Questions from Walnut Creek Open House:

#	Question	Answer
1.	What is the effect of Plan Bay Area on average commute time?	Plan Bay Area as adopted in 2013 is projected to slightly reduce commute times compared to what conditions would be like without the projects and policies included in the Plan (this is referred to as the "No Project alternative" in the environmental impact report that was completed in conjunction with the current Plan). By the year 2040, the average commute time under the existing Plan is expected to be 20.4 minutes; in no-project conditions, the average commute time would be expected to be 21.1 minutes. However, both commute times are slightly higher than baseline conditions in 2010 (19.8 minutes). This reflects a growing population, greater demand for existing infrastructure, and increased preference for alternative travel modes in future years, and the effect of the recession on traffic volumes in 2010.
2.	Can you conduct an "Infrastructure Assessment" that incorporates impacts of new growth on water, sewers, electrical, police/fire in Plan Bay Area, and consider this as a performance metric?	These types of infrastructure impacts are included in the Environmental Impact Report required for all Regional Transportation Plans under the California Environmental Quality Act. Impacts to public services, utilities, and facilities are quantified as part of that report. Staff will include this suggestion on the list of suggested performance measures for the Plan.
3.	How can we deal with coordination between local jurisdictions on traffic issues caused in adjacent towns with BART? (For example, in Moraga – Lafayette – Orinda?)	Congestion Management Agencies (CMAs) are the designated county-wide body charged with helping to coordinate land use, air quality and transportation planning among local jurisdictions. Traditionally, CMAs prepare county-wide Congestion Management Programs (CMPs) and Countywide Transportation Plans (CTPs). CMPs play a role in the countywide and regional transportation planning processes by identifying near term projects to implement the longer-range vision established in a Countywide Transportation Plan (CTP). Through CMPs, the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context. CMPs establish a link between local land use decision making and the transportation planning process. In addition to CMPs, many CMAs and other countywide planning agencies adopt Countywide Transportation Plans (CTPs) that are multi-modal long-range visions that have an inter-dependent relationship with the regional plan. State law requires that CTPs should be developed with participation from the cities and transit operators within the county.

4.	How is ABAG factoring drought into housing development planning?	Water for our population and businesses is managed by water agencies in the region. ABAG is engaging with these agencies to understand how they are responding to the California's current drought. We have been working on three tasks: (1) ABAG's most recent conference, Spring General Assembly 2015, examined *Green Streets and Infrastructure Strategies, Sharing Best Practices Around Creating Complete Communities, Drought Protection, and Water Management*. (2) The ABAG Executive Board meeting on May 21, 2015 will include a presentation by Santa Clara Valley Water District. (3) ABAG will organize a forum focused on strategies to address drought in Spring of 2016. ABAG is interested in how local water purveyors are working to reach the current reduced demand levels recently set by Governor Brown; the planning underway by the water districts for a possible continuation of this drought for several more years; and what planning may be underway or contemplated for a major drought disaster like the 10-year event that Australia is recovering from now. At this point, the drought is unlikely to reduce population or job growth, thus the need for housing remains. If the drought were to continue and intensify, we might see an impact in future decades. The Plan Bay Area forecast will be updated as economic, demographic and environmental conditions change. Plan Bay Area is structured to increase the range of housing choices in the region to address sustainability and the efficient use of water, energy and infrastructure.
5.	Contra Costa uses more pesticides than any other Bay Area county. Please address this as part of healthy and safe communities and open space preservation. How can we get them to stop?	Pesticide use, particularly use that requires a permit, is managed by the California Department of Pesticide Regulation and local County Agricultural Commissioners (CAC). Please see the document entitled "Pesticide Info: What You Should Know About Pesticides" available at http://www.cdpr.ca.gov/docs/dept/factshts/cac.pdf. Contra Costa's CAC, Chad Godoy, is the appropriate entity to address the current use of pesticides in the county. For your information, Contra Costa has an Integrated Pesticide Use (IPMU) committee that meets every other month – it is a public forum to discuss pesticide use. Tonya Dirlk is the IPMU coordinator. Chad Godoy and Tonya Dirlk can be reached at 925-646-5250.

Questions from Pleasanton Open House:

#	Question	Answer
1.	On your display about public transit, what does "Daily Wheels boardings" mean?	*Wheels* is operated by the Livermore Amador Valley Transit Authority (LAVTA), and provides fixed-route bus and paratransit services in the cities of Dublin, Livermore, Pleasanton and in certain unincorporated portions of Alameda County.

		Boardings refer to the number of times passengers board public transportation vehicles - passengers are counted each time they board a vehicle.
2.	Where do you get your data for your display about Alameda County Demographics? Your information seems wrong.	Many of the demographic data come from the U.S. Census Bureau's American Community Survey.
3.	Where do you get your figures about monthly rent in Alameda County? Rents are higher than the $1,200 listed. Your data sources seem "out of reach."	These figures are based on 2013 data from the American Community Survey, the most recent data available from the Census Bureau. The amount might seem low because (1) it is from 2013, and (2) it reflects the median rent payments by all households who rent including long-time renters. Monthly rent payments are different than rapidly rising list rents for apartments on the market right now. Rent payments better reflect what the typical household pays their landlord each month.

Questions from San Jose Open House:

#	Question	Answer
1.	The statistic that just five percent of county highway lanes are congested on the display board under "County Focus" is hard to grasp, given that our highways always seem congested. Can you explain how you get this statistic in a nontechnical way?	We understand how many might question this statistic if they travel certain routes at peak commute times. But it's important to know that for the most part, our highways are not congested. There are several things to keep in mind. First, realize that we define "congested" as speeds below 35 miles per hour — the speed that traffic engineers deem the efficiency "sweet spot" (faster meaning excess capacity, slower meaning extreme delays). It's worth noting that a larger share of daily vehicle miles traveled occurs at speeds below the speed limit but above 35 miles per hour. Second, the majority of trips are not for commute purposes – many take place at times of day when congestion is minimal or non-existent (midday, evening, etc.). Finally, the vast majority of vehicle delay is on only a handful of freeway corridors; the remaining segments of the system (the vast majority of the mileage) are operating efficiently.

Questions from San Mateo Open House:

#	Question	Answer
1.	Is it possible to convert a general purpose lane for carpools? For bus-only use? For a toll lane? In other words, is it ever possible to convert an existing lane or do you always have to add a new lane before you can restrict it to a specific use?	There is no prohibition in state or federal law on converting an existing general purpose lane to a carpool lane. However, state law does prohibit converting an existing general purpose lane to an express (or toll) lane.

2.	When will there be a carpool lane north/southbound 101 from Redwood City to Daly City?	In June 2012, San Mateo City/County Association of Governments (or C/CAG) studied the feasibility of extending the HOV lane on US 101 from Whipple Avenue in Redwood City to I-380 in San Bruno, a distance of approximately 13 miles. With the recent completion of a more formal Caltrans Project Study Report, San Mateo C/CAG is ready to move this project into the environmental assessment phase. It is expected that the environmental process will take two years, followed by design phase and then construction. Under this current approach, a carpool lane on US 101 may be open to traffic within the next 8 years (2023). However, there is interest to consider alternative design and project delivery approaches to provide a carpool and express lane to relieve congestion in the next five years. For more information, you may wish to contact San Mateo C/CAG at (650)508-6200.