is a form that provides an excellent solution to the housing

and mobility needs of families and other residents, at the same time that it helps the region's climate change goals and lowers vehicle traffic congestion.

Encouraging the creation of such communities is a much stronger step forward by the region's planners than the Blueprint's present mild call "to reduce barriers to housing near transit" and "allow more housing types and densities."

More than the simple TOD now mentioned in the Blueprint, WTOD is an innovation that helps in a major way with **both** housing and transportation, the capital dilemmas facing the Bay Area. It helps the region as a whole, since mobility will be improved as CO2 emissions are reduced and air quality improves, but most importantly, it provides really excellent housing and mobility for its diverse families and residents at much lower cost than the present dependence on personal cars.

It is important that regional planners think about the serious merits of WTOD as a concept that responds to both transportation and housing needs, and will reduce the cost of both. They should provide in PBA 2050 for one, two, or more prototype examples of WTOD communities made welcoming to both market-level and below-market residents.

It is recommended that Bay Area Metro call for a planning study/proposal, led perhaps by Vishaan Chakraborty at UC Berkeley, of a prototype WTOD community to be located on a rail transit stop in a non-affluent location, such as BART Fruitvale.

Sincerely yours,

Peter Lydon
1584 Le Roy Avenue,
Berkeley, CA
94708-1942

Appendix: Argument for Walking Transit Oriented Development (WTOD)

Bay Area transportation and housing planners, both official and voluntary, need to raise their heads conceptually and look out higher and further ahead--and they need to work together cooperatively to integrate housing and transportation planning much more, as well.

Due to COVID-19, MTC/ABAG has an extra six months for a deep breath and a deeper look. The pandemic's depopulated roads and transit, along with the shift toward virtual communications and work from home, may have shown new ways the region can function.

We live in a successful, growing, region whose urban character is intensifying, but our familiar traditional style of freeway and sprawl has become expensive, unequal, unsustainable and wasteful. We should continue, but at a quicker rhythm, to detach ourselves from our ramified hundred-year old commitment to the private car as our main means of mobility. The old spatial dispersion in pursuit of an individualistic upper-middle class culture for only a part of our population can no longer work for the stage of regional development ahead of us..

For new construction in the PBA 2050 period, we must shift toward a more collective and cooperative urban form in which high quality apartments and condominiums clustered around public transit gradually take a place alongside dispersed individual houses as a major accepted form.

We continue to pay heavy penalties for slowness in getting this transition underway. But it is also true that tradition has a grip on all of us, and change is difficult. These economic and cultural changes loom large in the daily life of many people, especially for those who want to resist them. The transition requires careful thought and gradualness, but it also needs conceptual clarity and perseverance.

Transportation in the Bay Area absorbs now perhaps a quarter of our economy, focused on and served almost exclusively by the private car, which is plagued by massive issues of idle time for vehicles, road congestion, and parking.

For Plan Bay Area 2050, how do we get beyond creeping incrementalism and improve in real forward strategic steps?

We must spend the large public (and even corporate) housing funding being generated by the housing crisis in such a way that each new resident in a dwelling of high quality does not mean an additional car for the swamped road system. The new housing we will build in large volumes should be carbon-neutral and well served by high-quality public transit, which is economical and efficient for users because it is collective. Living spaces should be close enough to transit that it can be reached with convenience and safety by foot or bike with no need for a car or for street crossings for access. This implies a pedestrian community around the station of substantial size and density. A mixed-use plaza with shops and services would likely surround stations.

But a transit station must also serve people who come by car from further away who need access roads and parking. These should be underground so that auto movement does not endanger and inconvenience community residents and other people on foot, notably children. A transit community's unavoidable density should be mitigated by as much open space as possible, again with the lives of families and children in mind.

A walking community of about 10,000 people within 2,000 feet of a central transit station could be achieved by many designs. Here is one possibility, with converging walking paths, that conveys the idea.



The next step would be an analytical work-up and a more specific design done for a real site, such as Oakland's Fruitvale Station or a Peninsula Caltrain stop. The assignment to design a "Center" could well go first to UC Berkeley's Departments of Architecture and City Planning, now under the deanship of Vishaan Chakrabarty, a leading designer of such projects, coming from New York. In addition to a new Center's many layout and architectural issues, the study exercise should focus on the critical financing/social challenge of keeping it open to all income groups.

Generalizing: A new Bay Area as a Broad Set of such Linked Centers

Let us imagine that in the future such Centers were built at a substantial number of the region's BART, Caltrain and VTA stations producing an array of Centers and downtowns connected to each other by an intensely upgraded rail system. Such Centers could aim to absorb perhaps a million of the projected additional 2.7 million residents in the coming 30 years. We would be growing in effect a new Bay Area overlaid in the form of a group, or archipelago, of connected islands on our existing region. Mobility for the many short trips *within* a Center to places like the supermarket, the post office, primary school or a playground would be on foot or by bike. Moving *among* Centers, perhaps mainly for work, would be by high frequency transit, usually rail. In either case, mobility is more available, inexpensive, and convenient than it is now--and auto trips by the millions no longer take place.

The many residents of the region not living in a Center will continue to use cars, but they will have a much richer menu of kinds of vehicles, including Uber/Lyft, self-driving Uber/Lyft, electric bikes and scooters, and shared pool vehicles as well as privately owned ones. .

The car-driving person from nearby or coming from a distance who has a destination or several destinations within one or more of the Centers will need to park. Therefore the

interface between the Center and traditional less dense car-using territory is a garage, which should be underground. A major special case is a transit station and garage at the frontier of the region, (for example, at Richmond or El Cerrito del Norte for vehicles coming from Sacramento), where the underground garage must be very large, but where, as electric and self-driving vehicles become common, there can be automated valet parking.

Evolution of the Bay Area region into a set of transit-served islands in a traditional auto-served sea is a multi-decade public-private proposition. The public side of it will be a major investment, especially to provide substantial green open space within Centers, and to excavate underground roads and parking, but these large-capital public investments can be drawn from both the housing and transportation budgets. The Bay Area will achieve excellent and equitable mobility at far below the costs of the present car-based system, which at \$10,000 per car performs badly and costs as much as \$50 billion per year.

More concretely, the Bay Area 2050 RTP/SCS now in preparation should support one or two prototype Centers, meaning supply regional public funding for the open space and the undergrounded roads and parking which are intrinsic to the project but which the private sector would not purchase.

This public money should also be used to provide affordable, that is to say, subsidized, living spaces for lower income residents, both workforce and non-working, so that a Center can be inclusive and not gentrifying, drawing a cross-subsidy from market-rate purchasers to help out the majority in today's society who cannot afford present sky-high market rates. Early prototype Center(s) should be proposed for communities that need people and investment, rather than be seen as an assault on already prosperous and density-resistant communities, like Lafayette, where intense NIMBY opposition is a certainty.

Such a region-wide patterning into linked transit-oriented Centers is unquestionably a far better long term policy alternative and investment for the region than the \$15+ billion Second Transbay Tunnel now being deliberated.

From: info@bayarea.org on behalf of Bay Area Metro
To: info@bayarea.org
Subject: Form submission from:
Date: Wednesday, July 25, 2020 11:20:37 PM

External Email

Submitted on Wednesday, July 29, 2020 - 11:20 pm
Submitted by anonymous user 68.107.72.100
Submitted values are:

Name: Nam Nguyen
Email address: nam.han3.nguyen@gmail.com
County of residence: Santa Clara

Comment:
In this pandemic, the most valuable resource to the economy is labor. The greatest capital to the San Francisco Bay Area region is labor. Without people to work, without people to spend, without people to activate all industries and commercial sectors, our society falters and fails. The difference that the region has, more than other parts of the nation, is the recent history of social justice. If someone who is LGTBQ, BIPOC, or impoverished feel they can someone feel accepted or protected here, then that is more of society that could take the risk of living here. If they are willing to take the risk of living, then they'll take the risk of thriving. THAT is how you keep a region economically sustainable and innovative.

There's a reason that there is no "Silicon Valley" in Alabama, Mississippi, Arkansas, Missouri, Wyoming, Utah, Nevada, the Dakotas, Idaho, Kentucky, Tennessee, Montana, or Oklahoma.

You want to plan for the next 30 years? Lay down the foundation for the people to not be hungry or shivering in the night. If the bottom of the barrel has a roof over one's head, then there's the possibility of building wealth again.

To that end, insofar as the city of San Jose as an example: in-fill suburban "retail centers" with "main streets" that actually recreate the town centers of old, with ground-level retail and shops, with offices above, and residential higher above. Single-use zoning is detrimental when it comes to mid-tier developments around transportation. Build housing that is suited for every level of affordability. Build it around commerce that is suited for every level of enterprise. Build it around local services that is suited for any town (libraries, hospitals, schools, parks). And build it up, don't be afraid of what height can do. Build at the level of downtown metropolises; build at the level of village, build at the level of neighborhood.

Sincerely,
Nam Nguyen

The results of this submission may be viewed at:
<https://gce01.uselinks.protection.outlook.com?url=https%3A%2F%2Fwww.bayarea.org%2Fnode%2F13660%2FSubmission%2F31966&data=02%7C01%7Cplanbayareainfo%40bayareametro.com%7C3b7c242da3874229671308483450aacc%7C0d1e1a55660949192c363a94d5487%7C07%7C07%7C637316668344176442&data=RF1Fw3Q537Dw9wh2SrxJL7VrQHKJEXEgG1zBzNM%3D&reserved=0>

From: [Dave Vautin](#)
To: info@planbayarea.org
Cc: [Matt Maloney](#)
Subject: FW: Endorsing Pete Lydon's following comment on PBA 2050 Blueprint: Advocating Walking TOD
Date: Wednesday, July 29, 2020 8:26:41 PM

External Email

Logging this comment.

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Rod Diridon <rjdiridon@gmail.com>
Sent: Wednesday, July 29, 2020 6:59 PM
To: Peter Lydon <ptrlydon@gmail.com>; Matt Maloney <mmaloney@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Matthew Williams <mwillia@mac.com>; Jerry Cauthen <cautn1@aol.com>; Ezra Rapport <erap99@aol.com>; vchakraborty@berkeley.edu; Carol.galante@berkeley.edu; Mark Brucker <aaa@lupac.net>; Val Menotti <vmenotti@bart.gov>; Joseph Bodovitz <bodovitz@att.net>; Mark Prado <mprado@bayareametro.gov>; John Goodwin <JGoodwin@bayareametro.gov>; Larry Orman <larry@greeninfo.org>; Ken Kirkey <KKirkey@bayareametro.gov>; Michael Kiesling <mk@arch21.org>; Sherman Lewis <sherman@csuhayward.us>; Christian Peebles <chris_peekles@yahoo.com>; Paul Sedway <psedway@sedway.com>; Rod Diridon <rjdiridon@gmail.com>; Cindy Chavez <cindy.chavez@bos.sccgov.org>; Susan Ellenberg <susan.ellenberg@gmail.com>; Supervisor Dave Cortese <SupervisorDaveCortese@davecortese.com>; joe.simitian@bos.co.santa-clara.ca.us; Shiloh Ballard <ballardshiloh@gmail.com>
Subject: Endorsing Pete Lydon's following comment on PBA 2050 Blueprint: Advocating Walking TOD

External Email

Peter,

May I strongly endorse your statements for added in-fill and relaxed height limits at and around high capacity transit stations and supporting stronger bike and ped infrastructure. That won't happen at the density needed unless the land use control impediments exercised by the NIMBY-influenced communities are relaxed markedly. Good luck with your attempt at progressive planning as the bay area continues to grow. Either we grow up around transit or we sprawl out decimating our view and watershed lands and crippling the area with commuter congestion and air pollution. Glad you are still crusading!! Be safe!

Rod

Rod Diridon, Sr., past chair
ABAG, BAAQMD, and MTC

On Wed, Jul 29, 2020 at 5:04 PM Peter Lydon <ptrlydon@gmail.com> wrote:

Matt Maloney, Planning Director July 29, 2020
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1584 Le Roy Avenue,
Berkeley, CA
94708-1942

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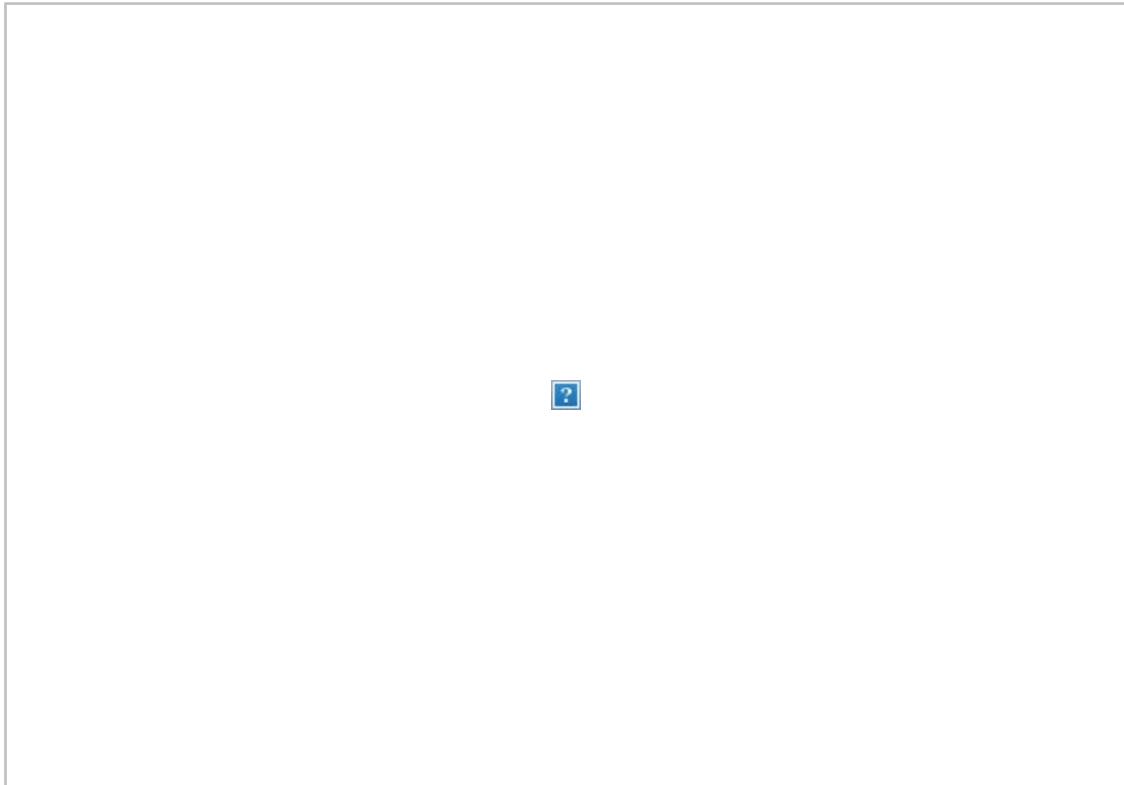
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More concretely, the Bay Area 2050 RTP/SCS now in preparation should support one or two prototype Centers, meaning supply regional public funding for the open space and the undergrounded roads and parking which are intrinsic to the project but which the private sector would not purchase.

This public money should also be used to provide affordable, that is to say, subsidized, living spaces for lower income residents, both workforce and non-working, so that a Center can be inclusive and not gentrifying, drawing a cross-subsidy from market-rate purchasers to help out the majority in today's society who cannot afford present sky-high market rates. Early prototype Center(s) should be proposed for communities that need people and investment, rather than be seen as an assault on already prosperous and density-resistant communities, like Lafayette, where intense NIMBY opposition is a certainty.

Such a region-wide patterning into linked transit-oriented Centers is unquestionably a far better long term policy alternative and investment for the region than the \$15+ billion Second Transbay Tunnel now being deliberated.

From: [Bob Jarrett](#)
To: info@PlanBayArea.org
Subject: The Plan
Date: Thursday, July 30, 2020 5:30:51 PM

External Email

How does your Plan pass Environmental Impact? Our Environment obviously need less people in cities, actually none! Your Plan neglects Global Warming, we need to stop building cities to contain us and ship stuff from around the world to support them. They are what is killing this planet. Our system of agriculture is about to break, how will your plan produce the food to feed the population in the city?

Read this before you make more Plans. Our Plans must reflect Reality.
[Are We Heading Toward Extinction? | HuffPost](#)

Best Regards,

Bob Jarrett

Live Within the Environment not on it!

Sent from [Mail](#) for Windows 10

From: [Christopher Courtney](#)
To: [MTC-ABAG Info](#)
Subject: Including Biodiversity in plans and studies.
Date: Thursday, July 30, 2020 9:32:17 AM

External Email

Hi guys,

I know you already have an agenda, and some platitudes about community input.

I'm glad to see that for the most part the pro overdevelopment community has dropped the nonsense about cars and the environment, and is just openly admitting that removing cars is because they take up building space. Please keep up the honesty.

If you removed ALL cars from the Bay Area you would be reducing Greenhouse carbons, by a whopping .1%. That would mean you were seizing my car so somebody in Trump country could have a cheeseburger. It's complete nonsense.

The idea that you are going to double the capacity of transit in the Bay Area is absolute nonsense as well. The current capacity of MUNI and BART combined is 1.1 million. At the rate the central subway, and Van Ness BRT are going you have to estimate that for each block it will take 1 year and roughly \$200,000, for new or improved infrastructure. Yes per block. Your planning might as well be on Mars. It might not matter toy guys since your chief is from the land of the Big Dig. For us tax paying transit riders its a different story

Can somebody also explain to Nick what biodiversity is? Its not listed in any of your metrics. Coastal California is one of only 5 MCR's (Mediterranean Climate Regions) in the world. These combined represent 2% of the worlds surface but contain 20% of the planets biodiversity. Biome management is divided into 4 levels and we are barely out of the lowest due to overdevelopment, as things stand. Your current plans will take us backwards and lead to epic destruction and species depletion within the biome. The biggest threat in the MCR is overdevelopment. Please at least add this to your list of metrics. The entire world is waking up to the fact that biodiversity is a far greater and immediate concern than even global warming. Nick can wake up too.

Thanks,
Chris

From: [Michael Cass](#)
To: info@PlanBayArea.org
Subject: Question about Draft Blueprint Strategy
Date: Friday, July 31, 2020 9:54:24 AM
Attachments: [image001.png](#)

External Email

Dear ABAG/MTC Staff,

As part of the Plan Bay Area 2050 Draft Blueprint, one of the draft strategies is to “require 10 to 20 percent of new housing to be affordable.” Can you please confirm if the draft strategy would require the affordable units to be built or if developers would still have the feasibility to pay an in-lieu fee, dedicate land, or some other equivalent dedication that would facilitate the construction of affordable units in the future?

Thank you.



Michael P. Cass
Principal Planner
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6610 | (925) 833-6628 FAX
michael.cass@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.*

From: info@plaboyarea.org on behalf of [Ray Anna Metz](#)
To: info@plaboyarea.org
Subject: Form submission from:
Date: Friday, July 31, 2020 1:47:30 PM

External Email

Submitted on Friday, July 31, 2020 1:47 pm
Submitted by anonymous user: 108.200.141.213
Submitted values are:

Name: Bruce Beysert
Email address: bruchey@earthlink.net
County of residence: Contra Costa
Comment: Support Objective to build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

The results of this submission may be viewed at:
<https://gc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.plaboyarea.org%2Fnode%2F13606%2Fsubmission%2F32006&data=02%7C01%7Cplaboyarea%40plaboyarea.net%7C99be9e5214600176883592e458%7C0d1e7e55608449192e363ea945c87%7C0%7C067318252315706507&data=Q2%2BtD6Bz6fNvxHL2qBZdmBZPZ6J5u69KLV48vU%3D&reserved=0>

From: info@plaboyarea.org on behalf of Rita Ann Motta
To: info@plaboyarea.org
Subject: Form submission from:
Date: Friday, July 31, 2020 5:51:31 PM

External Email

Submitted on Friday, July 31, 2020, 5:51 pm
Submitted by anonymous user: 171.244.36.16
Submitted values are:

Name: Sofia Pellegrini
Email address: pz9nba5tcb8j@spuy.com
County of residence: Solano

Comment:
FUNDING GAPS FOR AFFORDABLE HOUSING:
RENT CONTROL for Solano County!!!! We are resident-homeowners in Vallejo, one of the Bay Area's absolute LAST affordable markets for first-time homebuyers, yet we are surrounded by thousands of rental units operated by wealthy slum-lords. If you could make rent CONTROLLED, and more affordable, it would help renters out immediately, and finally finally depress the investment value for slumlords - whose neglect of their properties depresses everyone's quality of life. Once Vallejo ceases to be a slumlord's cash cow, more properties will open up for people hoping to gain a financial foothold in life by buying a home.
TRAFFIC CONGESTION: Penalize corporations for not allowing telecommuting, for people able to do their jobs from a computer at home.
DISPLACEMENT: Distribute affordable housing equally throughout the region and intra-county. Vallejo has become Solano County's go-to place for ALL affordable housing, and it destroys the economic mix here. If affordable housing were distributed MORE FAIRLY (i.e., make Fairfield take more, make Marin County take more), people, customers, and businesses would live more harmoniously.
CLIMATE EMISSIONS: Incentives/subsidies for electric cars and a charging infrastructure that is maintained!!!!
JOBS HOUSING IMBALANCE: All of the above: Telecommuting, fair economic mix in neighborhoods.
Thank you.

The results of this submission may be viewed at:
<https://go011.aufhinks.protection.outlook.com/?url=https://www.plaboyarea.org/2Froad%2F13606%2Fsubmission%2F32016&.data=02%7C01%7Cplaboyareainfo%40bayareametro.gov%7C7987d385211408a5b5084838504ac%7C0d1c7a55600449192d3c36a045c87%7C09%7C63718398903913036&.amp;.data=79%2FE130wkdQXyWhL4c%2Fq8tOXIDEFKU1yplIF6Pc3D&.amp;.reserved=0>

From: mjfarley01@gmail.com
To: info@planbayarea.org
Subject: Solano Plan Bay Area 2050
Date: Friday, July 31, 2020 11:00:07 AM

External Email

Hi, I participated in your seminar last night on Plan Bay Area 2050 (Solano County). Kudos to staff for a very well organized and informative event. Daunting challenges lie ahead. And I appreciate the effort you are taking on a regional level to make progress. I just completed training via Al Gore's Climate Reality Project. 10,000 people attended via zoom. A new training is scheduled for Aug 28-Sept 3 since there were many more applicants than slots available. Here is a link to the new training session: https://www.climaterealityproject.org/training/?utm_source=RTPinitiative&utm_campaign=RTP&medium=referral. It was eye-opening to complete this training and realize how critical it is to take action on the local level. California is already a leader in this arena, but I think we have the opportunity to do more to reduce greenhouse gases. One of the big things we can do is plant trees. The corollary to that is confining our urban footprints and, in that context, having more green space in our urban areas through smaller, higher density buildings (residential and otherwise). Maybe this could be incorporated into your 2050 plan and maybe you or your colleagues would be interested in the Climate Reality Training. It takes place over nine days and is all on ZOOM.

I made a suggestion re home ownership for low income families. I want to elaborate on that idea. We were helped many years ago by family with down payment assistance to buy our first home. Some years ago, we helped our daughter buy her first home. And she was not low income but lived in San Francisco. Recently, we helped our niece with down payment assistance. She is in her 50's and this is her first home purchase. She qualified for a 3% down payment loan but had been able to save very little money. Also, as a low income person, her credit scores were not great. So she could barely qualify but under circumstances which have left her with very little room to undertake the responsibilities of home ownership. We helped her with an additional down payment to bring down her monthly payments to a more affordable level. This is assistance that most low income buyers – and many minority buyers – do not have available to them. In addition, because of her status, she had to pay a higher mortgage interest rate than “better-qualified” buyers. Plus, because she did not reach the threshold of a 20% down payment, she had to pay for PMI (private mortgage insurance) tacked on top of her higher mortgage rate. All of these “sound lending practices” contribute to the disparity in wealth accumulation experienced by low income, mostly minority buyers. The wealth gap between white and non-white Americans is huge. So I would propose that MTC/ABAG apply your analytical power to this issue and propose legislation plus a grants program to help low income people enter into home ownership. This could also include an educational component on the responsibilities of home ownership (i.e., like preparing to replace aging sewer lines, roofs, and the like, plus routine maintenance). I think this is particularly important because often, today, monthly rental payments are less than rent payments and with 30-years fixed rate mortgages, are stable. The goal is to boost these folks into the middle class. A secondary way to think about it would be to restrict resale to other low income folks with a ceiling on resale to keep this part of the housing stock affordable but I'm not sure I'm in favor of this. It has its own set of problems.

MTC/ABAG can also promote affordability by a policy focus on smaller homes. Most builders want to build substantially larger homes than first-time homebuyers can afford. And maybe residential building fees could be adjusted to reflect more than # of bedrooms. If square feet were taken into account and a sliding scale adopted to reward units under 1,000 sq ft (for example) and to charge more for larger units (say over 2,000 sq ft), that could help in reducing cost and increasing density on a given project.

Second, I made a suggestion re working from home. I have seen articles saying that working from home has not reduced productivity of workers (although it has been stressful given Covid-19 and child-care responsibilities). I think there is value in being present in the workplace in terms of generating ideas, collaboration and the like. But I think the value to the planet in terms of reduction of greenhouse gases is not to be ignored. Long-term, we must reduce greenhouse gases significantly to slow the devastating effects of climate change. A compact in the Bay Area involving all employers committing to permit, encourage, or mandate working at home 2-4 days of the 5-day workweek would be my idea. It could be accomplished through a summit with major employers, government agencies, and representatives of smaller employers (like local Chambers of Commerce). It could be a role model for the rest of the U.S. and the world. So I would encourage even more dramatic goals than you have proposed. It doesn't help people who have to be at the workplace (teachers, waiters, construction workers and myriad others) but it is a start.

With your mandate to plan for the Bay Area's future, I would also encourage you to take a different and broader role in educating the public. As best I could tell, there were only a handful of us participating on the zoom meeting last night. The general public is not very tuned in to the need for the initiatives you are proposing – or how they could be part of the solution. I am thinking about how we change people's behavior. We educate; we incentivize. What about billboards along the freeways that say, "You can save the planet. Work from home!" I'm sure that isn't the message, but you get the idea. I think there could be 8-10 themes, advertised on the freeway, in tv ads, in social media, etc. You would know better than I how to create such a campaign or could hire people who do. But we need to help people make the connection between their actions and their impact on the planet; and then buy into change.

Thanks for listening! Marilyn

Marilyn Farley
827 Coventry Ln
Fairfield, CA 94533
707-249-6900

From: ro-reply@mtc.ca.gov on behalf of Metropolitan Transportation Commission
To: [MTC-ABAG Info](#)
Subject: New comment submitted on MTC website
Date: Friday, July 31, 2020 6:55:08 PM

External Email

Name: Roberta Phillips

Email address: robertaphillips1@gmail.com

Text of comment: Please stop the Bay Area 2050 plan. We do not need 1.5 million new homes. The Covid-19 Pandemic has shown that in high density areas the virus spreads more quickly. While people are afraid and sheltering at home, the Bay Area Plan is ignoring the crisis and trying to cause another worse crisis with this terrible plan. This Plan is nothing more than fancy propaganda. We need to protect residential neighborhoods, where hard working people have struggled to own a home. Do not take away the American Dream and destroy the things we love.

The comment was posted at the following url:

<https://geo01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmtc.ca.gov%2Fwhats-happening%2Fnews%2Fregional-agencies-peek-input-future-bay-area%23comment-5111&data=02%7C01%7Cinfo%40bayareametro.gov%7Cfc53991b1e94649513208d835bd71%7C0d1e7a5566004491912e363ea94f5e87%7C0%7C637318437079482096&psdata=Jldz8H0xoo%2BxmXsqhQTANRXEOvBlfHlRgBduyc%3D&preserved=0>

From: william_ray
To: info@planbayarea.org
Subject: Affordable Housing for All
Date: Friday, July 31, 2020 12:00:35 PM

External Email

"Stronger Together", "We are all in This Together." These are all catch phrases now.

And now Storytelling is kind of a new phenomenon. And that's great. But we have been telling our stories for years. HIGH OPPORTUNITY AREAS

What's great is that we No longer have to work to change the narrative concerning housing, how serious it is, who needs it. How lives are impacted.

Advocates for Housing who were once homeless themselves have always believed that there was a place for us at the table when discussing Housing. But particularly Affordable Housing and Supportive Services. Because We know what it is like to be unhoused. We use our voices Not only to share our experience, but to elevate the voices of 1000's of people still in need of Housing, whose voices have been drowned out by the Nimbys and people who oppose Affordable Housing. We bring the voices of our communities, by listening conversing, and conveying their concerns. And Bring Truth To Power.

So in that sense Civic engagement should be expected. But there is a difference between civic duty and civic engagement We don't get paid for our work. There is a such thing as Social Capital. Reciprocity. Knowing that we get it back in support from our community...us representing them. This MTC/ ABAG workshop can be an example of that kind of support.

Keeping fresh in our minds what it's like to be without a home, a place to raise our children, make plans. We along with millions of Americans were already experiencing what others now Imagine.

Imagining will my kids be able to go to school? Will there be a shortage of food? Will we have shelter T the end of the month? Will I be okay? These hardships were always prevalent to the homeless population . Suddenly millions of people are experiencing that same of desperation from despair. Realizing the intersectionality of not only being without shelter, raising children, but having no income, while living with health concerns. Millions unfortunately now know that dreaded feeling of Uncertainty that comes with Insecurity.

But the question is why did it take a Pandemic for us all to imagine, to have the the radical imagination to House the homeless population in hotels and motels. To remove the doubt and cynicism and overthinking of concerns regarding Housing our most vulnerable citizens, veterans, elderly, disabled, Single women raising children.

Instead of saying how is that going to work? We should be saying ."All things are possible". We just needed to imagine, to see, what it looked like to provide those needed services.

We had to move past the disquieted hearts. To begin forward thinking.

But now we know, the funding can be made available under the right circumstances.

It is possible. Radical imagination.

There is a program in Oakland that helped 4000 families retain their Housing with legal assistance, financial. Assistance, and other supportive services.

Programs like this should be, need to be, expanded and made permanent. But we have fight the status quo to make the change we want to see.

AB 2923 Zoning Requirements for Bart, Local Measure, Campaigns: Everyone In, Poor Peoples Campaign, Schools and Communities First. Resident Empowerment.

I often tell of a Story About an experience I shared with my daughter (who is now 16).

We went to the Poor Peoples Campaign

A couple of years ago. There we met a young lady with her daughter . She explained that she was iving in RV.. and Could no longer afford the maintenance. So it was parked on the side of the road. And at night they were Frightened.

I Thought. What could I do? When I Got home My daughter, said why didn't we offer her our living room.

I learned that day, we need that kind of Radical Immigration to solve this housing

From: [Barbara Rader](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Monday, August 03, 2020 7:57:49 PM

External Email

Sent from [Mail](#) for Windows 10

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Micklus/Rader
835 Ernest Drive
Sonoma, CA 95476



From: [Jennifer Wolcott](mailto:Jennifer.Wolcott@planbayarea.org)
To: info@planbayarea.org
Subject: Springs Specific Plan
Date: Tuesday, August 04, 2020 10:41:10 PM

External Email

Hello,

The property I own is on the corner of Melvin Ave. and Donald Ave. in Sonoma.

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the

development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Jennifer Wolcott, Property Owner

Donald Ave, Sonoma

From: [Michelle Olivarez-Swan](mailto:Michelle.Olivarez-Swan)
To: info@planbayarea.org
Subject: Plan Bay Area 2050
Date: Tuesday, August 04, 2020 6:31:44 PM

External Email

Hello there,

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Resident of
Sonoma, CA

Sent from my iPhone

From: [Gigi and Dushan](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Tuesday, August 04, 2020 5:14:20 PM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the

homeowners in the development of the Springs Specific Plan. Please
right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Resident of
Sonoma, CA

Thank you neighbors for your help in protecting our area.

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

From: [Len Woolard](#)
To: info@planbayarea.org
Subject: Public Comment on Plan Bay Area 2050
Date: Tuesday, August 04, 2020 4:26:26 PM

External Email

Our family opposes including our rural neighborhood in, the Springs Specific Plan, included as one of your 2050 PDAs. The neighborhood area is located just outside the City of Sonoma's Urban Growth Boundary and is located in a potential fire zone & lacks the necessary wide roads needed for an emergency evacuation, 2 conditions which make it ineligible to become a PDA.

We are concerned that any high density housing that would be built here will threaten the safety of the residents during a wildfire event to include any earthquake related catastrophes. The development of the Specific Plan never included any input from or interaction with the neighborhood residents which is contrary to MTC policies of public disclosure & participation. In reading the 2020 Sonoma County's Civil Grand Jury report, notice is taken that Permit Sonoma failed to include the homeowners in the development of the Springs Specific Plan. Please immediately correct this injustice by taking us out of the Plan Bay Area 2050 Blueprint.

Len & Charlotte Woolard

Residents of Sonoma, CA

From: [Keith Grochow](mailto:Keith.Grochow)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint
Date: Tuesday, August 04, 2020 2:20:03 PM

External Email

Hello,

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirm Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Keith Grochow

Resident of Sonoma, CA

From: [Mark E. Donahue](mailto:Mark.E.Donahue@planbayarea.org)
To: info@planbayarea.org
Subject: 2050 PDAs - Springs Specific Plan, Sonoma County
Date: Tuesday, August 04, 2020 1:50:31 PM

External Email

Please be advised that I oppose the inclusion of the Donald Street corridor within the Springs Specific Plan. As a resident of Sonoma, the Springs area is definitely not right next to the City of Sonoma's boundary, but is farther north. Please remove the Donald Street area from the Plan Bay Are 2050 Blueprint process.

In the event of a fire, there are limited routes for evacuation. Bus line 32 does not meet the required headways, which is necessary to be considered as a Primary Development Area (PDA) area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation. There is no emergency back up water supply. There is no industry in the area to support expansion. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it - the Springs area has none of these. I respectfully request that the Donald St corridor to be removed from within the Springs Specific Plan.

Thank you.

Mark Donahue

77 Ernest Drive

Sonoma, CA 95476

From: [Nicole Katano](#)
To: info@planbayarea.org
Date: Tuesday, August 04, 2020 1:47:07 PM

External Email

I am against the rural neighborhood, which is only a few blocks away from my home, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back-up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Nicole Katano

Resident of

Sonoma, CA

From: [Hans Larsen](#)
To: info@planbayarea.org
Cc: [Alix Bockelman](#); [Dave Vautin](#); [Carolyn Clevenger](#); [Dan Leavitt](#)
Subject: Plan Bay Area 2050 Blueprint - Request for ACE Service Expansion
Date: Wednesday, August 05, 2020 9:58:13 PM
Attachments: [LTR, PBA2050-ACE Service.pdf](#)

External Email

Please consider the attached letter from the City of Fremont requesting the inclusion of expanded ACE service as part of Plan Bay Area 2050. Thank you!

Hans Larsen
Public Works Director
City of Fremont



Public Works Department

39550 Liberty Street, P.O. Box 5006, Fremont, CA 94537-5006
42551 Osgood Road, Fremont, CA 94539 (Maintenance Center)
www.fremont.gov

August 5, 2020

Ms. Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Subject: ACE Service Expansion Program in Plan Bay Area 2050

Dear Ms. McMillan:

The City of Fremont requests that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050. We specifically ask that:

- Period 1 (before 2035) of Plan Bay Area 2050 have 2 additional ACE round trips between the Central Valley and San Jose (6 total ACE daily round trips), and
- Period 2 (after 2035) of Plan Bay Area 2050 have 2 additional ACE round trips between the Central Valley and Fremont/Union City/Newark (8 total ACE daily round trips).

This request is a minor, incremental improvement of the ACE commuter rail service which has well served the Bay Area for over twenty years.

MTC estimates that 63% of job growth in the Bay Area between 2015 – 2050 will be in the counties of Santa Clara (44%) and Alameda (19%). ACE's biggest markets are carrying workers to and from jobs between the Central Valley, Alameda County and Santa Clara County.

The City of Fremont is particularly impacted by auto commuters that cut-through our local streets due to congested conditions on I-680 (Sunol Grade) and SR 84 (Niles Canyon). An enhanced ACE service has the benefit of reducing regional cut-through traffic, allowing Fremont to help meet a Plan Bay Area goal to "create healthy and safe streets". Improved ACE service also supports goals to "enhance regional and local transit" and "reduce our impact on the environment". ACE expansion is consistent with the 2018 State Rail Plan, as well as the Fremont Mobility Action Plan (approved in March 2018).

The MTC Board Action on July 22 "creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies" (page 10 of MTC staff report for Item 8A). There is strong support in the Bay Area and in the Megaregion for expanding ACE service and ACE expansion should be one of transportation strategies included in Period 1. The City of Fremont strongly supports ACE expansion and we urge MTC to include the ACE Service Expansion Program in both Period 1 and Period 2 of the Plan Bay Area 2050.

Sincerely,

Hans Larsen
Public Works Director



Civic Facilities
510 494-4700

Engineering
510 494-4700

Maintenance Center
510 979-5700

Transportation Engineering
510 494-4745

From: [Ursula Vogler](mailto:Ursula.Vogler@planbayarea.org)
To: info@planbayarea.org
Subject: Fwd: Question on goals to reduce GHGs
Date: Wednesday, August 05, 2020 11:58:31 AM

External Email

Ursula Vogler
MTC/ABAG
Cell: (510) 393-0302

Begin forwarded message:

From: Marjorie Alvord <malvord@mindspring.com>
Date: August 5, 2020 at 11:45:36 AM PDT
To: Ursula Vogler <UVogler@bayareametro.gov>
Subject: Question on goals to reduce GHGs

External Email

[1] Why doesn't the PBA 2050 blueprint plan for FULL ARB GHG reduction targets? Might the plan include alternatives for revenue raising strategies to support goals for meeting full reduction, even if the reality of some revenue raising alternatives may require action on the part of other agencies or legislative bodies?

[2] It's not clear to me how the bluepring draft takes COVID19 impacts into consideration. For example, Blueprint draft's assumption on how much telecommuting will increase between 2015 to 2050 seems rather low given current press reports on both employer and employee preferences favoring telecommuting. Do those figures really take into account structural changes from our COVID19 experience that may be long-lasting? Is there a way for members of the public to find out more about post-COVID19 structural change assumptions being made?

[3] It doesn't appear that the plan blueprint places much emphasis on green infrastructure/nature-based solutions as best tools for mitigating and adapting to climate change risks such as sea level rise and urban heat impacts. Can the PBA 2050 include a strategy of encouraging greater use of green infrastructure/nature-based solutions, especially for public spaces and throughways?

Thanks for considering these questions.

Marjorie Alvord
Alameda County



Virus-free. www.avast.com

From: info@planbayarea.org on behalf of [Ray Aron Mitzel](#)
To: info@planbayarea.org
Subject: Form submission from:
Date: Wednesday, August 05, 2020 1:22:39 PM

External Email

Submitted on Wednesday, August 5, 2020 - 1:22 pm
Submitted by anonymous user: 50.228.216.114
Submitted values are:

Name: mickie wiakler
Email address: mickie50@gmail.com
County of residence: Santa Clara
Comment: very disappointed. Your survey is biased. You assume that life will go back to "normal" in a post covid world, but indications are that "work at home" is working and that changes everything. It allows folks to not commute, and to live remotely. It allows companies to leave. If you want to risk ruining Silicon Valley, proceed on the ideological, unflinking path you've now on. It is time to ban storm, not ban storm.

