Transportation 2035 Public Involvement
Phase Three Correspondence

March 13, 2009 Distribution to Commissioners
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2.	January 12, 2009	Mike Kerns, Chair	Sonoma County Transportation Authority
3.	January 22, 2009	Dave Hudson, Chairman	Contra Costa Transportation Authority
4.	February 12, 2009 Supporting letter: March 2, 2009	Andrew Casteel, Executive Dir. Robert Raburn, Executive Dir. Thomas J. Ayres Ph.D. Deb Hubsmith, Advocacy Dir. Wendy Hilberman, Exec. Dir. Andy Thornley, Program Dir. Christine Culver, Exec. Dir. Corinne Winter	Bay Area Bicycle Coalition East Bay Bicycle Coalition East Bay Bicycle Coalition Marin County Bicycle Coalition Napa County Bicycle Coalition San Francisco Bicycle Coalition Sonoma County Bicycle Coalition Silicon Valley Bicycle Coalition
5.	February 16, 2009	Bob Allen	Individual
6.	February 23, 2009	Norman Rolfe, Transportation Chair; Jennifer Clary, President	San Francisco Tomorrow
7.	February 26, 2009	Eric Steger, Sr. Civil Engineer	County of Marin Dept. of Public Works
8.	February 27, 2009	Maria Viramontes, Chair	West Contra Costa Transportation Advisory Committee (WCCTAC)
9.	February 27, 2009	G. Ted Yurek, Senior Planner	San Mateo County Transp. Authority Caltrain
10.	February 27, 2009	Ted Brown, Chairperson, Roads Commission	County of Santa Clara
11.	March 1, 2009	David Schonbrunn, President	TRANSDEF
12.	March 2, 2009	Jack Broadbent, Exec. Officer	BAAQMD
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17.	March 2, 2009	Carrie Pourvahidi, Acting Executive Director	California High Speed Rail Authority
18.	March 2, 2009	Marion Taylor, Vice President	League of Women Voters of the Bay Area
19.	March 3, 2009	Heyward Robinson, Mayor	City of Menlo Park
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21.	March 5, 2009	Collette Armao, Associate Aviation Planner	Caltrans Division of Aeronautics

	Date	Name	Agency/Organization
	E-MAIL CORRESPONDENCE		
22.	Feb. 4, 2009	Sara Woo, Planning Assistant	Solano Transportation Authority
23.	Feb. 8, 2009	Chris Lev	Individual
24.	Feb. 12, 2009	Paul Goldstein	Silicon Valley Bicycle Coalition
25.	Feb. 12, 2009	David Patrick Green	Individual
26.	Feb. 13, 2009	Kate Rooks	Individual
27.	Feb. 13, 2009	Micaela Pronio	Individual
28.	Feb. 14, 2009	David Schonbrunn, President	TRANSDEF
29.	Feb. 14, 2009	Blake McGill	Individual
30.	Feb. 14, 2009	Paul and Linda Corvi	Individuals
31.	Feb. 14, 2009	Dan Brook	Individual
32.	Feb. 21, 2009	R.A. Nocera	Individual
33.	Feb. 21, 2009	Jean Fraser	Individual
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36.	Feb. 23, 2009	Nathaniel Adkins	Individual
37.	Feb. 24, 2009	Woody Hastings	MTC Advisory Council
38.	March 2, 2009	Cal Simone	Individual
39.	March 2, 2009	William R. Lee, Senior Civil Engineer	County of Santa Clara, Roads and Airports Department
40.	March 2, 2009	Howard Beckman, President	Friends of San Lorenzo Creek
41.	March 2, 2009	John Holtzclaw	Regional Alliance for Transit (RAFT)
42.	March 2, 2009	Michael Toschi	Individual

ITC Commissioners / Hemingee / T. McMillan / Ebener / Bockelman / Kinsey / Nguyen

LOCAL STREETS AND ROADS WORKING GROUP
OF THE BAY AREA TRANSPORTATION PARTNERSHIP

1

October 14, 2008

RECEIVED
OCT 17 2008
MTC

Bill Dodd, Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: *Transportation 2035* Discretionary Fund Allocation

Dear Mr. Dodd:

As you know the Local Streets and Roads Working Group of the Bay Area Partnership, on behalf of the 100 cities and 9 counties of the Bay Area, has been actively engaged in the development of meaningful options for the distribution of uncommitted revenues in the *Transportation 2035* Regional Transportation Plan (RTP). The Local Streets and Roads Working Group has advocated for the most equitable allocation of uncommitted revenues between transit and local streets needs at the Bay Area Partnership, the Commission's Planning Committee and before the entire Commission. After significant debate and deliberation we are pleased with the direction the Commission has taken and fully support the approved recommendation for Surface Transportation Program (STP) discretionary funding allocated to Local Streets and Roads and Transit Capital Maintenance.

The approved RTP investment plan provides for a significant increase in Local Streets and Roads revenues while balancing the needs of the region's Transit agencies. The approved investment plan also offers an equitable distribution of revenues to other Regional Program needs. Significant investments in the Bike Program, Transportation for Livable Communities and the Freeway Performance Initiative will go a long way toward balancing the investments between maintenance, efficiency and expansion of the regional system.

However, as we move toward final adoption of the RTP and appropriation of near term revenues, it is important to note that early distribution of Local Streets & Roads funds saves billions in the long term, unlike investment in any other funding category. Every dollar that goes into preventive maintenance of the region's roadways can save ten to twenty times that amount over the long term by avoiding costly rehabilitation and reconstruction. Funding pavement management strategies in the near term has a significantly higher return on investment. A regional analysis of pavement management system data indicates that over the next five years, the STP funding that has been

directed towards street and road maintenance in the RTP investment plan, will prevent a two to three point drop in the region's average pavement condition index (PCI) and will save the region approximately $500 million dollars in deferred maintenance costs.

At the same time we must continue to vigorously seek new revenues to fund transportation improvements. While the draft recommendation maintains the "Status Quo" we will have a significantly larger shortfall in the future without new revenues.

We thank the members of the Commission for their continued commitment to maintaining the existing system and encourage their emphasis on maintaining our existing system throughout the final development of the RTP.

Thank you for your continued support.

Sincerely,

Julia R. Bueren, Chair

JRB:mw
G:\Admin\Julie\MTC\local streets and roads\Bill Dodd RTP Ltr FINAL Edits 9-17-08.docx

c: Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607-4700
MTC Commissioners (please distribute)

SCTA
sonoma county transportation authority

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2

January 12, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RECEIVED
FEB 11 2009
MTC

Dear Mr. Heminger,

Thank you for the opportunity to review and comment on the draft-Regional Transportation Plan – *Transportation 2035*. We recognize MTC's requirement to prepare a Regional Transportation Plan (RTP), which describes transportation funding in the nine Bay Area counties for the next 25 years, and that the plan is financially constrained based on certain funding level assumptions over that period of time.

The SCTA concurs with the accepted goals and performance objectives for this update of the RTP and appreciate your attention to the following goals:

- Maintenance and Safety
- Reliability
- Efficient Freight Travel
- Security and Emergency Management
- Clean Air
- Climate Protection
- Equitable Access
- Livable Communities

MTC has taken on major challenges of transportation planning. We appreciate the robust investment in transit; bus, train and ferry, to which MTC has committed. In addition to the challenges of rising costs, uncertain funding and an aging population with growing needs, transportation planners must rigorously evaluate environmental impacts – in particular climate change. The SCTA takes these issues very seriously and is committed to project delivery and a planning process that help attain the goals and objectives. The nearly completed 2009 SCTA Comprehensive Transportation Plan sets out goals and benchmarks compatible with MTC's and emphasizes addressing the role of transportation in GHG emissions.

We appreciate the task of coordinating regional and local visions. Most of the Bay Area counties, including Sonoma, have voter mandated transportation sales tax programs that specify local projects. In Sonoma County, Measure M contains a detailed list of projects in all modes that make up the core of our project lists for the next 16 years. It is vitally important that MTC continue to recognize these projects in the RTP as they have done since our measure was approved in 2004.

Please note that the SCTA is especially concerned that all phases of the Highway 101 improvements be a part of the RTP. The Marin/Sonoma Narrows and the other HOV projects that extend north to Windsor are core elements of both the Measure M program and the *SCTA Comprehensive Transportation Plan*. Maintaining a commitment to projects approved by voters is critical to ensuring voter confidence in government and protecting a critical local funding source for transportation. It also demonstrates a commitment to the local economy and provides a level of confidence to the community that planned projects will be completed..

Thank you again for the opportunity to comment on the draft document. We greatly appreciate the effort put forth by you and your staff on this important document.

Sincerely,

Mike Kerns

Mike Kerns
Chair, SCTA

RECEIVED
JAN 27 2009
BAY AREA TOLL AUTHORITY

3

CONTRA COSTA
transportation
authority

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January 22, 2009

Hon. Bill Dodd, Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: Comments Regarding the Draft 2009 Regional Transportation Plan (RTP) and its Environmental Impact Report (EIR)

Dear Chairman Dodd:

We appreciate the opportunity to comment on the 2009 RTP. Overall, we are pleased that the document responds affirmatively to the comments of the Bay Area's congestion management agencies (CMAs). The CMAs bring to the process a wealth of experience and expertise essential to successful implementation of the RTP, including:

- Knowledge of local transportation and land use conditions;
- Broad representation from the local cities and counties of the Bay Area;
- Extensive experience working with cities and counties to integrate land use and transportation planning;
- Delivery of billions of dollars in transportation projects in partnership with Caltrans, local cities and counties, and transit operators;
- Awareness of project needs and the driving forces behind those needs; and
- Local transportation sales taxes in seven counties, and other local revenue sources including developer fees in several counties.

In that context, we have comments regarding three aspects of the draft 2009 RTP for your consideration in finalizing the document. They address, in turn:

- Reaffirming our support for the "committed" Contra Costa project list;
- Retaining the "Fix It First" policy as a high priority; and
- Expressing our concerns about the proposed HOT lanes network as it would affect Contra Costa County.

Contra Costa Project List in the 2009 RTP

The Contra Costa committed project list in the 2009 RTP has been carefully assembled by the Transportation Authority. It reflects a countywide consensus on the most critical investments needed to sustain mobility, promote greater transit usage, alleviate congestion, and otherwise enhance Contra Costa's transportation network. The list is financially constrained, with projects funded from Contra Costa's County Share funds, our Measure C and Measure J voter-approved sales taxes, and the Regional Measure 2 and statewide Corridor Mobility Investment Account (CMIA) voter-approved programs. We believe it is essential that these projects, which largely reflect prior commitments and the will of the voters, be retained in the final 2009 RTP, and appreciate MTC's incorporation of them in the draft document.

"Fix It First"

The Authority has been a strong proponent of "Fix It First" – a policy to address the capital shortfalls faced by local streets and roads and transit operators as a high priority. We strongly support the investment levels in the draft 2009 RTP as a starting point for addressing these needs, and urge the Commission to give such investments the highest priority for truly discretionary funds such as the federal regional surface transportation program (RSTP) funds that flow through the region under state law. Without such commitments, the RTP specifically identifies a $1.1 billion shortfall for adequate maintenance of Contra Costa's local streets and roads, and an approximately $6.5 billion BART shortfall.

Proposed HOT Lanes Network

The Authority believes that HOT lanes should be considered as one of the tools in the toolbox for management of freeway corridors. We support the creation of multi-county corridor management groups similar to the Alameda-Contra Costa effort now underway to manage the I-80 corridor, the historic work done on the I-680 Sunol Grade by Alameda, Contra Costa and Santa Clara, and the Solano-Contra Costa joint committee that supported development and implementation of the new Benicia-Martinez and Carquinez bridges. However, the Authority is not yet ready to endorse the proposed regional HOT Lanes Network. Fundamentally, we believe that there has not been sufficient analysis or agreement to date regarding the appropriate role, if any, of HOT lanes in managing the I-80, I-680 and Route 4 corridors. Issues that need to be addressed over the next couple of years include composition and voting structures for corridor management groups, relative responsibilities of the CMAs, MTC, Caltrans and the Highway Patrol, technical and operational feasibility, more realistic cost estimates, appropriate operating parameters, potential benefits and/or negative impacts on transit, carpools and vanpools, how HOT lanes might affect vehicle miles traveled in the region and related air quality and greenhouse gas emissions, health, and social justice concerns. For example, the incidence of childhood asthma in West Contra Costa is approximately 2.3 times the statewide rate.[1] The timing and prospective allocation of "net" revenues, and who would control them, are also at issue.

In our view, the proposed Contra Costa elements of the network and the financial plan have not been demonstrated to be beneficial or workable in the context of the issues cited above, and as noted further below. The proposed network appears to be a financing mechanism rather than corridor management tool, which should be the primary objective. The Attorney General's office has raised some of these issues in its letter of October 1, 2008 to Ashley Nguyen[2] -- particularly the impact of HOT lanes on carpooling, transit ridership, VMT and GHG emissions, and consideration of alternative uses of HOT lane revenues. These need to be thoughtfully addressed before a HOT network can reasonably become a policy commitment. We question how MTC can assume HOT lanes outside of the opportunities already granted to Alameda and Santa Clara Counties without statutory authority.

We are very supportive of the efforts underway in Alameda and Santa Clara, and look forward to gaining valuable insights and knowledge regarding what role that HOT lanes may play in corridor management. We would also be supportive of Solano's

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[1] Contra Costa Asthma Coalition, "Blueprint for Asthma Action: A Report for Awareness and Advocacy in Contra Costa County," available from Contra Costa County Health Department, p. 4.
[2] Laura J. Zuckerman, Sandra Goldberg, Deputy Attorneys General, re "Comments on the Notice of Preparation for the Draft Environmental Impact Report For the Transportation 2035 Plan", October 1, 2008, pp. 7-9.

interest in establishing HOT lanes on I-80 as part of the new HOV lanes under construction there. However, beyond the policy issues above, we have serious concerns that the proposed conversions from HOV to HOT lanes on Routes 4, I-80 and I-680 in Contra Costa pose operational, safety, social equity and environmental issues that must be satisfactorily addressed before the Authority would be prepared to accept such conversions. We look forward to working with MTC to fully investigate and address our issues and concerns.

Detailed Technical Issues Regarding Proposed HOT Lanes in Contra Costa

I-680 Corridor. Recent technical analysis performed by Parsons Brinkerhoff[3], under the direction of MTC staff and with significant input from Authority staff, has identified a number of fundamental constraints in a detailed review of the I-680 corridor. PB noted that similar issues may exist with respect to the I-80 corridor. At best, the I-680 corridor would have at least two discontinuities to the proposed HOT lanes network northbound: (1) through the I-680/24 interchange from Livorna to Route 242; and (2) approaching and on the Benicia-Martinez Bridge. Questions are raised in and by the analysis about the viability of the relatively short portion between these two discontinuities, and the northern section also has issues relative to ingress and egress that have not been fully vetted. Moreover, the PB studies suggest that significant design exceptions would be necessary to convert a proposed southbound HOV lane through the interchange, currently under study, into a HOT lane. Attendant safety and traffic flow issues may make such a conversion infeasible.

I-80 Corridor. The I-80 corridor has the worst congestion in the Bay Area.[4] Based on our staff's extensive review of the I-80 corridor in Contra Costa and its similarities to the I-680 corridor north of Route 24, converting the HOV lanes to HOT lanes on I-80 is a daunting challenge. From the Carquinez Bridge to the Bay Bridge, particularly the section from Route 4 to I-580, right of way is very constrained, and creating even a two-foot buffer by shrinking existing lanes in this, the most heavily congested corridor in the Bay Area, seems problematic and potentially unsafe. In addition, the short spacing between interchanges, and the lack of opportunities for ingress and egress transition lanes make such concepts very expensive and/or likely to be infeasible. In addition, the congestion imposes other obstacles: (1) the HOV lanes already require 3+ occupancy levels and are very heavily used during peak hour; and (2) the merges with I-580, in Albany and near the Bay Bridge, have heavy congestion and significant merge-weave issues much of the weekday and on weekends. Given these factors, HOT lanes in this corridor are problematic and may prove infeasible.

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[3] Parsons Brinkerhoff, "Regional HOT Lanes Network Feasibility Study, Phase 3, Task 22.3: Corridor Analysis: I-680 from Martinez to Livorna." In particular, see pp. 4, 5 and 7.

[4] According to the May 14, 2008 report "Congested Freeway Locations" from Caltrans and MTC, Westbound I-80 between the Carquinez Bridge and the Bay Bridge had 11,100 hours of delay per day, nearly twice the next highest corridor in the morning, Marin 101 southbound (6,490 hours per day). Alameda I-580 eastbound had the highest afternoon delay at 7,410 hours per day, I-680 to Greenville.

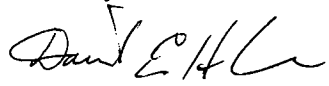
Route 4 Corridor. The new section of Route 4, from Route 242 to Route 160, presents less geometric constraints, since it is being built to full Caltrans standards. However, there are several problems with this corridor as well, particularly the merge area between Route 242 and Willow Pass Avenue in Concord. We also note that both the initial and more recent financial analysis concluded the corridor would not generate sufficient revenues to offset the costs of building the HOT infrastructure. Furthermore, improvements from Somersville Road to Route 160 are part of a CMIA project on a tight schedule for delivery, and are intertwined with the eBART project, with both improvements scheduled to be completed prior to 2016. We believe that the feasibility and desirability of HOT lanes cannot begin to be contemplated until after the freeway widening and eBART are completed, if then; and only to assess whether or not HOT lanes would be a positive addition to management of the corridor and worth the investment of more money than would apparently be returned.

Conclusion

We appreciate your consideration of our comments on the 2009 RTP, and thank you again for respecting the voter-approved programs that make up the bulk of our committed projects in the RTP. We also appreciate your acknowledgement of the importance of the "Fix It First" policy. With regard to the proposed HOT lanes network, we encourage you to work diligently with Santa Clara and Alameda to insure successful implementation of their statutorily authorized projects. Our willingness to support implementation of HOT lanes in Contra Costa will be subject to satisfactory resolution of the issues and concerns raised herein.

