

Attachment D: Letters Received After Public Comment Period

Plan Bay Area 2050: Correspondence Received on Draft Blueprint			
Submitted After August 10, 2020			
Date of Communication	Signatory Name	Organization	County
8/11/2020	Chris Gilbert		Alameda
8/11/2020	Christina Love	City of Vacaville	Solano
8/11/2020	George Hritz		Sonoma
8/11/2020	Rachel Jones	Alameda County LAFCO	
8/12/2020	Michael R. McGill	Contra Costa LAFCO	Contra Costa
8/12/2020	Rich Hillis	SF Planning	San Francisco
8/13/2020	Jack P. Broadbent	BAAQMD	Regional
8/13/2020	Gwendolyn Litvak	Bay Area Council	Santa Clara
8/14/2020	Ingeborg E. Houston	Dublin Chamber of Commerce	Alameda
8/14/2020	Save the Bay, TOGETHER Bay Area, Greenbelt Alliance, The Climate Center, Claremont, Canyon Conservancy, The Nature Conservancy, Bay Area Ridge Trail, Save Mt Diablo, Sustainable Agriculture Education (SAGE), Santa Clara Valley Open Space Authority	Coalition of Environmental Stakeholders	Regional
8/14/2020	Dawn P. Argula, Livermore Valley; Zae Perrin, Danville; Inge Houston, Dublin; Steve Van Dorn, Pleasanton; Stewart Bambino, San Ramon	Tri-Valley Chamber of Commerce Alliance	
8/18/2020	Jon Welte		
8/18/2020	Anonymous		
8/19/2020	Sara Salem		
8/19/2020	Anonymous		
8/19/2020	Eddie Chandler		
8/19/2020	Doug Davis		
8/20/2020	David McLean		
8/20/2020	Dan Cote		
8/20/2020	Roland Lebrun		
8/21/2020	David Haubert, Mayor; John Marchand, Mayor; Jerry Thorne, Mayor	City of Dublin, City of Livermore, City of Pleasanton	Tri-Valley Cities

8/21/2020	Lynn Naylor	Innovation TriValley Leadership Group	
8/21/2020	Tad Pilecki	Central Contra Costa Sanitary District	
8/26/2020	Greg Hansen	Hans & Company	

From: [redacted] on behalf of [redacted]
To: [redacted]
Subject: [redacted]
Date: Tuesday, August 11, 2020, 3:20:42 PM

External Email

Submitted on Tuesday, August 11, 2020, 3:20 pm
Submitted by anonymous user 135.180.0.68
Submitted alias are:

Name: Chris Gilbert
Email address: [redacted]
County of residence: Alameda

Comment:
It is important to address water supply, efficiency and conservation. New
many people can the Bay Area support go on existing supplies, increasing
demand, new environmental constraints and almost certain increasing
variability in precipitation due to climate change.

In particular:
* Past forecasting of future water demands have badly miscalculated. PBA
2050 should require Bay Area water agencies to update their forecasting
models 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
the potential impact.

The results of this submission may be viewed at
<https://gcoff1.safelinks.protection.outlook.com/?url=https://www.planbayarea.org/2/food/2F13606%2Fsubmissions/2F32206&da=02%7C01%7Cplanbayrainfo%0Bysuacmetro.go%7C01a76d379cc1d1bc0883ec7757c0d1e7a55600919d2e363e9f5c8797c097c1%7C63727812197681&data=5%2Fcbldyur2n17AknXUjpaHE86X8BMjYVpOCAY%3D&reser=ed=0>



CITY OF VACAVILLE

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RON ROWLETT
Mayor

RAYMOND BEATY
Vice Mayor

DILENNA HARRIS
Councilmember

MITCH MASHBURN
Councilmember

NOLAN SULLIVAN
Councilmember

ESTABLISHED 1850

Community Development Department

August 11, 2020

MTC Public Information
375 Beale Street, Suite 800
San Francisco, CA, 94105

eircomments@mtc.ca.gov

RE: Plan Bay Area 2050 Comments

To Whom It May Concern:

The City of Vacaville would like to express appreciation for the opportunity to comment on the Plan Bay Area 2040 Blueprint. The Cities of Vacaville, Fairfield and Suisun City will be accommodating the majority of future residential growth within Solano County, and we expect many of the new residents of our communities to commute to jobs in the Bay Area. As such, the Blueprint objectives and outcomes affect us differently. Please consider the following comments:

1. If focus of growth and investment is on areas that are already considered "resource-rich" won't disadvantaged communities suffer even more?
2. How does the Blueprint account for the needs of Solano County, or any County in the North Bay for that matter? It is centered around BART access and high-revenue employment centers and ignores a huge part of the Bay Area where many people live.
3. Objective 1: Consider extending public transit to the outlying counties (ie – Solano County) where majority of the employees in the greater bay area live. Especially is parking is removed from BART stations. "Transit Alternatives" on highly-congested freeway corridors should not include BART if there is not ability to park to use BART to get into the cities.

If the cost of driving goes up, and BART is not extended to low income communities where people commute from, like Stockton, Vallejo, Fairfield, working class people will bear the brunt of the transportation cost increase while white collar workers will enjoy faster and less expensive commutes.

Why are there not strategies for increasing bicycle and pedestrian access to resources?

4. Objective 4: To support and improve economic mobility, consider providing cities and counties with monies to use as grants to help local businesses in disadvantaged communities. Also, allow cities with lower-income/disadvantaged areas of town to be eligible for the monies (ie – Vacaville is not a disadvantaged community, but has areas in

town that would benefit from the help of grant funding such as this). Perhaps, permit the request to be based it on census data within a specified radius.

5. Objective 5: The “jobs-housing imbalance fee” seems very punitive. Suggest offering benefits for when communities work towards correcting that imbalance.
6. Objective 6: In reducing parking around BART stations, the Plan increases commute vehicles and commute times because – as shown in the maps in the Outcomes sheet – most people that work in the San Francisco area and nearby “resource-rich” areas have more jobs than homes; while the outlying counties have the reverse. To support the employees that have already been priced out of the area and their ridership on BART, parking should be addressed.
7. Objective 7: The requirement for 10-20% of new development to be permanently deed-restricted is a good idea. Please provide clear incentives to help the cities support this. Please clearly define the “thresholds” mentioned in the summary.

Sincerely,

Christina Love,
Senior Planner

From info@sonoma.ca.gov on behalf of info@sonoma.ca.gov
To info@sonoma.ca.gov
Subject 2020-10-13-16:17
Date Tuesday, August 11, 2020 10:13:19 AM

External Email

Submitted on Tuesday, August 11, 2020, 10:13 AM
Submitted by anonymous user 99.179.16.17
Submitted aliases are:

Name: George Hertz
Email address: [REDACTED]
County of residence: [REDACTED]
Comment: I am against any rural neighborhood the Springs Specific Plan included as one of your 2050 PDAs. The area is in a HIGH-FIRE zone with limited roads for e-escapes. These two conditions make the area ineligible to become a PDA. In addition the Sonoma County Civil Grand Jury report confirms that Permit Sonoma did not include the homeowners in the development of the Springs Specific Plan. Please take us out of the Plan Bay Area 2050 Blueprint.

The results of this submission may be viewed at
<https://pccf1.safelinks.protection.outlook.com/?url=https://3/a/2f%2Fwww.planbayarea.org/2f/node/2f13606%2Fsubmission/2f32201&data=02%7C01%7Cplanbayareainfo%0Bayeranemo%7C8aba7339938%b299a68483e19468%7C0a1e7a55600%9192a363a9%5c87%7C0%7C1%7C6372627985085933&data=Fn0%39TcybyFWH%YLAHDpns%anHtHqHlandDgsP7ML%3D&reser=cd-0>

August 11, 2020

Mr. Dave Vautin
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

SUBJECT: Alameda LAFCO Comments on Plan Bay Area Blueprint Strategies

Dear Mr. Vautin,

Thank you for the opportunity to comment on the Plan Bay Area 2050 Blueprint Strategies. The Plan identifies five Guiding Principles and four strategies that addresses 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 urban sprawl, Alameda LAFCO encourages cities to annex unincorporated islands that are scattered within the county. These islands are wholly substantially surrounded by a city and are developed with or zoned for single-family homes and commercial and industrial uses.

LAFCO's 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 services, remove multi-agency coordination in planning for housing, and streamline ties to transit.

In many Bay Area counties, including Alameda, Disadvantaged Unincorporated Communities (DUCs) are located within Priority Development Areas (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 (MHI). State law requires that LAFCOs identify and analyze water, wastewater, and fire protection services within DUCs as part of scheduled municipal service reviews (MSRs) and sphere of influence reviews. State law also places restrictions on annexations to cities if the proposed annexation is adjacent to a DUC.

Administrative Office

Rachel Jones, Executive Officer
224 West Winton Avenue, Suite 110
Hayward, California 94544
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Scott Haggerty, Chair
County of Alameda

Nate Miley, Regular
County of Alameda

Richard Valle, Alternate
County of Alameda

John Marchand, Regular
City of Livermore

Jerry Thorne, Regular
City of Pleasanton

David Haubert, Alternate
City of Dublin

Ralph Johnson, Regular
Castro Valley Sanitary District

Ayn Wieskamp, Regular
East Bay Regional Park District

Geogean Vonheeder-Leopold, Alternate
Dublin San Ramon Services District

Sblend Sblendorio, Regular
Public Member

Tom Pico, Alternate
Public Member

Alameda LAFCO encourages MTC and ABAG to consider including strategies that support the annexation of 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 the Plan Bay Area 2050 to LAFCOs and cities in order to push these annexations. Many LAFCOs within the Bay Area have limited budgets and staffing. Grant funding made available to LAFCOs and cities for annexation plans of unincorporated communities in or near PDAs, promotes better utilization of LAFCOs and cities' time to process annexations, create service plans, and provide outreach to residents about the benefits of annexations. The grants to support these annexations would have long-lasting benefits for residents, cities, and counties.