The results of this submission may be viewed at:
<https://gd01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.planbayarea.org%2Fnode%2F13606%2Fsubmission%2F12096&data=02%7C01%7Cplanbayarea%40bayareametro.gov%7Ca348a7d3774d54bca208d839744ac%7C01c7a5560d49192c363ce94f5e87%7C09%7C0373225758689083&data=AS%2F4518qjBZ3PNuE7qP7ecocdASdE7Vo3Llq4d%3D&reserved=0>



CITY OF CAMPBELL
Mayor's Office

August 5, 2020

Therese McMillan
ABAG/MTC Executive Director
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: Plan Bay Area 2050: DRAFT Blueprint Growth Geographies

Dear Ms. McMillan:

The City of Campbell has had an opportunity to review the Draft Blueprint Growth Geographies that were prepared as part of the Plan Bay Area 2050 (PBA2050) development process. Understanding the Association of Bay Area Governments' (ABAG) and the Metropolitan Transportation Commission's (MTC) role in regional housing and transportation planning, the City Council received a presentation of the PBA2050 material at their July 21, 2020 meeting. Several growth geographies mapping observations were discussed and the City of Campbell City Council requests that you review these observations and consider modifications to the Draft Blueprint Growth Geographies.

The City understands that the use of Priority Development Areas (PDAs) and Priority Production Areas (PPAs) in the Growth Geographies are intended to improve the PBA2050's ability to meet challenging GHG reductions, housing and equity requirements. As you are aware, the City has one locally designated PDA which encompasses approximately 265 acres and it is centered primarily within Downtown Campbell and its surrounding two light rail stations (See **Exhibit A**). The vast majority of the City's existing PDA area identifies developable lands, except for the Campbell Community Center and a small portion of Los Gatos Creek. These areas have been the City's focus for housing production opportunities as reflected in the City's Housing Element.

Despite being the densest City in Santa Clara County, the City strives to be proactive in encouraging housing and commercial development. From review of the growth geography maps, it appears several communities less developed than Campbell are planned for less development. The City believes growth expectations should take existing density into account to ensure growth is equitable. Specific to housing development, the City has policies requiring 15% of units in developments with 10 or more units to be affordable, and 20% of all units in developments with 5 units or more units to be 'accessory dwelling unit ready'. While the City continues to hear that communities are to blame for development delays, a considerable amount of delay is caused by developer delay in response to correction requests. It should also be recognized that despite the

best intentions of a community, a City cannot force a developer to build or a property owner to sell their property and communities should not be penalized for actions outside of their control.

PDA Map & Eligible Acres Table: In review of the 'Spring 2020 Priority Development Area (PDA) Letter of Interest Guide Map' which was used to generate the PDA-Eligible Acres Table it was found that the map included the Vasona and Hacienda as future stations. As you may be aware, the Santa Clara Valley Transportation Authority (VTA) Board voted to place the Vasona Light Rail Extension and Corridor Improvement Program on an indefinite hold at its September 5, 2019 meeting. As such, the baseline data used to determine the number of PDA eligible acres for the City of Campbell (2,621 acres), and potentially for other communities as well, was inaccurate and should be recalculated prior to including Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs) in the studied growth geographies.

Further, while the City recognizes the opportunity provided by the Horizon Initiative to provide feedback on baseline data – baseline data should be recognized as a moving target when undertaking a multi-year study and should be reevaluated for accuracy and to account for stakeholder feedback up until the point Plan Bay Area 2050 is adopted. In review of the baseline data, the City believes Housing Elements should have been taken into consideration recognizing that opportunities exist outside of the PDA areas (i.e. identified housing opportunity sites) – particularly for communities with less than 50% of their PDA eligible acres designated. Further, recognizing that buses do not travel on fixed rails and change schedules, routes, and rates frequently based on ridership (changing several times over last few years, and more recently in response to COVID-19) it is not appropriate for the City, or Plan Bay Area 2050 to plan for development reliant on such routes without assurance that the schedules, routes and rates used in the studied areas to establish potential PDA Map and Eligible Acres Table as well as the Draft Blueprint Growth Geographies would remain for the plan period.

Draft Blueprint Growth Geographies for Study: Review of the Draft Blueprint Growth Geographies mapping exercise reveals an underlying assumption that the areas falling within designated areas are directly correlated with a jurisdiction's ability to promote future housing and job growth within said areas. While this may be true in part and the City remains in support of assessing future growth opportunity areas, it is important to recognize that not all 'acreage' can be developed. For example, if one were to analyze a coastal city and measured a one-half (½) mile radius around its downtown core, the ocean would be included in the jurisdiction's acreage calculation despite its inability to be developed. Recognizing that not all areas can be developed and applying that logic to the City of Campbell geography, the following should be considered as 'exclusions' from the eligible area calculations. For ease of reference these areas have been graphically depicted in the enclosed attachment¹ (reference **Exhibit B** – City of Campbell Exclusion Map).

¹ Areas in white have been removed from the growth geographies based on the criteria listed with the exception of recently developed properties which are shown in red or blue based on construction date information.

Ms. Therese McMillan
Page Three
August 5, 2020

- Public Parks (already understood to be excluded)
- Open Space, Los Gatos Creek, and the Los Gatos Creek Trail
- Valley Water Percolation Ponds
- Existing Special Needs and Affordable Housing (per Assembly Bill 1397)
- Campbell Community Center
- Campbell Civic Center
- Priority Conservation Areas (PCAs)
- Schools
- Churches
- Highways, Expressways, Roads
- PG&E Substations
- Recently developed properties (it is unlikely for new development to be redeveloped in the next 40 years)

The Campbell City Council believes that other jurisdictions have unique geographies as well and, therefore, requests that the Draft Blueprint Growth Geographies be modified to reflect individual jurisdictions' land constraints in forming the PDA-Eligible acres. In this regard, the final Plan Bay Area 2050 document will be a more accurate depiction of housing and job growth projections.

Sincerely,

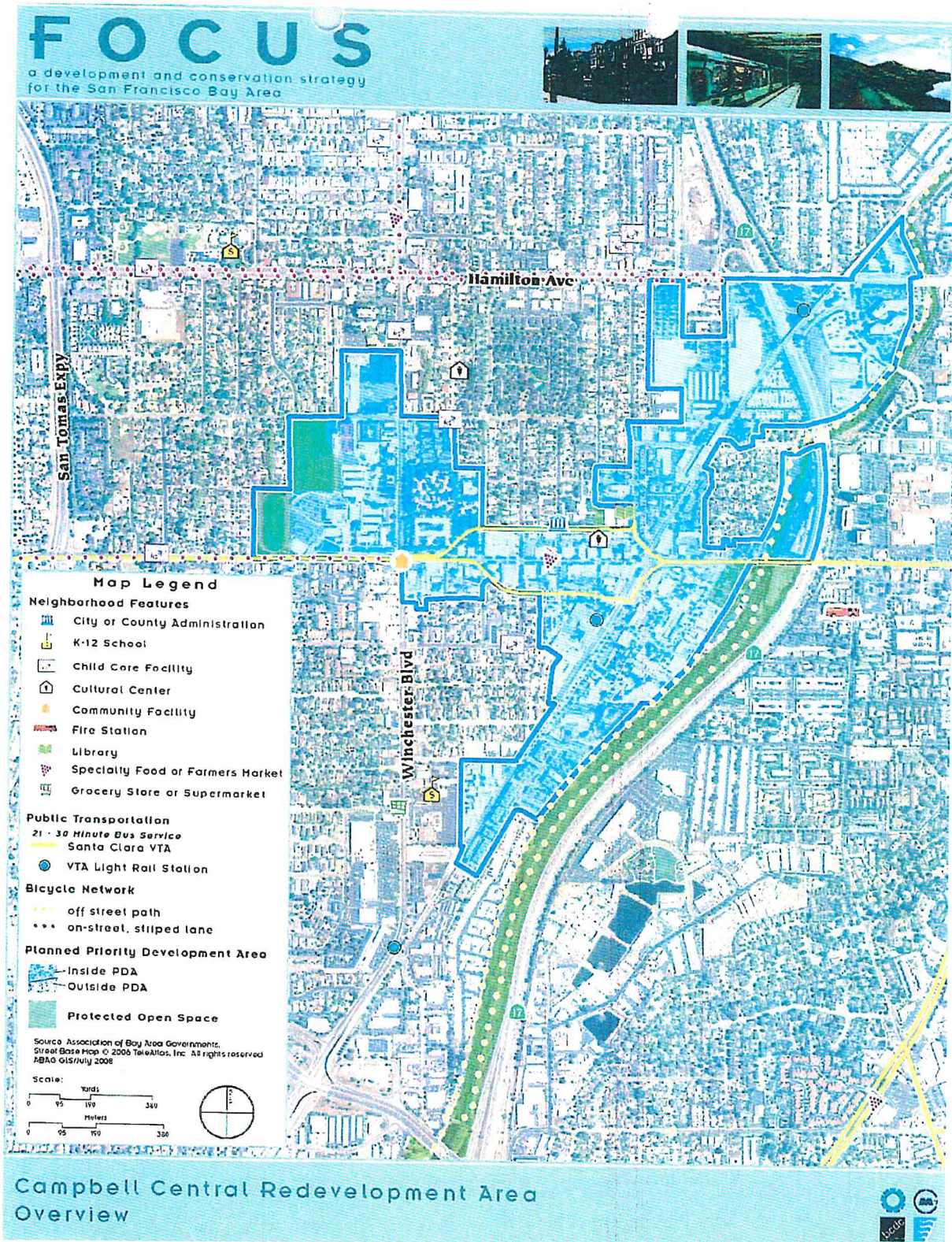


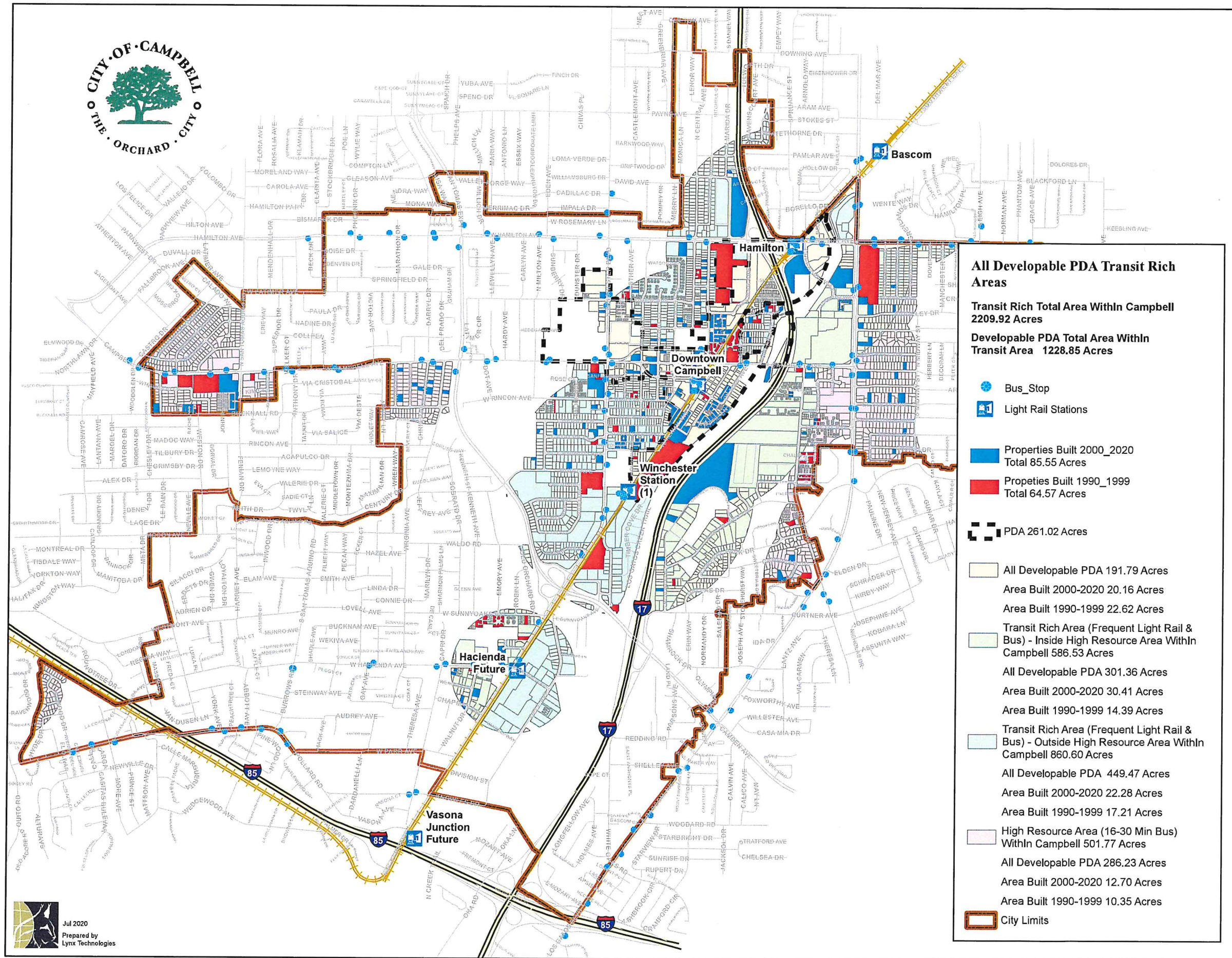
Susan M. Landry
City of Campbell Mayor

Encl:

Exhibit A – City of Campbell PDA Map
Exhibit B – City of Campbell Exclusion Area Map

City of Campbell PDA Map





From: [Jerry Hovis](#)
To: info@planbayarea.org
Subject: Springs Specific Plan
Date: Wednesday, August 05, 2020 4:06:36 PM

External Email

I strongly oppose my residential/rural neighborhood being included in the Springs Specific Plan as one of your 2050 PDAs. As the 2020 Sonoma County's Civil Grand Jury report found, MTC policies of public disclosure and participation were violated by lack of notification to residents of our neighborhood. High-density development belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these and would become even more of a fire danger if overpopulated by such housing. Please do the right thing and remove the Donald Street area from the Plan Bay Area 2050 Blueprint.

J.F. Hovis

Resident of Michael Drive

Sonoma, CA

From: [R.S](#)
To: info@planbayarea.org
Subject: Opposing Springs Specific Plan included in 2050 PDA
Date: Wednesday, August 05, 2020 10:21:08 AM

External Email

I am against my rural neighborhood (Donald ST in Sonoma) being included in the Springs Specific Plan as one of your 2050 PDAs.

The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which alone make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake.

In addition, the residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan.

High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these. For example, there is no emergency back up water supply in the area.

Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Thank you!

Roberto Sanabria
Resident of Sonoma, Ca
560 Donald St,
Sonoma, CA 95476

From: [Ursula Vogler](mailto:Ursula.Vogler@planbayarea.org)
To: info@planbayarea.org
Subject: Fwd: Question for PDA seminar
Date: Wednesday, August 05, 2020 12:51:01 PM

External Email

Ursula Vogler
MTC/ABAG
Cell: (510) 393-0302

Begin forwarded message:

From: Vicki DeSmet <joy2bake@sbcglobal.net>
Date: August 5, 2020 at 12:46:27 PM PDT
To: Ursula Vogler <UVogler@bayareametro.gov>
Subject: Question for PDA seminar

External Email

1. Wondering who, which person in particular, at MTC is responsible for making sure nominated areas meet MTC's criteria to qualify as a PDA?
2. If there were no public discussions or notice given prior to the County nominating an area to be considered as a PDA, what recourse do residents and homeowners have, other than litigation, to NOT have their homes and land included in a PDA?
3. Is there any vetting procedure MTC uses to make sure the County followed a democratic, inclusive process in their decision?

Thanks very much,
Victoria DeSmet
Friends of North Sonoma

From: [Matt WILLIAMS](#)
To: info@planbayarea.org
Cc: [Therese W. McMillan](#)
Subject: Sierra Club comments on draft Blueprint
Date: Wednesday, August 05, 2020 11:10:06 AM
Attachments: [Draft Blueprint July 2020.pdf](#)



5 August 2020

Association of Bay Area Governments &
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco 94105

in care of: info@planbayarea.org
copy to: tmcmillan@bayareametro.gov

Re: Sierra Club comments on draft Blueprint, Plan Bay Area (PBA) 2050

To Whom It May Concern:

Thank you for the opportunity to comment on the draft Blueprint. The Sierra Club appreciates the opportunity to improve the long range planning process for the benefit of the environment and the residents of the Bay Area.

The draft asks “what requirements must the plan meet?”—

Among many statutory requirements, the Plan must be fiscally constrained and rely on reasonably expected revenues; it must meet or exceed a 19 percent per-capita GHG reduction target for light-duty vehicles by 2035; and it must plan for sufficient housing at all income levels.

This letter will address, among other things, meeting the GHG target and the production of sufficient housing.

First, though, there does not seem to be any discussion of the state-required Sustainable Communities Strategy (SCS) in the draft. There should be, as the SCS would help with both the GHG target and the creation of adequate regional housing. The first two Sustainable Communities Strategies adopted by ABAG and MTC were too weak to be considered successful by the Air Resources Board. It is important for Plan Bay Area 2050’s SCS to meet the ARB’s expectations.

As noted, one of the requirements for Plan Bay Area 2050 is that per capita Greenhouse Gas emissions from the driving of cars and light trucks be reduced by 19% by 2035 from the base year of 2005. The draft indicates that the reduction

achieved will not be sufficient, with the reduction being either only 9% or 12%, depending on the cost of driving. This is a significant failure of the projects and programs set out in the draft Blueprint. The final Blueprint must do much better.

The Sierra Club very much wants the expenditure of more than \$463 billion in PBA 2050 to be equitable for everyone, regardless of income and ethnicity. The “overarching finding” set out in the draft is discouraging and shows that more is needed:

The Draft Blueprint strategies excel in ensuring future growth is more equitable and resilient than past generations. However, righting the wrongs of the 20th century would require even bolder action.

We believe bold actions can and should be taken to make Plan Bay Area 2050 equitable for all Bay Area residents. We are encouraged that MTC and ABAG are looking for input—

We look forward to getting input from elected officials, the public, and stakeholder organizations on equitable and resilient strategies to advance the Plan Vision of an affordable, connected, diverse, healthy, and vibrant Bay Area.

But both commitment and action are needed.

GHG Target

One of the key challenges set out in the draft is worth a review:

Key Challenge for Final Blueprint: How can new or expanded strategies better address traffic congestion and transit overcrowding?

Transit overcrowding is definitely worth managing. But what is intended to be done if post-Covid transit service and ridership do not reach full recovery? However, why is the draft paying any attention to addressing traffic congestion, given a state requirement (SB 743) that makes the reduction of vehicle miles traveled a key factor (and not level of service, or congestion)? Here is informative language from the Office of Planning and Research:

SB 743 (Steinberg, 2013) updates the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less. This change will help us achieve our climate commitments, preserve our environment, improve our health and safety--particularly for our most vulnerable residents--and boost our economy by prioritizing co-located jobs, services, and housing. It will also reduce the time we need to spend in our cars to get places and provide more choices for how we travel, which will help to promote business, provide access to opportunity, and

improve the quality of life across our state. (<https://opr.ca.gov/ceqa/updates/sb-743/>)

We ask if funding could be redirected from attempting to reduce traffic congestion to reducing transit overcrowding, or to other areas, to move the Blueprint to success in achieving the 19% GHG reduction target.

A document supporting the draft is “Plan Bay Area 2050 Final Blueprint: Key Decisions for the Transportation Element.” Attachment B has a list of projects and programs to be funded with Plan Bay Area 2050. Several (eg, “I-80/I-680/SR-12 Interchange + Widening”) have an asterisk by their titles that indicates the projects will be included “...only if on-system GHG mitigations are identified by sponsor by September 2020.” But this is after the comment period available for the draft. Hopefully these highway capacity expansion projects will not be built, and the funds identified for them will be shifted to projects and programs that could help get to the 19% GHG target and work towards achieving equity for all residents. Indeed, the draft asks about another Key Challenge, “How do we close the GHG gap in a sustainable and equitable manner?”

The draft also states, “Additional transit strategies proposed for the Final Blueprint may help close that gap slightly, through highway and express lane strategies that increased road capacity will likely induce more driving, moving the Final Blueprint in the opposite direction of the 19 percent per-capita target.” This supports shifting funds away from projects adding to roadway capacity to other projects and programs.

A recent decision by the California Court of Appeals (“Golden Door Properties v. County of San Diego” and “Sierra Club v. County of San Diego”) addresses carbon offsets and mitigating emissions. A link to the court’s decision is contained in this note by Legal Planet, a publication of the UC Berkeley and UCLA law schools <https://legal-planet.org/2020/07/24/guest-blogger-john-graham-california-court-decision-will-affect-future-use-of-carbon-offsets-to-mitigate-emissions-of-development/> .

The *Golden Door* opinion provides some limits on carbon offset programs based both on CEQA requirements and California emissions reduction strategies. In its decision, the Court suggested some best practices for development projects aiming to use carbon offsets as a GHG mitigation measure. Importantly, offsets should not constitute the majority or even the bulk of mitigation for a project. Geographically, projects should endeavor to purchase offsets generated as close to the project as possible. Finally, lead agencies should develop and apply clear, objective standards for determining when to use offsets that are not generated locally. These principles are likely to influence whether and how California development projects may use carbon offsets in the future – with courts continuing to look carefully at whether offsets are consistent with California’s long-term climate goals.

The GHG mitigations referenced in the draft may no longer be viable in view of the *Golden Door* decision. How will PBA 2050 address this problem?

Housing

Last year, the Sierra Club adopted an Infill Policy (<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u19041/SClub%20Infill%20Policy%202019-05-18.pdf>) that states, “The Sierra Club believes affordable housing is a human right.” Our Infill Policy also supports “access to education, services, amenities, and recreation that improve overall quality of life.”

The Sierra Club encourages ABAG and MTC to work towards equity and hopes our input in this letter helps improve the results, both of the GHG reduction target and of equity.

The draft Blueprint states, “...many Transit-Rich areas are at risk of gentrification, as the Blueprint forecasts an increasing wealthy demographic profile.” Further, “Low-income residents continue to be at a high risk of displacement, especially in Communities of Concern; robust renter protections do not provide meaningful long-term relief.”

The draft also adds another “Key Challenge for Final Blueprint: How can we reduce risk of displacement so more residents can remain in place?” Furthermore, “...hundreds of thousands of existing low-income residents would still lack a permanently affordable place to live (by 2050).”

The “Housing Strategies” set out in the draft are a first step, but as noted in it, they are inadequate to achieving equity. Further, the Blueprint focuses on making Priority Development Areas and other transit “rich” areas successful, but more is needed. This means, of course, among other things, making sure adequate affordable housing is built within these areas to meet residential demand. The draft is looking at 10% to 20% of new housing to be affordable; is that low range adequate to the needs of the Bay Area, especially with the current unemployment crisis?

The draft’s Attachment C notes, “...housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient.” The common practice whereby permitting authorities approve employment projects with the implicit assumption that other authorities will provide the requisite housing needs to be brought under control. This can be done by constraining permitting authorities from doing so. Existing Jobs/Housing imbalances may not be possible to fully cure, but it would be folly to allow or encourage permitting authorities to continue to exacerbate the dire situation.

Our Infill Policy also supports “access to education, services, amenities, and recreation that improve overall quality of life.” The agencies should review the transit-rich areas to make sure these quality of life assets are in place.

ABAG and MTC have a lot of authority, and ought to determine if the draft housing strategies can be significantly improved with stronger actions. Achieving equity simply cannot be put off until after 2050.

Other

We also note a number of additional subject areas that should be addressed and resolved in the Blueprint and PBA 2050:

All Complete Streets projects in the Bay Area should be advanced as quickly as possible, to cut down on driving (and related GHGs) and make the transit-rich areas even more successful.

Transit service in the transit-rich areas should be reviewed and where inadequate, improved as soon as possible. There are a number of Priority Development Areas, for instance, that do not have the minimum transit service frequency.

The Valley Link proposed passenger rail project from San Joaquin County to the BART station in Dublin is problematic. The amount shown in the draft is from \$1 billion to \$2.5 billion. This project facilitates interregional commuting, something that is concerning regarding a successful SCS. Should not the funds go instead to benefiting Bay Area residents? Also, even if people driving today from San Joaquin County into the Bay Area switched to the train, has San Joaquin County taken steps to stop housing production in that county for people commuting to the Bay Area? Otherwise, won't the freeway over the Alamont Pass just continue to be a big GHG generator? If someone works in the Bay Area, shouldn't they be able to live here as SB 375 encourages and not have to relocate to the Central Valley?

The Sierra Club is deeply disappointed with the unsubstantiated change made to revenue forecasts at MTC's July 22 meeting to move "MegaMeasure" funds to the first 15-year Tranche of PBA 2050, apparently for the sole purpose of advancing some political "pet projects." We look forward to credible documentation of how these actions will improve equity, mobility, and quality of life for Bay Area residents, while having the Plan and its outcomes be truly and reasonably fiscally constrained.

With the draft's projected increase of "work from home" going from six percent to fourteen percent, and with schools providing instruction via computers in homes, has there been a review of the adequacy of Internet access in residential areas? For low income residents, has a plan been considered to provide them with computers and wifi access? As noted in the July 28th MetroTalks, this can also help enhance public engagement.

There is a growing concern about wildfires in California. The draft addresses sea level rise flooding and earthquakes, but will either the Blueprint or PBA 2050 consider wildfires and housing and transportation developments in areas prone to wildfires?

As to sea level rise, the potential impacts of sea level rise on the Bay Area by 2050 are projected to be worsening as scientists learn more about the accelerating ice melt. Individual cities and counties are incapable of addressing this threat by themselves. A coordinated planning effort is needed, if nothing else, to understand the probable loss of housing, waste treatment facilities, and industry and transportation infrastructure if a concerted effort is not undertaken. This is not a mere theory anymore. Is the projected rise provided in the draft being reevaluated?

Since the population is expected to increase significantly through 2050, have the agencies reviewed resource adequacy, such as sufficient domestic water supply and adequate sewage treatment capacity?

Conclusion

Key Decisions for the Transportation Element states, “The additional strategies in the Final Blueprint would invest in the region’s freeways and commuter rail systems, which currently primarily benefit higher-income non-minority residents.” Clearly, this would not move the Bay Area in an equitable direction. What do the agencies plan to do to shift funds from these types of projects to other projects and programs that will help meet the GHG target and achieve regional equity?

The Bay Area is a wealthy place and it should be possible, with changes in the draft Blueprint, to have a regional plan that has a successful Sustainable Communities Strategy and is equitable for all residents. Please improve the Blueprint and its outcomes.

If you have any questions about our letter, please contact Matt Williams of our San Francisco Bay Chapter at mwillia@mac.com. The Sierra Club thanks you for your consideration.

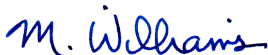
Sincerely,



Steve Birdlebough
Redwood Chapter & Sierra Club California Executive Committee



Michael J. Ferreira
Loma Prieta Chapter Executive Committee



Matt Williams
San Francisco Bay Chapter & Sierra Club California Executive Committee

cc: California Air Resources Board
Sierra Club California

From: [Dave Vautin](#)
To: info@PlanBayArea.org
Subject: FW: Plan Bay Area - request for short extension to get in comments
Date: Friday, August 07, 2020 6:36:38 PM

External Email

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709
BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Amanda Brown-Stevens <abrownstevens@greenbelt.org>
Sent: Wednesday, August 5, 2020 4:28 PM
To: Brad Paul <bpaul@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>; Alix Bockelman <ABockelman@bayareametro.gov>
Cc: Dave Vautin <DVautin@bayareametro.gov>
Subject: Plan Bay Area - request for short extension to get in comments

External Email

Hi Brad, Alex and Matt,

I hope you are doing well and we appreciate the incredible amount of work that has gone into the Plan Bay Area and Horizon process so far. In an effort to provide more engagement around the environmental portion of the Draft Blueprint, Greenbelt Alliance, Save the Bay, and TOGETHER Bay Area are convening a group of environmental stakeholders. Our goal is to facilitate robust, inclusive engagement across conservation, stewardship, and environmental stakeholders in the SF Bay Area region. Working together, we hope to ensure stronger outcomes for equity, climate change adaptation and mitigation goals, agricultural priorities, and priority strategies in the plan update.

In order to ensure an inclusive process and provide a high quality suite of recommendations from our coalition, we need more time than the August 10th deadline will allow. **We would like to formally request a time extension.**

We are convening our coalition on August 12th and can submit a letter soon after. I know staff is working up against a time crunch to have the final blueprint finalized by September. Zoe Siegel on my team has met MTC/ABAG staff who has explained the tight turnaround process for inputting all the comments from all of the town halls and workshops. Would it be possible to allow this one exception to the August 10th deadline? We will submit clear, concise comments on the existing strategies in a way that will be most useful for your staff to process.

Regards,

Amanda

--

Amanda Brown-Stevens
Executive Director
c: (510) 816-2978

Greenbelt Alliance

312 Sutter Street, Suite 402 | San Francisco, CA 94108
greenbelt.org | [Facebook](#) | [Instagram](#) | [Twitter](#)

From: [Harley Goldstrom](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050
Date: Thursday, August 06, 2020 12:29:23 PM

External Email

Good Afternoon

Here are my comments on the challenge portion of the Plan Bay Area:

Challenge #1:

Give low-income people the equivalent of the G.I. Bill to stimulate housing development and ownership. This could be accomplished with corporate partners.

Challenge #2:

Adopt legislative guidelines that allow taxpayers to direct a portion of their taxes to public transit, bike and ped improvements as a method to eliminate the need for county-wide sales tax measures that are constantly on ballots. Such taxes measures are complicated, time consuming and expensive for counties. They are necessary however, to accomplish public improvements, but they are cumbersome.

There maybe other measures available to achieve this goal.

Challenge #3:

Develop housing credits or expand housing subsidies for low-income homeowners, essential workers and renters. This should be done with corporate partners, because they are partially responsible for the high cost of housing.

Challenge #4:

This program could be paid for by gas taxes and energy credits.

Challenge #5:

Combine #4 and #5 to create new modern, business development zones in low lying bay corridors that are close to existing freeways, BART, and other transit facilities. This would allow new, high density clean business and manufacturing to regenerate in existing business parks in Alameda, Contra Costa, San Mateo and SF counties.

Thank you and continue the good work.

Harley Goldstrom
Oakland, 94618

halolink49@yahoo.com

From: [Atkinson, Rebecca](#)
To: info@planbayarea.org
Cc: [Paul Fassinger](#); [Dave Vautin](#); [Tanner, Rachael](#); [French, Amy](#); [Klicheva, Madina](#); [Council, City](#)
Subject: Plan Bay Area 2050 Draft Blueprint - Comment Letter - City of Palo Alto
Date: Thursday, August 06, 2020 11:49:15 AM
Attachments: [Plan Bay Area 2050 Draft Blueprint Letter 080620 Signed Palo Alto.docx.pdf](#)

External Email

Dear ABAG Executive Board, Metropolitan Transportation Commission and MTC/ABAG staff,

Thank you for the opportunity to comment on the Plan Bay Area 2050 Draft Blueprint materials.

Our Mayor and City Council voted on 8/3/20 to submit the attached comment letter for your consideration.

Regards,

Rebecca



Rebecca Atkinson, PMP, AICP, LEED Green Associate | Planner
Planning & Development Services Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2596 | F: 650.329.2154 | E: rebecca.atkinson@cityofpaloalto.org

[Online Parcel Report](#) | [Palo Alto Municipal Code](#)
[Planning Forms & Handouts](#) | [Planning Applications Mapped](#)

August 6, 2020

President Jesse Arreguin, ABAG Executive Board
Vice President Belia Ramos, ABAG Executive Board
Chair Scott Haggerty, Metropolitan Transportation Commission
Vice Chair Alfredo Pedroza, Metropolitan Transportation Commission
MTC and ABAG Staff

Via E-mail to: info@planbayarea.org

RE: Comments on Plan Bay Area 2050 Draft Blueprint

Dear Commissioners, Board Members, and Staff,

The City of Palo Alto wants to express gratitude for the exceptional long-range planning work that staff, under the leadership and direction of MTC and ABAG, have performed to develop Plan Bay Area 2050, the Draft Blueprint, and other associated reports and documents. The effort aims to ensure that by the year 2050, that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.

As partners in realizing this vision, please accept the following comments on the Plan Bay Area 2050 Draft Blueprint:

- **Request a time extension from appropriate regulatory bodies and statues in order to provide more time to complete Plan Bay Area 2050.**

While the COVID-19 pandemic has not eliminated the housing crisis in the State or region, the impacts of COVID-19 on population growth and job growth remain to be seen. While working to address the housing crisis is absolutely necessary, conducting long-range planning processes for a thirty-year cycle may be unwise given the unknown impact of COVID-19 on critical variables. A temporary extension of the timeline may provide sufficient time to gather data, for circumstances to change so that the Plan is more useful to the region and to jurisdictions.

Furthermore, smaller cities like Palo Alto are reeling from the impacts of COVID-19, which continue to unfold. Insisting the long-range planning process unfold unabated is out of sync with the demands the global pandemic has placed on residents, elected

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leaders, and staff. In this context, 30 days to review and respond to Plan Bay Area 2050 is insufficient. The outreach efforts are extensive, but the time frame is insufficient.

- **Revise the near-term projections and long-term projections to accurately integrate the impacts of COVID-19 into the long-range model.**

The Horizon Initiative “stress tested” Plan Bay Area strategies against a wide range of external forces and commend the foresight to conduct such a planning exercise, the results of which have informed the Draft Blueprint. The Horizon Initiative, however, falls far short of the type of long-range planning required for a regional response to the pandemic. Failing to specifically integrate the ongoing crisis into the near-term of the forecast is a disservice to the millions of households suffering due to the pandemic. The impact of the current recessionary period will stretch into the next decade, as the Blueprint rightly notes. It is unclear how ABAG/MTC staff draw the conclusion that the effects of the pandemic essentially wear off by 2030 and the region returns to the forecasted growth trend.

It is unclear what underlying assumptions lead to this conclusion and whether a traditional recessionary analysis is preferable given we are currently experiencing large-scale, and long-term telecommuting. It is not clear if the assumptions include a foreclosure and/or eviction crisis coupled with massive unemployment and the closure of thousands of small business and the associated elimination of both wealth and livelihoods for many throughout the Bay Area. The interest of Palo Alto isn't to foretell doom from the pandemic, but rather encourage that long-range regional planning pause to more thoughtfully and collaboratively consider the compound impacts of this crisis--which really is the genesis of several crises. Many Bay Area families and communities may not fully recover from these crises for decades to come.

- **Update telecommuting projections.**

Telecommuting may be a long-term impact of COVID-19. Many businesses and institutions are, out of necessity, finding ways to shift operations to completely or mostly remote operations. In particular, large employers have shifted to remote operations. Once the pandemic subsides--which could be as long as two years from its inception—many employers may continue a portion of their operations remotely. The potential is very real that telecommuting could represent a large share of jobs, and thus a reduction in the number of commuters and a shift in where jobs are located.

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Palo Alto encourages ABAG and MTC to work with CARB to **increase the level of telecommuting above 14%**. Palo Alto also requests that **increased telecommuting be used to forecast shifts in housing demand, decrease in office demand**. This adjustment in the model could occur even if 14% needs to be the CARB initiated limit for calculating potential decreases in greenhouse gas emissions. We would like to know how close the Shelter In Place telecommuting levels bring us to meeting the greenhouse gas emission reductions and addressing the regional job/housing imbalance.

Further, Palo Alto suggests that **increasing telecommuting become a key separate strategy in the Blueprint**; it is a strategy the Bay Area can pursue in order to meet our climate action goals and decrease greenhouse gas emissions, which are not currently met by the draft Blueprint.

- **Revise the Growth Geographies to more accurately represent the accessibility and proximity of transit to adjacent neighborhoods.**

The Growth Geographies show a ½ mile radius around transit stations and bus stops. While this is meant to indicate an ability to access transit expediently, the reality is that this might not always be the case. These transit-oriented growth geographies may not accurately represent the accessibility of transit in Palo Alto. In many locations, the Caltrain tracks create a physical barrier meaning that a transit stop is not within a ½ mile of a residence, office, or retail location. Furthermore, electrification of the Caltrain system will increase the frequency of train service and diminish the ability of transit users to cross the tracks and access the transit stops. **The Growth Geographies must take a more nuanced, user-centered approach to indicating what areas are truly proximate to transit.**

- **Revise and refine the definition of transit rich areas and include a more user-centered view of transit use.**

The transit-rich growth geographies include proximity to some high-speed and high-capacity transit, such as the Downtown Palo Alto and California Avenue Caltrain stations. The remainder of the Palo Alto Growth Geographies rely on bus service provided by the Valley Transportation Authority. While headways along some of these routes can be 15-minutes or less during peak times, we challenge the inclusion of these bus routes in the definition of transit rich areas.

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First, the off-peak capacity of these lines do not provide sufficient service to potential residents of housing units along these transit lines. In off-peak times, these residents may still need and/or use vehicles, which will lead to greater greenhouse gas emissions and traffic increases. Secondly, changes to the service may occur. Recently, despite local objection, VTA changed and decreased service to Palo Alto highlighting a concern about the reliability of such service its ability to meet the needs of future car-light residents.

- **Confirm the accuracy of underlying data used to map Growth Geographies.**

The City of Palo Alto seeks confirmation in writing that information provided to ABAG and MTC staff has been received and incorporated into the model and mapping for Growth Geographies. This information includes locations and dimensions of historic districts, areas zoned for single-family homes, location of Priority Development Areas, transit services, and other information. In addition, Palo Alto wants to ensure the Growth Geographies in nearby unincorporated Santa Clara County are not part of Palo Alto's growth geographies.

In particular, Palo Alto wants to ensure that **newly designated Priority Conservation Areas are taken into account when creating Growth Geographies. A large portion of Palo Alto's acreage consists of protected open spaces;** these areas cannot be envisioned for housing and/or job growth.

- **Model the office development cap instituted in Palo Alto.** Job growth numbers should consider the fact that Palo Alto has adopted restrictions on the annual amount of office growth that can occur in Palo Alto. The purpose of this cap is to decrease the jobs/housing imbalance locally. Communities like Palo Alto and San Francisco that proactively seek to address their jobs/housing imbalance through local policies should not be subjected to projected job growth that is out of synch with local policies.
- **Explain the distinction and overlap between the methodologies used to create Plan Bay Area 2050 versus the methodologies used by the Department of Finance and the Housing and Community Development Department to generate the regional housing need determination.**

Department of Finance (DOF) and Housing and Community Development (HCD) prepared projections for population growth and growth in households. Palo Alto staff understand that MTC/ABAG staff also prepared industry/employment, population by age and ethnic characteristics, and household/occupancy/income information for incorporation into the growth forecast for the region and into small area analysis. The Plan Bay Area 2050

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Regional Growth Forecast Methodology was presented to the ABAG Executive Board in 2019. At that time the staff memo indicated that further public input would be requested during the 2020 outreach on the Draft Blueprint. However, the latest methodology information was not included in detail at any of three public presentations during the week of July 7, 2020. Toward providing helpful comments on the Draft Blueprint, City staff would appreciate an overview of the aforementioned methodologies used by DOF/HCD and by MTC/ABAG staff and to understand how they are similar or different in their inputs and assumptions.