If you have any questions, please contact Bob McCleary (925.256.4724) or Hisham Noeimi (925.256.4731) of our staff.

Sincerely,



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Hon. Nancy Skinner
Hon. Joan Buchanan
Steve Heminger, Doug Kimsey, Ashley Nguyen, Bay Area CMA Directors

#4

Bay Area Bicycle Coalition
of the San Francisco Bay Area

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STAFF
Andrew Casteel
Executive Director

February 12, 2009

ATTN: Public Information
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: BABC Comments on the Regional Transportation Plan

Dear Commissioners:

The Bay Area Bicycle Coalition (BABC), the umbrella organization of bicycle advocacy groups in the nine-county San Francisco Bay Area, is writing to comment on the December 2008 draft of the Transportation 2035 Plan for the San Francisco Bay Area.

We commend the Metropolitan Transportation Commission (MTC) for recognizing the importance of bicycle and pedestrian facilities in achieving the goals set forth in this plan.

What follows are our three top priorities:

1) **Updating the Regional Bikeway Network from the 2001 Plan:** Over the past three years, the Bay Area Bicycle Coalition has been pleased to participate in the process of updating MTC's Regional Bicycle Plan, which was first adopted 8 years ago in 2001. We just learned, however, that only changes to the routes in the 2001 plan will be included in the updated Regional Bike Plan. Since cities and counties throughout the Bay Area have done considerable new planning for bicycle routes over the past 8 years, and many of these routes were not included in the 2001 plan (and thus would not be eligible for the T-2035 funding), we propose the following process:

A) That MTC request from each CMA and other stakeholders the new bicycle routes which the CMA believes should be included in the Regional Bikeway Network;

B) That MTC create a process for evaluating those proposed routes for inclusion as part of the Regional Bikeway Network; and

C) That those newly approved routes be eligible for the Regional Bicycle Program funding; and

D) That MTC create a timeline for this process such that the newly added routes will be finalized and included as part of the Regional Bikeway Network prior to the next call for funding applications for the Regional Bikeway Network.

BABC wants to be clear that we're <u>not</u> asking for additional funding beyond the $1 billion already committed to be included in the plan, we're simply asking for a process to ensure that routes designated since 2001, which meet the regional criteria, be eligible for this

funding. Since the Regional Bicycle Plan is being adopted as a supplementary report to the Regional Transportation Plan, it will be important to establish this process and a resolution supporting the inclusion of these subsequent routes at the same time as the adoption of the T2035 plan. Without such an action, for the next four years, priorities established prior to 2001 will be the only routes eligible for funding.

2) **Climate Action Plan Program Specification:** We would like to thank the MTC for the $1 Billion this plan invests in the Regional Bike Network and the support for Safe Routes to School (SRTS) and Safe Routes to Transit (SRTT) included in the Climate Action Campaign. We would like to see the $100 Million in funding for SRTS and SRTT over five years promised in MTC resolution 3868 listed specifically in the description of the Transportation Climate Action Campaign as the current version of the RTP does not specify how much of the $400 Million in funding will go to SRTS and SRTT.

These investments will prove to be valuable tools for reducing bicycle and pedestrian crashes, motor vehicle miles traveled (VMT), and greenhouse gas (GHG) emissions. The opportunity to divert short trips of two miles or less (43% of trips in California) to bicycling represents a great opportunity to achieve many plan goals. At Railvolution 2007, Director Heminger himself presented MTC's own estimate that 2.1 Million auto trips will be diverted to bicycle and pedestrian trips through a combination of pricing and focused growth. A good system of pedestrian and bicycling facilities will play an important role in facilitating that mode shift.

3) **Measuring Bicycling and Walking:** In order to accurately measure the benefits of investment in bicycling and walking, we encourage MTC to develop a consistent and thorough system for counting bicyclists and pedestrians, and to include bicycle and pedestrian mode share as part of any transportation surveys you are conducting. We are happy to see that MTC has formed a volunteer bike and pedestrian counts subcommittee and look forward to working together with MTC on this committee to bring MTC's counting practices in line with the developing national standards for bike and pedestrian counts. We ask that MTC fund the efforts to improve bicycle and pedestrian counts as well as to fund the bicycle and pedestrian facilities design workshops put forward in the Regional Bike Plan, which would be similar to the successful and popular bicycle and pedestrian design workshops that MTC has held in the past.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

As noted in the RTP, the projected population and job growth for the San Francisco Bay Area presents a great challenge to reducing VMT and GHG emissions. With state mandates from AB32 and SB375, there will be an increasingly high focus on coordinating transportation and land use to reduce climate emissions. We appreciate MTC's focus on priority development areas and urge you to continue to promote smart growth as well as construction of a connected bicycle and pedestrian network to ensure that more people will commute and make other trips by bicycling and walking.

Sincerely

Andrew Casteel

Andrew Casteel
Executive Director
Bay Area Bicycle Coalition

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Sabrina Merlo

STAFF
Andrew Casteel
Executive Director

March 2, 2009

ATTN: Public Information
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Comments on the Regional Transportation Plan: Letter from 6 Organizations

Dear Commissioners:

The 6 undersigned organizations support the comments made by the Bay Area Bicycle Coalition (BABC) in their February 12, 2009 letter for the December 2008 draft of the 2035 Regional Transportation Plan.

We would also like to commend the Metropolitan Transportation Commission (MTC) for recognizing the importance of bicycle and pedestrian facilities in achieving the goals set forth in this plan. With 43% of trips in California being two miles or less in length, bicycling can plan an increasing important role in getting people out of cars and onto bicycles. With a focus on building our regional system, bicycling can also play a key role in getting more people to ride transit.

We have included a copy of the full text of the BABC comments that we are supporting. The following is a summary of our collective main comments:

1) **Updating the Regional Bikeway Network from the 2001 Plan:** We agree that MTC needs to establish a process for updating the Regional Bikeway Network before the next call for funding for the network, and that all of the newly added routes should be eligible for the Regional Bike Program funding established through the T2035 plan. A lot of new planning for bikeways has taken place in counties since 2001, so it's important to give CMAs flexibility on what projects they deem to be priorities for the Regional Bikeway Network.

2) **Climate Action Plan Program Specification:** We agree that the $100 Million in funding for Safe Routes to School (SRTS) and Safe Routes to Transit (SRTT) over five years promised in MTC resolution 3868 should be listed specifically in the description of the Transportation Climate Action Campaign in the T2035 plan.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

3) **Measuring Bicycling and Walking:** We agree that accurately measuring bicycle mode share and volumes are critical to evaluating the effect of bicycle infrastructure on commuting patterns. We ask that MTC fund the efforts to improve bicycle and pedestrian counts as well as the bicycle and pedestrian facilities design workshops that are described in the Regional Bike Plan. These workshops would be similar to the successful and popular bicycle and pedestrian design workshops that MTC has held in the past.

Finally, we appreciate MTC's focus on priority development areas and urge you to continue to promote smart growth, as well as construction of a connected bicycle and pedestrian network, and bike/ped access to transit, to ensure that more people will commute and make other trips by bicycling and walking.

Thank you for your consideration of our comments, and for your support for bicycling as an important element in creating multi-modal transportation solutions for the nine-county San Francisco Bay Area.

Sincerely,

Robert Raburn
Executive Director
East Bay Bicycle Coalition

Thomas J. Ayres Ph.D.
East Bay Bicycle Coalition

Deb Hubsmith
Advocacy Director
Marin County Bicycle Coalition

Wendy Hilberman
Executive Director
Napa County Bicycle Coalition

Bay Area Bicycle Coalition
of the San Francisco Bay Area

Andy Thornley
Program Director
San Francisco Bicycle Coalition

Christine Culver
Executive Director
Sonoma County Bicycle Coalition

Corinne Winter
Executive Director
Silicon Valley Bicycle Coalition

Cc: Steve Heminger, MTC Executive Director
Doug Kimsey, MTC staff
Sean Co, MTC staff

Attached: BABC letter to MTC, February 12, 2009

MTC: Public Information
1st paragraph corrected

#5

Corrected Copy – 16 February 2009

223 Donner Avenue
Livermore, CA 94551-4240

13 February 2009

MTC Commissioners
MTC, Attn: Ashley Nguyen
MTC: Public Information

Re: Draft T-2035 Plan and DEIR

"BayRail: A Possible Dream!" attached contemplates legislation creating a five-county entity to plan for regional rail transportation. It could mostly be funded by a bond issue as the Golden Gate Bridge was during the great depression and BART was some three decades later. (Supplemental federal, state, etc., funding is likely.) The major elements would benefit all counties in the proposed district, making success at the polls likely.

An attractive model for urban transit is BART. Your "Regional Rail Plan" badly needs to be recast to favor BART extensions. Here are some of the reasons:

- Secure right of way; no conflict with other traffic or trespassers.
- No grade crossing hazards, noise, or traffic impacts.
- No visually obtrusive overhead power lines.
- Automated fare collection.
- One-operator trains of up to 10 cars – 700 seated passengers plus standees.
- Low overhead clearance; structures OK at 13.5' ATR (above top of rail).
- Existing stations already in city cores and at major destinations.
- Legendary safety, reliability, and on-time service (about 95%).
- Frequent, fast, comfortable, seamless service.
- Central electric power, emitting no "greenhouse" or polluting fumes.
- Most extensions at grade – no costly aerial trackway structures or subways.

BART extensions at grade should be a key component of regional rail. T-2035 should delete any reference to the "Regional Rail Plan".

This letter and attachment supplement my letters of 21 January 09 and 29 December 09.

Robert S. Allen
BART Director (1974-1988)
Retired, SP Engineering/Operations
(925) 449-1387

Cc: BART Directors
Caltrain Directors
Capitol Corridor Directors
ACE Directors
Union Pacific Railroad
BNSF Railroad
Caltrans District 4
Bay Area Legislators

BayRail: A Possible Dream!

Robert S. Allen
11 February 2009

BART around the Bay, and to Livermore, Brentwood, and Crockett. Passenger and main freight tracks without road crossing hazards, noise, or traffic impacts. Electric bullet trains linking cities and airports on both sides of the Bay. Let's dream the possible dream!

An SF BayRail District – the five largest counties (Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo) with nearly six million people, 82% of Bay Area population, and 83% of Bay Area jobs – would make it possible. The major elements:

- Peninsula Caltrain:
  - *Grade separate (jointly with California High Speed Rail);
  - *Widen for at least two bullet and two commute tracks;
  - *South of Millbrae, convert commute tracks to BART;
  - *North of Millbrae, convert commute tracks to an SF Muni Airport line.
- Widen freeway medians, I-580, SR-4, and I-80 for at grade BART:
  - *I-580: Dublin/Pleasanton to Greenville Road/ACE, Livermore;
  - *SR-4: Pittsburg/Bay Point to Brentwood;
  - *I-80: El Cerrito del Norte to Crockett.
- East Bay rail:
  - *Grade separate Mulford line, Santa Clara to Elmhurst;
  - *Widen ROW, multi-track, and electrify Mulford line;
  - *Run passenger and most freight trains via Mulford (shortest line, few curves);
  - *Run major freight at water level (via Martinez), not over the Altamont Pass;
  - *Grade separate the A and B lines in Alameda and Contra Costa counties.

Legislation to form the BayRail District would be like that for BART in 1957. In today's dollars and with the current population, a bond issue like BART's $792 million 1962 measure would be $16 billion, far more than enough to cover those elements. (BART double track line with third rail, train control, and fencing in a wide freeway median should cost about $13.2 million/mile, and slightly less alongside High-Speed Rail on the Peninsula. This does not include stations, cars, etc.)

There could be enough for BART over the Altamont, HSR to downtown San Francisco, grade separating rail in Oakland, an SFO-OAK tube (HSR or BART), a Port Costa-Benicia tube, a West Oakland bypass, and BART from Civic Center to the Golden Gate Bridge.

Robert S. Allen was a BART Director from 1974-1988 and is retired from Southern Pacific's Western Division after several decades in Engineering and Operations. He is a Life Member of the American Railway Engineering and Maintenance of Way Association (AREMA) and serves on AREMA's Committees 12 (Rail Transit) and 17 (High Speed Rail). He has also served on AREMA's Committees 22 (Systems Engineering) and 16 (then Economics of Railway Location and Operation).
223 Donner Avnnue, Livermore, CA 94551-4240; (925) 449-1387.

223 Donner Avenue
Livermore, CA 94551-4240

21 January 2009

MTC Commissioners
MTC. Attn: Ashley Nguyen
MTC: Public Information

Re: Draft T-2035 Plan and DEIR

Please delete from final versions any reference to MTC's "Regional Rail Plan", which is really no plan at all.

A regional rail plan should start with governance, such as legislation to set up a 5-county San Francisco BayRail District in the BART and Caltrain counties (Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo) similar to 1957 legislation creating BART. In these counties (with 82% of Bay Area population and 83% of its jobs) live nearly six million people.

BayRail would plan for secure high speed and transit rail around the Bay and in major travel corridors, with no grade crossings for passenger and most-used freight train tracks.

Voter-approved bonds could provide local funding. (Adjusted for inflation and population, a measure equal to BART's now-retired 1962 bonds would yield about $16 billion.)

California's High Speed Rail will need total grade separation between San Jose and San Francisco. Widening Caltrain for at least four tracks (two standard- and two BART-gauge) between San Jose/Santa Clara and Millbrae at the same time makes real sense. HSR and BayRail could split the cost of the widening and grade separations.

Between Oakland and San Jose the Mulford (L) line is miles shorter, far straighter, and has fewer, less busy road crossings than the Decoto (D-DAB-L) line now used by Capitol Corridor. Upgrade, grade separate, and multi-track this line for secure freight, bullet, and Capitol Corridor/Amtrak tracks.

BayRail should work with Caltrans to get wider freeway medians in I-580 to Livermore, SR-4 to Brentwood, and I-80 to Crockett. BART trackway at grade in a wide freeway median in today's dollars should cost about $13.2 million/mile (ballasted double track, third-rail power, train control, and fencing). Livermore has set a fine example with plan lines along I-580 to Greenville Road.

BART along the former SP and Altamont Pass Road to Mountain House and the Central Valley should cost far less and serve many more people far better than the proposed tunnel under the Altamont.

Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engineering/Operations

Attach: My 29 Dec 08 letter to MTC

223 Donner Avenue
Livermore, CA 94551-4240

29 December 2008

MTC Commissioners

Re: Bay Area Rail

Elements of a better regional rail plan:

- Put governance first. Form a 5-county SF BayRail District in the BART and Caltrain counties;
- Jointly with California High Speed Rail, grade separate and widen peninsula rail for BART around the Bay, replacing Caltrain ***local*** trains;
- Widen I-580, SR/Bypass 4, and I-80 for median at-grade BART through Livermore and to Brentwood and Crockett;
- Extend Livermore BART later to Mountain House, Tracy, Banta, Lathrop, and Manteca subject to Central Valley participation. (Far cheaper than a tunnel!);
- Grade separate, widen, secure, and even electrify other passenger and main freight rail routes, especially UP's Mulford line;
- Plan airport rail links - like at airports elsewhere – to BART and Bullet stations;
- Run frequent Bullet trains from San Jose to downtown San Francisco, to Oakland and later Sacramento, and to airport rail stations by all three major airports.

Let the new SF BayRail District plan a bond issue to provide the major funding. Adjusted for population and inflation, an issue equal to BART's paid-off 1962 bond should yield about $16 billion today. Let the voters decide if they like it.

Without costly structure and earth work, and depending on the bidding climate, BART trackway at grade (double track, traction power, train control, and fencing) should run about $13.2 million/mile (2008 $) in a freeway median and about $12.4 million/mile along other grade-separated (13 ½" ATR) routes. (Stations, cars, right of way, road work, structures, special trackwork, etc., are extra)

Heavy freight to/from the Central Valley belongs at water level (i.e., via Martinez). Any other routes waste fuel and motive power and needlessly spew noxious fumes. SF BayRail should grade separate UP's A and B and the BNSF main lines in Contra Costa.

This plan should do much more for the Bay Area at less cost than your faulty Regional Rail "Plan", which I hope you will abort.

Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engineering/Operations

Cc: BART
Caltrain
Caltrans, District 4

#6

San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

February 23, 2009

Public Information
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607

Re: COMMENTS ON THE TRANSPORTATION 2035 PLAN

MTC Public Information:

On behalf of San Francisco Tomorrow, we would like to express the following concerns about the above-referenced document.

First, the plan calls for freeway expansion, which will inevitably result in more automobile traffic. This is definitely not what we need in the Bay Area. This will have adverse effects environment and ambience of the Bay Area. The plan discourages smart growth, transit and transit oriented development. It will cause more sprawl, more loss of open space, more loss of farmland. The plan in its present form does not comply with 2008 Assembly Bill 375, which could mean the loss of transit dollars to the Bay Area. This plan also fails to meet the AB 32 mandate to reduce greenhouse gas emissions to 1990 levels by 2020; the Attorney General's office has already challenged planning efforts in other counties on this issue. Instead of continuing the highway expansion policies of the past, MTC must work with other agencies and cities and counties to adopt land use plans that would advance smart growth, and transit and transit oriented development

Second, the claim has been made that 85% of the money available for transportation projects has already been committed and can't be changed. Apparently "committed" means carried over from the T2020 Plan. In a letter dated August 10, 2008, Attorney General Brown threw doubt on this and urged you to review these projects and change the priorities. San Francisco Tomorrow supports the Attorney General's position and urges that this plan be revised to so that it will redirect funds from projects that will do great harm to the environment to ones that will do less harm to the environment and will advance smart growth, transit and transit oriented development. The statement has been made that other agencies are providing funds for some of the "committed" projects and therefore MTC has no power over them. MTC has more power than it admits publicly. MTC should use its influence to change these priorities.

To conclude: we find that the plan is seriously flawed in that it fails to prioritize transit options, identify needed land use controls, and attain the climate change goals mandated in AB 32. Because of its emphasis on freeway expansion it will probably cause an increase in green house gases. It must be revised to eliminate these shortcomings.

