

Marin Workshop — May 11, 2011

Plan Bay Area Participant Comment Sheet

Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
Marin	Why is Novato not represented. Is that (end of comment)
Marin	Much is flood plain. Southern Marin has no plans for rail transit.
Marin	What you call rural mixed-use is what Marin should be and is. Not what is shown as transit neighborhoods. MTC has Marin wrong.
Marin	Live in Mill Valley. Place types for Southern Marin are not really "transit neighborhoods" along 101 - more like nodes. Work in San Rafael - very appropriate as City Center type. Works well: densities associated with transit, services, shopping, etc.
Marin	I live in a senior residents with 4 levels of care and living in independent living, there is Safeway Market across street, Methodist church next door, community center 2 blocks away, high school across the street, middle school just beyond the church, walkable stores available, and still 1 3/4 mile bay trail for lovely exercise walking behind.
Marin	Selected housing authority sites are in flood plain or adjoining in Southern Marin. Shoreline highway - only transit in summer mos beach shuttle to help in a small way to reduce transportation stall. If a level of service H is really F. County wide plan counts <u>did not</u> use weekend count for peak use. SSNRA does have counts.
Marin	Terra Linda works surrounded by open space. Mixed- single family - small lots, apartments, co-op apartments, local shopping center, churches, recreation center, several senior housing complexes
Marin	The place types and growth areas are a lot of foolishness - this exercise is too abstract and divorced from the real world.
Marin	Completely unrealistic, assuming affordable housing will use transit when financially they have more money to spend on a car. Housing areas designated where political and legal strength is lacking. Planning Commission, Supervisors, Builders and the famous non-profits are all totally corrupt being influence and using ABAG as their club.
Marin	Rural mixed-use corridor, middle income single-family oriented neighborhood. It
Marin	Projections not based on good methodology- assumptions are highly questionable. Too many new jobs assigned to Marin. Don't need more jobs! Existing businesses need support. We're losing jobs because they don't have enough customers (online shopping!)
Marin	Downtown has no room so I can't say.
Marin	Business's have mixed-use. Business moved to area where the people live. Close to business.
Marin	Affordable housing must be fairly dispersed in all areas - not just along corridors - to fully share the burden. Low income should not be condenses together, this propagates crime.
Marin	Limited growth should occur in Marin.
Marin	I don't want any of your "Place Types". Give me better options.
Marin	Don't like it - looks like East Bay. Novato/Marin was built as a bedroom community - you can't switch it back to the "new model" and hope that everyone will get out of their cars.
Marin	Novato was not planned as a transit corridor, and cannot successfully be turned into a high-density transit corridor without destroying property values.
Marin	They are under-developed and just fine that way.
Marin	Like the growth/dev of city center to include more family-oriented housing options + building of 101 corridor area + dev of some green space if necessary to accommodate population growth
Marin	County leave little potential. San Rafael's make sense. Novato should have 3 PDAs - North Novato, Downtown, Hamilton
Marin	County's PDAs (#1) are not realistic - wetlands, lack of access, existing single-family areas. Novato needs PDAs (Downtown, Redwood Corridor, Fireman's Fund). Hamilton should be a transit neighborhood. Larkspur Landing and ferry terminal (illegible) a PDA.
Marin	We are mostly homes in an area with much open space but very limited "services" in walkable distance.
Marin	In-fill is needed near existing transit to make it more economically feasible.
Marin	The place types generally are accurate. Some locations for additional sites: 1) Grant Ave (near SMART station). Novato (m/u). 2) Sir Francis Drake Blvd (m/u) 3) Larkspur - near SMART station (transit town center?). Growth opportunity at San Quentin - not realistic if prison still operating.
Marin	More mixed-use corridors
Marin	Too much low income in Marin City. Need equity in the County. Novato is a perfect place for development along the corridor.