- **Palo Alto requests more specific data regarding how ABAG/MTC determined the jobs growth in the plan.** With this information, Palo Alto and other jurisdictions can offer more feedback regarding how the job growth projections may be refined.
- **Explain if or how policies, such as SB 35 Streamlining, were factored into models and methodologies.** MTC/ABAG staff included streamlining of housing projects in draft strategy for public consideration in 2019. City staff would like to know how SB35 status or other streamlining was or was not included in methodology assumptions for local jurisdictions.

Strategies & Objectives

- **The City supports inclusion of strategies that locate jobs near housing.** All jurisdictions need to support Bay Area residents with employment diversity and options. By locating jobs near housing across the Bay Area, the region can decrease commute times, decrease greenhouse gas emissions, and increase the resiliency of jurisdictions. This could be achieved through office caps in jobs-rich areas, while other jurisdictions might incentivize office and job center development.
- **The City supports frontloading those strategies that best respond to COVID-19,** including those that advance safe bicycle and pedestrian facilities, advance renter protections, advance strategies for childcare which in turn could help essential workers, and advance protecting much-needed open space. The pandemic has made clear the need to address these issues in the near term in order to support households and put the Bay Area back on track for a growing and expanding economy.

Transportation

- **The City of Palo Alto supports the following transportation strategies:**
 - Operate and Maintain the Existing System.
 - Enable Seamless Mobility with Unified Trip Planning and Fare Payments.
 - Reform Regional Transit Fare Policy.

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- Build a Complete Streets Network.
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.
- Advance Low-Cost Transit Projects.

Economic

- **The City of Palo Alto supports the following economic strategies:**
 - Expand Childcare Support for Low-Income Families.
 - Create Incubator Programs in Economically Challenged Areas.
 - Retain Key Industrial Lands through Establishment of Priority Production Areas.

Housing

- **The City of Palo Alto supports the following housing strategies:**
 - Fund Affordable Housing Protection, Preservation, and Production.
 - Require 10 to 20 Percent of New Housing to be Affordable.

Environmental

- **The City of Palo Alto supports the following environmental strategies:**
 - Adapt to Sea Level Rise.
 - Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits.
 - Maintain Urban Growth Boundaries.
 - Protect High-Value Conservation Lands.
 - Expand the Climate Initiatives Program.

Thank you for your time and attention to these suggestions, comments, and requests for further information. To follow up on and/or respond to the content of this correspondence, please reach out to Jonathan Lait, Director of Planning and Development Services for the City of Palo Alto. You can reach Mr. Lait at Jonathan.Lait@CityofPaloAlto.org or at (650) 329-2679.

Sincerely,

DocuSigned by:

289F2F8A691E446...

Adrian Fine
Mayor of Palo Alto

Cc:

City Council members

Dave Vautin, Assistant Director, Major Plans, Bay Area Metro, DVautin@bayareametro.gov

Paul Fassinger, Economist, Metropolitan Transportation Commission,
pfassinger@bayareametro.gov

From: [Vicki DeSmet](#)
To: [Ursula Vogler](#)
Cc: [Dave Vautin](#); info@planbayarea.org
Subject: Plan Bay Area 2050 Feedback
Date: Thursday, August 06, 2020 8:08:00 PM

External Email

Dear Ursula,

You emailed asking for feedback regarding the Sonoma County webinar on Plan Bay Area 2050 held yesterday, August 5th, 2020. I don't think my submitted questions were answered.

I very distinctly heard Dave Vautin state that a nomination for a PDA should be discussed publicly multiple times. **There were no public meetings before the Springs Specific Plan was nominated as a PDA.** Shouldn't MTC take a closer look and evaluate the situation?

Everyone from Permit Sonoma who worked with Friends of North Sonoma, our neighborhood group, on the Springs Specific Plan in 2019, **Yolanda Solano, Kyle Rabellino, Amy Lyle and Milan Nevajda, have all since quit and no longer work for the County.** It convinces us that they were aware of the County's malfeasance.

MTC accepted the Springs Specific Plan as a PDA even though it is located outside an Urban Growth Boundary, even though it is in a documented high fire risk area and even though our water agency, the Valley of the Moon Water District, lost its back up water source to fight any fire emergencies. The County's application for the Springs Specific Plan was submitted without the required bus headways or green house gas reduction policies in place. **MTC now bears accountability because MTC voted to approve it.**

These were the questions I submitted, which have yet to be answered.

1. Wondering who, which person in particular, at MTC is responsible for making sure nominated areas meet MTC's criteria to qualify as a PDA?
2. If there were no public discussions or notice given prior to the County nominating an area to be considered as a PDA, what recourse do residents and homeowners have, other than litigation, to NOT have their homes and land included in a PDA?
3. Is there any vetting procedure MTC uses to make sure the County followed a democratic, inclusive process in their decision?

Thanks very much,
Victoria DeSmet
Friends of North Sonoma

From: bowers_espj
To: info@planbayarea.org
Subject: Public Comment - PBA 2050
Date: Thursday, August 06, 2020 1:52:39 PM
Attachments: [Comment re SSPPDAPBA 2050.docx](#)

External Email

Bowers and Ann Espy
600 Verano Ave.
Sonoma, CA 95476

To: The ABAG and MTC

We are writing to express our strong objection to the inclusion of the Spring Specific Plan (SSP) as currently constituted as a Priority Development Area in the Plan Bay Area 2050 Blueprint. Specifically, we are objecting to the inclusion of the rural neighborhoods bounded by Donald Street and Verano Avenue east of Highway 12 in the SSP, and hence by definition, their proposed designation as a PDA and inclusion as such in the PBA 2025 Blueprint.

Since initially hearing about the SSP we have engaged in efforts to understand the rationale and process that led to the current formulation of the plan and can find no documented logical basis for the inclusion of these neighborhoods in the SSP. To our knowledge there has been no effective effort from county planning agencies to solicit and include comments and input from the residents of this area.

Efforts by our grassroots neighborhood group over the past 18 months have gained limited traction with the county planning agency and commission, leading to the request for a civil grand jury review, which concluded that “the County’s public disclosures from 2012 to early 2017 were insufficient to alert a civically engaged citizen that their neighborhood could be affected in a significant manner.” The Grand Jury also recommends several “actions to rectify the lack of notice,” including a public apology, engaging with the Donald Street residents and attempting to accommodate their concerns, and “considering the severance of the Donald Street region from the (Springs Specific Plan).”

A number of valid community concerns have been raised with the proposed wholesale up-zoning of this residential area as reflected in the SSP. The area sits outside the City of Sonoma’s Urban Growth Boundary and there are environmental impacts, fire safety issues, infrastructure and transportation inadequacies, traffic and parking congestion issues, not to mention the significant impact on the character and nature of the neighborhood. To our knowledge all residents favor some continued development in areas of opportunity and share the general goals of our county and bay area agencies to promote development that is equitable and resilient for all residents.

We again reflect our strong opposition to the designation of this area as a PDA , wholesale up-zoning of the 'Donald Street neighborhood' and any inclusion in the PBA 2050 Blueprint. We would welcome and support any future process by the county planning agency that fully engages the residents of our neighborhood in the development of future plans.

Sincerely,

Bowers and Ann Espy

copy attached

Bowers and Ann Espy
600 Verano Ave.
Sonoma, CA 95476

August 6th, 2020

To: The ABAG and MTC

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Sincerely,

Bowers and Ann Espy

From: glenda.ross
To: info@planbayarea.org
Subject: springs plan
Date: Thursday, August 06, 2020 8:15:34 AM

External Email

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, no good transportation out of the area, narrow streets adding to congestion when attempting to leave the area even in nonpanic conditions. These all which make it ineligible to become a PDA. High-density housing built here will make the situation worse which would put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake. In case of fire we do not have water to fight them. The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Resident of
Sonoma, CA



August 7, 2020

Bay Area Metro
Association of Bay Area Governments
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street | Suite 800
San Francisco, CA 94105

Subject: Plan Bay Area 2050 – Draft Blueprint

Thank you for the opportunity to provide comments on the Draft Blueprint. Livermore staff and Bay Area Metro staff have been engaged in numerous conversations about this process and we appreciate the collaborative approach to this regional planning effort. This letter includes our comments regarding the Draft Blueprint Growth Geographies and Strategies.

Growth Geographies

Since 2008 the City has actively participated in the Bay Area Region's Sustainable Communities Strategy. The City has two (existing) Priority Development Areas (PDA) including Downtown Livermore and the Isabel Neighborhood Specific Plan area.

The Downtown PDA meets the Transit-Rich PDA criteria and is supported by a Transit Center managed by the Livermore-Amador Valley Transit Authority with rail service from Altamont Corridor Express (ACE) and a variety of local and regional bus routes. The Isabel Neighborhood Specific Plan envisions development of 4,095 new multi-family housing units, approximately 2.1 million square feet of office and neighborhood commercial retail, three new neighborhood parks, pedestrian and bike facilities, and infrastructure improvements. The Specific Plan focuses development around the future Valley Link rail station, which would be located in the median of I-580, just east of Isabel Avenue.

On September 12, 2019, City staff sent a Letter of Interest to Bay Area Metro staff designating the Southfront Road PDA, an approximately 500-acre area near a future Valley Link rail station in the I-580 median adjacent to Southfront Road midway between Frist

Street and Vasco Road. The proposed PDA included the Arroyo Vista Neighborhood Plan, and areas that over time would transition into a complete, transit-oriented neighborhood with access to rail, neighborhood commercial services, and Downtown.

On January 13, 2020, Livermore Council authorized the Southfront PDA designation (and additional Priority Production Areas and Priority Conservation Areas) through resolution. On February 20, 2020, the ABAG Executive Board adopted the City's proposed priority designations. At that same meeting, the Draft Blueprint also demonstrated an additional Transit-Rich ("all other") designation that aligned east to west and encompassed a majority of lands within Livermore.

The Transit-Rich designation was included because Livermore's PDAs combined total area did not meet the minimum acreage thresholds. Livermore staff and Bay Area Metro staff work in partnership to make a series of revisions to the Southfront PDA boundaries, increasing the area from approximately 500 acres to approximately 780 acres (and renaming it to the Southfront/Vasco PDA). The new configuration now includes the existing Vasco ACE station, the Brisa Neighborhood Plan area, and residential/commercial areas north of I-580. These modifications enabled Livermore to achieve Bay Area Metro's designation of 50% of eligible areas requirement. In doing so, the Livermore Transit-Rich Area would no longer be needed or depicted as a Growth Geography within the Plan Bay Area Blueprint Maps and corresponding documents.

This July, the ABAG Executive Board approved the updated PDA boundaries. It is our understanding, that the Final Blueprint will be ready for review this fall and will illustrate the revised Southfront/Vasco PDA and will not include other new Growth Geographies. We look forward to seeing the Final Blueprint Map depicting only Livermore's PDAs (and PPAs).

Strategies

In addition to the Growth Geographies, Livermore has reviewed the Draft Blueprint principles and strategies. Fundamentally, Livermore supports the Blueprint's Guiding Principles of:

- Affordable Housing
- Connectivity
- Diversity
- Health and Environment
- Economic Vibrancy

Many of the Draft Blueprint's Principal align with Livermore's own Goals and Policies. In addition, conceptually, the Draft Blueprint Strategies seem appropriately scaled with the Plan's broader regional goals. However, Livermore would like to further understand the mechanics of these strategies and their implementation.

We request additional information and time to evaluate how some of these strategies would or would not impact Livermore. Further, Livermore would like additional opportunities to provide further comments on each of the strategies and implementation tools.

We will continue to monitor and participate in the formation of the Blueprint and Plan Bay Area 2050. Please continue to provide us with notices of upcoming events, milestones, meetings and public hearings. We look forward to continued communication and collaboration with Bay Area Metro staff and the opportunity to provide additional comments throughout the planning process.

If you have any questions, please don't hesitate to contact me or Associate Planner Andy Ross at: aaross@cityoflivermore.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Stewart".

Steve Stewart
Planning Manager

cc: Marc Roberts, City Manager
Paul Spence, Community Development Director
Steve Riley, Principal Planner
Andy Ross, Associate Planner

August 7, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Ms. McMillan:

Thank you for the opportunity to review the Plan Bay Area 2050 Draft Blueprint (Blueprint). The City of San José agrees with the overall strategies and objectives of the Blueprint for transportation, economics, housing, environment, and advancing equity. The City understands its regional responsibility to provide housing for our residents, and we will continue to strive towards providing our fair share of housing for all income segments and household types as we have for decades. The City strongly supports MTC's transportation strategies to enable seamless mobility with unified trip planning and fare payments and reform to the regional transit fare policy. The City of San José also supports all the housing strategies that are listed in the Blueprint. Housing is vital and affordable housing is key to strengthen economic growth, promote economic mobility, and to provide household stability and wellness.

The historic land use patterns in the Bay Area have led to less than ideal environmental, quality of life and equity outcomes. The City of San José shares MTC and ABAG's goals of reducing greenhouse gas emissions and housing and transportation costs for low-income families. The Envision San José 2040 General Plan (Plan) sets forth major strategies, goals, and policies to transform San José from a "bedroom community" to a regional employment center that is balanced with housing. One of the key goals of the General Plan is to achieve a ratio of 1.1 jobs per employed resident within the timeframe of the Plan.

The City of San José appreciates the increase in projected job growth; however, we are concerned that San José may not be given adequate funding for transportation improvements proportional to the projected job and residential growth. Santa Clara County is projected with 41 percent of the regional household growth (559,000 units) and 44 percent of the regional job growth (612,000 jobs). The transportation strategy identifies \$29 billion allocated to the New Transbay Rail Crossing project, but the strategy has not defined the criteria for county priority projects (\$44 billion allocated) or other regional priority projects (\$22 billion allocated). The City of San José proposes that transportation improvements serving the Santa Clara County growth areas and regional hubs (i.e., Diridon, Transbay, and the future East Bay Hub) are identified as projects with dedicated funding, similar to the New Transbay Rail Crossing project. This would include funding for Diridon Station and associated rail projects, the Airport Connector, and the Stevens Creek Transit line.

The City of San José supports the Plan Bay Area's increased emphasis on housing production, preservation, and protection of residents in rapidly changing neighborhoods. The City hopes the Blueprint would include strategies for attaining sufficient resources to achieve the goal of preserving existing deed-restricted affordable housing and other housing goals. We are, however, concerned with the allocation of more housing to the City of San José. With only 0.82 jobs per employed resident, San José is in fact the largest bedroom community in the United States. The Blueprint's focus on South Bay job centers, allocates more housing to San José and ignores cities elsewhere in the region that are higher-resource or have undersupplied housing relative to jobs.

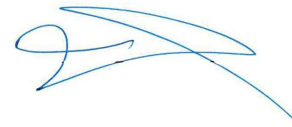
Many other cities to the north of San José are transit rich and the addition of housing units in those communities can support ridership. This imbalance in the location of housing has contributed to the Bay Area's current housing crisis. Please see additional technical and clarification comments attached.

We look forward to continuing to work with you on the preparation of Plan Bay Area 2050 Blueprint and its implementation and appreciate your consideration of our comments prior to finalizing the plan.

Sincerely,



Nanci Klein
Director of Economic Development



Jacky Morales-Ferrand
Director of Housing



Rosalynn Hughey
Director of Department of Planning,
Building and Code Enforcement



John Ristow
Director of Department of Transportation

Attachment:
Technical and clarification comments

Technical and Clarification Comments

Subject Area	Comment
Transportation Strategies	Overall, City of San José supports the Transportation Strategies. We do request that projects serving the Santa Clara County growth areas to be placed in equal or higher priority to the 2 nd Transbay Crossing that is a project listed as a strategy.
Transportation Strategies	<u>Document: <i>Draft Blueprint Findings</i>¹</u> The City of San José strongly supports: <ul style="list-style-type: none"> • Enable Seamless Mobility with Unified Trip Planning and Fare Payments, and • Reform Regional Transit Fare Policy.
GHG Gap and Additional Policies	<u>Document: <i>Draft Blueprint Findings</i></u> The City of San José strongly supports: <ul style="list-style-type: none"> • Require GHG offsets for all highway projects, • Reform on- and off-street parking policies, and • Implement zero occupancy vehicle fees.
SJC Airport Connector	Thank you MTC for working with us on the Airport Connector eligibility for regional funds.
Funding Transportation Projects	Santa Clara County, including San José, needs access to funds for planning and project development in Phase 1, to reduce long single-passenger commutes and greenhouse gas emissions for our residents. please consider how. Final Blueprint needs to clarify that project in Phase 2 can access regional funds when they are ready.
Growth Areas vs. Transit Investments	Growth projected in the South Bay but investment for improvements is not proportional. The City is concerned that the goal of transforming growth areas into transit-orient places would not be achieved without the proper transit investments.
Regional Hubs	There is no definition or listing of strategic transit hubs (Diridon, Transbay, and future East Bay Hub). Final Blueprint needs to identify significant regional hubs and allocate specific project funding to these hubs.

¹ https://www.planbayarea.org/sites/default/files/pdfs_referenced/4a_PBA50_DraftBlueprintFindings.pdf

Technical and Clarification Comments

Subject Area	Comment
Jobs/Housing	<p><u>Document: <i>Technical Appendix: Draft Blueprint Growth Pattern</i></u>²</p> <p>Growth projections are for the North Santa Clara County superdistrict to add 159,000 homes 12% of the region's but 423,000 jobs 30% of the region's total. That would increase the jobs-homes imbalance by 264,000 in an area that is not getting major transit investments in the Draft Blueprint. The job growth for this area, currently poorly connected to the region's transit networks, is projected to roughly equal the employment growth of all of San Francisco County and Alameda County combined (444,000).</p> <p>The transit investments in the Draft Blueprint do not reflect the projected growth in travel demand. One reason the draft Blueprint is missing the greenhouse gas (GHG) reduction goals and projects high increases in transit crowding on Caltrain and VTA may be this demand and investment mismatch.</p> <ul style="list-style-type: none"> • What investments has MTC examined that would address the increased travel demand in the North Santa Clara County superdistrict? • What measures has MTC looked at to shift employment growth to nearby superdistricts with better transit infrastructure and jobs-housing balances? • Which of those investment or growth strategies were advanced or not and why?
Jobs/Housing	<p><u>Document: <i>Equity and Performance Outcomes</i></u>³</p> <p>Compared to 2015, the jobs/housing ratio significantly worsens in the East Santa Clara County superdistrict (east San José), a disproportionately minority and low-income area. The East Santa Clara County superdistrict adds 93,000 homes but only 16,000 jobs, causing the disproportionately low-income and minority residents of this area to out-commute to other areas.</p> <p>What strategies or project were included to improve the jobs-housing ratio or the mobility of east San José residents?</p>
Jobs/Housing	<p><u>Document: <i>Equity and Performance Outcomes</i></u></p> <p>The City proposes that the Blueprint focus on strategies to the allow more homes closer to the regional job centers, rather than shifting employment.</p>
Development Assumptions and Effect on Growth Geographies	<p><u>Document: <i>Technical Appendix: Draft Blueprint Growth Pattern</i></u></p> <p>The MTC/ABAG's analysis appears to assume that small-lot multifamily development will not produce many new homes. Refinements or additional housing strategies are needed in the final plan to make small lot redevelopment of "missing middle" housing viable.</p>

² https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_BP_HousingJobsGrowth_072120.pdf

³ https://www.planbayarea.org/sites/default/files/PBA2050_Draft_BPOutcomes_071720.pdf

Technical and Clarification Comments

Subject Area	Comment												
Transit Crowding	<p><u>Document: <i>Equity and Performance Outcomes</i></u> Under 2050 Blueprint transit crowding improves except for South Bay operators</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Operator</th> <th>2015</th> <th>2050 trend</th> <th>2050 Blueprint</th> </tr> </thead> <tbody> <tr> <td>VTA</td> <td>0%</td> <td>82%</td> <td>83%</td> </tr> <tr> <td>Caltrain</td> <td>8%</td> <td>32%</td> <td>50%</td> </tr> </tbody> </table> <p>This is a result of the mismatch between where growth occurs (41 – 44% Santa Clara County) and where most new transit capacity investment occurs (e.g., Transbay Corridor).</p>	Operator	2015	2050 trend	2050 Blueprint	VTA	0%	82%	83%	Caltrain	8%	32%	50%
Operator	2015	2050 trend	2050 Blueprint										
VTA	0%	82%	83%										
Caltrain	8%	32%	50%										
Healthy Outcomes	<p><u>Document: <i>Equity and Performance Outcomes</i></u> The City proposes using annual incidents (fatalities and injuries) per capita, not annual incidents per 100 million VMT. Use of VMT as denominator makes policies that reduce VMT appear to make safety worse, when the opposite is true.</p>												
Affordable Housing and Commuting	<p><u>Document: <i>Equity and Performance Outcomes</i></u> The Final Blueprint should provide measurable metrics on whether new residential development would reduce in-commuting (displacement of residents to other counties).</p>												
Housing in Growth Areas Strategies	<p><u>Document: <i>Draft Blueprint Findings</i></u> Under the strategy “Allow a Greater Mix of Housing Types and Densities in Growth Areas,” what is the list of, or criteria for “select” Priority Development Areas, Transit-Rich Areas, and High-Resource Areas? The clarification will allow the City of San José to evaluate the strategy.</p>												
Housing Strategies	<p>The City of San José is encouraged by the analysis which shows that Bay Area resident’s housing and transportation costs would decrease by 2050. The City, however, is concerned that residents would still be extremely cost burdened under the Blueprint’s strategies with low-income households projected to pay 83 percent of their income toward housing and transportation, leaving little money for food, medical expenses, and other necessities.</p>												
Affordable Housing Analysis	<p>MTC defines low-income households as earning \$45,000 per year. The City suggests using TCAC AMI levels of ELI, VLI, and LI to demonstrate how the strategies would impact the housing and transportation affordability of these groups and include the share of these households in the overall population. These categories would align with how affordable housing is planned and funded.</p>												

Technical and Clarification Comments

Subject Area	Comment
<p>Preservation of Deed-restrict Affordable Housing</p>	<p>The City supports the goal of preserving 100% of existing deed-restricted affordable housing. Santa Clara County has the largest preservation problem of the nine Bay Area Counties, being at risk of losing an additional 2,059 restricted affordable units in the next ten years. Over 1,000 restricted homes are located in San José and preserving 100% of the existing deed-restricted affordable housing stock will prevent the displacement of thousands of San Jose families. The City hopes the Blueprint would include strategies for attaining sufficient resources to achieve this goal.</p>
<p>Diversity and Residential Displacement</p>	<p>The City appreciates the section regarding diversity. It’s a great start. However, it is not sufficient to discuss diversity without including analysis and impacts to different race and ethnic communities. Here are some of our suggestions:</p> <ul style="list-style-type: none"> • Under “Will Bay Area Communities Be More Inclusive?” include the projected share of single family zoned and multifamily zoned land in each of the listed areas. This information would help demonstrate the reversal of exclusionary zoning policies described in the description. • Under “Will Bay Area Residents Be Able To Stay In Place?” include the racial makeup of the listed neighborhood areas and a category of “All Other Tracts.” This can demonstrate any disproportionate outcomes in displacement and gentrification experienced by neighborhoods of color. It would also be helpful to include the number of estimated low-income households that would be displaced by 2050.

From: gene.campagna
To: info@planbayarea.org
Subject: 2050 PDA's Spring specific plan
Date: Friday, August 07, 2020 2:14:41 PM

External Email

To whom it may concern,

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk of becoming fatalities from a wildfire or fires associated with a future earthquake.

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. I have lived in this neighborhood for over 30 years and this simply is not the right place for this kind of development.

Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Loranna Campagna
18840 Lomita Ave
Sonoma, CA

From: [Cindy Winter](#)
To: info@planbayarea.org
Subject: The new Larkspur Landing parking garage: a cautionary dissent
Date: Saturday, August 08, 2020 3:30:15 PM
Attachments: [MTC Plan Bay Area 2050 parking.docx August 7.docx](#)

External Email

Please click on the link for my comment on this topic.

Cindy Winter, Greenbrae (near Larkspur Landing)

The Proposed new parking garage for Larkspur Landing: A Cautionary Dissent

Greenhouse Gas Emissions

Given that MTC's total planned GHG reductions are falling well short of the CARB goal, I don't understand why a new Larkspur parking garage was tentatively approved. It will only increase congestion and GHG emissions.

Such a garage would attract even more SOV's into the narrow corridor between the west portion of Sir Francis Drake Boulevard and the east side of it. VMT's will increase, LOS will worsen. As a result, GHG emissions would be expected to grow.

Although our vehicles will gradually become electrified and our air will grow cleaner, to what extent will these improvements meet the CARB requirements?

In addition, though we all love our ferries, they have been a significant source of GHG's. It takes a lot of diesel fuel to power those large boats through the heavy opposing force of water. I believe the Bridge District is trying to alleviate the problem to the extent that it can be done.

The Dead Storage of Parked Cars

While the ferries provide a public service, traveling back and forth many times a day, by contrast parked motor vehicles occupy space from 6 am to 6 pm merely as dead storage.

If you open Google Earth and study the bird's-eye view of Larkspur Landing, you'll see that a large portion of it is already given over to car storage: at the ferry terminal, at the shopping center called Marin Country Mart, and in the vast open space below the SMART station and tracks the car parking extends from U.S. 101 easterly past a movie theater to the far end of an office building complex. And yet the entire area is a prime piece of real estate. Wouldn't it be better to use the proposed garage site for something more productive than parked cars?

Affordable Housing

Affordable housing, one of MTC/ABAG's major goals, should be considered as an alternative; it would provide homes for people priced out of the single-family houses typical of some 70% of Marin County.

Moreover, the site lies within easy walking distance of the ferry (slightly over ¼ mile); it's less than 20% of a mile to Marin Country Mart; ¾ mile to the Cost Plus Shopping Center; about 80% of a mile to the Bon Air Shopping Center; and within easy e-bike distance to The Village

Shopping Center (about 1.5 miles); and roughly the same distance (1.5 miles) to Redwood High School and Hall Middle School.

The question remains: if parking is not increased by means of a new garage, how can people who live beyond Larkspur Landing access the area? Given the present situation with COVID-19, that cannot be reliably determined, because a new means of access involves a new kind of transit.

A New Kind of Transit: AV's

When COVID-19 struck, both GM/Cruise and Waymo were on the verge of rolling out their electric robo-jitneys in a few selected cities. The GM/Cruise robo-jitney (or "robo-taxi") would carry six people at a time, and wouldn't that be preferable to six SOV's occupying the roadway? Once the jitney reached the ferry terminal and discharged its riders, it could pick up other riders for a return trip. Even if some jitneys returned empty during heavy commute times, that would still be a net reduction of four SOV's.

These AV's could also, of course, serve the SMART station.

While I don't anticipate that AV's will be able to tangle with human drivers on the freeways for quite some time, robots can do well on set routes. Even before the virus has passed, we should be making tentative plans for these routes connecting Larkspur Landing with nearby areas of Marin. Enough robo-jitneys, and the existing parking space at the ferry terminal might even be used in part for their maintenance and storage.

An Unpredictable Future

The question remains, what will be the public's attitude toward transit of all kinds, including the ferry, several years from now? At present, we know that ridership is way, way down, including on the ferry. Part of the drop-off is due to fear of infection, part due to working from home. Whether transit use will ever rebound to its pre-virus level seems impossible to determine at present, and thus any design and funding of a new parking garage should be postponed until the answer is clear.

There's yet another question: what will be the public's future attitude toward accessory parking? Reportedly, that demand is waning and had been even before the virus struck. Uber and Lyft seem to have been the cause. Assuming these TNC's eventually morph from human drivers to robots, private parking lots and garages may well become under-used and unprofitable.

In spite of these uncertainties, if it should be decided that a new parking garage must absolutely, positively be built, concentrated thought should be given to its life span and the societal and transportation changes that may occur during that time. Since these changes will be difficult to perceive, MTC should seriously consider an "adaptable" design.

This architectural concept incorporates features that permit all or part of the parking structure to be converted to residential units in future years. For example, the ramps are located on the exterior; the floors are level; the height of each floor is increased. These modifications will cost maybe 10% - 15% more, but in my view the flexibility would be worth it.

The idea comes from No One at the Wheel, by Samuel I. Schwartz, 2018, published by the Public Affairs Division of Hachette Book Group, www.publicaffairsbooks.com. Mr. Schwartz was formerly New York City's traffic commissioner and New York City's DOT chief engineer.

He refers his readers to Andy Cohen of the design firm Gensler at 45 Fremont Street in San Francisco.

Conclusion

Despite the transit uncertainties of the near future, one thing is plain now: central Marin has too many solo drivers in vehicles that are way too large on roadways that are next to impossible to widen. We must reduce our dependence on the car culture. Any decision to proceed with a new parking garage should be made only after the most careful research and analysis.

A new parking garage is not mode shift. It would merely reinforce and expand the old time-worn status quo – and for the next 60 or 70 years.

Respectfully submitted,

Cindy Winter
Greenbrae (near Larkspur Landing)
cinhiver@gmail.com

From: [Sue Atwell](#)
To: info@planbayarea.org
Subject: Submitted to NextDoor & NOW PLANNING GROUP
Date: Saturday, August 08, 2020 10:43:31 AM

External Email

Sue Atwell • Saratoga Heights I HAVE RECEIVED SEVERAL REMARKS FROM PEOPLE WITH THESE SAME QUESTIONS ON NEXTDOOR

Thank you for the information, Carol. I'm wondering (1) if "Granny units" or these newly advertised mini-homes would qualify as "two residences on a single home property". Both could offer low cost housing for one person or a couple (like teachers, firemen, etc.) without total disruption of the way things stand presently. Anyone have comments on these ideas? (2) Older homes in Atherton, Menlo Park, and North toward SF etc. have residences above their garages formerly used for chauffeurs or other servants. Would they qualify? (3) Must the units be OWNED by the occupant or can they remain the "property" of the person who owns the lot? I think we all need more info about these "definitions". [I'm trying to picture an old house torn down to make a four-plex or duplex in the middle of a neighborhood of single family homes. [For example, the 3 lot property on which the Fontaine Residence sits (old home of Olivia De Havilland on La Paloma St. in Saratoga)]. ANY ANSWERS?

2 days ago

From: [Sue Atwell](#)
To: info@PlanBayArea.org
Subject: Needing Answers
Date: Saturday, August 08, 2020 10:55:23 AM
Attachments: [Screen Shot 2020-08-08 at 10.35.50 AM.png](#)

External Email

I submitted these questions to neighbors at NextDoor, and got two other people who are similar questions regarding changes in Zoning:



Sue Atwell • Saratoga Heights



Thank you for the information, Carol. I'm wondering

(1) if "Granny units" or these newly advertised mini-homes would qualify as "two residences on a single home property". Both could offer low cost housing for one person or a couple (like teachers, firemen, etc.) without total disruption of the way things stand presently. Anyone have comments on these ideas?

(2) Older homes in Atherton, Menlo Park, and North toward SF etc. have residences above their garages formerly used for chauffeurs or other servants. Would they qualify?

(3) Must the units be OWNED by the occupant or can they remain the "property" of the person who owns the lot?

I think we all need more info about these "definitions". [I'm trying to picture an old house torn down to make a four-plex or duplex in the middle of a neighborhood of single family homes. [For example, the 3 lot property on which the Fontaine Residence sits (old home of Olivia De Havilland on La Paloma St. in Saratoga)]. ANY ANSWERS?

Please direct your written answers to me at wbbadger@comcast.net and I will publish them on NextDoor.

Sue Schiller Atwell retired Attorney at Law

21134 Bank Mill RD
Saratoga, CA 95070

From: info@plainsarea.org on behalf of [Albert.Henrik](mailto:Albert.Henrik@plainsarea.org)
To: info@plainsarea.org
Subject: Form submission from:
Date: Sunday, August 09, 2020 10:46:44 AM

External Email

Submitted on Sunday, August 9, 2020 - 10:46 am
Submitted by anonymous user: 134,5148,165
Submitted values are:

Name: Henrik Albert
Email address: henrik@hawaii.edu
County of residence: Alameda
Comment: A critical environmental problem in California is the destruction of our rivers and the wildlife that depends on them due to excessive diversions of fresh water. The Bay Area is primarily dependent on imported water we take from rivers including the Tuolumne and Mokelumne. We need to significantly reduce the amount of water we divert from these rivers. This is a major problem that I do not see addressed. It may require major investments to purchase large acreages of farmland to acquire those water rights. That water should then be divided: half to remain in the rivers, half to provide additional supply to the Bay Area.

The results of this submission may be viewed at:
<https://ps01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.plainsarea.org%2Fnode%2F13606%2Fsubmission%2F32166&data=02%7C01%7Cplainsareainfo%40haysaremetro.gov%7C707de8662914ef6a38d8084818c2e8a%7C0d1e7a5560b449192c363e9445e879%7C0%7C0372592007831966&data=TY2eNulphTfIMByn7icy9VO3XK6G2J3m%2F4wTjyL7%3D&reserved=0>

From: pln@plnbayarea.org on behalf of [Bay Area Metro](#)
To: pln@plnbayarea.org
Subject: Form submission from:
Date: Sunday, August 09, 2020 8:16:55 AM

External Email

Submitted on Sunday, August 9, 2020 - 8:16 am
Submitted by anonymous user: 50.0.149.155
Submitted values are:

Name: William L. Martin
Email address: wlmartin361@gmail.com
County of residence: San Francisco
Comment:

Plan Bay 2050, like PBA 2040, fails to address one of the most critical areas for future resilience of the Bay Area: water supplies. Among the many reasons why the PBA 2050 Blueprint needs to be amended to address future water supplies:

- Climate change models indicate potentially lower snow packs and earlier spring runoff, challenging Bay Area water agencies' supplies.
- Past forecasting of future water demands have badly miscalculated. PBA 2050 should require Bay Area water agencies to update their forecasting methods to correct for past errors.
- Regulatory changes such as an updated Bay-Delta Water Quality Plan will impact Bay Area water supplies. PBA 2050 needs to address these changes and their potential impact.

The results of this submission may be viewed at:

<https://gcs01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.plnbayarea.org%2Fnode%2F13606%2Fsubmission%2F132141&data=02%7C01%7Cpln@plnbayarea.org%7C479%2B7C124630B08083-773748%7C0D1C7E55608449192E362A945E87%7C0%7C0%7C637725830060963690&data-e7jngZmfZuPeKPKXQ1N1j6j8GorZk26EETSQjg%3D&reserved=0>

From: [Edgar velez](mailto:Edgar.velez@planbayarea.org)
To: info@planbayarea.org
Subject: Oppose Spring Specific Plan, Sonoma Ca, 95476
Date: Sunday, August 09, 2020 6:36:08 PM

External Email

Dear Planners;

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs, for the following reasons:

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headway, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. There is no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these

The residents here were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. Read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please

right this wrong and take us out of the Plan Bay Area 2050 Blueprint!

Edgar Velez and Jeanine Robbins

830 Donald St.

Sonoma, CA 95476

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

From: [Emily Rose](#)
To: info@planbayarea.org
Subject: Springs Specific Plan
Date: Sunday, August 09, 2020 2:36:01 PM

External Email

I strongly oppose my residential/rural neighborhood being included in the Springs Specific Plan as one of your 2050 PDAs. As the 2020 Sonoma County's Civil Grand Jury report found, MTC policies of public disclosure and participation were violated by lack of notification to residents of our neighborhood. High-density development belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these and would become even more of a fire danger if overpopulated by such housing. Please do the right thing and remove the Donald Street area from the Plan Bay Area 2050 Blueprint.

Emily W. Rose

Resident of Michael Drive

Sonoma, CA

From: richard.chesley
To: info@planbayarea.org
Subject: Springs Specific Plan--Proposed PDA
Date: Sunday, August 09, 2020 12:18:23 PM

External Email

As residents of the Donald Street part of the Springs Specific Plan, we feel strongly that our semi-rural area is inappropriate to be designated a PDA. This is a high fire danger area. There are over 20 homes as well as a 32 bed nursing home on the dead-end side of a proposed 220+ unit development. In the event of a wild fire, timely evacuation would be impossible for those of us in this area. Cal Fire has notified us that our area is a low priority area for aid in the event of a wild fire.

In addition, please consider the following: 1) the entire neighborhood was kept completely in the dark by Permit Sonoma and the district Supervisor for several years regarding our inclusion in the Springs Specific Plan (please see Sonoma County Civil Grand Jury 2020 report). 2) The PDA application was signed in mid-September, 2019 without notification of the residents of our community beforehand. 3) there is insufficient infrastructure for high-density development in this area. Municipal water and sewer resources in the area are already being stressed to their limits. There is no appropriate emergency back-up water supply. 4) There has not been a plan made to address the reduction of greenhouse gasses, and there is no effective current (or planned) public transportation for the area. 5) The Springs Specific Plan is outside the Urban Growth Boundary.

In summary, the above are just a few of the reasons that our area should not be included as one to the 2050 PDAs. Please remove us from the Plan Bay Area 2050 Blueprint!.

Richard Chesley
Isabelle Chesley
677 Donald St
Sonoma, Ca.

From: [Jennifer Ramsey](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 - Springs Specific Plan
Date: Sunday, August 09, 2020 11:11:46 AM

External Email

I live in a wonderful, family centric, rural neighborhood adjacent to the City of Sonoma city limits. This is a rural neighborhood and as such I am against the Springs Specific Plan included as one of the 2050 PDA's. Besides the overall change that such high-density buildings would bring to the quiet rural neighborhood where we selected to be our lifelong home, there are some very specific details that make this designation inappropriate.

- The plan was created without the knowledge of the residents and homeowners of the community. This was wrong in so many ways.
- High Fire Area – considerable parts of the neighborhood are designated High Fire risk by the State of California. Evacuating the neighborhood through these areas during the Fires of 2017 proved challenging at best. Adding large amounts of residential density to the areas that we must drive through is irresponsible.
- Dense development defies the charming rural nature of the neighborhood; narrow streets, many areas without sidewalks, streets dead ending into farmland, limited egress to outside the neighborhood. The expectation that our neighborhood would remain rural residential is, I believe, a right that we have.
- Safety will be put at risk. Fire, such as occurred in 2017, or a significant earthquake would cause a need for evacuation; adding density would create unsafe evacuation conditions. Also, there is no emergency backup water supply for the overall neighborhood.
- The Springs Specific Plan sits outside the Urban growth boundary which is prohibited by where PDA's can be developed.
- 2020 Sonoma County's Civil Grand Jury report and findings confirm that there was secrecy behind Permit Sonoma's development plan. Those most affected, the residents of our neighborhood, were never advised of, or included in, the development of the Springs Specific Plan. Please refer to the Civil Grand Jury's report.

There is one particular lot that seems to be driving this zoning change. We understand that this lot

will be developed, probably with some kind of multi-family housing (I believe 4-6 units, maybe 8, are currently allowed), and we will have new neighbors. However, the identity of our community is important to us all and the high density that being proposed risks the safety of our residents.

We understand the need for more housing in the Sonoma Valley and believe that there are appropriate places for it. Inclusion of our rural neighborhood in the Springs Specific Plan is not appropriate and is simply wrong. Please right this wrong and take us, Donald Street, out of the Plan Bay Area 2050 Blueprint!