Sincerely,

Jennifer Clary
President

Norman Rolfe
Transportation Chair

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#7

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Farhad Mansourian, RCE
Director

February 26, 2009

Metropolitan Transportation Commission
Attn: Public Information
101 Eighth Street
Oakland, CA 94607

Re: Comments on Draft Transportation 2035 Plan: Change in Motion

To: Metropolitan Transportation Commissioners

The Marin County Department of Public Works (DPW) appreciates the opportunity to provide comments on the Draft Transportation 2035 Plan (T-2035). We wholeheartedly agree with the region's and Plan's approach of "fix it first". The T-2035 should support funding to maintain local roadways at an average Pavement Condition Index (PCI) of 75, as outlined in the "A Strategic Plan for Maintaining the Bay Area's Locals Streets and Roads," May 2007. This approach is further reflected in the EIR Alternative 2 Heavy Maintenance/Climate Protection Emphasis where an additional $2 billion in funding is directed to local roadways. We request that maintenance fund programs be extended to provide routine maintenance of existing bicycle and pedestrian paths, and facilities.

DPW also strongly supports improving alternative modes of transportation that promote transit, walking, and bicycling. Congress has authorized $25 million to the County of Marin for a Non-motorized Transportation Pilot Program which we are in the middle of implementing. The community, however, has strongly embraced the programs and projects that this funding has provided so far. We have provided extensive comments on the Regional Bicycle Plan for the San Francisco Bay Area, 2008 Update, which is also a key component of the T-2035.

We request that project Marin 21306, to improve the US 101 /Lucas Valley Road interchange (initial phase) be included in the Financially Constrained funding list. We have worked over the past few years to secure required right-of-way for this project.

Lastly, we recommend that financial assumptions that were made perhaps only a couple of quarters ago for the plan should be revisited given the latest information and situation in the economy and of the State budget. Please contact me at (415) 507-2754 should you have any questions or require further clarification.

Very truly yours,

Eric Steger
Senior Civil Engineer

C: Farhad Mansourian, Public Works Director

F:\Traffic\Steger\TransportationPlan2035 Comments.doc

WCCTAC

West Contra Costa Transportation Advisory Committee

#8

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

February 27, 2009

Hon. Scott Haggerty, Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607

RE: Comments on Draft *Transportation 2035*

Dear Chairman Haggerty:

Thank you for the opportunity to provide comments on the Draft Regional Transportation Plan, *Transportation 2035*. The West Contra Costa Transportation Advisory Committee (WCCTAC) is a Joint Exercise of Powers Agreement among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, Contra Costa County, and west Contra Costa transit providers AC Transit, BART, and WestCAT. WCCTAC generally looks after the transportation interests of west Contra Costa County, and specifically advises the Contra Costa Transportation Authority (CCTA) on transportation issues and policies. This letter presents our comments and concerns on the proposed Regional High Occupancy Toll (HOT) Lane Network, and in particular the proposed HOT lanes on Interstate 80.

General Concerns Regarding Regional HOT Lane Network

WCCTAC supports the following principles:

- Provision of equitable access to mobility;
- Investment in sustainable transportation initiatives that reduce environmental impacts;
- Judicious implementation of innovative financing strategies, such as pricing, to finance, build, operate, and maintain public transportation infrastructure and mass transportation services;
- Efficient use of available freeway capacity to increase mobility and reduce the environmental impacts of congestion;
- Regional cooperation and collaboration, and a corridor management philosophy; and
- Strategic reinvestment of toll revenues on improvements to benefit the users that generated those revenues.

In the context of those principles, we offer the general comments listed below.

13831 San Pablo Avenue, San Pablo, CA 94806
Ph: 510.215.3035 ~ Fx: 510.237.7059 ~ www.wcctac.org

Are HOT lanes equitable? The Draft *Transportation 2035* cites studies that indicate that HOT lanes are used by people of all income levels. This finding alone does not establish that the distribution of HOT lane benefits is fair, since the toll would represent a higher proportion of the income of low-income people than for higher-income people. Earmarking a portion of the toll revenues for improvements that would benefit low-income people in particular would go a long way toward ensuring transportation equity.

How does a regional HOT lane network align with Senate Bill 375? Doesn't this actually induce more urban sprawl, thereby increasing VMT and GHG? The HOT Network Study states that HOT lanes reduce greenhouse gas (GHG) emissions by reducing congestion and increasing travel speeds. Given that the total freeway capacity is constrained, benefits that accrue from better balancing demand across all freeway lanes would diminish as the freeway gets more congested; so these benefits are likely to be short-lived. More importantly, one of the cornerstones of SB 375 and the whole climate change effort is to get people out of their cars; yet the HOT lanes, including the so-called "congestion insurance" benefit, would actually serve to keep people in their cars. Moreover, making auto travel more convenient along a corridor is likely to induce urban sprawl, thereby increasing vehicle miles of travel (VMT) and resulting GHG emissions. From this perspective, the regional HOT lane network strategy is incongruous with the Joint Policy Committee's position on being a leader for climate change, and should be thoroughly evaluated by the JPC against the filter of the emerging Sustainable Communities Strategy.

Are we selling out? WCCTAC supports a regional HOV network, but is fundamentally concerned about tolling the HOV lanes as a way to build the HOV network. As congestion increases, the proposed implementation will ultimately undermine efforts to prioritize transit and carpools on the HOV lanes, and diminish the ability to continue to provide freedom of movement for these more environmentally friendly travel modes during times of the day when it matters most. While we understand that it may present a greater challenge to implement, converting a mixed use lane(s) to a toll lane(s) would similarly advance the user fee concept in the region, while also allowing the preservation of available capacity on the carpool lanes for increased transit use. Another alternative might be to increase the minimum occupancy in existing HOV lanes, and allow only carpools below that minimum to use the HOV lanes for a fee, which would still be consistent with efforts to discourage single occupant vehicle use. Further, the sudden shift to transit as a result of the recent surges in gas prices and the MacArthur Maze Meltdown are testament to the elasticity of travel demand in the Bay Area, which should be explored in greater detail. It is not clear what other alternatives were considered for financing the remainder of the regional HOV network and why HOT lanes were determined to be the best solution.

Is it premature to embark on a regional,24/7 HOT network? To the best of our knowledge, nowhere else in the country have HOT lanes been deployed on a regional basis. While we understand that there may be significant benefits to financing large components of the network, aiming to build a large portion of the network by 2015 leaves little time to learn how best to operate these facilities. The study of the Los Angeles HOV system cited in the HOT Network Study, which found that two-thirds of the travel benefits are lost at gaps in the system where HOV traffic is forced to merge into remaining travel lanes, is a compelling reason to build a

regional HOV network, not a regional HOT network; and would not apply to situations where the HOV restriction on a lane is simply removed, as no merge would be required. Furthermore, the Federal Highway Administration's *A Guide to HOT Lane Development* suggests criteria under which HOT lanes can be most effectively introduced, from which it can be inferred that a wholesale approach may result in scattered success. A more prudent approach would be to identify the best candidates for the next wave of HOT lanes and focus efforts on those corridors. In addition, the justification for the proposal to have the HOT lanes operate on a full-time basis should be clarified to ensure that it is not driven entirely by technology considerations.

Should there be heightened focus on transit and/or improvements to the existing HOV operations? WCCTAC supports the continued prioritization of transit in the Draft *Transportation 2035*, as evidenced by the proposed 66 percent investment in transit compared to roads and bridges. The Draft *Transportation 2035* relegates a Transit Performance Initiative to a future RTP; perhaps the RTP should strengthen its transit focus even more in light of the recent devastating blow to the State Transit Assistance Program. In addition, the operations of the existing HOV network should be optimized, if not prior to, then in concert with, the analysis of HOT lane operations. This represents a low-cost solution that would enhance freeway efficiency.

Specific Concerns Regarding HOT Lane Implementation on I-80

In addition to the above general comments, we offer the comments listed below that are specific to I-80.

Crowding of HOV Lanes. The HOT Network Study acknowledges that the existing carpool lanes already experience crowding, and forecasts that that entire segment between the Bay Bridge and State Route 4 will be crowded by 2011. The study suggests several options in order to enable continued tolling on the facility: a) restricting carpool lane access to vehicles to vehicles with four or more people; or b) restricting carpool lane access to buses and vanpools only; or c) adding a dynamic dual lane that would operate as an HOV or HOT lane during the most congested periods only. All of these measures serve to limit our capacity to provide priority treatment for transit and carpools. Further, they would potentially require legislation and infrastructure above and beyond what is envisioned for the other corridors.

Unknown Cumulative Impacts of New Technologies. WCCTAC and CCTA are currently working on the I-80 Integrated Corridor Mobility (I-80 ICM) project led by the Alameda County Congestion Management Agency, which will deploy various Intelligent Transportation Systems solutions along I-80, San Pablo Avenue, and crossing arterials. The agencies along the corridor are taking a significant risk in implementing this project by investing in cutting edge technologies including adaptive ramp metering, variable speed control, and active lane management on the freeway – the combined installation of which is unprecedented. It is not possible to accurately predict the effects of adding HOT lanes to this mix, but it should be studied in great detail. Further, the opportunity costs for staff time and resources invested in these largely freeway-focused initiatives are time and resources that could have been invested in potentially higher value alternatives related to transit.

Impacts of Proposed Gaming Facilities. Current traffic forecasts may underestimate future traffic volumes along the corridor. In addition to Casino San Pablo, west Contra Costa County could be the site of two new casino developments (Point Molate and Sugarbowl) in the near future. These developments are generally subject to Bureau of Indian Affairs rules and regulations, which can be less stringent than NEPA or CEQA in terms of requirements for impact identification and mitigation. The combination of the three casinos could make West County a premier destination for gaming, further exacerbating the traffic conditions along I-80 and the local street network than currently predicted.

Accurate Definition and Judicious Segmentation of the Corridor. The commute pattern on I-80 is largely defined by traffic from Alameda, Contra Costa, and Solano Counties. As such, all three counties should be involved in decisions to install HOT lanes and allocate toll revenues. Any segmentation of the corridor with respect to HOT lane construction should take into account not just practical considerations, such as the existence of an HOV lane, but also the overall traffic impacts on the entire corridor. On that basis, WCCTAC cannot endorse without a thorough investigation of the concerns raised in this letter the proposed installation of HOT lanes on I-80 south of State Route 4 by 2015; rather, WCCTAC may be willing to consider a pilot project funded by MTC north of State Route 4 first, where the corridor is less congested.

Appropriate Control of the Corridor. The current legislative framework that allows the construction of HOT lanes in Alameda and Santa Clara Counties vests, in WCCTAC's opinion, an appropriate balance of corridor control among the affected local agencies, Caltrans, the California Highway Patrol, and the Bay Area Toll Authority (BATA). While WCCTAC recognizes the benefits to be gained from BATA's large financial capacity, the proposed strong regional role in the governance of the HOT lanes may only be necessary if the region were to embark on a full-scale regional network, which we do not recommend. While we recognize the value of MTC's important role in transportation planning for the region, we recommend a governance structure that prioritizes local corridor control.

Priorities for Toll Revenue Reinvestment. The corridor boasts a high transit ridership, which perhaps to some extent may be attributable to the high concentration of low-income people who are transit-dependent. Despite the high transit ridership, I-80 remains the most congested freeway in the Bay Area during weekday peak periods. If HOT lanes are implemented, a majority of toll revenues should be earmarked for mass transit improvements that would provide alternatives to auto travel along the corridor and local bus service to support those improvements, rather than financing new HOT lane construction in other corridors.

Conclusion

In summary, while WCCTAC supports innovative financing strategies aimed at expanding the regional HOV network, we believe there remains a number of significant issues with the proposed regional HOT lane solution that should be addressed prior to adopting it in our regional transportation plan. We appreciate the opportunity to provide these comments and look forward to participating in future discussions regarding proposed HOT lanes on I-80.

Please feel free to contact me or Christina Atienza of our staff at 510.215.3044 if you have any questions.

Sincerely,

Maria T. Viramontes
WCCTAC Chair

cc: Hon. Amy Worth
Hon. Federal Glover
WCCTAC Board
CCTA Board
Hon. Loni Hancock
Hon. Mark DeSaulnier
Hon. Nancy Skinner
Hon. Tom Torlakson
Hon. George Miller
Hon. Ellen Tauscher
Robert McCleary, CCTA
Ashley Nguyen, MTC

#9

SAN MATEO COUNTY
Transportation Authority

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February 27, 2009

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Draft Transportation 2035 Plan

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Metropolitan Transportation Commission's Draft Transportation 2035 Plan. The following are comments from the San Mateo County Transportation Authority.

It appears a small correction is needed on the map on page 53 showing "Freeway Performance Initiative: Traffic Operations Systems and Ramp Metering." It seems that I-280 north of CA 85 should be shown as a dotted line,indicating build-out (no current TOS equipment).

Project #21618 Implement Commuter Rail Service on the Dumbarton Bridge is listed under Alameda County. This project would more appropriately be listed under the Bay Area Region/Multi-County section since this is multi-county project supported by San Mateo, Santa Clara, and Alameda counties.

For San Mateo County Project #94667 entitled *Provide SamTrans Americans with Disabilities Act (ADA) Paratransit Services*, the project note should read "**1998 and** 2004 Measure A sales tax project." Funds from the 1998 Measure A will continue to provide funding for paratransit, in addition to the 2004 Measure A funds that you indicate.

Thank you for opportunity to provide input, and feel free to contact me with any further questions.

Sincerely,

G. Ted Yurek

G. Ted Yurek
Senior Planner
Planning & Research

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6219

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EXECUTIVE DIRECTOR

February 27, 2009

Ashley Nguyen
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Draft Transportation 2035 Plan

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Metropolitan Transportation Commission's Draft Transportation 2035 Plan. The following are Caltrain's comments regarding the draft plan.

Project #21618 *Implement Commuter Rail Service on the Dumbarton Bridge* is listed under Alameda County. This project would more appropriately be listed under the Bay Area Region/Multi-County section since this is multi-county project supported by San Mateo, Santa Clara, and Alameda counties.

Thank you for opportunity to provide input, and feel free to contact me with any further questions.

Sincerely,

G. Ted Yurek

G. Ted Yurek
Senior Planner
Planning & Research

cc: Silvia Cox, Senior Planner, Capital Planning Support
Marisa Espinosa, Manager, Planning & Research
Marian Lee, Director, Planning & Development
Todd McIntyre, Manager, Special Projects

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Alameda County

Reference Number	Project/Program	Total Project Cost	Committed Funds[1]	Discretionary Funds[2]	Project Notes
		(In millions of year-of-expenditure dollars)			
21144	Reconstruct I-80/Gilman Avenue interchange into a roundabout	$ 7.0	$ 1.5	$ 5.5	
21159	Expand/enhance AC Transit facilities in northern Alameda County, including new operating facility	$ 16.1	$ 0.0	$ 16.1	Coordinates with Contra Costa County project #230090
21451	Construct additional turn- and bus-loading lanes on Hesperian Boulevard and East 14th Street	$ 3.4	$ 1.4	$ 2.0	2000 Measure B sales tax project
21455	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	$ 122.6	$ 122.6	$ 0.0	2000 Measure B sales tax project
21456	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	$ 5.5	$ 5.5	$ 0.0	2000 Measure B sales tax project
21460	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin/Pleasanton BART station and Dougherty Road; construct bus lane on Dougherty Road	$ 11.4	$ 11.4	$ 0.0	2000 Measure B sales tax project
21464	Provide paratransit service for AC Transit, BART and non-mandated city programs to coordinate and close paratransit service gaps	$ 154.6	$ 154.6	$ 0.0	2000 Measure B sales tax project
21465	Enhance transit throughout the county using transit center development funds	$ 4.8	$ 4.8	$ 0.0	2000 Measure B sales tax project
21466	Improve Washington Avenue/Beatrice Street interchange at I-880 through reconstruction and widening of on- and off-ramps	$ 2.5	$ 2.5	$ 0.0	2000 Measure B sales tax project
21472	Improve I-680/Bernal Avenue interchange	$ 17.0	$ 17.0	$ 0.0	
21473	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	$ 11.1	$ 11.1	$ 0.0	
21475	Improve I-580/First Street interchange in Livermore	$ 37.0	$ 33.0	$ 4.0	
21477	Reconstruct I-580/Greenville Road interchange in Livermore	$ 43.0	$ 39.0	$ 4.0	
21482	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas	$ 8.9	$ 8.9	$ 0.0	
21484	Widen Kato Road from Warren Avenue to Milmont Drive and include bicycle lanes	$ 5.4	$ 5.4	$ 0.0	
21489	Improve I-580/San Ramon Road/Foothill Road interchange	$ 2.1	$ 2.1	$ 0.0	
* 21618	Implement commuter rail service on the Dumbarton Bridge (environmental, design and right-of-way phases)	$ 596.0	$ 301.0	$ 0.0	Resolution 3434 Regional Transit Expansion Program; shortfall remains

[1] Committed Funds have been reserved by law for specific uses, or allocated by MTC action prior to the development of the Draft Transportation 2035 Plan.

[2] Discretionary Funds are flexible funds available to MTC (and not already programmed in Committed Funds) for assignment to projects via the Transportation 2035 Plan planning process.