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Marin	Could be much more transit oriented dev along Miracle Mile and Sir Frances Drake Blvd all the 101 corridor - up through Novato
Marin	Downtown Novato should be a Transit Town Center. San Quentin doesn't seem to have growth opportunity unless the state buys in.
Marin	I live at the edge of the bay on filled land. The levees need to be raised.
Marin	I think the place types, while appropriate for most neighborhoods, were appropriately categorized, they are all concentrated in one area.
Marin	The goal for downtown San Rafael is not aggressive enough. Looking towards 2035, San Rafael needs to become a regional center like San Jose. Developed in a way that attracts current suburban residents to move into a more urbanized, energy efficient lifestyle.
Marin	No possibility to determine what this means to the individual. We, in Marin, want to sustain quality of our life as it - as it has grown organically.
Marin	Why no PDAs/GOAs in Novato? San Quentin would be great for affordable housing - already a lot of higher density housing, ferries, good views (why should only the wealthy get city views?)
Marin	Let's sustain Marin as a unique community that grew organically - took time to develop.
Marin	Good. Make sense. San Quentin ideal for high density.
Marin	I don't know what a place type is. I live in a rural/agricultural area. Tourism is high. Homes and rentals are <u>very</u> scarce and <u>very</u> expensive.

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(B.) What are your priorities for conservation in the region?

MEETING	COMMENT
Marin	We <u>must</u> keep our open space and make better sue of the land we currently have developed.
Marin	Ridgелands undeveloped space. Ag land.
Marin	Reduce housing and density projections.
Marin	In Marin, <u>highest</u> priority - open space and agriculture. Serves habitat, often neglected in exercises concerning human needs. Also important throughout Bay Area. The signature qualities of the Bay Area are water (the Bay) and greenspace.
Marin	None
Marin	Conserve remaining hill and mountain tops and community parks.
Marin	to follow BCOC guidelines of not adversely and low, low, low income households while rising seas level - absolutely <u>not</u> widen roads - need bike path and pedestrian safe place.
Marin	Continue to preserve land that has been designated for conservation - there is an adequate amount.
Marin	Marin County does an excellent job on this, and has done so for many years.
Marin	Protect parks and agricultural lands. Forced re-zoning should not be allowed.
Marin	Very high priority.
Marin	High priority to conserve all open space.
Marin	Not allowing the ABAG numbers to cross county lines, i.e., Marin absorb the needs of the other counties. "Export new homes"
Marin	Make better use of existing development - don't build more shopping centers! Take jobs to where workers already live! (East Contra Costa/Solano Counties)
Marin	Very important to have some free land. I would like to live in the country (illegible).
Marin	#1
Marin	NO low income housing. Stop aiding illegals.
Marin	Keep land wide open.
Marin	Conserve
Marin	Continue pretty much as we have the last 40 years.
Marin	Should observe open space as much as possible but need to develop on limited space to keep up with growth needs.
Marin	Lands along the Bay - St.Vincents/Silvera
Marin	St. Vincents/Silvera
Marin	high priority.
Marin	With infill, we will preserve ag and open space.
Marin	Keep our ration - 89% open space/ag, 16% developed!
Marin	Hi priority for preserving our open spaces on the edges. Do infill.
Marin	Inland rural and coastal Marin are priorities. Not 101 corridor. Need high for transit food/ag workers in West Marin.
Marin	Seems reasonable. Marin County does a good job with this.
Marin	Save wetlands <u>and</u> high elevation land.
Marin	Marin already has made a religion of conservation already. If we focus growth on city centers, conservation of open space will take care of itself.
Marin	Time to use agricultural land, as developed in the pas two centuries, for organic farming and the development of real productivity as opposed to services. We already have plenty of high income service people in residence.
Marin	Save it all!
Marin	A60 zoning was for keeping 101 corridor from being developed.
Marin	Maintain open space and infill and vitalize urban areas - emphasize mixed use (combining business and residential). And I <u>Do</u> mean in Marin, I think - physically, not logistically, there is a lot of room for growth.