Thank you,

Jennifer Ramsey

803 Michael Drive

Sonoma, CA 95476



Jennifer Ramsey, ISHC
415.407.4559 (c)
jennifer@ramseyandassoc.com
Ramsey & Assoc.

From: [Caryn Reading](#)
To: info@planbayarea.org
Subject: comment on Plan Bay Area PDA
Date: Sunday, August 09, 2020 9:08:43 AM

External Email

Hello.

I live at 556 Michael Drive, Sonoma, CA 95476. I oppose the inclusion of my rural neighborhood in one of the 2050 PDAs. My neighborhood is part of the Springs Specific Plan.

First of all, **this is a high fire area with limited routes for evacuation.**

There is no emergency back-up water supply in our area--a cause of great concern when adding a large number of residential buildings.

The Springs Specific Plan sits outside the Urban growth boundary, which is prohibited by where PDA's can be developed. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these.

The PDA application was signed on 9-11-2019 and **neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.**

Beyond these public safety and governance concerns, this area does not support job growth. There is no industry in the area. And public transportation is minimal. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening, which is what would be needed for commuters.

There is no plan in place to reduce greenhouse gasses, or to reduce vehicle miles traveled--again, elements required prior to being designated as a PDA.

Beyond all of these reasons for opposing inclusion as a PDA, there is the very issue of this neighborhood being included in the Springs Specific Plan. Neighbors were never included in the development of that plan, which violates MTC policies of public disclosure and participation. The 2020 Sonoma County's Civil Grand Jury report and findings confirm Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan.

Please make the right choice for the safety of this rural area and take it out of the

Plan Bay Area 2050 Blueprint!

Thank you,

Caryn and Bill Reading

Residents of Sonoma, CA

From: [Debbie Toth](mailto:Debbie.Toth@planbayarea.org)
To: info@planbayarea.org
Cc: [Elizabeth Zirker](#); [Christina N. Mills](#); [Drennen Shelton](#); [Dorene Giacomini](#); [Jessica Lehman](#); [Claire Ramsey](#); [Mary Bruns](#); [Chelsea Velez](#)
Subject: MTC Plan Bay Area 2050
Date: Sunday, August 09, 2020 10:31:51 PM

External Email

To Whom it May Concern at MTC:

Thank you for the opportunity to provide feedback on the MTC Plan Bay Area 2050 process. As a nonprofit provider serving frail elders and disabled populations, I am disheartened to read a plan that has a vision without disabled people and elders, the largest growing segment of our population. Accessible transportation for disabled and aging populations must be a part of our vision the same way bikers, pedestrians, and commuters going to work are. To leave them out is simply systemic ageism and ableism and we should use this opportunity to disrupt that pattern and embrace a vision that is inclusive of all members of our society.

I would like to point to a discrepancy between two MTC documents, the Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) and the Plan Bay Area 2050. The Coordinated Plan accurately paints the following dire and alarming picture:

Current senior-oriented mobility services do not have the capacity to handle the increase in people over 65 years of age... the massive growth among the aging ...points to a lack of fiscal and organizational readiness...the closure and consolidation of medical facilities while rates of diabetes and obesity are on the rise will place heavy demands on an already deficient system.

In contrast the current Plan Bay Area 2050 documents have **no** language addressing this dangerous gap and complete lack of

readiness. As evidenced by MTCs own Coordinated Plan quoted above, this specific community need is not handled adequately by the conventional transit providers. As a result of this omission, the language addressing general transit improvements in the current PBA2050 docs are silent on transportation for older adults and persons with disabilities.

Sadly, this situation is not new. Accessible transportation service has remained stagnant and woefully under-addressed and underfunded while every other mode: bike, pedestrian, auto-based commuter, conventional transit riders receive the full benefit of MTC planning, lobbying, and funding.

It would appear that MTC is treating transportation for older adults and those with disabilities separately by having an entirely different transportation plan (the Coordinated Plan) for these classes of people. Predictably, this has resulted in unequal treatment for this mode of transportation and its riders, delaying and denying benefits to older adults and those with disabilities. For older adults, this results in “ageing out” of being considered in the regional plan. For your disabled constituents, they are never even considered in the first place.

The requirement to develop a Coordinated Plan doesn't suggest that you should then exclude elders and people with disabilities from MTCs routine planning and funding dialog. Doing this results in accessible transit being left out of the broader priority setting dialog with predictable results, service stagnation, delay/denial of benefits, and the Coordinated Plan "sitting on a shelf", while the rest of the transportation system advances.

Please include the issues identified in the Coordinated Plan in PBA 2050 and craft a policy and funding response that will, 1) address the funding and organizational problems adequately, 2) mitigate for decades of

systemic unequal treatment , and 3) through this effort, begin to dismantle the institutionalized ageism and ableism built into our transportation system.

These changes will result in a plan that is no longer ageist and ableist and will help to serve the largest growing segment of the population through inclusion in our vision for 2050.

Again, I thank you for the opportunity to provide input and would respectfully request you reach out if you would like to explore inclusive options in this process.

Debbie

--

DEBBIE TOTH | President & CEO
490 Golf Club Rd. Pleasant Hill CA 94523

(925) 682-6343 x133 | FAX: (925) 682-6375
dtoth@choiceinaging.org | www.choiceinaging.org



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From: [Paul Campos](#)
To: info@planbayarea.org
Subject: BIA Bay Area Comment Letter
Date: Sunday, August 09, 2020 5:57:11 PM
Attachments: [BIA Bay Area Draft Blueprint Comments PBA 2050.docx](#)

External Email

Attached please find BIA Bay Area's comment letter on the Draft Blueprint.

Thank you for the opportunity to comment.

--

Paul Campos
pcampos@biabayarea.org
415-223-3775



BIA Bay Area Comments on 2050 Draft Blueprint 2020

August 9,

1. The Urban Growth Boundary Strategy Needs Significant Revision.

The Draft includes a strategy to “maintain existing urban growth boundaries” and proposes to implement it without adjustment. Moving forward without adjustment is inappropriate because it ignores widespread acknowledgment (including within the agencies’ own Futures report) that Urban Growth Boundaries (UGBs) as currently adopted and implemented in the Bay Area are exclusionary because they have negative impacts on housing opportunity and equity.

The Futures report correctly notes there is broad support in the Bay Area to maintain existing UGBs. This is unsurprising since UGBs preserve open space for the benefit of existing (those already housed) residents. But it also identifies significant negative equity and opportunity consequences associated with Bay Area UGBs:

- **The strategy limits land available for development and increases land values.** As land values increase overall across the region, this can lead to higher development costs, especially if zoning is not adjusted to allow for new development options elsewhere within the urban growth boundary.
- **The strategy may be partly responsible for development spillover into the broader mega region.** Increased development pressure that is unmet within the Bay Area can lead to development pressures in the mega region resulting in greenfield development just on the other side of our county lines. Additional developments, similar to Mountain House in San Joaquin County, could occur if the Bay Area does not meet its regional housing needs in infill locations; these developments outside the Bay Area could generate additional traffic to and from the Bay Area.¹

Recognition of these significant negative consequences is not new. Planning research in California has long criticized Bay Area-type UGBs because they do not ensure adequate realistic housing development capacity within the UGB. Unlike UGBs as implemented in Oregon, Bay Area UGBs address only one side of the planning ledger: they prohibit housing development beyond a specified boundary; they do not address the corresponding need to ensure a predictable long-term supply land of residentially planned

¹ MTC/ABAG, *Futures Final Report* (Jan. 2020)

and zoned at appropriate densities, nor do they include widespread entitlement streamlining for housing projects proposed within the boundary:

California's experience with UGBs is somewhat different than Oregon's. First and most important, California UGBs are enacted by local option, rather than pursuant to a state law. **In Oregon, cities are required to base their UGB on an analysis of a 20-year demand for urbanized land, and metropolitan regions such as Portland are required to reassess their UGB every five years based on a similar analysis. In California, no such analysis is required,** and UGBs are most often implemented at the level of the individual jurisdiction rather than the regional metropolis.

Thus, the impact of UGBs in California depends more on how they are implemented locally. One study found that California jurisdictions adopt two distinctly different types of UGBs – **tight “perimeter control lines”** and much looser and more flexible “orderly expansion lines” (Glickfeld, Levine, and Fulton, 1996). **Perimeter control lines are more likely to be adopted by coastal municipalities, and therefore are more likely the model for most UGBs adopted by ballot measure in California.** Orderly expansion lines are more likely to be adopted by inland counties, especially those in the Central Valley seeking to maintain an orderly transition from agricultural land to urban growth...

Many of the jurisdictions that have adopted UGBs via ballot measure – especially in the Bay Area and Ventura County – have done so only after putting housing and population caps into place...²

[T]he mere passage of a UGB does not ensure such a [smart growth] pattern; indeed, a poorly constructed UGB program will sometimes encourage leapfrog development to the other side of the UGB or to more distant towns or cities. UGBs must be accompanied by a strong policy statement that development inside the boundary is encouraged and by a series of code revisions that will facilitate growth in infill locations that are friendly to transit and other alternative forms of transportation. UGB ballot measures should facilitate Smart Growth by taking the extra step of directing the local government to alter its existing codes to facilitate infill and compact, mixed-use development patterns, rather than simply outlawing sprawl.³

² Local Government Commission, *Ballot Box Planning and Growth Management* (2002) (http://www.lgc.org/wordpress/docs/freepub/community_design/reports/ballot_box_manual.pdf)

³ Solimar Research Group, *Growth Management Ballot Measures in California* (2002) (<http://www.solimar.org/pdf/growthballotmeasure.pdf>)

Given the strong evidence that UGBs as now implemented in the Bay Area (“perimeter control lines”) have significant negative consequences—including adverse equity impacts on low-income populations (a key consideration in the Futures Strategy Rating)—the UGB strategy as proposed (maintain the status quo) cannot reasonably be included without significant revision. In other words, no matter how overwhelming the support of existing residents and their local elected officials for maintaining the Bay Area’s UGB regime as is, the Strategy Rating criteria fairly applied demands significant refinement.

Possible refinements to the UGB strategy to mitigate the negative impacts of the existing UGB regime and ensure equitable and inclusive UGBs are:

- 20-year supply of residentially planned and zoned land within the UGB
- Ensure maintenance of 20-year supply by updating UGB every 5 years
- No requirement to obtain voter approval to designate land for housing or increase the density of land for housing within the UGB
- By-right entitlement for areas designated for new housing development within the UGB

2. The Inclusionary Zoning Strategy Needs Significant Revision.

The Draft includes a strategy to “expand the Plan Bay Area 2040 strategy of 10% inclusionary zoning in jurisdictions with PDAs to a variable rate ranging between 10% in weaker-market communities and 20% in stronger-market communities.” The Futures report suggests the strategy should move forward with “minor” refinements. We believe significant revisions are necessary to consider moving forward with this strategy.

First, the portrayal of the results of the strategy are misleading and if left uncorrected will preclude informed consideration and decision-making in the Plan Bay Area 2050 process. The strategy is represented as “responsible for 66,000 to 300,000 new deed-restricted units across the three Futures.” This gives the impression that there is a vast untapped opportunity to increase the supply of deed restricted housing units via adoption or increase of local inclusionary zoning policies. In reality, however, the vast majority of Bay Area jurisdictions *already* have inclusionary zoning policies in place at or near the 10-20% suggested by the strategy.

The Futures report alludes to this problem but only in a technical footnote: “the model ignores instances where a local jurisdiction may already have a rate greater than 10%...which could lead to benefits being slightly over-estimated on the regional level.” First, many jurisdictions do in fact have a rate greater than 10% so by its own terms the model greatly (not slightly) overstates benefits at the regional level.

Second, it appears the modeling for the Plan Bay Area 2040 10% inclusionary zoning policy itself assumed a baseline of zero deed restricted units being produced by local inclusionary zoning requirements. The Plan Bay Area 2050 modeling, in turn, compares the results of the 10-20% inclusionary strategy with the results of the 2040

10% strategy—neither of which seem to acknowledge that inclusionary zoning is already widely adopted throughout the region and therefore a part of the Bay Area’s existing baseline conditions.

For the purpose of informed decision-making, the proposed inclusionary zoning strategy requires more transparency and details regarding how the results presented address the existing inclusionary zoning ordinances (including the specific policy details) that exist in the region. Only by understanding the inclusionary zoning landscape as it actually exists today can the proposed strategy be meaningfully understood and discussed.

It is also important for the specific details of the proposed strategy itself to be accessible and transparent. For example, the strategy calls for the 20% inclusionary level to be imposed only in “strong-market communities” but does not elaborate on what the model considers to be a strong-market community. Without more disclosure, it is likely the public and decision makers will (erroneously) assume that many if not most Bay Area jurisdictions are or will be “strong market” and interpret the strategy as calling for 20% inclusionary in vastly more jurisdictions than the strategy actually does. In fact, the strategy identifies only the following jurisdictions as “strong market”:

- Los Altos
 - Burlingame
 - Los Altos Hills
 - Cupertino
 - Hillsborough
 - Monte Sereno
 - Saratoga
 - Millbrae
 - Belmont
 - Ross
 - Mountain View
 - Piedmont
 - Foster City
 - Belvedere
 - San Carlos
 - Larkspur
 - Los Gatos
 - Mill Valley
 - Palo Alto
 - Atherton
 - Menlo Park
 - Tiburon
 - San Anselmo
 - Sausalito
 - Sunnyvale
 - Albany
 - Corte Madera
 - Berkeley
 - San Francisco
-

With limited exception, these are primarily small, low-housing production jurisdictions that neither decision-makers, stakeholders, nor the public would think of when considering the strategy's reference to "strong market" jurisdictions that can support a 20% inclusionary requirement:

Public discussion of the strategy should also make clear that it entails limiting the BMR% to not more than 15% in non-strong market jurisdictions, *i.e.* those identified as medium and weak markets. These medium and weak markets should be clearly identified.

Other concerns with how the strategy is presented include the fact that other than the agencies' own proprietary models, there is little or no actual evidence that a 20% inclusionary zoning requirement can "pencil" even in so-called strong markets. According to a presentation by the Turner Center to the MTC-convened CASA committee, when San Francisco (a strong market jurisdiction according to the model) increased its inclusionary zoning mandate to the 20% level, production dropped precipitously: "San Francisco – New IZ policy enacted in 2016 - 2017 applications fell by 36.5% from 2016"⁴. In fact, the Turner Center presentation referenced multiple analyses showing that even a 15% inclusionary requirement did not pencil in representative Bay Area jurisdictions during the strong housing market conditions that existed pre-COVID, and that for inclusionary zoning to be an effective widespread strategy in the Bay Area, it must be coupled with significantly enhanced (non-discretionary and pre-defined) incentives such as tax abatements, a cap on other fees and exactions, alternative compliance options, relaxation of design and zoning requirements, and greater density bonuses). More analysis and discussion of how the agencies' modeling results compare to the Turner Center analyses is clearly warranted.⁵

Another concern is that by the agencies' admission, the model is not able to predict whether the cumulative regulatory cost burden of inclusionary zoning drives down the total amount of housing units produced across the entire region and whether it leads to displacing housing development to other regions such as San Joaquin County or San Benito County. This limitation is not disclosed in the publicly available materials.

⁴ Turner Center, *CASA Production Subcommittee Presentation* (February 20th, 2018)

⁵ Further discussion should also include the fact that under AB 1505 newly adopted inclusionary requirements on rental housing exceeding 15% trigger HCD review. Also, the agencies have in prior analyses identified affordable housing impact fees and in lieu fees as a significant source of local funding for affordable housing. If every jurisdiction moves to a "must build" policy as the strategy suggests, there will be a significant loss of liquid financing that today along with leveraged funds is essential for many 100% affordable housing projects.

3. The Streamlining Strategies Need Policy Details Developed and Disclosed.

Unlike the proposed inclusionary zoning strategy, the strategies that are proposed to make it easier and less costly to develop and construct new housing lack policy detail:

- “Assign Higher Allowable Densities in Priority Development Areas”
- “Assign Higher Allowable Densities Around All Major Transit Stops”
- “Assign Higher Allowable Densities in High Resource Areas”
- “Streamline Development in All Areas Designated for Growth”

Even in the technical notes in the Futures report, the description of an essential entitlement reform element (CEQA reform) simply assumes that CEQA streamlining will increase the profitability of new housing development by 1%. There is no discussion of how the strategy actually proposes to streamline CEQA. For each of these strategies, the details should be fully fleshed out and disclosed. For example, one strategy should expressly propose that in implementing SB 743, all jurisdictions cease requiring housing projects to analyze or comply with LOS traffic policies and requirements.

4. The “Costs” of the Strategies Should Recognize Private Sector Costs.

A fundamental problem with the presentation of the “costs” associated with the Draft Plan is that it discloses only direct public agency expenditures as costs. This obscures the fact that many of the strategies would impose direct regulatory and compliance costs on the private sector including on developers of housing. The inclusionary zoning strategy is an important example. The strategy is presented as literally costless. Yet in reality it would require developers of new housing (and landowners/buyers/renters) to bear the very substantial cost of providing deed restricted housing units. This kind of clearly defined regulatory cost imposed on private sector housing developers should be reflected in the analysis.

Yours truly,



Paul Campos
pcampos@biabayarea.org

From: info@bayarea.org on behalf of [Bay Area Metro](#)
To: info@bayarea.org
Subject: Form submission from:
Date: Monday, August 10, 2020 10:15:54 PM

External Email

Submitted on Monday, August 10, 2020 - 10:15 pm
Submitted by anonymous user: 142.254.107.47
Submitted values are:

Name: Tarang Shah
Email address: tshah@vpi.edu
County of residence: Alameda
Comment:
Dear Plain Bay Area team,

The plan doesn't take revitalization of Black and Minority communities into account:

<https://go01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.bloomberg.com%2Fnews%2Farticles%2F2020-05-13%2Fwhy-it-s-so-hard-to-invest-in-black-neighborhoods&data=02%7C01%7Cplambayarea%40bayareametro.gov%7C5122eb86453416101808d83db9%29%7C01%7C55608449192c363a945c87%7C0%7C0%7C637271975386429&data=onlyQTMWqpfC2oW3HWaY6SqrRho9-hd%2Fgg2Nvg%3D&reserved=0>

We have to end investment inequity. At the same time, we have to make sure gentrification does not remove these people from these areas. Please incorporate this into your plan to make sure it is equitable. This adds to a longer comment which I have emailed.

The results of this submission may be viewed at:

<https://go01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.plambayarea.org%2Fnode%2F13608%2Fsubmission%2F32196&data=02%7C01%7Cplambayarea%40bayareametro.gov%7C5122eb86453416101808d83db9%29%7C01%7C55608449192c363a945c87%7C0%7C0%7C637271975386429&data=cFxrqhoqRw%2FDnoN7Qc0Y5F4VYOWSRTH5d#%2Bw%3D&reserved=0>

From: [Tarang Shah](#)
To: info@planbayarea.org
Subject: Public Comment
Date: Monday, August 10, 2020 9:57:01 PM

External Email

Dear Plan Bay Area Team,

I have attached my comments on the Plan Bay Area 2050 below. Thank you so much for your efforts in outreach. Citations are at the end.

I am a Civil Engineering and Humanities and Arts student at Worcester Polytechnic Institute, and would like feedback on these comments.

Please keep me in the loop and confirm receipt!

Thank you,

Tarang Shah

Oakland, CA

Massively decrease car use to below 25% of overall modeshare to meet Greenhouse gas targets

As planners, I am sure you are aware of the negative effects of cars: congestion, pedestrian fatalities, sprawl, urban heat island effects, decreased area, parking lots. Roadway and parking areas occupy far too much of our cities and take too much money. Eliminating large parts of it would allow the construction of many new units of affordable housing, as well as new urban forest, park and playground areas, and better alternative transportation infrastructure.

Your presentation brought up electric vehicles a lot. Do not rely on them, and please do not subsidize them. They are expensive (to incentivize them, you may increase the cost of fuel/petrol cars or prohibit those). I am aware that many people have expressed interest in such a measure, but these cars will only take up more parking and do not solve the fundamental issues of cars. We need space for affordable housing by removing car parking! We need to end what causes pedestrian and cyclist and teen deaths. Cars are also fiscally irresponsible: Copenhagen, for example, calculated that the City loses 5.28 DKK per kilometer of travel by car, but gains 4.80 DKK for every kilometer biked ([City of Copenhagen](#)). For that reason, cars should be a last resort. All car (and airplane) travel should be discouraged and rapid transit must be available everywhere, starting with underserved areas like most of Oakland.

Electric vehicles are perceived to be cleaner. They decrease CO2 emissions (certainly not nearly as much as transit, biking or walking, but it is a decrease). However, their particulate matter (PM 10) emissions are the same. This is because 90% of toxic emissions are from the tires of vehicles, not the tailpipe. As electric vehicles are generally around 25% heavier, they put more weight on tires. Therefore they actually may cause the same amount of toxic pollution (Timmers et al. 2016). Put simply, our polluted cities with extraordinary air pollution (some of the worst in the nation, and considered terrible by the American Lung Association)

will actually change minimally from electric vehicles. They do not account for environmental justice. I live near a freeway and the study indicates that an electric vehicle may not significantly change the amount of toxic particles I will be breathing. Even if technology improves, it is unlikely to decrease it enough to offset the increase in number of vehicles.

For freeway tolling, please do not give discounts for carpoolers and low-income residents. Carpoolers already get a discount by splitting the cost of tolling, and low-income residents should receive free/discounted transit instead. There are very few low-income people who really need a car when the freeway has a transit alternative, and this low-income exemption is a potential loophole as well (who knows who is really in the car?), not to mention that enforcement of these is likely to be more expensive. Carpoolers save money by carpooling already and low-income people get subsidized transit. They should not receive subsidies for occupying the same amount of space on our congested freeways. Also it is far more preferable to try and make sure low-income people get enough money for working — raise minimum wage so they are not low income! (among other things of course).

One concern about freeway tolling — people may be diverted onto city streets. Therefore, city streets must have congestion pricing as well to protect residents and alternative modes of travel. We need fewer cars, period! And car parking can be converted into affordable housing, like in Fruitvale. Car sharing (like zipcars) can also help here where cars are necessary and public transit does not help.

Alternative Transportation

Clearly, we need to discourage car use, electric or otherwise. Freeway tolling, private parking taxation and congestion pricing in cities is necessary. However, we need an alternative.

The cheapest and quickest way is to build Freeway BRT, using the ReXBus network as a starting point as suggested by TransForm. The TransForm report suggests building stations on the side of highways, but I would argue that median stations should be built quickly to use existing HOV lanes, and as people start taking the bus, the HOV lanes should be converted into bus only lanes when bus frequencies are at least once every 5 minutes. Freeway BRT (Bus Rapid Transit) is incredibly cheap and can be retrofitted onto existing highways and provide transit in underserved areas. One suggested corridor is I-580 across Oakland to I-80 across the Bay Bridge to San Francisco South on 101. This provides transit to underserved areas in East Oakland and connects them with the Transbay Bus Hub and to the Mission District, as well as supporting transfers to BART (at Embarcadero and MacArthur) and Caltrain (if the bus is designed to end at Millbrae or another Caltrain Station, or if the DTX is built). I do not agree completely with TransForm's assessment of routes, however, as I said earlier, it is a good place to start, and the I-580 to I-80 to 101 corridor between Oakland and San Francisco is a good place to start. Other places include highway 101 in San Mateo and Santa Clara county to provide rapid transit in underserved Silicon Valley (and Google). We have an intensive freeway system — let's use it!

Eventually freeway BRT can be expanded, similar to TransMilenio in Bogota, Columbia. To make the ReXBus network, note that Seattle has and is planning freeway BRT (Bond 2014; [Sound Transit](#)).

We should not build expensive subways anytime soon, with the exception of the second Transbay Tube. To improve rail infrastructure, we should electrify the Capitol Corridor and

ACE and build the Dumbarton Corridor. Don't rely on BART to San Jose which will take an hour to get to Oakland — an electrified Capitol Corridor can go from San Jose to Richmond via Oakland and underserved areas in Fremont within 50 minutes or so (assuming I-980 is removed to make room for this and tracks are straightened) — significantly faster than any car. Building a fast rail network operating at 110 mph is how we can get people to not use cars (BART just isn't fast enough).

A note about bikeways: we should not have ordinary bike lanes — we should have Protected Dutch bikeways, as highlighted in this great document by MassDOT ([Commonwealth of Massachusetts](#)). Protected bicycle lanes are safer, as shown by the Telegraph transformation. Additionally, while men are generally bikers, women actually use protected bicycle lanes more, because they are actually safe and friendly for them and children. Cities have been designed for men — protected bicycle lanes are part of making them designed for women as well. Not to mention that they encourage more bicycle use as well. This should not be negotiable. All residents in the Bay Area should have a network of protected bicycle lanes near their home which allow them to safely access all essential businesses.

Environmental Justice Considerations

I stated earlier that electric vehicles release just as much of hazardous emissions as non-electric vehicles because most hazardous emissions are from tires. So commit to massively decreasing air pollution and remove cars rather than greenwash them by electrifying. Why should Oakland take the burden of suburban commuters? According to the American Lung Association, our air is some of the worst in the nation ([American Lung Association](#)). Since over 200,000 people die premature deaths due to air pollution every year just in the USA ([MIT Research Library for Aviation and the Environment](#)) (that's more than Covid-19 has killed so far (163,000), and exposure to air pollution is a risk factor which has caused susceptibility to this virus, particularly in environmental justice communities ([Lerner 2020](#))).

While emissions from road transportation are the leading cause of these deaths, emissions from diesel and freight trains, marine shipping and industrial areas are notable as well ([MIT Research Library for Aviation and the Environment](#)). Oakland is extremely important because it has the worst of them all. THAT is what I live in, sadly. Electrification and regulation of these as far as possible is necessary, and their usage should be decreased. Freight trains and passenger rail should have a timeline to electrify.

Basically, we need to clean the air. Immediately. And get rid of cars. People who can afford cars are killing those who can't afford one because we have a system that encourages that.

To clean the air, we need to address green space and park inequality. We need to build green roofs (Portland actually has an ordinance requiring new developments to have green roofs with trees on top), build urban forests and create green streets (again, look to Portland!).

There's also a history of inequitable investment. One example is supermarket redlining, where residents in East Oakland have to drive for 25 minutes to get to the nearest supermarket (but have over 30 alcohol stores in their zip code). This is unacceptable. The result is only wealthier people can get essential services nearby and the others are incentivized to get wasted ([OaklandNorth](#)). West Oakland has a similar problem leading to poor health (City On A Hill Press). This is not only true for supermarkets, but for all sorts of local businesses businesses. There is a lack of capital in less wealthy neighborhoods and those people find it difficult to get

capital (for-profit banks don't give money to these areas!) (Pink 2018; Shannon 2018). These areas are vulnerable to larger companies which simply suck resources out of the area and leave without investing anything in return, simply contributing to their decline (Gantz et al. 2017; MacGillis 2020). These areas, generally having low-income and minority people, need local businesses owned by them.

Incubating local and minority businesses is a good idea, but we need financial capital. Grants and loans can help, but we really need a public bank to handle this. The North Dakota State Bank (one of two public banks in USA, the other being the federal reserve) gives out student loans at low interest, supports local business, and has turned profits without a bailout continuously for at least the past 15 years (yes, even during the 2008 recession) ([Brown, 2017](#)). It is not perfect, but this is a strategy we need to try here!

Despite our strong economy, 12.2% of Alameda County citizens experience food insecurity ([Feeding America](#)). This is no surprise, given the difficulties with obtaining fresh, healthy food. Let's include community gardens, green roofs with gardens, farmers markets and other tactics to get fresh food for everyone, fast. Poverty and food insecurity are linked — such tactics help both.

We also need to build a framework and suggest tools for removing or demolishing freeways. I understand that the 2050 plan cannot commit to demolishing freeways, but cities should be able to plan such events and have tools to do so. Provide suggestions on what could replace a freeway, and suggest this as a potential action to freeways. Their very history is rooted in segregation and environmental injustice.

We need to say by 2050, no more environmental injustice. We cannot perpetuate it. Because of perpetual systemic racism, these communities are going to face the worst impacts of climate change unless we act fast.

The 15-minute City Framework

Paris has committed to build in such a way that all residents will have access to every essential service/amenity within 15-minutes (Portland, OR has a 20-minute concept). A lot of strategies in the report support this, but they should explicitly make this a requirement **everywhere**. The reason is, it is likely for some communities to receive the majority of improvements while others remain neglected. The 15-minute Bay Area means that black and minority communities can get benefits, not just people in gentrified areas (which has been so far the case).

The 15-minute framework also creates a coherent goal to tie these strategies together in a way that enhances overall liveability. These strategies must work together to create a picture — that is a city which works for everyone. The 15-minute framework also addresses investment inequality listed earlier as well as environmental justice.

Also, this encourages community interaction, which is great for resilience and helps communities take care of each other and prevent deaths during heat waves and disasters ([Klinenberg 2013](#)) (a problem that is getting more and more frequent with climate change). This also decreases crime, as observed by Jane Jacobs in her book, *The Death and Life of Great American Cities*.

The 15-minute city plan also introduces new strategies — for example, the change in travel

demand can allow parking to be made into housing or park area. Schools can be converted into gyms in the evening. Sidewalks, protected bicycle lanes and transit is available for everyone, everywhere.

Other notes

For Objective number 7 in the Strategies Blueprint ("Protect, Preserve, and Produce More Affordable Housing"), the image shows single family zoning (number 6 appears to as well). Single family zoning is not affordable. We need to legalize fourplexes and affordable sixplexes automatically in all non-hazardous lands and build the missing middle of housing (We cannot prohibit the missing middle! That's just not fair and is exclusionary).

Is that it, really?

I appreciate that in the plan, residents pay less on housing and transportation. But it's not enough — low income residents will still have to pay over 80% of their income on housing! This plan is not going to solve homelessness or truly end our problems. In 30 years, by harnessing the economic growth, we should be able to guarantee **everyone** a house, food, and a job with a liveable wage. We should massively decrease poverty rather than maintain a norm of homelessness. **This plan does not go nearly far enough. It maintains a status quo that barely addresses the largest societal problems we face. Let's create a plan that actually alleviates these problems.**

I know much of this is beyond the scope. However, I am sure that if you all can create a plan that alleviates these problems, you will receive grassroots support from many activists and government officials that can make it a reality.

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August 10, 2020

Association of Bay Area Governments and
Metropolitan Transportation Commission
Email: info@planbayarea.org

RE: Plan Bay Area 2050 Draft Blueprint

To Whom It May Concern,

Thank you for the opportunity to review the Draft Blueprint of Plan Bay Area 2050, which integrates 25 resilient and equitable strategies from the predecessor Horizon Initiative.

The majority of the Draft Blueprint strategies will improve affordability; expand housing opportunities for low-income residents; focus growth on walkable, transit-rich communities; save lives and protect communities; and position the region for robust economic growth. However, the City of Dublin offers the following notable concerns with the strategies as currently drafted:

- Assess Transportation Impact Fees on New Office Developments. Applying expanded county-specific transportation impact fees on new office development could have a significant impact on new office development. The City of Dublin currently has the highest rated Pavement Condition Index in the Bay Area and a proven track record of maintaining our existing transportation infrastructure. This strategy could result in the City needing to overhaul our existing transportation impact fee structure, which already includes fees based upon the area of the City (Eastern, Western, Downtown) as well as regional fees (Tri-Valley Transportation Development Fee). An additional transportation impact fee could potentially cause office development to be financially infeasible. The City recommends that this impact fee not be imposed on jurisdictions that already impose a sub-regional transportation fee, such as the Tri-Valley Transportation Development Fee.
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. Further reduction of parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas fails to allow an opportunity to see the result of the significant amount of housing legislation from the last few years. This strategy also eliminates the ability for jurisdictions to maintain local control and assess site specific circumstances or community goals.

City Council
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City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
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Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
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Police
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- Require 10 to 20 Percent of New Housing to be Affordable. This strategy proposes to require 10 to 20 percent of new housing developments of 5 units or more to be affordable to low-income households with thresholds defined by market feasibility. This is a departure from the City's current practice to require 12.5% of new units to be affordable for projects of 20 units or more. While this strategy could result in more affordable units, it will take away local control, eliminate flexibility when evaluating a project, and eliminate the ability to respond to economic changes. The City strongly recommends that this strategy be modified to allow flexibility, such as allowing a developer to dedicate land or pay an affordable housing in-lieu fee, as these pooled resources could result in a greater number of affordable housing units.
- Maintain Urban Growth Boundaries. This strategy could impact the City's ability to amend our Urban Limit Lines to provide opportunities for additional commercial and industrial development and more local jobs. The City recommends that ABAG/MTC consider amending this strategy to allow locally-approved modifications to existing urban growth boundaries when certain conditions are met, such as improving the job-housing balance and when the loss of open space can be mitigated in another location.

In addition to the draft strategies, the Draft Blueprint is designed to accommodate 1.5 million new residential units and 1.4 million new jobs throughout the Bay Area. The Draft Blueprint breaks up the Bay Area into 34 subcounty areas, called super-districts, which are a combination of cities, towns, and unincorporated areas. The City of Dublin is located in a super-district which also includes Livermore, Pleasanton, San Ramon Village, and Sunol. Between 2015 and 2050, the Draft Blueprint allocates 3% of housing growth and 2% of job growth to our super-district. The Draft Blueprint also envisions increasing our super-district average population density from 0.8 to 1.1 (region-wide average is 1.7 to 2.2) and decrease our jobs/housing ratio from 1.7 to 1.4 (region-wide average is 1.5 to 1.34). ABAG/MTC Staff recommended that the City use the parallel Regional Housing Needs Allocation process to assess growth; however, these two parallel processes are comparing different geographic areas (cities/counties vs. super-districts) and different time periods (8 years vs. 30 years), so there is not an ability to adequately and accurately assess Plan Bay Area 2050's growth projection impacts on each jurisdiction. The City requests that the growth projections be broken down by jurisdiction, rather than super-districts.

Should you have any questions, please do not hesitate to contact Michael Cass, Principal Planner, at (925) 833-6610 or Michael.Cass@dublin.ca.gov.

Sincerely,



p.p. Jeff Baker
Community Development Director
City of Dublin

Encl. Kristie Wheeler, Assistant Community Development Director
Michael P. Cass, Principal Planner



August 10, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
scott.haggerty@acgov.org
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Re: ACE Service Expansion Program in Plan Bay Area 2050

Dear Chair Haggerty:

In line with Union City's previously expressed support of projects that leverage funding sources to benefit multiple rail providers and provide seamless connectivity to transit hubs, Union City respectfully requests that the Metropolitan Transportation Commission include the expanded Altamont Corridor Express (ACE) service in Plan Bay Area 2050. The Period 1 (before 2035) of Plan Bay Area 2050 should have two additional ACE round trips between the Central Valley and San Jose (six total ACE daily round trips), and Period 2 (after 2035) of Plan Bay Area 2050 should have two more ACE round trips between the Central Valley and Fremont/Union City/Newark area, specifically connecting with BART at Union City's BART Station. This would allow for eight total ACE daily round trips in the Plan time horizon.

ACE expansion is consistent with the 2018 California State Rail Plan, improves connectivity with Merced-Bakersfield HSR Interim Operating Segment and complements the proposed Valley Link Project. While Valley Link will serve the northern part of Alameda County and San Francisco, the increased ACE service creates Tri-Valley and Central Valley linkages to the Tri-Cities and Silicon Valley. Importantly to Union City, this expansion of service leverages previous investments in our community and in the corridor.

ACE staff have been a valuable partner with Union City planning our Priority Development Area that transformed more than 90 acres of vacant and under-utilized land surrounding the BART Station into a new community of more than 1,700 built and entitled residential and affordable and market-rate housing units and 1.2 million square feet of planned office space – all in the Station District next to BART and ACE. In the next five years 2,000 homes are expected to be built within one-half mile, or slightly more, of the BART station. These homes will have an average density of 45 units per acre. We want, and have planned for, rich transit service to support this new community.

office of
the mayor

CITY OF UNION CITY

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unioncity.org



The City of Union City with direct funding and leveraged grants has invested more than \$100 million transforming the Union City BART Station into a two-sided station providing direct pedestrian connectivity from the station to the new family housing as well as improved passenger circulation. A new passenger rail platform on rail tracks currently utilized by ACE will provide direct connectivity to the Union City BART Station entrance from the other side of the station when the service begins in ACE roundtrips seven and eight described above.

ACE carried more than 6,000 riders a day with four daily round trips. Expansion of ACE is needed to further reduce Vehicle Miles Traveled (VMT), greenhouse gas (GHG) emissions and congestion in the I-580/I-680 corridor. Expansion of ACE improves air quality and increases and enhances opportunities for transit-oriented development. As you are aware, MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be to the south of Union City in Santa Clara County. ACE’s biggest markets are carrying Alameda County and Central Valley workers to/from jobs in Santa Clara County through our Tri-City communities. Because rail capacity is constrained into San Jose, our future Union City BART ACE station connectivity will be key to serving that future job growth.

The MTC Board Action on July 22, 2020 creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies to achieve equity and GHG outcomes. There is strong support in the Bay Area, Tri-Cities and Union City for expanding ACE service and ACE expansion should be one of transportation strategies included in Period 1 with additional round trips also included in Phase 2.

Union City strongly supports ACE expansion and we urge MTC to include the ACE Service Expansion Program in both Period 1 and Period 2 of the Plan Bay Area 2050. This request is a minor, incremental improvement of the ACE commuter rail service which has served the region for over twenty years and needs minimal improvements to double its train service for the benefit of the region.

Sincerely,

A handwritten signature in blue ink that reads 'Carol Dutra-Vernaci'.

Carol Dutra-Vernaci
Mayor, City of Union City

office of
the mayor

Cc: Therese McMillan, Executive Director MTC - tcmillan@bayareametro.gov
Alix Bockelman, Deputy Director MTC – abockelman@bayareametro.gov
Dave Vautin – Assistant Director Major Plans, MTC - dvautin@bayareametro.gov

CITY OF UNION CITY

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unioncity.org



August 5, 2020

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Plan Bay Area 2050 development

On behalf of the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group, which represent a broad range of private and public sector employers in both Alameda and Contra Costa counties, we are writing to express our appreciation for your efforts to develop a comprehensive Plan Bay Area 2050. This Plan will help address both immediate and long-term transportation, housing, economic, and environmental needs in the greater Bay Area region.

The East Bay is one of the world's most vibrant economies and fastest growing regions with direct access to global markets, talent, and capital. Our diverse communities, skilled workforce, and innovative business climate are some of the reasons why companies of all sizes and types invest and thrive in the East Bay. Our region's 2.8 million residents also account for over a third of the total 9-county Bay Area population, yet more than a third of these residents commute outside of our sub-region for work. The East Bay also supports a high share of cross-regional commute trips (roughly 33% of regional commute trips pass through Alameda County, and this is expected to increase as the number of mega-commuters continues to grow).

In examining the Economic Strategies outlined in your Draft Blueprint, one of the objectives which we support is shifting the location of jobs. The current jobs-housing imbalance in the Bay Area has led to displacement of workers, increased congestion, and a host of environmental issues. To address these issues, we believe that more vibrant commercial centers need to be expanded in locations that are in closer proximity to their workforce where residential growth has occurred in recent years. Considering that the East Bay has been the main catalyst for housing construction, the economic element of the Plan should prioritize our region for future job growth.