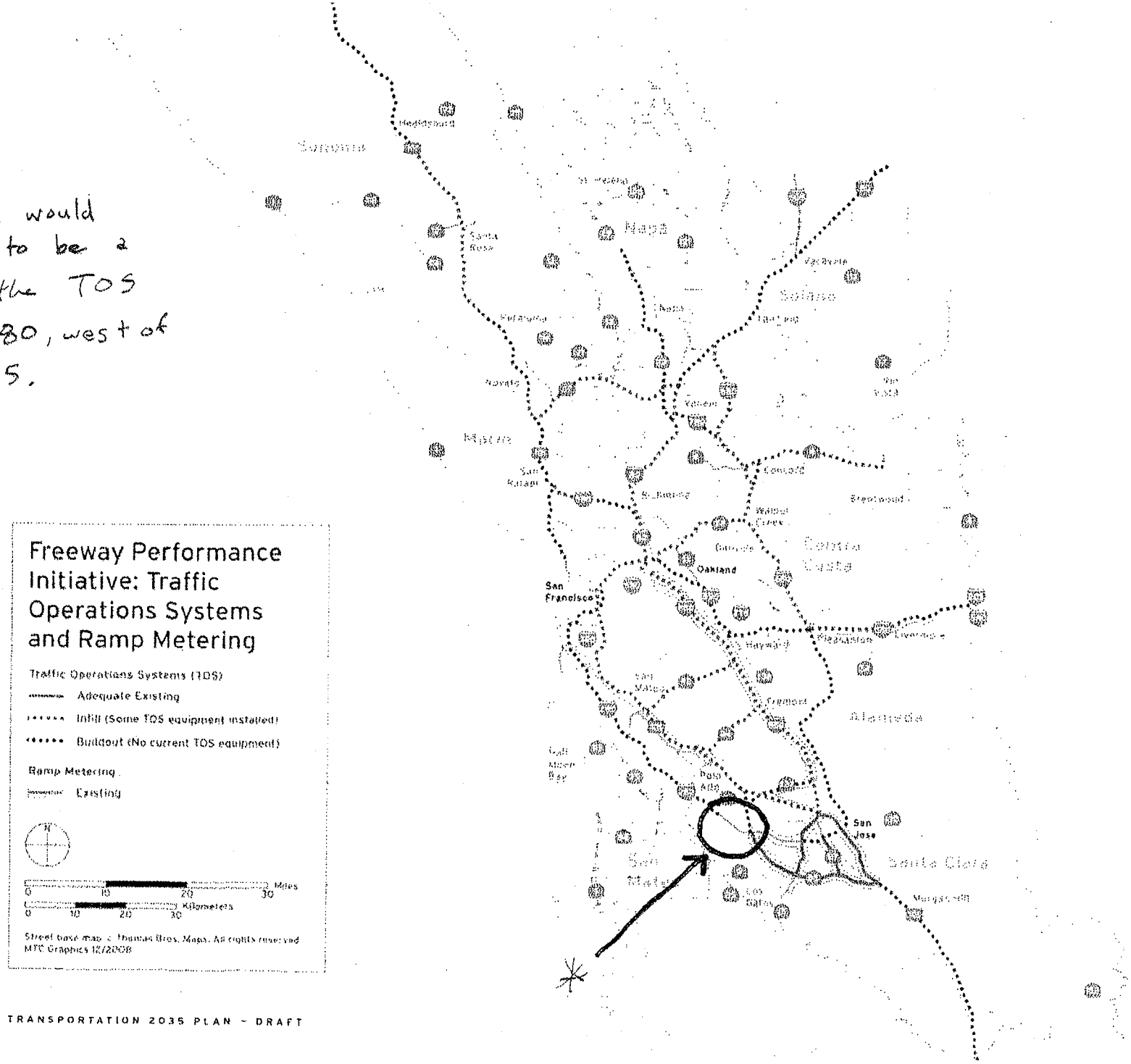
* Move project to Bay Area Region/Multi-County

San Mateo County

Reference Number	Project/Program	Total Project Cost (In millions of year-of-expenditure dollars)	Committed Funds[1]	Discretionary Funds[2]	Project Notes
22751	Improve operations and safety of Route 1 in Half Moon Bay (includes extending Route 1 to Half Moon Bay city limits and channelization at local intersections)	$ 40.8	$ 23.9	$ 16.9	2004 Measure A sales tax project
22756	Reconstruct U.S. 101/Candlestick Point interchange	$ 73.7	$ 51.2	$ 22.5	
94643	Widen Route 92 from Half Moon Bay city limits to Route 1 (includes adding left-turn lanes, signal modifications, shoulders and bicycle lanes)	$ 29.9	$ 29.9	$ 0.0	
94644	Construct westbound slow-vehicle lane on Route 92 from Route 35 to I-280	$ 57.6	$ 45.6	$ 12.0	
94656	Construct Devil's Slide Bypass between Montara and Pacifica	$ 362.6	$ 362.6	$ 0.0	
* 94667	Provide SamTrans Americans with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	$ 491.8	$ 491.8	$ 0.0	1998 and 2004 Measure A sales tax project
98176	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	$ 188.2	$ 188.2	$ 0.0	
98204	Add travel lane (one in each direction) on Route 1 (Calera Parkway) between Fassler Avenue and Westport Drive in Pacifica (includes traffic signal coordination on Fassler Avenue and Reina Del Mar Avenue)	$ 44.4	$ 18.0	$ 26.4	
230192	Improve SamTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes)	$ 2.5	$ 2.5	$ 0.0	
230349	Improve local access to National Park Service (NPS) lands in San Mateo	$ 151.1	$ 151.1	$ 0.0	
230417	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	$ 3.2	$ 3.2	$ 0.0	
230424	Modify Route 92/El Camino Real interchange	$ 3.0	$ 3.0	$ 0.0	
230428	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	$ 5.2	$ 5.2	$ 0.0	
230430	Implement San Mateo's bicycle and pedestrian program	$ 45.0	$ 45.0	$ 0.0	2004 Measure A sales tax project
230434	Implement local circulation improvements and the local streets traffic management program	$ 20.0	$ 20.0	$ 0.0	
230592	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	$ 14.8	$ 14.8	$ 0.0	
230697	Local streets and roads maintenance	$ 3,089.0	$ 1,503.0	$ 729.0	Shortfall remains
230704	Make Route 92 operational improvements to Chess Drive on-ramps	$ 2.5	$ 2.5	$ 0.0	

* add reference to 1998 Measure A sales tax project

* There would appear to be a gap in the TOS on I-280, west of Route 85.



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REC'D FEB 27 2009

County of Santa Clara
Office of the Clerk of the Board of Supervisors
Roads Commission
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110-1768
(408) 299-5001 FAX 298-8460 TDD 993-8272

#10

February 27, 2009

The Honorable Ken Yeager, Delegate,
Metropolitan Transportation Commission (MTC)

Dear Supervisor Yeager:

At its February 12, 2009 meeting, the Santa Clara County Roads Commission received a presentation by MTC on its Draft Transportation 2035 Plan "Change in Motion" and considered comments from Roads Department staff. The Commission voted unanimously, with two members absent, that the following recommendations be forwarded to the Board of Supervisors with a request to forward to MTC by its March 2, 2009 deadline:

- MTC restore balance in transportation funding by increasing allocations for streets and roads in proportion to their role in moving people and goods and in supporting anticipated growth and economic vitality.
- MTC regional transportation plan include expansion of our Bay Area street and road system in order to support projected growth.
- In light of severe shortfalls and an admitted inability to fund needed system expansion or operating and maintenance costs, MTC should refocus its efforts and spending on transportation, leaving involvement in social programs and urban land use planning to those local agencies currently charged by law with those responsibilities.
- MTC adopt a policy that distributes all discretionary funds to member counties based on population.
- MTC include consideration of and improvements to Routes 152 and 101 (south) in its goods movement transportation system. Neither of these vital links to/from Santa Clara County are mentioned in MTC's discussion on "Moving Goods in Northern California".
- MTC adopt a policy that allocates all future High Occupancy Toll (HOT) lane revenue to the county in which it is generated.

Board of Supervisors: Donald F. Gage, George Shirakawa, Dave Cortese, Ken Yeager, Liz Kniss
Acting County Executive: Gary Graves

cc: each Sup 2/27/09 TMA

- MTC ensure (without diverting current funds) that HOT lane funding is used for improving and maintaining local streets, roads, and expressways within a HOT lane corridor.

- If HOT lane revenue is going to be controlled by the Bay Area Toll Authority, Santa Clara County needs proportional representation on its governing board. A significant fraction of proposed HOT lanes will be built in our county.

- As the Bay Area's largest population base, Santa Clara County should be granted greater voting representation on the MTC.

Respectfully,

Martha Jurick for

Ted Brown, Chairperson
Roads Commission

cc: Supervisor Don Gage, District 1
Supervisor George Shirakawa, District 2
Supervisor Dave Cortese, District 3
Supervisor Liz Kniss, District 5

#11

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-460-5260

March 1, 2009
By Hand Delivery &
E-Mail

Scott Haggerty, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: 2009 RTP

Dear Scott:

MTC's action last week, approving Economic Stimulus federal transit formula money for the Oakland Airport Connector, is a microcosm of everthing that is wrong with both MTC and its premier product, the RTP. The Commission demonstrated its contempt for the overwhelming public input it received by showing that all it really cares about is preserving the political deals it has cut in the past. On the RTP, the Commission completely ignored the messages from both the public and its own Advisory Council on the need to reevaluate its past commitments to projects, in light of new priorities emerging from AB 32 and climate protection.

The public's request for the reevaluation of past commitments was a primary message received at the June 14, 2003 Transportation 2030 Summit (*Public Outreach & Involvement Program, Apppendix IV*, p. 10):

> "We should use performance criteria to judge *every* transit and roadway project, not just new ones. Poor-performing projects should be dropped even if they are "committed." (84% agreed either somewhat or strongly. emphasis in original.)
>
> "Our traffic and transit problems are getting worse for all communities, and old approaches don't seem to be working. Therefore, we must critically examine all of our policies, programs and projects." (89% agreed either somewhat or strongly.)

And yet, despite that overwheming consensus, the 2005 RTP that the Commission adopted maintained the ongoing MTC practice of including all past commitments. In the discussion for the 2009 Plan, the Advisory Council adopted a resolution calling for the reevaluation of all committed projects in the light of AB 32, and recommended not adopting the proposed Committed Projects policy. Without even the courtesy of providing a rationale, the Commission ignored these recommendations and voted down an exceedingly modest motion to study past projects. Similarly, despite extensive testimony about the perilous state of transit operator revenues resulting from state budget cuts, the Commission did not even bother to provide a rationale for adopting the staff recommendation to fund the Oakland Airport Connector.

These recent events lead inexorably to the following conclusions:

1. While MTC does an excellent job of recording public input, it is all for show. MTC does not actually consider public input in its deliberations. This can be demonstrated by the near-100% record of the Commission adopting staff recommendations.

2. At the same time, MTC is unwilling to be transparent about the reasons for its decisions. Under federal rules for public participation, MTC needs to document how it considers the input it receives from the public. This means providing reasons for not adopting what was overwhelmingly requested by the public. If the reason is "because we made a deal, and we cannot back out of that deal without harming our ability to make deals in the future" that needs to be stated on the record.

3. Despite severe funding shortages faced by the region's transit operators, the Commission made it clear that its top priority with Economic Stimulus funds was making good on past commitments, no matter how odious. Preventing service cuts and fare increases was clearly a lower priority.

Change in Motion

Familiarity with MTC and a close reading of the RTP lead to these conclusions:

1. The RTP is beautifully produced and extremely well-written. It is inspiring and philosophical. Unfortunately all of that serves as mere window dressing, due to key Commission decisions on committed projects.

2. The decisions on the RTP very clearly express MTC's priorities. While 'Change' is central to the rhetoric of the 2009 RTP ("Change in Motion"), this RTP is about anything but change. The RTP shows that MTC is willing to commit funds it can't yet identify for projects and programs for climate protection. The real money, however--the funds that MTC can identify--are going to committed projects that ignore climate change considerations and financial prudence: for additional highway capacity and cost-ineffective BART extensions. This is the status quo--it has nothing to do with Change.

3. By retaining the status quo as its priority, MTC exhibits a complete indifference to science, which indicates the need for urgent GHG emissions reductions. Motor vehicles are the largest source of GHG emissions in the region, putting great responsibility on MTC to use the tremendous powers granted it to respond to a serious threat to our

society. This RTP both rejects that responsibility and misleads the public into thinking that MTC is 'doing something about climate change.'

4. Change is described as something beyond the RTP: "The Bay Area must take additional bold steps beyond the Transportation 2035 Plan." (RTP, p. 79) If MTC were to live up to the leadership role it claims for itself in its public relations, this RTP would be the Change. (See Recommended Actions, below.)

5. Part of the reason "that surface infrastructure investments will not be sufficient to realize our ambitious goals for the Bay Area" (RTP, p. 79) is that MTC wastes so much money on expensive projects that accomplish little in the way of transportation benefits. The most recent *Statistical Summary of Bay Area Transit Operators* indicated that the region has still not achieved the 15% increase in regional transit ridership over 1982 levels that MTC committed to as TCM 2 back in 1990. Given the 30+% increase in population since then, this is an indictment of MTC's wasteful and/or incompetent project selections. The primary beneficiaries of these projects were their political sponsors. Meanwhile, the public has been left with a mediocre transit system and overcrowded highways. For all the money that was spent, these are dismal results.

6. MTC does not do planning--it is a programming agency. Planning would mean determining regional needs and determining appropriate implementation. Instead, MTC passively awaits sponsors' project submissions. This is why a rail connection from the East Bay to San Jose never advanced during the 1980's--there was no project sponsor with the requisite jurisdiction, and MTC did not see fit to assign the task to an agency.

7. MTC is unwilling to say no to its Partnership agencies. No matter how ridiculous, a submitted project is dutifully placed in the list. MTC has not instructed the Partnership on the need to alter transportation planning so as to reduce VMT and GHGs.

8. MTC's completely uncritical acceptance of projects submitted by sponsors is why the organization is known amongst critics as an MSO, a Metropolitan Stapling Organization. Instead of benign neglect leading to project death by starvation, MTC instead actively promotes the most dreadful politically motivated projects such as the Oakland Airport Connector, the BART extensions and the Central Subway through such efforts as its Resolution 3434 Strategic Plan Update and Economic Stimulus Fund allocation plan. While any reasonably objective analysis would demonstrate the abysmal cost-effectiveness of these projects, MTC is instead actually proud that these projects are being delivered. The dubious legality of a recent Strategic Plan decision to transfer funding to a BART extension will soon be reviewed by a Court.

9. The Performance Assessments should have been a critical part of the RTP process, but as it turned out, they were a joke. "No projects were excluded from the RTP Project or fiscally unconstrained element as a result of the Performance Assessment process." (1/30/09 Response to our Public Records Act request.) The weighting of the various benefits needed to have been less auto-centric, for the results to be at all useful. However, the CMAs actively subverted the process by withholding projects from MTC scrutiny and thereby blocking MTC discretion. Agencies should be sanctioned for not playing by the rules.

HOT Lanes

TRANSDEF is troubled by the proposed HOT lanes network. We believe it represents a giant step backwards for a Bay Area transition to much higher transit use:

1. HOT lanes would eliminate the travel time advantage that transit in a dedicated right-of-way has over the single-occupant vehicle, thereby changing forever the fundamental relationship between driving alone and taking transit. Then the only difference is price. Transit's inherent inconvenience, as compared to the single-occupant mode, will weigh much more heavily in mode choices.

2. Worse yet, there is only so much HOV capacity that can be sold. HOT lanes create unreasonable expectations that single-occupant driving remains a realistic mode of travel. This is exactly opposite to the JPC's Climate Protection Plan, which sets "Reducing Driving" as a major strategy.

3. HOT lanes are built for the solo driver. They are a distraction from building a regional transit network, which is the work we face in an era of climate change.

4. By making driving easier, HOT lanes will result in more driving and thus more GHG. This is tremendously irresponsible in an era of climate change. Due to the lack of sophistication of MTC's travel demand model, the performance assessments for the 2009 RTP showed some highway projects resulting in lowered VMT and GHG emissions. TRANSDEF is certain that these results are merely artifacts of the failure to feed back land use inputs back into the modelling, and that all highway projects will increase VMT and GHG emissions.

5. HOT lanes are not easily understood by the public.

6. It will take decades for HOT lanes to be built. This fails to meet the time scale of climate change--emissions reductions are needed now, not twenty years from now.

7. TRANSDEF believes the HOT lanes proposal turns the decades of HOV construction into a bait-and-switch, in which the public was told that these lanes were built for their air quality benefits. By putting single-occupant vehicles into HOV lanes, MTC would be violating the Clean Air Act prohibition on building mixed-flow lanes in non-attainment regions. Because of the special legal status of HOV lanes, changing them to HOT would require more than a mere RTP EIR. The proposal will need proper NEPA and air quality conformity determinations (the proposed final conformity determination did not address this issue).

TRANSDEF believes that the National Surface Transportation Policy and Revenue Study Commission got it right: the U.S. needs on-road pricing in metropolitan areas. We would like to see MTC lead the way, by educating the public on the need to price highways (especially during congested periods) to encourage more carpooling and transit, which will reduce GHG emissions. We believe this message is much more understandable than HOT lanes, and would produce emissions reductions in the short term, when they are desperately needed. The public knows it needs to do something to reduce emissions. Leadership by responsible agencies will result in letting the public know that driving is one of the biggest problem areas, resulting in changed behavior.

Lastly, the RTP asserts that Highway expansion makes up 3% of the total RTP. (p. 35) A PhD working for TRANSDEF calculated that highway expansion projects made up 8.1% of the RTP. After back-and-forth e-mails with staff, it is appears clear that this 3% number excludes committed projects. If this assertion is confirmed (staff has not yet replied to our request for the project list used in calculating the 3% number), that would mean that MTC had intentionally hid the committed highway projects. Like Watergate, a cover-up demonstrates intent to hide something deemed unfavorable.

Due Diligence

In TRANSDEF's comments on the Conformity Analysis and in our Public Records Act request, we sought to find out what kind of due diligence MTC has performed on the very substantial project costs of the proposed BART extension to San Jose. We were alarmed to find out that staff merely accepted at face value the figure submitted to MTC by VTA. At $6.1 billion, this project makes up more than half the dollar amount of the TIP Amendment. None of the documents we saw demonstrated that MTC had independently undertaken any kind of review of VTA's numbers.

This is especially troubling, given how we have consistently informed MTC staff that, as a result of another Public Records Act request, we were aware that VTA was reviewing 65% design estimate costs last summer. Meanwhile, MTC was using VTA's 2005 costs in the fiscally constrained plan. Now that VTA has publicly announced that its new 2008 cost estimate is $6 billion unescalated, we insist that MTC bring the latest numbers into the RTP, along with VTA's reduced sales tax revenue projections. MTC has received plenty of notice from us that VTA was going to try to slip into the fiscally constrained plan with old cost numbers and sales tax revenues. If MTC expects its federal partners to accept the assertion of fiscal constraint, it will need to revise its current draft RTP numbers, or reduce the scope of the proposed project.