Another key highlight that should be considered in the Blueprint is the role that special districts play in providing municipal services. LAFCO regulates the boundaries and services provided by the independent and dependent special districts in Alameda County. Many of these special districts provide public services, such as water, wastewater, and fire protection services that are essential to the continued growth and protection of the Bay Area. Alameda LAFCO encourages MTC and ABAG to engage special districts throughout the Plan Bay Area 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 the special districts in our respective counties.

Alameda LAFCO thanks you for the opportunity to comment and looks forward to reviewing all future documents related to Plan Bay Area 2050.

Respectfully,



Rachel Jones
Executive Officer



CENTRAL SAN

CENTRAL CONTRA COSTA SANITARY DISTRICT

5019 IMHOFF PLACE, MARTINEZ, CA 94553-4392

Sent via Email

August 11, 2020

Mr. Dave Vautin
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Mr. Vautin:

Thank you for the opportunity to comment on the *Plan Bay Area 2050 Draft Blueprint*. Many of MTC Commissioners serve on their local LAFCOs and can attest to the importance of the issues discussed below.

Contra Costa LAFCO echoes the comments submitted by San Mateo and Santa Clara LAFCOs regarding LAFCO's mission, role, and responsibilities. LAFCO is charged with balancing the competing interests of preserving agricultural and open space lands, while encouraging logical and orderly growth and development, and the efficient extension of public services. LAFCO law also includes special provisions relating to disadvantaged unincorporated communities (DUCs), including stipulations which support extending municipal services to these areas.

In 2010, the nine Bay Area LAFCO Executive Officers met with staff from ABAG, BAAQMD, BCDC and MTC to discuss development of the inaugural *Plan Bay Area*. At that time, the Bay Area LAFCOs suggested that the *Plan Bay Area* reports consider the LAFCO established spheres of influence (SOIs) for each city and special district, as the SOIs establish areas designated for probable physical boundaries and future municipal services. Further, that *Plan Bay Area* projections recognize special districts as critical service providers. In many counties, including Contra Costa, infrastructure services (i.e., fire, sewer, water, parks and recreation) are provided by special districts to both incorporated and unincorporated areas.

Contra Costa LAFCO previously commented on the *Plan Bay Area* reports and associated environmental documents. As noted in prior letters, we continue to emphasize the following:

- ✦ LAFCO establishes a SOI for each city and district. SOIs designate the probable physical boundaries and service areas for cities and districts. ***Plan Bay Area 2050 should acknowledge the purpose and significance of SOIs in the future growth of the Bay Area.***
- ✦ Special districts provide a range of municipal services in each county, including fire, sewer, water and parks and recreation. Future growth in the Bay Area cannot occur without special districts. ***Plan Bay Area 2050 should recognize special districts as critical service providers.***
- ✦ One of LAFCO's key responsibilities is to preserve agricultural and open space lands. ***Plan Bay Area 2050 should identify and evaluate potential conflicts with priority development and transit areas and corresponding impacts to agricultural and open space lands.***

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ROGER S. BAILEY
General Manager

KENTON L. ALM
Counsel for the District
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KATIE YOUNG
Secretary of the District

- ✦ In 1990, Contra Costa County voters approved a countywide Urban Limit Line (ULL) which limits urban development to certain areas within the County and supports the preservation of agricultural lands and open space. Thus, most future development will likely occur in cities rather than in unincorporated areas. ***Plan Bay Area 2050 should acknowledge the ULL and direct housing/growth near jobs, transit, and existing infrastructure. This will lessen the impacts of sprawl, traffic, greenhouse gas emissions, and premature conversion of agricultural and open space lands. Plan Bay Area 2050 should also promote compact development and efficient delivery of municipal services.***
- ✦ LAFCOs encourage orderly growth and development and efficient municipal services delivery. Currently, there are 21 unincorporated islands in Contra Costa County, several of which, are located near transit hubs. LAFCO encourages cities to annex these unincorporated islands to maximize municipal services, efficiencies, and land use under a single jurisdiction. ***LAFCO encourages ABAG and MTC to consider strategies to support annexation of these unincorporated islands which will further the goals of Plan Bay Area 2050.***
- ✦ LAFCOs are required by law to prepare Municipal Services Reviews (MSRs) every five years, as necessary. MSRs are used to support changes in SOIs. The LAFCO MSRs provide a wealth of information regarding local agencies and municipal services. MSRs evaluate growth and population projections; present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies; financial ability of agencies to provide services; status of, and opportunities for, shared facilities; accountability for community service needs, including governmental structure and operational efficiencies; location and characteristics of DUCs; and other matters related to effective and efficient services. Much of this information is useful in future planning efforts. ***We urge the Plan Bay Area 2050 team to utilize LAFCO MSRs as a resource in preparing its future planning studies.***

Plan Bay Area 2050 has the potential to heighten the public's awareness of these critical issues. Please incorporate our comments into your report as they will enhance its value and provide for a more complete assessment of future growth and municipal services resulting in a more accurate roadmap for the Bay Area's future.

On behalf of Contra Costa LAFCO, thank you for the opportunity to comment and for consideration of our input. Please contact us if you have any questions or wish to discuss our comments. Contra Costa LAFCO looks forward to reviewing all future *Bay Area 2050* documents.

Sincerely,

Michael R. McGill

Michael R. McGill, P.E.
LAFCO Commissioner
Board President Central San

c: Each Commissioner, Contra Costa LAFCO
Each Executive Officer, Bay Area LAFCOs (Alameda, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)



August 12, 2020

Therese Watkins McMillan
Executive Director
ABAG/MTC

Re: PBA 2050 Blueprint

Dear Director McMillan,

The San Francisco Planning Department is pleased to review and comment on the Draft Plan Bay Area 2050 Blueprint published in July. The Blueprint, including its draft strategies, represent an important step forward in starting to lay out the comprehensive policies and funding investments needed to make the Bay Area more equitable, connected, sustainable, and prosperous.

Despite the ambition of the strategies, it is clear that we have more work to do to meet our affordability goals as a region, and we need to ensure they consider local community impacts through a social justice and racial equity lens. We are particularly concerned about the scale of projected displacement and gentrification. We are also concerned about our inability to meet Greenhouse Gas Emissions targets, particularly when an imbalance of jobs and housing pushes workers, especially low-income workers, into long regional commutes.

We would like to encourage that the Blueprint recalibrate its strategies and expand its modeling to not miss opportunities to further fair housing. This could include assuming increasing zoning allowance in High Resource areas that would identify opportunity areas between San Francisco and the South Bay, as well as in the inner North Bay. It could also consider new potential jobs growth areas, particularly in development opportunities along the 680 Corridor, again providing equitable housing opportunities in nearby High Resource communities.

As a high-resourced and dense urban core, San Francisco is committed to working with its regional partners to meet our shared housing and equity goals. San Francisco recently designated several new PDAs, and the Planning Department, in collaboration with the district Supervisors, have begun local planning processes within these new PDAs to develop community housing strategies. This includes a dialogue on encouraging multi-family housing development in single-family zoned areas within a policy framework that would increase housing affordability and stability, reduce commutes, and support local workers.

We look forward to continuing to work with ABAG/MTC on Plan Bay Area 2050 as it takes shape through its adoption next year and its implementation beyond.

Best,

Rich Hillis

Rich Hillis
Planning Director

Cc: Matt Maloney, Regional Planning Program Director
Andres Power, Policy Advisor Mayor London Breed



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

ALAMEDA COUNTY
John J. Bauters
Pauline Russo Cutter
Scott Haggerty
Nate Miley

CONTRA COSTA COUNTY
John Gioia
David Hudson
Karen Mitchoff
(Secretary)
Mark Ross

MARIN COUNTY
Katie Rice

NAPA COUNTY
Brad Wagenknecht

SAN FRANCISCO COUNTY
VACANT
Shamann Walton
Tyron Jue
(SF Mayor's Appointee)

SAN MATEO COUNTY
David J. Canepa
Carole Groom
Davina Hurt

SANTA CLARA COUNTY
Margaret Abe-Koga
Cindy Chavez
(Vice Chair)
Liz Kniss
Rod G. Sinks
(Chair)

SOLANO COUNTY
James Spering
Lori Wilson

SONOMA COUNTY
Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:



August 13, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Plan Bay Area 2050 – Reducing VMT and GHGs

Dear Ms. McMillan:

As the development of Plan Bay Area 2050 enters its final stages, I want to extend my appreciation to the staff at the Metropolitan Transportation Commission for their thoughtful effort to develop a balanced regional transportation and housing plan; a plan responsive to the human and environmental needs of our changing region. I particularly applaud MTC's continuing efforts to address our region's racial and social inequities by improving access to affordable housing and integrated, coordinated transportation.

Transportation is the largest source of greenhouse gases (GHG) in the Bay Area, as well as the largest source of most air pollutants. One of the critical outcomes of Plan Bay Area 2050 is to lower the Bay Area's GHG emissions from the use of motor vehicles in line with targets set by the California Air Resources Board. The technical assessment of the current mix of strategies and investments in the draft Plan shows our region falling short of the State's targets, thus impeding our progress to achieve regional and state GHG reduction goals. This also means that Bay Area residents will be exposed to higher levels of harmful air pollutants than they would under a plan that met the GHG goals. Our ongoing engagement with local communities under the AB 617 process re-affirms that reducing automobile use and emissions is critical to improving local air quality and health.

Air District staff supports MTC's initial steps to address the shortfall through policies to increase telework and the cost of driving, among other strategies. But as noted by MTC staff at the recent community events and Commission meetings, more is needed. Recent events suggest additional opportunities to move forward.

Among the responses to the of the upheavel caused by the COVID-19 pandemic, we have seen many companies and other employers shift many employees to remote work. Numerous local communities have installed low-cost walking and bicycle infrastructure to accommodate safe travel by local residents. Transit agencies are beginning the difficult recovery of their critical services, and are rethinking how best to deliver coordinated, affordable transportation while moving away from a peak-period dominant trip pattern. Plan Bay Area 2050 can and should work to support these positive changes, enhance them wherever possible, and ensure they succeed in reducing auto travel and emissions.

