Metropolitan Transportation Commission
Programming and Allocations Committee

September 10, 2014 **Agenda Item 5a**

2015 TIP and Air Quality Conformity Determination

Subject: Adoption of the 2015 Transportation Improvement Program (TIP) and Federal Air Quality Conformity Determination for the Regional Transportation Plan (RTP) and the 2015 TIP. MTC Resolution Nos. 4175 and 4176.

Background: The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every four years. The 2015 TIP covers a four-year period from FY 2014-15 through 2017-18 and contains approximately 1,000 projects totaling about $10 billion. The 2015 TIP is financially constrained by year, meaning that the amount of dollars committed to the projects (or "programmed") do not exceed the amount of dollars estimated to be available. The 2015 TIP includes financial constraint analysis as well as a financial plan that demonstrates that the programmed projects can be implemented.

Under Federal law and regulation, regional transportation plans (RTPs) and Transportation Improvement Programs (TIPs) must be analyzed to determine if they conform to federal air quality standards and plans (known as the State Implementation Plan or SIP). The new Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2015 TIP was prepared in accordance with the U.S. Environmental Protection Agency's (EPA) transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3757). This analysis incorporates updated project delivery schedules submitted during the 2015 TIP update process. These projects have been modeled in the appropriate analysis year using the latest planning assumptions. MTC staff consulted with the Air Quality Conformity Task Force on the approach to the conformity analysis, draft conformity analysis, response to public comments on the draft conformity analysis, and final conformity analysis. Based on the conformity analysis, a positive conformity determination can be made because the Plan and the TIP conform to the federal air quality standards and plans.

The 2015 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment beginning June 26, 2014. A public hearing was held on July 9, 2014 and the review and comment period ended on July 31, 2014. A summary of comments received and staff's responses is included as Attachment A. Comments pertaining to the 2015 TIP and staff's responses are incorporated as an

appendix to the TIP. Comments on the Transportation-Air Quality Conformity Analysis are included in Section V of that document.

Issues: None

Recommendation: Refer MTC Resolution No. 4175 and MTC Resolution No. 4176 to the Commission for approval.

Attachments: Attachment A – Responses to public comments
Attachment B – List of project changes in response to comments
MTC Resolution No. 4175: Adoption of the 2015 TIP
MTC Resolution No. 4176: Adoption of the Transportation-Air Quality Conformity Analysis for the 2015 TIP and Plan Bay Area
Appendix 1: Comments Received

METROPOLITAN TRANSPORTATION COMMISSION
2015 Transportation Improvement Program (TIP)
Response to Public Comments

The following are the public comments received during the public hearing for the Draft 2015 TIP as well as those received during the public comment period, commencing June 26, 2014 and ending July 31, 2014, followed by the responses to these comments. This list does not include the project sponsor change requests. The correspondence and public hearing transcript for the Draft 2015 TIP are available at http://www.mtc.ca.gov/funding/tip/draft_2015/.

No.	Name	Agency/Organization	Dated	Response
1	William Bray	Public	Email (7/25/2014)	Response #1
2	Andrew Leone	Public	Email (7/25/2014)	Response #1
3	Peter Loeb	Public	Email (7/25/2014)	Response #1
4	Hal Bohner	Public	Email (7/26/2014)	Response #1
5	Robert L. Pilgrim	Public	Email (7/26/2014)	Response #1
6	Kathy Castor	Public	Email (7/27/2014)	Response #1
7	Margaret Goodale	Public	Email (7/27/2014)	Response #1
8	Charlie Cameron	Public	Letter (7/28/2014)	Response #1
9	William Leo Leon	Public	Email (7/28/2014)	Response #1
10	Pete Shoemaker	Public	Email (7/28/2014)	Response #1
11	David Whitney	Public	Email (7/28/2014)	Response #1
12	Stan Zeavin	Public	Email (7/28/2014)	Response #1
13	Carlos Bover	Public	Email (7/30/2014)	Response #1
14	Victor Carmichael	Public	Email (7/30/2014)	Response #1
15	Robert Hutchinson	Public	Email (7/30/2014)	Response #1
16	Cindy Abbott	Public	Email (7/31/2014)	Response #1
17	Andrea Aiello	Public	Email (7/31/2014)	Response #1
18	Jill Allen	Public	Email (7/31/2014)	Response #1
19	Jennifer Ball and Mike Varney	Public	Email (7/31/2014)	Response #1
20	Kathryn Slater Carter	Public	Email (7/31/2014)	Response #1
21	Michele Coxon	Public	Email (7/31/2014)	Response #1
22	Tom Edminster	Public	Email (7/31/2014)	Response #1
23	Chaya Gordon	Public	Email (7/31/2014)	Response #1
24	Jane Gunther	Public	Email (7/31/2014)	Response #1
25	Cathleen Josaitis	Public	Email (7/31/2014)	Response #1
26	John Keener	Pacificans for Highway 1 Alternatives	Public Hearing (7/9/14) and Email (7/31/14)	Response #1
27	Mary Keitelman	Public	Email (7/31/2014)	Response #1
28	James A. Misener	Public	Email (7/31/2014)	Response #1
29	Dina E. Micheletti and Robert Horan	Public	Email (7/31/2014)	Response #1
30	Fran Pollard	Public	Email (7/31/2014)	Response #1
31	Harvey Rarback	Public	Email (7/31/2014)	Response #1

32	Colleen Serafin	Public	Email (7/31/2014)	Response #1
33	Shelley Wargo	Public	Email (7/31/2014)	Response #1
34	Ken Bukowski	Public	Public Hearing (7/9/14)	Response #2
35	Basia Crane	Marin United Taxpayer Association	Fax (7/15/2014)	Response #3
36	Victoria Brandon, Rebecca Evans, and Bruce Rienzo	Three Sierra Club Chapters -	Email (7/31/2014)	Response #4, #5, #6, #7, #8, #9, #10, and #11

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to maintain, manage and improve the surface transportation network in the San Francisco Bay Area. The Transportation Improvement Program (TIP) helps carry out these strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for clarification of specific project concerns.

Comment and Response #1

Several commenters raised issues on local projects in the TIP (such as the State Route 1 – Fassler to Westport Drive Widening project in Pacifica) addressing safety, design, operational, and climate issues. MTC has alerted the State Route 1 project sponsor to the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with the Plan. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions.

MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP" outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area's surface transportation planning and project development process (see Appendix A-43). The guide is also available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's web site. (http://files.mtc.ca.gov/pdf/TIP/2015/guide_to_the_2015_tip.pdf)

Comment and Response #2
One commenter suggested MTC look at a project to create an express bus lane on the Bay Bridge.

The TIP is a listing of projects that have already gone through a planning process and are moving forward to implementation consistent with the region's Plan. Currently there are no projects in development to create an express bus lane on the Bay Bridge. MTC, however, is working with a number of partners in the region to evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. This Study, the Transit Core Capacity Study, will begin in the Fall of 2014. An express bus lane on the Bay Bridge is anticipated to be considered as part of this planning effort. Projects selected for further development, will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP. MTC's "A Guide to the San Francisco Bay Area's Transportation Program or TIP" outlines the various opportunities available to the public and interested stakeholders to get involved in the San Francisco Bay Area's surface transportation planning and project development process (see Appendix A-43). The guide is also available at the MTC/ABAG Library at 101 8th Street Oakland CA, 94607 and on MTC's web site. (http://files.mtc.ca.gov/pdf/TIP/2015/guide_to_the_2015_tip.pdf)

Category 2: Responses to Comments Regarding the Relationship of the TIP to the Plan
Staff received comments on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #3
One commenter submitted an article about air quality concerns for people living near busy transportation corridors. The commenter highlighted sections of the article focused on high-density housing near transportation corridors.

The air quality conformity analysis is a regional-level analysis evaluating if the total emissions in the region conform to federal requirements. It is not a local air quality analysis.

Local air quality analyses are conducted at the project level as part of the project development process. In addition, projects which use any federal funds or seek federal action are subject to project level conformity analysis requirements. This process is documented in MTC Resolution 3946, the *Bay Area Interagency Consultation Procedures for PM2.5 Hot-Spot Analysis.* These analyses are not part of the TIP or regional air quality conformity analysis processes.

Comment and Response #4
One commenter sought information regarding how the outcomes of the TIP relate to the Bay Area's goals of reducing greenhouse gas (GHG) emissions as per Senate Bill 375 and vehicle

miles travelled (VMT). In particular, the commenter was interested in the impact of highway projects, express lanes and single occupant vehicle projects on VMT and GHG emissions.

The TIP is a four-year listing of projects which are ready to move to project development and implementation. The development of a TIP or revisions to the TIP occur after planning, regional transportation policy development and project selection have been completed as part of the Plan process. MTC conducts a rigorous performance assessment of the full Plan in its entirety, which includes the individual regionally significant projects listed in the TIP. During the Plan review, projects and programs are evaluated in terms of furthering the goals of the Plan, including reducing GHG emissions and VMT and numerous other goals and performance targets. This extensive analysis is not repeated as part of the TIP process, as all regionally significant projects in the TIP were already included and analyzed in the region's current Plan.

The comments submitted about regional policies such as climate change, sustainable community strategies and other transportation goals, are addressed in MTC's current Plan, Plan Bay Area. The Plan focused extensively on GHG emission reductions and demonstrated that the combination of land use and transportation investments, including near-term projects listed in the TIP, result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Compliance with SB 375 is a requirement for the Plan, and any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four-year period and includes only a subset of transportation projects and programs from the Plan.

For projects that receive federal funding or are subject to a federally required action, project-level environmental analysis must be undertaken by the project's sponsoring agency and concerns regarding specific project-level environmental impacts are addressed following listing in the TIP. Changes in project funding or scope that result from this environmental review process are reflected in the TIP through subsequent revisions, when necessary.

Comment and Response #5

One commenter questioned how the TIP and specific funding programs carry out the objectives of the Plan.

The TIP helps implement the goals and policies of the Plan and therefore supports the Plan in meeting SB 375 requirements. The TIP is a subset of projects and programs from the Plan covering a 4-year period. Since the Plan covers a 28-year period, it is not expected that the TIP will fully achieve the objectives of the Plan in such a short time frame. Further, not all funds assigned in the Plan are contained in the TIP. The performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan.

The Regional Transportation Improvement Program (RTIP), State Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) are individual funding programs. Each has unique funding

program requirements and each comprise even smaller subsets of the Plan than does the TIP. MTC reviews the projects funded by programs, such as STP, CMAQ and STIP, and proposed for inclusion in the TIP to ensure consistency with the Plan. Therefore, projects that are included in the TIP are consistent with the Plan.

Comment and Response #6
One commenter requested more information on how new projects in the STIP meet the strategies and goals set forth in the Plan and whether the documents addressing this connection are available for public review.

Attachment A1 provides a summary and statements for each new project in the 2014 RTIP.

For additional information about the projects and the companion Regional Performance Measures Evaluation included as part of the 2014 STIP Performance Report, see http://www.mtc.ca.gov/funding/STIP/.