Recommended Actions

TRANSDEF recommends that MTC adopt the TRANSDEF Smart Growth Alternative that was studied in the EIR for the 2005 RTP. That Alternative had no highway expansion in it, which created motivation for drivers to shift to transit modes. In addition, it contained cost-effective commuter rail and rapid bus expansion projects, along with expanded transit service. It had High-Speed Rail entering the Bay Area over the Altamont Pass, and going down to San Jose along the alignment that had been purchased for a BART extension, thereby eliminating the cost of the San Jose and Warm Springs BART extensions. Both pricing and land use contributed greatly to enhancing the mode shift to transit, and resulted in reasonable performance at a significantly lower cost than the adopted RTP, thereby leaving more funds available for maintenance. By ending the building of highways, the Alternative puts a stop to the phenomenon of induced demand, resulting in lower VMT.

If, as expected, MTC is not willing to adopt a true emissions reduction alternative such as the TRANSDEF Smart Growth Alternative, the next best thing would be to adopt the land use and pricing variants of the Heavy Maintenance/Climate Protection Emphasis,

along with the RTP's proposed project list. This would mean that MTC commits to moving towards implementing pricing and land use measures, starting with seeking the necessary authority from the Legislature and Congress. Such a commitment would allow MTC to develop appropriate measures after appropriate rounds of public outreach and analysis. The implementation of these measures would result in performance equivalent to the effect each of these variants produced in the EIR.

Conclusion

After 16 years of involvement with MTC, TRANSDEF has absolutely no illusions that these comments will result in any changes to the draft RTP. However, we felt it was important that there be a record made for the public of MTC's irresponsibility as the body of government that had the ability to act at the time that the climate crisis became deadly serious, but didn't. As always, we would be pleased to answer any questions you may have to help MTC become a force for change for the better. Our website is www.transdef.org

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

#12

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

ALAMEDA COUNTY
Tom Bates
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Scott Haggerty
Jennifer Hosterman
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SOLANO COUNTY
Jim Spering

SONOMA COUNTY
Shirlee Zane
Pamela Torliatt
(Chairperson)

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

March 2, 2009

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

RECEIVED
MAR 5 - 2009
MTC

Subject: Transportation 2035 Plan for the San Francisco Bay Area

Dear ~~Mr. Heminger~~ Steve:

The Bay Area Air Quality Management District (District) is committed to working with the Metropolitan Transportation Commission (MTC) in implementing strategies outlined in the Transportation 2035 Plan (Plan). We commend MTC for your bold vision and inclusion of ambitious performance objectives, and we recognize the challenge of meeting these objectives. Through the preparation of the T2035 Plan, MTC is leading the region to the important changes in transportation policy the Bay Area needs to help improve air quality and reduce greenhouse gas emissions.

The Plan provides a clear picture of the daunting challenges the Bay Area faces in reducing air pollutant emissions, greenhouse gases and vehicle miles traveled. The Plan sets forth aggressive performance objectives for air quality and recognizes the equally aggressive land use and pricing strategies that will be needed to make significant progress toward these objectives. The Plan's performance objectives related to particulate matter and greenhouse gas emissions establish an important path for the Bay Area. However, the Plan's performance assessment for 2035 indicates that the region is far from achieving these important goals.

The Plan clearly demonstrates that infrastructure investments alone will not achieve the aggressive performance objectives set forth in the Plan. Emphasis on operating and maintaining the region's extensive transportation system is appropriate. Implementation of the Plan's transit, pedestrian, and bicycle accessibility focused initiatives such as the Transportation for Climate Action Campaign, Transportation for Livable Communities, and Regional Bicycle Network will improve alternatives to driving, reduce vehicle emissions, support transit-oriented development, and ultimately support the Bay Area's ability to meet anticipated regional greenhouse gas targets. Investments in the Goods Movement Emission Reduction Program will help reduce diesel pollution in impacted communities. The proposed HOT network is an important first step in introducing pricing strategies. Despite these important elements, the Plan's performance assessment demonstrates that much more is needed to make significant progress toward air quality objectives. More ambitious land use and pricing measures will be critical to continued progress in air quality. We urge MTC to continue to take a leadership role in advocating these critical changes in transportation policy.

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The Plan is clear about challenges facing the region and forthright about the bold steps required in subsequent transportation plans to achieve regional performance objectives. The District offers its partnership and support to MTC in preparing the Bay Area for the future, and in following the ambitious path set forth by the Plan.

Sincerely,

Jack P. Broadbent
Air Pollution Control Officer/Executive Officer

From Bill Crandall

#13

Metropolitan Transportation Commission

Comments regarding improving signage access
for people with visual disabilities:

Talking Signs® Remote Infrared Audible Signage for by making the transit environment (both stationary and buses) orientation and information accessible.

Smith-Kettlewell Rehabilitation Engineering Research Center
San Francisco
March 2, 2009

Everyone's effective mobility depends upon proper orientation; for mainstream society this is accomplished by printed signs. People who are print disabled, are blind, or have other visual impairments are at a disadvantage for the lack of labels and signs. Talking Sign®, the infrared remote signage system (RIAS) developed and evaluated at the Smith-Kettlewell Rehabilitation Engineering Research Center, provides a solution to this need by labeling the environment for distant viewing -- this system tells people about their surroundings; not only where they are, but where they're going.

The RIAS system is comprised of infrared transmitters which convey speech messages to small receivers carried by blind travelers. The transmitters are located on walls, ceilings or posts or are located on transit vehicles. Most of the messages label landmarks such as bus stops [Crandall, Bentzen and Myers, 1996], entrances, restrooms, stairs, information counters and exits. Some give directions such as "Stairs and escalators up to Hallidie Plaza further down this platform." [Crandall, Bentzen, Myers and Mitchell, 1995, Crandall, Bentzen, Myers and Steed, 1995]. Some give real-time information such as those at street intersections that provide "Walk/Don't Walk" information [Crandall, Bentzen and Myers, 1998] or those on transit vehicles where the messages are either directed inside to passengers for announcing the "Next Stop" or directed outside to awaiting passengers announcing the vehicle "Destination" [Crandall, Bentzen and Myers, 1996]. Infrared transmission is directional. This means that when blind RIAS users pick up a message, they can also tell where it comes from. The message is coming from the direction in which they are pointing when they hear the message clearly. Travelers who are blind can get to the destination by walking in the direction from which they receive a clear message. They do not need to remember directions; they just travel toward the sign they hear, in the same way that sighted people travel toward a sign or landmark they see. Past years of human factors research has established that blind people traveling in a variety of environments using RIAS can easily learn to use the

From Bill Crandall

system effectively [Bentzen, Crandall and Myers, 1995, Crandall, Bentzen and Myers, 2000].

The US Access Board, has published its Public Rights of Way Accessibility Advisory Committee (PROWAAC) report ("Building a True Community", January, 2001) calling for improved access for people with visual disabilities at intersections and along public rights of way. Here the value of an infrared-based receiver/transmitter system is noted. With a hand-held receiver, visually impaired users scan the environment for messages that gives the traveler intersection information including the street name, the name of the street being approached, the direction of travel, block number, determining the exact direction of the pedestrian signal across the street, and the Walk/Don't Walk status.

PROWAAC also advises the suitability of infrared transmitters for location and identification of rail stations entrances and places where a Braille and raised print is not practical. Accessible routes are created through use of Talking Signs transmitters to identify stair and escalators, ticket booths and fare machines, loading areas for particular trains, restrooms, exits, etc.

The Courthouse Access Advisory Committee Report for the US Access Board (Appendix B - Wayfinding for People with Vision Impairments) contains a section on RIAS which also lists RIAS technical specification as included in the 2003 Edition of the American National Standards Institute (ANSI).

Talking Signs emitters integrated into real-time graphical passenger information systems provide the same information to people who are visually impaired. These include bus name and arrival time information at bus stops and shelters. Talking Signs installed on buses allow persons who are visually impaired to determine what bus is approaching from up to 150 feet away; to find the front door; and at any time the bus is moving, to receive next stop announcements.

Blind services organizations can be enlisted to distribute receivers and provide outreach and training services. Currently, "Peer-to-Peer" training is being explored as an effective way to enlist blind users to train other blind users in the use of the Talking Signs system.

The use of Talking Signs by individuals who are visually impaired has been thoroughly studied and the beneficial affects of the system established by the Smith-Kettlewell Rehabilitation Engineering Research Center, the University of California, Department of Geography.

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From Bill Crandall

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From Bill Crandall

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Respectfully,

Bill Crandall, Ph.D.
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#14

MTC
Attn: Public Information
101 Eighth St.
Oakland, CA 94607

March 2, 2009

Subject; Public Comment on Draft 2035 Regional Transportation Plan

The City of Healdsburg, Sonoma County respectfully submits the following comments on the Draft 2035 Regional Transportation Plan (RTP).

In late 2007 our local transportation agency, the Sonoma County Transportation Authority (SCTA) issued a call for projects and transportation needs surveys to be considered in their amendment into the Sonoma County Comprehensive Transportation Plan (CTP). Accordingly, we submitted requests for project inclusion in the CTP with the ultimate goal of having these projects incorporated into the pending RTP amendment. Our requests were submitted to the SCTA timely and it is our understanding that the SCTA forwarded them to the MTC for incorporation into the RTP.

Our projects included the Healdsburg Avenue Bridge Replacement or Rehabilitation; US 101/Mill Street interchange improvements; and US 101/Dry Creek Road interchange improvements. We understand that these projects have been listed on the CTP.

We were disappointed to see that, with the exception of the Healdsburg Avenue Bridge, the interchange projects were not included in the RTP. We fully understand that there are more projects than available funding (i.e. fiscally constrained). However, because we are actively seeking federal funding though our Senate and Congressional representatives, it is critical that these projects be included in the RTP.

Our concern is that without formal inclusion of our unconstrained projects in the RTP, we may be precluded from future, yet to be determined, funding opportunities (such as the 2009 ARRA stimulus package) due to lack of their inclusion in the RTP. It is our hope that MTC would modify their position and include unconstrained projects in the 2035 RTP. This would enable Healdsburg, and others, the greatest opportunity to bring locally and regionally significant projects to fruition.

Sincerely,

Michael Kirn
Public Works Director

#15

Comments on Change in Motion: Transportation 2035

By: Roderick Llewellyn

Introduction

MTC's draft 2035 plan contains many welcome changes from prior plans. In particular, its focus on measurable performance goals is a sharp break from older plans in which projects were included or rejected with no particular justification or identifiable method of comparing the value of included vs. rejected projects.

Increased focus on limiting sprawl, placing growth around transit stations, and the beginning of market pricing are also significant improvements. Nevertheless, the 2035 plan still contains many past practices, in deference to longstanding political pressures, which compromise the Plan's ability to achieve its goals. This set of comments will address the major shortcomings and suggest corrections.

Lack of Alternatives

While the Plan mentions three broad alternative packages, no project by project comparison is given. I have participated in this process since it first went public, and at no time were significant alternatives brought before the public. Consider, for example, the "best practices" (as the Plan terms it) rail extensions. By what light are the proposed rail extensions "best practices"? No or little public input went into formulating this plan. (more about the specific shortcomings of the rail plan follow).

The 2035 Draft Plan follows past practice of essentially being a "take it or leave it" plan – but, in fact, you can't leave it. The public was given no opportunity to help guide alternatives. The project list was finalized before the public participation process even began. The fix was in.

Technology Dependence and Unrealistic Assumptions

The energy use and air quality models assume unproveable and, frankly, unlikely improvements in technology. For example, nearly all of the CO_2 reductions are assumed to arise from better automotive technology. On the other hand, when pressed about energy prices, MTC has told me that they lack the ability to predict energy prices. Why is it easier to predict technological advances than price changes? MTC has used a model in which automobile operating costs are assumed to actually *decline* over the Plan's time frame, yet user transit costs are assumed to increase. I don't even have to examine the details of MTC's computer models to conclude that under these assumptions it will be very difficult to augment transit mode share.

Even if MTC cannot predict energy prices, it should have done a sensitivity analysis. MTC assumed that, over the likely energy price regime of the future, demand for gasoline will remain inelastic. What if prices increased to the point of producing demand elasticity? MTC simply assumed a 2035 price, in current dollars, of $7.50 / gallon. I have heard no justification for this assumption.

Many people at MTC's public meetings mentioned the peak oil issue. In one vital sense, peak oil occurred already, about in 1970: as measured by oil production *per person*. Thus the quantity of oil produced per person has been dropping since that date. MTC's pricing models thus assume that America will be able to not only continue to maintain our out-of-proportion consumption of the world's energy, but that America will actually be able to *increase* its share! This is only possible at the expense of condemning billions to poverty. Has MTC even *heard* about the rise of Asia? MTC should assume that over the next decades per-person energy consumption will level out worldwide.

Suburban Lifestyle Maintenance

While the Plan claims to represent a total break from the past, in fact it mainly concentrates on maintaining the suburban lifestyle. Transit improvements seem focused mainly in areas in which land use simply is not supportive of transit use. For example, of a claimed 140 miles of new rail service, only 2 miles are in San Francisco (the dubious Central Subway and the worthy Caltrain Downtown Extension). No rail improvements are planned for the dense inner East Bay areas, except for very modest gains for Capital Corridor trains. Why is this? Even though the denser urban cores, particularly San Francisco, already have relatively high levels of transit use, these levels can be raised considerably further. Put another way, a dollar spent in the urban core will increase ridership far more than a dollar spent in outer areas which have nearly 100% auto dependency. Why is a BART extension to San Jose, for example, preferred over a rail extension on Geary Blvd? Clearly a Geary line would carry many times the number that a San Jose line could ever hope for. Certainly political juice counted much more than science, and in that sense the 2035 Plan represents no break from the past.

The concept of denying transit money to cities which don't accept smart growth is a good one. But why stop there? The outer suburban areas don't care that much about transit. Why not deny them their *highway* money if they don't accept smart growth?

No concept of social cost

Fees and fares should be set according to the concept of social cost. What does it cost society to provide a service? The Plan does not even mention this concept. For example, the Plan admits that it will cause a substantial increase in particulate emission. This emission will increase medical costs, including to people who derive little benefit from projects which injure them. The latter costs are not even mentioned let alone quantified in the Plan.

The various projects in the Plan should be "billed" these external costs. If a given highway is shown to add $25 million to medical expenses, that money should be deemed to be part of the highway's cost. On the other hand, if a transit alternative were to save or reduce these medical costs, the savings should be credited to the transit plan, effectively adding to its farebox recovery.

Under this scheme, the Plan should then attempt to minimize not just the direct costs but the sum of direct and indirect costs. Many European countries use this kind of modeling. The Plan does not even mention the concept of negative externality, considered by every modern economist to be vital in policy formation. This is not a 21st Century plan.

Transit Fare Coordination

No mention is made of improving the current transit fare system. This system is an incredible impediment to easing car owners into trying transit. While TransLink is welcome, it does not solve the problem. The problem is that if you are not a current *very* frequent transit user, i.e., you don't already buy transit passes, transit is simply too expensive. For example, to travel from my home in San Francisco to a location in Berkeley that is not next to BART, I must ride Muni, BART, and AC Transit. On a round trip basis, this costs over $12. For two people the cost simply doubles. This considerably exceeds the cost of driving, particularly once auto ownership costs are considered sunk and therefore excluded. *That's wrong*, because the cost to society of moving two people by transit is still less than that of moving two people by automobile.

The problem concept here is that MTC has not addressed the absurdity of charging for intersystem transfers. Any transfers represent an inconvenience to the user, who after all would prefer, in an ideal world, no transfers whatsoever. So charging for transfers is charging for an inconvenience! It would be like Macy's charging to use their escalators, merely because it was more economical for Macy's to arrange their store on multiple floors rather than just one.

I know MTC commissioners have done extensive travel to Europe. Why have they not noticed that in European cities one can buy single tickets that cover multiple trips and multiple people, regardless of which systems are being used?

Instead of charging by the number of systems used, we should have a single region-wide distance-based fare. This is similar to the way BART charges, but implemented across all systems. If you travel 50 miles under this scheme, you would pay a 50-mile fare regardless of on which systems you traveled. Dividing the fare between the operators of these systems would occur invisibly to the rider by back-end computer systems following pre-negotiated interline agreements. This would also have a desirable side- effect of encouraging competition between systems to provide better service, as opposed to competing to offer lower fares.

Why are the TransLink and FasTrak systems not unified? While the FasTrak transponder is not appropriate for transit use, why doesn't every FasTrak user *automatically get* a TransLink card that can be used on transit systems, and that draws from the same account? This would help car drivers to consider trying transit.

I know MTC will raise the objection that "we've pushed for unification before and there are too many institutional barriers". I'm not speaking here of unifying the transit systems. This is actually a bad idea, since it would

merely allow the suburbs to loot Muni. I'm speaking of intersystem fare unification. The public doesn't care whose logo is on the bus. They care how convenient and costly it is to use the overall system.

HOT lanes and Market Pricing

The concept of HOT lanes engenders mixed feelings amongst many, who don't like the idea of wealthier people's being able to buy their way out of congestion. Of course, people of greater means have always done so (in the simplest case, buying a fast car gets one out of the slow bus).

I like MTC's plan to dynamically adjust tolls so as to maintain free flow in the HOT lanes. However, why not extend this to *all* lanes? This would eliminate congestion immediately. After all, MTC will be implementing an expensive technology for metering, charging, and modeling congestion. It would cost almost nothing extra to cover the entire highway once one lane is covered.

The reason for congestion, ultimately, is that the price of auto travel is artificially set below its market-clearing (i.e., free-flowing) price. Therefore auto traffic becomes capacity-limited rather than price-limited. Ultimately this is why expanding the road system, despite decades of promises to the contrary, has never reduced congestion, and never will. This is the area where MTC fears to tread, where the Plan still is caught in the 20th Century. MTC only pays lip service to "harnessing the market". When it comes to transportation, MTC is still socialist.