Plan Bay Area 2050 is a vitally important element of the region's climate and air quality efforts. The Air District stands ready to work with you, and I look forward to discussing with you how we can work together to continue the region's progress in reducing GHGs and air pollution.

Sincerely,

A handwritten signature in black ink that reads "Jack P. Broadbent". The signature is fluid and cursive, with the first name "Jack" being the most prominent.

Jack P. Broadbent
Executive Officer/APCO

JB:GN

cc: BAAQMD Board Members
Mr. Richard Corey, California Air Resources Board

August 13, 2020

Mr. Scott Haggerty, Chair (scott.haggerty@acgov.org)
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Re: ACE Service Expansion Program in Plan Bay Area 2050

Dear Chair Haggerty:

The Bay Area Council requests that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050. Period 1 (before 2035) of Plan Bay Area 2050 should 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 should 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.

ACE commuter rail service is important to the Bay Area economy and the well-being of its residents. Daily, more than 90,000 commuters and 14,000 trucks heading to and from the Port of Oakland travel the congested I-580 corridor, with the number of commuters expected to increase 75% between 2016 and 2040. In 2019, ACE carried more than 6,000 riders a day with only 4 daily round trips. Expansion of ACE is needed to further reduce VMT, greenhouse gas (GHG) emissions and congestion in the I-580/I-680 corridor, while improving air quality and the opportunities for transit-oriented development in the Altamont Corridor. MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be in Santa Clara County. ACE's biggest markets are carrying Alameda County and Central Valley workers to/from jobs in Santa Clara County. ACE is the only passenger rail service directly connecting the Tri-Valley and the Central Valley to Santa Clara County. ACE expansion is consistent with the 2018 State Rail Plan, improves connectivity with Merced-Bakersfield HSR Interim Operating Segment, improves the viability of the future new Transbay Crossing, complements the proposed Valley Link project, and serves a number of disadvantaged communities throughout the Altamont Corridor.

The MTC Board Action on July 22 “creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies to achieve equity and GHG outcomes” (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 Bay Area Council 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,



Gwendolyn Litvak

Senior Vice President, Public Policy
Bay Area Council

Cc: Therese McMillan - tcmillan@bayareametro.gov , Alix Bockelman –
abockelman@bayareametro.gov, Dave Vautin – dvautin@bayareametro.gov

August 14, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Re: ACE Service Expansion Program in Plan Bay Area 2050

Dear Chair Haggerty:

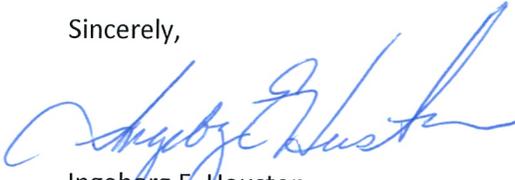
The Dublin Chamber of Commerce requests that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050. Period 1 (before 2035) of Plan Bay Area 2050 should have 2 additional ACE round trips between the Central Valley and San Jose (6 total ACE daily round trips), and Period 2 (after 2035) of Plan Bay Area 2050 should 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.

ACE commuter rail service is important to the Bay Area economy and the well-being of its residents. Daily, more than 90,000 commuters and 14,000 trucks heading to and from the Port of Oakland travel the congested I-580 corridor, with the number of commuters expected to increase 75% between 2016 and 2040. In 2019, ACE carried more than 6,000 riders a day with only 4 daily round trips. Expansion of ACE is needed to further reduce VMT, greenhouse gas (GHG) emissions and congestion in the I-580/I-680 corridor, while improving air quality and the opportunities for transit-oriented development in the Altamont Corridor. MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be in Santa Clara County. ACE's biggest markets are carrying Alameda County and Central Valley workers to/from jobs in Santa Clara County. ACE is the only passenger rail service directly connecting the Tri-Valley and the Central Valley to Santa Clara County. ACE expansion is consistent with the 2018 State Rail Plan, improves connectivity with Merced-Bakersfield HSR Interim Operating Segment, improves the viability of the future new Transbay Crossing, complements the proposed Valley Link project, and serves a number of disadvantaged communities throughout the Altamont Corridor.

The MTC Board Action on July 22 "creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies to achieve equity and GHG outcomes" (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 Dublin Chamber of Commerce 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,



Ingeborg E. Houston
President and CEO

Cc: Therese McMillan, Metropolitan Transportation Commission
Alix Bockelman, Metropolitan Transportation Commission
Dave Vautin, Metropolitan Transportation Commission

August 14, 2020

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Re: Improving equity, mitigation 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 and mitigation, 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.

A coalition of environmental stakeholders 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.

We are concerned that the Draft Blueprint achieves less than half of the state-mandated reduction in carbon emissions of 19% from 2005 levels, achieving a reduction of only 9%. **The Draft Blueprint needs to not just meet the state-mandated goals, but go above and beyond in order to play our role in preventing catastrophic climate change.** If we fail to lead, the region will need to rely on a much greater investment in equitable climate resilience solutions, most of which will be natural. While we support the transportation strategies designed to reduce greenhouse gas emissions, we need to take bold actions to reduce our greenhouse gas emissions and think beyond the constraints of SB375. We need to take action to achieve net-negative emissions by 2030, as 2050 will be too late based on the latest science. The DNC Climate Committee has set the following national climate targets: near-zero emissions by 2040; 100% clean renewable energy by 2030 in electricity generation, buildings, and transportation; and 100% zero-carbon new buildings by 2025.

Accelerated national targets are also articulated in the recently released plans from the House Select Committee on the Climate Crisis and presumptive Democratic presidential nominee, Joe Biden. To get anywhere close to these updated national goals, California must accelerate its efforts. The proposed [Climate-Safe](#) CA 2030 targets are: 80% below 1990 GHG levels; Net-negative emissions (sequestration greater than emissions, CA becomes net carbon sink); and resilient communities for all. For specific recommendations on how to take bold action to reduce greenhouse gas emissions, please refer to our detailed recommendations in Attachment A. Additionally, we recommend reviewing Los Angeles' [2028 transportation plan](#) which goes beyond current state mandates, and Santa Monica's [2030 plan](#) here which has a big focus on climate-friendly water management and landscaping.

Establish a climate goal and vision for Bay Area conservation lands, which could complement state efforts to reach carbon neutrality and serve as a model for other regions. The Bay Area has a strong conservation ethic and as a consequence there have been multiple climate benefits associated with existing and potential conservation lands and actions but have not been fully quantified. As part of the next Plan Bay Area update, MTC/ABAG can use existing tools to estimate the greenhouse gas emissions reduction benefits of natural and working lands and urban greening projects. This will allow the region to leverage state policies and funding to invest in the Bay Area and support state efforts to reach climate neutrality and to inform strategies and actions to meet the goals of Plan Bay Area.

Improve equity outcomes. The Draft Blueprint must center equity in the development of environmental policies by prioritizing the needs of Communities of Concern and other climate-vulnerable communities, 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, transit hubs and amenities. 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.

We strongly encourage a shift away from engineered solutions in all of the Environmental Strategies. We instead urge the prioritization of nature-based adaptation and resilience solutions wherever feasible; forest health actions and active ecological management of fuels in the wildland-urban interface; and use of green infrastructure solutions to a range of climate threats. Natural infrastructure projects provide more durable solutions, reduce the risk of wildland fires and flooding, provide clean drinking water, fresh food and improve air quality, while promoting climate change resilience and supporting the ecological systems upon which we all depend.

We recognize that improving access to parks and open space, restored habitat, and urban greening projects can contribute to gentrification and displacement unless these projects are implemented alongside strategies to keep people in their homes. We support implementation of the CASA Compact's core recommendations to increase

housing production, preserve existing affordable housing, and protect vulnerable households from displacement.

Revamp and expand the PCA program. There needs to be a deep re-assessment of and reinvestment in the PCA program that includes a robust re-calculation of costs for protection of and investments in natural and working lands, including trails and incentives for adoption of climate friendly farming practices. With revised guidelines, the PCA program could be a source of funding and support for resilience and nature-based solutions. The PCA program needs to be expanded to include multi-benefit projects related to climate hazards.

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, salt-water infiltration, 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.

Prioritize wildfire prevention and resilience. 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 through fuels reduction coupled with ecologically sensitive vegetation management and prescribed fire, in order to prevent the spread of flammable invasive plant species. Fire resilience can be achieved through the creation of effective defensible space around structures and home hardening. This will have the additional benefit of the creation of desperately needed jobs. Communities should also be incentivized to plan for additional growth away from the WUI to allow for effective vegetation management activities, including the use of prescribed burning practices. Given that wildfires and their embers do not distinguish between municipal boundaries, effective regional planning and coordination is imperative.

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. The Regional Advance Mitigation Program initiative is a good way to leverage the existing science and adopted conservation plans in the region to also support transportation goals. This may be an opportunity to establish a state-enabled, regional Transfer of Development Rights (TDR) program to both protect open space from development and enhance urban infill opportunities. To support these strategies and improve efficacy, we recommend a review and update of the One Bay Area Grant (OBAG) program for additional funding.

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. Additionally, the analysis behind the projected cost for the Environmental Strategies is unclear. We request clarification from MTC on the cost estimates to fully understand the proposed scope of these strategies and the extent to which MTC has committed to securing the necessary funding for implementation.

Expand Building Retrofits There is a great deal of change occurring in the building retrofits sector and we implore Plan Bay Area to capture this moment to take advantage of both climate mitigation strategies in addition to adaptation strategies such as decarbonizing buildings and 100% clean energy.

Expand the Climate Initiatives Programs to include active transportation, conservation, and resilience. Presently the climate initiatives are more focused on transportation and there is not a lot of emphasis on active transportation or the value of open space. The COVID-19 crisis inspired open and healthy streets movement is showing new opportunities to promote truly complete streets and push for more transformative changes in walking and biking. There needs to be funding incentives for trails (and protected bike lanes and healthy streets), including regional trails including the SF Bay Trail and Bay Area Ridge Trail, and other investments that support sustainable mobility and getting more people out of gas-powered cars. In addition, the region should explore implementing a VMT credit/fee program to incentivize VMT reductions in the region and use the revenues to invest in projects (including conservation projects) that reduce GHG emissions.