Comment and Response #7
One commenter questioned why a large portion of funding the Draft 2015 TIP is directed toward state highways.

The proposed TIP identifies 31% of the funding for state highway investments. Roughly three quarters of this funding for state highway projects is programmed to projects that rehabilitate, maintain and operate the State Highway System. This is consistent with the regional Fix-It-First policy. It should also be noted that over $1 billion in Federal Transit Administration formula funds expected to be available during the 2015 TIP period have not been programmed and therefore are not reflected in the TIP. These funds will be added to the 2015 TIP through future revisions.

Category 3: Responses to Comments Regarding the 2015 TIP Update
Staff also received comments and questions on the content of the 2015 TIP and the update schedule. These responses are subdivided to address each of the topic areas.

Comment and Response #8 (Toll Credits)
One comment requested an explanation of the use of toll credits in the 2015 TIP.

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49, referred as transportation Development credits. Toll credits are not additional

funds, but may be used in lieu of the non-federal match, bringing federal participation in a project to 100 percent of the project cost. Further discussion of toll credits and their allowable uses are included in Appendix A-22, Caltrans Toll Credit Use Policy, and Appendix A-23, MTC Resolution 4008 - MTC Toll Credit Policy.

Comment and Response #9 (County Summaries)
One comment noted that the narrative summaries for each county had not been included in the online version of the Draft 2015 TIP project listings.

This was a technical error and the electronic version of project listings has now been updated to include the summaries.

Comment and Response #10 (TIP Update Schedule)
One comment asked for a clarification of the schedule on which subsequent versions of the TIP will be released.

MTC's Final 2015 TIP is being presented at the regularly scheduled Programming and Allocations Committee meeting on September 10, 2014. In accordance with the State of California's TIP update policy, further TIP updates will be scheduled every even year (e.g. 2016, 2018, etc).

Comment and Response #11 (Searchable Electronic Documents)
One commenter indicated that keyword searches could not be performed on several of the documents available on the Draft 2015 TIP website.

With the exception of one document that was a scanned copy of a signed letter, the documents that were tested appeared searchable for keywords. We have since updated this document on the Draft 2015 TIP page to make the letter searchable. Some documents may contain links to other documents prepared by third-party organizations, but MTC is not able to control the format or accessibility of those documents.

Metropolitan Transportation Commission

2014 Regional Transportation Improvement Program (RTIP)

Matrix of New Projects and Promotion of Plan Bay Area Goals and Strategies

					Goals							Investment Strategies					
County	**Sponsor**	**PPNO**	**Project**	**New RTIP Funding Amount ($1,000s)**	1- Climate Protection	2- Adequate Housing	3/4/5- Healthy and Safe Communities	6- Open Space and Agricultural Preservation	7- Equitable Acces	8- Economic Vitality	9/10- Transportation System Effectiveness	1- Maintain Our Existing System	2- Build Next Generation Transit	3- Boost Freeway and Transit Efficiency	4- Support Focused Growth (OBAG)	5- County Investment Priorities	6- Protect Our Climate
Alameda	Caltrans	0081D	SR-84 East-West Connector in Fremont	12,000		x	x			x		x			x		x
Alameda	AC Transit	2009Z	AC Transit East Bay Bus Rapid Transit	7,995	x	x	x	x	x	x	x	x	x	x	x	x	x
Contra Costa	BART	2010C	BART Station Modernization Program	13,000	x	x	x		x	x		x	x	x			
Contra Costa	CCTA	0242K	I-80/San Pablo Dam Rd Interchange, Ph. 2	9,200		x	x			x		x		x			x
Contra Costa	CCTA	2025H	I-80/Central Interchange, Ph. 2	2,000		x	x			x		x		x			x
Contra Costa	CCTA	2025J	Kirker Pass Rd Northbound Truck Climbing Lane	2,650	x					x		x		x			x
Contra Costa	Concord	2025K	Detroit Ave Bicycle/Pedestrian Improvements	1,189	x		x				x				x		x
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvements	1,195	x		x				x				x		x
Marin	Marin County	2128D	North Civic Center Drive Improvements	407	x		x				x				x		x
Marin	Fairfax	2028E	Fairfax Parkade Area Circulation Improvements	300	x		x				x				x		x
Marin	Caltrans	0342L	US-101 San Rafael/Irwin Creek/Brookdale Mitigation	1,655								x				x	
Napa	American Canyon	2130D	Devlin Rd and Vine Trail Extension	1,962	x	x	x	x	x	x	x				x	x	x
Napa	American Canyon	2130E	Eucalyptus Dr Extension	1,154			x			x					x	x	
Napa	Napa City	2130F	California Roundabouts	1,501	x	x				x						x	x
Napa	Calistoga	2130M	Improve Intersection at Petrified Forest Rd and SR-128	580	x	x				x						x	
Napa	Yountville	2130N	Hopper Creek Pedestrian Path	500	x		x								x	x	x
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332							x	x				x	
Napa	St Helena	2130Q	SR-29/Grayson Ave Signal Construction	300			x									x	
San Francisco	SF MTA	2014V	Central Subway	12,498	x		x		x	x	x		x	x	x		x
San Francisco	SF DPW	0612F	Broadway Chinatown Complete Streets	1,910	x		x	x	x	x					x	x	x
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	x						x				x		x
San Mateo	S. San Francisco	0648F	Grand Blvd Initiative Complete Streets Program	1,991	x	x	x		x	x	x				x		x
Santa Clara	VTA	2147E	BART Extension: Berryessa to San Jose/Santa Clara	14,672	x		x	x	x	x	x		x		x	x	x
Santa Clara	Palo Alto	2015D	Adobe Creek/ US-101 Bike Ped Bridge	3,000	x		x								x		x
Santa Clara	VTA	0521C	I-680 Soundwalls - Capitol Expwy to Mueller	4,456			x		x	x		x					
Santa Clara	San Jose	0416Q	The Alameda Grand Blvd, Phase 2	1,350		x	x								x		
Solano	STA	5301V	Jepson Pkwy (Leisure Town, Commerce to Orange)	9,360			x			x	x					x	
Sonoma	SMART	5156P	SMART Bicycle and Pedestrian Pathway	1,043	x		x			x					x	x	x
Sonoma	Santa Rosa	9098A	Downtown Santa Rosa Streetscape	353			x			x					x	x	
	Total Projects:	29		Count:	18	10	23	4	8	18	12	9	4	6	18	14	19
				% total:	62.1%	34.5%	79.3%	13.8%	27.6%	62.1%	41.4%	31.0%	13.8%	20.7%	62.1%	48.3%	65.5%

2014 Regional Transportation Improvement Program

New projects' promotion of Plan Bay Area goals as submitted by the sponsoring congestion management agency.

Alameda County

These statements were provided by the Alameda County Transportation Commission (ACTC).

SR-84 East-West Connector in Fremont
PPNO: 0081D
RTP ID: 94506
New RTIP Amount: $12,000,000

The Project would improve air quality by decreasing local traffic congestion, improve access to transit facilities and businesses, improve transit operations by reducing congestion along existing and future transit routes, promote the use of non-motorized transport, maximize the use of publicly-owned ROW in the Historic Corridor for transportation purposes, and improve flood control.

Project meets following Plan Bay Area Investment Strategy:

- Maintain Our Existing System
- Support Focused Growth – OBAG
- Protect Our Climate

AC Transit East Bay Bus Rapid Transit
PPNO: 2009Z
RTP ID: 22455
New RTIP Amount: $7,995,000

Reduce congestion by increasing transit ridership; improve corridor speeds for AC Transit bus services; reduce travel time for AC Transit riders; encourage redevelopment and new business opportunities; reduce automobile emissions; improve transit experience by providing built out stations, transit amenities, reduce headways, and real time bus arrival information.

The East Bay BRT Project assists in the region meeting these SCS goals:

- Climate Protection - Reduce per-capita CO2 emissions from cars and light trucks (increases transit use and decreases auto use)
- Open Space and Ag Land - Direct non-ag development with 2010 urban footprint (will help spur development along a major transit corridor)
- Transportation System Effectiveness - decrease auto VMT by 10% (increases transit use and decreases auto use)
- Equitable Access - decrease share of low-income resident transportation costs (increases availability of high-quality transit solution in low-income areas)

Project meets following Plan Bay Area Investment Strategy:

- Maintain Our Existing System
- Build Next Generation Transit
- Boost Freeway and Transit Efficiency
- Support Focused Growth – OBAG
- County Investment Priorities
- Protect Our Climate

Contra Costa County

These statements were provided by the Contra Costa Transportation Authority (CCTA).

BART Station Modernization Program
PPNO: 2010C
New RTIP Amount: $13,000,000

The project includes all BART Stations in the 103 mile, 43 station system and will address station site, building envelope, vertical transportation, circulation & wayfinding, HVAC and other station equipment replacements/upgrades, and lighting & ambient environment. The current request for funding will be applied to escalator replacement, waterproofing, pedestrian, plaza, & lighting improvements as well as other high priority elements within the Program. Useful life of improvements is 15 years. By providing modern transit facilities, more people will take transit to their destinations, as opposed to driving.

I-80/San Pable Dam Rd. Interchange, Phase 2
PPNO: 0242K
New RTIP Amount: $9,200,000

The project will reduce passenger hours of delay by 21.5%, reduce AM peak period travel time by 24.5%, increase AM average speed by 36.7% and reduce AM vehicle hours of delay by 46.6%. This will help reduce CO2 emissions from cars due to reduced idling and delays. Furthermore, by eliminating weaving on I-80 WB between San Pablo Dam Road On-ramp and McBryde Ave Off-ramp, and increasing the distance between El Portal Dr On-ramp and San Pablo Dam Road Off-ramp, accidents and congestion caused by poor weaving operations will be reduced. Between 2003-2010, 113 accidents took place along I-80 WB between SPDR and McBryde. Seventy eight of those accidents can be attributed to weaving (sideswipes, rear ends, etc.). Finally, by widening the sidewalks along SPDR overcrossing, closing sidewalk gaps along Amador and SPDR , and adding bike lanes on SPDR overcrossing, pedestrian and bicycle safety will be improved across I-80 and more people will be encouraged to walk and bike, leaving their cars at home. Economic vitality will be improved by reduction in congestion and providing access to other modes.

I-80/Central Interchange, Phase 2
PPNO: 2025H
New RTIP Amount: $2,000,000

By eliminating the traffic signal at Central Avenue and Pierce St, and adding left turn lane storage at the improved signalized intersection at Central Avenue and San Mateo, congestion along Central Avenue will be greatly reduced resulting in reduced CO2 emissions. This will improve the economic vitality of the area which has large commercial and industrial uses.

Kirker Pass Rd Northbound Truck Climbing Lane
PPNO: 2025J
New RTIP Amount: $2,650,000

By adding a truck lane along 1.5 stretch over Kirker Pass, cars won't be stuck behind slow moving trucks, reducing congestion and related CO2 emissions. A Class II bike lane will also be added along this stretch encouraging more people to bike.