Resolution 3434 and Rail Extensions

This plan, adopted in 2001, was incorporated essentially unchanged into Transportation 2035. While the plan boasts of "140 new route miles of rail", nearly all of those miles constitute the Sonoma-Marin (SMART) project which has fairly low ridership potential. This project suffers from its lack of a direct rail route into San Francisco, requiring transfer to bus or ferry for San Francisco trips, which will sharply limit ridership. The problem with trips beginning and ending north of San Francisco is that there are few destinations accessible without an automobile (or bus transfers). While a commuter may easily use a car to get to the embarkation station, if the destination station is not within walking distance of the commuter's work, ridership will suffer. It's just not possible to use a car on *both* sides of the rail trip! I actually have no objections to SMART; it may in time become the nucleus for a good system with a direct link into San Francisco. But it constitutes the bulk of new rail mileage in the Plan, while its potential for diverting car trips to transit is extremely modest.

In general the 3434 extensions and improvements focus mainly on low-density areas having near-total automobile dependency. Large sums are allocated for extending BART to Livermore and San Jose.

The plan does contain worthwhile projects. Activists had to fight for decades to get Caltrain electrification and extension to the Transbay Terminal included. MTC's resistance to this most worthwhile of all projects was deep-rooted and disappointing. Bay Area transit ridership

would have been much higher today had this project substituted for the BART-SFO project. It is gratifying that at long last the Caltrain project has made it into the RTP. The real question is timing. Will it be back-loaded far into the future while less worthy projects with more immediate political appeal get built ahead of it?

Other worthwhile projects include upgrading the Capitol Corridor, and rapid bus projects in Oakland and San Francisco.

The Draft Regional Rail Plan contains an as-yet-unspecified BART extension in San Francisco as a very long term project. Unfortunately this is tied to construction of a second transbay BART tube, and in any case is not mentioned within Transportation 2035. Almost certainly this project will fall off the funding ledge and never happen. Yet a BART extension within SF, for example under Geary Blvd., would likely be one of the best performing rail extensions in the Plan. This project should not be back-loaded half a century in the future; it should be brought forward and advanced over low-ridership schemes such as BART to Livermore and the like.

Conclusion

Ultimately the major gauge of a transportation plan's success should not be how much money it spends on this project or that. MTC has historically boasted of high funding levels for various projects. Instead we should be looking at how business approaches projects, which is to reward spending as *little* as possible consistent with project delivery at acceptable risk. Funding is an input, not an output. Nobody rides BART versus driving on I-80 because "wow MTC spent a lot on BART, I'm going to take it!" People choose modes based on convenience and price to *them*, not cost to society.

The overarching goal of a regional transportation plan should be reducing automotive mode share. Transportation 2035 takes modest steps in this direction. Those are applauded. To hail them as a revolutionary change, however, is unwarranted exaggeration.

TRANSFORM

WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

#16

Metropolitan Transportation Commission
Attn: Public Information
101 Eighth St.
Oakland, CA 94607

Re: TransForm's Comments on Draft 2009 Regional Transportation Plan

To Whom It May Concern:

TransForm and our partners have been actively involved in Regional Transportation Plans (RTPs) since 1998. For ten years, we asked MTC to use targeted outcomes to develop plans, and we were delighted that MTC decided to adopt this approach for the 2009 RTP update. We recognize and applaud the MTC staff and Commission for the ambitious vision and goals that have driven this RTP.

Investments

The draft RTP reflects positive movement in terms of funding sustainable transportation in the Bay Area. TransForm supports the inclusion in the final RTP of these unprecedented commitments to programs that create and sustain alternatives to personal vehicle use, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, a Transit Priority Program, and a transportation climate program.

Committed Projects

A major impediment to meeting the 2013 goals will be the continued practice of having a preponderance of projects considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. Just last week the proposal to fund the Oakland Airport Connector--a project that has experienced massive cost increases since its initial approval by voters and inclusion by MTC in Resolution 3434—clearly illustrates the need to reject the concept that there is no reevaluation once a project is approved.

The final RTP should include a commitment to begin work immediately with the county congestion management agencies to identify projects that do not meet regional goals and are not near construction, and to identify and evaluate alternative investments in the project corridors. This process must begin now so that MTC, the counties, and members of the public may have a transparent process that defines committed projects in advance of the next RTP update.

Project Identification Process

MTC's schedule for CMA project submittal required such a quick turnaround that some counties performed minimal or no public process. If future RTPs are going to go farther than this RTP in achieving ambitious regional goals, the goals must be adopted at the county level by the CMAs. And, there needs to be sufficient time

between MTC's call for project submittals and the submittal due dates for the CMAs to perform a vetting process that engages the public and that proposes projects that are consistent with regional goals.

Land Use and Pricing

MTC's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals. The Final RTP, the section entitled "Building Momentum for Change" does not include any discussion of the critical land use policies that will move us towards these targets. For example, the Final RTP should include a policy that prioritizes allocation of Transportation for Livable Communities funds, and prioritizes these TLC funds, as well as Local Streets and Roads, and new Safe Routes to Transit funding for designated Priority Development Areas.

Further, the RTP should include a discussion of the existing barriers that keep MTC from realizing the greenhouse gas emissions reductions and VMT reductions that are achievable with aggressive land use and pricing. And, it should include an outline of steps that could be taken to overcome these obstacles. These may include advocating for legislative authority to pursue transportation pricing such as fuel consumption and vehicle license fees, congestion pricing, and new bridge tolls.

These might also include a discussion of the funding necessary to help cities pursue compact development in walkable neighborhoods well-served by transit, such as funding for land acquisition for affordable housing, parking policy revisions, and infrastructure needs.

TransForm commits to working with state legislators and agencies to help get new funding sources to support sustainable land use, and to advocate for legislative authority that MTC needs to pursue transportation pricing. We look forward to partnering with MTC on these efforts.

HOT Lanes

TransForm has long supported transportation pricing as a critical strategy of developing a sustainable transportation system. MTC is taking a step toward roadway pricing by including a regional high-occupancy toll (HOT) network in the draft RTP. However, for pricing to be effective and adopted in the Bay Area, it must not only disincentivize driving, but also provide clear consumer incentives to encourage people to use alternative modes.

The final RTP should include a clear commitment to funding significant public transit service on each HOT corridor, at the time these lanes open. The HOT program should also include a clear set of provisions to ensure that equity concerns are identified early, and that negative impacts are mitigated against in the design of the system's operations. Finally, given the evidence that roadway expansion induces

growth and leads to VMT increases, the HOT program should pursue pricing on existing lanes to avoid expansion where possible.

Successful Implementation of SB 375

A recent Joint Policy Committee memo (dated January 23) indicates that MTC may begin to work with county and local transportation and land use agencies as early as this year to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets (under SB 375) that will be set for the 2013 RTP. We strongly support these efforts and would like to see MTC's commitment to this process outlined in the final 2009 RTP.

Finally, TransForm recognizes that undertaking a new approach to the Regional Transportation Plan required tremendous staff resources. We appreciate MTC staff's accessibility and openness throughout the RTP update process. As the region looks ahead towards the next RTP and the first Sustainable Communities Strategy under SB 375, TransForm looks forward to being a partner in helping the Bay Area achieve a world class transportation system that is affordable and accessible to all, and walkable, bikable communities.

Sincerely,

Carli Paine

Carli Paine
Transportation Program Director

Judge Quentin L. Kopp, Chairman
Fran Florez*, Vice-Chair
David Crane
Rod Diridon, Sr.*
R. Kirk Lindsey
Curt Pringle
Lynn Schenk
T.J. (Tom) Stapleton
Tom Umberg
*past chair

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#17

March 2, 2009

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
Attn: Public Information

Subject: Review and comment on the Draft Transportation 2035 Plan

Dear Mr. Heminger,

We, the California High Speed Rail Authority (Authority), would like to thank the Metropolitan Transportation Commission (MTC) for providing an opportunity to review and comment on the Draft Transportation 2035 Plan. We sincerely appreciate inclusion of the high-speed train system in the draft plan.

Upon review, we have the following two specific comments:

1. According to the draft plan on page 26, the Regional Rail and Ferry infrastructure investment package includes "...two high-speed rail alignments over the Pacheco Pass and the Altamont Pass". We propose that the text should be changed to say "...ONE high-speed rail ALIGNMENT over the Pacheco Pass and A HIGH-SPEED TRAIN SYSTEM COMPATIBLE ALIGNMENT OVER the Altamont Pass." This edit to the text would reflect the fact that the Authority has selected the Pacheco Pass alignment as part of the statewide system, while in contrast, the Altamont alignment is part of a regional rail solution that would be pursued in partnership between the Authority and Bay Area regional transportation agencies.
2. The draft plan also mentions "the HST system is projected to carry as many as 117 million passengers annually by the year 2030". The Authority has updated the information (available in the California High-Speed Train Business Plan published in November 2008) and ridership for the full-system – with train fares at 50 percent of air fare – would be 93 million in the year 2030. Therefore, we propose that the text be replaced with "the HST system is projected to carry 93 MILLION passengers annually by the year 2030".

We look forward to working with the MTC towards a future of greater mobility, reduced congestion, cleaner air, and a better quality of life in the Bay Area.

Should you have questions regarding this letter, please do contact Dominic Spaethling at (415) 243-4789.

Regards,

Carrie Pourvahidi
Acting Executive Director

925 L Street, Suite 1425 Sacramento, CA 95814 916.324.1541 fax 916.322.0827
www.cahighspeedrail.ca.gov

#18

LEAGUE OF WOMEN VOTERS OF THE BAY AREA

An Inter-League Organization of the San Francisco Bay Area

March 2, 2009

Hon. Scott Haggerty, Chair, and Commission Members
Metropolitan Transportation Commission (MTC)
101 Eighth Street
Oakland, CA 94607

Re: Draft Transportation 2035 Plan

The League of Women Voters of the Bay Area commends the Transportation 2035 Plan for giving emphasis to

- a regional land use vision for the whole Bay Area
- transit-oriented development, with affordable, accessible development near transit stations
- connectivity between regional transportation systems, with local access to major lines
- transportation services to those most dependent on transit—young, seniors, and the disabled.
- action on climate protection.

The sustainable regional growth plans mandated by SB 375, are beginning to be addressed in draft regional policies distributed by the Joint Policy Committee. It is not clear that these draft policies have been incorporated into the 2035 Plan at this time. We would hope that this plan would reflect the need to address SB 375 now and not wait until the next round.

We hope that the latest ABAG 2009 projections, which assume that future growth will be accommodated within Bay Area counties, are incorporated into this plan. It is always difficult to determine if new projections can or will affect plans already in circulation. The ABAG FOCUS program is a great beginning, but the latest projections may require even more attention to infill.

In the same vein, there is the issue of "committed projects" and we would hope that anything on the list that may not meet the new Climate Change/SB375 criteria would be reevaluated if possible.

Funding is critical for the T2035 Plan. The economy has declined, affecting both State revenues and local sales and property taxes. The Federal stimulus plan will help in the short term to fill the gaps. Now that the State Budget has been adopted for 2009-2010, without an increase in the State gas tax, we continue to support a consumption based charge on gasoline (price per gallon), similar to the Huffman/Feuer bill in the last session, to be adopted as a Climate change user fee.

1611 Telegraph Avenue, Suite 300, Oakland, CA 94612
www.lwvbayarea.org

We support funding commitments to programs that create and sustain alternatives to personal vehicle use, including increased funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, a Transit Priority Program, and a transportation climate program.

We continue to urge increased priority for "Communities of Concern" as many low-income and minority households have no options but to be served by transit for their daily work and non-work lives. These communities are more affected by the emissions within their locations, and the cost of service which must be affordable. We request that the proposal from the Minority Citizens Advisory Committee for more frequent and reportable updates of the equity situation should be adopted as policy.

Sincerely,

Marion Taylor
Vice President, Program/Action
League of Women Voters of the Bay Area

1611 Telegraph Avenue, Suite 300, Oakland, CA 94612
www.lwvbayarea.org

#19

March 3, 2009

Bill Dodd
Chairman, Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

701 Laurel
94025

Dear Chairman Dodd,

I applaud the MTC and staff for the excellent work you have done in preparing the draft 2035 plan. But we need to go well beyond the suggestions in the draft plan if we are to avert the worst consequences of climate change. Melting ice caps, sea level rise, extended droughts, raging forest fires, millions of deaths – these are not Hollywood nightmares, but very real possibilities unless we act and make fundamental changes in the way we live.

One of the most important changes must come in our transportation infrastructure. Today, most trips are made in single occupancy vehicles (SOVs). Transit accounts for less than 1% of trips nationwide. New transit projects take too long to plan, approve, and build. Moreover, they are incremental and relatively small projects: an extension here, a connection there. Rarely do we ever consider the entire network. When we do, it is typically in the form of a "rail plan" with a price tag that is unaffordable.

What is needed is an aggressive goal. I suggest that we set a target of having 25 to 50% of trips be non SOV by the year 2035. We have set ambitious goals before: a man on the moon by 1970; the interstate highway system; retooling our industrial base to build the military equipment needed to win World War II.

Metropolitan areas in other countries are doing it: Brisbane Australia, Bogata Columbia, Curatiba Brazil. These networks are used because they are convenient, ubiquitous, safe, and get people to their destinations faster than driving by having frequent service and an appropriate mix of local and express service.

So how to we reach this goal:

1) Think big – set ambitious targets and work backwards on designing and building the infrastructure necessary to reach them

2) Focus on the customer. Make it easy, with frequent stops, fast trips, quick connections, safe and clean stations, and system wide passes/tickets.

3) Create user friendly, open software models so that land use and transportation planning can be democratized and optimized. Analyze where people live now, where they will live in the future, and where do they want to go.

4) Fund the buildout of the network by getting the cost of carbon into the price of carbon. Increase funding for transit by at least 10 times what it is today.

5) Innovate. Put GPS on every transit vehicle. Provide real time data on vehicle locations on the internet and at transit stops. Get the innovators in silicon valley and other parts of the country engaged.

6) Go green. Use quiet electric, hybrid and other low emission vehicles.

7) Utilize existing infrastructure whenever possible.

8) Create a domestic transit industry by retooling the automobile and other struggling sectors to build.

9) Invest in transit systems that are cost effective and maximize the precious transit dollars we have. BRT systems are cost effective; BART extensions are not.

10) Focus on regional transit, not High Speed Rail. High Speed Rail will promote sprawl, not compact development. Regional transit serves the everyday commuter, shopper, and school child.

11) Energize the silicon valley innovation engine to design and build a world class transit network for the Bay Area.

12) Reinvent the bus. Provide a new look/feel for bus travel. Lots of windows/light. Provide wifi and other amenities. Make the seats comfortable.

13) Turn HOT lanes into BRT lanes.

Climate change presents our nation with extraordinary and unprecedented challenges. We face a planetary emergency. Please go beyond the draft recommendations to present Bay Area residents with a truly bold plan that will achieve the carbon reductions necessary to stave off disaster.

Thank you for your consideration of these comments.

Respectfully,

Heyward Robinson
Mayor, City of Menlo Park, California

#20

February 28, 2009

Received via e-mail
March 4, 2009

Honorable MTC Chair Scott Haggerty and Commissioners
101 Eighth Street
Oakland, CA 94607

RE: Comments on RTP 2035

Dear Chair Haggerty and MTC Commissioners:

The 2035 RTP 'makes little dent in VMT' (Transactions January/February 2009 @ 4) – less than .1% from 21.3 to 21.2%--far below the 2035 RTP modest goal of reducing VMT 10% below current levels to 18.2 miles per person day.

Although the RTP goal is to reduce VMT by 10%, the Sierra Club strongly recommends that the MTC dedicate itself to conforming the Bay Region to the new standards of AB32 and SB 375 as the focus of RTP2035. In order to do so:

- Take whatever steps are necessary to reduce regional VMT by at least 1% a year for each of the next 15 years
- Fund only MTC Cost Effective Projects within the County Priority Lists

The Sierra Club further recommends that all projects, including those already in the funding pipeline, be evaluated for compliance with AB 32. Defund any projects NOT already under construction which do not reduce regional vehicle miles traveled (VMT) and Greenhouse gases (GHG); reallocate freed up funds to projects, such as transit maintenance shortfall. Committed funds ($191 billion) are 86% and Uncommitted Funds ($32 billion) are only 14% of the total $223 Billion investment – GHG and VMT reductions are needed from all sectors. A policy which precludes 86% of the RTP 2035 investment from GHG and VMT reduction evaluation can never hope to meet the goals of AB 32 and is clearly a major factor in the plan's .1% instead of 10% progress toward the AB 32 goal.

Performance at one-one hundredth of a stated goal is not normally considered success.

The Sierra Club strongly recommends reevaluation of the committed projects and assessment of all projects included within the RTP2035 for VMT/GHG reduction impacts.

TLC and Lifeline Transit

From Wendy Alfsen

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
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#21

Flex your power!
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March 5, 2009

Ms. Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4707

Dear Ms. Nguyen,

The Department of Transportation, Division of Aeronautics (Division), appreciates the opportunity to review and comment on the Transportation 2035 Plan for the San Francisco Bay Area Draft, Change in Motion. Our comments are limited to the aviation element of the plan because Caltrans District 4 reviewed the plan for all other modes of travel except aviation. We note and applaud the inclusion of several airport projects in *Appendix 1-Projects by County,* but did not find any discussion for the rational behind them. We believe an explanation for these airport access projects would be useful information to the public and satisfy the mandate of Government Code Section 65081.

> "*Regions that contain a primary air carrier airport (defined by the Federal Aviation Administration as an airport having at least 10,000 annual scheduled passenger boardings)* ***shall*** *work collaboratively to include an airport ground access improvement program with the RTP. This program* ***shall*** *address airport access improvement projects, including major arterial and highway widening and extension projects, with special consideration given to mass transit.*" (Emphasis added.)

Please include a discussion of the need for these airport access projects , and how they will support MTC's goal of providing a well connected network of transportation facilities and mode choice options based on the 3 E's (Environment, Equity, Economy) of sustainability. The 2006 and 2007 reported annual totals for scheduled passenger service for the Bay Area's three commercial airports were: Oakland International Airport (OAK) 14,433,777 (2006), 14, 611,287 (2007); San Francisco International Airport (SFO) 33,077,923 (2006), 35,363,782 (2007); and San Jose Mineta International Airport (SJC) 10,708,068 (2006), 10,658,191 (2007).

