

Summary of Public Comments

In accordance with MTC/ABAG’s Public Participation Plan, the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2050 and the 2025 Transportation Improvement Program (TIP), along with the Draft Amendment to Plan Bay Area 2050, were made available for a 30-day public review and comment period. This period began on August 12, 2024, and concluded on September 11, 2024. Opportunities to provide feedback were promoted through MTC’s website, email notifications, a press release, and display ads in local newspapers. Below is a list of the public comments received during this period:

Table 1. Comments Received through Online Comment Form (www.planbayarea.org/finalplan2050)

#	Commentor	Comment(s)
1	Elliott P	I am in strong support of including the Healdsburg extension in this plan. I would also support inclusion of the Cloverdale extension. SMART needs as much support as it can get.
2	Gavin Waters	<p>Why doesn’t the amendment address the planned SMART extension to Cloverdale?</p> <p>The real thing that should be in the plan is the need for increased frequency of service and the fact that the smart train does not connect directly to other transportation in the area (STS, Larkspur ferry terminal, SFO).</p> <p>Plan 2050 does not have enough detail about specific actions that will be taken to integrate transit schedules and increase frequency to make regional transit realistic.</p> <p>I need to go to Hayward and SFO on transit and there are no realistic options from Sonoma County. These regional transit standards should have been in place since the 1970s, not maybe by 2050!</p>
3	Bill Mayben	<p>To what extent is a sustainable community autonomous? Should it include food production, commerce, energy sufficiency, digital as well as transportation connectivity?</p> <p>Previously I suggested that PBA2050 encompasses only the “toes” of 9 Bay Area counties; yet the Plan avoids the realities of sea level rise by setting in motion extraordinary expenditures on sea walls to safely maintain a centralized commercial and residential footprint; essentially concentrating rather than decentralizing future growth.</p> <p>The costs to maintain a concentrated commercial and residential Bay Area within the available land area going forward in time are incalculable; extending far beyond 2050.</p> <p>The original decision to permanently adhere to existing city, county, and open space boundaries; given the realities of sea level rise, place all infrastructure; civic, commercial, and private and improvements at risk in the future.</p>

#	Commentor	Comment(s)
		<p>We are setting the precedent for development options far beyond 2050; meanwhile global warming, sea level rise, and severe climate events will become more costly and time-consuming in a deteriorating environment. Our belief that the features we have planned will endure exponential global warming does not match up with the science.</p> <p>A coastal solution has greater true sustainability only if it does not require constant major public cash infusions and infrastructure disruption to maintain it. The higher the proposed sea walls must be raised over time, the more vulnerable and uninsurable we become.</p> <p>Beyond sea level rise; we are vulnerable to earthquakes. This plan places an unmanageable burden on future generations.</p> <p>Decentralization follows a strategy of spending each public dollar towards the longest possible, safest, most affordable applications. There are areas in the rest the nine counties that can assure the safety and continuity of public investment.</p> <p>The UN has particular concerns regarding the effects of extreme climate events on cities with populations of 10 million or more. There are now 42 of these worldwide. Public safety, at a time when we can choose, requires stable, long-range solutions. 2050 is only 26 years away.</p>
4	Donald Robertson	I fully support adding SMART Train (which I ride regularly) to Healdsburg (and beyond) to the Plan Bay Area 2050.
5	Vincent Hoagland	I believe that in the long run the extension of SMART to Healdsburg will be used frequently by people wanting to go to shops and especially wineries were they will not have to drive perhaps after imbibing in too much wine.
6	Adina Flores	<p>The current plan does not appear to mention that if the SMART Tiny Tax fails renewal over the next 5 years, SMART will cease operations entirely. The measure failed miserably in 2020 and is predicted to fail once more.</p> <p>The transition to EV is utilizing enslaved children in the Congo to mine the precious materials powering these batteries. Black lives don't matter to the colonizers leading these efforts.</p> <p>When referencing 'affordable housing', the market rates have not yet been determined. What is considered affordable to whites from outside of our area (Sonoma County)? They appear to be utilizing CBO's such as Gen H which benefit the developers serving on their board. The average person of color will not be able to afford the rental prices, and our neighborhoods are being gentrified (E.g. Tierra de Rosas, Roseland).</p> <p>The Potter Valley Dam is being removed and will drastically reduce the water supply over multiple counties, therefore negatively impacting agriculture by means of water usage restrictions. If Measure J passes on the November '24 ballot, virtually all large Sonoma County farms will be banned. How can we claim that the housing projects in Roseland and other BIPOC communities are being built for the underserved? If there are no farms, where will the farmworkers be working? They will be forced to relocate outside of the area.</p>

#	Commentor	Comment(s)
		<p>These initiatives fall in alignment with the U.N.'s 17 Goals for Sustainable Development. My grandmother is an immigrant from Rangoon, Burma, and the byproduct of a communist takeover. These plans mirror communism witnessed within Asian countries, and I will make sure that all people of color are well aware of your intentions.</p>
7	Bill Mayben	<p>In contemplating the proposed TIP improvements, I have previously written about the extent to which these improvements depend on the proposed sea walls in many locations for their endurance.</p> <p>It also occurred that in building sea walls, PBA 2050 may assume flood liability for private property in the event of a sea wall system breach or failure; liability presently resting solely on individuals, families or commercial owners of real property.</p> <p>If civic structures such as the proposed sea walls were to fail; overwhelmed or undermined by Bay water; it is assured that those affected, and their insurance companies would turn to the municipal entities for restitution. If so; this liability then becomes a public cost; representing a new, enduring liability associated with the costs of the sea walls. Actually beyond 2050.</p> <p>While it is budgeted that the sea walls are currently captured to 2050 as a cost; subsequent development over the next 25 years will rely on the sea wall strategy as a permanent solution, encouraging any privately financed development to rely on them for the projected life of their approved construction.</p> <p>The likely public liability associated with sea wall failure or inadequacy resulting in private or corporate property losses, should be treated as a valid, related public liability, associated with all elements of the sea wall engineering and construction; for the duration of improvements built to depend on them. This represents a set of additional specific, long-range budgetary line items.</p>
8	Dani Sheehan-Meyer	<p>As a community advocate for the Sonoma-Marin Area Rail Transit I urge the MTC to adapt the amendment to: Plan Bay Area 2050 to include Healdsburg Station. With SMART's growing ridership, surpassing all other transit post-covid, in the Bay Area, they are poised to increase ridership even more with the opening of North Petaluma Station and Windsor. Thank you, Dani Sheehan-Meyer Sebastopol, CA 95472</p>
9	Mary Alice Fisher	<p>Will the SMART train go to Cloverdale? We are paying taxes to support SMART here. We have a depot. Please include the northernmost Sonoma County city on the 101 corridor in the 2050 planning.</p>
10	Victor Aiuto	<p>I am a resident of Cloverdale, California, located in Northern Sonoma County. We have been paying a SMARTrain tax for nearly two decades, and our city has already completed its train depot. We have been long awaiting the train's arrival in Cloverdale, yet your 2050 plan, does NOT include the final SMARTrain leg - from Healdsburg to Cloverdale...why not? My expectation is that the "2050 plan" includes the extension to Cloverdale. We may be a small community, but we will mobilize to ensure that our community is not ignored.</p>

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11	Neena Hanchett	Extending & expanding the existing SMART system to Healdsburg and then to Cloverdale would give our residents, businesses, and visitors access to viable thru-county transportation options, thereby expanding their access to educational and medical facilities, as well as access to jobs and hiring employers throughout Sonoma County. The current situation is untenable with very few practical options existing to move people from Cloverdale to other areas of the county without the use of cars streaming up and down Hwy. 101.
12	Duane Bellinger	<p>As a resident of Petaluma, I enjoy the opportunities the SMART train provides for alternative transportation. My destinations have included ball games in San Francisco (by ferry connection), shopping and dinner in San Rafael, visits to a Kaiser medical facility on Third Street, north to Santa Rosa and also to the Sonoma County airport (via last-mile SMART shuttle). The proximity of the Petaluma North Station to Lagunitas Brewery will no doubt be enjoyed by many.</p> <p>I hope to enjoy trips on SMART to Healdsburg soon, if for no other reason than to enjoy music on the plaza, visits to wineries and a ball game with the Prune Packers. Thank you for inviting comments.</p>
13	Cloverdale Indivisible Steering Committee Pam Browning, Brooke Green, Virginia Greenwald, and Vicky Groom	<p>Cloverdale Indivisible represents 180 Cloverdale residents who are concerned with significant social, economic, and environmental justice issues that impact us at the local level, as well as at the state and national levels. With these concerns in mind, we have been reviewing the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) Draft Amended Transportation Plan for the Bay Area 2050.</p> <p>We were shocked and dismayed to see that the 2024 draft omits Cloverdale from the 2050 plans. As early as 1997, Cloverdale built a train station in preparation for transit coming to our community. This reflects how important SMART is to our residents. Moreover, this year we broke ground on building 75 affordable housing units — all within short walking distance from this station — in anticipation of this promised transit.</p> <p>Cloverdale has been Federally designated as a historically disadvantaged community for low income and low educational attainment. For us, SMART will be a Social and Economic Justice elevator. SMART will help level the playing field for disadvantaged students in Cloverdale by increasing access for our students to Jr. College, colleges and universities.</p> <p>Smart will open up many more job opportunities for our workforce, and it is essential for maximizing job opportunities and taking Cloverdale workers to jobs throughout the Bay Area. Buses from Cloverdale to Santa Rosa currently take 1.5 hours — too long for a reasonable commute for workers or students.</p> <p>Cloverdale’s economic growth has suffered greatly as a result of the Covid Pandemic. The anticipation of the SMART extension to Cloverdale will stimulate much needed development for our community.</p> <p>Dropping Cloverdale from the 2050 SMART Plans is not acceptable and is a betrayal of trust. Residents of Cloverdale and the surrounding areas have been</p>