<u>Detroit Ave. Bicycle/Pedestrian Improvements</u>
PPNO: 2025K
New RTIP Amount: $1,189,000

The project proposes four major improvements for the safety and comfort of all modes: designated bicycle facilities, signalization of two intersections, sidewalk gap closures, and sidewalk repair. 0.7 miles of Class 2 and 0.2 miles of Class 3 bike lane will be added along Clayton Rd. Conflict zones will be marked clearly and two traffic signals will be installed to improve safety and improve traffic flow. The improvements will help improve traffic flow, provide access to alternative modes and improve pedestrian and bicyclists safety.

<u>Concord BART Station Bike/Ped Access Improvements</u>
PPNO: 2010D
New RTIP Amount: $1,195,000

The project proposes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to Concord BART from the west, east, and south. The project would install buffered bike lanes to provide new east-west connections through Downtown and to Concord BART along 0.4 miles of Concord Boulevard and 0.4 miles of Clayton Road. On Grant Street the project would add 0.2 mile of Class II bike lanes. On Oakland Avenue, 0.3 miles of Class II bike lanes would be added in both directions to provide last mile connections to BART. Crosswalks would be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). The improvements will help provide access to alternative modes and improve pedestrian and bicyclists safety.

Marin County

These statements were provided by the Transportation Authority of Marin (TAM).

North Civic Center Drive Improvements
PPNO: 2128D
RTIP Funding Amount: $407,000
This project will construct improvements to Civic Center Drive that will provide: 1) a safe path of travel for pedestrians and bicyclists connecting the SMART station and the Civic Center Campus between Merrydale Overcrossing/Scettrini Drive and Judge Haley Drive and 2) class II bike lanes. Improvements consist of new 8 foot wide sidewalks, drainage, curb and gutter, class II bike lanes, landscaping, lighting, traffic signalization (with interconnection to Merrydale Overcrossing/Scettrini Drive), or roundabout, at Peter Behr Drive. With the commencement of SMART train service 2016, these improvements will provide non-motorized transportation safe access between the Civic Center Campus and SMART Station, which includes a very popular farmers' market. This project will help promote the goals of reducing vehicular trips, thereby reducing vehicle emissions, enhancing a livable community, and providing equitable access to transit dependent commuters and bicyclists.

Fairfax Parkade Area Circulation Improvements
PPNO: 2028E
RTIP Funding Amount: $300,000
This project will construct safety improvements that include: a new transit shelter, ADA curb ramps, reconstructed stair wells, improved and/or new sidewalks where missing, new crosswalks, repair and/or replacement of existing crosswalk striping, directional signage, class two bicycle lane on Broadway with reconfigures vehicular travel lanes on Broadway, and secure bicycle parking. The goal of the project is to implement the recommendations within the Parkade Circulation Area Study in order to improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in Downtown Fairfax. Specifically, the Study focused on and recommended measures that can be implemented in the short-term to improve pedestrian and bicycle infrastructure and safety, disabled access, and transit access; to maintain and/or increase parking supplies next to the transit stop; improve/reduce motor vehicle circulation where possible; and to connect land uses on the north side of Sir Francis Drake Boulevard with those on south of the Broadway in the heart of the downtown (an area bifurcated by the old Fairfax rail/trolley station now known as the "Parkade". These improvements will help reduce vehicular emissions reducing unnecessary vehicular circulation and enhance a livable community that promote walking and biking.

Highway 101 San Rafael Irwin Creek/Brookdale
PPNO: 0342L
RTIP Funding Amount: $1,655,000
As per permits to construct HOV Lanes on 101 in San Rafael, this project will restore 1200 feet of Irwin Creek for riparian habitat and landscape along Brookdale Avenue for visual mitigation as required by Environmental Document for HOV Gap Closure Project on US 101. Completion of HOV Gap Closure project enhanced the effectiveness of Transportation system in Marin County resulting in decrease of per capita vehicle miles travel. The HOV lanes are also used by transit vehicles to reduce travel time and entice transit usage.

Napa County

These statements were provided by the Napa County Transportation Planning Agency (NCTPA).

Devlin Road and Vine Trail Extension
PPNO: 2030D
RTIP Funding Amount: $1,962,000
Promotes RTP Goals #1, #4, #5 and #8 by building out the class I path and promoting pedestrian and bicycle use that is separated from the roadway. It also extends Devlin Road which is a critical north-south goods movement arterial, promoting the economy.

Eucalyptus Drive Extension
PPNO: 2130E
RTIP Funding Amount: $1,154,000
Promotes RTP Goals #8 and #5. The Eucalyptus Drive extension promotes connectivity, removes a traffic light which reduces congestion, and provides safe pedestrian and bicycle access by providing complete streets along the extended segment of Eucalyptus Drive. This project is also within a Priority Development Area.

California Roundabouts
PPNO: 2130F
RTIP Funding Amount: $1,501,000
Promotes RTP Goal #1 of reducing congestion by removing traffic signals and putting in roundabouts. This project is located at the gateway to the City of Napa's Priority Development Area.

Improve Intersection at Petrified Forest Road and SR 128
PPNO: 2130M
RTIP Funding Amount: $580,000
Promotes RTP Goals #4 and #5 by providing safety upgrades to the intersection including ADA, pedestrian and bicycle improvements and safe crossing.

Hopper Creek Pedestrian Path
PPNO: 2130N
RTIP Funding Amount: $500,000
Promotes RTP Goals #1, #4, and #5 by creating a class I path separated from the roadway it promotes safe pedestrian and bicycle access and reduces VMT by providing an alternative to driving.

Airport Boulevard Rehabilitation
PPNO: 2130P
RTIP Funding Amount: $1,332,000
Promotes RTP Goal #10 maintaining the transportation system in a state of good repair by providing rehabilitation to an existing roadway.

Highway 29/Grayson Ave Signal Construction
PPNO: 2130Q
RTIP Funding Amount: $300,000
Promotes RTP Goal #4 by providing a safety enhancement to an intersection that serves a lot of students at St. Helena High School. It provides a safe crossing point for all modes trying to get across Highway 29.

San Francisco County

These statements were provided by the San Francisco County Transportation Authority (SFCTA).

Central Subway

PPNO: 2014V

RTIP Funding Amount: $12,498,000

Central Subway will construct a modern, efficient light-rail line to connect major housing, retail, sporting and cultural venues while efficiently transporting people to jobs, educational opportunities and other amenities throughout the city. It will vastly improve transit options for the residents of one of the most densely populated neighborhoods and in the country, including Communities of Concern; provide a rapid transit link to a burgeoning technology and digital-media hub; and improve access to a premier commercial district and tourist attraction. As a result, it will further all the Plan Bay Area goals, but have the strongest impact in the following goal areas:

- Climate protection
- Equitable access
- Economic vitality
- Transportation and system effectiveness

For more information, please visit the project webpage.

Broadway Chinatown Complete Streets

PPNO: 0612F

RTIP Funding Amount: $1,910,000

Broadway Chinatown Complete Streets will provide a safer and more pleasant walking experience, with new paving, streetlights, street trees, and street furnishings inspired by the unique history of the Chinatown neighborhood, which is the most densely populated urban area west of Manhattan and also a Community of Concern. It will benefit all street users, especially students around Jean Parker Elementary School. As a result, it will further all the Plan Bay Area goals, but have the strongest impact in the following goal areas:

- Climate protection
- Healthy and safe communities
- Open space and cultural preservation
- Equitable access
- Economic vitality

For more information, please visit the project webpage.

San Mateo County

These statements were provided by the San Mateo City/County Association of Governments (SM C/CAG).

Daly City BART Station Intermodal Improvements (Alameda Co. Share)
PPNO: 2103C
RTIP Funding Amount: $200,000
The Daly City BART Station Improvements projects furthers the "Transportation System Effectiveness" goal of increasing non-auto mode shares by enhancing station capacity and station access to transit. By enhancing and promoting the use of transit it also furthers the "Climate Protection" by diverting travel from auto trips to transit.

Grand Boulevard Initiative Complete Streets Program
PPNO: 0648F
RTIP Funding Amount: $1,991,000
The Grand Boulevard Initiative Complete Streets Project furthers the "Climate Protection" by diverting travel from auto trips to alternative modes of transportation by providing bike and pedestrian enhancements. It also furthers the goals of "Healthy and Safe Communities" and Transportation Effectiveness" by encouraging the average daily time biking and walking and by increasing the non-auto mode share, respectively.

Santa Clara County

These statements were provided by the Santa Clara Valley Transportation Authority (VTA).

VTA's BART Silicon Valley Extension: Berryessa Station to San Jose/Santa Clara
PPNO: 2147E
RTIP Funding Amount: $14,672,000
This project supports economic vitality, increases non-motor mode share, and reduces greenhouse gas emissions in the environment.

Palo Alto Adobe Creek/US 101 Bike Ped Bridge
PPNO: 2015D
RTIP Funding Amount: $3,000,000
This project supports active transportation, complete streets and addresses bike/ped access.

I-680 Soundwalls – Capitol Expwy. to Mueller
PPNO: 0521C
RTIP Funding Amount: $4,456,000
This project supports the maintenance of the system and state of good repair.

San Jose The Alameda Grand Blvd. Phase II
PPNO: 0416Q
RTIP Funding Amount: $1,350,000
This project supports complete streets, provides enhanced pedestrian access, and supports housing choices.

Solano County

These statements were provided by the Solano Transportation Authority (STA).

Jepson Parkway (Leisure Town from Commerce to Orange)
PPNO: 5301V
RTIP Funding Amount: $9,360,000

- Target #3: Increase the average daily walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).
    - The Jepson Parkway project includes the construction of a Class I bike path. This new path will be multi-use in nature, which will encourage walking and/or bicycling to/from Fairfield to Vacaville.
- Target #4: Direct all non-agricultural development within the urban footprint.
    - Jepson Parkway project also connects to the Fairfield-Vacaville Train Station Area PDA, which will help to focus growth within existing urban areas and promote economic growth .
- Target #6: Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).
    - The Jepson Parkway project will provide a needed expansion of a currently used roadway that connects two of Solano County's major cities. These cities provide many warehousing and industrial services, so improved connection will promote business activity as it will reduce congestion and allow for more trade.

Sonoma County

These statements were provided by the Sonoma County Transportation Authority (SCTA).

SMART Bicycle and Pedestrian Pathway
PPNO: 5156P
RTIP Funding Amount: $1,043,000

SMART Pathway from East Cotati to Southwest Boulevard: This project will aid climate protection and help reduce premature death from particulate matter by providing and promoting a safe, separated location for alternative transportation. Having the pathway located next to services such as SMART and retail will help to increase average daily walking and biking by making mobility easier without automobiles. The path is open to the public and will comply with ADA requirements. The SMART Pathway promotes economic vitality by providing an affordable transportation access option to education opportunities, social services, retail outlets and jobs.