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Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Marin	Better transportation within Marin
Marin	Money/financial incentives. Paratransit.
Marin	Change people mind set. In Marin near impossible.
Marin	Minimum density zoning for main streets housing sites and design criteria that allow multi-family development to move forward.
Marin	Recognize that coastal areas in counties trade off ABAG growth number to urban really areas with transit - Oakland, San Francisco, etc. Would really hope to have San Quentin become model village with growth and transit - water and buss around bay (emergency transit if bridges down as in LP earthquake and quality of life and health - air quality and asthma - etc, childhood learning disabilities.
Marin	Housing Trust Funds From - New Jobs, New Moderate Homes
Marin	Respect for private property rights. Respect for the free enterprise system. Respect of individual liberty. Search for market-based solutions.
Marin	I <u>do not</u> support growth. High-quality development depends on local planning commissions and Councils.
Marin	I want a change in direction. The Market takes care of the rich. Governments and nonprofits do a pretty good job of serving the low income people. The Bay Area needs to shift much more resources and planning to provide middle income jobs and middle (not subsidized) housing.
Marin	Want to maintain small town character in Mill Valley and grassroots democracy throughout Marin. Need educational resources - College of Marin, added support to CSU and UC system.
Marin	In general, I feel the assumptions already made by "Big Brother" (assembly Bill 375 and ABAG). The process narrowed discussion and did not allow us to question basic assumptions.
Marin	Lack of bias from ABAG/MIG
Marin	Funding to improve local streets. Better local bus service.
Marin	Low rent/rent control.
Marin	More school funding. More City funding for services.
Marin	A lot more money than ABAG has! Slow growth requires less resources.
Marin	Change the description to suburban - lower the density.
Marin	Thousands of individuals making their own choices.
Marin	Transit connections. Money to support development of affordable housing a enough money. Money to get SMART and pathway built.
Marin	Lots more \$ to expand transit. \$ to address local traffic congestion. \$ to subsidize affordable housing. \$ for bicycle and pedestrian infrastructure
Marin	<u>Good public transit</u> - trolleys - in order to get around efficiently without single occupancy cars. Support for Seniors and youth to get around.
Marin	Build SMART, provide safe bike/ped paths.
Marin	Transit between cities/communities within Marin. <u>Money.</u>
Marin	Education, \$
Marin	Lots of money. Planning rules that don't allow expensive, large homes to be built. Economics favors developers building high end development. They make more profit and face less development costs fighting the community. Local serving transit connecting to outside the county or within the county. to SF is working. Nothing else is.
Marin	Financing to make hsg match the service worker economy - now have big imbalance (illegible) - big homes and low-paying jobs - local serving transit has options, SMART (illegible)
Marin	Political willpower to accept demographic shift of Marin County.
Marin	More buses that link Novato and San Rafael to employment centers (SF)
Marin	Really aggressive development of transit - a la Portland hand in hand with policy thrust toward urban living, e.g. light rail/streetcars on major Marin roads. Or Bus Rapid Transit on major corridors in Marin.
Marin	Use cadastral maps to show what properties actually exist. Then, show what choices can be made without eminent domain and forced multi-family housing development along train tracks.
Marin	More housing for varying income levels - currently service jobs for outway middle and lower income housing. More local shuttles doing double-duty - seniors and school kids).
Marin	Only agricultural resources do not require high-quality development.

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Step 1: County Growth and Place Types

(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING COMMENT

Marin	More affordable housing for lower income workers. Trails and bicycle facilitate in addition to transit.
Marin	Zoning? Financial incentives to encourage development that includes affordable rentals intermingled with regular apartments and commercial

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Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING COMMENT