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		<p>paying the same sales taxes which support this project as the residents to our south who are already benefitting from SMART.</p> <p>Residents of our community have been big supporters of SMART. The only folks who have disapproved are residents who are anti-tax, anti-transit, and who have predicted that — while they would be taxed — SMART would never be built to Cloverdale in their lifetimes. Wow! Please don't make them right and the rest of us stupid. What a horrible lesson that would be.</p>
14	Lorrie Harnach	Cloverdale must be included in the 2050 SMART Plans! We are a part of Sonoma County so include us with the rest of the county!
15	Sheila Leighton	<p>I was surprised and disappointed that extension of SMART rail service to Cloverdale was omitted from Plan Bay Area 2050. As I resident of Anderson Valley for 33 years, I saw how much enthusiasm the new rail service inspired when Sonoma County voted overwhelmingly to fund it through sales tax in 2008, with the goal of providing rail service to Cloverdale by 2014. It's now 2024, and all this time, Cloverdale citizens have been paying sales tax to support a transit system that doesn't serve us, and we are arguably the community that can least afford it. Please change the North Bay Near Term Project item that reads "SMART Rail Extension from Windsor to Healdsburg" to "SMART Rail Extension from Windsor to Cloverdale."</p>
16	Ann S. Medlin	Cloverdale must be included in the 2050 SMART Plans!
17	Linda Liebl	<p>I am a citizen living in Cloverdale since 2010 and I've been excited about the SMART TRAIN line coming to Cloverdale as promised in 2014. I am also a member of Cloverdale Indivisible. I agree with the comments submitted by Brooke Green as written below.</p> <p>"I was surprised and disappointed that extension of SMART rail service to Cloverdale was omitted from Plan Bay Area 2050. As I resident of 40 years, I saw how much enthusiasm the new rail service inspired when Sonoma County voted overwhelmingly to fund it through sales tax in 2008, with the goal of providing rail service to Cloverdale by 2014. It's now 2024, and all this time, Cloverdale citizens have been paying sales tax to support a transit system that doesn't serve us, and we are arguably the community that can least afford it. Please change the North Bay Near Term Project item that reads "SMART Rail Extension from Windsor to Healdsburg" to "SMART Rail Extension from Windsor to Cloverdale."</p>
18	Dennis Liebl	<p>Cloverdale MUST be included in the Plan Bay Area 2050!</p> <p>I was surprised and disappointed that extension of SMART rail service to Cloverdale was omitted from Plan Bay Area 2050. As I resident of 40 years, I saw how much enthusiasm the new rail service inspired when Sonoma County voted overwhelmingly to fund it through sales tax in 2008, with the goal of providing rail service to Cloverdale by 2014. It's now 2024, and all this time, Cloverdale citizens have been paying sales tax to support a transit system that doesn't serve us, and we are arguably the community that can least afford it. Please change the North Bay</p>

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		Near Term Project item that reads "SMART Rail Extension from Windsor to Healdsburg" to "SMART Rail Extension from Windsor to Cloverdale."
19	Melinda Shaw	Please reinstate the town of Cloverdale in the 2050 Plan. We're a community that's trying to grow, increase our tax base and feel supported by our state. Smaller North Bay towns like ours need to thrive and participate and share in the economic powerhouse that is California.
20	Jeanne Miernyk	Cloverdale must be included in the 2050 SMART Plans!
21	Dobie Edmunds	Please don't forget your promise to the people of Cloverdale. We must be included in the plans for SMART. All of us are counting on you to live up to the promises made. Our future depends on it. Thank you. Dobie Edmunds, Cloverdale resident.
22	Ron and Malinda Thal	Cloverdale NEEDS to be included in the 2050 SMART Plan.
23	Jody Williams	Please, please include Cloverdale in the 2050 Plan! I have lived in Mendocino County for over 40 years and when I saw the construction begin (and be completed) of the RR stations on the edge of Cloverdale, I was so excited! At last an alternative to the long drive to SF! I grew old waiting for the train...and now I learn the darling stations are not included in your plan. Please include Cloverdale in your plan.
24	L. Diane Bartleson	I urge you to rectify your mistake of turning your back on the residents of Cloverdale who NEED the Smart Train to ensure our economic future. The good tax paying citizens here respectfully request an explanation of exactly why we have been paying taxes toward this promised benefit. If you renege on your promise, we will insist on remuneration for taxes paid and compensation for future lost benefit. We already have a train depot and exiting rail track. Thank you for your immediate action to rectify your committee's lack of commitment to promises already made to the 8500 citizens of the community of Cloverdale.
25	Marlene crane	I cannot believe you've left Cloverdale out of the updated SMART plan. We are always left out, yet we have to pay taxes for whatever comes down the pike. Shame on you! I'm voting no on every tax whatever it's for.
26	Candace Delgado	Cloverdale must be included in the SMART train extension. It's good for Sonoma County as well as the commuters and families who reside in Cloverdale. Please don't ignore Cloverdale just because we are at the very north end of Sonoma County and a small but growing community.

#	Commentor	Comment(s)
27	Sally C. Evans	Please reconsider and include the town of Cloverdale in the Smart train plan. We have been ready for the train here for years! Our stately terminal sits and waits for the expansion to our charming town.
28	Glenda Morgan	I was dismayed to hear that Cloverdale was not included in the SMART plans. This is a rather remote area of Sonoma in regard to medical and grocery stores. We have many seniors, some who cannot drive. Please reconsider adding Cloverdale to the plan as was in the original promise.
29	Tom Conlon	<p>Mindful of our critical statewide and regional equity and climate action goals, any MTC/ABAG updates to Plan Bay Area 2050 (PBA 2050) must be securely anchored on clear objectives, factual data, and unambiguous findings linking the two. This is necessary so as to prevent local politicians (some simply under-informed, others perhaps with conflicting more parochial objectives) from undermining the ambitious regionwide goals currently agreed upon and established in Plan Bay Area 2050.</p> <p>Because the transportation strategies are so fiscally constrained, MTC & ABAG must take special care to ensure that any regionally significant capacity-increasing projects are targeted first to addressing the needs of historically disadvantaged equity priority communities. This is particularly important to avoid replicating old patterns of ex-urban sprawl known to enable and facilitate white-flight, rural land conversion, and other harmful social and environmental consequences of poor planning.</p> <p>As noted in Alix Bockelman’s memo (July 12, 2024, Agenda Item 7b) on the proposed PBA Amendment: SMART to Healdsburg: “the analysis found that many of the region’s commuter rail projects, like the proposed northern extension of SMART, had low cost- effectiveness with limited ridership gains relative to their project costs. Furthermore, these projects often had equity concerns, given ridership forecasts skewed toward higher-income demographics.” These are facts that cannot be simply wished away because “it is clear there is strong local support for... the Healdsburg extension project.”</p> <p>To the Statutory Requirements:</p> <ul style="list-style-type: none"> - RE Fiscal Constraint: The two projects Sonoma County offers to trade off in exchange for the Healdsburg extension are actually “ghost” projects (Table 1, DRAFT Amendment, Aug. 2024). Although these projects (Farmers Lane, Railroad Ave.) have long been identified in County transportation plans and the old Measure M sales tax project list, for several years it has been widely acknowledged by Sonoma County planning staff that these projects cannot secure the necessary state and/or federal funding needed to ever be built. As such, they fail to meet the requirement of fiscal constraint. - RE GHG Target: Because the SMART train already induces more tourism-related trips than probably any other Bay Area rail system, the “small magnitude” claim should not be accepted without more evidence and findings. This region is highly tourism dependent, and air travel by visitors to destinations in Sonoma County are likely to be significant (as was successfully litigated in 2016 when Sonoma County’s Climate Action Plan was found to be inadequate under CEQA).