Maintain and enhance Urban Growth Boundaries to preserve and protect high value conservation lands and focus new developments in infill areas near transit. Utilize Urban Growth Boundaries as fire reduction strategies through defensible space. Encourage infill development where existing infrastructure exists and discourage development in WUI for fire safety. There needs to be a more robust investment in achieving this, given the multiple benefits provided from UGBs.

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.

Thank you for this opportunity to comment. For any questions or for more detail, please contact Zoe Siegel, the Director of Special Projects at Greenbelt Alliance (zsiegel@greenbelt.org).

Regards,

Save the Bay, TOGETHER Bay Area, Greenbelt Alliance, The Climate Center, Claremont Canyon Conservancy, The Nature Conservancy, Bay Area Ridge Trail, Save Mt Diablo, Sustainable Agriculture Education (SAGE), Santa Clara Valley Open Space Authority

Attachment A - Environmental Strategies language suggestions and supporting notes

Below are suggestions for editing the current language in the Environmental Strategies of the Draft Blueprint. Under each strategy, we include specific language recommendations and associated notes and details that can be used to further flesh out the strategies. We encourage the inclusion of as much depth and detail as possible to ensure that the Blueprint provides clear guidance for the implementation planning phase of Plan Bay Area 2050.

Improve Equity Outcomes

Detailed Comments:

- Specify which definition is used for vulnerable communities and communities of concern.
- Consider using the Under-Resourced Community definition (PRC 71130(g)) to determine eligibility for struggling communities, *and* use the Cal OES's definition and analysis methodology of "vulnerable population/community" used in their State Hazard Mitigation Plan.
- The Blueprint should address vulnerable populations in contrast to vulnerable geographies (communities). With growing economic segregation in the Bay Area, many low-income communities of color have been forced into the least desirable areas in the region. By implementing tenant protections articulated in the CASA compact, along with anti-gentrification and displacement mechanisms into implementation strategies of the Blueprint, the region can support the inclusion of Under-Resourced Communities in high-opportunity areas thereby addressing environmental justice issues, provide access to greater job and economic opportunities, and reduce VMT.
- Investments in urban greening and other adaptation strategies must be led by the communities those proposed investments would serve, such as through a community-led design process.
- In addition to the above, many recommendations below are designed to improve equity outcomes associated with specific Blueprint Strategies.

Adapt to Sea Level Rise

Suggested language:

Adapt to sea level rise and shoreline flooding. Protect the ecological health of the Bay, our communities, and critical infrastructure throughout the region using nature-based shoreline adaptation. Communities of Concern and other vulnerable populations should be prioritized for improving resilience to flooding. Prohibit Priority Development Areas within projected flood zones unless these locations are protected by tidal marsh, horizontal levees, or other adaptation strategies. Further reduce shoreline flood risk and riverine flooding resulting from upland stormwater flows by protecting riparian zones and upland watersheds.

Notes:

- The California Ocean Protection Council's [*Strategic Plan to Protect California's Coast and Ocean 2020–2025*](#) includes a target to “ensure California’s coast is resilient to at least 3.5 feet of sea-level rise by 2050.”
- We encourage an equitable approach to the language in this section that avoids calling out specific locations where adaptation might occur. In addition to critical transportation infrastructure like Highway 37, other areas/infrastructure of great concern to the environmental community include Priority Development Areas proposed within flood zones; wastewater treatment facilities in the flood zone; and communities with areas that already flood on an annual basis (many of which are Communities of Concern) and are expected to see increased flooding in the near future.

Revamp the PCA Program

Detailed Comments:

- Revise PCA criteria to effectively address SLR, WUI/wildfire issues, and other climate change-related hazard risks through acquisitions, restoration, and other land management choices.
- Reassess the PCA (and PDA) program, update guidelines and increase funding for PCAs.
- Conduct a deep re-assessment of the PCA program; including a robust re-calculation of costs for protection of and investments in natural and working lands (e.g. in trails, adoption of climate-smart ag, invest in ongoing stewardship of protected lands, etc.)
- Develop a stronger relationship with the State Coastal Conservancy to co-manage projects such as resilience.
- Redesign the PCA Program to provide funding for regional-scale collaboration on project design, planning, and implementation to promote climate resilience and the use of nature-based solutions to address hazards and land use challenges.
- Lands designated in the PCA Program are not to be included within the Urban Growth Boundaries. Develop a map in PBA identifying hazards and overlays with PCAs.

Expand Building Retrofits

Detailed Comments:

- Consider phasing out fossil gas as increased methane in the atmosphere from fracking is likely one of key causes of accelerated global warming.
- Address building decarbonization which is not adequately addressed in state building standards. There is a momentum towards moving to total building decarbonization with the goal of 100percent clean energy.

Maintain and Enhance Urban Growth Boundaries

Suggested Language:

Maintain and enhance urban growth boundaries to preserve and protect high value conservation lands and production lands, avoid. Focus new development where existing infrastructure exists. 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. **Use Urban Growth Boundaries as a strategy to reduce emissions,**

increase fire resilience, and protect multi-benefit lands when local control reigns. This strategy is consistent with the approach taken in Plan Bay Area, Plan Bay Area 2040, and Horizon. These measures include urban growth boundaries, urban service areas, environmental corridors, slope & density restrictions, stream conservation areas, and riparian buffers.

Notes:

- Create funding incentives to de-densify the WUI as a method of sprawl prevention for ghg reduction and fire resilience. E.g. no OBAG funds for a municipality that does not have a UGB.
- Encourage PCAS as wildfire buffers in the WUI.
- Adopt plans to enable a regional Transfer of Development Rights (TDR) program to convey density credits from the Wildland-Urban Interface (WUI) to urban infill opportunities.
- Incentivize regional planning across local/county jurisdictions to support co-development of wildfire resilience plans, forest health actions, and ecological, multi-benefit fuels management. A coordinated, regional effort with this focus could be leveraged through partnership with relevant state agencies and local jurisdictions.

Utilize High Value Conservation Lands

Suggested language:

Provide strategic matching funds **and establish implementation approaches** to help conserve **and steward** high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires additional prioritization and investment for natural and working land acquisition, protection, and management. **In addition, natural solutions to a variety of equity concerns, climate risks, and land management challenges faced in our region, such as green infrastructure projects, public access, land preservation, and active land management, can provide multiple benefits for the environment and communities.** This strategy would support regional goals for agriculture, open space **and public lands**, bayland and trails, **and an expanded criteria of High Value Conservation Lands to include urban forests and urban-wildland habitat linkages**, which include a vision of 2.5 million acres of preserved open space, 100,000 acres of restored marsh, **active ecological management of the Wildland Urban Interface (WUI) to reduce wildfire risk**, 2,700 miles of trails, and a thriving agricultural economy. **Innovative fund sources and leveraged partnerships with relevant state agencies can help realize additional revenues to support this Strategy.** Because this strategy requires New Revenues, it can only be included in Blueprint Plus.

Notes:

- Utilize working lands as a method for carbon sequestration, given their capacity to capture carbon from the air through soils management, vegetation and habitat management, and climate-smart habitat restoration. Such actions provide many benefits including improving climate resilience, food security, preserving biodiversity, and promoting job creation. Note, this is distinct from carbon capture and storage technologies that allow and promote continued fossil fuel production, which we strongly oppose.

- Support the Regional Advance Mitigation Planning initiative at MTC and the State Coastal Conservancy to coordinate and leverage regional conservation and transportation planning to deliver benefits to both sectors.
- Increase carbon sequestration beyond the Urban Growth Boundary (UGB) and Urban Forests through compost application-based carbon farming activities and tree planting.
- Referenced in further detail below (Climate Initiatives Program), use funding from an equitably implemented VMT credit program to direct money to conservation projects in our region, especially where such projects can have the greatest multi-benefit impact as dictated by the best available science and existing datasets.
- Include support for plans and projects that will restore Bay Area forest lands to a fire resilient condition, such as forest health actions, ecological fuels management, and prescribed fire, which will reduce wildfire size and severity. This strategy should support, for example, the Five Key ABAG Strategies for Reducing WUI Wildfire Vulnerability.
- Include support for plans and projects that will promote watershed health and flood control in order to create resilient water supplies, reduce flooding risk, and enhance local fish populations.
- Adopt plans to enable a regional Transfer of Development Rights (TDR) program to convey density credits from the Wildland Urban Interface (WUI) to urban infill opportunities.
- In addition to a full review and overhaul of the PCA Program as described above, establish criteria within the PCA program to identify high value conservation lands which if acquired and/or restored would provide multiple benefits, hazard risk reduction, and climate resilience. Discourage development of such lands by including them within UGBs.
- Given the scarcity of funding for stewardship, restoration, and ongoing maintenance of High Value Conservation Lands, develop and/or revise funding for High Value Conservation Lands so that there is parity with PDAs, for example through mechanisms of regional advanced mitigation. Consider support for a pilot Regional Conservation Investment Strategy (RCIS) for the Bay Area.
- Integrate focus on critical habitat linkages into PCA Program and RAMP to reflect conservation multiplier value.
- Implement a Regional Advance Mitigation Program.
- Develop a stronger relationship with the State Coastal Conservancy to co-manage projects such as resilience.
- Prepare a Regional Trails Plan in coordination with the Active Transportation Plan MTC is initiating later this year.
- Incentivize carbon sequestration actions not related to SB375 requirements.

Expand the Climate Initiatives Program

Detailed comments:

- Create a VMT fee/crediting program to discourage projects in greenfields that increase VMT; shift VMT to infill PDAs with revenues (through fees or mitigation) applied to conservation acquisition and restoration. Investments/projects would need to be close to the 'impact' to ensure the right investments. 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.