Downtown Santa Rosa Streetscape
PPNO: 9098A
RTIP Funding Amount: $353,000

Downtown Complete Streetscape Enhancement Project: This project will help reduce the number of injuries and fatalities from collisions by channeling pedestrians to one side of the street and limit the number of pedestrian street crossings. The facility is open to the public and will be ADA accessible. The project will also make the facility more pedestrian friendly to aid in the increase in average daily walking and biking trips. Providing this pedestrian access so near Railroad Square, the Santa Rosa Plaza Mall and Downtown will aid in promoting economic vitality.

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Alameda County								
AC Transit	ALA150004	AC Transit: East Bay Bus Rapid Transit	N/A	N/A	N/A	N/A	Clarify project scope	Clarify project scope
ACE	ALA010056	ACE Track Improvements.	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify participating agency
ACE	ALA050042	ACE: ADA Operating Set-aside	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify participating agency
ACE	ALA050043	ACE Signal System Rehabilitation	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify participating agency
ACE	ALA090060	ACE: Rebuild Diesel Locomotives	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify participating agency
ACE	ALA110099	ACE Preventative Maintenance	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify participating agency
ACTC	ALA150001	Route 84 widening, Pigeon Pass to I-680	$1,060,000	2014	$1,000,000	2014	Reduce salestax funding by $60K and clarify project description	Clarify the funding plan and project description
ACTC/Oak/Ala	ALA070009	I-880/Broadway-Jackson Interchange	$2,500,000	2014	$2,500,000	2014	Reprogram funds from ENV to PE	Clarify the funding plan
ACTC/Oak/Ala	ALA070009	I-880/Broadway-Jackson Interchange	$5,600,000	2018	$5,600,000	2016	Reprogram funds from ENV to PE and from FY18 to FY16	Clarify the funding plan
Alameda County	ALA130018	Alameda Co-Various Streets and Roads Preservation	$1,565,000	2016	$1,565,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Alameda County	ALA130018	Alameda Co-Various Streets and Roads Preservation	$203,000	2016	$203,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
BART	ALA090068	MacArthur BART Plaza Remodel	$305,000	2010	$705,000	2010	Add $400K in Other State (Prop 1C)	Clarify the funding plan
BART	ALA110032	Downtown Berkeley BART Plaza/Transit Area Imps.	$340,000	2015	$340,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
BART	ALA110032	Downtown Berkeley BART Plaza/Transit Area Imps.	$3,718,000	2015	$3,718,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
BART	ALA110032	Downtown Berkeley BART Plaza/Transit Area Imps.	$657,000	2015	$657,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
BART	ALA130007	BART to Livermore Extension - Develop EIR/EIS	N/A	N/A	N/A	N/A	Clarify project scope	Clarify project scope
BART	ALA130032	BART Metro Priority Track Elements	$1,539,000	2017	$1,539,000	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
BART	ALA130032	BART Metro Priority Track Elements	$1,880,057	2017	$1,880,057	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
BART	ALA130032	BART Metro Priority Track Elements	$40,000	2017	$40,000	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
Emeryville	ALA130021	Emeryville - Hollis Street Preservation	$100,000	2015	$100,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Emeryville	ALA130021	Emeryville - Hollis Street Preservation	$601,000	2015	$601,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Fremont	ALA130025	Fremont City Center Multi-Modal Improvements	$4,480,994	2014	$4,567,285	2014	Reprogram $86K in CON CMAQ from FY15 to FY14	Clarify the funding plan
Fremont	ALA130025	Fremont City Center Multi-Modal Improvements	$1,374,006	2015	$1,287,715	2015	Reprogram $86K in CON CMAQ from FY15 to FY14	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
LAVTA	ALA990077	LAVTA: ADA Paratransit Operating Subsidy	$306,948	2014	$306,948	2015	Reprogram funds from FY14 to FY15	Clarify the funding plan
Livermore	ALA110120	Livermore TOD Study at I-580/SR84	$21,000	2015	$21,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Livermore	ALA110120	Livermore TOD Study at I-580/SR84	$50,000	2014	$50,000	2016	Reprogram funds from FY14 to FY16	Clarify the funding plan
Livermore	ALA110120	Livermore TOD Study at I-580/SR84	$309,000	2015	$311,000	2015	Add $2K in local funds	Clarify the funding plan
Newark	ALA130027	Enterprise Drive Complete Streets and Road Diet	$454,000	2015	$454,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Newark	ALA130027	Enterprise Drive Complete Streets and Road Diet	$294,000	2015	$294,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Oakland	ALA130016	Oakland Complete Streets	$467,000	2015	$467,000	2014	Reprogram funds from FY15 to FY14	Clarify the funding plan
Oakland	ALA130016	Oakland Complete Streets	$61,000	2015	$61,000	2014	Reprogram funds from FY15 to FY14	Clarify the funding plan
Oakland	ALA130016	Oakland Complete Streets	$3,384,000	2016	$3,384,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Oakland	ALA130016	Oakland Complete Streets	$3,384,000	2016	$3,384,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Contra Costa County								
Antioch	CC-130022	Antioch - SRTS Pedestrian Improvements	$330,000	2016	$330,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Antioch	CC-130022	Antioch - SRTS Pedestrian Improvements	$170,000	2016	$170,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
BART	CC-050025	E-BART - East Contra Costa Rail Extension	$13,000,000	2016	$13,000,000	2015	Change the fund source from RIP to Other Local and reprogram funds from FY16 to FY15	Reflect the latest programming actions
Caltrans	CC-090032	Richmond Rail Connector	$0	2014	$1,670,000	2014	Add $1.67M in Private funds	Clarify the funding plan
CC County	CC-110084	Canal Road Bicycle and Pedestrian Facilites	$337,500	2015	$337,500	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
CC County	CC-110084	Canal Road Bicycle and Pedestrian Facilites	$179,500	2015	$179,500	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
CC County	CC-110084	Canal Road Bicycle and Pedestrian Facilites	$750,000	2015	$750,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
CC County	CC-130004	Contra Costa County Various Streets & Road Preserv	$1,267,000	2017	$1,267,000	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
CC County	CC-130004	Contra Costa County Various Streets & Road Preserv	$1,941,000	2017	$1,941,000	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
CCCTA	CC-130044	511 Real-Time Interface Project	$100,000	2017	$100,000	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
CCCTA	CC-130045	CCCTA: Access Improvements Implementation	$180,000	2017	$180,000	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
CCTA	CC-010023	I-680/SR 4 I/C Reconstruction - Phases1, 2, 4 & 5	$8,090,800	2013	$3,629,000	2018	Reprogram $3.63M in PSE Salestax from FY13 to FY18	Clarify the funding plan
CCTA	CC-010023	I-680/SR 4 I/C Reconstruction - Phases1, 2, 4 & 5	$0	N/A	$4,461,800	2019	Reprogram $4.46M in PSE Salestax from FY13 to FY19	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Clayton	CC-130030	Clayton Various Streets Preservation	$386,000	2015	$386,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Clayton	CC-130030	Clayton Various Streets Preservation	$51,000	2015	$51,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Concord	CC-130011	Detroit Avenue Bicyle and Pedestrian Improvements	$138,000	2015	$138,000	2015	Reprogram $138K in CMAQ funds from ROW to CON	Clarify the funding plan
Concord	CC-130011	Detroit Avenue Bicyle and Pedestrian Improvements	$18,000	2015	$156,000	2015	Add $138K in Local ROW funds	Clarify the funding plan
Concord	CC-130011	Detroit Avenue Bicyle and Pedestrian Improvements	$236,000	2016	$254,000	2015	Add $18K in Local CON funds and reprogram from FY16 to FY15	Clarify the funding plan
Concord	CC-130011	Detroit Avenue Bicyle and Pedestrian Improvements	$629,000	2016	$629,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Concord	CC-130012	Concord Various Street Preservation	$3,000	2015	$3,000	2015	Change the fund source from STP to Local	Clarify the funding plan
Concord	CC-130012	Concord Various Street Preservation	$20,000	2015	$20,000	2015	Change the fund source from STP to Local	Clarify the funding plan
Concord	CC-130012	Concord Various Street Preservation	$225,000	2015	$202,000	2016	Change the source for $23K in CON funds from STP to local and reprogram from FY15 to FY16	Clarify the funding plan
Concord	CC-130012	Concord Various Street Preservation	$734,000	2015	$757,000	2016	Change the source for $23K in CON funds from Local to STP and reprogram from FY15 to FY16	Clarify the funding plan
Danville	CC-050075	Crow Canyon/Camino Tassajara Intersection Imps	N/A	N/A	N/A	N/A	Reprogram funds between prior years and phases	Clarify the funding plan
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$500,000	2015	$500,000	2016	Change the fund source from Other State to STP and reprogram from FY15 to FY16	Reflect the latest programming actions
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$500,000	2015	$500,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$1,081,000	2015	$1,081,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$100,000	2015	$100,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$1,366,000	2015	$1,366,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130049	Breuner Marsh Restoration and Public Access	$398,000	2015	$398,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130050	SF Bay Trail, Pinole Shores to Bay Front Park	$119,711	2015	$119,711	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
EB Reg Park Dis	CC-130050	SF Bay Trail, Pinole Shores to Bay Front Park	$3,000,000	2015	$3,000,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
ECCTA	CC-030037	ECCTA: Preventive Maintenance Program	$55,042	2014	$64,251	2014	Add $9K in 5307 funds	Clarify the funding plan
ECCTA	CC-030037	ECCTA: Preventive Maintenance Program	$13,761	2014	$16,063	2014	Add $2K in local funds	Clarify the funding plan
ECCTA	CC-070092	ECCTA: Transit Bus Replacements	$5,364,802	2013	$4,774,603	2013	Add $590K in 5307 funds	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
ECCTA	CC-070092	ECCTA: Transit Bus Replacements	$5,234,508	2014	$5,234,308	2014	Add $200 in 5307 funds	Clarify the funding plan
ECCTA	CC-070092	ECCTA: Transit Bus Replacements	$1,380,380	2013	$1,232,831	2013	Add $148K in local funds	Clarify the funding plan
Hercules	CC-130040	Hercules-Refugio Valley Road Pavement Preservation	$702,000	2015	$702,000	2016	Program funds from FY15 to FY16	Clarify the funding plan
Hercules	CC-130040	Hercules-Refugio Valley Road Pavement Preservation	$92,000	2015	$92,000	2016	Program funds from FY15 to FY16	Clarify the funding plan
Moraga	CC-130020	Moraga Various Streets and Roads Preservation	$709,000	2015	$709,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Moraga	CC-130037	Moraga Rd SRTS Bicycle and Ped Improvements	$100,000	2015	$100,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Moraga	CC-130037	Moraga Rd SRTS Bicycle and Ped Improvements	$13,000	2015	$13,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Oakley	CC-070065	Main Street (Previously SR4) Realignment in Oakley	$240,000	2015	$240,000	2015	Reflect the use of toll credits in lieu of match	Clarify the funding plan
Oakley	CC-070065	Main Street (Previously SR4) Realignment in Oakley	$1,221,000	2016	$1,221,000	2016	Reflect the use of toll credits in lieu of match	Clarify the funding plan
Pleasant Hill	CC-130029	Boyd Road/Elinora Drive SRTS Sidewalk Installation	$395,000	2015	$395,000	2016	Program funds from FY15 to FY16	Clarify the funding plan
Pleasant Hill	CC-130029	Boyd Road/Elinora Drive SRTS Sidewalk Installation	$53,000	2015	$53,000	2016	Program funds from FY15 to FY16	Clarify the funding plan
Richmond	CC-130026	Richmond Local Streets and Roads Preservation	$3,030,000	2016	$3,030,000	2015	Program funds from FY16 to FY15	Clarify the funding plan
Richmond	CC-130026	Richmond Local Streets and Roads Preservation	$393,000	2016	$393,000	2015	Program funds from FY16 to FY15	Clarify the funding plan
San Pablo	CC-130032	San Pablo Avenue Bicycle and Ped Improvements	$5,978,000	2016	$5,978,000	2017	Reprogram funds from FY16 to FY17	Clarify the funding plan
Marin County								
GGBHTD	MRN050018	Golden Gate Bridge Seismic Retrofit, Phase 3B	$20,000,000	2014	$20,000,000	2016	Reprogram funds from FY14 to FY16	Clarify the funding plan
GGBHTD	MRN050018	Golden Gate Bridge Seismic Retrofit, Phase 3B	$20,000,000	2015	$20,000,000	2017	Reprogram funds from FY15 to FY17	Clarify the funding plan
GGBHTD	MRN050018	Golden Gate Bridge Seismic Retrofit, Phase 3B	$19,060,990	2016	$19,060,990	2018	Reprogram funds from FY16 to FY18	Clarify the funding plan
GGBHTD	MRN050018	Golden Gate Bridge Seismic Retrofit, Phase 3B	$39,060,990	2014	$39,060,990	2016	Reprogram funds from FY14 to FY16	Clarify the funding plan
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$75,000,000	2019	$0	2019	Change the fund source and program year from FY19 RTP-LRP	Reflect the latest programming actions
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$0	N/A	$7,000,000	2015	Change the fund source and program year to FY15 Other State	Reflect the latest programming actions
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$0	N/A	$22,000,000	2015	Change the fund source and program year to FY15 Other Local	Reflect the latest programming actions
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$0	N/A	$7,000,000	2015	Change the fund source and program year to FY15 STP	Reflect the latest programming actions