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		Adding additional transportation capacity to Healdsburg is likely to induce greater air travel, which has not previously been calculated in PBA 2050 GHG estimates. I strongly recommend rejecting the Amendment unless these requirements have been fully vetted and fixed.
30	Sandy Erickson	Please include Cloverdale in your Smart plans. We have been anxiously waiting and supportive of the smart train for many years. Do not forget us! You must include us in your plans. It's imperative for our community. Thank you.
31	Tom Conlon	Addendum to my previously submitted comment: SB 904 (Dodd), recently passed by the CA legislature, removed vital anti-sprawl protections originally contained in CA law. The following sentence was deleted from Section 105096 of the Public Utilities Code: "(c) In Sonoma County, north of Healdsburg, the district shall locate commuter stations only within incorporated areas." This suggests that if this Amendment to PBA 2050 is approved without additional conditions or fiscal constraints, SMART does not intend to simply stop in Healdsburg. Instead, SMART will likely seek to add additional new stations in Geyserville and elsewhere along the existing right-of-way all the way to Cloverdale and beyond. These as yet unanalyzed remote growth-inducing impacts of the Amendment must be fully assessed, and recirculated for public comment, before it is adopted by MTC/ABAG.
32	Karen Davis	The Plan Bay Area 2050 must include Cloverdale in the plan for Smart Train Service. This is what we voted on originally in order to tax ourselves in Sonoma County to improve transportation to the northern edge of Sonoma County.
33	Jo Ann Mandinach	Stop the insanity of replacing parking on BOTH sides of El Camino Real with bike lanes for its entire length. How many TENS of thousands of businesses will this destroy
34	Bill Hough	I'll believe global warming is a problem when the rich people telling me it is as a problem start ACTING like it is a problem. They can start by selling their private jets.
35	Victor	PLEASE DO NOT ADD MORE TAXES. More jobs and population will go to other states. Please propose plans to use the already VERY HIGH taxes being paid by the people of California. Parcel tax, Sales Tax, State Tax, County tax.... are all by definition taxes! Do NOT drive businesses and people away from this State.

Table 2. Comments Received via Email (Plan Bay Area Info or MTC Email Inboxes)

#	Agency/Organization	Signatory	Comment(s)
1	Public	No signoff	See attached
2	Public	Adina Flores	See attached
3	Sonoma County Board of Supervisors	Supervisor David Rabbitt	See attached
4	Cloverdale Indivisible Steering Committee	Pam Browning, Brooke Greene, Virginia Greenwald, and Vicky Groom	See attached
5	Public	Roz Katz	See attached
6	Public	Rob Davis	See attached
7	Public	Joaquin & Audrey Espinosa	See attached
8	Public	Carol Russell	See attached
9	City of Cloverdale	Mayor Todd Land	See attached
10	Public	Carol Russell	See attached
11	City of Healdsburg	Jeff Kay	See attached
12	Friends of SMART	Jack Swearingen, PhD	See attached
13	Sonoma-Marin Area Rail Transit District (SMART)	Eddy Cumins	See attached
14	Town of Windsor	Mayor Rosa Reynoza	See attached
15	Cloverdale Indivisible Steering Committee	Pam Browning, Brooke Green, Virginia Greenwald, and Vicky Groom	See attached
16	Sonoma County Transportation & Land-Use Coalition	Stephen Birdlebough	See attached
17	The Honorable Jared Huffman	Congressman Jared Huffman	See attached

From: [REDACTED]
To: [MTC; Plan BayArea Info](#)
Subject: Re: Proposed Draft Amendment to Plan Bay Area 2050
Date: Monday, August 12, 2024 3:13:32 PM

You don't often get email from zpub2000@yahoo.com. [Learn why this is important](#)

External Email

[Sonoma-Marin Rail Transit to Healdsburg](#)

I have not used the Sonoma Marin rail line - but as a person that used to live in Sebastapol for several years I totally support the idea and wish you the best of Luck. Getting more cars off of 101 both benifits drivers (less congestion) and encourages the use of Transit. I live in San Francisco and apreciate MUNI (though do not like what SFMTA has done to Valencia St, Market St and 17 St in the city) Think there Needs to be a better balance between cars, bikes and public transit. In my ideal World public transit would be Free - which would benifit those of us that still drive horseless carriages. Just some comments from an old White guy that lives in the Bayview of San Francisco.

On Monday, August 12, 2024 at 02:48:25 PM PDT, MTC <mtc.updates@service.govdelivery.com> wrote:

From:
To:
Cc:

[Plan BayArea Info; MTC-ABAG Info](#)



Subject: Plan Bay Area 2050. Railway to a Communist Takeover
Date: Tuesday, August 13, 2024 2:40:10 PM
Attachments: [image.png](#)
[Elward Statement.pdf](#)

You don't often get email from adinayfiores707@gmail.com. [Learn why this is important](#)

External Email

Good Afternoon,

This is my [feedback](#) regarding Plan Bay Area 2050. [Plan Bay Area 2050, Railway to a Communist Takeover \(substack.com\)](#)

As we continue to enslave black children in the Congo to power EV fleets, please do not claim that 'black lives matter'. I have specifically copied Rohnert Park Councilwoman Jackie Elward, a woman who immigrated from the Congo. She was adamant during her failed senate run that she wants to expedite our transition to EV. She [stated](#): *'I also support accelerating our transition to electric vehicles and investing in the needed EV infrastructure, including at apartment buildings'*. She made absolutely no mention of her people suffering in the Congo. Her husband then tried to justify this slavery on Instagram (I took screenshots). Black lives only seem to 'matter' when pandering votes during elections. My late [mother's](#) family immigrated to the U.S. from Myanmar (Burma). I would never have the audacity to sell out my own people!

Adina's Substack

Plan Bay Area 2050, Railway to a Communist Takeover

Sonoma-Marin Area Rail Transit (SMART) will likely cease operations within the next 5 years, so what are the true motives of Plan 2050?



ADINA FLORES
AUG 13, 2024

Sonoma County Supervisor [Lynda Hopkins' spouse](#) lobbies for free transit. Ms. Hopkins has

been under investigation with the FPPC for over two years (case #2022-00207). She gave her husband \$30k+ via Sonoma County BOS approved taxpayer monies, a violation of Gov. Code 1090. I am not fond of 'white saviors' who seek to destroy communities of color in exchange for profit, and ostracize constituents who refuse to align themselves fully with democratic policies.

Thank you & God Bless.

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Kindest Regards,

Adina Flores



www.linkedin.com/in/adinayflores

https://www.instagram.com/civil_rights707/

<https://californiaglobe.com/author/adina-flores/>

Transportation Questionnaire for Bay Area Candidates

March 5th, 2024 Primary Election

Name: Jackie Elward

Which office are you running for?: California State Senate District 3

1. Which counties does the jurisdiction of the office cover?

Contra Costa, Napa, Solano, Sonoma

2. Which forms of transit and active transportation (bicycling, walking, scooters, wheelchair) do you use on a regular basis and for what types of trips-- and why?

I use my car to get to work and back as it is in another city. The transit system in Sonoma County isn't the best for the location I'm living in. My high school senior uses his bike to ride to school and back.

3. Would you seek additional funding for Bay Area transit and what form of funding do you think makes sense?

I strongly support additional funding for Bay Area transit. The pandemic and shifting user behavior (like remote work) is putting extraordinary strain on transit agency finance, and they need bridge funding to maintain service while adapting to changing rider needs. I'd first seek and advocate for every penny we can from the state and federal governments and am open to other regional funding sources, including bonds and tolls.

4. Public transit in the Bay Area is highly fragmented, with 27 transit agencies, each with different fares, schedules, branding, and customer information. Do you believe it should be a priority for the region to create a well-coordinated transit system? And as an elected leader or potential member of a local transit agency board, would you support state legislation that advances a more integrated, high ridership system, even if it diminishes local control?

We absolutely need seamless mobility and strong coordination within and between systems. One of the greatest barriers to using transit is the perception of unreliability, yet almost all of us walk around with technology that, when deployed effectively by transit agencies, can provide us with precise arrivals, departures, and connections.

I acknowledge the interest and potential benefits of a fully integrated regional transportation authority, although I don't think we're close to achieving that vision yet. I appreciate that Senator Wahab has introduced legislation to further this reform, and I'd be interested in speaking with all interested parties to figure out what steps we can take to enhance seamless mobility. The number of interlocking political and institutional actors in this discussion is a lot to process, but I know that when trying to solve massive, seemingly intractable problems, it helps to break down the problem into smaller achievable steps.