- Reference the [integrated planning scenario](#) that the Nature Conservancy did in Merced County created to investigate conservation as a driver for VMT reduction. The results were that the integrated planning scenario (conservation as a driver) had the lowest VMT.
- Adopt plans to increase access to broadband internet to enable greater telecommuting. - The assumption here with telecommuting is that it will reduce VMT
- Adopt plans to enable more "transit to trails" to encourage people to access open space without having to use a car.
- Adopt plans to encourage "safe routes to open space" when using non-automotive means to access preserves.
- Subsidize EV infrastructure in open space parking lots to reduce VMT impact and further encourage people to embrace EV adoption
- Support funding for urban greening projects for resilience, complete streets, community health, biodiversity and GHG emissions reductions
- Encourage transfer of VMT to infill locations to reduce GHG, address climate impacts and increase community benefits of protecting natural infrastructure (floodplains, wildland-urban interface, groundwater recharge areas, etc.)
- Increase investment in the electrification of the freight fleet and associated infrastructure; building off the Mega-Region Goods Movement Study (2019)

Additional solutions to meet emissions goals

Detailed comments:

- Incentivize habitat restoration as a climate smart strategy
- Parking policy reform: Create incentives for affordable housing development by reducing parking requirements for affordable units.
- Pair reduced parking requirements with other transportation demand management strategies, including unbundled parking, transit passes, bike commute reimbursement programs, and carshare memberships.
- Utilize multibenefit green infrastructure to help quantify the mode shift.
- Fund urban greening to reduce GHG emissions and prioritize investments in disadvantaged communities/Communities of Concern
- Prioritize investments in bicycle and pedestrian infrastructure in all elements of the plan to integrate this infrastructure, reduce GhG emissions, and increase the overall health of communities.

Prioritize Wildfire Prevention and Recovery

Suggested Language:

This Strategy provides support for cross-jurisdictional, regional-scale planning efforts, fund leveraging, and implementation of wildfire resilience actions to protect communities, the built environment, air quality, water quality, and natural resources from the threats of catastrophic wildfire. Warming temperatures and drought conditions combined with the expansion of the Wildland Urban Interface (WUI) are projected to increase fire risk across much of the Bay Area. This Strategy supports the reduction of wildfire risk in the Wildland Urban Interface (WUI) by strengthening wildfire scenario planning, building code

updates, ecological fuels and vegetation management, evacuation and egress planning, and avoiding development in fire-prone areas.

Notes:

- Include invasive plant management approaches into vegetation management and fuels reduction work. Many fuel reduction projects today exacerbate the spread of sometimes highly flammable invasive plant species, which crowd out native plants that provide habitat and benefit water quality and supply.
- Develop a map of state-designated High Fire Hazard Severity zones adjoining urban areas in the Bay Area.

Urban Greening

Suggested language:

Protect inland areas from storm-based flooding, extreme heat, and other climate risks with urban greening strategies. Multi-benefit strategies include urban canopy, parks, rain gardens, green roofs, and bioretention. Integrate urban greening into new construction and redevelopment, road projects, bike and pedestrian projects, and other public spaces to encourage mode shift, improve public health, maximize infrastructure investments, and protect vulnerable populations. Focus investments in Communities of Concern.

Notes:

- The Draft Blueprint states that protecting public health is a goal of Plan Bay Area 2050. With PDAs proposed for many areas expected to experience worsening localized flooding and urban heat island effect, street trees and other urban greening strategies must be incorporated into PDAs to protect the public from this climate impact. This will especially impact people who depend on public transit and spend a lot of time walking to and standing at transit stops.
- Additionally, urban greening will complement regional efforts to increase active transportation as a climate mitigation strategy, and should be incorporated into bike and pedestrian infrastructure to encourage these activities. Urban greening can be integrated into road safety features such as dividers and bulbouts, and create much needed shade to protect cyclists and pedestrians from extreme heat.
- Street trees can extend the life of asphalt by up to 60% by reducing extreme temperature changes throughout the day, protecting investments in road infrastructure.
- Urban greening should complement efforts to reduce surface parking, which should be incorporated into strategies to reduce reliance on single-occupancy vehicles.



August 14, 2020

Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

**Re: Altamont Corridor Express (ACE) Service Expansion Program
Plan Bay Area 2050**

Dear Chair Haggerty:

On behalf of the Tri-Valley Chamber of Commerce Alliance, we request that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050. This includes the addition of 2 ACE round trips between the Central Valley and San Jose (6 total ACE daily round trips) in Period 1 (before 2035) of Plan Bay Area 2050, and adding 2 more ACE round trips between the Central Valley and Fremont/Union City/Newark (8 total ACE daily round trips) in Period 2 (after 2035) of Plan Bay Area 2050. This incremental improvement of the ACE commuter rail service offers an effective, and meaningful alternative to commuters from the automobile, contributing towards reductions in traffic congestion and to greenhouse gas emissions in the I-580 and I-680 highway corridors. ACE expansion is consistent with the 2018 State Rail Plan, complements the proposed Valley Link project, improves connectivity with the planned Merced-Bakersfield High Speed Rail Interim Operating Segment, and improves the viability of the future new Transbay Crossing.

Over the past twenty years, ACE commuter rail service has connected workers along its route between the Central Valley and Silicon Valley, to their jobs in the San Francisco Bay Area region. Business recognizes the importance of ACE in the region's transportation network which is critical to a sustainable and strong economy. In 2019, ACE carried more than 6,000 riders a day with only 4 daily round trips. MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be in Santa Clara County. ACE's biggest markets are carrying Alameda County and Central Valley workers to/from jobs in Santa Clara County. And during the COVID-19 pandemic, anecdotal evidence implies a migration of Bay Area residents to the Central Valley region. ACE is the only passenger rail service directly connecting the Tri-Valley and the Central Valley to Santa Clara County.

In addition to reductions in vehicle miles traveled, traffic congestion and greenhouse gas (GHG) emissions as well as improved air quality, the expanded service also offers greater opportunities for transit-oriented development in the Altamont Corridor.

The MTC Board Action on July 22 “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 and in the Megaregion for expanding ACE service and ACE expansion is a transportation strategy that should be included in Period 1.

The Tri-Valley Chamber of Commerce Alliance deeply appreciates your leadership and the due diligence of the Commission and its staff in meeting the expectations of a 21st century vision for the economy. We strongly support the ACE expansion and we urge MTC to include the ACE Service Expansion Program in both Period 1 and Period 2 of Plan Bay Area 2050.

Respectfully,


Livermore Valley
CHAMBER of COMMERCE
Dawn P. Argula, CEO


danville area
CHAMBER OF COMMERCE
Zae Perrin, CEO


Dublin
CHAMBER OF COMMERCE
Inge Houston, CEO


PLEASANTON
CHAMBER of
COMMERCE
Steve Van Dorn, CEO


SAN RAMON
CHAMBER of COMMERCE
Stewart Bambino, CEO

C: Therese McMillan, Metropolitan Transportation Commission
Alix Bockelman, Metropolitan Transportation Commission
Dave Vautin, Metropolitan Transportation Commission
Stacey Mortensen, ACE
Tess Lengyel, Alameda County Transportation Commission

From: [Jon Welte](#)
To: [MTC-ABAG Info](#)
Subject: Freeway Congestion Pricing
Date: Tuesday, August 18, 2020 4:28:14 PM

External Email

To Whom It May Concern,

I saw the story in SFGATE regarding MTA's proposal to convert freeways into tollways. I strongly oppose this.

I appreciate the role that public transit plays in our regional transportation system, but the reality is that it is not a reasonable option for many workers – including many workers of modest means. Transit is too slow and trip opportunities too infrequent.

I used to live in San Jose about a block from a VTA light rail station only two stops away from San Jose Diridon. I tried taking VTA/Caltrain to work in San Carlos daily for five months before I gave up in disgust. My commute on transit was 1.25-1.5 hours each way including the walking to/from the stations and the waiting for trains (especially when transferring trains at Diridon). Driving the same route took 30 minutes in the morning and 60 minutes (due to increased traffic) in the evening. I switched back to driving to save 60-90 minutes per day roundtrip.

I know this isn't part of your proposal, but for sake of giving you some ground truth here is my current situation. I live in Belmont and still work in San Carlos, 4 miles away. There is actually a SamTrans bus line that runs from about a block away from my home to about two blocks away from work. I've lived in Belmont for seven years now and I still have never taken this bus to work. Why? Even though I do not have to make any transfers, it's a 40-minute scenic ride through Redwood Shores before the bus completes the trip. Plus 5-10 minutes of walking to bus stops, plus getting to the bus stop 5 minutes early since there is only 1 bus every 30 minutes and I wouldn't want to miss it. All told it would take almost an hour for me to ride one bus from home to work. Driving the four-mile trip takes eleven minutes in the morning (light traffic), and twenty minutes in the evening with awful traffic. Taking the bus would be a tremendous waste of time.

If you want to encourage folks to take transit, make it faster and more convenient so that it competes favorably with driving through traffic. If people really wanted to take it, they would pay more to do so. Your proposal would attempt to make up for the fact that public transit in our area stinks by forcing folks to pay more to drive so that driving stinks even more. California is supposed to be a shining star of progress in the world, I am sure that we can do better than that.

Jon Welte

VP Education and Public Programs

Hiller Aviation Museum


jon@hiller.org

From: [REDACTED]
To: [MTC-ABAG Info](#)
Subject: Say No to Bay Area Toll Roads!
Date: Tuesday, August 18, 2020 2:00:42 PM

External Email

Hello,

I just read <https://www.sfgate.com/driving/article/Tolls-coming-to-many-if-not-most-Bay-Area-freeways-15492804.php>

I strongly oppose new tolls on Bay Area Freeways. My family has paid CA state taxes and gasoline taxes for generations to build these highways and freeways, why should we have to pay more just to use what our tax dollars built? DMV registration fees have drastically increased in the last few years and California already has some of the highest gasoline taxes in the US, is it fair to tax drivers even more?

I had to move to a bedroom community to afford to live near Silicon Valley, where my job is. I resent new tolls or transportation taxes being levied without having a say in their implementation. I also resent commuter lanes, FastTrac and exorbitant bridge tolls.

What I would suggest is a ballot initiative be created to let the voters decide if there should be increased registration fees on inefficient cars. The larger SUVs and trucks cause more wear and tear on the roads, let their owners pay more, not the the average suburban dweller who has to commute but chooses to buy a fuel efficient car.