P 31-38 Finances and P 39-41 Investments: Please include a discussion of the amount and value that aviation grants from the Federal Aviation Administration and the Division contribute to the region, as done for other modes' grants, in the final edition of this plan.

P 73-75 Moving Goods in Northern California: SFO and OAK are two of the West Coast's global gateways and primary hub airports for California's Pacific Rim trade. In terms of the total volume of US Landed Weight for air cargo, OAK ranked 10%, while SFO was 16% of the entire 2006 volume of air freight shipped in this county. MTC's own Regional Goods Movement Study states,

"*Air cargo is the fastest-growing segment of the Bay Area goods movement system*" and projects a three-fold growth in air cargo volume by 2020, netting an overall increase of 125% in all cargo flights from Bay Area airports. Please include a discussion of air cargo's contribution to the region's economy as well as maritime cargo in the final edition of this plan.

You may contact me at (916) 654-5346, or via email at Colette.Armao@dot.ca.gov, if you have questions.

Sincerely,

Colette Armao

COLETTE A. ARMAO
Associate Aviation Planner

Transportation 2035
E-mails Received During Phase 3 – Part B

#22

>>> "Sara Woo" <swoo@sta-snci.com> 2/4/2009 12:58 PM >>>

Hi Sean,

Thanks for the opportunity to comment on the Draft Regional Bicycle Plan and also for helping me go over my follow up concerns regarding STA's comments yesterday. The draft plan looks great and it does an excellent job of mapping out Solano County's bikeway network. Per our discussion yesterday, I looked over the pages pertaining to Solano County (pp. 89 and 90) again. After a careful review of the projects list, I believe the data in the ArcGIS was either entered incorrectly or there was some anomaly in the system that generated an inaccurate table. I am in concurrence with the network as mapped and previously did not have comments regarding the draft plan content or bikeway network. However, the errors in the GIS output table "Appendix A | Unbuilt Regional Bikeway Network Links" were called to my attention yesterday.

Please find attached my comments regarding the large discrepancies between the map and data table. In the attachment, I've highlighted the items I would strongly recommend adjusting with the current update (because they are inaccurate to a significant degree). I've also placed a dot by all line items that have comments.

With the exception of the North Connector project (which is not mapped), the network for Solano County **as mapped** is correct. I will send you the shapefile for the North Connector later (it's built on same coordinate system as MTC's GIS files; I built it on the same file used for the bikeway network maps, so it should plug in seamlessly). I apologize for not having caught the errors in the data table sooner. Please let me know if you have any questions or if there's anything else I can do to follow up. I look forward to finding out whether you'll be able to make these changes.

Best,

Sara Woo

Planning Assistant
Department of Strategic Planning
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Please consider the environment before printing thismessage.

#23

>>> "Czl" <gdcommuter@comcast.net> 2/8/2009 12:36 AM >>>
People,

How many times does it have to be said? HOT lanes are pretentious and ridiculous at best, unproductive and wasteful at worst. All that is needed to see through this shallow thinking is to examine our current carpool lane policy:
Specifically, the policy of allowing some hybrid cars (any hybrid vehicles for that matter) to use a carpool lane during carpool hours without the required number of persons in the vehicle is heinously flawed. Hybrid vehicles by definition are non-gasoline users during operations that in conventional vehicles would normally use the most gas, including stopped idling and stop-and-go urban driving. Why do we placate a few pious, non-carpooling hybrid drivers by allowing them to operate their vehicles in a full/major gasoline use mode (65mph) in a carpool lane when the most efficient use of a hybrid is to let it sit in traffic, idle, stop-and-go?

The same can be said for your HOT lane concept. I say "your" because even though the idea of toll roads/lanes is not accepted by most Californians, the MTC absolutely refuses to drop the idea. All this idea does is generate more revenue and perpetuate the selfish irresponsibility of a section of solo drivers. At every opportunity possible I have conveyed my disgust with your HOT lane obsession, and this email is no exception. Instead of creating continuous carpool lanes on all major freeways extending beyond all dense communities, you come up with a patchwork quilt of infrastructure and policy changes that only amount to confusion and aggravation. Do you have a clue what commuters get upset about? They are upset about your systemic policy inconsistency. For example:

I am driving on a freeway with passengers and want to use the carpool lane that suddenly appears; How many people must be in my vehicle?

I am driving on a freeway with passengers and am going to cross a major bay area bridge; what time frame must it be for me to be able to use the carpool non-toll lane?

I've got to get across the bay to my job by bus, and multiple transit agencies are involved; will it ever be possible to make one payment and have one transit pass?

I've got to take Hwy 37 to get from south Novato to Infineon Raceway at Sears Point and my mode of transportation is a bicycle; Oh, wait, that's not possible.

Will you ever get a clue?

Chris Lev
27 Vendola Drive
Santa Venetia
94903

#24

>>> Paul Goldstein <marmot@stanford.edu> 2/12/2009 1:17 PM >>>
Dear Sean,

Please forward on as appropriate, or let me know if we should send directly to someone else. This is mostly in support of updating the RBP with the latest county revisions, and I hope we can get this eligible for RTP2035 funding.

Regards,

-Paul

(SEE ATTACHMENT)

SILICON VALLEY BICYCLE COALITION

Promoting the bicycle for everyday use.

#24

84 W. Santa Clara Street
Suite 300
San Jose, CA 95113

Tel 408.287.7259
Fax 408.213.7559

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The SVBC is a 501(c)(3) non-profit organization.

February 12, 2009

Sean Co
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Silicon Valley Bicycle Coalition Comments on the Regional Transportation Plan

Dear Mr. Co:

The Silicon Valley Bicycle Coalition (SVBC), representing over 700 bicyclists in Santa Clara and San Mateo counties, would like to provide the following comments on the December 2008 draft of the Transportation 2035 Plan for the San Francisco Bay Area.

We commend the Metropolitan Transportation Commission (MTC) for recognizing the importance of bicycle and pedestrian facilities in achieving the goals set forth in this plan.

We have recently learned that the updated version of the Regional Bicycle Plan does not include the latest approved county bicycle plans. We feel it is critical that this oversight be corrected. Santa Clara County's current bicycle plan was approved in August 2008, after much public input and hard work. It represents our latest and best thinking, and is the most appropriate plan to be included in the RBP update. Unless these routes are incorporated into the RBP, they would not qualify for T2035 funding. This would be a major blow to bicycling infrastructure in Santa Clara County.

In addition, we have been concerned that the emphasis in the RBP on the regional bicycle network may unduly influence the programming of bicycle funding in favor of long distance regional routes, rather than local connectors.

Although we recognize the importance of regional routes, and are supportive of them, the majority of problems on the Peninsula and in Silicon Valley are related to gap closures that may, or may not, have regional significance. In programming bicycle funds, it is important to make sure that money will be allocated to those projects serving the most people, and likely to generate the greatest number of trips by bicycle.

SILICON VALLEY BICYCLE COALITION

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Given that an overarching goal of the RBP is to "maximize the number of people bicycling to work, school, shopping and for fun throughout the nine-county Bay Area..." , and that the plan also "seeks to support individuals who choose to shift modes from automobile to bicycle..." We request that the MTC ask that these goals be specfically included in scoring projects for competitive funding.

We are also concerned that too much emphasis on regional issues may lead to an overly centralized approach to programming bicycle project funds. The majority of trips made by bicycle will be short trips, and will be mostly within a single county. We request that the programming of bicycle funds remain largely by formula to the counties.

We greatly appreciate and support the efforts of MTC to be leader in making bicycling an integral part of the transportation solution for the Bay Area.

Sincerely,

Corinne Winter
Executive Director
Silicon Valley Bicycle Coalition

#25

>>> David Patrick Green <sdpgreen@gmail.com> 2/12/2009 7:33 PM >>>
Hello and Good Day.

I fully support Bay Localize's position w.r.t. draft plan for the Regional Transportation Plan.

below please find specific points:

The draft Regional Transportation Plan shows progress in funding sustainable transportation in the Bay Area. The final plan should include these commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets.

Many unsustainable transportation projects in the plan were considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

The Metropolitan Transportation Commission's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals, but the plan is still weak on key land use policies. The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.
Thank you for your good work.

best regards,
david green

#26

2/13/2009 12:51 PM
From: kate rooks <katerooks@hotmail.com>
To: MTC info
Subject: Public Information

Dear Metropolitan Transportation Commission,I urge you to incorporate the following suggestions into the Regional Transportation Plan:The draft Regional Transportation Plan shows progress in funding sustainable transportation in the Bay Area. The final plan should include these commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets. Many unsustainable transportation projects in the plan were considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars. The Metropolitan Transportation Commission's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals, but the plan is still weak on key land use policies. The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.Thank you,Kate RooksOakland, CA

#27

>>> Micaela Pronio <granatu@yahoo.com> 2/13/2009 11:24 AM >>>
I am writing in support of the draft Regional Transportation Plan's new investments but I want to urge the MTC to include policies that will make this Plan truly extraordinary, such as the four listed below.

* The draft Plan shows progress in funding sustainable transportation in the Bay Area. The final plan should include these commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

* The Metropolitan Transportation Commission should work with county and local transportation and land use agencies to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets.

* Many unsustainable transportation projects in the plan were considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

* The MTC's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals, but the plan is still weak on key land use policies. The final plan should include a policy that prioritizes allocation of funding for

programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.

Sincerely,
Micaela Pronio

#28

>>> David Schonbrunn <David@Schonbrunn.org> 2/14/2009 10:29 AM >>>
Ashley,

Could you please provide us with the calculation that was the basis for asserting that 3% of the RTP is highway expansion? This number was on pg. 12 of the slides for Friday's Planning Committee.

I had a PhD run an analysis of highway expansion, and he came up with a total of $18,292.7 million, or 8.1% of the total RTP. Is the difference here the committed highway expansion projects?

--David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-460-5260

David@Schonbrunn.org
www.transdef.org

#29

>>> Blake McGill <blakem93@gmail.com> 2/14/2009 2:43 PM >>>
Please, we need funding to complete Highway 4, the Highway 4 Bypass and transit from the Pittsburg/Bay Point BART station to Byron Airport. In addition, please include funding for innovative transit. This will stimulate jobs and keep things green! Thank you for listening.

#30

>>> PaulLinda Corvi <corvifortuna@hotmail.com> 2/14/2009 11:09 AM >>>

Subject: Re: More bike & ped lanes Please!!!! And wider too, with moreprotection from cars. We use both often, and would use more if available!Paul & Linda Corvi

---

#31

>>> CyberBrook <Brook@california.com> 2/14/2009 9:55 AM >>>
I am a San Francisco resident who walks, bikes, drives, and takes MUNI and BART. We need more bike lanes and pedestrian-friendly walkways; they are not mutually exclusive. In fact, bikers, hikers, and pedestrians should be allies against the domination of cars, roads, highways, and parking lots in our city. We also need more mass transportation at the lowest fares possible. We need to make the city more friendly, more usable, more civilized, more green, and and more sustainable.

Peace,
Dan Brook
San Francisco

#32

>>> <ranocera@berkeley.edu> 2/21/2009 9:51 AM >>>
Hello - I suggest putting an emphasis on social technology as part of the multidimensional transportation problems we are confronting. There needs to be a more coordinated effort to reduce vehicle congestion and pollution. This is my idea concerning these issues that I submitted to the Google 10^100 project:

http://www.youtube.com/watch?v=NHGv3332HJ8&feature=channel_page

Hoping for a cleaner/smarter planet,

R.A. Nocera
BCCP Multimedia Manager
510.486.4742

>>> <jsfraser@aol.com> 2/21/2009 5:07 PM >>>

#33

Dear MTC Members:

I am writing to applaud the strides you have made toward creating a healthy, environmentally friendly transportation system for the Bay Area.? As a health care professional in the field of public health, I have a few comments.

The draft RTP reflects positive movement in terms of funding sustainable transportation in the Bay Area. The final RTP should include these unprecedented commitments to programs that create and sustain alternatives to personal vehicle use, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, a Transit Priority Program, and a transportation climate program.

MTC has included a regional HOT network in the draft RTP, but many of the details are not finalized and MTC needs legislative authority to implement it. In the final RTP, there should be a clear commitment to funding significant public transit expansion on each HOT corridor, at the time these lanes open. The HOT program should also include a clear set of provisions to ensure equity issues, especially the impact on low-income commuters, are addressed and mitigated. The HOT program should also pursue pricing on existing lanes to avoid expansion where possible, given the knowledge that expansion induces growth and leads to VMT increases.

A recent Joint Policy Committee memo (dated January 23) indicates that MTC may begin to work with county and local transportation and land use agencies as early as this year to ensure that the region's investments and policies are on track to meet greenhouse gas emissions targets (under SB 375) that will be set for the 2013 RTP. We strongly support these efforts and would like to see this commitment outlined in the final 2009 RTP.

A major impediment to meeting the 2013 goals will be the continued practice of having a preponderance of projects considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final RTP should include a commitment to begin work immediately with the county congestion management agencies to identify projects, and to identify and evaluate alternative investments in these corridors. This process must begin now so that MTC, the counties, and members of the public may have a transparent process to define committed projects in advance of the next RTP update.

MTC's own modeling found that land use and pricing do the most to help us achieve many of the key regional goals. The Final RTP, the section entitled "Building Momentum for Change" does not include any discussion of the critical land use policies that will move us towards these targets. For example, the Final RTP should include a policy that prioritizes allocation of Transportation for Livable Communities funds, and prioritizes these TLC funds, as well as Local Streets and Roads, and new Safe Routes to Transit funding for designated Priority Development Areas.

Thank you for your commitment to making the Bay Area a healthier, "cooler" (in all sense of the word) place.

Jean Fraser
111 -14th Avenue
San Francisco, CA 94118
jsfraser@aol.com

#34

>>> Michael Ludwig <mludwig24@sbcglobal.net> 2/22/2009 1:07 AM >>>
Hello. Even though I went to one of the public meetings on the Draft Transportation 2035 Plan (the one on 27 Jan. in San Francisco), I now have some additional comments on it that I forgot to make at that public meeting. My additional comments are about MTC's proposal in the Plan to build a network of HOT lanes.

I am in favor of converting existing HOV lanes in the San Francisco Bay Area to HOT lanes, provided it is done correctly.

One of the requirements for doing HOT lanes correctly is to have their restrictions in effect 24/7. One of the biggest problems with the current HOV lane network in the Bay Area is that the HOV restrictions are only in place a couple of hours per day, excluding weekends. Since all of these HOV lanes were additional capacity over the general-purpose lanes available before the HOV lanes were built, this just encourages people to drive alone during all other hours of the day and on weekends. At least with HOT lanes whose restrictions are in effect 24/7, these drivers would have to pay a fee (even if it is a relatively small one because congestion is often light at those times). Also, to get commuters into the correct mindset, any HOV lanes in the Bay Area that aren't converted to HOT lanes should have their restrictions extended to all hours of the day every day, instead of the current situation.

The other major requirement for doing HOT lanes correctly is to separate them from the general-purpose lanes by about a foot. This is for two reasons. One of the reasons is to make it more clear to drivers that it is a special lane as opposed to a general-purpose lane. The other reason is safety - the margin for error is too low in the Bay Area's current HOV lanes, where the lane for traffic going 55 m.p.h. is separated from the lanes for stop-and-go traffic by only a couple inches. For these reasons, any HOV lanes in the Bay Area that aren't converted to HOT lanes should also have about a foot of separation added between the HOV lane and the general purpose lanes next to it.

Converting the current network of HOV lanes in the San Francisco Bay Area to a network of HOT lanes can be a benefit to the region, if it is done correctly. For this to happen, the HOT lane restrictions must be in effect 24/7, and each HOT lane must be separated from the general-purpose lanes next to it by about a foot, for the reasons I stated above. The Los Angeles metropolitan

area has had its HOV lane restrictions in effect 24/7 in its network of HOV lanes and has had this separation of its HOV lanes ever since they were first built over 12 years ago. That's why their HOV lanes are better than our HOV lanes. Let's use this conversion to HOT lanes to correct these mistakes, and make sure that any new HOV lane or HOT lane that is built here in the Bay Area have its restrictions be in effect 24/7 and have this separation, to avoid repeating the mistakes we made when we built the current network of HOV lanes.

Michael Ludwig
Sunnyvale

#35

--- On Thu, 2/26/09, Norman Rolfe <normrolfe@att.net> wrote:

From: Norman Rolfe <normrolfe@att.net>
Subject: Comments on T2035 RTP by San Francisco Tomorrow
To: info@mtc.ca.gov
Date: Thursday, February 26, 2009, 2:54 AM

Attached is a revised version of San Francisco Tomorrow's comments on the T2035 Regional Transportation plan. The revision is a correction in the reference to SB375. This supercedes the letter proviously transmitted to you on this subject.

Please acknowledge receipt of these comments.

Norman Rolfe

(SEE ATTACHMENT)

#35

San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

February 26, 2009

Public Information
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94607

Re: COMMENTS ON THE TRANSPORTATION 2035 PLAN

MTC Public Information:

On behalf of San Francisco Tomorrow, we would like to express the following concerns about the above-referenced document.

First, the plan calls for freeway expansion, which will inevitably result in more automobile traffic. This is definitely not what we need in the Bay Area. This will have adverse effects environment and ambience of the Bay Area. The plan discourages smart growth, transit and transit oriented development. It will cause more sprawl, more loss of open space, more loss of farmland. The plan in its present form does not comply with 2008 SB375, which could mean the loss of transit dollars to the Bay Area. This plan also fails to meet the AB 32 mandate to reduce greenhouse gas emissions to 1990 levels by 2020; the Attorney General's office has already challenged planning efforts in other counties on this issue. Instead of continuing the highway expansion policies of the past, MTC must work with other agencies and cities and counties to adopt land use plans that would advance smart growth, and transit and transit oriented development

Second, the claim has been made that 85% of the money available for transportation projects has already been committed and can't be changed. Apparently "committed" means carried over from the T2020 Plan. In a letter dated August 10, 2008, Attorney General Brown threw doubt on this and urged you to review these projects and change the priorities. San Francisco Tomorrow supports the Attorney General's position and urges that this plan be revised to so that it will redirect funds from projects that will do great harm to the environment to ones that will do less harm to the environment and will advance smart growth, transit and transit oriented development. The statement has been made that other agencies are providing funds for some of the "committed" projects and therefore MTC has no power over them. MTC has more power than it admits publicly. MTC should use its influence to change these priorities.