Some of the strategies outlined in the Blueprint which show promise include incentivizing the placement of public institutions and sector-based incubators programs aligning employers with the local workforce in housing rich areas, retaining key industrial lands by providing supportive resources towards the creation of Priority Production Areas, investments in advanced manufacturing and related job training, and allowing greater commercial densities in growth geographies beyond just the urban core. Other strategies we feel should be considered are investments in physical and broadband infrastructure in economically-distressed areas through public-private partnerships, providing catalytic job-generating seed

funding and regional resources to promote trade and investment activity, and including the implementation of federal opportunity zones, foreign trade zones (FTZ), and the redevelopment of aging industrial stock in the East Bay.

Accordingly, we also believe that transportation investments to support regionally significant priorities and projects in the East Bay such as Express Buses, Lanes, and Shared Mobility Hubs on the I-580 and I-680 Corridors, reconstructing the I-580/I-680 interchange, constructing Valley Link in the Altamont Corridor, facilitating goods movement in the Vasco Road/Byron Highway Corridor, and improving the Capitol Corridor should be key components of the Bay Area's future growth strategies. These regionally significant projects will connect housing to jobs, strengthen critical goods movement infrastructure, and provide the seamless connectivity, worker equity, and emissions reductions that Plan Bay Area seeks.

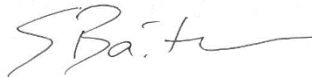
In closing, we believe that the East Bay's central location in the Northern California megaregion is a key asset. We have an extensive physical infrastructure which supports exports and goods movement with direct access to domestic and international markets. The East Bay is home to three national laboratories and two global port which provide significant employment and investments to the Bay Area. Therefore, making investments to further strengthen job creation, workforce accessibility, and infrastructure in the East Bay are critical to sustaining the Bay Area's economic growth.

We look forward to continuing our dialogue with you around this important work as we embark on a new Plan for the next 30 years.

Warmest regards,



Kristin Connelly
President & CEO
East Bay Leadership Council



Stephen Baiter
Executive Director
East Bay Economic Development Alliance



Lynn Naylor
CEO
Innovation Tri-Valley
Leadership Group



East Bay Employers Share Important Policy Goals for Housing and Transportation

The East Bay, Alameda and Contra Costa Counties, is home to one of the world's most dynamic economies and fastest growing regions in the U.S. It is the most populous and geographically diverse region of the San Francisco Bay Area. Drawn to the innovative business climate and connectivity to critical supply chain support, Fortune 500 companies and major corporations/organizations such as Kaiser Permanente, The Clorox Company, Chevron, CSAA, Bio-Rad Laboratories, Lam Research, Workday and Pixar Animation Studios are headquartered in the East Bay, along with thousands of smaller employers that drive the region's dynamic economy. The three National Laboratories and UC Berkeley alone will attract roughly \$4 billion in public R & D funding this year. In addition, East Bay companies attracted \$4.9 billion in venture investments in 2018, more than the entire states of Texas or New York. Exemplifying the region's growth and sitting in the heart of the East Bay, the Tri-Valley realized a 35% increase in jobs the past 12 years, outpacing San Francisco (31%), Silicon Valley (19%) and the entire state of California (8%). Home to 450+ tech companies, the Tri-Valley alone boasts a GDP of \$42 billion.

The high cost of housing is the single biggest challenge facing employers seeking to attract and retain top talent. The current median house cost in Alameda County is \$797,300 and median rent is \$3,100, while the median household income is \$96,296+. The current median house cost in Contra Costa County is \$603,800 and median rent is \$2,800, while the median household income is \$80,074+. Recent studies have shown that workers' commutes have significantly increased in the past decade because of their need to secure more affordable housing, which strains all aspects of our transportation infrastructure. Moreover, failing to address the housing crisis will impact our employers' ability to find and keep local talent and will negatively impact California's ability to sustain its economic growth.

The East Bay is a major logistics center with a comprehensive network of freeways, rail systems, air cargo hubs and seaports. FedEx and UPS hubs are served through the Oakland International Airport. The Port of Oakland's seaport is the 7th busiest container port in the country, conveying more than 99% of the containerized goods moving through Northern California. The Port of Richmond handles a wide range of liquid and dry bulk commodities, automobiles and diversified cargo. Union Pacific and Burlington Northern Santa Fe, the nation's two largest rail systems, connect the East Bay to the rest of the country.

The movement of people in the East Bay, includes numerous public transit systems. The East Bay is home to the largest number of BART stations (30 of the 48 stations) and the Oakland International Airport. The Bay Area's ferry system, serving 2.6 million riders annually, connects the East Bay to the Peninsula, San Francisco and the North Bay.

Our Collective Focus

Independently, and in partnership, the East Bay Economic Development Alliance, the East Bay Leadership Council and Innovation Tri-Valley Leadership Group represent hundreds of East Bay employers from all sectors of the economy. We have partnered on this joint advocacy day at the Capitol to communicate our concerns, positions and priorities, and identify ways we can support legislation, initiatives, programs and resources that will sustain and promote economic growth and high quality of life in the East Bay.



Making significant progress on housing and transportation in this legislative session is our top shared priority. Specifically, as organizations representing hundreds of East Bay employers we are seeking:

- Meaningful CEQA streamlining to increase the supply of affordable housing;
- Accountability for meeting regional housing needs in all jurisdictions;
- Mechanisms to reward jurisdictions that have been good about approving and building housing when developing proposals to link transportation funding to housing production;
- Support for the recently proposed bipartisan legislation to expand the renter's tax credit (SB 248)
- Streamlined approval and production of Accessory Dwelling Units;
- Incentives for building denser housing around transit to help the state reach our ambitious goals under our Sustainable Communities Strategy;
- Maintained funding for existing transportation networks;
- Maintenance of our transport systems and the expansion of roadways and transportation modes for necessary connectivity to reduce high usage commutes and traffic congestion;
- Resources for infrastructure to provide adequate fire, police, school and recreation services to growing resident populations moving into new housing stock; and
- Incentives, subsidies and programs to attract and retain more manufacturing companies in the region that create sustainable-wage jobs while preserving industrial space in the region.

###

Alameda County Transportation Commission (Alameda CTC) is a joint powers authority governed by a 22-member Commission comprised of elected officials from each of the 14 cities in Alameda County, all five members of the Alameda County Board of Supervisors and elected representatives from AC Transit and BART. The mission of the Alameda CT) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. www.alamedactc.org

East Bay Economic Development Alliance (East Bay EDA) is a unique cross-sector partnership of private, elected, county/city/town and nonprofit leaders in the counties of Alameda and Contra Costa. East Bay EDA works to establish the East Bay as a globally-recognized region to grow business and to attract capital and resources for creating quality jobs and preserving a high quality of life. www.EastBayEDA.org

East Bay Leadership Council (EBLC) is a private sector, public policy organization that advocates on issues affecting the economic vitality and quality of life of the region. EBLC's membership of nearly 300 employers includes leaders from business, industry, health care, education, local government, labor and the nonprofit community. www.eastbayleadershipcouncil.org

Innovation Tri-Valley Leadership Group (ITVLG) is a business leadership association committed to connecting the businesses, research labs, educational institution and civic leaders in the Tri-Valley region of the East Bay, by generating job growth and economic vitality for a region that is globally connected, regionally united and locally unique. www.innovationtrivalley.org

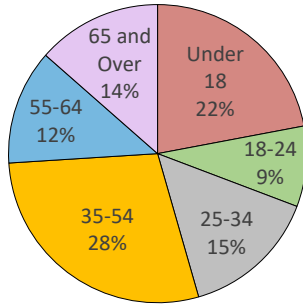
EAST BAY AT A GLANCE

DEMOGRAPHICS¹

Population (2017): 2.75 million (+7% since 2012)
(San Francisco: 864,260; Santa Clara County: 1.9 million)

Population % of 9-County Bay Area: 36%

Age Distribution:



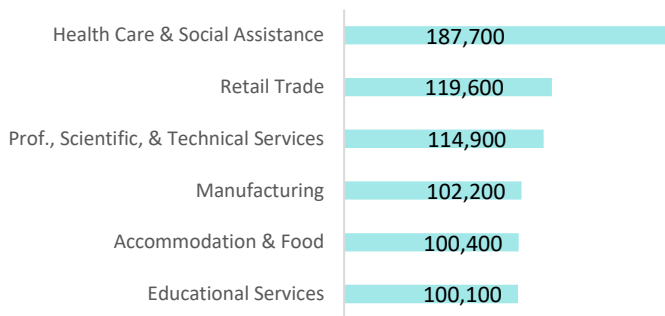
Median Household Income: \$86,850
(Compared to \$67,169 statewide)

% of Pop. 25-64 with a Bachelor's Degree or Higher: 45%
(Compared to 33% statewide)

EMPLOYMENT²

Total Employment (2018): 1.25 million

Largest Employment by Sector:



Fastest Growing Sectors (Last 5 Years):

Transportation & Warehousing +6%
Manufacturing +5%
Construction +5%
Information +4%

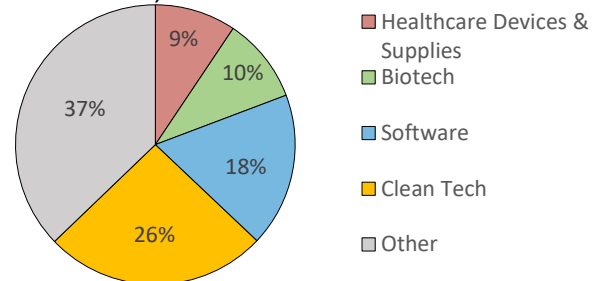


BUSINESS ACTIVITY

Gross Domestic Product (2017)³: \$202.4 billion
(+6.3% over 2016 compared to +4.9% statewide)

Number of Fortune 1000 Companies⁴: 10

Venture Capital Investments (2018)⁵: \$4.8 billion
(+16% over 2016)



Top Venture Capital Investment by State (2018):

1. California (includes East Bay): \$61.3 billion
2. New York: \$13.5 billion
3. Massachusetts: \$11.8 billion
East Bay: \$4.9 billion
4. Washington: \$3 billion

Taxable Sales (2017)⁶: \$48.9 billion
(+4% over 2016, compared to +2% in SF and Santa Clara County)

East Bay Maritime Port Activity (2017)⁷:
\$21.2 billion in exports (+7% over 2016)
\$35.7 billion in imports (-2% over 2016)

¹ U.S. Census American Community Survey, 5-Year Estimates 2012-2017.

² Bureau of Labor Statistics. Quarterly Census of Employment and Wages. As of 2018Q4.

³ Bureau of Economic Analysis. 2017.

⁴ InfoGroup. Chevron, Synnex, Ross Stores, Lam Research, The Clorox Company, Blackhawk Network, Bio-Rad Lab, Workday, Cooper, Central Garden & Pet.

⁵ Pitchbook. Analysis by Beacon Economics.

⁶ California State Board of Equalization; HdL Companies.

⁷ WISERTrade. Analysis by Beacon Economics. Combined values for Ports of Oakland and Richmond.

Prepared by:

From: [Bob Allen](#)
To: info@planbayarea.org
Cc: [Dave Vautin](#)
Subject: Urban Habitat comments on Blueprint Transportation Element
Date: Monday, August 10, 2020 11:52:05 PM
Attachments: [Urban Habitat Blueprint Transportation Element Comments .docx](#)

External Email

Attached please find Urban Habitat's comments on the Blueprint Transportation Element.

Thank you

Bob Allen (he/him/his)
Policy and Advocacy Campaign Director
Urban Habitat
2000 Franklin Street
Oakland, CA 94612
510-839-9510 ext.314
<http://urbanhabitat.org/>

Read our reports, [Driving Deeper into the Climate Crisis: Who Gets Priority on Our Streets?](#) and [Rooted in Home: Community-Based Alternatives to the Bay Area Housing Crisis](#).

Follow us on [Twitter](#) and like us on [Facebook](#)!

Plan Bay Area 2050 Project Staff
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Sent via e-mail to:

info@planbayarea.org

dvautin@bayareametro.gov

RE: Urban Habitat Comments on Plan Bay Area 2050 Blueprint transportation element

August 10, 2020

Dear Plan Bay Area 2050 Project Staff:

We at Urban Habitat would like to thank MTC staff for your work to develop the Plan Bay Area 2050 Blueprint. The following comments summarize some of the concerns and recommendations we have expressed in RAWG workshops and other public participation forums on the PBA Blueprint transportation element and related strategies. We look forward to working with staff and the MTC Commission to ensure that the transportation element:

- ensures that we meet our regional greenhouse gas reduction target
- reduces driving by providing expanded transportation options
- creates living-wage green jobs within the public transit sector
- provides the funding necessary for equitable, affordability, frequent, and high-quality public transportation for all Bay Area residents especially transit dependent communities and people with disabilities

To achieve this, we make the following recommendations to MTC's proposed Blueprint strategies:

Operate and Maintain the Existing System. Commit to operate and maintain the Bay Area's roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels.

Recommendation: PBA and the Blueprint must address the current fiscal collapse of public transit in the Bay Area. We will need to identify new funding, including a potential regional measure, to not only restore the painful cuts we anticipate in the near-term but to increase service levels necessary to get Bay Area drivers out of their cars. Urban Habitat, in partnership with Seamless Bay Area and other members of the Voices for Public Transportation (VPT) Coalition have prepared a draft analysis, still under review, that has been shared with MTC staff and proposes strategies and service levels to increase regional transit ridership. We recommend that a similar analysis, informed by our study, be conducted by MTC and incorporated into the Blueprint and analyzed as part of the PBA alternative. Any new service planning should also include the paratransit system and the failure of that system to adequately meet the current mobility needs of people with disabilities as well as plans and funding to implement universal design standards.

We also recommend that a public multi-stakeholder process be initiated by MTC to facilitate the development of a regional transportation funding measure. The campaign known as Faster Bay Area is not the result of such a process. The campaign's assumptions, both in terms of a suggested revenue mechanism (a one cent sales tax) and its proposed expenditures (the portion of the measure dedicated to transit operations and the specific capital projects it recommends) appear to be included as inputs to the Blueprint Transportation Element despite the lack of any legitimate related public process. This should be addressed and corrected as the Blueprint process and PBA move forward.

Enable Seamless Mobility with Unified Trip Planning and Fare Payments. Develop a unified platform for trip planning and fare payment to enable more seamless journeys. Reform Regional Transit Fare Policy. Streamline fare payment and replace existing operators' specific discounted fare programs with an integrated fare structure across all transit operators.

Recommendation: Ensure that fare integration policies do not exclude unbanked populations and remain accessible to all communities (for example undocumented residents who are currently eligible for discount programs) so that there is not a “race to the bottom” effect in attempting to harmonize fares across the region.

Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives. Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, with discounts for carpoolers, low-income residents, and off-peak travel, with excess revenues reinvested into transit alternatives in the corridor:

Recommendation: Ensure that these policies do not exclude unbanked populations and that discount programs remain accessible to all communities.

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds. Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways:

Recommendation: Ensure that the proposed improvements in this strategy are equitably distributed through an equity analysis of proposed investments and that the potential displacement impacts are considered. In addition, the proposed strategy should avoid “enforcement” mechanisms, including in the development of networks of “slow streets,” that promote increased policing in low income communities and communities of color. Finally ensure that the mobility needs of people with disabilities are given priority in the design of these proposed investments.

Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status. Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco:

Recommendation: Given the rapidly changing economic geography of the Bay Area as a result of COVID-19, we should reconsider mega-projects such as a Transbay rail crossing and new rail

projects such as the San Joaquin Valley rail system. Instead, we should focus on development of a network of transit priority corridors (for example those outlined in TransForm's REX Network proposal) and frontload lower cost projects and programs that provide immediate benefits to riders especially transit dependent communities such as low-income communities of color, seniors, youth, and people with disabilities. With public transit service under threat from a fiscal "death spiral" we must end planning for future highway expansion project. The July staff report to the Commission notes, "with a seven-point gap remaining to meet the SB 375 GHG reduction target, we will be asking all major highway expansion projects to fully mitigate increases, going above and beyond existing policies." It seems unlikely that these mitigation plans can plausibly be expected to support the region's attempt to close the gap in our greenhouse gas reduction target. The staff report further notes that, "inclusion of major highway projects under the condition that further greenhouse gas emission mitigations are identified by project sponsors prior to the September 2020 action on the Final Blueprint.' Again, the climate crisis, and the Bay Area's failure to adequately plan for and respond to it, as well as the current crisis in public transit funding, demand that we adopt policies and make investments that address the scale of the crisis we face.

We look forward to working with staff on the Blueprint process and next steps in PBA 2050.
Thank you.

Sincerely,

Bob Allen
Policy and Advocacy Campaign Director
Urban Habitat

From: [Dave Vautin](#)
To: info@planbayarea.org
Subject: FW: Public Comment Re: Plan Bay Area 2050
Date: Monday, August 10, 2020 10:18:16 PM
Attachments: [Plan Bay Area 2050 Response.pdf](#)
[ATT00001.htm](#)
[PLAN BAY AREA 2050.pdf](#)
[ATT00002.htm](#)

External Email

Dave Vautin, AICP
Assistant Director, Major Plans
dvautin@bayareametro.gov - (415) 778-6709

BAY AREA METRO | BayAreaMetro.gov
Metropolitan Transportation Commission
Association of Bay Area Governments

From: Therese W. McMillan <tmcmillan@bayareametro.gov>
Sent: Monday, August 10, 2020 9:56 PM
To: Alix Bockelman <ABockelman@bayareametro.gov>; Matt Maloney <mmaloney@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>
Subject: Fwd: Public Comment Re: Plan Bay Area 2050

Therese W. McMillan
Executive Director
tmcmillan@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Association of Bay Area Governments
Metropolitan Transportation Commission

Bay Area Metro Center
[375 Beale Street, Suite 800](#)
[San Francisco, California 94105](#)
[415-778-5210](tel:415-778-5210) - Office

Begin forwarded message:

From: Bobbi López <bobbi@todco.org>
Date: August 10, 2020 at 9:42:04 PM PDT
To: "info@planbayarea.org" <info@planbayarea.org>
Cc: "Therese W. McMillan" <tmcmillan@bayareametro.gov>, "mayor@cityofberkeley.info" <mayor@cityofberkeley.info>

Subject: Public Comment Re: Plan Bay Area 2050

External Email

Dear Director Mcmillan, Honorable Jesse Arreguin, and ABAG/MTC Staff,

Attached please find two letters of input in regards to Plan Bay Area 2050 as the public comment period began July 10, 2020 and closes today, August 10, 2020.

Sincerely,

Bobbi Lopez



August 8, 2020

Honorable Jesse Arreguin, President
Association of Bay Area Governments/
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Therese McMillan, Executive Director
Association of Bay Area Governments/
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: PLAN BAY AREA 2050

Dear ABAG and MTC Commissioners and staff,

We appreciate the years of labor put into the creation of the Plan Bay Area 2050 blueprint. We believe the strongest document created by MTC/ABAG in guiding this conversation is the Equity Analysis Report from 2017, which stated that “32% of lower-income households in Central City communities identified as “Communities of Concern” were at risk of displacement.” The report also went on to state that: “the housing crisis is disproportionately affecting low-income households, as high costs consume an even larger share of family budgets and scarcity of affordable units limits housing options” and “while almost every household in the Bay Area is experiencing high housing costs, these conditions have an oversized impact on low-income populations.” For these reasons, we need a 2050 Plan that prioritizes affordable housing, centers balanced growth/development; economic justice; and equity in access to investments.

Unfortunately, many of the proposed strategies in Plan Bay Area’s 2050 Blueprint do not fully address these issues. Trickle down has been the unofficial policy for housing and economic growth in the Bay Area, and we need a drastic change, especially as COVID-19 ravages working class and BIPOC communities, who are 83% of the population in Communities of Concern.

Our Response To Some Of The Strategies Listed In The Plan Bay Area 2050:

1. Transform Aging Malls and Office Parks into Neighborhoods

- Strongly Support. We were advocating for AB 3107 (Bloom) at the state level which was recently pulled but would have allowed residential as an allowable use on commercial (excluding industrial).

- We first identified the enormous potential of such a policy directive in our report of housing development potential of shopping mall and office park parking lots in the nine county Bay Area two years ago. We identified over 200 such potential sites larger than one acre in size, with development potential for more than 200,000 new housing units. But – *we also found that housing was not a permitted use today on 75% of those locations!*
- This should include **high affordability levels of 20%** or follow a local jurisdiction, if it has a higher requirement.

2. Require 10 to 20 Percent of New Housing to be Affordable

- a. The City of Oakland had a 28% goal for affordable housing construction in its Housing Cabinet Report, but only about 7% of their yearly construction was for low and very low-income people. Oakland is not alone, many cities failed to meet low and very low-income affordable housing construction goals in the region. What are we really going to do different than what was written in Plan Bar Area 2040? And If we couldn't meet our affordable housing goals in a good economy, how will we do it, now that we slip into a recession as a result of COVID? Fundamentally, designating that 10-20% of new housing be affordable is far from the meeting the demand for low- and middle-income people. It simply is not enough.
 - b. Cities need to increase impact fees and inclusionary housing requirements where the market can bare a greater percentage based on nexus studies.
 - c. Also, proposed and current laws at the state level further undercut this strategy for our region. A developer can now receive a huge density bonus and incentives like reduced parking requirements at the state level for building moderate amounts of affordable housing. For sound local housing policies, we must research the impacts of the state density bonus and other laws.
 - d. To meet our Regional Housing Needs Assessment goals for low-income housing construction, we need to immediately inventory of all state, county, city, or other publicly owned land that is developable and move that these properties be made available to either 100% affordable construction where possible or 50% affordable construction. Public land is for the public good. Most cities have not implemented ordinances on public lands policies, don't have databases of said property, or have been selling off their properties to market rate developers.
- 3. Fund Affordable Housing Protection, Preservation and Production. Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing.**
- a. The state needs to commit at least \$2 billion additionally to affordable housing just to minimize existing homelessness much less respond to potential growing pockets of homelessness due to COVID-19.
 - b. We should engage in progressive revenue measures that don't further burden our working-class and generate much needed revenue to build affordable housing.
- 4. Further Strengthen Renter Protections Beyond State Legislation. Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.**

- a. Agreed. We should expand rent control to newer buildings and push on our state to further address Costa Hawkins reform.
 - b. Along with renter protections, we need to more strongly protect low income homeowners against predatory lending and foreclosures.
- 5. Allow a Greater Mix of Housing Types and Densities in Growth Areas. Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select Transit-Rich Areas, and select High-Resource Areas**
 - a. We strongly support high density in transit rich areas, including the re-zoning of single-family neighborhoods as long as this includes infrastructure, affordability, and transit investments.
 - b. We believe a large portion of transit rich areas should be dedicated to low income housing as working people disproportionately depend on public transit. According to the Equity Analysis Report from 2017, “low-income populations in the region account for 25 percent of the total population but 53 percent of all transit trips, indicating not just their higher propensity to use transit but also a greater dependence on that mode.”
 - c. We’ve heard from affordable housing developers that heights also have the adverse impact of making land “more expensive.” How do we mitigate this and ensure a level playing field between market and affordable housing developers in terms of land acquisition in transit rich areas?
- 6. Reduce Barriers to Housing Near Transit and in Areas of High Opportunity. Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits.**
 - a. These incentives are best when offered in return for a higher commitment to affordability in neighborhoods experiencing gentrification and displacement.
- 7. Assess Jobs-Housing Imbalance Fees on New Office Developments**
 - a. “According to a study conducted by the University of California Davis in 2015, 69 percent of the lack of affordable housing close to low- and moderate-wage jobs, which usually co-locate with high-wage jobs, creates an even bigger imbalance for low- and moderate-income households. This jobs-housing mismatch is one of the primary drivers of high displacement risk, and higher housing and transportation costs for the region’s lower-wage workers.” While fees are key, so is a thoughtfulness to where office projects are located in relation to jobs.
 - b. The other component is the housing fit. It is not enough to build housing; we need to make sure that it is economically diverse and is affordable to existing residents.
- 8. Complete Streets**
 - a. We support creating complete streets and investments in bike infrastructure should be coupled with equity proposals that ensure affordable bicycle access and education to communities of color.
 - b. We also oppose the use of law enforcement which can potentially and further criminalize communities already experiencing high levels of policing.

9. Advance Low-Cost Transit Projects. Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully funded status.

- a. We should look at Cities like Oakland, that are making capitol project investments based on an equity analysis. Their methodology in distributing paving monies or bond money for parks projects requires that projects are given public equity scores.

10. Transit Fare Costs

- a. Public transportation is the primary means that many low-income and minority populations use to travel in the region. It was estimated in your Equity report, that “About 75 percent of AC Transit’s riders are low-income and 78 percent are minorities.” This means, as we move into economic instability and increased poverty, we need to think about long-term subsidies to off-set travel costs for low-income people which in term promotes transit first models.

11. Per-mile tolling

- a. We must consider the impact to persons with disabilities, who may be solo drivers.
- b. We are concerned that this is a regressive taxation measures that only exacerbates economic inequity. Our focus should be on connectivity and building a first-class seamless transit system that motivates people out of their cars and into our public transit.

We strong support many of the strategies not referenced including climate change efforts, building modernization concepts, seamless mobility, reducing speeds, and increasing our Transbay connectivity. If you have any questions, please feel free to reach out to me at Bobbi@todco.org.

Sincerely,

Bobbi Lopez

Director of Regional Community Engagement and Public Policy, BAFCA

From: info@bayarea.org on behalf of [Bay Area 500](#)
To: info@bayarea.org
Subject: Form submission from...
Date: Monday, August 10, 2020 9:39:32 PM

External Email

Submitted on Monday, August 10, 2020 - 9:39 pm
Submitted by anonymous user: 24.7.4.129
Submitted values are:

Name: William H Hudson
Email address: whm2@comcast.net
County of residence: Contra Costa
Comment: Maintain the simple, but elegant and expansive beauty of our unique and identifying asset, the Bay, by absolutely NOT building another bridge in a new location. Expand the existing ones or go subterranean, but do not add visual pollution over the water to the growing clutter on the shores.

The results of this submission may be viewed at:
<https://gce01.usfidslink.protection.outlook.com/?url=https%3A%2F%2Fwww.planbayarea.org%2Fnode%2F13600%2Fsubmission%2F32191&data=02%7C01%7Cplanbayarea%640bayareametro.gov%7C46896876e04e8b780683d80886%7C041e7ac5600d449192c363ce945c87%7C09%7C63732175716252926&data=Y%2FXivOxLlP%2FRSP0yaQeJELcXwDRk60fhwWN4VA8%3D&reserved=0>

From: plab@plabbyarea.org on behalf of [Eugene Murray](#)
To: plab@plabbyarea.org
Subject: Form submission from:
Date: Monday, August 10, 2020 3:43:02 PM

External Email

Submitted on Monday, August 10, 2020 - 3:42 pm
Submitted by anonymous user: 76.14.50.107
Submitted values are:

Name: Suzanne Murray
Email address: recurring_dreamer@yahoo.com
Country of residence: Contra Costa
Comment:
Survey was very limiting so here are some more strategies that I support:

Need to address the digital divide.
Expand BART to Eastern Contra Costa County and lengthen hours of service (not everyone has a 9-5 job)
Create a robot ferry service
Eliminate "fresh food deserts"
Support micro-businesses including homebased businesses
Support maker spaces (for kids, tech/mfg and hobby level tinkers)
Support D.K. services for families with young children
Support afterschool programs
Better connect the community to job preparedness resources
Reduce the cost to build ADUs, remodel existing home
Support first time home buyer programs
Increase # housing including market rate and affordable housing
Facilitate more inclusive communications and engagements through multi-lingual materials (digital and print) and engagement

The results of this submission may be viewed at:
<https://go011safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.plabbyarea.org%2FFeedback%2FSubmission%2F32181&data=02%7C01%7Cplabbyareainfo%40plabbyareametro.gov%7C775c5ca28144668275708d8347c8922%7C01c7a5560b4491972e363ea945e87%7C09%7C637226861820368901&data=3q538SHUJuryw6KBjpt6fLpbCHHocqgMITTYmDCu3DD&reserved=0>

From: [Ryan, Joan](#)
To: info@planbayarea.org
Subject: Plan Bay Area draft Blueprint - comments
Date: Monday, August 10, 2020 5:14:53 PM

External Email

Good Afternoon

Please include the following comments in considerations in your finalizing of the draft BluePrint

Jobs/Housing Balance

- Incentivize through tax subsidies, etc. specific locations (new job hubs) for job creation in housing rich areas with access to transit to: 1) improve jobs/housing balance, 2) create a reverse commute in order to utilize empty trains and 3) shorten commute from out-lying areas.
- Mandate/incentive large job creators to create a percentage of jobs in housing rich areas.
- Provide housing linkage fees in job rich locations to expand affordable housing.
- Place additional housing growth in proximity to existing and projected jobs.

Affordable housing

- **Advance innovative ways to reducing affordable housing and financing costs.**
- Accelerate redevelopment of underutilized shopping centers with substantial portions of affordable housing through CEQA exemptions and/or infrastructure grants.
- Expand investment in the preservation of existing affordable housing to reduce displacement.

Climate

- **Place housing in proximity to jobs are to achieve our state mandated GHG emission reductions (since a 7% gap exists event with strategies outlined).**

Circulation

- **Ensure public transit systems provide more seamless and efficient transfers.**

best regards,

Joan Ryan, Community Reuse Area Planner

City of Concord

From: [Jack Lucero Fleck](#)
To: info@planbayarea.org; mcmillan@bayareametro.gov; [Dave Vautin](#)
Subject: Comments on draft blueprint, Plan Bay Area 2020
Date: Monday, August 10, 2020 4:46:35 PM

External Email

August 10, 2020

Association of Bay Area Governments &
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

info@planbayarea.org

comments on draft Blueprint, Plan Bay Area 2050

Dear MTC,

Thank you for your informative workshops and for offering this opportunity to comment on the Blueprint for Plan Bay Area (PBA) 2050.

In general, we support the plan with its 25 resilient and equitable strategies including promoting seamless transit and increasing affordable housing with higher density near transit and in innovation districts near jobs. And we support serious efforts to avoid displacement and provide reduced fares for low-income residents.

There is one big area that we would like to express our concern. The blueprint states that, if it succeeds in concentrating all new growth in priority development areas with good transit, it will only result in a 12% per capita reduction in greenhouse gases. This is well below the [goal](#) of 19% GHG reduction set by the California Air Resources Board (CARB) for MTC for 2035.

We thank you for being honest in admitting that you feel that this 12% reduction is the best you can do with Plan Bay Area's land use planning, public transit improvements, and support for pedestrians and bicyclists. But clearly this is not an acceptable endpoint.

The Intergovernmental Panel on Climate Change has made it clear that we need a global reduction of 50% in GHGs by 2030 and 100% by 2050. It is not acceptable for MTC to ignore the climate crisis and leave this up to the State. 25 Bay Area cities and 5 counties have recognized that we are in a climate emergency and are working to speed up their climate action efforts. MTC needs to be part of this effort.

We urge MTC to work with the CARB to support its programs to implement full electrification of all vehicles. We recognize that this would be a significant increase compared to past MTC programs, but the climate crisis calls for drastic action. The Bay Area Air Quality Management District (BAAQMD) has expanded its role to support many projects to electrify transportation; there is every reason that MTC should provide even more leadership in this endeavor. This expansion of MTC's role should include projects such as:

- Education of the public
- Working with cities to streamline building codes
- Training for contractors and building inspectors
- Funding for installation of charging stations in homes, apartments, garages, and on-street (e.g., using light pole wiring) prioritizing low-income areas and people.
- Support for EV car sharing for low-income and other neighborhoods
- Support for EV purchases with low-cost loans, especially for low-income residents
- Support for grid improvements with local utilities and CCAs, including microgrids, to accommodate increased demand overall and high-speed chargers in particular
- Support for bus and truck electrification
- Monitoring the pace of installations and adoption of EVs in conjunction with ARB and local jurisdictions.

Each city and county should have an EV roadmap (e.g. following San Anselmo and Berkeley) and MTC should provide funding to help develop and implement these roadmaps.

Plan Bay Area 2050 should set a goal of 100% elimination of GHGs from transportation by 2050. Our lives depend on it!

We also support the recommendations and comments made by the Sierra Club in their letter to MTC dated August 5, 2020. These include:

- Ensuring equity in the \$463 billion Plan Bay Area--e.g. the “Housing Strategies” set out in the draft are a first step, but as noted in it, they are inadequate to achieving equity. We need to:
 - Increase efforts to prevent dislocation and gentrification
 - Increase renter protections
 - Increase the goal of 10%-20% of new housing to be affordable
 - Increase transit access to Priority Development Areas
- Opposing any freeway widenings or efforts to increase road capacity and redirecting funding from reducing traffic congestion to reducing transit overcrowding
- Expressing concern about the Valley Link proposed passenger rail project from San Joaquin County to the BART station in Dublin. The amount shown in the draft is from \$1 billion to \$2.5 billion.
- Building affordable housing for people to stay in the Bay Area would be a better option than encouraging mega-commuting.
- Calling for a coordinated planning effort to address sea-level rise.

There is one additional recommendation we have--MTC should join BAAQMD in promoting telecommuting as an opportunity to clean our air and reduce vehicle miles traveled. We recognize that not everyone can work from home, so there is an equity concern here, but we feel that everyone does benefit from those who do telecommute, in terms of cleaner air, reduced GHGs, and less traffic congestion. MTC could even consider supporting low-income residents with computers and wifi access to promote equity in working from home. The blueprint plan does include a modest increase in telecommuting, but this goal should be significantly increased-- e.g. from 6% pre-COVID to at least the BAAQMD goal of 25%, and preferably higher. If achieved, this could make it possible for MTC to meet the CARB goal of 19% GHG reduction.

But as noted above, 19% is only a beginning. MTC must take responsibility for transportation problems as a whole--especially GHG emissions--and not ignore the IPCC warnings. To do this MTC needs to support and enhance the CARB efforts to electrify transportation

Thanks again for your very good work. We are eager to work with you to achieve the elimination of carbon pollution from transportation.

Note that this letter does not imply universal agreement with all of its points by the 350 Bay Area Transportation Campaign team.

Sincerely,

350 Contra Costa--Lisa Jackson

Jack Lucero Fleck and Elena Engel--Members of the 350 Bay Area Transportation Campaign

David Page--member of Local 1021, SEIU, Climate-Justice Workgroup

Cc: tmcmillan@bayareametro.gov

dvautin@bayareametro.gov

From: [Cindy Winter](#)
To: info@planbayarea.org
Subject: Transit access for pedestrians and cyclists
Date: Monday, August 10, 2020 10:14:14 AM
Attachments: [MTC Plan B.A.2050 bptransit.docx .docx](#)

External Email

Please open the attached document.

Cindy Winter
Greenbrae

Pedestrian and Cyclist Access to Transit

Transit works best when it's easy to access. If MTC wishes to encourage a shift to walking and cycling and transit, then all three modes must join together seamlessly.

Most often, transit runs on busy roads or freeways, where the fast-flowing wide river of traffic creates a barrier for anyone who seeks to cross it, a challenge that is difficult, daunting or impossible for our more fragile transporters, our foot people and pedal people.

For this reason, from the very outset of Plan Bay Area 2050 an explicit statement should recognize the need to provide pedestrians and cyclists with convenient access to transit.

The present Blueprint strategy statement, which reads as follows, is inadequate for this purpose:

Build a Complete Streets Network. Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths.

The wording here should add at the end: "... including lanes, paths and over-crossings that provide access to transit." Those few additional words would adequately reflect what is sorely needed. "Enhancing *streets*" alone limits the statement's applicability, inasmuch as consideration of over-crossings will be essential at many locations.

For an example of retrofitting with this broader goal in mind, I refer MTC staff and Board to Marin County's new "Highway 101 Interchange and Approaching Roadway Study". This project has for its focus 12 interchanges along the Highway 101 corridor within Marin.

The overall approach ... is to identify operational and safety improvements for all users of the interchange and approaching roadways including adjacent intersections. Many of the ... interchanges were built many years ago when Marin's traffic was much different than in recent years and are considered to have numerous non-standard features as compared to current design practices. They were also built during an era that was also auto centric and did not accommodate or equally consider other users such as pedestrians and cyclists. [Emphasis added.]

Further information can be obtained from TAM's Executive Director Anne Richman or from Principal Project Delivery Manager Bill Whitney, P.E.

Plan Bay Area 2050 should include a similar explicit goal and provide funding for studies and construction from the very outset.

Respectfully submitted,

Cindy Winter, Greenbrae (Marin County)
cinhiver@gmail.com

From: [kate.powers](mailto:kate.powers@planbayarea.org)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint comments
Date: Monday, August 10, 2020 5:44:07 PM

External Email

Dear all -

Here are my comments in no particular order:

- PBA 2050 transportation and land use strategies are not intertwined enough in blueprint with environmental, (public health) and social equity strategies. One example, goals and strategies for transportation should include adapting to sea level rise, restoring watershed quality and function with infrastructure improvements (including transportation), and removing physical and economic barriers to equitable opportunities for mobility. MTC and ABAG should coordinate Plan Bay Area with other Bay Area agency goals like BCDC's, State Coastal Conservancy's (with respect to Bay Area), San Francisco Bay Restoration Authorities'. How do they map together? What are multi-benefit opportunities?
- The combination of current, and possible new, state housing and transportation CEQA streamlining legislation and Plan Bay Area PDA funding incentives pit local governments hungry for funding and development dollars against their communities that want a say in how growth will be managed.
- The Blueprint does not go far enough in ensuring robust public transportation networks which is critical for creating sustainable communities for all income levels.
- In the past, efforts to encourage more trips by bike, walking or transit have not been hugely effective. What if PBA 2050 transportation strategies are ineffective in curbing reliance on single occupancy automobile use? Won't there just be more congestion, idling combustion engines, and GHG emissions as a result that would eliminate progress toward sustainability goals creating a possible backlash in public sentiment on these planning efforts?
- How will the Blueprint's transportation planning adapt to changing employment markets, including recent increases in work-at-home and telecommuting opportunities, that may reduce transit ridership, affect travel patterns and infrastructure needs?
- Regarding, Draft Blueprint Transportation Strategy "1. Operate and Maintain the Existing System . . . while ensuring that all Priority Development Areas have sufficient transit service levels." It seems the extent and reliability of the transit system and its flexibility in getting riders where and when they want to go is not built in. How might dense development built around fixed rail transit be impacted if fixed rail does not provide frequent, affordable transit to destinations like job centers? SMART in Marin County is one such single-track, fixed-route system that has not induced mode shift or reduced GHGs as hoped, has struggled financially, and has limited future capacity. How will nearby highway and arterial congestion be affected if Northgate PDA planning increases housing density without a truly efficient and affordable transit option with

flexibility to destinations? Will walking, biking and transit ever efficiently get people to where they need to go on a daily basis in places like Marin County? How will impacts of PBA's future 2% housing growth plan for Marin (8,800 housing units?) and yet expected declining job growth (below 0%) meet sustainability goals? Without robust transit or large job center destinations, PBA 2050 Blueprint in Marin seems likely to make meeting sustainability goals more difficult.