I have relatives on the East Coast who live in a region with a high concentration of toll roads. Driving across their town or across their county is very costly. Your misguided tolls are going to disproportionately affect low income and fixed income folks who can least afford them.

Also, I see Granite Construction taking an excessively long time to finish road improvements, retaining walls or culvert replacements. Lately portions of the highway along my commute are repaved every 5 years or so, when they only need minor maintenance, but parts of the highway that haven't been paved in decades never get repaved. Try using the resources you have more efficiently and eliminate the graft and waste among your contractors before trying to extract more hard earned funds from the taxpayers. My next emails will be to my elected representatives and Howard Jarvis Taxpayer's Association.

Sincerely,
Overtaxed Californian Voter

From: [Sara Salem](#)
To: [MTC-ABAG Info](#)
Subject: NO to more highway toll lanes and lower speed limit!
Date: Wednesday, August 19, 2020 12:34:41 AM

External Email

Dear MTC,

I read an alarming news report tonight in SFGate that you are planning to charge us cash to drive on our own highways. And to lower the speed limit to 55mph. On both counts I scream, "No"!

I looked on with irritation as I saw the 101 lanes between San Jose and SF be turned into a pay for speed lane rather than improving all lanes. Road tolls are a regressive tax that will harm those least able to afford it most.

Why aren't our current taxes sufficient? Why are you privatizing these roads as toll roads and placing the wedge of profit between us and a private company?

The existing train options that would allow eco friendly and faster alternative transportation are a broken and deeply inefficient travel system compared to peer cities like Boston. The train is NOT a substitute good for highway driving in many cases.

Please account to the public for why you are charging more money for a road system our taxes (federal and state) already fund, privatizing profit and socializing cost, and how exactly we the people benefit.

I urge you to reconsider charging tolls for all lanes! It's just wrong. How will this impact tourism? Surface streets? How we look to the rest of the country if we charge to use our own roads - particularly the poorest who travel long distances to escape unaffordable rents?

My household is in the highest tax bracket, and I believe we already pay more than our fair share of taxes for what increasingly looks like reduced services to the public. In the past, I have been happy to pay these taxes believing they were being used wisely to help our region prosper and improve our collective quality of life. I'm beginning to doubt assumption.

I hate little more than feeling taken advantage of by being nickled and dimed for expected public services. Get your act together!

My household has tens of thousands of reasons (\$) to move to a lower tax state already. It's a consideration seriously under review. Please don't tempt us further by reducing our quality of life by charging us to use roads we already pay for and reducing speed on highways.

Thank you for your prompt attention to this issue.

-Sara Salem


Sent from my iPhone

From: [wind4jmg](#)
To: [MTC-ABAG Info](#)
Subject: All-lane tolling
Date: Wednesday, August 19, 2020 4:41:26 PM

External Email

Before the planning committee gets too excited about implementing tolling on all lanes on local freeways, you might want to sort out the absolute mess of public transit in the bay area. Start by investigating Bart for fraud and corruption. You need look no further than the Warm Springs and Milpitas stations which ran well over budget and have yet to open years after promised. Next, you can figure out why we have many uncoordinated agencies around the bay. Again, I'm sure the answer boils down to everyone taking their piece of the tax-payer pie.

Once we have public transit options figured out, ask if we are going to remove bond measures that ask for (more) public funds for transit projects that are yet again taxed per your new all-lane tax. Lastly, are you dropping the state vehicle registration fee that supposedly kicks in for roads?

How many different ways can you guys figure out to tax us to get from point A to point B? It's shameless. I hope all you "Green Initiative" board members are getting heartburn as you continue to screw us.

On the brightside, there is no way I will still be in the Bay Area or even California in 2050.

Marcella Aranda

From: Plan BayArea Info
Subject: FW: Plan Bay Area 2050

From: Eddie Chandler [REDACTED]
Sent: Wednesday, August 19, 2020 7:26 AM
To: John Goodwin <JGoodwin@bayareametro.gov>
Subject: Plan Bay Area 2050

External Email

Good evening,

I have just read about the MTC's plan on <https://www.sfgate.com/driving/article/Tolls-coming-to-many-if-not-most-Bay-Area-freeways-15492804.php> and, to be honest, I find the proposal to be poorly conceived and thought out. That, as well as being just another tax mechanism to generate revenue for "projects". And how much of the revenue generated by these toll lanes will actually be used for its intended purpose instead of money being diverted or hidden by creative book-keeping? What transparency in auditing will be visible to those that pay into this fund?

If you wish to generate revenue let me itemize some items that would quickly do this, and bring some questions to the table ...

1) Current carpool lanes and enforcement
Vehicle Code 21655.5 VC.

The current carpool enforcement is a joke. There are thousands of drivers happily, and blatantly, violating this law every single day. Where are all the CHP officers? At the posted \$571 fine, with issuing citations to a mere 1000 vehicles a day, that is \$571,000 per day until people get the message. And this amount of revenue would pay for increasing the number of CHP as well as revenue for things like housing etc. as listed in your blueprint.

2) Expired tags.

Vehicle Code 4000a1 VC - ticket and must pay a fine in the amount of \$280 plus court costs + penalty assessments.

This is another huge issue. At one point, over a two week period commuting to and from work, I noted 200 vehicles with tags expired by 1, 2, or more years. Again, lost revenue that could - and should - be claimed by the State.

3) People driving with no insurance.

Again, another big issue - and many of these are those from item #2.

California Vehicle Code Section 16029, first offence \$100-\$200 + penalty assessments plus possible impounding of vehicle

4) Vehicles with no front plates.

California Vehicle Code 5200 (a). \$196 and Up in fines plus \$1,000+ in insurance hikes and penalties.

Although, apparently, exceptions can be granted for expensive vehicles as well as some other exceptions so one has to question what the point of this Vehicle Code is? -- Either it should be applied to all vehicles or none, e.g. an exception for an expensive vehicle makes the law a double-standard namely "one rule for those that have

(lots of) money and another rule for everyone else". Should we have a two-tier legal system in California? Seriously?

5) Driving while on mobile phone
California Vehicle Code 23123 VC

Another huge problem yet so little enforcement and the fine is a joke.

This should be coupled with public endangerment and dangerous driving. Make it more of a deterrent, or suspend licenses/impound the vehicle. Life is more important than a stupid phone.

In the article, link above, the letter outlines a plan to lower the speed limit to 55mph on freeways. As with the above, I have to ask how this is going to be enforced?

a) Will there be speed cameras that photograph license plates so offenders receive a notice and fine in the mail as happens in England? - obviously you would not be able to use cameras for the front plates based upon #4 above.

b) Will tamper-proof speed limiters be installed on all vehicles? Impractical, and likely to cause an outcry by the populace. Many if not most cars already go faster than the posted limit of 65mph - let alone semis that go faster than the 55mph limit they are supposed to obey, and cars/trucks that tow and also go faster than 55mph. (I was travelling along 880S the other day and a Ford truck was towing a boat, in the fast lane in excess of 75 - I was travelling at 70 and it blew past me).

c) The Tesla Model S P85D has a governed top speed of 155 mph and the Tesla Roadster 2020 top speed over 250mph. Would legislation be passed to restrict their speed? The same for Porsche, Ford Mustangs, Dodge Chargers etc. etc. ad infinitum.

Instead of coming up with "plans" which in turn become restrictions for Californians - that many will simply ignore anyway - why not address the short-comings of the current situation that exists where huge amounts of revenue could be realized just by the enforcement of existing laws. Note: I am not stating that I wish California to become a police state however given that operating a motor vehicle requires a license which is a privilege, not a right then people become subject to those laws, which should be enforced. Otherwise there is no point to them. Personally I think that all drivers should have to take the driving test once every five years as a (minor) attempt to reinforce that people are supposed to be safe drivers; and that vehicles driven on the road should have to pass vehicle safety checks similar to other countries.

If you have read through this 'novel' I would appreciate your comments.

Sincerely,
Eddie Chandler

From: [REDACTED]
To: [MTC-ABAG Info](#)
Subject: RE: Exploring Freeway Tolls & Lower Speed Limits (PLEASE DON'T!)
Date: Wednesday, August 19, 2020 7:35:52 AM

External Email

Dear Metropolitan Transit Commission,

We understand from the KTVU news article this morning that are "exploring" the imposition of freeway tolls and lower speed limits. **ARE YOU GUYS NUTS?!** We already pay ***enough*** on bridge tolls (which have been raised much faster than the pace of inflation), gas tax, etc. Do you really want to drive ***everyone*** from the Bay Area? Have you noticed people are packing up and leaving because it's already too damn expensive to live here, especially in this current downturn? Your funding solution can't be adding yet more tolls on already cash strapped citizens who already ***paid*** for the freeway and going back to the failed era of the 55 mile per hour speed limit (which was more successful filling the coffers of the CHP than saving lives).

If you want to meet your greenhouse gas targets, focus instead on promoting EV technology. You should also realize that with COVID chances are more people will be working from home going forward. Has that been reflected in your studies? If you invested more into BART, MUNI and AC Transit to make them attractive, safe, clean and reliable services (which they are ***not*** now) perhaps more folks may be inclined to take them post COVID?

If you really pursue this, realize you'll piss ***every*** voter in the Bay Area *as most of us in the 9 county region rely on freeways*. You will get a far different and more diverse audience that have similar sentiments, and we know how to vote and make phone calls. In addition to pinging the elected leaders that appoint you, you just might have enough citizens appeal to our state representatives, governor's office and perhaps but a state proposition on the ballot to not only reverse this step, but curtail the power of the MTC and other similar organizations and perhaps allow more direct election of its members. *There is such a thing as bureaucratic overreach!* Please do not go down this path, thank you!

Best Regards,

DD

Doug Davis

[REDACTED]

This message contains confidential information and is intended only for the individual or individuals named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. The recipient should check this email and any attachments for the presence of viruses. The Sender accepts no liability for any damage caused by any virus transmitted by this email.