5. Transportation is the largest single source of carbon emissions in California, and in the Bay Area, and the largest share of transportation emissions come from single occupancy vehicles. What are your top priorities to achieve substantial reduction in transportation-related GHG

emissions?

I support robust investments in public transit, safe sidewalks for pedestrians, and biking infrastructure. New housing should be prioritized near transit and near downtown and commercial corridors. These goals have the effect of reducing vehicle miles traveled and creating more livable communities for all of us to share.

I also support accelerating our transition to electric vehicles and investing in the needed EV infrastructure, including at apartment buildings.

6. The Bay Area still has road projects under development that would increase Vehicle Miles Traveled (VMT), greenhouse gas emissions, and air pollution. What decisions would you make about projects that increase VMT and pollution?

As we make land use decisions, our first priority should be to forge communities that are walkable, bikeable, and transit reliable for people of all comfort levels and abilities. Every new street is an opportunity for a “complete streets” approach that considers what other infrastructure should be built simultaneously, although this takes municipal planning to achieve.

7. Transit priority improvements are proven to make taking the bus faster and more reliable, while also reducing operating costs. Should local governments be able to stop transit priority improvements on local roads?

Transit priority improvements are a vital component of seamless mobility, and we absolutely need to expand their construction across the region. Should local governments have no say in where and how they're constructed? As a City Council Member, I certainly want input before major road decisions are made.

8. What do you think are the most important actions that can be taken to make public transit comfortable, accessible, and safe for all communities?

I support Ambassador programs that add eyes and ears to transit systems and help connect people with services if they need them.

Increased ridership creates a virtuous circle where more eyes and ears deter crime and abusive behavior and create increased revenue for additional cleaning and safety measures. More frequent service on smaller trains, for example, has the added benefit of increasing dependability, thus increasing ridership, while also creating fewer cars where anti-social behavior can be allowed to flourish.

9. Traffic violence and deaths in California are increasing annually; in 2021, 4,258 people died in vehicle crashes, a 10.7% increase from the prior year. If elected, what will you do to reverse the trend, increase street safety, save lives and reduce injuries in our community? What policies or specific projects would make the greatest impact?

I wish every city took seriously a Vision Zero approach to traffic fatalities. In the State Senate, I would prioritize investment in local funding for Vision Zero, traffic calming, and complete streets measures proven to reduce injuries and deaths. The greatest impact reforms are ones that reduce the speeds of cars and increase visibility for everyone.

10. What do you think are the biggest access and mobility needs for disadvantaged populations in your district, and how would you propose to solve them?

The 3rd District is pretty spread out, and transit between cities is desperately lacking. A lot of people in my decision have no choice but to drive to work, school, and/or health appointments. We need more frequent connections between communities, and that takes lots of investment.

We also have a lot of roads that are simply unsafe to walk across for anyone, let alone someone with limited mobility. More safe streets infrastructure that allows safe pedestrian crossing is needed.

11. In what circumstances do you support removing parking or repurposing vehicle travel lanes to create safer and more efficient bus, biking, and walking options? How do you propose balancing the demands of different interest groups who may disagree on how streets should be designed?

I think new California law that ends most parking minimum requirements in the state is a great step forward. Dense infill near transit, robust sidewalk and bicycle infrastructure, and places to work and thrive are a recipe for drastically reducing vehicle miles traveled or even the necessity for a car in many cases.

As for removing street parking, that needs to be considered when developing bike boulevards, rapid bus transit routes, bulb-outs, etc. There's no one-size-fits-all all approach to how to balance the needs of the community in these conversations. What all parties deserve is an open, transparent, and robust public process where the pros and cons of any given improvement are discussed, changes made as needed, and a decision is reached and followed through on.

The "Transportation Questionnaire for Bay Area Candidates for Office" is sponsored by a coalition of partners- Transbay Coalition, SPUR, Seamless Bay Area, San Francisco Transit Riders, Silicon Valley Bike Coalition, and Bike East Bay to help educate the public on these important issues.



From: [Andrea Krout](#)
To: [Plan BayArea Info](#)
Subject: FW: Plan Bay Area Amendment letter of support
Date: Friday, August 23, 2024 11:40:17 AM
Attachments: [SonomaCounty SMART PBA2050Amendment August2024 Support.pdf](#)

You don't often get email from andrea.krout@sonoma-county.org. [Learn why this is important](#)

External Email

To Whom It May Concern,

Attached please find a letter of support from Chair Rabbitt and the Sonoma County Board of Supervisors regarding Plan Bay Area 2050 amendment support.

Sincerely,

Andrea L. Krout

District Director, Supervisor David Rabbitt
Second District, County of Sonoma

575 Administration Drive, Room 100A
Santa Rosa, CA 95403
akrout@sonoma-county.org
phone: 707-565-3754

COUNTY OF SONOMA
BOARD OF SUPERVISORS

575 ADMINISTRATION DRIVE, RM. 100A
SANTA ROSA, CALIFORNIA 95403

(707) 565-2241
FAX (707) 565-3778



MEMBERS OF THE BOARD

DAVID RABBITT
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LYNDA HOPKINS
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CHRIS COURSEY
JAMES GORE

August 20, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment - Support

Dear Chair Pedroza,

On behalf of the Sonoma County Board of Supervisors, we are pleased to support the pending amendment for the Sonoma-Marin Area Rail Transit District (SMART) expansion north connecting Healdsburg to the SMART Rail and Pathway network.

SMART is experiencing unprecedented ridership growth as the pandemic and fire traumas fade and the new North Bay travel patterns emerge. Starting Spring 2025, the SMART system will cover 48- of the 70-mile voter approved railroad, with 14 stations and 37 miles of pathway open to the public. SMART is providing more service on both weekdays and weekends than was originally planned and the frequency is attracting new riders every day. When combined with SMART's new short line freight railroad services, the entire system is critical to the economic development of North Bay communities and industries.

Connecting Santa Rosa and the Sonoma County Airport Area, home to 7,700 jobs, by rail with our North Sonoma County cities is our next critical task. Completing the network will make our Santa Rosa stations perform better as they will have people commuting in from both the north and south, just as they do on Highway 101. As it stands now, SMART's Santa Rosa stations are only connected south and thus only half-utilized.

The fire, flood and pandemic disasters our county has experienced between 2017 and 2021 have shown us that to be prepared for catastrophic events we must create options for community essentials like transportation choice, housing availability, freight transport logistic options and broadband access. Every jurisdiction in Sonoma County has current State approved Housing Elements and five Sonoma County jurisdictions have received State Pro-Housing Designation.

We are working hard to grow housing options and request the MTC's support for completion of the SMART system to meet the climate friendly transportation and access needs of our residents and workers. Every community in the North Bay that can benefit from the rail and pathway asset should be given the opportunity. The investment in SMART brings opportunities and opens possibilities for families throughout our communities.

We thank you for your consideration of this Plan Bay Area 2050 amendment request to match our community's and our voters' commitment to a healthier transportation future.

Sincerely,

A handwritten signature in blue ink, consisting of several overlapping loops and a vertical line on the left side.

David Rabbitt,
Second District Supervisor, Sonoma County

CC: Sonoma County Board of Supervisors

From: [REDACTED]
To: [Plan BayArea Info](#)
Cc: district4@sonoma-county.org
Subject: Plan Bay Area 2050 Amendment
Date: Saturday, August 31, 2024 8:31:25 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

External Email

Re: Plan Bay Area 2050 Amendment

Dear Chair Pedroza,

Cloverdale Indivisible represents 186 Cloverdale residents who are concerned with significant social, economic, and environmental justice issues that impact us at the local level, as well as at the state and national levels. With our concerns in mind, we have been reviewing the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) Draft Amended Transportation Plan for the Bay Area 2050.

We were shocked and dismayed to see that the 2024 draft omits Cloverdale from the 2050 plans. As early as 1997, Cloverdale built a train station in preparation for transit coming to our community. This reflects how important SMART is to our residents. Moreover, this year we broke ground on building 75 affordable housing units – all within short walking distance from this station – in anticipation of this promised transit.

Cloverdale has been Federally designated as a historically disadvantaged community for low income and low educational attainment. For us, SMART will be a **Social and Economic Justice elevator**. SMART will help level the playing field for disadvantaged students in Cloverdale by increasing access for our students to Jr. College, colleges and universities.

SMART will open up many more job opportunities for our workforce, and it is essential for maximizing job opportunities and taking Cloverdale workers to jobs throughout the Bay Area. Buses from Cloverdale to Santa Rosa currently take 1.5 hours – too long for a reasonable commute for workers or students.