- The individual and community health impacts are largely unknown on infill development and TOD (housing within ½ mile radius of fixed rail transit station). San Rafael's PDAs plan to be located along Hwy 101, and its associated interchanges and arterials. Impacts include heightened noise, congestion, pollution and traffic.
- Adapting to sea level rise and reducing pollutants to the bay through state-mandated and regional stormwater pollution prevention measures should be included and prioritized in the Transportation Complete Streets Strategy implementation.
- It will require a lot of nuance to integrate large scale planning policies and processes that will translate into a range of urban scales that meet local "livability" ideals as well as those of sustainability. Legislation and PBA 2050 have lots of language about "sustainability" yet there is the ongoing threat that this type of top-down regional planning serves the interests of developers capitalizing on incentives rather than serving the interests of local communities. It's important to think through the local-scale impacts from broad regional policies and build in flexibility that is context-sensitive in integrating growth into existing communities.
- Growth strategies need neighborhood vision and participation in development plans so that amenities and services meet the needs of growing urban neighborhoods. Only then can incremental mixed-use development opportunities that are appropriate in size and transition be integrated into neighborhoods for truly sustainable and livable futures for generations that follow. Human scale, pedestrian- and bicycle-friendly, public realm land use patterns that concentrate street activity, trees, narrower streets, etc are important components. Also important are effective implementation of anti-displacement strategies.
- How might Plan Bay Area 2050 blueprint strategies benefit by identifying zones for opportunities where Daniel Parolek's Missing Middle Housing examples, (converting often-times beautiful existing buildings to duplex, triplex, fourplex configurations or building courtyard apartments or small-scale townhouse developments), would work well and incentivizing those. The Blueprint's Housing Strategy "Allow a Greater Mix of Housing Types and Densities in Growth Areas" is not specific enough to ensure that.
- It's important to provide safeguards so that as Bay Area housing becomes more affordable, and communities and cities more sustainable and livable, that planning and community-based efforts benefit local tax paying residents and that properties do not become "global commodities" for investors. Plan Bay Area 2050 would do well to incentivize local residents to invest in their communities for equity, sustainability and livability reasons so they will reap the benefits of their community-based efforts as would future generations of Bay Area residents.

Thank you for your efforts and your consideration of these thoughts.

Respectfully,

Kate Powers, San Rafael

From: [John Elberling](#)
To: info@planbayarea.org
Cc: [Jon Jacobo](#); [Jane Kim](#); [Bobbi López](#); [Julian](#)
Subject: BAFCA Plan Bay Area 2050 Blueprint Comment
Date: Monday, August 10, 2020 12:41:20 PM
Attachments: [PLAN BAY AREA 2050.pdf](#)

External Email

Please find attached our Comment of this date.



BUILD AFFORDABLE FASTER CA
 230 Fourth Street San Francisco CA 94103

RE: COMMENT PLAN BAY AREA 2050 BLUEPRINT

The Neo-Liberal “Blueprint” For An Elite Bay Area

Bottom Line: Growth is God. Lower-Income People are Expendable.

The most important single piece of information in the thousands of pages of the Plan Bay Area 2040/50 planning process is a chart buried on page 69 of the PBA 2040’s deeply buried “Final Equity Analysis Report” Supplemental Report, which is now not any part of the PBA 2050 package:

Equity Measures	Sub-Geography	Plan Target	Base Year	No Project	EIR Alternatives			
					Main Streets	Big Cities	EEJ	Draft Plan
7. Share of LI-HHs at Risk of Displacement	RoR	+0%	14%	+16%	+9%	+8%	+8%	+7%
	CoCs		32%	+25%	-1%	+13%	-0%	+1%

It tells us that in 2017 32% of lower-income households in Central City communities identified as “Communities of Concern” were at risk of displacement. And – of great and terrible significance – that none of the proposed PBA 2040 Alternatives reduced that risk appreciably, one would make it much worse, and doing nothing would be catastrophic!

Since then MTC/ABAG have done ... *Nothing*.

And the accompanying Map 42 (attached) of the Communities of Concern – even further buried all the way back on the second-to-the-last page of this buried Supplemental Report – shows both the devastating situation now. Even though, due to ‘statistical gerrymandering,’ the definition for “Communities of Concern” already makes them much smaller than the truth! And the definition of “low-income” utilized is an absurdly low “twice the national federal poverty rate” which is itself far below the otherwise-standard definition of 80% of SF Bay Area Average Median Household Income. In other words, the situation is far worse than this Chart depicts.

NONE OF THIS CONCEALMENT OF THE BITTER OUTCOMES OF PLAN BAY AREA FOR LOWER INCOME BAY AREA RESIDENTS IS ACCIDENTAL OR INADVERTENT.

There is no mystery at all what the real Priority and Prime Motivation for Plan Bay Area 2040/50 has been and will be: *Growth At Any Cost – even the human costs of forced displacement, de facto ethnic cleansing, and cultural genocide of Central City communities – to continue to manufacture Great Wealth for the Elite of the Bay Area and provide for the Professional Class/White Collar Workforce that supports it.*

The best counter-measures Plan Bay Area 2040/50 have to offer to reduce such harms are the classic Neo-Liberal nostrums of utterly inadequate ‘trickle down’ economic benefits via increased public revenues from Growth and – maybe – more \$funding for Affordable Housing Development via increased Sales Taxes on the People of the Bay Area – but never the Wealth or the Properties of the Elite of course!

Plan Bay Area 2040/50 are Social/Economic Injustice Codified – and Disguised of course with endless ineffectual platitudes proclaiming disingenuously their good intentions and empty “Principles.”

But in truth this is Government of the Rich, By the Rich, and For The Rich.

PUT PEOPLE FIRST – NOT GROWTH

There is only one genuine and realistic “Equitable Future” path forward for a “Sustainable Future” for The People of the San Francisco Bay Region:

- Balanced Economic/Affordable Housing/Community Building Growth (for example, the combination of San Francisco’s Proposition E Balanced Growth Initiative approved by SF Voters in March and the Central SOMA Plan adopted by the City in 2018).
- A 21st Century Tax Revolution so that the Wealth of the Bay Area finally funds all the urban, environmental, and social Infrastructure that in truth makes it possible – including housing for all the People of the Bay Area (for example, the proposed Split-Roll Property Tax Reform on this November’s State ballot – and no more sales taxes ever!).

Our City, our Bay Area, our State, our Nation, and our World are all now in the greatest crisis since the end of the Second World War. But today, the enemy is not an Axis or even a virus. The enemy is ourselves – our Selfishnesses, our Greeds, and our Blindnesses that refuse to admit the consequences of our addiction to Growth and instead to put People First before Wealth.

Plan Bay Area 2050 could – and must – be the Start.

John Elberling
Manager, Build Affordable Faster California

Plan Bay Area 2040

Map 42

Displacement Risk Gentrification and Displacement in the Bay Area University of California Berkeley American Community Survey 2009 - 2013 Tracts Within Urbanized Areas

Lower Income Tracts

Greater than 39% of Households are considered Low Income.

- Not losing LI Households, or Very Early Stages
- At Risk of Gentrification or Displacement
- Undergoing Displacement
- Advanced Gentrification

Moderate to High Income Tracts

Less than 39% of Households are considered Low Income.

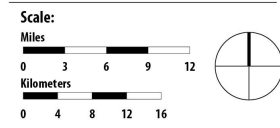
- Not Losing LI Households, or Very Early Stages
- At Risk of Displacement
- Undergoing Displacement
- Advanced Exclusion

About this Data:

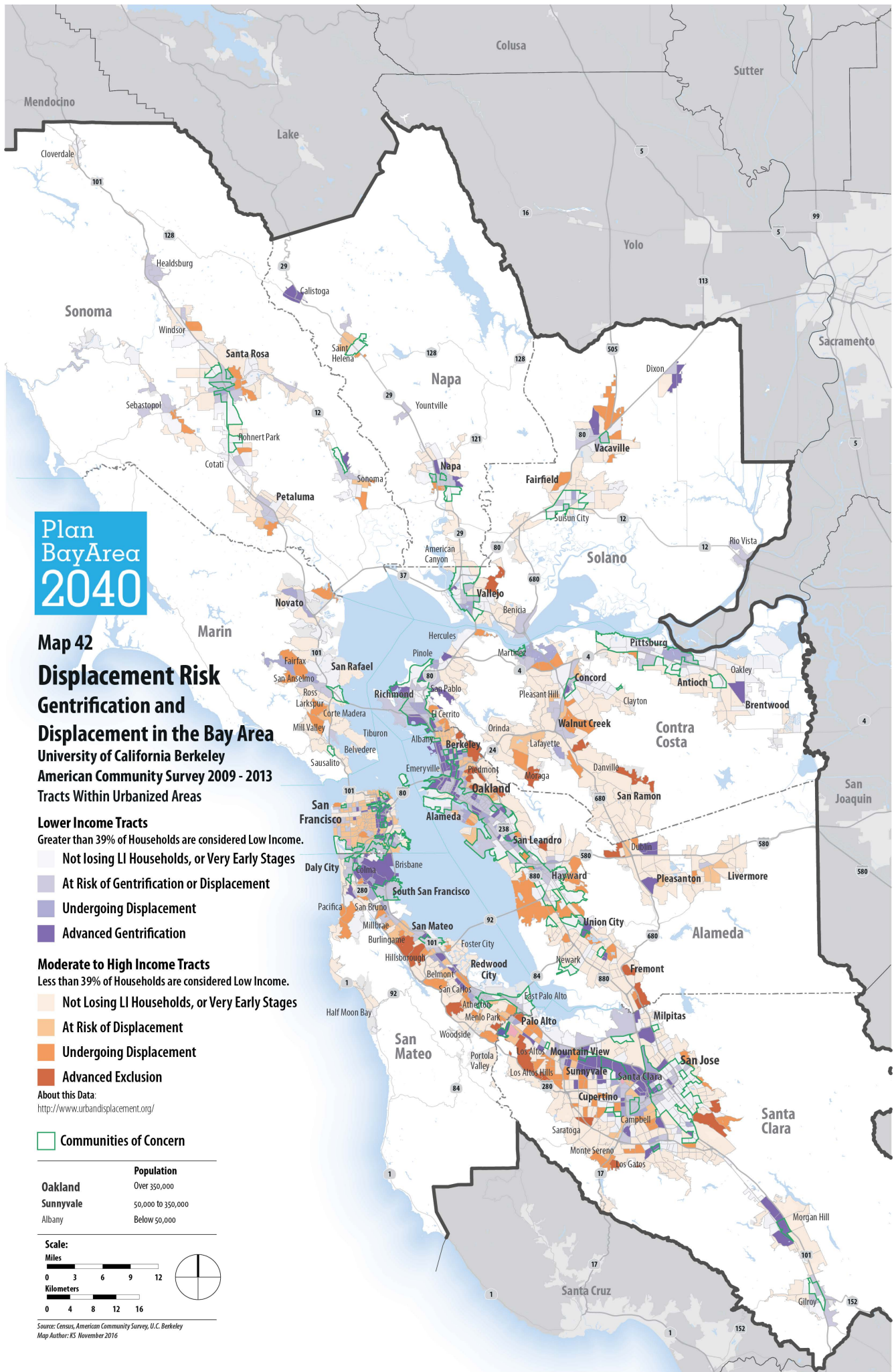
<http://www.urbandisplacement.org/>

Communities of Concern

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: Census, American Community Survey, U.C. Berkeley
Map Author: KS November 2016



From: [Judd & Sherry Smith](#)
To: info@planbayarea.org
Subject: comment from League of Women Voters of the Bay Area
Date: Monday, August 10, 2020 12:44:34 PM
Attachments: [MTC Letter-1.pdf](#)

External Email

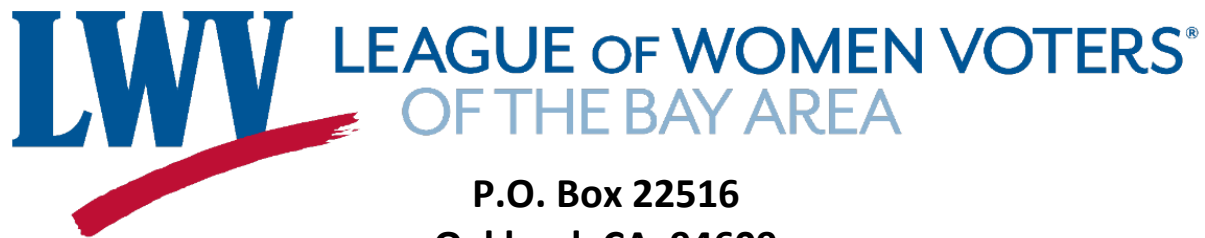
Dear Ms. McMillan---

Attached you will find a letter from the League of Women Voters of the Bay Area commenting on the draft Plan Bay Area 2050.

We appreciate the opportunity to express our commitment to transparency and public outreach.

Sincerely yours,

Sherry Smith
President
League of Women Voters of the Bay Area



**P.O. Box 22516
Oakland, CA 94609**

August 10, 2020

Therese McMillan, Executive Director
Metropolitan Transportation Commission

Dear Ms. McMillan:

The League of Women Voters of the Bay Area supports regional planning such as the draft Plan Bay Area 2050. We appreciate the time and effort spent to bring the vision of a future Bay Area into a concrete plan.

Given the upcoming changes in the region caused by results of the pandemic, shifting patterns for transportation and housing may impact the future of this Plan. This makes outreach to the public even more important than before, especially to those in underserved communities who rely on public transit and affordable housing. It is not clear how successful that part of MTC's outreach has been. The publicized input opportunities during the comment period have been insufficient. Given how difficult communication opportunities are during the pandemic, it seems that the comment period should have been longer and more widely publicized.

Consistent with League policies we strongly support two transportation strategies in the Plan Blueprint:

- Enable Seamless Mobility with Unified Trip Planning and Fare Payments
- Reform Regional Fare Policy

We would encourage you to work toward integrating police and safety systems, standardizing signage, and making sure that integrated trip planning includes integrated schedules.

The League strongly supports efforts to fully integrate transportation and housing into the regional plan. While we applaud the goal to construct 400,000 permanently affordable new homes, hundreds of thousands of low income residents will still lack affordable housing as noted in Challenge #1. New revenue streams must be considered. We ask you to prioritize making as goals anti-displacement strategies and increased affordability in high resource areas.

Finally, we ask that the Commission build in flexibility or alternative planning due to the changing financial realities caused by the pandemic. We ask that you consider prioritizing your plans and programs so that flexibility can be applied when needed.

Sincerely yours,

Sherry Smith

Sherry Smith
President
League of Women Voters of the Bay Area

From: [Michelle Beaulieu](#)
To: info@planbayarea.org
Cc: [tilly chang](#); [Maria Lombardo](#); amber.crabbe@sfcta.org; [Heard, Emily](#); [Tanner, Keith](#); [Joshua Switzky](#); [Hugh Louch](#)
Subject: SFCTA Comments: Draft Blueprint
Date: Monday, August 10, 2020 7:58:46 PM
Attachments: [SFCTA PBA 2050 Draft Blueprint Comments.pdf](#)

External Email

Hello PBA staff,

Please find attached comments on the Draft Blueprint from SFCTA staff, developed in coordination with SFMTA and SF Planning staff. I'm sending this on Maria Lombardo's behalf. Please let us know if you have any questions,

Thank you, -michelle

Michelle Beaulieu

Principal Transportation Planner, Government Affairs

Policy and Programming Division

Office: 415-522-4824 Cell: 917-932-4846
michelle.beaulieu@sfcta.org



sfcta.org | [sign up for our newsletter](#)



August 10, 2020

info@planbayarea.org

SUBJECT:

San Francisco County Transportation Authority Comments on the PBA 2050 Draft Blueprint

To Plan Bay Area 2050 staff:

I am writing on behalf of the San Francisco County Transportation Authority in response to the public comment period for the Draft Blueprint of Plan Bay Area 2050. We want to thank MTC staff for their partnership with our agency, the other County Transportation Agencies, the region's transit agencies and other stakeholders throughout the Plan Bay Area 2050 process. In particular, we'd like to thank Adam Noelting and Raleigh McCoy for their work with us on the county fiscally constrained project list.

The Draft Blueprint has, in many ways, helped move the region in the right direction. However, MTC staff have identified five big challenges that remain. The San Francisco County Transportation Authority supports the MTC strategies listed below, in particular, for inclusion in the Final Blueprint and proposes a few additional strategies to address those challenges. Many of these strategies are high-level policies that will require significant work at the regional and local levels before they can be implemented, and we look forward to partnering with MTC and the other agencies on program and project development.

1. How do we create more permanently affordable housing, especially in areas with high-quality schools, amenities and transportation options?

1. Invest in / reward the production of more affordable housing units (MTC strategy). This may include new funding sources for housing such as a potential Regional Housing Funding Measure, and continuing programs like the Housing Incentive Program.
2. Adopt a regional TOD policy with strong affordable housing linkages (SFCTA recommendation).
3. Invest in or prioritize transportation projects that support affordable housing growth (SFCTA recommendation). This may include a range of project types, from development and transportation programs that support significant redevelopment sites (e.g. the Treasure Island Mobility Management Program, and the Southeast Waterfront Transportation Improvements project), to highway ramp reconfigurations that help create developable land and improve non-motorized access to affordable housing developments (e.g. the Alemany Roadway Redesign and Ramp Reconfiguration project).

2. How can new or expanded strategies alleviate traffic congestion on suburban highways and reduce overcrowding on bus and rail lines?



1. Invest more in world-class bicycle and pedestrian infrastructure to make it easier to reach local destinations without a car (MTC strategy). The Better Market Street project is an example of the type of investments that can attract a significant number of new bicycle commuters.
2. Build more Express Lanes with robust express bus services (MTC strategy). This strategy should be designed with cost-effectiveness and equity in the forefront. The SFCTA is committed to including local Muni express bus service as part of the US101/I-280 Express Lanes and Bus project, which will also accommodate SamTrans express bus service to and from the peninsula. We support the means-based toll pilot program and also encourage MTC to develop regional integrated payment programs (e.g. Fastrak + Clipper) to support this strategy.
3. Explore implementing all-lane tolling on high-traffic freeways with transit alternatives (MTC strategy) provided that a full suite of robust equity measures be included in the project, such as transit service and/or toll discounts (SFCTA recommendation). We believe this strategy shows promise to reduce driving and associated greenhouse gas emissions, if revenues are reinvested in high-quality transit service starting on day one with the benefit of robust community engagement and consideration of affordability policies.
4. Redesign public transit systems to provide more seamless transfers and focus service on high-frequency routes (MTC strategy). In 2019, the SFCTA Board passed a resolution supporting Seamless Transit principles. We support beginning with expanding means-based transit fare discount programs to a consistent standard, to make it easier for low-income residents to navigate Bay Area transit systems (e.g. Clipper START). This effort to define a seamless regional network should also prioritize transit-dependent and essential trips, as is being discussed at the Blue Ribbon Transit Recovery Task Force.
5. Extend regional rail services to new communities and increase the frequency of service (MTC strategy). We support this strategy IF the region ensures that these are cost-effective investments, and if paired with a strong TOD policy that specifies the employment and housing densities needed to support major regional rail investments, and includes other supportive land-use and parking policies (SFCTA recommendation). For example, the Downtown Caltrain Extension anchors growth in one of the region's most robust Priority Development Areas, the Downtown SF/South of Market area and is undertaking phasing and cost-reduction efforts to right-size this major investment. MTC's rail extension strategy should also be applied in conjunction with the MTC inter-regional investment policy that was passed at the end of 2019.
6. Implement congestion pricing strategically and with a strong equity focus, to reduce road congestion while providing robust alternatives to driving (SFCTA recommendation).
 - a. For San Francisco Downtown Congestion Pricing, the SFCTA is in the midst of a study evaluating program options, including using the impact on travel costs as a percent of household income for low-income households as an equity evaluation



metric. The study also includes other metrics to ensure that program benefits accrue to low-income travelers and Communities of Concern.

- b. On Treasure Island, the Treasure Island Mobility Management Agency (TIMMA) Board (seated by SFCTA board members) is working on a suite of mobility options for current and future residents, including new electric ferry service, new bus service to and from downtown Oakland, on-island bicycle and pedestrian paths and on-island circulator shuttles. The TIMMA board has already approved a toll exemption for existing residents, who are disproportionately low-income. An affordability program is in development that includes subsidized multi-operator transit passes and discounts on services such as car and bike share for low-income residents. These investments will limit traffic congestion impacts on the Bay Bridge and support the 2,000+ units of below market rate housing included in the Treasure Island development plan.

7. Prioritize transit investments that increase capacity and resiliency in the already crowded core systems (SFCTA recommendation). To reduce overcrowding on the most crowded parts of the region's transportation system and support transit as a viable transportation option for commuters, this should include the BART transbay corridor, Muni rail and rapid network, Caltrain electrified service and the Downtown Caltrain Extension.

3. How can we further ensure that low-income residents and communities of color are not ultimately displaced to areas with limited access to opportunity?

1. Support robust means-based transit fare pass programs across the region, such as Clipper START and Muni's Lifeline pass program, a pilot program for means-based toll discounts on the region's express lane system, and discount programs for bikeshare and other micro-mobility programs (SFCTA recommendation).
2. Regional agencies should create a set of best-practice tenant protection strategies and community stabilization policies as a resource for local jurisdictions, and to guide regional investment decisions (SFCTA recommendation). San Francisco has in place some of the strongest such policies in the region, with more information available here: <https://projects.sfplanning.org/community-stabilization/>
3. Require that an equity lens and planning process be applied to all regional investments and policies (SFCTA recommendation). This should span planning through implementation and include robust community outreach strategies that focus on traditionally under-represented groups. (additional strategies can be found in the Government Alliance on Race and Equity (GARE) equity toolkit)

4. How do we further reduce transportation-related greenhouse gas emissions to reach critical climate goals?



1. Require employers to implement mandatory work from home policies 2 or 3 days per week (MTC strategy), where possible. We support the region taking this opportunity to examine work-from-home policies and the potential to support a meaningful shift toward higher telecommuting rates.
2. Charge parking fees to disincentivize driving, putting fees toward bicycle giveaways and free shuttles (MTC strategy). We support charging parking fees and think that the revenues should be invested in a broader suite of investments than listed. This could include other transit services and bicycle and pedestrian infrastructure.
3. Invest in active transportation infrastructure and Vision Zero/traffic safety improvements (SFCTA recommendation). The majority of trips are under 3 miles and shifting those trips to active transportation modes presents significant potential for reducing greenhouse gas emissions.
4. Require that express lane/roadway expansion projects include robust transit strategies (e.g. express buses) and mitigate additional greenhouse gas emissions caused by induced automobile demand (SFCTA recommendation). The SFCTA is committed to including express bus service as part of the US101/I-280 Express Lane (which converts a shoulder lane on one direction and a general traffic lane in the other direction) and Bus project in San Francisco. This is a Muni Equity corridor that will benefit travel times and reliability for the Muni 14X and 8X bus lines.

Thank you for the opportunity to comment on the Draft Blueprint for Plan Bay Area 2050. Please feel free to reach out with any questions, and we look forward to continued collaboration on this and other projects in the future.

Sincerely,

Maria Lombardo
Chief Deputy Director



**FRIENDS
OF
CALTRAIN**

August 10, 2020

Metropolitan Transportation Commission
Attention: Dave Vautin, Adam Noelting, Anup Tapase

Dear PlanBayArea staff,

Thank you very much for all of the work that has gone into the complex task of proposing future transportation investments in a complex region in a time of substantial uncertainty.

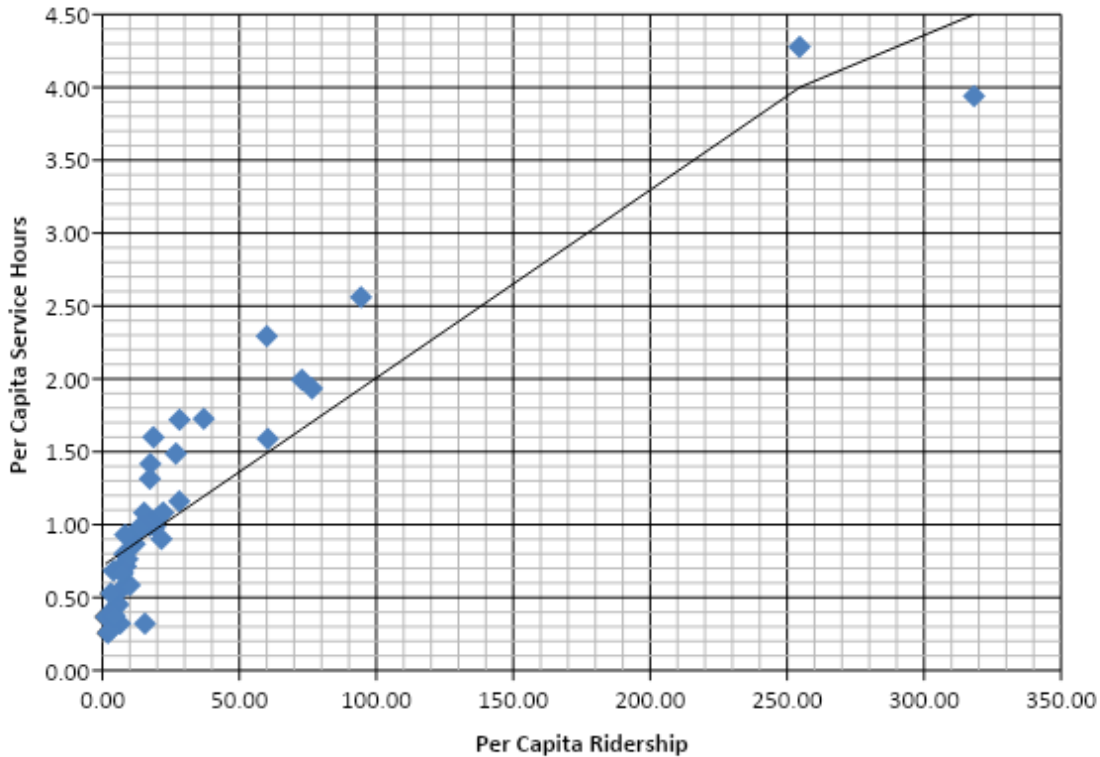
We have recently conducted research of high ridership transit systems that indicates that the Bay Area should substantially increase its investment in public transit operations in order to maximize the effectiveness of its public transit system. We recommend that Plan Bay Area include an increased investment in service hours amounting to at least 35% more than pre-Covid investment levels.

Seamless Bay Area is a member of the Voices for Public Transportation Coalition that is focused on securing robust funding for public transportation with goals of improving service for transit-dependent people, increasing ridership, and improving environmental sustainability, reducing greenhouse gas emissions and particulate pollution.

In support of these goals, we have conducted research on national and international effective practices on the amount of service needed for robust transit ridership (A presentation summarizing the results is linked.) Ron Kilcoyne, the lead researcher on the project has been the General Manager of multiple transit agencies; a professional specialty in his long career and consulting practice has been increasing ridership on suburban bus systems.

The recommendations in this document have not yet completed the review process being conducted by the Voices for Public Transportation internal review team and therefore does not yet represent a recommendation from Voices for Public Transportation.

Research consistently shows that there is a strong correlation between transit service hours and ridership, above and beyond other factors such as land use, pedestrian access, service pattern, etc.



This project reviewed a set of comparable information focusing on North American metropolitan regions using multiple lenses, including service hours, land use, and standards. Based on this analysis, we would recommend increasing service hours by at least 35% compared to pre-Covid levels (see attached slides for the details on the comparative analysis.)

The recommended revenue hour increase will cost \$20,594,928,960 over 30 years. Obviously funding is currently scarce as a result of the pandemic and recession. The PlanBayArea materials contemplate a large regional funding measure and/or other important new funding sources. This operation funding increase would be a valuable and important component to be funded with such sources.

This would represent an increase above the current recommendation in Plan Bay Area 2050, which assumes maintenance of existing level of transit service (pre-COVID) and funding the operations of committed expansion projects. The increases listed in the table above are based on existing level of service pre-COVID.

Service recommendations

We found that in the Bay Area, one area that we found where we are relatively deficient compared to other regions is in span of service. This finding dovetails with the PlanBayArea feedback received by

MTC importance for equity in improving span of service for low-income people whose jobs and other travel needs are beyond the traditional morning and evening white collar commute peak. Historically, Bay Area transit service strategies have emphasized a goal of public transit to reduce peak hour congestion for drivers. However, a majority of trips are taken outside of peak commute hours.

We also strongly support the other strategies recommended in Play Bay Area to improve transit access and ridership including fare integration and other equity policies, transit priority investments, and more. We agree that investments in active transportation are important and effective in reducing driving miles for many short trips. We agree that other factors will be important for transit use, including the quality of pedestrian access to transit, and changes to urban form over time. Based on the analysis in this report, we believe that increasing operating service hours will be an essential strategy, among other strategies.

Obviously, transit ridership is steeply down now due to the pandemic. However, PlanBayArea is a longterm plan and covers many years beyond the immediate impact of the pandemic. To achieve the longterm goals for equity and environmental sustainability, we would strongly urge inclusion of an increase in operating service hours in PlanBayArea pending funding.

Thank you for your consideration,

Ian Griffiths
Policy Director
Seamless Bay Area
ian@seamlessbayarea.org

Adina Levin
Friends of Caltrain
<https://greencaltrain.com>
adina.levin@friendsofcaltrain.com

From: [Greg Schmid](mailto:Greg.Schmid@sbcbayarea.org)
To: info@planbayarea.org
Subject: Comments on Plan Bay Area 2050 Draft Blueprint
Date: Monday, August 10, 2020 3:36:28 PM

External Email

Comments of Plan Bay Area 2050 Draft Blueprint
August 10, 2020

I was surprised to see that in the Draft Blueprint (June 6, 2020) the only detailed numbers given for growth in housing and jobs was done not for cities but for "Superdistricts".

The major conclusion of the overall analysis was that jobs growth would be concentrated in the South Bay--particularly in Superdistrict #9 (West Santa Clara County). This single district would contain 30% of all new jobs produced in the Bay Area between 2015 and 2050. (With only 12% of the new households in Superdistrict #9, it would produce huge impacts on its neighbors.)

Superdistrict #9 would be made up of portions of the cities of Santa Clara, Mountain View, Palo Alto, Milpitas and San Jose (plus Sunnyvale). This would mean there is no local city government that could effectively act on the whole (or possibly even distinguish its partial impacts on the whole district).

Yet the surrounding RHNA allocations would be based on the dramatic growth in new (and recent past) job growth. How can you act to separate important decisions about targets for job and housing growth from the very jurisdictions that will be responsible for the dealing with the consequences of that growth--congestion, traffic, high and rapidly rising housing prices, and growing income inequality.

Further, how can you push the concepts of job growth concentrated in specific "Superdistricts" when California Code requires you to explore "alternative ways of improving large intraregional jobs and housing imbalances".

This looks clearly like an attempt to place increasing authority for longer-term land use planning decisions in the hands of non-elected regional bodies. At the same time, "Superdistricts" make effective responses of local governments who are directly responsible to local voters virtually impossible.

Greg Schmid
Palo Alto CA 94303
gregschmid@sbcbayarea.org



LOCAL AGENCY FORMATION COMMISSION

455 COUNTY CENTER, 2ND FLOOR • REDWOOD CITY, CA 94063-1663 • PHONE (650) 363-4224 • FAX (650) 363-4849

August 7, 2020

Sent Via Email
 Mr. Dave Vautin
 Metropolitan Transportation Commission
 375 Beale Street
 San Francisco, CA 94105

Subject: Comments on Plan Bay 2050 Blueprint Strategies

Dear Mr. Vautin,

Thank you for you for the opportunity to comment on the Plan Bay 2050 Blueprint Strategies. The Plan identifies five Guiding Principles and four Strategies that address the topics of transportation, the regional economy, housing, and the environment. Several of the actions identified by the Plan focus on the construction of housing that is both affordable and near transit, developing infrastructure to provide greater mobility, protecting communities from the impacts of climate change, and providing economic opportunities for all Bay Area residents.

The Local Agency Formation Commission (LAFCo) is a state mandated local agency established in every county to regulate the boundaries of cities and special districts. The development patterns identified in the Plan align with the goals of LAFCos to discourage urban sprawl, encourage orderly growth, and protect agricultural and open space lands. As part of this focus on reducing sprawl, San Mateo LAFCo encourages cities to annex the many unincorporated islands that are scattered through the 20 cities in the county. These islands are wholly or substantially surrounded by a city and are developed with or zoned for single-family homes and commercial and industrial uses. LAFCo adopted spheres of influence place these areas in the sphere of the city that can most efficiently provide municipal services. Supporting annexation of these developed areas consistent with the LAFCo designated sphere of influence will vest land use authority in the agency best able to provide municipal service, remove multi-agency coordination in planning for housing, and streamline facilitating ties to transit. It should also be noted that San Mateo County's General Plan Policies encourage annexation of urban areas within city spheres of influence.

In San Mateo County, several unincorporated islands in City spheres of influence are near existing transit hubs and are identified as or are near Priority Development Areas. Allowing development in these areas to occur in cities would allow for greater cohesion of both transit and land use plans under a single jurisdiction and afford regional and local agencies better opportunities to allocate

COMMISSIONERS: JOSHUA COSGROVE, CHAIR, SPECIAL DISTRICT • WARREN SLOCUM, VICE CHAIR, COUNTY • RICH GARBARINO, CITY • DON HORSLEY, COUNTY • MIKE O'NEILL, CITY • RIC LOHMAN, SPECIAL DISTRICT • ANN DRAPER, PUBLIC

ALTERNATES: KATI MARTIN, SPECIAL DISTRICT • HARVEY RARBACK, CITY • JAMES O'NEILL, PUBLIC • DAVE PINE, COUNTY

STAFF: MARTHA POYATOS, EXECUTIVE OFFICER • REBECCA ARCHER, LEGAL COUNSEL • ROB BARTOLI, MANAGEMENT ANALYST • ANGELA MONTES, CLERK

finite resources in a more efficient manner. Additionally, cities as water and sewer agencies can better coordinate supply and capacity in determining density and location of affordable housing in order to meet the City's RHNA allocation.

In other Bay Area Counties, there are Disadvantaged Unincorporated Areas (DUCs) located within PDAs. DUCs are defined as inhabited territory that constitutes all or a portion of an unincorporated community with an annual median household income that is less than 80 percent of the statewide annual household income. State law requires that LAFcos identify and analyze water, sewer and fire service issues within DUCs as part of municipal service reviews, and sphere of influence reviews. State law also places restrictions on annexations to cities if the proposed annexation is adjacent to a DUC.

We would encourage the MTC and ABAG to consider including strategies that support the annexation of the developed, unincorporated areas including DUCs to cities in order to further the goals of Plan Bay Area 2050. One strategy could be grant funding as part of Plan Bay Area 2050 to LAFcos and cities. Many of the LAFcos within the Bay Area have limited budgets and staff, with an average of two full time employees. With grant funding made available to LAFcos and cities for annexation plans for unincorporated areas in or near PDAs, LAFco and cities could coordinate the annexation process, creating service plans, and outreach to residents about the benefits of annexation. The grants to support these annexations would have long lasting benefits for residents, cities, and counties.

Another issue that should be considered in the Blueprint is the role that special districts play in providing municipal service. LAFco also regulates the boundaries and services provided by the 22 independent and 44 county governed special districts. Many of these special districts provide public services, such as water, sewer, and fire protection that are essential to the continued growth and protection of the Bay Area. We encourage MTC and ABAG to engage special districts throughout the Plan Bay 2050 process and to take into consideration the impacts of the Plan's policies on special districts. Each Bay Area LAFco can assist MTC/ABAG in reaching out to the special districts in our respective counties.

San Mateo LAFco looks forward to reviewing all future documents related to Plan Bay 2050 and on behalf of the Commission, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Martha Poyatos". The signature is written in a cursive, flowing style.

Martha Poyatos
Executive Officer

From: [Laura Gloner](#)
To: info@planbayarea.org
Subject: Saratoga Resident: Concerned about further impacts
Date: Monday, August 10, 2020 11:05:08 AM

External Email

Dear Plan Bay Area Team,

I wanted to mention my concern as a Saratoga resident to further impacts of the Plan on our City. As you know, Saratoga will work hard to uphold our commitments, and I have lots of faith in our City Council to work for advantages for all citizens. I further have faith and have seen the work completed by Howard Miller, our Mayor, in completion and preservation of open space, like Quarry Park, as well as dealing with other competing priorities that have advantaged the entire Bay Area.

In alignment with Mr. Miller's memo to all of you on behalf of the City of Saratoga, I too, would want to voice my concerns about the corridors you mentioned for additional density. Please come look at Allendale and Fruitvale Avenues, as well as Prospect and Quito. There is no room for additional density, and the bus lines you mention have minimal impact to our community. Ensure to look at ridership, not just the existence of the lines themselves.

Additionally, I have to agree with Mr. Miller's comment on the grocery store situation. It's gotten so much weaker with the loss of Lucky's in San Jose (but right on the border) and Gene's Quito Market on Cox, with the approval of whatever new townhouse complex will go in on that site. We literally have one grocery store. Given the COVID situation, please consider that not having decent alternatives within proximity is an added concern. It makes the existing outlying stores that much more dense, when we're trying hard to de-densify.

Thank you for your time and effort in developing a comprehensive plan, that takes all viewpoints into consideration,

Laura Gloner
12749 Lido Way
Saratoga



Virus-free. www.avast.com

From: [Andi Jordan](#)
To: info@planbayarea.org; [Therese W. McMillan](#); [Brad Paul](#)
Cc: [Jeannie Bruins](#); [Liz Gibbons](#); [Christopher Clark](#); [Rod Sinks](#); [Anthony Phan](#); kleincouncil@sunnyvale.ca.gov
Subject: Comments on Plan Bay Area 2050 Draft Blueprint
Date: Monday, August 10, 2020 1:08:39 PM
Attachments: [2020-08-10 PC comments on Plan Bay Area final.pdf](#)

External Email

On behalf of the Cities Association of Santa Clara County, please see the attached letter regarding Plan Bay Area 2050 Draft Blueprint.

Andi Jordan
Executive Director
Cities Association of Santa Clara County
PO Box 3144
Los Altos, CA 94024
408.766.9534

[LinkedIn](#) | [email](#) | [Twitter](#) | [website](#)



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

August 10, 2020

Association of Bay Area Governments and Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066
Via E-mail: info@planbayarea.org

Re: Planning Collaborative Comments on Plan Bay Area 2050 DRAFT Blueprint

Dear ABAG Executive Board and MTC Commissioners:

On behalf of the Cities Association of Santa Clara County Planning Collaborative which includes the fifteen cities and the county, we offer our comments on the Draft Blueprint for Plan Bay Area (PBA) 2050.

As a general vision for the future growth and evolution of the Bay Area through 2050, the Blueprint sets forth an ambitious agenda for addressing the region's challenges and directing growth. While we understand your goal is to create a more affordable, connected, diverse, healthy and vibrant Bay Area, we have concerns that the Blueprint fails to do so.