Marin	Work with school districts re: transporting students
Marin	Less govt involvement is best. Local input is priceless.
Marin	New development should have electric charging facility if density is 30 units (plus 5?) per acre. Transit must be in place before occupancy of developments. 35 unit density <u>not</u> appropriate.
Marin	Complete Streets, work-friendly communities, local bus service supplemented with shuttles, volunteer driver programs for seniors, expanded paratransit, driver improvement courses designed for older adults
Marin	The government is broke. Federal, state, county, local. We need to pay down debt before borrowing money for "investments".
Marin	Tam Valley does not have the space for projects. Co planning has designated ground the same county said was unbuildable in the past. Some is sand or landfill in high flood history zones. Affordable housing once built it has no official oversight. The Fireside too 2yrs to full the vacant units. The tenant makeup changed from elderly/low income to homeless to get filled.
Marin	We need local commuter light rail.
Marin	This is a push poll! I think we need to decouple GHG emissions issue and densification from high density low income housing at the same sites. Subsidized housing needs to be accomplished by small projects dispersed throughout the community not concentrated in one or very few neighborhoods. I think ABAG has to shift direction. We need you to put your efforts to growing the middle class with an emphasis on middle income jobs and middle income housing that is NOT subsidized.
Marin	Scott - put bus lines immediately adjacent to end of SMART train. We live in a market society. Housing priorities should be allocated according to the market. However, <u>public transportation</u> leading to greenhouse gas emission reductions is a public good and needs to be publically supported.
Marin	This evening /this presentation feels to me like "Big Brother" is making decisions for the rest of us. Bring back Democracy based on <u>local</u> residents wishes and decisions. Save the air and prevent pollution through solar panels on homes...through local efforts. Diminish greenhouse gasses by supporting local gardens, farmers' markets, community gardens.
Marin	Stop the SMART (SB) Train at the Civic Center, and load the people on express buses to: Central San Rafael, Larkspur Ferry Terminal and San Francisco Financial District.
Marin	There is momentum to move in the way of ABAG regional policy rather than a non-script. This is a common complaints of this 5/11 agenda. The map Place Type indicates Open Space that is inclusive of federal lands, water district, and land slide areas (non-developable.)
Marin	Kill SMART! Kill TOD in small towns. Stop forcing development of more housing, which will only bring more cars and more greenhouse gas emissions. Stop imagining that social engineering works. People won't necessarily choose to live close to where they work! Affordable, high-density housing in Corte Madera will more likely be filled with people who work in San Francisco.
Marin	Listen to what the people are saying their ideals with their ideas - not yours, open minded. More walking areas that are safe and more lights.
Marin	Space out RHNA to every 16 years. Add more buses. Let City decide where housing should go and size to fit the City. Change Marin to be suburban not urban add more buses to existing routes.
Marin	No SMART Train - additional buses can do the same thing much cheaper. Widen freeways. Remove tolls on bridges for 2 or more per vehicle at all hours to encourage carpooling. 66 bridge won't give discount to vans that can only legally have 2 people but you need 3 people for discount.
Marin	Increased transportation should be low or <u>no</u> emissions.
Marin	Let local elected officials figure it out and let them be responsible to the voters.
Marin	Intercity bus service. Less emphasis on goods movement
Marin	We need a comprehensive network of public transportation that connects with regional transportation - electric trolleys, busses, jitneys, rail
Marin	Congestion pricing - raise \$ for transit alternatives. -More bus lines to serve workers with "non-traditional" work hours - healthcare, restaurant, etc. <u>Local bus service</u> . Connections between SMART stations and jobs/res centers they will serve. <u>Funding</u> is needed. Cities can't take on the entire burden.
Marin	Land use transportation planning connected is key. Cars pay their own way - cost roads, repair, etc.
Marin	Use taxes as incentives not penalties to encourage desirable behaviors.

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Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING COMMENT

Marin	Recognize the need for a special environments district (Marin) for clearance prior to any regional options. Service area and topography too small for Bay Area compliance.
Marin	High priority should be placed on public transit and bicycle and pedestrian facilities.

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Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING COMMENT

Marin	None worked for me! Felt this has socialist/marxist undertones. With the 'Big' Brother /Government Overview. Think Export/Import Housing.
Marin	affordable units should be required to include 2 and 3 bedroom units (studio are usual options now). Join and trade required units - just as in Marin, we are recreational open space for entire Bay Area - Bay and coastal communities. Open space in developments should not be counting decks - need central courtyard - playground equipment.
Marin	See enclosed green sheet from the Commission on Aging
Marin	Micro-managing the private sector merely drives business out of state, which increases poverty and unemployment. This entire process has been phony, manipulative, and based on highly questionable assumptions.
Marin	<u>High density</u> = crime, this is kept under the radar Novato police know. <u>Unfunded</u> is a big lie the non-profits are pirates looking to start as many projects as they can yesterday.
Marin	If you charge for parking at work sites you hurt middle class and low income people. No toll roads. The wealthy will pay - the rest of us can't afford it.
Marin	Decouple GHG transit oriented housing and low income housing. They are in conflict. Transit oriented housing is geared towards concentrating housing in a few neighborhoods. <u>Successful</u> low income housing needs to be accomplished in small <u>moderate density</u> projects <u>dispersed</u> throughout the community to avoid impacting any one neighborhood.
Marin	Keep local control where it has broad public support! Don't try to force change on our small communities. I don't believe your projections for growth area either realistic or supportable. This process lacks credibility.
Marin	Don't use open space or farms
Marin	Need more facilities for electric cars - more electric cars, less CO2 emissions if you charge them by solar/wind.
Marin	I do not want anonymous bureaucrats and background groups like "Envision" to indulge in any socialistic control planning let freely elected officials figure it out.
Marin	Can not expect Marin to grow jobs to a great extent. Therefore, priority policies should increase efficiency of transportation commuters, incentives to tele-commute, EV/hybrids, improving infrastructure (bus, express lanes) + encouraging off-peak work hours.
Marin	Option 1 confers benefits to a shrinking segment - should be offered to all taxpayers, not just large employers.
Marin	Congestion fee
Marin	Pricing strategies are key, both to change behavior and provide a funding source for circulation system improvements. There's <u>no free lunch</u> - internalize the external impacts of driving automobiles! Voluntary models - track miles actually driving.
Marin	Jobs - hsg mitigation fees. Impact fees on large homes. Overlay zones along transit corridors maximizing housing opportunity sites and focus use of resources.
Marin	Sunset many aspects of SB 32 and SB 375 before they do real harm to California.
Marin	I like policies that reward good behavior and not policies that penalize people, especially low income people.