Cloverdale's economic growth has suffered greatly as a result of the Covid Pandemic. The anticipation of the SMART extension to Cloverdale will stimulate much needed development for our community.

Dropping Cloverdale from the 2050 SMART Plans is not acceptable and is a betrayal of trust. Residents of Cloverdale and the surrounding areas have been paying

the same sales taxes which support this project as the residents to our south who are already benefiting from SMART.

Residents of our community have been big supporters of SMART. The only folks who have disapproved are residents who are anti-tax, anti-transit, and who *have predicted that -while they would be taxed - SMART would never be built to Cloverdale in their lifetimes.* Wow! Please don't make them right and the rest of us stupid. What a horrible lesson that would be.

Thank you for your important consideration.

Sincerely,

Cloverdale Indivisible Steering Committee

Pam Browning, Brooke Greene, Virginia Greenwald, and Vicky Groom

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: Smart Train
Date: Monday, September 2, 2024 10:51:14 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

External Email

Why is Cloverdale not included in the plan? The smart train was sold to taxpayers as a 70 mile train from Larkspur to Cloverdale. Tax payers have been paying for 70 miles. Explain your agency omission of Cloverdale. Roz Katz

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: Smart train to Cloverdale
Date: Monday, September 2, 2024 3:00:59 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

External Email

I was sent a notice that MTC/ABAG is including an amendment to the Plan, extending Sonoma-Marín Area Rail Transit (SMART) to Healdsburg, but not to Cloverdale. We voted for the SMART train's tax with the agreement that the SMART train would go to Cloverdale. I planned on using the service extensively. Cloverdale built a depot well over a decade ago and now I learn the SMART is abandoning their plans to provide service. I am not only greatly disappointed but truly feel betrayed by SMART.

I trust you will review your plan and continue to support the Cloverdale service.

Rob Davis

(resident of Cloverdale since 1978)

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: SMART
Date: Monday, September 2, 2024 4:19:53 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

External Email

**COMMITTEE MEMBERS:
CLOVERDALE, BEING THE MOST NORTHERNLY, OF SONOMA COUNTY CITIES, IS IN CRITICAL NEED OF ADVANCED AND TIMELY RAIL SERVICE. THAT IS WHY THE SMART TRAIN NEEDS TO COME TO CLOVERDALE AND SERVE IT'S APPROXIMENT 9,000 RESIDENTS. THERE IS ALSO UNDER CONSTRUCTION OR IN THE PLANNING STAGE, THE BUILDING OF 348 HOMES AT HE SOUTHERN END OF TOWN.
CLOVERDALE HAS THE TRAIN STAIN THE POPULACE AND THE NEED FOR TIMELY AND EFFICIENT RAIL SERVICE. DO NOT LEAVE US OUT OF YOUR PLANS.
SINCERELY, JOAQUIN & AUDREY ESPINOSA**

[REDACTED]

Carol Russell



September 4, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
info@planbayarea.org

Attn: Plan Bay Area 2050+ Comments

Dear Commissioner Pedroza:

During my 12 years on Cloverdale City Council, I served in many capacities - one of which was as a member of the SMART Board.

Cloverdadians had worked hard across the Northern part of the County to see that the SMART initiative was passed. Since then, we have been paying the required taxes to help keep SMART alive and growing. When changes in the economy challenged the plans for the development of the rail line, the possibility of putting Cloverdale on the "back burner" or eliminating it had to be seriously considered. I took a stand defending Cloverdale as a viable part of Sonoma County and future transportation.

When the Board took the vote, Cloverdale was included and has remained a part of the plan ever since.

Ours is a small town surrounded by rural County area and we often have to work hard to keep recognition and inclusion for ourselves and those around us. Even with the threat of exclusion, Cloverdadians, as we are all considered, have not panicked or turned bitter. Rather, even during difficult economic times, we continue to work supporting SMART for the community.

Please include Cloverdale as an end point when you amend your Plan Bay Area 2050+. We are part of the County and the Bay Area with a valuable potential ridership. We have been involved in SMART at a deep level from the beginning, working for it and supporting it even though at this point in time there are few benefits.

Thank you for giving us your time and consideration,

A handwritten signature in blue ink that reads "Carol Russell".

Carol Russell

From: [David Kelley](#)
To: [Plan BayArea Info](#)
Cc: [Todd Lands](#); [Kevin Thompson](#); [Derrick Montanye](#); [Melanie Bagby](#); ecumins@sonomamarintrain.org
Subject: City of Cloverdale's Support for the Plan Bay Area 2050 Amendment – SMART Rail Extension to Healdsburg
Date: Wednesday, September 4, 2024 12:55:02 PM
Attachments: [Cloverdale SMART Plan Bay Area Amendment August 2024 Support Letter.pdf](#)

You don't often get email from dkelley@ci.cloverdale.ca.us. [Learn why this is important](#)

External Email

Dear Commissioner Pedroza and Members of the MTC,

On behalf of the City of Cloverdale, I am pleased to submit the attached letter signed by Mayor Todd Lands, expressing our strong support for the proposed amendment to Plan Bay Area 2050. This amendment will extend the Sonoma-Marín Area Rail Transit (SMART) passenger rail to Healdsburg, with a vision for further expansion to Cloverdale.

The extension is critical to advancing our shared goals of reducing greenhouse gas emissions, improving regional connectivity, and enhancing access to housing and economic opportunities for disadvantaged communities.

Please feel free to contact me if any further information or clarifications are needed. Thank you for your time and consideration.

Attachment: City of Cloverdale Support Letter for Plan Bay Area 2050 Amendment – SMART Rail Extension to Healdsburg

Best regards,
David Kelley
City of Cloverdale

David J. Kelley | City Manager
City of Cloverdale
124 N. Cloverdale Blvd.
Cloverdale, CA 95425
(707) 894-1710 | www.cloverdale.net



August 29, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment – City of Cloverdale Support

Dear Chair Pedroza,

On behalf of the City of Cloverdale, we are pleased to support the pending amendment to Plan Bay Area 2050 for the Sonoma-Marin Area Rail Transit District (SMART) expansion north with the next step of connecting Healdsburg to the SMART Rail and Pathway network. The City of Cloverdale would like to take this opportunity to urge you to support for amending Plan Bay Area 2050 to include completing the entire SMART Rail and Pathway network to Cloverdale.

The City of Cloverdale has long been a proponent of the return of freight and passenger rail services to our rural, agricultural and hard-working community. Cloverdale was originally established and developed around rail service and believes the future of California depends on a network of rail to support equitable access to housing and opportunity, economic vitality, lowering of greenhouse gas emissions and protection of our climate. Cloverdale has worked hard to support the Federal, State and Regional goals to reduce emissions, particularly from transportation, including developing a transit-oriented district around the future SMART Station and our Downtown (Cloverdale SMART Station Area/Downtown Plan, July 2010)..

Our rural community is also committed to helping recover from the recent years of devastating wildfires and housing loss by supporting those who have been and will continue to be displaced. We work hard to support infill housing opportunities to address our ongoing housing shortage crisis. Many in the development community have conveyed their interest in creating more housing in Cloverdale, but only if SMART's services are extended further towards our city. Our first 75 affordable housing units are being constructed today in our "transit-oriented development" zone, with no train to support the community's investment in infrastructure improvements.

Our community is facing difficult economic conditions and our voters are being asked to pass a sales tax this fall supporting basic community services. We recognize our future will continue to be filled with challenges such as creating more housing, ensuring ample broadband access, providing wildfire evacuation options, sourcing sufficient water and providing transportation options that allow our economy to thrive and people to have access to opportunity in a way that has minimal environmental impact. Extending SMART to our community can help us meet those challenges and create more high-quality transit access connections for California's North Coast.

Cloverdale has Federal designation as a historically disadvantaged community for low income and low educational attainment, which could be solved by high quality, affordable rail access to economic and educational opportunities. The State of California is planning to create an intercity-bus hub at the Cloverdale SMART station to improve connectivity for the North Coast of California, including Mendocino County and others that have been declared federal Areas of Persistent Poverty. North Sonoma County from Healdsburg to the Mendocino County line, twenty miles, has rural designation, making Cloverdale to Healdsburg rail a unique opportunity for rural federal rail investment, if SMART's Cloverdale extension is included in the regional transportation plan.

We thank you for your consideration of the Plan Bay Area amendment to match our voters' commitment to a healthier transportation future by including the entire SMART Rail and Pathway network to Cloverdale in Play Bay Area 2050.