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$0	N/A	$20,000,000	2017	Change the fund source and program year to FY17 Toll Funds	Reflect the latest programming actions
GGBHTD	MRN050019	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	$0	N/A	$20,000,000	2017	Change the fund source and program year to FY17 STP	Reflect the latest programming actions
Marin County	MRN110033	Miller Creek Road Bike Lanes and Ped Improvements	$362,000	2016	$362,000	2016	Change the fund source for $362K in FY16 CON funds from RIP-TE to RIP	Clarify the funding plan
Marin County	MRN110035	Mountain View Rd Bridge Replacement - 27C0154	$918,400	2017	$918,400	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$814,476	2013	$814,476	2014	Reprogram funds from FY13 to FY14	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$105,524	2013	$105,524	2014	Reprogram funds from FY13 to FY14	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$1,106,625	2015	$1,106,625	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$143,375	2015	$143,375	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$3,104,747	2017	$3,104,747	2018	Reprogram funds from FY17 to FY18	Clarify the funding plan
San Anselmo	MRN110032	San Anselmo - Center Blvd Bridge Replace (27C0079)	$402,253	2017	$402,253	2018	Reprogram funds from FY17 to FY18	Clarify the funding plan
TAM	MRN050034	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	$5,202,000	2009	$15,189,000	2009	Add $10M in IIP funds	Reflect the latest programming actions
Napa County								
Napa County	NAP110027	Loma Vista Dr Bridge Replacement - 21C0080	$60,000	2015	$60,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Napa County	NAP110027	Loma Vista Dr Bridge Replacement - 21C0080	$560,000	2017	$560,000	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local	Clarify the funding plan
Napa County	NAP130003	Airport Boulevard Rehabilitation	$57,000	2018	$57,000	2018	Reprogram funds from PE to PSE	Clarify the funding plan
Napa County	NAP130003	Airport Boulevard Rehabilitation	$7,000	2018	$7,000	2018	Reprogram funds from PE to PSE	Clarify the funding plan
NCTPA	NAP090008	NCTPA Equipment Replacement and Upgrades	$48,009	2014	$48,035	2014	Add $26 in 5307 funds	Clarify the funding plan
NCTPA	NAP110014	Napa Valley Vine Trail Design and Construction	$1,593,764	2014	$1,493,764	2014	Reprogram $100K in TCSP funds from CON to ROW	Clarify the funding plan
NCTPA	NAP110014	Napa Valley Vine Trail Design and Construction	$196,236	2014	$206,236	2014	Reprogram $100K in TCSP funds from CON to ROW	Clarify the funding plan
NCTPA	NAP110014	Napa Valley Vine Trail Design and Construction	$13,764	2014	$26,721	2014	Add $13K in Other Local funds	Clarify the funding plan
San Francisco City/County								
SF County TA	SF-130004	Treasure Is/Yerba Buena Is Street Improvements	N/A	N/A	N/A	N/A	Change the Implementing Agency from SFCTA to SF City/County	Clarify participating agency
SF County TA	SF-130004	Treasure Is/Yerba Buena Is Street Improvements	$335,884	2017	$335,884	2015	Reprogram funds from FY17 to FY15	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
SF County TA	SF-130004	Treasure Is/Yerba Buena Is Street Improvements	$37,320	2017	$37,320	2015	Reprogram funds from FY17 to FY15	Clarify the funding plan
SF County TA	SF-991030	US 101 Doyle Drive Replacement	$4,000,000	2015	$4,000,000	2013	Reprogram funds from FY15 to FY13	Clarify the funding plan
SF County TA	SF-991030	US 101 Doyle Drive Replacement	$1,000,000	2015	$1,000,000	2013	Reprogram funds from FY15 to FY13	Clarify the funding plan
SF DPW	SF-130014	SF- Broadway Chinatown Complete Streets	$1,910,000	2017	$1,910,000	2015	Change the fund source from RIP to Other Local and reprogram from FY17 to FY15	Clarify the funding plan
SFMTA	SF-110050	SFMTA: Replace 58 40' Neoplan Buses	$5,842,769	2014	$5,855,020	2014	Add $12K in 5307 funds	Clarify the funding plan
SFMTA	SF-110050	SFMTA: Replace 58 40' Neoplan Buses	$1,460,692	2014	$1,463,755	2014	Add $3K in Salestax funds	Clarify the funding plan
WETA	SF-110053	WETA: Replace Ferry Vessels	$5,392,000	2014	$5,392,000	2014	Change the fund source from 5307 to 5337	Clarify the funding plan
San Mateo County								
Burlingame	SM-130021	Carolan Ave Complete Streets and Road Diet	$986,000	2015	$986,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Caltrain	SM-130026	Caltrain Control Point Installation	$1,375,566	2015	$1,375,566	2014	Reprogram funds from FY15 to FY14	Clarify the funding plan
Caltrain	SM-130027	Caltrain Off-peak Marketing Campaign	$44,200	2017	$44,200	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
East Palo Alto	SM-070006	US 101 University Ave Interchange Improvements	$1,407,000	2015	$1,407,000	2016	Reprogram HPP funds from FY15 to FY16	Clarify the funding plan
East Palo Alto	SM-070006	US 101 University Ave Interchange Improvements	$5,000,000	2015	$5,000,000	2016	Reprogram Salestax funds from FY15 to FY16	Clarify the funding plan
Millbrae	SM-130009	Millbrae Various Streets and Roads Preservation	$445,000	2015	$445,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Pacifica	SM-130016	Palmetto Avenue Streetscape	$1,000,000	2015	$1,000,000	2017	Reprogram funds from FY15 to FY17	Clarify the funding plan
Pacifica	SM-130016	Palmetto Avenue Streetscape	$1,330,000	2015	$1,330,000	2017	Reprogram funds from FY15 to FY17	Clarify the funding plan
SamTrans	SM-030023	SAMTRANS: Preventive Maintenance	$687,240	2017	$687,240	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
SamTrans	SM-030023	SAMTRANS: Preventive Maintenance	$89,040	2017	$89,040	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
San Bruno	SM-110012	San Bruno Transit Corridor Pedestrian Imps	$265,000	2015	$265,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
San Bruno	SM-130019	San Bruno Ave Street Medians Improvements	$95,230	2015	$95,230	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
San Bruno	SM-130019	San Bruno Ave Street Medians Improvements	$735,000	2015	$735,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Santa Clara County								
Morgan Hill	SCL130043	Monterey Road Preservation	$1,379,000	2015	$1,379,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Morgan Hill	SCL130043	Monterey Road Preservation	$179,000	2015	$179,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Mountain View	SCL130015	Mountain View Castro Street Complete Streets	$840,000	2015	$840,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Mountain View	SCL130018	Mountain View Various Rd Preservation & Bike lanes	$1,166,000	2015	$1,166,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Mountain View	SCL130018	Mountain View Various Rd Preservation & Bike lanes	$152,000	2015	$152,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Palo Alto	SCL130034	Arastradero Road Schoolscape/Multiuse Trail	$1,000,000	2015	$1,000,000	2017	Reprogram funds from FY15 to FY17	Clarify the funding plan
Palo Alto	SCL130034	Arastradero Road Schoolscape/Multiuse Trail	$306,000	2015	$306,000	2017	Reprogram funds from FY15 to FY17	Clarify the funding plan
Palo Alto	SCL130041	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	$1,000,000	2017	$1,000,000	2017	Change the fund source for $1M from CMAQ to Local	Clarify the funding plan
San Jose	SCL110117	Park Avenue Multi-Modal Improvements	$1,456,000	2015	$1,456,000	2015	Change the fund source for $1.5M in FY15 CON funds from RIP-TE to RIP	Clarify the funding plan
San Jose	SCL110118	St. John Street Multi-Modal Improvements - Phase 1	$1,500,000	2015	$1,500,000	2015	Change the fund source for $1.5M in FY15 CON funds from RIP-TE to RIP	Clarify the funding plan
San Jose	SCL130012	The Alameda Grand Blvd. Phase 2	$2,150,000	2017	$2,150,000	2015	Reprogram funds from FY17 to FY15	Clarify the funding plan
San Jose	SCL150002	Coyote Creek Trail Reach 5.3 (Brokaw to UPRR)	$712,700	2015	$712,700	2015	Change the fund source from STP to Local funds	Clarify the funding plan
Santa Clara Co	SCL110108	Isabel Bridge Replacement (37C0089)	$100,000	2013	$130,000	2013	Add $30K in HBP funds	Reflect the latest programming actions
Santa Clara Co	SCL110108	Isabel Bridge Replacement (37C0089)	$4,300,000	2018	$4,450,000	2018	Add $150K in HBP funds	Reflect the latest programming actions
Saratoga	SCL130026	Prospect Rd Complete Streets	$4,205,000	2017	$4,205,000	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
Saratoga	SCL130026	Prospect Rd Complete Streets	$295,000	2017	$295,000	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
VTA	SCL050001	VTA - Standard & Small Bus Replacement	$320,694	2014	$161,843	2014	Reduce 5339 funds by $159K	Clarify the funding plan
VTA	SCL110125	Local PDA Planning - Santa Clara	N/A	N/A	N/A	N/A	Change the project sponsor from MTC to VTA	Clarify the project sponsor
Solano County								
Solano County	SOL130007	Suisun Vallley Bicyle and Pedestrian Imps	$927,000	2017	$927,000	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
Solano County	SOL130007	Suisun Vallley Bicyle and Pedestrian Imps	$120,200	2017	$120,200	2016	Reprogram funds from FY17 to FY16	Clarify the funding plan
SolTrans	SOL130019	Bus Replacement (Local)	$210,645	2014	$435,646	2014	Add $225K in Local funds	Clarify the funding plan
STA	SOL110005	Jepson: Leisure Town Road from Vanden to Commerce	$3,262,153	2017	$3,262,153	2019	Reprogram funds from FY17 to FY19	Clarify the funding plan
STA	SOL110005	Jepson: Leisure Town Road from Vanden to Commerce	$422,647	2017	$422,647	2019	Reprogram funds from FY17 to FY19	Clarify the funding plan
Vacaville	SOL110034	Vacaville Transit - Curb Ramps	$40,000	2015	$40,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Vacaville	SOL110034	Vacaville Transit - Curb Ramps	$10,000	2015	$10,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Vallejo	SOL110035	Vallejo Downtown Streetscape	$400,000	2016	$400,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Vallejo	SOL110035	Vallejo Downtown Streetscape	$52,000	2016	$52,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$18,000	2015	$18,000	2014	Reprogram funds from FY15 to FY14	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$2,400	2015	$2,400	2014	Reprogram funds from FY15 to FY14	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$1,800	2015	$1,800	2015	Reprogram funds from ROW to CON	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$300	2015	$2,100	2015	Add $2K in FY15 ROW local funds	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$227,928	2016	$227,928	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Vallejo	SOL130015	Vallejo SRTS Infrastructure Improvements	$30,000	2016	$30,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan
Sonoma County								
Caltrans	SON010001	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	$310,000	2010	$310,000	2015	Reprogram funds from FY10 to FY15	Clarify the funding plan
Caltrans	SON070026	Rehab King Ridge Bridge over Austin Crk 20C0433	$1,502,550	2019	$2,200,000	2019	Add $698K in FY19 CON HBP funds	Clarify the funding plan