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WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING WILD CARD — Investment Strategies		WILD CARD — Policy Initiatives
Marin	School buses	
Marin	Incentives for electric cars/use stations	Incentives/policies to reduce school-related traffic
Marin	Fund EV vehicles	Allow for local planning vs. regional mandates.
Marin	Alternate fuel technologies, e.g., electric vehicle technologies and infrastructure	
Marin	Ongoing "cash for clunkers"	Subsidize "cash for clunker" ongoing program
Marin		Maximize use of SMART Train
Marin	Electric cars powered by decentralized local solar panels.	1) Bring back higher value registration tax - designate a portion for public transit. 2) More ferry service across bay. 3) High speed rail connecting SF to LA San Diego and Central Valley.
Marin	1) "Smart Roads" 2) Incentives for Solar Panels on house roofs	Bring back vehicle registration charges.
Marin	More places to hike.	1) More paratransit. 2) Transportation for outlying areas.
Marin		Let City's determine own housing.
Marin		Drill for more oil at home
Marin	1) Safe Routes to School 2) Expand HOV - 3 persons, hours and length - no HOT lanes	Employers should reimburse employees for transit costs if and when they take public transit.
Marin	Emissions standards	
Marin		Raise gas tax \$0.20 per year/gallon for 20 years and use proceeds to reduce national debt
Marin	1) Compulsory student bus and bike 2) Eliminate bridge tolls for 3+ people and get 3) GG Bridge salaries and unions under control	1) Less bureaucracy 2) Solve problems without spending our money.
Marin		Raise gas tax
Marin	Increased vehicle fee/value of car	mitigation fee for housing
Marin		1) Increased per vehicle fee based on value of vehicle 2) Jobs 3) Mitigation fees to help for housing near jobs
Marin		Increased per vehicle fee based on value of vehicle - pay for roads
Marin	Reduce state regulations and taxes that drive businesses and jobs out of California.	Reduce gov't regulations and taxes that strangle businesses and drive jobs out of California.
Marin	Bus rapid transit	Tax cars based on engine displacement or MPG with big incentive for very fuel efficient cars - e.g., like yellow license plates in Japan for small engine.
Marin	1) Private investment first. 2) Marin doesn't have a service area population to justify trains.	1) Visualization rather than verbalization in visioning. 2) Market analysis rather than gov policy development.
Marin		Carbon tax
Marin		Tax benefit
Marin	Support electric vehicles	Stop all parking meter and tickets
Marin	Airport knoss field	Require employees to provide EV charging capability at employee parking lots
Marin	Invest in reduced carbon vehicle and fuel technology, e.g., electric infrastructure	Promote the use of EV thru parking policies, rebates, etc.
Marin	Support electric vehicles	Develop school transit policies to reduce individual car trips
Marin	Invest in new vehicle (EV) technology	Allow for local control vs. regional mandates of how to use funding