Sincerely,

Todd Lands
Mayor

c:

Honorable Jared Huffman, US Congressman

Mike McQuire, Senate President Pro Tempore

James Woods, Assembly Speaker pro Tempore, District 2

Cloverdale City Council

James R. Cameron, Executive Director Sonoma County Transportation Authority

From: [David Kelley](#)
To: [Plan BayArea Info](#)
Cc: [Todd Lands](#); [Kevin Thompson](#); [Derrick Montanye](#); [Melanie Bagby](#); ecumins@sonomamarintrain.org
Subject: RE: City of Cloverdale's Support for the Plan Bay Area 2050 Amendment – SMART Rail Extension to Healdsburg
Date: Wednesday, September 4, 2024 3:22:55 PM
Attachments: [Cloverdale SMART Plan Bay Area Amendment August 2024 Support Letter.pdf](#)

You don't often get email from dkelley@ci.cloverdale.ca.us. [Learn why this is important](#)

External Email

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Attachment: City of Cloverdale Support Letter for Plan Bay Area 2050 Amendment – SMART Rail Extension to Healdsburg

David J. Kelley | City Manager

City of Cloverdale
124 N. Cloverdale Blvd.
Cloverdale, CA 95425
(707) 894-1710 | www.cloverdale.net



From: David Kelley
Sent: Wednesday, September 04, 2024 12:54 PM
To: info@planbayarea.org
Cc: Todd Lands <tlands@ci.cloverdale.ca.us>; Kevin Thompson <kthompson@ci.cloverdale.ca.us>; Derrick Montanye <dmontanye@ci.cloverdale.ca.us>; Melanie Bagby <mbagby@ci.cloverdale.ca.us>; ecumins@sonomamarintrain.org
Subject: City of Cloverdale's Support for the Plan Bay Area 2050 Amendment – SMART Rail Extension to Healdsburg

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Best regards,
David Kelley
City of Cloverdale

David J. Kelley | City Manager
City of Cloverdale
124 N. Cloverdale Blvd.
Cloverdale, CA 95425
(707) 894-1710 | www.cloverdale.net



August 29, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment – City of Cloverdale Support

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We thank you for your consideration of the Plan Bay Area amendment to match our voters' commitment to a healthier transportation future by including the entire SMART Rail and Pathway network to Cloverdale in Play Bay Area 2050.

Sincerely,



Todd Lands
Mayor

c:

Honorable Jared Huffman, US Congressman

Mike McGuire, Senate President Pro Tempore

Jim Wood, Assembly Speaker pro Tempore, District 2

Cloverdale City Council

James R. Cameron, Executive Director Sonoma County Transportation Authority

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: Cloverdale Smart Train
Date: Thursday, September 5, 2024 9:22:25 AM

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External Email

Dear Commissioner Pedroza:

During my 12 years on Cloverdale City Council, i served in many capacities - one of which was as a member on the SMART Board.

Cloverdaliens had worked hard across the Northern part of the County to see that the SMART initiative was passed. Since then, we have been paying the required taxes to help keep SMART alive and growing. When changes in the economy challenged the plans for development of the rail line, the possibility of putting Cloverdale on the “back burner” or eliminating it had to be seriously considered. I took a stand defending Cloverdale as a viable part of Sonoma County and future transportation.

When the Board took the vote, Cloverdale was included and has remained a part of the plan ever since.

Ours is a small town surrounded by rural County area and we often have to work hard to keep recognition and inclusion for ourselves and those around us. Even with the threat of exclusion, Cloverdaliens, as we are all considered, have not panicked or turned bitter. Rather, even during difficult economic times, we continue to work supporting SMART for the community.

Please include Cloverdale as an end point when you amend your Plan Bay Area 2050+. We are a part of the County and Bay Area with a valuable potential ridership. We have been involved in SMART at a deep level from the beginning, working for it and supporting it even though at this point in time there are few benefits.

Thank you for giving us your time and consideration,

Carol Russell

From: [Raina Allan](#)
To: [Plan BayArea Info](#)
Subject: Proposed Draft Amendment to Plan Bay Area 2050 - Letter of Support
Date: Thursday, September 5, 2024 3:27:38 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[Plan Bay Area 2050 Amendment Letter.pdf](#)

You don't often get email from rallan@healdsburg.gov. [Learn why this is important](#)

External Email

Good Afternoon,

Attached, please find a letter of support for the proposed amendment to Plan Bay Area 2050. Please let me know if you have any questions.

Thank you,

RAINA ALLAN, CMC, CPMC | City Clerk/Public Information Officer

City of Healdsburg | City Manager's Office

401 Grove Street, Healdsburg, CA 95448

Office: (707) 431-3316

rallan@healdsburg.gov | healdsburg.gov





CITY OF HEALDSBURG
CITY MANAGER'S OFFICE

401 Grove Street
Healdsburg, CA 95448-4723

Phone: (707) 431-3317
Fax: (707) 431-3321

Visit us at www.healdsburg.gov

VIA EMAIL

September 5, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment - Support

Dear Chair Pedroza,

On behalf of the City of Healdsburg, we are pleased to support the pending amendment for the Sonoma-Marin Area Rail Transit District (SMART) expansion north connecting Healdsburg to the SMART Rail and Pathway network.

Despite the fire and pandemic challenges of the last few years, the City of Healdsburg continues to work diligently in preparation for the arrival of SMART rail services. We are all working hard to meet our regional housing goals and build up our stock of affordable housing, which for us includes committing millions of local dollars and providing access to good paying jobs located along the SMART corridor.

Our employers and businesses need workers and visitors to be able to get to Healdsburg by rail - reliably, affordably and in an environmentally friendly manner, without overburdening our constrained parking supply. The extension of SMART rail services through the northern half of Sonoma County is critical to the continued efforts of our city and our neighboring communities to grow in a sustainable manner. We are committed to building affordable housing and workforce housing and providing climate friendly transportation options for our residents to get to school, work and recreational activities in our neighboring communities. Our recent California Pro-Housing designation is one progress step towards fulfilling our community's local and regional housing needs.

We thank you for your consideration of this request to match our voters' commitment to a healthier transportation future.

Sincerely,

Jeff Kay, City Manager
City of Healdsburg

From: [Jack](#)
To: [Plan BayArea Info](#)
Subject: Comments on Plan Bay Area 2050 Amendment
Date: Thursday, September 5, 2024 5:06:48 PM
Attachments: [FoS Comments on PBA2050.pdf](#)
Importance: Low

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External Email

Dear Colleagues at MTC:

Friends of Sonoma Marin Area Rail Transit (SMART) are pleased to be able to submit our thoughts regarding the proposed Amendment to Plan Bay Area 2050. It is a good step in the right direction.

Cordially.

Jack Swearingen, Chair

Friends of SMART

Web friendsofsmart.com

Email friendsofsmart@sbcglobal.net



FRIENDS OF SMART

Metropolitan Transportation Commission
Attn: Plan Bay Area 2050 Comments
375 Beale Street, Suite 800 San Francisco, CA 94105

September 5, 2024

Dear Colleagues at MTC:

The local cities of Petaluma and Novato each attract day-trippers from Marin and Sonoma Counties as well as from the rest of the Bay Area. But the wine country that extends northward from Santa Rosa into Mendocino County provides an international tourist draw as well as a favored destination for residents from all over the greater Bay Area. The tourism and visitor revenue potential for SMART can offset much or all of the public cost of extending the tracks to Healdsburg. “Show me the numbers”, you may reply. I remind you of something we already know--if we are honest and open about it—that *all* forecasting is fraught with uncertainty because it depends critically upon assumptions, and its’ ally, judgement. I have thirty years’ experience forecasting the lifetimes of engineering materials and structures, and twenty years’ experience pondering SMART’s long-term future. In terms of process thinking and the overweening influence of assumptions, forecasting is very similar across most applications.

A few years ago—just before the Covid Pandemic—my wife and I rode a SMART train from Santa Rosa to “The City” for an outing. For us the train and ferry rides were part of the fun. We ate a tasty lunch in the Ferry Building and then strolled through the building looking at the variety of shops and restaurants. We noticed a cluster of people gathered around a “sign board” and chatting. My curiosity was stimulated by theirs, so I strolled over to see what the attraction was. Turns out it was an invitation to the Napa Valley Wine Train, and judging by the spoken languages, the group was comprised of Asians and Europeans.

The ad was inviting, and my thoughts turned to the SMART Train. Why couldn’t SMART offer such a service in Sonoma and Marin counties? We have a smoother and equally scenic train ride, plenty of boutique wineries, many equipped with food and covered patios. Wineries not within walking distance of a station doubtless will seize the opportunity by operating private shuttles.

The Napa Wine Train has all these attributes. What can SMART bring to the table as a new enticement? There is the issue of affordability as the SMART train is a public conveyance, family affordable and kid friendly. And then there is the Golden Gate (Larkspur) Ferry experience, of course! What could be better than a scenic ferry boat ride followed by a train ride to the wineries--or even an overnighter to historic Santa Rosa, Windsor, Healdsburg or further north?