Petaluma	SON110051	Petaluma: Purchase 2 Paratransit Cutaways FY13	N/A	N/A	N/A	N/A	Clarify the project scope	Clarify the project scope
Petaluma	SON110052	Petaluma: Replace 2 Paratransit Cutaways FY14	$10,638	2014	$10,657	2014	Add $19 in 5307 funds	Clarify the funding plan
Petaluma	SON110052	Petaluma: Replace 2 Paratransit Cutaways FY14	$34,375	2014	$34,379	2014	Add $4 in Other Local	Clarify the funding plan
Petaluma	SON130020	Petaluma Transit: Transit Signal Priority System	$19,722	2014	$19,722	2017	Reprogram $20K in Local funds from FY14 PE to FY17 CON	Clarify the funding plan
Santa Rosa	SON130017	Santa Rosa Cmplt Sts Road Diet on Transit Corridor	$100,000	2014	$100,000	2014	Change the fund source for $100K in FY14 ROW funds from Other Local to STP	Clarify the funding plan
Santa Rosa	SON130017	Santa Rosa Cmplt Sts Road Diet on Transit Corridor	$2,160,000	2017	$2,060,000	2017	Remove $100K in FY17 CON STP	Clarify the funding plan
Santa Rosa	SON130021	Roseland Area / Sebastopol Rd Priority Development	$647,000	2014	$0	2014	Remove Advanced Construction-Local funds	Clarify the funding plan
Santa Rosa	SON130021	Roseland Area / Sebastopol Rd Priority Development	$84,000	2014	$84,000	2015	Reprogram $84K in local funds from FY14 to FY15	Clarify the funding plan
SantaRosa Bus	SON030012	Santa Rosa City Bus: Transit Enhancements	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON070012	Downtown Transit Mall Connectivity Improvements	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON070020	Hybrid Electric Bus Purchase (Replacement)	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON090007	Automated Vehicle Location System	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
SantaRosa Bus	SON090023	Santa Rosa CityBus: Operating Assistance	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON090024	Santa Rosa CityBus: Preventative Maintenance	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON110045	SR City Bus - Capital Maintenance - Fuel	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON110047	Santa Rosa City Bus: Fast-fill CNG Fueling Station	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON130018	CityBus COA and Service Plan	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON130018	CityBus COA and Service Plan	N/A	N/A	N/A	N/A	Change the Implementing Agency from Santa Rosa City Bus to City of Santa Rosa	Clarify participating agency
SantaRosa Bus	SON130018	CityBus COA and Service Plan	$100,000	2017	$100,000	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
SMART	SON090002	Sonoma Marin Area Rail Corridor	$3,000,000	2014	$3,000,000	2015	Reprogram RIP funds from FY14 to FY15 and change the fund source from RIP-TE to RIP	Clarify the funding plan
Son Co TA	SON070004	US 101 Marin/Sonoma Narrows (Sonoma)	$110,000	2015	$110,000	2015	Change the source for $110K in FY15 PSE funds from RIP to Other Local	Clarify the funding plan
Son Co TA	SON070004	US 101 Marin/Sonoma Narrows (Sonoma)	$115,000	2015	$115,000	2015	Change the source for $115K in FY15 CON-CT funds from RIP to Other Local	Clarify the funding plan
Son Co TA	SON070004	US 101 Marin/Sonoma Narrows (Sonoma)	$770,000	2015	$770,000	2015	Change the source for $770K in FY15 CON funds from RIP to Other Local	Clarify the funding plan
Son Co Transit	SON130019	Sonoma County Transit: CNG Bus Replacements	$173,052	2017	$173,052	2014	Reprogram funds from FY17 to FY14	Clarify the funding plan
Sonoma County	SON090001	Replace Geysers Bridge over Sulpher Crk 20C0005	$354,120	2014	$627,135	2014	Add $273K in HBP funds	Reflect the latest programming actions
Sonoma County	SON090001	Replace Geysers Bridge over Sulpher Crk 20C0005	$45,880	2014	$81,252	2014	Add $35K in Other Local funds	Reflect the latest programming actions
Sonoma County	SON090001	Replace Geysers Bridge over Sulpher Crk 20C0005	$100,000	2015	$100,000	2016	Reprogram funds from FY15 to FY16	Reflect the latest programming actions
Sonoma County	SON090001	Replace Geysers Bridge over Sulpher Crk 20C0005	$5,000,000	2017	$6,766,964	2018	Reprogram funds from FY17 to FY18 and add $1.77M in HBP funds	Reflect the latest programming actions
Sonoma County	SON090025	Replace Chalk Hill Bridge over Maacama Crk 20C0242	$200,000	2017	$200,000	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Sonoma County	SON090025	Replace Chalk Hill Bridge over Maacama Crk 20C0242	$6,000,000	2017	$6,000,000	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local	Clarify the funding plan
Sonoma County	SON110024	Replace Bohan Dillon Bridge over Gualala 20C0435	$200,000	2013	$250,000	2014	Reprogram funds from FY13 to FY14 and add $50K in HBP funds	Reflect the latest programming actions
Sonoma County	SON110024	Replace Bohan Dillon Bridge over Gualala 20C0435	$1,450,000	2017	$1,500,000	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local and add $50K in Other Local Funds	Reflect the latest programming actions
Sonoma County	SON110026	Replace Freestone Flat Bridge over Salmon 20C0440	$2,644,000	2017	$3,150,000	2018	Reprogram funds from FY17 to FY18 and change the source from HBP to Other Local and add $506K in Other Local Funds	Reflect the latest programming actions
Sonoma County	SON130014	Sonoma County - Safe Routes to School Program	$0	N/A	$500,000	2015	Add $500K in FY15 CON Other Local funds	Clarify the funding plan
Windsor	SON130003	Jaguar Way/Windsor Road Bicycle /Ped Improvements	$522,000	2015	$522,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Windsor	SON130003	Jaguar Way/Windsor Road Bicycle /Ped Improvements	$68,000	2015	$68,000	2016	Reprogram funds from FY15 to FY16	Clarify the funding plan
Regional/Multiple County								
ACE	REG110044	ACE Positive Train Control	N/A	N/A	N/A	N/A	Change the Implementing Agency from ACE to SJRRC	Clarify the Implementing Agency
ACE	REG110044	ACE Positive Train Control	$129,156	2017	129156	2014	Reprogram STP funds from FY17 to FY14	Clarify the funding plan
Caltrain	REG090051	Caltrain: Revenue Vehicle Rehab Program	$133,355	2014	$133,307	2014	Reduce Local funds by $248 and change the Implementing Agency to PCJPB	Clarify the funding plan and Implementing Agency
Caltrans	VAR110003	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	N/A	N/A	N/A	N/A	Clarify the project scope	Clarify the project scope
Caltrans	VAR110004	GL: Safety Imprv. - SHOPP Collision Reduction	$76,735,000	2015	$84,580,000	2015	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR110004	GL: Safety Imprv. - SHOPP Collision Reduction	$36,271,000	2016	$40,338,000	2016	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR110004	GL: Safety Imprv. - SHOPP Collision Reduction	$52,505,000	2017	$69,890,000	2017	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR110004	GL: Safety Imprv. - SHOPP Collision Reduction	$6,542,000	2018	$15,337,000	2018	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Caltrans	VAR110005	GL: Emergency Repair - SHOPP Emergency Response	$15,668,000	2018	$13,444,000	2018	Remove $2M in FY18 AC-SHOPP funds and update the back-up listing	Clarify the funding plan and back-up listing
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$11,535,994	2013	$10,068,694	2013	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$3,479,805	2013	$2,991,772	2013	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$22,801,402	2014	$6,025,562	2014	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$8,465,123	2014	$1,037,598	2014	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$0	2015	$12,628,040	2015	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$0	2015	$5,269,523	2015	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$4,340,800	2016	$14,698,050	2016	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$615,888	2016	$3,691,466	2016	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$0	2017	$7,444,440	2017	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$0	2017	$1,283,427	2017	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$13,019,300	2019	$0	2019	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)
Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
Caltrans	VAR110007	GL: Safety Imprv - Highway Safety Improvement Prog	$1,847,212	2019	$0	2019	Update the funding plan and back-up listing to reflect the latest information from Caltrans	Reflect the latest programming actions
Caltrans	VAR110045	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	N/A	N/A	N/A	N/A	Update the back-up listing	Clarify the funding for an individual project
Caltrans	VAR130001	GL: Shoulder Imprv - SHOPP Roadside Preservation	$7,845,000	2015	$0	2015	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR130001	GL: Shoulder Imprv - SHOPP Roadside Preservation	$4,067,000	2016	$0	2016	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR130001	GL: Shoulder Imprv - SHOPP Roadside Preservation	$17,385,000	2017	$0	2017	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
Caltrans	VAR130001	GL: Shoulder Imprv - SHOPP Roadside Preservation	$8,795,000	2018	$0	2018	Combine VAR130001 and VAR110004, all projects from VAR130001 are now listed under VAR110004	Clarify the funding plans and back-up listings
MTC	REG090003	Freeway Performance Initiative (FPI)	$15,000,000	2015	$15,000,000	2015	Change the fund source from STP to Other Local	Reflect the latest programming actions
MTC	REG090003	Freeway Performance Initiative (FPI)	$17,100,000	2017	$17,100,000	2015	Reprogram funds from FY17 to FY15	Clarify the funding plan
MTC	REG090003	Freeway Performance Initiative (FPI)	$3,595,000	2015	$542,000	2015	Remove $3M in FY15 PE CMAQ funds	Clarify the funding plan
MTC	REG090003	Freeway Performance Initiative (FPI)	$5,290,000	2015	$3,000,000	2015	Remove $2M in FY15 CON CMAQ funds	Clarify the funding plan
MTC	REG090038	Regional Planning Activities and PPM - MTC	$0	N/A	$700,000	2015	Add $700K in Other Federal (SHRP2) funds	Reflect the latest programming actions
MTC	REG090038	Regional Planning Activities and PPM - MTC	$0	N/A	$175,000	2015	Add $175K in Other Local funds	Reflect the latest programming actions
MTC	REG090045	Clipper Fare Collection System	N/A	N/A	N/A	N/A	Change the RTP ID reference from 21017 to 240751	New RTP ID more accurately matches project scope
MTC	REG090046	Regional Arterial Operations & Signal Timing Prog	$2,500,000	2015	$2,500,000	2015	Change the fund source from STP to Other Local	Reflect the latest programming actions
MTC	REG110010	Regional Bicycle Sharing Program	$0	N/A	$7,500,000	2015	Add $7.5M in Local funds	Clarify the funding plan
MTC	REG110010	Regional Bicycle Sharing Program	$1,725,000	2015	$1,725,000	2014	Reprogram CMAQ funds from FY15 to FY14	Clarify the funding plan
MTC	REG110011	Electric Vehicle Funding Strategies	$2,000,000	2015	$2,000,000	2015	Change the fund source from STP to TFCA	Reflect the latest programming actions
MTC	REG130007	Regional Car Sharing	$2,000,000	2016	$2,000,000	2015	Reprogram funds from FY16 to FY15	Clarify the funding plan