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WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING WILD CARD — Investment Strategies		WILD CARD — Policy Initiatives
Marin	School buses	(variation on 3) subsidize transit so all buses, etc are electric, no diesel. Subsidize by "cash for clunkers" each year - electric vehicles not home owner or service workers possibility
Marin	Buy everybody a Prius	Maximize use of the SMART train
Marin	Subsidize electric bikes	Focus on supporting basic public transportation (i.e. buses)
Marin	No housing unless transportation before occupancy (if reduced parking - other developer incentives.	Deregulate taxi licenses to allow part-time drivers who could organize their own riders via the internet. Just ask the drivers to pass a drug test and have a clean driving record. No subsidies or expensive capital investments needed!
Marin	Promote ride share	Focus on more efficient, available and affordable public transit (NOT HOUSING)
Marin	Stop using extortion in the form of monies to communities that do what you want.	Solar energy?
Marin	Increase regulation on vehicle emissions.	As I understand it, electricity is very wasteful, what about solar or other opt
Marin	Redirect transit solutions away from areas subject to future sea land rise.	1) Widen Hwy 101 N. Novato 2) maintain roadways in good repair
Marin	Avoid investment based on increasing housing next to freeways and major roads as they are (illegible) locations based on adverse health impacts.	Keep housing planning at a local level with community involvement. Do not allow jurisdictions to redistribute their housing quote to other jurisdictions without that other city's consent
Marin	Install electric vehicle infrastructure	Companies invest in a hybrid bus to pick employee's from a hub
Marin	Promote electric vehicles	Affordable housing - complete street
Marin	Turn \$ back. Plan for the money we actually have now - no more debt - so transportation is affordable. Now, local, state, and federal government are all broke. Realism first!	TOD
Marin	Follow original plan for SMART of have revote	Employers should reimburse employees for transit costs <u>if</u> and <u>when</u> they take public transit
Marin	School commute = 25% of Marin traffic - have new buses gas on elect. Student drive only eco-friendly vehicle and enhance bike and walkways where possible.	Try solving problems without spending our money
Marin	Follow Original SMART plan	More individual choices. Less bureaucrat planning and spending
Marin	Remove JPA give voters back their rights	Eliminate preferential traffic lanes for electric vehicles to facilitate movement of trucks
Marin	Free transportation cards for students with school IDs	Wider roadways for less time spent in traffic
Marin	Other incentives to companies with virtual offices and telecommuting to reduce traffic	Since I don't believe in man-made global warming, but I <u>do</u> believe in telecommuting, let employees always work off-site.
Marin	Auxiliary lanes	Gov't - stay out!
Marin	Get BART started	Jobs - hsg mitigation fees to help get hsg near jobs
Marin	Electric vehicles	Impact fees for large homes because of large # of auto trips, jobs generated.
Marin	Expand and improve express/local bus services and pedestrian / bicycle routes.	Incentify non-motorized transport to/from work

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Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING WILD CARD — Investment Strategies		WILD CARD — Policy Initiatives
Marin	Safe Routes to Schools	Fee for use of small occupancy vehicle during commute times
Marin	Transit oriented development TOD	One driving habit that conserves fuel that people don't know about is that left turns use so much more gas.
Marin	Stop SMART	Have visualization of new choice (animated and still) for a needs assessment process that can be scaled to real choices. Cut out verbalization of visioning projects.
Marin	Stop never-ending construction on Fwy near Central SR exit	Carbon tax/gas tax
Marin	Supply more parking in downtown areas	Tax benefit for reducing VMT
Marin	Widen and improve City surface streets	Tax cuts based on engine displacement or MPG with BIG (e.g., \$1000/year) incentives for fuel efficient car.
Marin	Do not spend any more money on SMART	Keep government policy makers out of company market analysis and follow the market
Marin	Make Fwy off ramps safer	Hydrogen power
Marin	Individual choices must not be compromised	Reduce MTC/ABAG/CMA's Power - devolve to cities/counties.
Marin	Stop spending until we are out of the red as a state. Pay off debt with some of these funds	Allow employees to pay for commuting costs with pre-tax dollars.
Marin	Bus Rapid Transit on Freeways and Major Roads	
Marin	Massive support for EV Tech and Infrastructure	
Marin	North Bay does not have now, nor will it have in the foreseeable future the 2 million service area population to make commuter rail viable	
Marin	No service area population to justify trains at present	
Marin	Private companies providing transportation rather than government investment	
Marin	Examine assumption that intensification really leads to less driving. "The Paradox of Intensification" says intensification creates <u>more</u> driving, <u>more</u> pollution.	
Marin	Reduce state regulations and taxes that drive businesses and jobs out of California.	