A scientist and engineer such as me must write very carefully if he dares to venture far from quantitate arguments. But after reading the pro or con reasons put forward to date about SMART’s Healdsburg extension, I was compelled to write the foregoing “platform.” And to remain consistent and to retain my readers’ interest I shall briefly summarize the host of ancillary issues that could be included at the cost of major increase in word count. Much of it is well-known to sustainable transportation and land use advocates.

1. The platform or foundational principle for this commentary is that highway-based transportation is not sustainable from most major perspectives: energy consumption,



FRIENDS OF SMART

- pollution, land use, economics, and social costs. Every single trip or shipment made by rail instead of highway brings a reduction in energy use and pollution.
2. Rail has long been the agent of efficient land use—in contrast to highways, which are the agent of sprawl. Los Angeles Basin, of course, is the poster child for this truth.
 3. Population growth: Global warming will make coastal California increasingly attractive as a place to live.
 4. Personal recreation--as exemplified by the Great Redwood Trail--must not impair efficient and environmentally superior transportation of goods and services.
 5. SMART Rail to Healdsburg is a steppingstone to restoring rail to Mendocino County—including at minimum a truck-to-train transfer facility at Willits.
 6. I have emphasized the economic development side of tourism. But the revenue gained from tourism also will make SMART more financially sustainable, perhaps reducing its need for future transit subsidies (i.e., funding from MTC).
 7. For all these reasons it is more important to get SMART to Healdsburg than to build or refine freeway on-ramps and off-ramps.

Friends of SMART hope that you will factor these” out-of-the box” comments on the Amended Plan Bay Area 2050 draft.

Submitted on behalf of Friends of SMART by

Jack Swearingen, PhD.

Professor and Chair of Engineering (Ret.), Washington State University Vancouver

Chair, Friends of SMART

Web friendsofsmart.com

Email friendsofsmart@sbcglobal.net

From: [Joanne Parker](#)
To: [Plan BayArea Info](#); [Andrew Fremier](#)
Cc: [Eddy Cumins](#)
Subject: SMART - Amendment Support Letter
Date: Monday, September 9, 2024 1:13:20 PM
Attachments: [image001.png](#)
[SMART_PBA2050Amendment_September2024_Support.pdf](#)

You don't often get email from jparker@sonomamarintrain.org. [Learn why this is important](#)

External Email

Andy,

On behalf of Eddy, please find PBA2050 Amendment support letter attached.

Thank you,

Joanne Parker

Grants & Legislative Affairs Manager
Sonoma-Marín Area Rail Transit District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Main: 707-794-3330
Fax: 707-794-3037

www.sonomamarintrain.org



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Eric Lucan, Chair
Marin County Board of Supervisors

Melanie Bagby, Vice Chair
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Chris Coursey
Sonoma County Board of Supervisors

Rachel Farac
Transportation Authority of Marin

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors' and
Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

Eddy Cumins
General Manager

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

September 9, 2024

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment - Support

Dear Mr. Fremier,

On behalf of the Sonoma-Marin Area Rail Transit District (SMART) and the communities we serve, I am writing to express support for the pending Plan Bay Area amendment for the SMART expansion connecting Healdsburg to the SMART Rail and Pathway network.

SMART is experiencing ridership higher than ever before, currently 30% higher than pre-pandemic. We have implemented multiple changes to adapt to the new post-pandemic travel patterns, including increased weekday and weekend frequency, improved first and last mile solutions, and free fares for youth and seniors. Additionally, SMART is well known for clean and safe trains with an impressive 96% on-time performance rate. This combination of improvements and sustained performance has enabled SMART to have the highest ridership recovery rate in the Bay Area and the second highest among Commuter Rail agencies in the country.

In the past few months, SMART has broken all-time records for monthly ridership, weekday ridership, weekend ridership, bicycles carried onboard, and monthly passenger miles travelled. SMART has strong bi-directional commute patterns and trip origins and destinations spread throughout the corridor; post-pandemic, demand has grown rapidly for off-peak and weekend travel, with midday train loads rivaling commute hours during the summer months. Youth and senior ridership of SMART has soared in recent months, estimated to make up nearly half of SMART's daily ridership, mirroring the demographic of the counties.

Thanks to the Metropolitan Transportation Commission (MTC) for conducting a regional onboard transit survey, including on the SMART system, during the period of September 2023 through February 2024. Results from that survey show a third (32%) of SMART riders responding earn less than \$60,000 in household income annually and over half of riders (54%) earn less than \$100,000 annually.

SMART is actively expanding the rail and path system today. The Petaluma North infill station started construction in November 2023 and will be open for revenue service at the end of 2024. The Windsor rail and pathway (3.1-mile) extension re-started construction in November 2023 and will be open for service in late Spring 2025. Over 9-miles of SMART Pathway/Great Redwood Trail segments are currently under construction and anticipated to open around the end of 2024, bringing the total completed pathway to 38-miles. Many of these pathway segments cross significant barriers and safely connect communities across our corridor where no pedestrian/bike path of travel currently exists. Thank you to MTC, which has been a strong partner in funding these critical pathway projects, including regional Active Transportation Program and One Bay Area (Quick Strike) grant funds.

We hear every day from our constituents onboard the trains and in each of our communities about the regional significance of the SMART system. In addition to providing a climate friendly transportation option, the SMART system provides access to opportunity, supports economic development, and extends the reach for businesses seeking employees. Amending the Healdsburg extension into Plan Bay Area 2050 will enable SMART to compete for funds and ultimately construct this critical segment further strengthening the SMART system.

Thank you for this consideration of amending Plan Bay Area 2050 so that the region and the North Bay can have a healthier transportation future.

Sincerely,



Eddy Cumins
General Manager

C: SMART Board of Directors

From: [Irene Camacho-Werby](#)
To: [Plan BayArea Info](#)
Subject: Letter of Support for Plan Bay Area 2050 Amendment from the Town of Windsor, California.
Date: Tuesday, September 10, 2024 5:16:48 PM
Attachments: [image001.png](#)
[image003.png](#)
[2024-09-10 - Windsor Support of SMART Expansion North of Windsor.pdf](#)

You don't often get email from iwerby@townofwindsor.com. [Learn why this is important](#)

External Email

Dear Metropolitan Transportation Commission Chair Pedroza,

Please find attached a letter of support for Plan Bay Area 2050 Amendment from the Town of Windsor, California.

Sincerely,

Irene Camacho-Werby, MMC, EMPA

Town Clerk/Public Information Officer | Town of Windsor

9291 Old Redwood Hwy., Bldg. 400, Windsor, CA 95492

iwerby@townofwindsor.com | Office (707) 838-5315 | Office Cell (707) 239-9768

Hours: Monday – Thursday 7am-6pm, Closed every Friday



Town of Windsor
9291 Old Redwood Hwy
P.O. Box 100
Windsor, CA 95492

Mayor
Rosa Reynoza

Vice Mayor, District 4
Tanya Potter

Councilmember District 3
Debora Fudge

Councilmember District 2
Sam Salmon

Councilmember District 1
Mike Wall

Town Manager
Jon Davis

September 10, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment - Support

Dear Chair Pedroza,

On behalf of the Town of Windsor, we are pleased to support the pending amendment for the Sonoma-Marín Area Rail Transit District (SMART) expansion north connecting Healdsburg to the SMART Rail and Pathway network.

SMART is experiencing unprecedented ridership growth as the pandemic and fire traumas fade and the new North Bay travel patterns emerge. Starting Spring 2025, the SMART system will cover 48- of the 70-mile voter approved railroad, with 14 stations and 37 miles of pathway open to the public. SMART is providing more service on both weekdays and weekends than was originally planned and the frequency is attracting new riders every day. When combined with SMART’s new short line freight railroad services, the entire system is critical to the economic development of North Bay communities and industries.

SMART’s Windsor extension construction is fully underway, and our community is excited by the opportunity the railroad brings. The old railroad tracks that have been a physical presence in our town since our inception are on the cusp of providing modern public benefits. Since 2001, the Town of Windsor has been preparing for the return of passenger rail through the development of the award-winning Town Green Village and supporting walkable housing development. Windsor has a certified Housing Element and has received California Pro-Housing designation. We have developed a long-standing commitment to creating a healthy and diverse community. The operating railroad, connecting Windsor with our neighbors to the south and to the north, is a keystone component of this planning initiative.

Our Windsor businesses look forward to the extension of SMART rail service north to expand reach for employees, attract new customers and visitors, and ultimately drive economic growth in an environmentally sustainable manner.

We thank you for your consideration of this TIRCP request to bring SMART to our neighbors to the north and to match our voters’ commitment to a healthier transportation future. And we cordially invite you to visit us when the train arrives in 2025.