While the Cities Association of Santa Clara County Planning Collaborative endorses the Blueprint's guiding principles, we have a number of concerns about how the Blueprint will achieve the key goals of the Sustainable Communities Strategy (SCS) and requirements of SB 375, as well as the feasibility and practicality of implementing the PBA Blueprint in Santa Clara County as a whole as well as for its individual jurisdictions, as enumerated below:

- 1. Does not Achieve Key Goal of the Sustainable Communities Strategy.** The primary goal of the regional SCS per the requirements of SB 375 is to link household and employment growth to transit infrastructure and services to reduce VMT and GHG emissions. Unfortunately, the PBA 2050 falls short of this goal because it locates a large percentage of growth in areas that do not currently have excellent access to transit (i.e. Santa Clara County communities). Even with new investments in transit infrastructure in Santa Clara County by BART and VTA, the cities in Santa Clara County are not as well served by transit than cities such as San Francisco, Oakland and Berkeley. While the Cities Association maintains a strong commitment to investing in new transit facilities and related community development, we believe that it is a strategic mistake for the region to actively plan for a level of housing and employment growth in Santa Clara County that could not possibly be accommodated in transit and service rich neighborhoods during the PBA time frame.
- 2. Unrealistic Household and Employment Growth Targets for Santa Clara County.** The Draft Blueprint allocates 41% of the region's household growth and 44% of the region's employment growth to Santa Clara County. For Santa Clara County jurisdictions, this level of future growth is both unrealistic and unsustainable based on current and projected levels of infrastructure spending. Our local cities, school districts, transportation agencies, utility

providers, special districts, etc. are unable to provide the necessary services and infrastructure that would be required for this level of new development. Even with significant new infrastructure spending measures at the jurisdictional, sub-regional or regional levels, this level of growth would still likely be unrealistic within PBA time frame.

3. **Potential Impact of the Draft Blueprint assumptions on the Regional Housing Needs Allocation Housing Methodology.**

The RHNA Housing Methodology Committee will be making a recommendation to ABAG's Executive Board on whether RHNA for the region should be based on Plan Bay Area or existing households in addition to other demographic factors. The Cities Association does not recommend using the Plan Bay Area assumptions in the RHNA process for the following reasons:

- **Timing.** Public comment on the PBA Blueprint ends August 10, with the Final Blueprint scheduled for adoption in late 2020. Based on their existing schedule, the HMC won't have time to recommend adjustment or modification of the RHNA methodology based on the Final Blueprint.
- **Double-Counting of Factors.** Plan Bay Area is presumed to include some of the same inputs as the RHNA process, such as a focus on access to jobs. While these are important factors, they could be double counted through the RHNA process, especially since the HMC and jurisdictions' staffs have had less opportunity to review and understand the PBA model.
- **Locating Growth in the Regional Transit-Oriented, Jobs-Rich Core.** As noted above, several major cities in the region's transit-oriented, jobs-rich core, including San Francisco and Berkeley, would receive *less allocation than the regional average (16%)*. This seems to conflict with the PBA's goals of focusing growth near jobs, high-quality transit and existing infrastructure. This is especially problematic since most of the region's proposed transportation funding (approximately 75%) is scheduled for the maintenance and operation of existing transportation infrastructure.
- **Lack of Access to Transit.** The PBA options reveal a large percentage of projected growth within Santa Clara County cities. While as a whole Santa Clara County cities do have large parcels of underutilized land to accommodate additional growth, the area's transportation system is not well equipped to provide viable transportation options for new residents to help meet the Plan's GHG reduction targets. If these PBA options become part of the final RHNA determination, the Cities Association recommends that an equivalently proportional amount of transportation funding be allocated to Santa Clara County to support the transit improvements necessary to support this growth and reduce VMT and GHG emissions, per the goals of the SCS.
- **Unachievable Housing Targets.** Combining the PBA Baseline Option with some of the RHNA allocation factors already studied could create an extraordinary housing allocation for Santa Clara County jurisdictions to achieve within the eight-year time frame of the next Housing Element. In some instances, these increases could

represent a 30 to 50% increase over existing households. These are unrealistic assumptions which would not be achieved, especially considering that many of our jurisdictions have to largely rely on redevelopment of infill sites for housing growth.

The Cities Association of Santa Clara County Planning Collaborative wholly recognizes our regional responsibility to add housing to meet the current housing crisis and future growth needs. Many of our jurisdictions have already planned for significant housing growth by rezoning major employment and commercial areas and adopting policies mandating the development of housing supply in tandem with new jobs added to achieve a jobs-housing balance. However, the household and employment growth projected in the PBA Draft Blueprint would simply be unrealistic and at odds with the SCS stated goals of creating, affordable, connected, diverse, healthy and vibrant communities. We strongly recommend a recalibration of the PBA Blueprint employment and household projections for Santa Clara County to produce practical and implementable targets that are more consistent with the ability of our communities to grow sustainably over the next 30 years.

Sincerely,



Larry Klein
President, CASCC
Mayor, City of Sunnyvale

cc: Therese McMillan, Executive Director
Bradford Paul, Deputy Executive Director, Local Government Services

From: [Palacherla, Neelima](#)
To: info@planbayarea.org; [Dave Vautin](#)
Subject: Plan Bay Area 2050 Comments - Santa Clara LAFCO
Date: Monday, August 10, 2020 1:32:42 PM
Attachments: [Santa Clara LAFCO Comments PBA 2050.pdf](#)

External Email

Hi Dave,

Please see attached, a comment letter from Santa Clara LAFCO on the Plan Bay Area 2050 Blueprint.

Best,

Neelima.

Neelima Palacherla, Executive Officer
LAFCO of Santa Clara County

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From: [Ken Czworniak](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050
Date: Monday, August 10, 2020 4:32:10 PM
Attachments: [2020_07_28 Plan Bay Area 2050 Comment Letter.pdf](#)

External Email

I am strongly opposed to the elements in Plan Bay Area 2050 pertaining to Saratoga.

There are no significant jobs in Saratoga . People who live in Saratoga commute by car to their jobs in other cities . Increased housing in Saratoga will just attract more people who will have to drive outside the area to their place of work. This will lead to increased air

Building more housing will not help the current population because It will just lead to an increase in population which will require even more housing. There will be no end to this vicious cycle.

Attached is a letter from the Mayor of Saratoga which discusses these points in more detail.

Ken Czworniak



Incorporated October 22, 1956

CITY OF SARATOGA

13777 FRUITVALE AVENUE • SARATOGA, CALIFORNIA 95070 • www.saratoga.ca.us

COUNCIL MEMBERS:

*Mary-Lynne Bernald
Rishi Kumar
Howard Miller
Yan Zhao*

July 28, 2020

Therese McMillan
ABAG/MTC Executive Director
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Subject: Plan Bay Area 2050 Blueprint

Dear Ms. McMillan,

I am writing to express concern regarding some of the strategies and assumptions that have formed the draft [Plan Bay Area 2050 Blueprint](#). When complete, Plan Bay Area 2050 will account for projected economic, environmental, housing, and transportation needs of the counties and cities in the San Francisco Bay Area, including Saratoga. Once finalized, Plan Bay Area 2050 will have significant impacts to Saratoga by influencing allocation of grant funds for projects, like road improvements, funding for public transportation, as well as projections that influence Regional Housing Needs Allocations.

The Plan Bay Area 2050 Draft Blueprint identifies areas throughout the Bay Area for housing and job growth. In the Draft Plan Bay Area 2050 Blueprint [Growth Geographies](#), several areas within Saratoga are identified as a "High Resource Area" with a high frequency bus service. The "High Resource Areas" in Saratoga are predominately single-family neighborhoods along Prospect Road, Quito Road, Allendale Avenue, and Fruitvale Avenue. The strategies in the Draft Plan Bay Area 2050 envision increased housing density in these sections of Saratoga.

There are only a handful of bus lines that operate in the City of Saratoga with only one line that runs through Saratoga frequently (every 12 to 15 minutes on weekdays) with the other lines coming once every 30 to 60 minutes. Additionally, the areas of Saratoga noted as a target for housing and jobs growth are predominately single-family neighborhoods. The Blueprint Growth Geographies grossly overstate both the availability of public transportation and the land available in Saratoga for high density development served by public transportation.


Compounding this challenge, the Blueprint relies on converting land designated for commercial and office uses to residential use. While this strategy may be worthy of consideration in some parts of the Bay Area, in Saratoga less than five percent of the land has a commercial or office designation and any reduction in land available for those uses will further increase vehicle miles traveled in our community. We have lost commercial space for a local grocery store to a luxury

townhome development using Senate Bill 35, leaving Saratoga with just one grocery store to serve more than 30,000 residents.

Furthermore, the [Draft Blueprint Growth Pattern at the County and Sub-County Levels](#) assumes that West Santa Clara County will see 31,000 more households between 2015 and 2050 as well as 30,000 more jobs during this same time period. However, Saratoga has historically had a very stable population size and it is unlikely we will see an increase in jobs as more and more of our commercial space is converted to housing. Very little, if any, of the growth predicted in the Draft Blueprint Growth Pattern will occur in established single family neighborhoods.

I believe that it is important to support affordable housing for the region, to build affordable housing in areas that have easy access to services and public transportation, and to align jobs and housing. However, I believe that the draft strategies have seriously missed the mark if they rely on building more residential housing in areas that cannot sustain increased density due to lack of transit services, available space, and jobs. Furthermore, the policies proposed under the draft Plan Bay Area 2050 Blueprint are often implemented by stripping local governments of their ability to control future land use and development. In Saratoga, we've only seen these policies benefit housing developers instead of those in need.

Sincerely,



Howard A. Miller, Mayor
City of Saratoga

CC: Council Member Jeannie Bruins, City of Los Altos
Council Member Liz Gibbons, City of Campbell
Board President Dave Cortese, Santa Clara County Board of Supervisors
Supervisor Cindy Chavez, Santa Clara County Board of Supervisors
Mayor Sam Liccardo, City of San Jose
Council Member Lan Diep, City of San Jose

From: [Paulette Sullivan](mailto:Paulette.Sullivan@planbayarea.org)
To: info@planbayarea.org
Subject: Springs Specific Plan
Date: Monday, August 10, 2020 12:21:31 PM

External Email

re: Springs Specific Plan

We are against our rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs.

The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA.

The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.

There is no emergency back up water supply.

High density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it. The Springs area has none of these.

...and finally, read the 2020 Sonoma County's Civil Grand Jury report and findings which confirms Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong & take us out of the Plan Bay Area 2050 Blueprint!

**Dennis & Paulette Sullivan
35 year residents of
679 Donald St. Sonoma, CA**

From: [Adam Garcia](#)
To: info@planbayarea.org
Subject: public comment on Draft Blueprint
Date: Monday, August 10, 2020 10:52:48 PM
Attachments: [PBA 2050 Draft Blueprint Comments Aug 10 2020.docx](#)

External Email

Greetings,
Please find the attached document with my comments on the Draft Blueprint for Plan Bay Area 2050.

Thank you,

Adam Garcia

August 10, 2020

Public Comment re: Draft Blueprint, Plan Bay Area 2050

To Whom It May Concern:

My name is Adam Garcia, a land use and environmental planner practicing and residing in the Bay Area. Plan Bay Area offers a benchmark for our region to aspire towards a sustainable equitable community. The Draft Blueprint provides a guide for cities and counties towards this goal within a framework of housing, transportation, economy, and environment. This letter outlines important innovations to incorporate into the Blueprint to help meet the lofty goals and targets of Plan Bay Area and demonstrates how innovative solutions can deliver multiple benefits.

These comments include efficiency recommendations that address the consumer-related energy demands including food and consumable items. Reducing emissions related to product consumption should be considered as potential land use and development strategies.



Housing & Environment

To help protect the environment from our energy-intensive food production and delivery system, the region should incentivize and encourage the development of food towers¹. Food towers are skyscrapers that can be designed for both housing and vertical gardening, thereby shortening the distance from the origin of the food to the plate or bowl it's eaten. Plan Bay Area could include an optional land use area designation for cities to promote and incentivize food towers, such as a modified PDA. This area designation could incentivize innovative design advancing intensive vertical urban food production, such as modular building design with south-facing modular growing units to be integrated into the building's engineered systems and each other to maximize resource use.

Transportation

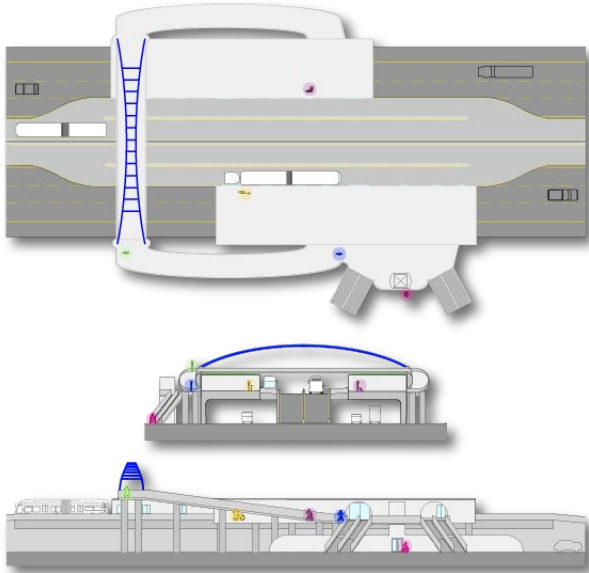
The proposed Regional Express Transit Network² begins to demonstrate the necessary advanced adaptation of our existing road and highway network from promoting individual mobility to maximizing rapid public transit. However, this analysis must be scaled to address commuting patterns to the northern Bay Area counties and adjacent population centers such as Santa Cruz, Monterey, Tracy, and Sacramento. Utilizing our highways for public transit using bus rapid transit requires creative and safe modifications to avoid time delay of unnecessary routing off the highway. For system efficiency, bus rapid transit stations should be built above the existing freeway that allows a pull-out lane to exchange passengers. A complimentary report

¹ Food Towers the Farms of the Future?, National Geographic Blog. 2009.

(<https://blog.nationalgeographic.org/2009/07/01/food-towers-the-farms-of-the-future/>)

² Regional Express (ReX) Transit Network, Transform. (<https://www.transformca.org/ReX>)

to ReX, called HOT Express includes a greater geographic coverage of a regional transit network and examples of highway bus rapid transit design.³



Expanding rapid transit stations to not only the high destination centers but also residential neighborhoods is critical for a complete accessible regional transit network. New station locations will also spur new housing opportunity sites.

To connect these existing and proposed rapid regional stations to the surrounding neighborhoods and local attractions, Plan Bay Area should consider incentives for creating protected citywide micromobility networks. This could be encouraged and achieved through tactical urbanism strategies that remove on-street parking to prioritize healthy active transportation corridors and reduce emissions from our travel patterns.

Environment

The Bay Area contains the resources and planning expertise to advance a world-class regional trail system. The area's regional trails include the Bay Area Ridge Trail, the San Francisco Bay Trail, the Coastal Trail, and many other state, county, and city trail systems. Plan Bay Area should incentivize landowners to dedicate a portion of their land for a public right-of-way trail easement. Creating a complete interconnected trail system across the Bay Area could not only generate positive health outcomes from more trails connecting our cities, ridges, and coastline but also serve as a significant tourist attraction. A supporting tourist industry of hotels and homestays as well as the promotion of local culture could be enhanced around a regional trail system to further encourage the protection of our natural resources for recreational enjoyment.



Economy

To the extent feasible, Plan Bay Area should promote business development that advances sustainable consumption of goods. As the Bay Area has developed around the computer chip, this global innovation center must find ways to explore supporting burgeoning industries that

³ The Hot Express. (<http://www.thehotexpress.com/>)

address our consumptive behavior and associated greenhouse gas emissions. Specifically, Plan Bay Area should incentivize businesses and technologies that advance new research into recycling, such as the 'Infinitely' recyclable polymer⁴. Advancing technology that can harness raw reusable materials can be a major source of innovation and support local industries. Related, 3D printing technology hubs can begin to build the foundation of innovative new businesses. The aforementioned infinitely recyclable materials could reasonably create a source for raw material that can be utilized in 3D printers. Potential examples of these new industries is exemplified in the Global Village Construction Set, a set of open-source plans to develop common machines necessary for our functioning society.⁵

Implementation

Advances in data processing and analytics have allowed MTC to create an innovative framework for a 'tool' called the Bay Area Spatial Information Systems (BASIS). As cities and counties begin to update their general plans, there is increasing need and demand to keep track of a jurisdiction's planning benchmarks to measure their progress toward general plan goals. A platform, such as a Planning Data Dashboard, could be supported partly by the underlying data in BASIS to determine how well we are meeting common goals, including greenhouse gas reduction, affordable housing production and preservation, and zero transportation-related injuries and fatalities on our roads. Plan Bay Area should continue to bring creative solutions towards tracking and implementing the regional and local planning related goals.

Thank you for taking the time to consider these comments.

Adam Garcia
Master of Arts in Urban Planning
adam.m.garcia@gmail.com

⁴ 'Infinitely' recyclable polymer shows practical properties of plastics. April 2018. (<https://phys.org/news/2018-04-infinitely-recyclable-polymer-properties-plastics.html>)

⁵ Toward an Open Source Civilization Innovations, Case Narrative: Open Source Ecology. MIT Press Journal. 2012. (https://www.mitpressjournals.org/doi/pdf/10.1162/INOV_a_00139)

From: [Marcus, Justine](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050 Blueprint Comment Letter
Date: Monday, August 10, 2020 8:22:02 PM
Attachments: [PBA Blueprint Comment Letter 081020 Enterprise.pdf](#)

External Email

To whom it may concern:

Attached please find our comment letter on the draft PBA Blueprint. Thank you for all of your important work on this effort.

I am more than happy to talk further about any of our comments and suggestions by email or phone.

Thank you!

Warmly,

j.

Justine Marcus
State and Local Policy Director
Enterprise Community Partners, Inc.
101 Montgomery Street, Suite 1350
San Francisco, CA 94104
415-400-0977
jmarcus@enterprisecommunity.org
she, her, hers



August 10, 2020

RE: Plan Bay Area 2050 Draft Blueprint

To Whom It May Concern:

Enterprise Community Partners submits this letter to express our gratitude for the work of the staff and elected officials of the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050 Blueprint. Plan Bay Area (PBA) is an enormous opportunity as well as a tremendous effort, and we appreciate the thoughtful, diligent work that has gone into developing the draft Blueprint. In reviewing the Blueprint, we have also identified several strategies that can further strengthen the draft Blueprint, especially to promote opportunity and well-being for households and communities historically excluded or burdened by planning and development in our region.

Enterprise is a national nonprofit that develops programs, advocates for policies, and delivers the capital to create and preserve affordable housing. Our vision is that one day, all people – regardless of race, income, or zip code – will live in vibrant, inclusive communities. However, the Bay Area is far from realizing this vision. Plan Bay Area 2050 is an important opportunity to set our region on a more inclusive, equitable path forward, recognizing the importance of a diverse set of policies and programs to holistically address the persistent challenges facing our region. We have identified several key areas where we believe the draft Blueprint can be strengthened to achieve these goals.

- **Meaningfully Support All 3 P's.** Supporting the “3 P's” of affordable housing must all be central to PBA's housing strategy. The draft Blueprint proposes to raise an additional \$1.5 billion each year in new revenue to advance these three interconnected strategies, generating \$171 billion over the Plan period; however, 97 percent of this revenue is currently outlined for affordable housing production. Strong renter protections and efforts to preserve existing housing affordable to low- and moderate-income households are critical strategies to ensure Bay Area families remain stably housed and can live in the communities where they live, work, and play. Moreover, these housing instability challenges are disproportionately faced by Black residents of the Bay Area and other people of color.

We therefore recommend a more equitable commitment across the 3 P's, including meaningful investments in strategies for tenant protections programs and capital funding for growing acquisition-rehabilitation preservation efforts. MTC already supports this preservation work through the Bay Area Preservation Pilot (BAPP), and PBA is an opportunity to grow this important work that both increases the stock of deed-restricted affordable housing while also directly preventing displacement of existing residents. Given the need for non-capital funding for affordable housing, PBA should also explore strategies that can provide dedicated funding for operating and rental subsidies as well as services. Integrating the Blueprint more systematically with the expanded regional housing portfolio and the new Bay Area Housing Finance Authority (BAHFA) will be important to achieving this holistic housing approach.

- **Include Strategies to Prevent Displacement of Community-Serving Business and Organizations.** The draft Blueprint incorporates innovative economic mobility strategies, including a business incubator programs in economically declined areas to ensure that Bay Area residents can more equitably access opportunities in the regional workforce and start new businesses of their own. These proposed strategies also offer an important pathway toward residential stability, helping families to remain in place by building their access to livable-wage jobs in the region. However, the final blueprint must also consider the challenges that many existing community-oriented businesses and organization face as new investments in transit, market-rate housing, and other amenities raise commercial rents and threaten their stability in the communities they serve.

We recommend that the final blueprint broadens the scope of the proposed incubator program strategy to include technical assistance, mentorship, and grant programs geared toward protecting local businesses and organization at risk of displacement, with a particular focus on vulnerable businesses and organizations located near new and proposed transit investments. This addition to the strategy will be an essential component of a broader community and economic development framework for the Bay Area that aims to create and preserve neighborhoods rich with diverse services and amenities for all residents to access.

- **Continue to Deepen Plan Bay Area’s Commitment to Racial Equity.** In June, we were thrilled to see ABAG and MTC jointly release their new equity platform. While the current draft Blueprint does outline strategies for advancing equity, we believe there is an opportunity to further prioritize and deepen efforts that center the needs of Black residents of the Bay Area and other people of color.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Justine Marcus', with a stylized, flowing script.

Justine Marcus
State and Local Policy Director, Enterprise Community Partners
jmarcus@enterprisecommunity.org

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: Improving equity and adaptation outcomes in Plan Bay Area 2050 Draft Blueprint

Dear MTC Commissioners and Staff,

We appreciate the opportunity to provide recommendations on the Plan Bay Area Draft Blueprint. As our region plans for the next 30+ years of development, the Blueprint should ensure that equity, climate adaptation, environmental preservation, and resilience are primary drivers for planning decisions. The COVID-19 and climate crises underscore the urgency of preventing foreseeable harm to our communities and preparing them to recover quickly from disasters that hurt those most vulnerable to climate, economic and public health impacts.

Save The Bay, TOGETHER Bay Area, Greenbelt Alliance, and our partners are working together to provide the support and technical assistance needed to make the environmental section of the Draft Blueprint more robust and responsive to today's challenges. To ensure an inclusive process and provide the highest quality recommendations that can enjoy broad support we **formally request an extension of the comment deadline from August 10, to August 24.**

With encouragement from MTC staff, we are gathering stakeholder input on the Draft Blueprint and convening our members and partners next week to ensure robust, inclusive engagement across conservation, stewardship, and environmental stakeholders in the SF Bay Area region. In advance of submitting those more detailed and complete comments, we offer these high level goals for the Blueprint:

Improve equity outcomes. The Draft Blueprint must center equity in the development of environmental policies by prioritizing the needs of Communities of Concern, responding meaningfully to their leadership in designing solutions, and leveraging resources to ensure equity-focused outcomes are tied to each strategy. Compact infill and affordable housing in urban centers will help to ensure that all Bay Area residents have access to housing near job centers and transit hubs - not just the wealthy. Ensuring access to nature and implementing green infrastructure in urban areas will support public health and encourage active transportation, leading to better climate mitigation outcomes. Coupling homeowner and renter protections with access to nature and urban greening will help to prevent these amenities from exacerbating gentrification and displacement.

Emphasize adaptation and resilience through robust natural solutions to climate threats, both on the shoreline and inland. Sea level rise mitigation strategies must address subsidence and riverine flooding in addition to shoreline protection. Focusing Plan Bay Area 2050's efforts only on sea level rise leaves infrastructure, business centers, neighborhoods, and Communities

of Concern away from the Bay shoreline susceptible to serious climate risks, including precipitation-based flooding, extreme heat, and wildfire. As a result of historic redlining practices, many low-lying, vulnerable communities are susceptible to flooding from upstream and sea level rise impacts. The Blueprint should encourage urban green infrastructure - such as bioretention, rain gardens, parks, and urban canopy - to reduce local flood risks and fluvial flooding downstream. Urban greening projects that encourage active transportation over single-occupancy vehicles should be part of a comprehensive GhG emissions reduction strategy.

Potential language:

1. Require the implementation of green infrastructure in new construction, redevelopment, and in public right-of-ways.
2. Protect communities and infrastructure affected by sea level rise and storm-based flooding, prioritizing Communities of Concern and nature-based solutions.
3. Prioritize upland flood risk reduction strategies through natural means, including the protection of riparian zones and upland watersheds that absorb water, slow flows, and benefit wildlife habitat and biodiversity.

Prioritize wildfire prevention and recovery. Because 4 million people live within the Wildland-Urban Interface (WUI) here in the San Francisco Bay Area, the threat of wildfire will directly impact more than half of our region’s population. The Blueprint should emphasize wildfire prevention and recovery preparation that also creates desperately needed jobs..

Potential language:

1. Explicitly name fire reduction strategies. Reduce wildfire risk in the WUI by strengthening land use policies, wildfire scenario planning, building codes, fuel management, and fire protection plans for development in fire-risk areas. Encourage forest health actions that contribute to wildfire resilience and enhance our region’s biodiversity, natural resources and water supply.

Utilize high value conservation lands for both adaptation and mitigation strategies. A focus on high value conservation lands, which includes agricultural and working lands, will create opportunities for reducing GHG emissions through conservation and restoration. Expand the vision of 2 million acres of preserved open space to 3 million acres and encourage funding and policies to implement that vision.

Potential language:

1. Implement an equitable VMT credit program that focuses on directing money to conservation projects in our region, where they can have the most impact as dictated by datasets. A VMT credit program will directly benefit the transportation sector and provide robust mitigation for both habitat restoration and ghg reduction.
2. Adopt plans and support projects for forest management activities to restore Bay Area forest lands to a fire resilient condition that will mitigate wildfire size and severity.
3. Adopt plans and support projects for watershed health and flood control to create resilient water supplies, reduce flooding risk, and enhance local fish populations.

4. Adopt plans to enable a regional Transfer of Development Rights (TDR) program to convey density credits from the WUI to urban infill opportunities.

Increase accountability and fidelity to implementation targets. The success of the RHNA process and Plan Bay Area will be dependent on MTC's willingness to hold local jurisdictions accountable for meeting their housing and adaptation obligations.

Maintain and enhance Urban Growth Boundaries to preserve and protect high value conservation lands and focus new developments in infill areas. Utilize Urban Growth Boundaries as fire reduction strategies through defensible space.

The Blueprint should promote climate change mitigation and adaptation with environmental justice and public safety. It must advance equitable outcomes for residents, prioritizing the needs of disadvantaged and historically marginalized communities.

We appreciate your consideration of our request for a brief comment period extension to provide greater detail on these recommendations. We look forward to working with MTC staff and leadership to support this important effort.

Regards,

David Lewis
Executive Director, Save the Bay

Amanda Brown-Stevens
Executive Director, Greenbelt Alliance

Annie Burke
Executive Director, TOGETHER Bay Area

From: [Kathy Jordan](#)
To: info@planbayarea.org
Subject: re public comment re Plan Bay Area 2050
Date: Monday, August 10, 2020 3:18:09 PM

External Email

To Planbayarea:

Please consider that the pandemic has caused a radical, possibly permanent “phase change” in our environment in a number of ways:

- **Vehicle Traffic and Remote Work:** Because of the Covid 19 crisis, car usage has dropped substantially throughout Palo Alto and Silicon Valley (<https://www.ite.org/about-ite/covid-19-resources/covid-19-traffic-volume-trends/>) as substantial numbers of commuters have shifted to working remotely. Even though the shift was occasioned by the pandemic, a May 2020 Bay Area Council survey of 100 businesses found that 20% of the firms surveyed expect to go fully remote post-Covid 19. Executives in the other firms surveyed said they expect only 74% of their workers to return to working in the office. Just today, Siemens announced it will permit its employees to work remotely up to three days/week - permanently (<https://www.inc.com/justin-bariso/this-companys-new-2-sentence-remote-work-policy-is-best-ive-ever-heard.html?cid=search>), while Google announced its employees can work from home for another year, until July 2021 (<https://www.npr.org/sections/coronavirus-live-updates/2020/07/27/895734132/google-employees-can-work-from-home-until-july-2021>)
- **Covid 19 Timeframe:** There may still be a lengthy wait before a Covid 19 vaccine is developed and made available for everyone, which portends continued social distancing and continued associated impact on mass transit, including Caltrain. “Even if the optimists are right and a COVID-19 vaccine is approved for widespread use as early as this fall, it is likely to be in short supply at first.” <https://www.sciencemag.org/news/2020/06/line-forming-covid-19-vaccine-who-should-be-front> Dr. Fauci was recently quoted as saying

Fauci - chance of vaccine being highly effective not so great

<https://www.cnbc.com/2020/08/07/coronavirus-vaccine-dr-fauci-says-chances-of-it-being-highly-effective-is-not-great.html>

and

"The coronavirus is so contagious, it won't likely ever disappear."

Dr. Anthony Fauci

<https://www.cnbc.com/2020/08/07/coronavirus-vaccine-dr-fauci-says-chances-of-it-being-highly-effective-is-not-great.html>

These realities have and will affect mass transit, vehicles on the road, the world of work, commuting, and homelife. This phase change is causing a dramatic shift, **with virtual space being swapped for physical space**. “Work at home” and more dramatically “work anywhere” is the new reality for large portions of the workforce.

Thus, previous paradigms used in the planning of Plan Bay Area 2050 ring false in today's world. We have seen the reduction in emissions through remote work. We have seen the reduction in traffic and congestion. We can see the possibility of work being located at home or closer to home and commutes being reduced, or only undertaken a few times/week, rather than every day.

Please stop, and please incorporate these changes into Plan Bay Area. Also, consider and incorporate the reality that population growth is not happening any more in the Bay Area, nor in much of California. This is the reality. Planning for something other than reality does not make sense. Forcing cities and counties to adopt plans based on something that isn't reality also does not make sense.

Thank you.

Best,

Kathy Jordan

From: [CCCR](#)
To: info@planbayarea.org; [Therese W. McMillan](#)
Subject: Citizens Committee to Complete the Refuge comments regarding the Plan Bay Area 2050 Draft Blueprint
Date: Monday, August 10, 2020 3:37:20 PM
Attachments: [CCCR comments re Plan Bay Area 2050 Blueprint.pdf](#)

External Email

Dear Plan Bay Area 2050 Staff and Decision-makers,
The Citizens Committee to Complete the Refuge submits the attached comments regarding the Plan Bay Area 2050 Draft Blueprint and thanks you for the opportunity to provide comments. We ask that we be kept informed of any future opportunities to provide comments and request that acknowledgement of receipt of our comment letter be provided when possible.

Respectfully,
Carin High
CCCR Co-Chair



Citizens Committee to Complete the Refuge

P.O. Box 23957, San Jose, CA 95153

Tel: 650-493-5540

Email: cccrrrefuge@gmail.com

www.bayrefuge.org

Sent via electronic mail to: info@planbayarea.org
tmcmillan@bayareametro.gov

Association of Bay Area Governments &
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco 94105

10 August 2020

Re: Citizens Committee to Complete the Refuge comments on Plan Bay Area 2050 Draft Blueprint

Dear Plan Bay Area 2050 Staff and Decision-makers,

Citizens Committee to Complete the Refuge (CCCR) appreciates the opportunity to comment on the Draft Blueprint for Plan Bay Area 2050. CCCR applauds elements of the Draft Plan Bay Area that recognize societal inequities and strategies that focus on resolving economic, transportation and quality of life challenges that face large segments of Bay Area residents. The Draft Blueprint identifies 4 categories of strategies – transportation, economic, housing and environmental. The Citizens Committee to Complete the Refuge (CCCR) has a long-standing interest in the protection, restoration, and acquisition of San Francisco Bay wetlands; as such the focus of our comments is on identified environmental strategies and in particular on the interface of the Draft Blueprint with lands along the edges of San Francisco Bay.

CCCR was originally formed in 1965 by a group of citizens who became alarmed at the degradation of the Bay and its wetlands. We joined together, and with the support of Congressman Don Edwards, requested that Congress establish a wildlife refuge. The process took seven long years and in 1972 legislation was passed to form the San Francisco Bay National Wildlife Refuge, the first national wildlife refuge in an urban area. In 1988, Congress authorized expansion of the refuge boundary to potentially double the original size. Our membership is approximately 2,000 people and we have the support of 40 local and national organizations-- including open space advocates, hunters and environmental groups.

The Draft Blueprint acknowledges the need to Adapt to Sea Level Rise under Environmental Strategies and the need to protect shoreline communities. In April 2020 a document developed by State and regional agencies was released, *"Making California's Coast Resilient to Sea-Level Rise: Principles for Aligned State Action."* One of the principles identified is the adoption of a "minimum SLR estimate of 3.5 feet by 2050" for planning purposes. The background section of this document states, "California's coast faces a significant risk of experiencing SLR up to 1.0 feet by 2030 and 7.6 feet by 2100." Does the Draft Blueprint incorporate a minimum of 3.5 feet of SLR by 2050 into its planning process?

SLR obviously poses a significant threat to the built environment of the Bay area but also poses a significant threat to baylands. Baylands are described in the 2015 *Baylands Ecosystem Habitat Goals Science Update* (BEHGU), as:

“...a dynamic continuum of habitats connected by physical and biological processes; they extend from the open waters of the bay through intertidal mudflats, tidal marshes, and adjacent terrestrial areas. Less extensive habitat types, such as beaches and rocky intertidal areas, are also important parts of the baylands, and each habitat type has variation and complexity, as well as transitions between it and the adjacent habitat type.”

The San Francisco Bay Conservation and Development Commission (BCDC) Tidal Marsh and Tidal Flats Findings list the importance of the baylands:

- Wetlands can alter and moderate flood flows, recharge groundwater, maintain stream flows, reduce and prevent shoreline erosion by minimizing wave energy, and improve water quality by filtering surface runoff from surrounding lands. In addition, they trap sediments, thereby reducing the amount deposited in channels. Wetland plants help absorb available nitrogen, atmospheric sulfur, carbon dioxide and methane. Wetlands also are important habitat for the Bay's aquatic and upland plant and animal populations, serve as a primary link in the ecosystem's food chain, ensure the continued diversity of plant and animal communities, are an essential feeding and resting place for migratory birds on the Pacific Flyway, and provide needed and important open space and recreational opportunities in the Bay Area.
- A transition zone or "ecotone" is an environment that blends the habitat of plants and animals from each of the bordering habitats such as tidal marsh and oak woodlands. Transition zones are important elements of wetland habitats. Around the Bay these zones contain a rich mixture of vegetation types, including many of the Bay's rare plants, and they provide food, shelter and high-tide refugia for wildlife, including the salt marsh harvest mouse and California black rail.
- Tidal marshes are an interconnected and essential part of the Bay's food web. Decomposed plant and animal material and seeds from tidal marshes wash onto surrounding tidal flats and into subtidal areas, providing food for numerous animals, such as the Northern pintail. In addition, tidal marshes provide habitat for insects, crabs and small fish, which in turn, are food for larger animals, such as the salt marsh song sparrow, harbor seal and great blue heron. Diking and filling have fragmented the remaining tidal marshes, degrading the quality of habitat and resulting in a loss of species and an altered community structure.
- Tidal flats occur from the elevation of the lowest tides to approximately Mean Sea level and include mudflats, sandflats and shellflats. Mudflats comprise the largest area of tidal flat areas and support an extensive community of invertebrate aquatic organisms, e.g., diatoms, worms and shellfish, fish that feed during higher tides, and plants such as algae and occasionally eelgrass. Shorebirds feed on tidal flats. Few mammals, however, inhabit tidal flats, the harbor seal being the most notable exception. Historically, around 50,000 acres of tidal flats occurred around the margins of the Bay, approximately 29,000 acres remain-a reduction of over 40 percent.
- Landward marsh migration will be necessary to sustain marsh acreage around the Bay as sea level rises. As sea level rises, high-energy waves erode sediment from tidal flats and deposit that sediment onto adjacent tidal marshes. Marshes trap sediment and contribute additional material to the marsh plain as decaying plant matter accumulates. Tidal habitats respond to sea level rise by moving landward, a process referred to as transgression or migration. Low sedimentation rates, natural topography, development, and shoreline protection can block wetland migration. Transition zones, depending on the size and slope, provide high tide refugia for organisms as sea level rises, as well as important opportunities for marsh migration upslope and inland as sea level rises, but these functions and services are limited in the long-term unless transition zones are connected to uplands with higher elevations.[emphasis added]

Protection of baylands is crucial to the health and vitality of San Francisco Bay, yet these areas could be lost if planning and siting of development and infrastructure does not adequately consider the adverse impacts of sea level rise and instead restricts the ability of baylands to migrate upslope.

BCDC's Policies regarding Tidal Marsh and Tidal Flats state in part:

- Tidal marshes and tidal flats should be conserved to the fullest possible extent. Filling, diking, and dredging projects that would substantially harm tidal marshes or tidal flats should be allowed only for purposes that provide substantial public benefits and only if there is no feasible alternative.
- Any proposed fill, diking, or dredging project should be thoroughly evaluated to determine the effect of the project on tidal marshes and tidal flats, and designed to minimize, and if feasible, avoid any harmful effects.
- Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.

And BCDC's Climate Change Policy #4 states:

To address the regional adverse impacts of climate change, undeveloped areas that are both vulnerable to future flooding and currently sustain significant habitats or species, or possess conditions that make the areas especially suitable for ecosystem enhancement, should be given special consideration for preservation and habitat enhancement and should be encouraged to be used for those purposes.

Objective #9 of the Draft Blueprint, "Reduce Our Impact on the Environment" is an admirable objective and one CCCR fully supports. However, the strategies are largely silent on one of our greatest concerns, that of preserving the biodiversity of the Bay's ecosystems and ensuring they are sustainable into the future particularly in light of ever-increasing rates of predicted sea level rise. Though five strategies are listed under "Environmental Strategies," there is only one that is not human centric – "Protect High-Value Conservation Lands." This is to be accomplished through provision of "strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas." [emphasis added] The Equity and Performance Outcomes" document (Appendix C of the July 10, 2020 Plan Bay Area 2050 Draft Blueprint: Key Findings) assigns \$15 billion to Protection of High-Value Conservation Lands. More information should be provided on how this figure was determined and how these funds would be allocated.

One of the major concerns we have had with previous iterations of Plan Bay Area has been the emphasis on PCAs as the focus of resource protection. MTC describes PCAs as "areas of importance for conservation to retain and enhance the natural environment that are key to the quality of life enjoyed by the region's residents and visitors and the region's ecological diversity." Sadly the PCA identification process has proven inadequate and many areas of importance for conservation have not been identified as PCAs. We have previously commented that the PCA framework was established through a fundamentally flawed process, based more on political consensus than science. It has been a process that has left some of the Bay Area's more important natural and remaining undeveloped lands unprotected from increasing threats from urban development. The PCA process has failed to identify as PCAs baylands and wildlife habitats identified and documented by scientists and federal, state and regional resource agencies as being regionally significant to the health of the San Francisco Bay Estuary - baylands that also face imminent threats of urban development. Specific important sites for protection and restoration are well documented in the:

- *Baylands Ecosystem Habitat Goals* (and update) - a report of recommendations prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project (originally published in 1999 US EPA and SFBRWQCB and updated in 2015),
- *Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California* published by the U.S. Fish and Wildlife Service in 2013 – a report that identified lands important for tidal marsh habitat and listed and rare species of that ecosystem,
- the 2012 Comprehensive Conservation Plan by U.S. Fish and Wildlife Service and the approved Potential Additions boundary for the Don Edwards San Francisco Bay National Wildlife Refuge,

It is crucial if we are to ensure the long-term sustainability of the Bay's ecosystems and biodiversity that the Blueprint and Plan Bay Area 2050 look beyond the political constructs of PCAs when determining lands that are worthy of protection. We are encouraged that the Draft Blueprint acknowledges that lands that have not been labeled as Priority Conservation Areas (PCAs) may have high conservation value, however the Blueprint provides no description of how lands worthy of protection will be identified. In fact, the metrics provided in Appendix C fail to provide any performance outcomes pertinent to the natural environment.