From: [David McLean](#)
To: info@planbayarea.org
Subject: Plan Bay Area 2050
Date: Thursday, August 20, 2020 3:58:49 PM

External Email

I am writing to express my opposition to several items included in your 2050 plan. Reducing speeds back to 55 MPH in "the name of safety" will only lead to longer commutes, lost productivity and make it more difficult in general to live in the bay area. The country already tried that 50 years ago, it was a bad idea then and is a bad idea now. Instead focus on ensuring drivers are actually trained and qualified to operate a motor vehicle through formal driver's education programs and enhanced road test requirements. It is clear that many folks don't even understand the basic rules of the road, lane curiously, turn signals, etc.

Further, there is a need to develop a real funding plan for roads and other critical infrastructure without nickle and diming road users through increasing tolls. These tolls impact the poor and those who must commute for work unfairly. A comprehensive plan should be sought with support from the state.

Best Regards,
Dave

From: [Dan Cote](#)
To: [MTC-ABAG Info](#)
Cc: Senator.Wiener@senate.ca.gov
Subject: Tolling on all lanes: Is this for real?
Date: Thursday, August 20, 2020 1:01:05 PM

External Email

<https://www.sfgate.com/driving/article/Tolls-coming-to-many-if-not-most-Bay-Area-freeways-15492804.php>

The Metropolitan Transportation Commission stated "eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options."
The letter also outlines a plan to "lower the speed limit to 55 mph on freeways to improve safety."

I hope this is an example of media sensationalism, but while we are on the topic,

- Transit is horrible

Bart is dangerous, gross, and slow. It was designed for nowhere near this many people. There are numerous agencies, with no real way to get around. San Jose to Petaluma? Santa Cruz to San Francisco? Night Time?!?!? Forget it! The modes make absolutely no sense, and are obviously influenced by socio economics and blatant racism!
How is there no bart service in the peninsula? There really should be a line that circles the bay. Commuter rail makes no sense there. No train from Marin to SF? Commuter rail and ferries have hours between trips. Add in connections to other services, and your commute is hopeless. In practice, our transit system breaks down every day during commuting times for even the simplest intra-city trips.

- It is already too expensive to get around for residents of urban areas

These policies are designed with modifying commuter behaviour in mind. For me to leave my house for the weekend and come home costs damn near \$20 in tolls. Yeah, lets add congestion charges on the neighborhood, city, county, and region levels. Then put another dangerous and invasive tollbooth everywhere. Why should anyone be able to go grocery shopping without paying \$100 in fees?

- The express lanes are horrific

HOV is a good enough concept, many times there are delays even there. Why are we spending a fortune on weird technology to let the wealthy cut in line? It looks shady. I tried to get the toll tag that lets you access the express lane as an HOV lane, and it's completely insane. Not only is it nigh impossible just for a resident to get the tag in the first place, but if you are not a local, there is no way you will ever get that tag. The clean air version is even more Kafkaesque. Then there is a weird switch in your car, that when it is forgotten about, generates violation fines. I hate it.

So in essence, we have stolen the HOV lane and delivered it to the wealthy...

- Did I say transit was horrible? Transit is horrible.

Yes, I voted for that toll increase. There is no second BART tunnel, no extended hours, no fewer cops shooting at passengers, no fewer muggings and shakedowns, no cleaner cars, and no reliable service. I want my money back.

55 mph speed limit. Sounds familiar. <https://imgtfy.com/?q=failed+55+mph+speed+limit>

--

Dan Cote



From: [Roland Lebrun](#)
To: [Dave Vautin](#)
Cc: [Ursula Vogler](#); info@planbayarea.org
Subject: Re: Follow up question
Date: Thursday, August 20, 2020 1:08:23 AM

External Email

Hi Dave,

Thank you for your comment.

Yes, I do know about MTC's collaboration with SACOG and SJCOG, but I am not aware of any collaboration with AMBAG (<http://ambag.org/>), the combined MPO/COG (we wish!!!) for Monterey, San Benito and Santa Cruz

| Association of Monterey Bay Area Governments

September 09, 2020 | 6:00pm - 8:00pm. GoToWebinar, , MAP. AMBAG governed by a twenty-four member Board of Directors comprised of elected officials from each City and County within the region.

ambag.org

While I do appreciate that "*less than 5 percent of Bay Area workers commute in from outside the region*", **OVER 50%** of the traffic in the Monterey Highway/101 corridor between San Jose and Gilroy comes from outside Santa Clara County (I know of 12,000 daily SOVs from Hollister alone but I do not know where the rest are coming from).

With regards to "*better sync up the schedules of regional planning across the Northern California megaregion to boost opportunities for consistency between regional plans*", absolutely and I think that, having done the rounds in Napa and Livermore in the last couple of years, the next annual workshop should be held (virtually) in Gilroy or Morgan Hill so that we may invite a rep from each of the 3 AMBAG counties and start exploring synergies that may eventually lead to a better alignment of our MPO with the San Jose–San Francisco–Oakland CSA.

In the meantime, I would like to attract your attention to VTA's "Mobility Partnership" Committee whose role it is to "**provide policy oversight and direction to staff** of the Santa Clara Valley Transportation Authority and the Council of San Benito County Governments **regarding potential mobility improvements between US 101 and Interstate 5 in the northern San Benito and Southern Santa Clara Counties**" **without any consideration to PBA 2050 strategies**: <http://santaclaravta.iqm2.com/Citizens/Board/1107-Mobility-Partnership>

Accela Meeting Portal

Click here to view VTA updates related to COVID-19. About the Mobility Partnership. Mobility Partnership provides policy oversight and direction to staff of the Santa Clara Valley Transportation Authority and the Council of San Benito County Governments regarding potential mobility improvements between US 101 and Interstate 5 in the northern San Benito and Southern Santa Clara Counties.

santaclaravta.iqm2.com

Thank you in advance for your consideration

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Wednesday, August 19, 2020 9:49 PM

To: Roland Lebrun [REDACTED]

Cc: Ursula Vogler <UVogler@bayareametro.gov>; info@planbayarea.org <info@planbayarea.org>

Subject: RE: Follow up question

Thanks for your comment, Roland. MTC does work closely with SACOG and SJCOG on megaregional planning consistency at regional gateways, but we agree that there is further progress to be made in the years ahead. For now, less than 5 percent of Bay Area workers commute in from outside the region, so while important, the vast majority of our workforce resides in the 9-county region within our jurisdiction. If Plan Bay Area's housing strategies are not implemented, we could certainly see that share rise in coming decades.

One idea would be to better sync up the schedules of regional planning across the Northern California megaregion to boost opportunities for consistency between regional plans. And in the longer term, perhaps someday there will be one MPO for the Northern California megaregion. Of course, such an idea would have to have broad support of elected officials across many cities and counties.

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: Roland Lebrun [REDACTED]

Sent: Saturday, August 15, 2020 1:01 PM

To: Dave Vautin <DVautin@bayareametro.gov>

Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>

Subject: Re: Follow up question

External Email

Hi Dave,

I believe I finally got to the bottom of a what may well be a fatal flaw in PBA2050:

MTC's planning area is restricted to the 9 Bay area Counties with a connection to the San Francisco Bay shoreline instead of the "**San Jose–San Francisco–Oakland, CA Combined Statistical Area (CSA)** *designated by the United States Office of Management and Budget in Northern California which ranks as the fifth most populous combined statistical area of the United States, and second in California.*"

https://en.wikipedia.org/wiki/San_Jose%E2%80%93San_Francisco%E2%80%93Oakland,_CA_Combined_Statistical_Area



[San Jose–San Francisco–Oakland, CA Combined Statistical Area - Wikipedia](https://en.wikipedia.org/wiki/San_Jose%E2%80%93San_Francisco%E2%80%93Oakland,_CA_Combined_Statistical_Area)

The San Jose–San Francisco–Oakland, CA Combined Statistical Area is a 14-county Combined Statistical Area (CSA) designated by the United States Office of Management and Budget in Northern California that includes the San Francisco Bay Area. The CSA is more extensive than the popular local definition of the Bay Area, which consists of only the nine counties bordering San Francisco and San ...

en.wikipedia.org

Any idea how to address this issue?

Thank you and have a nice week-end.

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Sunday, August 2, 2020 8:46 PM
To: Roland Lebrun [REDACTED]
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: Re: Follow up question

Thanks, we'll take that under consideration for the Final Blueprint Outcomes!

Just to clarify, the 1% share of regional growth in the southern Santa Clara County zone is concentrated in the cities of Morgan Hill and Gilroy.

https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_BP_HousingJobsGrowth_072120.pdf

- Dave Vautin
dvautin@bayareametro.gov

From: Roland Lebrun [REDACTED]
Sent: Sunday, August 2, 2020 7:56:43 PM
To: Dave Vautin <DVautin@bayareametro.gov>
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: Re: Follow up question

External Email

Hello Dave,

Yes, that would be great, starting with Caltrans northbound 101 loop counts in south and north Gilroy as well as south and north Morgan Hill because that should prove one way or the other whether the traffic is coming from Gilroy and Morgan Hill or somewhere else.

On a related note please consider that the massive area in south Santa Clara County between 101 and I5 with "1% growth" is highly mountainous with close to zero jobs/housing growth potential.

Let me know if you need anything else.

Roland.

From: Dave Vautin <DVautin@bayareametro.gov>
Sent: Sunday, August 2, 2020 7:30 PM
To: Roland Lebrun [REDACTED]
Cc: Ursula Vogler <UVogler@bayareametro.gov>; William Bacon <wbacon@bayareametro.gov>
Subject: RE: Follow up question

Hello Roland,

Can you clarify your question below? While we've showcased ten common origin-destination pairs on page 4 of the attachment, we haven't specifically explored Gilroy to San Jose; perhaps that is something we can add for the Final 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: Roland Lebrun [REDACTED]
Sent: Sunday, August 2, 2020 4:12 PM

To: bbacon@bayareametro.gov

Cc: Dave Vautin <DVautin@bayareametro.gov>; Ursula Vogler <UVogler@bayareametro.gov>

Subject: Follow up question

External Email

Bill,

Thank you for the link: https://www.planbayarea.org/sites/default/files/PBA2050_Draft_BPOutcomes_071720.pdf

Can you please elaborate on how this information correlates to the amount of traffic on Highway 101 south of San Jose?