Sincerely,

Rosa Reynoza
Mayor

CC: Town Council

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: SMART Plans Must Include CLOVERDALE
Date: Wednesday, September 11, 2024 1:22:00 PM

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External Email

Commissioner Alfredo Pedroza, Chair Metropolitan Transportation Commission Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Plan Bay Area 2050 Amendment

Dear Chair Pedroza,

Cloverdale Indivisible represents 180 Cloverdale residents who are concerned with significant social, economic, and environmental justice issues that impact us at the local level, as well as at the state and national levels. With these concerns in mind, we have been reviewing the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) Draft Amended Transportation Plan for the Bay Area 2050.

We were shocked and dismayed to see that the 2024 draft omits Cloverdale from the 2050 plans. As early as 1997, Cloverdale built a train station in preparation for transit coming to our community. This reflects how important SMART is to our residents. Moreover, this year we broke ground on building 75 affordable housing units — all within short walking distance from this station — in anticipation of this promised transit.

Cloverdale has been Federally designated as a historically disadvantaged community for low income and low educational attainment. For us, SMART will be a *Social and Economic Justice elevator*. SMART will help level the playing field for disadvantaged students in Cloverdale by increasing access for our students to Jr. College, colleges and universities.

Smart will open up many more job opportunities for our workforce, and it is essential for maximizing job opportunities and taking Cloverdale workers to jobs throughout the Bay Area. Buses from Cloverdale to Santa Rosa currently take 1.5 hours — too long for a reasonable commute for workers or students.

Cloverdale's economic growth has suffered greatly as a result of the Covid Pandemic. The anticipation of the SMART extension to Cloverdale will stimulate much needed development for our community.

Dropping Cloverdale from the 2050 SMART Plans is not acceptable and is a betrayal of trust. Residents of Cloverdale and the surrounding areas have been paying the same sales taxes which support this project as the residents to our south who are already benefitting from SMART.

Residents of our community have been big supporters of SMART. The only folks who have disapproved are residents who are anti-tax, anti-transit, and who *have predicted that — while they would be taxed — SMART would never be built to Cloverdale in their lifetimes*. Wow! Please don't

make them right and the rest of us stupid. What a horrible lesson that would be.

Thank you for your important consideration.

Sincerely,

Cloverdale Indivisible Steering Committee
Pam Browning, Brooke Green, Virginia Greenwald, and Vicky Groom

Cc:

Honorable Jared Huffman, US Congressman

Mike McGuire, Senate President Pro Tempore

Jim Wood, Assembly Speaker pro Tempore, District 2

Cloverdale City Council

James R. Cameron, Executive Director Sonoma County Transportation Authority

From: [REDACTED]
To: [Plan BayArea Info](#)
Subject: PBA 2050 Comments - Funding for SMART Extension to Healdsburg | SCTL
Date: Wednesday, September 11, 2024 3:13:26 PM
Attachments: [LTR to MTC - SMART to Healdsburg 9-11-24.docx](#)

[You don't often get email from [REDACTED]. Learn why this is important at [REDACTED].]

External Email

Greetings MTC Commissioners and staff—

Attached are comments in support of Plan Bay Area 2050 funding to extend SMART service to the City of Healdsburg.

Please acknowledge receipt of this comment letter.

Stephen Birdlebough, Chair, Sonoma County Transportation & Land-Use Coalition

[REDACTED]



SONOMA COUNTY TRANSPORTATION & LAND-USE COALITION

September 11, 2024

Metropolitan Transportation Commission
Attn: Plan Bay Area 2050 Comments
375 Beale Street, Suite 800
San Francisco, CA 94105

Via Email info@planbayarea.org

Re: Plan Bay Area 2050 Amendment: Sonoma-Marin Rail Transit to Healdsburg

Dear Commissioners and Staff:

For three decades the Sonoma County Transportation and Land-Use Coalition has advocated for active transportation and transit-oriented developments in the North Bay of San Francisco. We support the proposed amendment of Plan Bay Area 2050 to provide the essential funding for extension of Sonoma Marin Area Rail Transit (SMART) passenger and freight rail service to the City of Healdsburg.

Since SMART rail service began in 2017 the train has become an important element of the North Bay's economy. There have been notable increases in ridership as more people discover that the train provides a reliable alternative to driving. We have observed significant increases in the construction of multi-story, transit-oriented housing, and we expect freight operations to begin taking more trucks off the road as the tracks extend further north. The train is proving to be a vital transportation asset for the region. Extension of service to Healdsburg is an important step toward unlocking opportunities for people and businesses located along the entire SMART corridor.

SCTL C - 684 Benicia Drive, Apt 63, Santa Rosa, CA 95409 – 707-576-6632
scb.affirm@gmail.com

The SMART train has been a long time in the making with a massive display of support community wide. Funding that enables SMART to extend its reach is likely to become increasingly important as our nation's population discovers the advantages of residing in a Mediterranean climate. In view of the value of passenger and freight rail service for the area between Windsor and Healdsburg, we think it is worthwhile to postpone some funding for other Sonoma County projects and programs, in favor of enabling rail service to reach the Healdsburg Station.

Please get in touch with us if you desire any further information. Our phone number is 707-576-6632. Thank you for your hard work in keeping the Plan Bay Area current.

Cordially,

Stephen Birdlebough, Chair, Sonoma County Transportation & Land-Use Coalition

From: [Callaway, Jenny](#)
To: [Plan BayArea Info](#); [Andrew Fremier](#)
Cc: [CAScheduling, Huffman](#); [shane.trimmer](#)
Subject: Letter from Congressman Huffman
Date: Thursday, September 12, 2024 12:45:06 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[09.11.24 Rep. Huffman support for Bay Area Plan 2050 Amendment and 2050+.pdf](#)

You don't often get email from jenny.callaway@mail.house.gov. [Learn why this is important](#)

External Email

Attached please find a letter from Congressman Jared Huffman re: Bay Area Plan 2050 Amendment and the Bay Area Plan 2050+. Please confirm receipt.

Best,
Jenny



Jenny Callaway (she/her)

Senior Advisor & Director of Community Initiatives
Office of Congressman Jared Huffman
Phone: 415-258-9657
Email: jenny.callaway@mail.house.gov
999 5th Avenue, Suite 290
San Rafael, CA 94901
www.huffman.house.gov



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2ND DISTRICT, CALIFORNIA

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Congress of the United States
House of Representatives
Washington, DC 20515-0502

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ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS,
AND EMERGENCY MANAGEMENT

September 11, 2024

Commissioner Alfredo Pedroza, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Chairman Pedroza:

I am writing to support the pending Plan Bay Area amendment for the Sonoma-Marin Area Rail Transit District (SMART) expansion north connecting Healdsburg to the SMART Rail and Pathway network. Additionally, I encourage you to include the completion of the SMART system through Cloverdale in Plan Bay Area 2050+ to enable SMART to compete for federal funds for implementation of this long-needed project.

SMART is experiencing unprecedented growth in ridership, passenger miles traveled, and bicycles carried onboard, while providing more service on both weekdays and weekends than was originally planned and attracting new riders every day. SMART has also added new short line freight railroad services. SMART continues to be critical to the economic development of North Bay communities and industries.

SMART's Petaluma infill station will be open for revenue service at the end of 2024 and the Windsor extension will be open for service late Spring 2025. This expansion of SMART will allow for my rural constituents to share the same benefits as my urban constituents. Toward this goal, the old railroad tracks that bisect Healdsburg and the Alexander Valley need to be modernized to unlock the transportation, public health, economic opportunity, and climate and resilience benefits for Northern Sonoma County's Bay Area communities.

Further, the Northern Sonoma County area is also home to federally designated Tribal Nations and includes elder and other tribal housing, tribal offices and gaming facilities, including Cloverdale Rancheria Band of Pomo Indians, Dry Creek Rancheria Band of Pomo Indians, Lytton Band of Pomo Indians and Kashia Band of Pomo Indians of Stuarts Point Rancheria. Additionally, the City of Cloverdale is a Historically Disadvantaged Community, and, just a few miles away, Mendocino County is an Area of Persistent Poverty.

This project is a priority for my constituents and will have environmental, economic development, affordable access and public health benefits for the communities of my district. Thank you for your full and fair consideration of Plan Bay Area 2050's amendment to include the remainder of the SMART system north to Healdsburg, and for the Plan Bay Area Update 2050+ to complete the system all the way to Cloverdale for the mutual benefit of the region and in particular my rural constituents who have been waiting for years for SMART service to include them. Please contact my Senior Advisor and Director of Community Initiatives Jenny Callaway at 415-258-9657 if you need additional information.

Sincerely,



JARED HUFFMAN
Member of Congress

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SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

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