To conclude: we find that the plan is seriously flawed in that it fails to prioritize transit options, identify needed land use controls, and attain the climate change goals mandated in AB 32. Because of its emphasis on freeway expansion it will probably cause an increase in green house gases. It must be revised to eliminate these shortcomings.

Sincerely,

Jennifer Clary
President

Norman Rolfe
Transportation Chair

Will you want to live in San Francisco – tomorrow?

41 Sutter Street, Suite 1579 . San Francisco CA 94104-4903 . (415) 566-7050
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#36

>>> Nathaniel Adkins <ndata@mac.com> 2/23/2009 9:54 AM >>>
Hello,

I felt compelled to write today. I hope this reaches the correct people. I would like to think highly of this agency. I'd like to believe that the purpose is to promote transportation in the bay area in a way that is safe, sane and beneficial to the inhabitants. What I've heard thus far has not given me this impression.

A few years ago it was understood by many that the MTC wanted to do away with AC Transit since BART already served the purpose of crossing the bay. I didn't believe that for a second... but I heard it more than once. I haven't heard much more about that since.

The governor changed the way the carpool lane works by allowing certain hybrids in. We who carpool were very upset by this. Here we were lining up and driving in and people who USED to carpool didn't have to anymore. How Special. Now we had to wait for another car to get in to work. AND the carpool lane suddenly had more cars in it... to the point where the carpool lane backed up before the regular lanes did. It still moved. But it was definitely backed up. You can only IMAGINE how thrilled we were with this new circumstance.

Now we hear that you are thinking about charging for the carpool. Well right on. What a grand idea. So all those people who have been gathering together now to carpool are going to do what... pay a toll? So now the driver will collect a little fare from each passenger? $1.00 each? Or are they supposed to eat that? Who's going to regulate this new fare system? Oh... I see, perhaps it isn't supposed to go that far. Perhaps this is all more to the point of getting rid of the carpoolers altogether and opening those lanes up to other people. People who will pay more to get through faster. Perhaps $10 or $20 a pop?

Wow... that'll just be grand. The state will make lots of money and the bridges will, of course will be responsible for that considerable influx of cash. $6.00 tolls for regular drivers and big bucks if you want to get there "faster". Of course, EVERYONE else will have to use public transporation or drive in using fastrak. Can't wait for those emissions results from having all those cars on the roads. California will take in tons of money from the drivers and then turn around and spend it on the roads and all of the other infrastructure and environemental costs to maintain a very silly plan to pacify the rich.

I personally... cannot wait for the revolt. The riots in the streets as it becomes apparent what you are doing and who you are doing it for.

Or, you could just leave the carpool alone... perhaps advertise it a little and get RID of the hybrids. Carpool = 3 drivers on the bridge and 2 on the highway.

Nathaniel

#37

2/24/2009 12:14 AM
From: "Woody Hastings" <whastings@earthlink.net>
To: MTC info
CC: Ellen Griffin; Ursula Vogler
Subject: T-2035 Comment

Hi,

Attached please find my written comment on the Draft T-2035 RTP.

Please let me know that you received this and were able to open the attachment.

Thank you,

W. Woodland "Woody" Hastings
4238 24th Street
San Francisco, CA 94114
415-285-3824

(SEE ATTACHMENT)

#37

To: **Metropolitan Transportation Commission, Attn: Public Information**
From: **W. Woodland Hastings, San Francisco**
Date: **2/23/2009**

Subject: **Comment - Draft Transportation 2035 Plan**

Thank you for the opportunity to comment.

I'm concerned that the MTC is significantly underestimating the future price of a gasoline in the Supplementary "Travel Forecasts Data Summary" (Page 7, III. Pricing Assumptions) where it is estimated that gasoline will cost $7.47/gal in 2035. The current reprieve from high petroleum prices is temporary and should not be construed as a sign that there will be no problem with global petroleum supply and price within the next two decades and beyond. That would be like interpreting a local cold weather snap as an indication that climate change is not a problem.

Petroleum production in the U.S. peaked long ago in 1970. In 1998, the U.S. crossed another threshold when it began importing more petroleum than it produced. Ever since that time, the U.S. has become more and more dependent on global petroleum production. That is why it is important to us.

Even many of the most optimistic petroleum geologists place the peaking of global production well before 2035[1]. The significance of the peak is that once we are on the down-slope side of the peak, in a constricting petroleum universe, the MTC and everyone else on the planet will be in uncharted territory relative to the economics and pricing of petroleum fuels. Therefore, the linear regression models used in the report, which are based on historic patterns, will not serve well as a guide for future prices.

My suggestion is that MTC not try to predict what the price will be, but to assume two or three high price points maybe starting at $7.50/gal. and going up from there, maybe even using a fuel price that renders gasoline effectively inaccessible, and base a planning scenario with that factor in play. I recognize that this suggestion introduces an unwieldy complexity to the matter at a very late stage, but if there is some way to include a higher price point scenario I urge that it be done.

The reason why it is important for the MTC to take this aspect into serious consideration is because the RTP is all about long range transportation infrastructure investments. It is precisely that kind of investment that will be critical in order to have a smooth transition out of the petroleum era and into whatever the next era will bring. Whatever that future is, it is far more likely to rely on vastly expanded public transit and far less on private vehicles. So this is just one more argument for greater investment in mass transit infrastructure over roads and highways.

In 2005 a report was produced at the request of the U.S. Department of Energy entitled "Peaking of World Oil Production: Impacts, Mitigation, & Risk Management." It was authored by a team led by Robert Hirsch so is generally known as the Hirsch Report. To this day it stands as the definitive report on the subject. It says it better than I can, so I highlight here some of the findings and recommendations of that report. I believe every one of them is relevant to the MTC:

- World oil peaking is going to happen, and it will be abrupt and revolutionary

- Oil peaking will adversely affect global economies, particularly those [like the U.S.] most dependent on oil
- The problem is liquid fuels, with growth in demand from the transportation sector
- Both supply and demand will require attention
- It is a matter of risk management - mitigating action must come before the peak
- Government intervention will be required
- Mitigation efforts will require substantial time:
    - 20 years is required to transition without substantial impacts
    - A 10-year rush transition with moderate impacts is possible with extraordinary efforts from governments, industry, and consumers
    - Late initiation of mitigation may result in severe consequences

Since, according to the Hirsch Report, action to mitigate the problem is required to begin 20 years in advance, it is not too early to begin addressing this looming problem explicitly.

I commend the MTC for adopting the three Es, Efficiency, Environment, and Equity. Those three guiding principles cover a lot of territory, but there is something important missing. The three Es are referred to in the report as principles of sustainability, and then are further described as relating to maintenance and safety, reliability, efficient freight travel, security and emergency management, clean air, climate, equitable access, and livability, but it leaves out a very important thing: sustainability. And by sustainability, I mean sustainability in the strictest sense of the word - the ability to keep current transportation systems functioning. The underpinning of that kind of sustainability is the fuels and energy sources used to power our transportation systems, so I'd like to suggest a Fourth E: Energy. It is not that energy, mostly in the context of fuels, is not addressed in the RTP, it's that it is not emphasized to the degree that it should be, especially considering potential petroleum fuel supply limitations and the potential for the demand for more electrification of transit systems, with the commensurate infrastructure expansion, as liquid fuels become more difficult to afford.

In conclusion, I offer the following suggestions:

1. That a statement be included in the Plan that acknowledges the limitations of the linear regression forecast models, and that gasoline prices in 2035, and possibly well before then, could rise to a level that could render them generally inaccessible to many average consumers. A brief treatment on what kind of transportation scenario would exist based on that assumption would be a helpful first start in comprehending one possible future reality that could be developed further in the 2013 RTP.
2. That the MTC explicitly address global petroleum supply forecasts in its long range planning documents, and the impacts that the results of these forecasts may have on MTC long range planning, and in transportation realities in the nine county region.
3. That the MTC carry out its own investigation, or commission a third party to carry out the analysis, into the issue of global petroleum supply forecasts. Such a study should not rely solely on any one source, but should take into account multiple reputable governmental and non-governmental organizations and institutions that are responsible for or study this issue.

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[1] The Hirsch Report, Page 19, Table II-1. Projections of the Peaking of World Oil Production

#38

3/2/2009 4:04 AM
From: Cal mainevent@his.com
To: MTC info
Subject: Public comment on Draft Transportation 2035 Plan

My name is Cal Simone. I'm a member of the San Francisco Peak Oil Preparedness Task Force, appointed by the SF Board of Supervisors.

Let me first say that I have an appreciation for the great deal of fine work that went into creating the 2035 plan. And while I see much on climate change, equally important is the matter of oil depletion. I urge you to treat them equally in your plan.

In specific, I am writing to call your attention to an error in a key base estimate you're using for the price of fuel.

In the travel Forecast Data Summary (pages 13-16+, 58-59, and 63), you show an assumed priced for gasoline in 2035 of $7.47 per gallon. Your planning rests upon an error, an assumed price for gasoline in 2035 of $7.47 per gallon, based on regression models. While you revised this from the estimate of $3.96 that you had in 2007, $7.47 is a gross underestimation, according to Richard Heinberg, author of The Party's Over, Power Down, and The Oil Depletion Protocol, with whom I've spoken about this specific estimate. I forecast that we'll reach prices of $10 to $15 per gallon in the upcoming decade. Regression models are fine ways to make future projections, but projecting future prices based on current prices won't work in the case of Peak Oil. In addition, you appear to be planning for growth in passenger car use. If you assume that more than just a few years out, you are not taking into account what we know about oil depletion and the export situation.

Demand for oil has been severely depressed by the economic crisis. We don't know how far or how long this will continue. Production capacity has been eroded both by depletions and reduction in new projects. The uncertainty depends more on the demand curve than the supply curve. We could have a 5 to 7 year cushion, if demand reduces by 40%. That's not a long time.

We could have deflation in which prices will stay low, or hyper-inflation. Either way, prices will be increasingly volatile, and the high and low swings will get wider as the price increases. A primary consequence of low prices is that no investment is the oil companies refraining from investing in the energy sector.

The International Energy Agency (IEA) report, recently released (October 2008) says that, we can have more oil supply, but only if there's a multi-trillion dollar upswing in building new production capacity. The IEA project that, without extra investment to raise product, the natural annual rate of output decline is 9.1 percent per year?and even with the investment, the IEA forecasts an annual depletion rate of 6.4 percent. According to Heinberg, there won't be any oil for export by 2035. By then, only the very rich will be able to afford gasoline.

In conclusion, I urge you to revise your report to take into account oil depletion. I'll say again that We're entering the unknown here. Predictive models for price based on extrapolating the past won't work.

Should you wish to discuss this further, please contact me at
mainevent@his.com
(and use "MTC" somewhere in the subject line).

Respectfully yours,
Cal Simone

#39

3/2/2009 5:13 PM
From: "Bill Lee" <Bill.Lee@rda.sccgov.org>
To: MTC info
Subject: Santa Clara County Roads and Airports Dept. - Comments on the MTC Draft Transportation 2035 Plan

Please see attachment. Thank you.

William R. Lee, PE
Senior Civil Engineer
Land Development, Survey & Property
Roads and Airports Department
County of Santa Clara
ph. (408)573-2487
fax (408)441-0275

(SEE ATTACHMENT)

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400

#39

March 2, 2009

Mr. Bill Dodd, Chair
Metropolitan Transportation Commission (MTC)
Joseph P. Bort Metro Center
101 Eight Street
Oakland, CA 94607-4700

Subject: Comments on MTC's Draft Transportation 2035 Plan

Dear Mr. Dodd:

We have reviewed the Draft Transportation 2035 Plan. Our comments are as follow:

1. MTC should adopt a policy that allocates (High Occupancy Toll) HOT Lane revenue to the County in which it is generated. HOT lane users will know that their money is going toward improving their transportation route.

2. MTC should ensure that HOT lane funding is made available for improving and maintaining the local roads and expressways within a HOT lane corridor because they frequently serve as connector and reliever routes to the freeways. These roadways must carry a higher volume of traffic when the freeway is congested.

Thank you for the opportunity to comment on this document.

I may be reached at (408)573-2487.

Sincerely,

William R. Lee
Senior Civil Engineer
Land Development & Survey

CC: MJM DEC MA MLG TH

Board of Supervisors: Donald F. Gage, George M. Shirakawa, Dave Cortese, Ken Yeager, Liz Kniss
Acting County Executive: Gary A. Graves

7-007

#40

>>> Howard Beckman <hpb@netvista.net> 3/2/2009 12:26 PM >>>
TO: Metropolitan Transportation Commission, Attn: Public Information

RE: Draft Transportation 2035 Plan: impact on natural creeks

Herewith are comments on the draft Transportation 2035 Plan for the San Francisco Bay Area dated December 2008.

I applaud the decision of the MTC, in preparing this plan, to "put priorities before projects" such that the first step is to define a vision for the region's transportation system and then to identify policies and investments that carry out that vision (page 11). Included in the vision embodied in the 2035 Plan is a commitment to having "transportation investments ... driven by the need to reduce our impact on the earth's natural habitats" (page 6).

In addition, the draft plan states that the "anchors of the Transportation 2035 vision are the Three E principles of sustainability," which include "a healthy and safe environment" (page 13).

The draft plan's list of projects includes widening and straightening of Crow Canyon Road (project #21112, pg. 93). This road carries traffic from Contra Costa County to Alameda County through a very sparsely populated area. It is a minor connector between I-680 (in San Ramon) and I-580 (in Castro Valley).

The road follows a portion of Crow Creek, a deep creek that is one of the major channels draining the San Lorenzo Creek watershed. The portion of the creek adjacent to Crow Canyon Road is one of the few pristine creek sections in the watershed, and thus is a public asset of incalculable value. The widening and straightening of the road will require massive concrete retaining walls in the creek channel as well as disturbance of the meandering course of the historic creek.

The need for widening and straightening Crow Canyon Road is very questionable. The Project Study Report for this project, prepared jointly by CalTrans and the Alameda County Public Works Agency in 1992, does not demonstrate a compelling need for these changes in the road. The sole purpose of the changes is to accomodate drivers who wish to drive faster than the existing road makes safe. Indeed, some California Highway Patrol officials have openly oppposed the proposed change in the road as inviting higher speeds and therefore increasing the danger of the roadway.

Damage to Crow Creek cannot be avoided by the purpose of the project, and thus any mitigation of adverse impacts on the creek would have to be displaced to "mitigation credits" at another site. The idea that a major natural creek should be destroyed to accomodate faster driving on an adjacent road is no longer acceptable.

For all of these reasons, and more, I am requesting that this project be removed from the list of commitments in the 2035 RTP, at least until such time as project alternatives and the environmental impacts of all alternatives have been evaluated and the public consulted. If the project is not removed, its appearance on a list of preferred projects in the RTP will be used by project proponents as justification for going forward with the project.

Howard Beckman
President, Friends of San Lorenzo Creek

1261 via Dolorosa
San Lorenzo 94580

cc: Regional Water Quality Control Board
Alameda County Supervisors
Contra Costa County Supervisors

#41

2 March 2009

Steve Hemminger
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Comments on the proposed 2009 Regional Transportation Plan

To Whom It May Concern:

The Regional Alliance For Transit, RAFT, submits the following comments:

The revenue data (both operating and capital) for transit operators as assumed and presented in the Draft RTP is no longer valid and may be seriously unrealistic - at a minimum, it does not take into consideration the State budget action regarding State Transit Assistance funding, the federal ARRA, changes in property tax revenues, or serious declines in sales tax revenues such as were officially revealed to the VTA Board only last Friday. The current document cannot be considered "financially constrained" in light of

this significant information. Will the draft RTP be updated to reflect financial realities - and more importantly, what opportunities will be available to the public to comment on such changes before the RTP is adopted?

Equity is one of the RTP's three stated goals, supposedly co-equal with the others, yet there is little to show for actually achieving this objective over the next quarter of a century, which affects numerous – and increasing - numbers of low-income and minority residents. On at least three metrics, the "Project" fails to advance the goal of Equity as it relates to impacts on residents of "Communities of Concern" (CoCs):

A. Non-work trips, which are acknowledged as the great majority of trips taken for the region, are shown as a benefit to CoCs. However, for transit use, which is the sole option for many low-income and minority households, while both CoCs and non-CoCs show benefits, the latter are significantly more improved by the "Project" (13.4% compared to 8.9%). How is this Equity, especially considering that CoCs start from a disadvantaged position?

B. Emissions under the Project more seriously burden CoCs than non-CoCs. Can nothing be done in this case?

C. "Affordability" is identified as "Either" for the Project. Again, given that CoCs start from a position of disadvantage, how does this move to enhance Equity?

The proposal from MTC's own Minority Citizens Advisory Committee (MCAC) to provide more frequent and reportable "Snapshot" updates of the Equity situation is an important one which should be promptly adopted as MTC policy. As one example, how can the RTP include the very costly extension of BART to Santa Clara County at the same time that VTA, the sponsor, is proposing to cut its local existing bus and light rail service, on which so many minority and low-income riders depend?

MTC staff's response to Attorney General Brown regarding AB-32 implementation and Greenhouse Gas reduction needs more action, rather than soothing words. The staff action to remove HOT-lane freeway expansions from the ARRA package last week was a useful first step. However, at the February 25th MTC meeting, several Commissioners expressed concern about how to make transit operating funds more sustainable. What will MTC, through the 2009 RTP and other advocacy efforts, do to advance this critical objective?

Thank you for the opportunity to comment on your agency's proposed Regional Transportation Plan.

Sincerely,

John Holtzclaw
415-977-5534
John.Holtzclaw@SierraClub.org

#42

3/2/2009 11:59 AM
From: "Michael Toschi" <matoschi@att.net>
To: MTC info

I would like to see plans for another freeway route in Marin County, for the 2035 Transportation Plan. Is that ok?