Thank you.

Roland



VIA EMAIL

August 21, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066
scott.haggerty@acgov.org

Re: ACE Service Expansion Program in Plan Bay Area 2050

Dear Chair Haggerty:

The Tri-Valley Cities of Dublin, Livermore, and Pleasanton request that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050. Period 1 (before 2035) of Plan Bay Area 2050 should 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 should 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.

ACE commuter rail service is important to the Bay Area economy and the well-being of its residents. Daily, more than 90,000 commuters and 14,000 trucks heading to and from the Port of Oakland travel the congested I-580 corridor, with the number of commuters expected to increase 75% between 2016 and 2040. In 2019, ACE carried more than 6,000 riders a day with only 4 daily round trips. Expansion of ACE is needed to further reduce VMT, greenhouse gas (GHG) emissions and congestion in the I-580/I-680 corridor, while improving air quality and the opportunities for transit-oriented development in the Altamont Corridor. MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be in Santa Clara County. ACE's biggest markets are carrying Alameda County and Central Valley workers to/from jobs in Santa Clara County. ACE is the only passenger rail service directly connecting the Tri-Valley and the Central Valley to Santa Clara County. ACE expansion is consistent with the 2018 State Rail Plan, improves connectivity with Merced-Bakersfield HSR Interim Operating Segment, improves the viability of the future new Transbay Crossing, complements the proposed Valley Link project, and serves a number of disadvantaged communities throughout the Altamont Corridor.

The MTC Board Action on July 22 “creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies to achieve equity and GHG outcomes” (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 Tri-Valley Cities of Dublin, Pleasanton and Livermore strongly support 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,

City of Dublin
Mayor David Haubert

City of Livermore
Mayor John Marchand

City of Pleasanton
Mayor Jerry Thorne

Cc:

Therese McMillan - tcmillan@bayareametro.gov

Alix Bockelman - abockelman@bayareametro.gov

Dave Vautin - dvautin@bayareametro.gov



August 21, 2020

Mr. Scott Haggerty, Chair
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105-2066

Re: ACE Service Expansion Program in Plan Bay Area 2050

Dear Chair Haggerty:

On behalf of Innovation Tri-Valley Leadership Group (ITV), I want to thank you for the opportunity to continue providing feedback on Plan Bay Area 2050. ITV is led by business leaders and influencers committed to connecting the businesses, research labs, educational institutions, and civic leaders in the Tri-Valley region. This collaborative force is generating job growth and economic vitality for a region that is globally connected, regionally united, and locally unique. To that end, ITV respectfully requests that MTC include expanding ACE service by 4 additional round trips in Plan Bay Area 2050.

We believe Period 1 (before 2035) of Plan Bay Area 2050 should 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 should 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.

ACE commuter rail service is important to the Bay Area economy and the well-being of its residents. MTC estimates that 44% of job growth in the Bay Area between 2015 – 2050 will be in Santa Clara County. ACE is the only passenger rail service directly connecting Tri-Valley workers to/from jobs in Santa Clara County, and this expansion is consistent with the 2018 State Rail Plan by improving connectivity with Merced-Bakersfield HSR Interim Operating Segment. The MTC Board Action on July 22 “creates some fiscal capacity in Period 1 to assign funding to some additional transportation strategies to achieve equity and GHG outcomes” (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.

Thank you in advance for your consideration of this request.

Sincerely,

Lynn Naylor
CEO

Cc: Therese McMillan - tmcmillan@bayareametro.gov

Alix Bockelman – abockelman@bayareametro.gov

Dave Vautin – dvautin@bayareametro.gov



CENTRAL SAN

CENTRAL CONTRA COSTA SANITARY DISTRICT

5019 IMHOFF PLACE, MARTINEZ, CA 94553-4392

Sent via Email

August 21, 2020

Mr. Dave Vautin
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Mr. Vautin:

Thank you for the opportunity to comment on the *Plan Bay Area 2050 Draft Blueprint*.

Central Contra Costa Sanitary District (Central San) echoes the comments submitted by Contra Costa, San Mateo and Santa Clara LAFCOs regarding LAFCO's mission, role, and responsibilities. LAFCO is charged with balancing the competing interests of preserving agricultural and open space lands, while encouraging logical and orderly growth and development, and the efficient extension of public services. LAFCO law also includes special provisions relating to disadvantaged unincorporated communities (DUCs), including stipulations which support extending municipal services to these areas.

In 2010, the nine Bay Area LAFCO Executive Officers met with staff from ABAG, BAAQMD, BCDC and MTC to discuss development of the inaugural *Plan Bay Area*. At that time, the Bay Area LAFCOs suggested that the *Plan Bay Area* reports consider the LAFCO established spheres of influence (SOIs) for each city and special district, as the SOIs establish areas designated for probable physical boundaries and future municipal services. Further, that *Plan Bay Area* projections recognize special districts as critical service providers. In many counties, including Contra Costa, infrastructure services (i.e., fire, sewer, water, parks and recreation) are provided by special districts to both incorporated and unincorporated areas.

Contra Costa LAFCO previously commented on the *Plan Bay Area* reports and associated environmental documents. As noted in prior letters, we continue to emphasize the following:

- ✚ LAFCO establishes a SOI for each city and district. SOIs designate the probable physical boundaries and service areas for cities and districts. ***Plan Bay Area 2050 should acknowledge the purpose and significance of SOIs in the future growth of the Bay Area.***
- ✚ Special districts provide a range of municipal services in each county, including fire, sewer, water and parks and recreation. Future growth in the Bay Area cannot occur without special districts. ***Plan Bay Area 2050 should recognize special districts as critical service providers.***
- ✚ One of LAFCO's key responsibilities is to preserve agricultural and open space lands. ***Plan Bay Area 2050 should identify and evaluate potential conflicts with priority development and transit areas and corresponding impacts to agricultural and open space lands.***

PHONE: (925) 228-9500
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ROGER S. BAILEY
General Manager

KENTON L. ALM
Counsel for the District
(510) 375-4571

KATIE YOUNG
Secretary of the District

- ✚ In 1990, Contra Costa County voters approved a countywide Urban Limit Line (ULL) which limits urban development to certain areas within the County and supports the preservation of agricultural lands and open space. Thus, most future development will likely occur in cities rather than in unincorporated areas. ***Plan Bay Area 2050 should acknowledge the ULL and direct housing/growth near jobs, transit, and existing infrastructure. This will lessen the impacts of sprawl, traffic, greenhouse gas emissions, and premature conversion of agricultural and open space lands. Plan Bay Area 2050 should also promote compact development and efficient delivery of municipal services.***
- ✚ LAFCOs encourage orderly growth and development and efficient municipal services delivery. Currently, there are 21 unincorporated islands in Contra Costa County, several of which, are located near transit hubs. LAFCO encourages cities to annex these unincorporated islands to maximize municipal services, efficiencies, and land use under a single jurisdiction. ***LAFCO encourages ABAG and MTC to consider strategies to support annexation of these unincorporated islands which will further the goals of Plan Bay Area 2050.***
- ✚ LAFCOs are required by law to prepare Municipal Services Reviews (MSRs) every five years, as necessary. MSRs are used to support changes in SOIs. The LAFCO MSRs provide a wealth of information regarding local agencies and municipal services. MSRs evaluate growth and population projections; present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies; financial ability of agencies to provide services; status of, and opportunities for, shared facilities; accountability for community service needs, including governmental structure and operational efficiencies; location and characteristics of DUCs; and other matters related to effective and efficient services. Much of this information is useful in future planning efforts. ***We urge the Plan Bay Area 2050 team to utilize LAFCO MSRs as a resource in preparing its future planning studies.***

Plan Bay Area 2050 has the potential to heighten the public's awareness of these critical issues. Please incorporate our comments into your report as they will enhance its value and provide for a more complete assessment of future growth and municipal services resulting in a more accurate roadmap for the Bay Area's future.

On behalf of Central San, thank you for the opportunity to comment and for consideration of our input. Please contact us if you have any questions or wish to discuss our comments. Central San looks forward to reviewing all future *Bay Area 2050* documents.

Sincerely,

Tad Pilecki

Tad Pilecki
President Pro Tem Central San

c: Each Commissioner, Contra Costa LAFCO
Each Executive Officer, Bay Area LAFCOs (Alameda, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma)

From: [Greg Hansen](#)
To: board.secretary@vta.org; customer.service@vta.org; [MTC-ABAG Info](#)
Cc: [Cindy Chavez](#); [Dave Cortese](#); [Joe Simitian](#); [Mike Wasserman](#); [Susan Ellenberg](#)
Subject: tolls and lower speed limits
Date: Wednesday, August 26, 2020 3:20:18 PM

External Email

Folks,

I was disappointed to read your latest proposal, <https://www.sfgate.com/driving/article/Tolls-coming-to-many-if-not-most-Bay-Area-freeways-15492804.php>

Your proposal to add tolls is going to make transportation worse in the Bay Area, adding to the exodus of people leaving because they are fed up with traffic and costs.

You already get money via taxes for the roads. Now you want to charge drivers even more money.

And regarding lower speed limits, this is maddening. I'll quote from data that is readily available to the public:

Q. Don't lower speed limits save gas?

A. No, research has shown that the 55-mph National Maximum Speed Limit, which was enacted specifically to save gas, had practically no impact on fuel consumption. This is partly because people do not obey artificially lower speed limits. It is also because the differences in travel speeds that result from unreasonable limits waste gas. Most fuel is used to accelerate to a given speed. Speed limits based on actual travel speeds promote better traffic flow, which reduces the amount of braking and accelerating on our roads. This has a positive effect on fuel consumption.

Source: <https://www.motorists.org/wp-content/uploads/2015/05/speed-limit-fact-sheet.pdf>

Instead of lowering the speed limit and adding tolls, you should be updating the infrastructure, increasing the flow of traffic, and enabling people to travel safely. Lower speeds don't automatically mean safer roads.

Sincerely,

Greg Hansen
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