Metropolitan Transportation Commission
2015 Federal Transportation Improvement Program (TIP)

Attachment B: Comments/Requested Changes to Draft Project Listings

Project Sponsor	TIP ID	Project Title	Draft TIP Amount	Draft TIP Year	Revised Amount	Revised Year	Change	Reason
MTC	REG130007	Regional Car Sharing	$0	N/A	$260,000	2015	Add $260K in Other Local Funds	Clarify the funding plan
WETA	REG090054	WETA: Ferry Channel & Berth Dredging	$1,600,000	2014	$1,600,000	2014	Change the fund source from 5307 to 5337	Clarify the funding plan
		Total	$712,271,942		$728,119,576			

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

<u>ABSTRACT</u>

Resolution No. 4175

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014.

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4175

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Amy Rein Worth, Chair

This resolution was entered into by the
Metropolitan Transportation Commission at a
regular meeting of the Commission held in
Oakland, California on September 24, 2014.

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4175

2015 Transportation Improvement Program

The 2015 Transportation Improvement Program for the San Francisco Bay Area, adopted September 24, 2014, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2015 TIP Investment Analysis: Focus on Low-Income and Minority Communities

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Revisions to the 2015 TIP

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

Date: September 24, 2014
W.I.: 1412
Referred by: PAC

<u>ABSTRACT</u>

Resolution No. 4176

This resolution approves the Transportation Air Quality Conformity Analysis for the 2015 Transportation Improvement Program (TIP) and Plan Bay Area (Plan).

Further information is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014.

Date: September 24, 2014
W.I.: 1412
Referred by: PAC

RE: Approval of the Transportation Air Quality Conformity Analysis for the 2015 Transportation Improvement Program and Plan Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4176

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, the current Regional Transportation Plan (RTP) is Plan Bay Area, adopted by the Commission on July 18, 2013 (MTC Resolution No. 4111); and

WHEREAS, MTC has prepared the 2015 Transportation Improvement Program (TIP) (MTC Resolution 4175), to be approved the same day as this Resolution; and

WHEREAS, the RTP and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter ($PM_{2.5}$) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a $PM_{2.5}$ SIP is approved by U.S. EPA:

WHEREAS, MTC has conducted a transportation air quality conformity analysis for the 2015 TIP and RTP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, the Transportation Air Quality Conformity Analysis for 2015 Transportation Improvement Program and Plan Bay Area updates the Transportation Air Quality Conformity Analysis of Plan Bay Area and the 2013 Transportation Improvement Program to reflect updated project delivery information for those projects whose completion years have shifted since adoption of Plan Bay Area and the 2013 TIP; and

WHEREAS, said conformity redetermination analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for the required 30-day public comment review period per MTC Resolution No. 4176; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for Plan Bay Area and 2015 Transportation Improvement Program:

(A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and

(B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that MTC adopts the Transportation Air Quality Conformity Analysis for the 2015 Transportation Improvement Program and Plan Bay Area, as set forth in Attachment A; and be it further

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the 2015 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on September 24, 2014.

Date: September 24, 2014
W.I.: 1412
Referred by: PAC

Attachment A
Resolution No. 4176

Transportation Air Quality Conformity Analysis for the 2015 Transportation Improvement Program (TIP) and Plan Bay Area (Plan)

A copy of the Conformity Redetermination is on file at the MTC/ABAG Library located in the Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California 94607.

Programming and Allocations Committee

September 10, 2014

Item 5a – Adoption of the 2015 TIP and Federal Air Quality Conformity Determination for the Regional Transportation Plan and the 2015 TIP

Appendix 1 – Comments Received

From: Bill [redacted]
Sent: Friday, July 25, 2014 1:38 PM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Date: July, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

William Bray

[redacted]

[redacted]

From: Andrew Leone [redacted]
Sent: Friday, July 25, 2014 2:18 PM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Date: July, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway
SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other

words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to
study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the Pacifica Tribune reported:
Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes.
I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan

or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Andrew Leone
[redacted]

From: Peter Loeb1[redacted]
Sent: Friday, July 25, 2014 3:35 PM
To: MTC Info
Subject: Comments on Draft 2015 TIP and Draft Air Quality Conformity Analysis - TIP ID SM-050001, RTP ID 98204

July 25, 2014

I want to comment on the Draft 2015 TIP and Draft Air Quality Conformity Analysis, particularly the Calera Parkway highway 1 widening project in Pacifica, TIP ID SM-050001, RTP ID 98204.

The Project description in the 2015 TIP says the project adds an additional lane in each direction. This is a woefully inadequate and misleading description. The proposed project as described in the Caltrans FEIR would more than double the width of the existing highway, from 64 feet to 148 feet. That's a lot more than adding one lane in each direction.

I want the MTC to be aware that there is tremendous community opposition to the widening project, including a current lawsuit challenging the FEIR, a petition opposed to the project with 1200 signatures, a city council candidate running on a platform of opposition to the widening, community forums opposing the widening, an organization formed to oppose it and seek alternatives – Pacificans for Highway 1 Alternatives – and web sites opposing the widening. Prominent community members have promised to do everything they can to prevent this project from ever being implemented.

The Coastal Commission sent a letter to Caltrans in 2011 asking Caltrans to analyze combinations of alternatives. Caltrans did not do that in their FEIR.

The widening project would result in increased vehicle trips and increased greenhouse gas emissions. I ask the MTC to remove the project from the 2015 TIP until other alternatives have been independently evaluated for their effectiveness in reducing greenhouse gas emissions.

Sincerely,

Peter Loeb
[redacted]

Hal Bohner
Attorney
[redacted]

sent via email to: info@mtc.ca.gov

July 26, 2014

MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Dear MTC:

I submit the following comments concerning the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

My comments are addressed to the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project Description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

I am opposed to the project and respectfully request that the MTC remove the project form the 2015 TIP. I have many reasons for this and will state some of them below.

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

Thus it is apparent that the Project Description in the TIP is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 88 feet wide. The

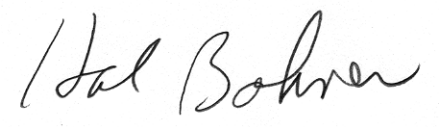
difference of 60 feet in roadway width (not mentioned in the Project Description) is significant in the amount of impacts and Right of Way acquisition.

There is strong and growing public opposition to the project. A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014. The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans.

I therefore request that funding for the Calera Parkway be removed from the 2015 TIP.

Sincerely,



Hal Bohner

From: [redacted] [redacted]
Sent: Saturday, July 26, 2014 4:45 PM
To: MTC Info
Subject: Calera Parkway Project

To: MTC Public Information Office

101 Eighth Street

Oakland, Ca 94607

Dear MTC,

I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ‘ Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.’

The Coastal Commission letter also states: ‘Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.’

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Further, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204, as listed in The Project Description, 2015 TIP Projects by County, page 11 of 59 be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway

SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Robert L. Pilgrim

[redacted]

[redacted]

[redacted]

From: Kathy [[redacted]]
Sent: Sunday, July 27, 2014 12:30 PM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Caltrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also

recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks and shuttle services. And develop bike routes as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, we need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to

go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Kathy Castor
[redacted]

From: Margaret Goodale [[redacted]]
Sent: Sunday, July 27, 2014 6:17 PM
To: MTC Info
Subject: Comments: Draft 2015 TIP (SM-050001, RTP ID 98204)

To: MTC Public Information Office

101 Eighth Street

Oakland, Ca 94607

Subject: Comments: Draft 2015 TIP (SM-050001, RTP ID 98204)

Dear MTC:

As one of the 1200 signers of the citizens' petition to the Pacifica City Council requesting that combinations of alternatives to the Calera Parkway be explored, I write to request MTC to exclude the project as presently designed by CalTrans from funding. On page 11 in the 2015 TIP Projects by County the Calera Parkway widening is described as "In Pacifica: Route 1 between Fassler and West Port Dr.: Add an additional lane in each direction."