In planning for future transportation, development and economic development, the Draft Blueprint should acknowledge the functions and values provided by a healthy, thriving and sustainable Bay ecosystem and the importance of protecting the biodiversity of the Bay. Though the natural environment is acknowledged in the Draft Blueprint in the one strategy we have identified, the remainder of the Blueprint is silent regarding the natural environment. One of the Final Guiding Principles of the Horizon process of what the "San Francisco Bay Area Aspires To Be" is "Healthy" and "Health" is described as "The region's natural resources, open space, clean water and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts." The key findings of the Draft Blueprint under "A Healthier Bay Area" focus solely on the reduction of greenhouse gas emissions and human health with no mention of the natural environment.

We recommend the language for the Environmental Strategy "Adapt to Sea Level Rise" be modified as follows:

"Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Protect undeveloped areas that could be suitable for baylands restoration and migration. Nature-based solutions for reducing flood risk should be the preferred method of providing resilience against the impacts of sea level rise."

The added language is consistent with the Draft November 2017 report "*Raising the Bar On Regional Resilience*" which was produced by the Bay Area Regional Collaborative (BARC). The report cites Plan Bay Area 2040's recommendation of "expanding the region's network of natural infrastructure" to "coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, and improve access to urban and rural public space." [emphasis added]

The Draft Blueprint is silent regarding the types of adaptations that will be implemented to mitigate the impacts of sea level rise. Nature-based sea level rise adaptation measures such as those described in the 2015 BEHGU and the 2019 San Francisco Bay Shoreline Adaptation Atlas should be the preferred method of shoreline protection.

The aforementioned "*Raising the Bar On Regional Resilience*" provides a description of green, blue and grey infrastructure:

Grey infrastructure built out of hard impermeable concrete or asphalt is the norm in many urban zones. A resilient or sustainable approach seeks to soften and green these surfaces with plants and more absorbent surfaces, and to work with natural watershed processes to achieve both flood control and habitat protection goals. In shoreline areas, the newer term blue infrastructure refers to creating natural infrastructure, habitats, and flood buffers within the water or tidal reach. These projects may include engineered marshes, oyster reefs or carbon-sequestering wetlands that reduce subsidence. A new term, living levee, refers to levees that may include habitats and vegetation, and that are designed to adapt or evolve with changing conditions. [emphasis added]

As described in the passage above, nature-based adaptations can achieve multiple goals of providing both flood control and habitat protection/preservation. Habitat protection can in turn lead to minimization of future expenditures on flood protection infrastructure and sequestration of carbon.

For the reasons outlined above we recommend the language in the “Maintain Urban Growth Boundaries” strategy be modified as follows;

Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions.

Protect undeveloped shoreline areas, vulnerable to flooding, with existing habitat or habitat restoration potential.

The document “*Making California’s Coast Resilient to Sea-Level Rise: Principles for Aligned State Action*” provides clear State guidance that all planning efforts should anticipate *at minimum* 3.5 feet of sea level rise by 2050. Is this incorporated into the analysis of Plan Bay Area 2050? Is this one of the criteria for evaluating priority development areas? While 2050 is within the time frame typically used for development projects, we are extremely concerned with the 7.6 feet of sea level rise predicted by 2100. Any large infrastructure projects should include this in their environmental review process as large infrastructure projects require longer periods of time for implementation.

Under “Transportation Strategies” the Draft Blueprint states:

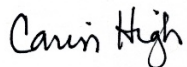
Build a New Transbay Rail Crossing. Address overcrowded conditions during peak commute periods and add system redundancy by adding a new Transbay rail crossing connecting the East Bay and San Francisco.

Will this proposed strategy utilize a minimum 7.6 feet of sea level rise by 2100 during its planning phase? What measures would be required to avoid further filling and fragmentation of baylands?

The 2015 *Baylands Ecosystem Habitat Goals Science Update* (BEHGU), the work of over one hundred scientists, updated the 1999 document to provide recommendations for the preservation and restoration of a functioning baylands ecosystem in light of the challenges of climate change and sea level rise. The foreword of the 2015 BEGHU observes, “Baylands restoration is not a luxury but an urgent necessity as ecological change accelerates.” Baylands protection and restoration is NOT a luxury and these are resources we can ill afford to lose. The Draft Blueprint should incorporate language in its strategies, findings and metrics that acknowledges the critical importance protection of the Bay’s ecosystems and biodiversity to the health and vitality of the Bay Area and its residents. It is crucial to current and future generation that protection of the natural environment is incorporated into planning and protection of the built environment.

Thank you for the opportunity to provide comments. We request that we be kept informed of future opportunities to provide comments, and notification of a Notice of Preparation or Draft Environmental Impact Report.

Respectfully submitted,



Carin High
CCCR Co-Chair



Dear Plan Bay Area,

Re: Comments on Plan Bay Area 2050 Blueprint

Urban Environmentalists is a group of urbanists and environmentalists working to reduce carbon emissions and create more livable communities. Our mission is to address the climate and inequality crises by transforming cities and towns into inclusive communities designed around people rather than cars.

We note with concern that the Blueprint scenario for Plan Bay Area achieves less than half of the state-mandated reduction in carbon emissions of 19% from 2005 levels, achieving a reduction of only 9%. It is critical that this is rectified before the plan is finalized for the region to do its part in preventing catastrophic climate change. While we support the Transportation Strategies designed to increase the mode share of transit, cycling, and walking, it is clear that this action is insufficient to achieve the required reduction in emissions.

In order to achieve this target, we believe that Plan Bay Area must consider projects that reduce demand for auto trips as well as increase demand for alternatives to auto travel. We support implementing per-mile tolling on congested freeways with transit alternatives, and we support downtown San Francisco congestion pricing. However, we believe that these projects do not go far enough in reducing demand for auto travel.

In addition to per-mile tolling on congested freeways, we support conversion of existing freeway lanes to HOV/HOT lanes on freeways that are not considered for tolling across all general traffic lanes. HOV/HOT lanes may also be a more equitable solution for widespread use, as they allow price-sensitive drivers to carpool rather than paying a toll. We do not support the addition of freeway lanes for HOV/HOT, or for any other reason. We also recommend considering increasing bridge tolls, and adding tolls at other freeway bottlenecks such as the Caldecott Tunnel.

Beyond more appropriately pricing driving, parking should also be priced to account for the true costs of providing that parking, including externalities and opportunity cost. Some of the costs that could be considered include: health and safety impacts, carbon emissions, policing, street maintenance, opportunity cost related to alternative street uses, congestion impacts (including on public transit), and environmental impacts (e.g., stormwater runoff and urban heat island effects). This would result in higher fees for residential parking permits, parking meters, and public parking garages, further discouraging auto ownership and use. Systems to ensure equity and affordability for low-income,

car-dependent individuals should also be introduced in concert with increased fees, such as easily accessible discounts, cash payments, or phase-in periods.

In addition to pricing roadway capacity, reduction of roadway capacity is also necessary to achieve the required reduction in emissions. We support the city and county projects planned to reduce transit travel time and increase the safety of cycling and walking by removing general traffic lanes to create bus lanes and protected bike lanes, but we note that freeway capacity reduction has not yet been considered by Plan Bay Area.

As well as reducing demand for car trips to urban areas by increasing auto travel times and thus making transit trips more competitive by comparison, freeway capacity reduction creates significant additional benefits to the communities that freeways currently pass through, which are frequently also disadvantaged communities. Examples of these are reducing particulate matter emissions in the vicinity of the freeway, and reducing transit travel times and increasing the safety of biking and walking by reducing the number of vehicles exiting the freeway onto residential streets. These benefits will incentivize a shift to low carbon modes and further reduce carbon emissions.

Proposed Projects

Specific projects we would like to see considered are listed below.

Removal of the Central Freeway

Removing this freeway section would realize the following benefits:

- **Confinement of traffic to existing arterials.** Assuming the exit/entrance to the north-south US-101 and I-80 freeways is instead touched down in the vicinity of the Division & Potrero intersection, US-101 traffic could be confined largely to existing arterials. US-101 northbound traffic could be routed west along Division to Van Ness, then north on Van Ness to Lombard; southbound traffic would follow the same route in reverse.
- **Removal of traffic from Hayes Valley and west Soma.** US-101 traffic should be discouraged from cutting through the Hayes Valley neighborhood, by two-waying the Franklin/Gough one-way street pair. Combined with additional freeway ramp removal, traffic could be discouraged from cutting through west Soma by two-waying 9th & 10th streets. Bollards placed at one or two key intersections would also block cross-town traffic along these residential and commercial corridors.
- **Reconnecting west Soma to north Mission.** By removing the freeway blight and reconnecting the street grid across Division, these vibrant and diverse neighborhoods would be reconnected, and additional opportunities for housing development and local economic opportunity would be opened up.

Removal of I-280 east of the interchange with US-101

While removing I-280 north of Mariposa was considered in SF Planning's Railyard Alignments and Benefits study, we believe that a much greater truncation should be considered, as this freeway section parallels and is largely redundant to US-101. Removing this section would realize the following benefits:

- **Additional alignment options for Caltrain.** The I-280 truncation proposal was separated from the Caltrain alignment component in the Railyard Alignments and Benefits study. This study determined that the cheapest option for grade separating Caltrain at 16th St and Mission Bay Dr without depressing those streets - trenching Caltrain from Mariposa St to the Downtown Extension portal - was infeasible, as Caltrain could not be kept operational during construction.¹ With I-280 removed, a much greater right-of-way would become available for the creation of shoo-fly tracks around the construction site, and this alignment may become feasible. To achieve this benefit, I-280 removal would need to be completed before the Caltrain alignment work is begun; the process should therefore begin immediately.
- **Improvement of conditions at 22nd St station.** Removing I-280 would allow this station to be upgraded to modern standards, with full-length platforms and ADA compliant access, without the expense of station relocation.
- **Reconnection of Potrero Hill to the Dogpatch neighborhood.** With the freeway removed, the street grid could be reconnected, opening up additional land for housing developments, green space, and small businesses.
- **Removal of freeway blight impacting the Bayview neighborhood.** With the freeway removed, noise and particulate matter impacts to the housing and schools east of the freeway would be reduced. Additional land would be opened up for housing, small businesses, and public open space within walking distance of the proposed Oakdale Caltrain station.
- **Removal of the Portola/Silver Terrace freeway ramps.** While US-101 is trenched through these neighborhoods, a double decker freeway ramp enables connections from US-101 northbound to I-280 in both directions, and from I-280 in both directions to US-101 southbound. This freeway ramp blights the surrounding neighborhoods and creates significant additional visual and noise impacts over that created by the freeway itself.² Removal of I-280 east of this intersection would allow for the elimination of this ramp, as two of the four vehicle movements would no longer be needed. The other two movements - US-101 northbound to I-280 westbound, and I-280 eastbound to US-101 southbound - are low traffic movements that can instead be accomplished via Alemany Blvd.

¹ The Executive Summary Report of the Draft Rail Alignment and Benefits study states “The Tunnel Under Existing Caltrain Tracks alignment option would require Caltrain to be taken out of service north of the 22nd Street Caltrain station for two or more years, and it would also require significant structural work to I-280.” This report also states “As shown in the Final Consultant Technical Report, I-280 did not conflict with any of the alignments under further consideration.” Regarding this alignment alternative, the Technical Report states “This rail alignment was removed from further consideration in Phase I due to it being infeasible for construction given the location of supporting structures for I-280 not having sufficient room to accommodate a tunnel between them.”

While the infeasibility of operating Caltrain during construction of this alignment alternative is noted in the Technical Report, it is not explained why this is the case, and the report focuses on the constraints posed by I-280 as justification for removing this alternative from further consideration. The statements in the Executive Summary and Technical Report appear to be contradictory, and we would like to understand why it would not be possible to keep Caltrain operational during construction of this alternative if I-280 was first removed.

² For more information on the health impacts of noise pollution due to road traffic, see WHO, “Environmental Noise Guidelines for the European Region”, <https://www.euro.who.int/en/health-topics/environment-and-health/noise/environmental-noise-guidelines-for-the-european-region>

Off-ramp reduction in San Francisco

Freeway exits along US-101 and I-80 in San Francisco are spaced far closer than modern freeway standards and several can be removed. As a rule, freeway ramps exits should not touch down traffic into residential or neighborhood commercial areas, and we suggest the following exits/entrances for elimination:

- **I-80 to/from 9th/10th streets in South of Market.** This exit helps create freeway-like conditions along the 9th/10th St one-way pair in the low income west Soma neighborhood.
- **I-80 to/from 7th/8th streets in South of Market.** As above for the 7th/8th St one-way pair.
- **US-101 to Mariposa in Potrero Hill.** This exit drops traffic into the Potrero Hill neighborhood, creating a dangerous intersection near a high school.
- **US-101 to/from Silver Ave in Portola/Silver Terrace.** This exit drops traffic directly onto San Bruno Ave, the main commercial street of the low-income Portola neighborhood.

Removal of I-980

I-980 was originally built to support the planned San Francisco Bay Southern Crossing, which was never constructed. Presently, I-980 is underutilized and primarily serves to divide low-income West Oakland from rapidly-growing Downtown Oakland. Removing I-980 south of 27th St would realize the following benefits:

- **Reconnecting West and Downtown Oakland.** By removing freeway blight, narrowing the existing frontage roads, (Brush St. and Castro St.), and removing the flyovers to I-880, 20 blocks of West Oakland's street grid would be reconnected to downtown, and additional opportunities for housing development and local economic opportunity would be opened up. Pollution levels along the corridor would also be reduced dramatically.
- **Transbay Crossing 2 Connection.** Currently, BART resides within the median of I-980 until turning southeast and heading underground around 25th St. With I-980 removed, the existing freeway trench could be repurposed to serve the new Transbay Rail Crossing. This would enable a new BART station in the western portion of the Jack London Square neighborhood, which is identified as a high-growth neighborhood in Oakland's Downtown Plan. This neighborhood also contains Howard Terminal, the proposed location for the new A's stadium. The new Transbay Crossing would achieve what I-980 failed to do, while prioritizing Oakland residents over suburban drivers.
- **Integration with and undergrounding of existing standard-gauge rail through Jack London Square.** Currently, the Capitol Corridor and San Joaquin Amtrak lines travel at-grade through the Jack London Square neighborhood. Freight trains often frequent this line as well. By placing the new Transbay Crossing alignment along the existing I-980 corridor, a seamless rail connection between the Crossing and existing standard-gauge rail can be realized, enabling Caltrain and High Speed Rail to terminate in Oakland or beyond, and Amtrak trains to reach San Francisco's Transbay Terminal. By undergrounding the lines through Jack London, noise and pollution reduction can be achieved, safety can be improved, and train travel times can be reduced.

Widespread, quick-build implementation of superblocks

- Superblocks have been successfully implemented in Europe³, and can be implemented much faster than other measures like congestion pricing because they are extremely low-tech and do not require drivers to pay anything.
- Superblocks feature bollards, planters, or other physical barriers that do not prevent any particular location from being accessed by auto, but do prevent through traffic and may require cars to take a slightly more circuitous route. By making it harder to drive through residential or mixed-use/commercial neighborhoods, superblocks discourage driving through these areas. Superblocks also prevent speeding by eliminating straightaways, increase safety for individuals who are walking and biking, and provide an opportunity to reclaim street space for public enjoyment.
- Superblocks can be viewed as an expansion of slow streets, but they need not expressly forbid non-local traffic.

Widespread on-street, secure bicycle parking

- While on-street car parking is available on nearly all streets in the Bay Area, many residents of multifamily dwellings do not have a secure and accessible location to store their bicycle, particularly if it is too heavy for them to carry up stairs. Many individuals also fear that their bicycle may be stolen if it is left parked in commercial locations. The result is a disincentive to bicycle and an incentive to drive.
- Secure bike parking should be placed not just at BART or Amtrak stations but also along all commercial corridors and on every block in areas with multifamily residences. One example system from the UK that municipalities could adopt here is Cyclehoop Rentals, <https://www.cyclehoop.rentals/>

Support for bicycle shops in low income communities and communities of color

- Many disadvantaged communities have insufficient density of local bike stores for sales and repairs. Individuals in such communities are thus less exposed to bicycling as a possible mode and more burdened by having to travel farther for repairs in the event of breakdowns.
- Bay Area municipalities should therefore partner with bicycle shops in disadvantaged communities to support their work and should partner with community leaders to support the opening of additional bicycle shops.

Thank you for your consideration of these proposals. We look forward to reading your response.

Regards,

Urban Environmentalists

<https://www.urbanenvironmentalists.org/>

³ For more information on Superblocks, see Bloomberg, “The ‘Superblock’ Revolution Is Making Cities Safer and Cleaner”, <https://www.bloomberg.com/news/features/2019-10-29/the-superblock-revolution-is-making-cities-safer-and-cleaner>

Plan Bay Area 2050 Project Staff
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Sent via e-mail to: info@planbayarea.org; dvautin@bayareametro.gov; and mshorett@bayareametro.gov

RE: Plan Bay Area 2050 Blueprint Comments

August 10, 2020

Dear Plan Bay Area 2050 Project Staff:

As Urban Habitat and the Bay Area Community Land Trust (BACLt), we thank you for your work on developing the Plan Bay Area 2050 Blueprint (2050 Blueprint) and offer our comments on the current draft of the plan. Our organizations work to provide stable and affordable housing to residents of the Bay Area, focusing on low-income communities of color, primarily through tenant protection and affordable housing preservation strategies.

The strategies outlined in the 2050 Blueprint are forecasted to increase our region's affordability, connectivity, vibrancy, diversity, and health by many metrics; our organizations wholeheartedly support these values and goals. However, the plan falls short as currently outlined with regards to several key housing issues. In particular, the plan does not adequately reduce displacement and gentrification risks for low-income communities of color, nor is it providing enough affordable housing to meet the forecasted regional need. Left as is, this blueprint is planning for gentrification and displacement.

The Blueprint can begin to correct these shortfalls by expanding the housing tools it draws from to include:

- Acquisition-rehabilitation (acq-rehab) of existing, unsubsidized affordable housing;
- Emphasizing growth in HRAs and explicitly away from PDAs and instead emphasizing acq-rehab preservation and affordable housing development in PDAs; and
- Using public land within HRAs and TRAs within HRAs for affordable and deeply affordable housing.

All of these recommendations are strengthened through explicit partnerships and resource set-asides for community land trusts (CLTs) and cooperatives. These community organizations are demonstrated to lend permanent affordability to housing with less government subsidy and greater community oversight relative to traditional affordable housing development.

Fund Affordable Housing Protection, Preservation, and Production

Under the strategy “**Fund Affordable Housing Protection, Preservation, and Production**,” only one percent of the budget is dedicated to preservation (and two percent to protections), while the remainder (97 percent) will go to new construction. Furthermore, preservation only includes the renewal of the deed restrictions on existing, subsidized affordable housing. In the nine-county Bay Area, more than 280,000 low-income households live in unsubsidized affordable housing.¹ These homes are currently affordable with no deed restrictions or subsidy. Loss of this housing stock as units revert to market rate fuels gentrification and displacement, and we lose approximately 32,000 of these homes each year.²

Cities across the region (for example: San Francisco, Oakland, Berkeley, San Jose, and East Palo Alto) have recognized that no housing affordability approach is complete without stabilizing this housing stock. An analysis of acq-rehab projects across San Francisco, San Mateo, and Oakland shows that affordable housing preservation costs 50 to 70 percent of what affordable housing construction costs in those jurisdictions.³ CLTs specialize in acquiring, rehabilitating, and preserving this housing as permanently affordable. They are particularly efficient in doing so with multifamily buildings of 25 units or fewer, which describes much of the regional urban housing stock (in Oakland, for instance, this comprises 88 percent of the existing housing stock). Furthermore, CLTs achieve permanent affordability with only a one-time government subsidy at the time of acquisition.⁴ This is in contrast to the traditional affordable housing development model that requires additional subsidy as deed restrictions expire, as this PBA 2050 Blueprint plans to provide. By incorporating CLT-led acq-rehab preservation, PBA can keep more low-income tenants in their homes by adding to the permanently affordable housing stock, reduce displacement pressures, and alleviate the need for re-subsidy 30 or 50 years from now.

Acq-rehab must be added as a preservation strategy in the 2050 Blueprint, and it must be funded beyond the one percent of housing money currently allocated to preservation. New revenues dedicated to this strategy must be structured such that they are accessible to -- or reserved for use by -- shared ownership models like CLTs and cooperatives.

Allow a Greater Mix of Housing Types and Densities in Growth Areas

This strategy should also be amended to reflect the insights drawn from more expansive preservation work and our understanding of the factors contributing to gentrification and displacement. Under the strategy “**Allow a Greater Mix of Housing Types and Densities in Growth Areas**,” growth is supported in Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs), and select High-Resource Areas (HRAs). In order to slow gentrification and

¹ Enterprise Community Partners. “Preserving Affordability, Preventing Displacement: Acquisition-Rehabilitation of Unsubsidized Affordable Housing in the Bay Area,” p. 2.

² *Ibid.*

³ *Ibid.*

⁴ Lincoln Institute of Land Policy. “The City-CLT Partnership: Municipal Support for Community Land Trusts,” p. 8.

displacement, growth must be emphasized in HRAs and TRAs within HRAs. Using public land for affordable and deeply affordable housing in HRAs and their TRAs will be an important tool in meeting this goal.

On the other hand, growth must be de-emphasized in PDAs and TRAs within PDAs. These are areas where communities of color live, and represent the highest risk of gentrification and displacement in the region. However, affordable housing is essential in PDAs. CLTs are a particularly critical tool in PDAs, where unsubsidized affordable housing can be made affordable in perpetuity through acq-rehab preservation. CLTs must be enabled to preserve affordable housing strategically near transit, so that transit-accessible areas remain affordable. Because lower-income people are more likely to ride public transit, this approach will also help PBA to meet its transit goals and greenhouse gas reduction target, while keeping community members in place.

In conclusion, we recommend elevating preservation within the 2050 Blueprint by expanding the range of preservation approaches used beyond stabilizing existing deed-restricted affordable housing, and crucially, by dedicating a greater share of resources to the essential and fiscally efficient form of preservation provided through CLTs. More broadly, we recommend shifting growth away from PDAs and towards HRAs and TRAs within HRAs, and using public land to do so, and focusing on affordable housing preservation and development in PDAs. We will be in touch to set up a meeting to discuss our recommendations in greater detail and look forward to that conversation.

Sincerely,

Miranda Strominger
Program Manager, Bay Area Community Land Trust

Leslie Gordon
Program Manager of Equitable Development, Urban Habitat

From: [Ronda Ross-Leen](mailto:Ronda.Ross-Leen@planbayarea.org)
To: info@planbayarea.org
Subject: Opposing the Springs Specific Plan being a Priority Development Area and part of Plan Bay Area 2050 Blueprint
Date: Monday, August 10, 2020 2:56:20 PM

External Email

To Whom it May Concern,

I live on Ernest Drive in Sonoma County and I oppose the Springs Specific Plan being a Priority Development Area. Please see my reasons and concerns below.

1. We reside in a High Fire Area with limited routes for evacuation.
2. Bus line 32 does not meet the required headways, which is necessary to be considered as a PDA area. Bus 32 does not even run in the late afternoon or evening to be useful to commuters.
3. There is no plan in place to reduce green house gasses and/or a plan to reduce vehicle miles traveled which is needed prior to being designated as a PDA.
4. The PDA application was signed on 9-11-2019 and neither the residents nor the surrounding communities were consulted prior to the nomination which is against MTC policies on public participation.
5. We have no emergency back up water supply.
6. There is no industry in the area to support expansion.
7. The Springs Specific Plan sits outside the Urban Growth Boundary which is prohibited by where PDA's can be developed.
8. High-density development only belongs in incorporated urban areas that have the tax-base, governance and infrastructure to support it.
9. The County roads in our neighborhood are in much need of repair. On a portion of Robinson Road there are no sidewalks, the roadway is narrow. There are places where only one vehicle can safely pass at a time.
10. There are no street lights on Robinson Road or Donald.

I am against my rural neighborhood, the Springs Specific Plan, included as one of your 2050 PDAs. The area sits right outside the City of Sonoma's Urban Growth Boundary and is located in a high-fire zone with limited roads for evacuation, two conditions which make it ineligible to become a PDA. High-density housing built here will put us all at risk during a disaster ie: fire, earthquake. The residents in our neighborhood were never included in the development of the Specific Plan which is against MTC policies of public disclosure and participation. In reading the 2020 Sonoma County's Civil Grand Jury report its findings which confirm Permit Sonoma's failure to include the homeowners in the development of the Springs Specific Plan. Please right this wrong and take us out of the Plan Bay Area 2050 Blueprint.

Respectfully submitted,

Ronda & Terry Leen



CITY OF PIEDMONT CALIFORNIA

August 10, 2020

Chair Jesse Arreguin
ASSOCIATION OF BAY AREA GOVERNMENTS
info@planbayarea.org

VIA ELECTRONIC MAIL

SUBJECT: Comments on Plan Bay Area 2050 Draft Blueprint

Dear Chair Arreguin;

The City of Piedmont wants to express gratitude for the exceptional long-range planning work that staff, under the leadership and direction of the Executive Committee, have performed to develop Plan Bay Area 2050, the Draft Blueprint, and other associated reports and documents. The effort aims to ensure that by the year 2050, that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.

The City of Piedmont has participated whole-heartedly in the ABAG meetings, surveys, and webinars and followed the development of the Plan closely. As partners in realizing this vision, please accept the following comments on the draft Plan Bay Area 2050 Blueprint:

We request a time extension from appropriate regulatory bodies and statutes in order to provide more time to complete Plan Bay Area 2050.

While the COVID-19 pandemic has not eliminated the housing crisis in the State or region, the impacts of COVID-19 on population growth and job growth remain to be seen. Cities are reeling from the impacts of COVID-19, which continue to unfold. Insisting the long-range planning process unfold unabated is out of sync with the demands the global pandemic has placed on residents, elected leaders, and staff. In this context, 30 days to review and respond to Plan Bay Area 2050 is insufficient. The outreach efforts are extensive, but the time frame is insufficient.

Revise the near-term projections and long-term projections to accurately integrate the impacts of COVID-19 into the long-range model.

The Horizon Initiative “stress tested” Plan Bay Area strategies against a wide range of external forces and we commend the foresight to conduct such a planning exercise, the results of which have informed the Draft Blueprint. The Horizon Initiative, however, falls far short of the type of long-range planning required for a regional response to the pandemic. Failing to specifically integrate the ongoing crisis into the near-term of the forecast is a disservice to the millions of households suffering due to the pandemic. The impact of the current recessionary period will stretch into the next decade, as the Blueprint

rightly notes. It is unclear how ABAG/MTC staff draw the conclusion that the effects of the pandemic essentially wear off by 2030 and the region returns to the forecasted growth trend.

It is unclear what underlying assumptions lead to this conclusion and whether a traditional recessionary analysis is preferable given we are currently experiencing large-scale, and long-term telecommuting. It is not clear if the assumptions include a foreclosure and/or eviction crisis coupled with massive unemployment and the closure of thousands of small business and the associated elimination of both wealth and livelihoods for many throughout the Bay Area. The interest of Piedmont isn't to foretell doom from the pandemic, but rather encourage that long-range regional planning pause to more thoughtfully and collaboratively consider the compound impacts of this crisis--which really is the genesis of several crises. Many Bay Area families and communities may not fully recover from these crises for decades to come.

Update Hazards Planning

The Blueprint should take into account hazards such as landslides, flooding, seismic faults, and fire, in growth projections and provide adjustments to the growth projections on the level of individual cities. A large percentage of the City of Piedmont is in a steep hillside area with narrow roadways and also in a State-designated zone for very high fire severity. These hazards are likely to grow in the coming years due to climate change. There is pending State legislation likely to pass later this year that would require fire risk to be added as a requirement in consideration of regional housing needs allocation. However, ABAG can and should take these risks into consideration now as this is prudent regional policy without waiting for the State to mandate this. More information on pending State legislation is at https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB182.

Update telecommuting projections.

The City of Piedmont encourages ABAG and MTC to work with CARB to increase the level of telecommuting above 14%. The City also requests that increased telecommuting be used to forecast shifts in housing demand, decrease in office demand. This adjustment in the model could occur even if 14% needs to be the CARB initiated limit for calculating potential decreases in greenhouse gas emissions. We would like to know how close the Shelter In Place telecommuting levels bring us to meeting the greenhouse gas emission reductions and addressing the regional job/housing imbalance.

Further, the City suggests that increasing telecommuting become a key separate strategy in the Blueprint; it is a strategy the Bay Area can pursue in order to meet our climate action goals and decrease greenhouse gas emissions, which are not currently met by the draft Blueprint.

Revise and refine the definition of transit rich areas and include a more user-centered view of transit use.

Growth Geographies for Piedmont rely on bus service provided by AC Transit. While headways along some of these routes can be fifteen minutes or less during peak times, we challenge the inclusion of these bus routes in the definition of transit rich areas.

First, the off-peak capacity of these lines do not provide sufficient service to potential residents of housing units along these transit lines. In off-peak times, these residents may still need and/or use vehicles, which will lead to greater greenhouse gas emissions and traffic increases. Secondly, changes to the service may occur. Recently, AC Transit changed and decreased service to Piedmont highlighting a concern about the reliability of such service and its ability to meet the needs of future residents.

Confirm the accuracy of underlying data used to map Growth Geographies.

The City of Piedmont seeks confirmation in writing that information provided to ABAG and MTC staff has been received and incorporated into the model and mapping for Growth Geographies. In particular, Piedmont wants to ensure that jobs projections and baseline conditions are accurate.

Explain the distinction and overlap between the methodologies used to create Plan Bay Area 2050 versus the methodologies used by the Department of Finance and the Housing and Community Development Department to generate the regional housing need determination.

Department of Finance (DOF) and Housing and Community Development (HCD) prepared projections for population growth and growth in households. Piedmont staff understand that MTC/ABAG staff also prepared industry/employment, population by age and ethnic characteristics, and household/occupancy/income information for incorporation into the growth forecast for the region and into small area analysis. The Plan Bay Area 2050 Regional Growth Forecast Methodology was presented to the ABAG Executive Board in 2019. At that time the staff memo indicated that further public input would be requested during the 2020 outreach on the Draft Blueprint. However, the latest methodology information was not included in detail at any of three public presentations during the week of July 7, 2020. Toward providing helpful comments on the Draft Blueprint, City staff would appreciate an overview of the aforementioned methodologies used by DOF/HCD and by MTC/ABAG staff and to understand how they are similar or different in their inputs and assumptions.

Provide more specific data regarding how ABAG/MTC determined the jobs growth in the plan. With this information, Piedmont and other jurisdictions can offer more feedback regarding how the job growth projections may be refined.

Explain if or how policies, such as SB 35 Streamlining, were factored into models and methodologies. MTC/ABAG staff included streamlining of housing projects in draft strategy for public consideration in 2019. City staff would like to know how SB35 status or other streamlining was or was not included in methodology assumptions for local jurisdictions.

Strategies & Objectives

The City supports inclusion of strategies that move jobs toward housing rich areas. All jurisdictions need to support Bay Area residents with employment diversity and options. By distributing jobs across the Bay Area, the region can decrease commute times, decrease greenhouse gas emissions, and increase the resiliency of jurisdictions. Such distribution strategies could be achieved through office caps in jobs-rich areas, while other jurisdictions might incentivize office and job center development.

The City supports frontloading those strategies that best respond to COVID-19, including those that advance safe bicycle and pedestrian facilities, advance renter protections, advance strategies for childcare which in turn could help essential workers, and advance protecting much-needed open space. The pandemic has made clear the need to address these issues in the near term in order to support households and put the Bay Area back on track for a growing and expanding economy.

Transportation

The City of Piedmont supports the following transportation strategies:

- Operate and Maintain the Existing System.
- Enable Seamless Mobility with Unified Trip Planning and Fare Payments.
- Reform Regional Transit Fare Policy.
- Build a Complete Streets Network.
- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.
- Advance Low-Cost Transit Projects.

Economic

The City of Piedmont supports the following economic strategies:

- Expand Childcare Support for Low-Income Families.
- Create Incubator Programs in Economically-Challenged Areas.
- Retain Key Industrial Lands through Establishment of Priority Production Areas.

Housing

Strategies and policies in the Plan should include reclamation of brownfield sites to make more land suitable for housing, particularly in transit-rich and high resource areas as well as mechanisms to overcome the high cost of land in transit-rich and high resource areas.

The City of Piedmont supports the following housing strategies:

- Fund Affordable Housing Protection, Preservation, and Production.
- Require 10 to 20 Percent of New Housing to be Affordable.

Environmental

The City of Piedmont supports the following environmental strategies:

- Adapt to Sea Level Rise.
- Modernize Existing Buildings with Seismic, Wildfire, Drought, and Energy Retrofits.
- Maintain Urban Growth Boundaries.
- Protect High-Value Conservation Lands.
- Expand the Climate Initiatives Program.

Thank you for your time and attention to these suggestions, comments, and requests for further information. To follow up on and/or respond to the content of this correspondence, please reach out to Kevin Jackson, Director of Planning and Building for the City of Piedmont at kjackson@piedmont.ca.gov or (510) 420-3050.

Sincerely,

CITY OF PIEDMONT



Sara Lillevand
City Administrator

cc: City Council
Dave Vautin, Assistant Director, Major Plans, Bay Area Metro via
DVautin@bayareametro.gov
Paul Fassinger, Regional Planning Program, Bay Area Metro, via
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10 August 2020

Association of Bay Area Governments &
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco 94105

in care of: info@planbayarea.org

Re: Additional comments on draft Blueprint, Plan Bay Area (PBA) 2050

To Whom It May Concern:

The Sierra Club thanks you for the opportunity to respond to the Plan Bay Area 2050 Blueprint and Strategies documents. You have already received a letter from the Sierra Club regarding these documents that addresses many of the issues presented in the Blueprint and Strategies. This addendum to that letter addresses solely the issue of sea level rise and how we think Plan Bay Area 2050 should address issues associated with that impending crisis.

As you know, the Ocean Protection Council, together with other entities, recently released a set of Principles for how local governments and other agencies should approach the issue of sea level rise. One of the principles states that all planning efforts should "...Utilize SLR targets based on the best available science and a minimum of 3.5 feet of SLR by 2050..." (http://www.opc.ca.gov/webmaster/_media_library/2020/05/State-SLR-Principles_FINAL_April-2020.pdf).

The impacts of this significant increase in sea level will be further exacerbated by the increase in the number of extreme storms that we now experiencing. Additionally, every-day high tides as well as King Tides will also add substantial height increases well above the Bay's basic increase of 3.5-feet. This will result in an increased likelihood of flooding or permanent inundation of shoreline communities and infrastructure. Our previous letter addressed these community and infrastructural impacts.

However, the impacts of sea level rise (and corresponding elevation rise of San Francisco Bay) extend beyond those to our communities and infrastructure. The Bay itself is a natural resource of international ecological significance, in large part due to its

extensive shallow water habitats such as mudflats (tidal flats), tidal marshes and transition zones. These habitats are essential for sustaining the great diversity of life that is dependent upon the Bay. For example, the Western Shorebird Reserve Network has identified San Francisco Bay as a shorebird habitat of hemispheric importance. Many other waterbird species, as well as fish and invertebrates, all thrive on these shallow water habitats.

Sea level rise threatens to drown these habitats and make the Bay a dramatically much less diverse and productive aquatic ecosystem, as well as threatening to release the CO₂ sequestered by the Bay's tidal marshes. Plan Bay Area 2050 can and should play an important role in preserving these resources. The draft Strategies and Blueprint are unfortunately silent on these issues but nonetheless Plan Bay Area 2050 does have some important and effective tools to address these issues.

We believe that amending one of the Environmental Strategies would be a good start in addressing this issue. We suggest the following:

Adapt to Sea Level Rise. Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations **while also protecting valuable shoreline and extensive wetland habitats, prioritizing nature-based solutions to reduce flood-risk wherever possible.**

With that as a strategy, Priority Development Areas (PDAs) provide an important tool for this purpose. Recognizing that the unavoidable extraordinary rise of Bay waters will, and already does, threaten our shoreline communities, it is clear that allowing unchecked new shoreline development is untenable. New criteria for PDAs should be developed for proposed new development in areas that are either currently exposed to or will be exposed to significant flood risk from sea level rise within the 30–50 year life span of these buildings and infrastructure. In particular, we strongly encourage Plan Bay Area 2050 to incorporate the policies of the San Francisco Bay Conservation and Development Commission that expressly discourage new development in undeveloped areas containing existing wildlife habitat, or that have the potential for significant habitat restoration:

To address the regional adverse impacts of climate change, undeveloped areas that are both vulnerable to future flooding and currently sustain significant habitats or species, or possess conditions that make the areas especially suitable for ecosystem enhancement, should be given special consideration for preservation and habitat enhancement and should be encouraged to be used for those purposes. (BCDC Climate Change Policy #4, adopted in October 2011)

Many of these areas are specifically highlighted in the San Francisco Bay Shoreline Adaptation Atlas, which provides location-specific recommendations for nature-based flood control strategies. We encourage Plan Bay Area 2050 to closely study and incorporate the recommendations of the San Francisco Bay Shoreline Adaptation Atlas when considering PDAs. This will help ensure that the Plan Bay Area 2050 supports

(and does not directly contradict) the region-wide effort to advance the resilience of San Francisco Bay and Bay shoreline communities to sea level rise.

Priority Conservation Areas (PCAs) provide another tool to achieve the goal of preserving the health of San Francisco Bay and its shoreline. Criteria for PCAs should be amended to encourage the alignment of PCAs with shoreline areas that will be inundated with a 3.5-foot sea level rise. These criteria should incorporate the strategies of the San Francisco Bay Shoreline Adaptation Atlas, San Francisco Bay Habitat Goals Report Update, and additional relevant reports and recommendations by the scientific community and natural resource managers, regarding the protection of, and climate resilience of, San Francisco Bay. The benefits of such shoreline conservation and restoration are manifold:

- Protection of open space and improved wildlife habitat and resiliency allows shallow water habitats to extend landward as the bay rises.
- Restoration of wetlands will help meet GHG reduction targets (you acknowledge that the current plan's goals have not been met) through wetlands' ability to sequester carbon.
- Minimizing future government expenditures on protecting additional infrastructure from sea level rise—allowing already developed areas, particularly in Communities of Concern, to get funding priority.
- Natural flood control from mudflats and wetlands reduces the need and cost for expensive shoreline armoring as sea levels continue to rise.

The Sierra Club believes that Plan Bay Area 2050 must address the need to preserve San Francisco Bay itself, both as an international aquatic resource and as a key component of the quality of life of regional residents.

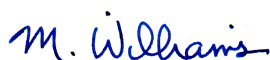
Sincerely,



Steve Birdlebough
Redwood Chapter & Sierra Club California Executive Committee



Michael J. Ferreira
Loma Prieta Chapter Executive Committee



Matt Williams
San Francisco Bay Chapter & Sierra Club California Executive Committee