Please note that the footprint of the current CalTrans project, while adding one lane in each direction, more than doubles the width of the existing Highway 1 and cannot be considered insignificant.

To date no analysis of any combination of alternatives has been offered despite a request from the Coastal Commission and a suggestion from CalTrans district branch chief. These comments complement the findings of the recent State Smart Transportation Initiative Review. As a result of the SSTI, CalTrans' mission statement has been updated. The Calera Parkway SR1 project, however, has not

received the benefit of the new criteria for modern design standards or the new focus on reducing total miles driven and greenhouse gases.

Until CalTrans and the City of Pacifica thoroughly explore less massive solutions to the current congestion, I oppose any TIP funding for the Calera Parkway.

Sincerely,

Margaret Goodale

Pacifica

TRANSIT PROJECTS (BART)

July 28,2014

DRAFT

MTC Public Info Office
101 Eight St.
Oakland, Ca. 94607

REF: MY COMMENTS ON THE 2015 TIP & DRAFT AIR QUALITY CONFORMITY ANALYSIS

ITEM 1. Thank you very much in incl. this proj. the NEW RICHMOND BART INTERMODAL STATION PROJECT!!!

MOSTLY - MEAS. "B" MONIES

2. TRUSTING YOU & "YOUES" TYPES OF PEOPLE WILL NOT MAKE THE SAME STUPID,& WATEFULL (70 MILLION DOLLARS) MISTAKE AS NOW WE ALL HAVE AT THE NEW UNION CITY BART INTERMODAL TRANSIT CTR &(STATION) ON THE WEST SIDE OF THE NOW CURRENT STA. PHASE # I !!!.

3. Do feel free to ask Mr. Art Dao of the Ala. Cy. Trans. Comm. for copis of my FOUR PAGES OF COMPLAITS & ISSUES THAT I DID TURN IN TO THE CITY. ALAMEDA COMM. public hearing on July 14,2014 in Oakland,Ca. as it relates to the New Union City Intermodal BART Transit Ctr. & Station, SO YOU NOW KNOW NOT TO MAKE THE SAME DESIGN MISTAKES WITH THE NEW BART INTERMODAL STA AT RICHMOND in this TIP # CC-130014 .

Phase	Fund Source	Prior Years	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	Future Years	Total Programmed
PE	BT	$ 500						$ 500
PE	OTHER LOCAL	$ 500						$ 500
PE	SALES TAX MEASURE	$ 500						$ 500
CON	OTHER LOCAL							$ 500
CON	RTP-LRP						$ 15,000	$ 15,000
Total Programmed		$ 1,500		$ 2,000			$ 15,000	$ 18,500

TIP ID: CC-130014 County: Contra Costa System: Transit RTP ID: 240744 CTIPS ID: 20000006051

Sponsor: Bay Area Rapid Transit District (BART)

Implementing Agency: Bay Area Rapid Transit District (BART)

Project Name: Richmond BART Station Intermodal Improvements

Description: Richmond: At the Richmond BART Station: Redesign the intermodal zone to improve operational efficiencies, create a clear pedestrian path and upgrade amenities for passengers

Air Quality Exempt Code: 5.06 - EXEMPT (40 CFR 93.127) - Bus terminals and transfer points

Route: Post Mile From: Post Mile To: Toll Credits:

(All Funding in thousands of dollars)

Phase	Fund Source	Prior Years	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	Future Years	Total Programmed
PE	OTHER LOCAL	$ 186						$ 186
PE	PROP	$ 214						$ 214
CON	CMAQ	$ 2,000						$ 2,000
CON	OTHER LOCAL	$ 500						$ 500
CON	PROP	$ 631						$ 631
Total Programmed		$ 4,331						$ 4,331

TIP ID: CC-130030 County: Contra Costa System: Transit RTP ID: 04026 CTIPS ID: 20000005819

P.S. I was a stake holder in the New Union City Intermodal transit Ctr. & Station & I did respond to comments to get it RIGHT & WHAT I DID PRIOR TO START OF CONST. ON THE WEST SIDE BY PICKING UP GRIT & DUST & DIRT BY THE CURB SITES OF A/C TRANSIT BUS LOCATIONS BECAUES THE BART MGMT DID NOT CLEAN UP & THE DIRT GRIT & DUST JUST BLUW IN THE FACES OF PAX (NEW) & THEN NEW TRANSIT ON THEN/& NOW CANX A/C BUS RT MA From UNION CITY BART STA TO THE WEST BAY (THEN early 2001/2) beforconst. started in 2007. & ALSO I CLEANED UP THE CLOGGED BART SEWER IN TAKE & DUMPED THE GUNK & "VILE" BACK ON TO BART BART GREENERY & BUSHES (A FEW TIMES BEFORE CONST in 2007.)

MOSTLY-

4. Other that the above comments ALL OTHER PROJECTS LOOK GOOD & OK IN THE 2015 TIP.

DRAFT-

V.T.Y.

Charlie Cameron

[redacted]

6/26/2014

P.S. (1) - "LETS TALK ABOUT OTHER ISSUES" 5-3-13

From: LeoRollene Leon [redacted]]
Sent: Monday, July 28, 2014 6:10 AM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Date: July 28, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am concerned about the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan. One that promotes mass transit use, car parks and shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

William Leo Leon

[redacted]

Date: July 28, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, CA 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC,

I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204.

This project was conceived and validated (FEIR) by Caltrans under their PREVIOUS criteria for such projects, which was focused primarily on Level of Service (LOS). As you may know, California SB 743 revised Caltrans' marching orders with alternatives to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

This is a major change in the way Caltrans does business. With such a significant shift in the essential mission statement of the agency, it is appropriate and necessary to re-evaluate all projects conceived under the previous rules. The Calera Parkway Project should be considered invalid and the highway improvement situation reconsidered.

Sincerely,
Pete Shoemaker
[redacted]

From: [redacted] [redacted]
Sent: Monday, July 28, 2014 9:29 PM
To: MTC Info
Subject: Pacifica Hwy 1-Calera Parkway

Dear Sir, I am not happy with this highway proposal. I think the freeway will be ugly and economically devastating during and after construction.I think intelligent traffic flow will work,as in other cities like Hayward,if done right.
Current detour at Pedro Point has big traffic backups and will effect nearby businesses for a long time,as will Calera Parkway construction.

Terminate Hy 1.Calera Parkway proposal.

David Whitney
[redacted]

From: Stan Zeavin [[redacted]]
Sent: Monday, July 28, 2014 8:00 AM
To: MTC Info
Subject: Comments on TIP - SM-050001, RTP ID 98294

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC,

I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

I request that funding for the Calera Parkway SR1 widening (TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59) be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

The following are just a few of my reasons:

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica. That said, the Project Description is not accurate or adequate. Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Second, there is strong public opposition. A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014. These signatures were collected in a very short span of time. The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. Also, to petition for alternatives that are less damaging and disruptive to Pacifica. Put simply this plan ignores the will of a large group of Pacifica's citizens particularly how they perceive their main street.

Third, the California Coastal Commission has strongly suggested changes to the CPP, all of which have been ignored.

Forth, the Calera Parkway Project doesn't come close to following the new guidelines set up by the new California Department of Transportation based on the Smart State Transportation Initiative (SSTI) particularly in the areas of considering cities as partners, and various pollution, wildlife
Issues and other green issues. Eric Alm, Caltrans Senior Transportation Planner for district 4, suggested that Pacifica take the lead and explore various alternatives.

There are many other examples I can give, but I believe my point is made.

Thank you,

Stan Zeavin
Pacifica Resident

From: Carlos Bover [[redacted]]
Sent: Wednesday, July 30, 2014 4:36 PM
To: MTC Info
Subject: Draft 2015 TIP and Draft Air Quality Conformity Analysis

Date: July 30th , 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Carlos Bover

[redacted]

[redacted]

From: v carmichael [redacted]
Sent: Wednesday, July 30, 2014 12:19 PM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am opposed to the Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

To those who live in the vicinity of the project and are informed on the specifics of the proposal, there is widespread opposition (1200 citizens have signed a petition opposing the project.) The reasons are manifold:

- The proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. This creates a larger than necessary alteration to the landscape doubling the width of the existing roadway involved.

- It is questionable as to whether it will actually fulfill its objection at all - that is to relieve traffic congestion. It appears the time saved by adding another lane in both directions between between Fassler Ave. and West Port Dr. on Route 1 will be lost by bottlenecks created by the return from three lanes in each direction back to two at each end of the "Parkway."

- The aesthetics of a new widened roadway with its artificial landscaping channeled between large oppressive walls is questionable to say the least. This is especially the case since its design and footprint will eliminate the existing semi-rural open space feel and will interfere with existing view corridors.

- The California Coastal Commission has asked Caltrans to study alternatives that could meet the purpose and the need for the project <u>but would not result</u> in significant impacts on Coastal Resources.

- Erik Alm, Caltrans district branch chief, has recommended preparing a *more detailed* transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes.

- Unfortunately this proposal and its supporting EIR predates a changing focus at Caltrans as a government agency charged with State wide transportation policy definition and implementation in an era of cascading environmental stress. As such Caltrans recently underwent a *State Smart Transportation Initiative Review* - SSTI that modernizes Caltrans mission statement. It is very doubtful this proposal aligns with this new orientation.

- The following criteria also needs to be included in the design :

  - Reducing Total Miles driven -TMD,
  - Green House Gases - GHG
  - Single Occupancy Vehicles - SOV.

I would like to conclude by saying that that I believe that this project is being pushed forward despite significant public opposition. Therefore I request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59 be excluded until the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives.

Sincerely,

Victor Carmichael

[redacted]

[redacted]

-----Original Message-----
From: Bob [redacted]
Sent: Wednesday, July 30, 2014 7:50 AM
To: MTC Info
Subject: Calera Highway in Pacifica

This is a comment on the Proposed Calera Creek Highway widening in Pacifica by Caltrans. I support this long needed modernization.

This project has been needed for 30 years.

There is a small group of people who protest all development here in Pacifica. They are very vocal, but they are a minority.

There is a Facebook group of people who support this project in Pacifica with almost 200 members so far www.facebook.com/groups/FixHighwayOne

Thank You

Robert Hutchinson

Pacifica

From: Cindy Abbott [redacted]
Sent: Thursday, July 31, 2014 3:02 PM
To: MTC Info
Subject: Calera Parkway SR1 widening is SM-050001, RTP ID 98204 - Comment Submission

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Sent via email to: info@mtc.ca.gov

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Dear MTC,
I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

I am concerned that this project as currently proposed by CalTrans will not meet the needs of the community and in fact will negatively impact the quality of life for residents of all ages and impact local business in our small coastal community. Traffic congestion is an issue at very specific times of day only, in a single direction. Studies have shown that increasing capacity on roadways does not eliminate congestion; rather it endorses additional single occupancy vehicles (SOV). The project as proposed to expand the highway with an additional lane in each direction and a landscaped center median is not the answer. I strongly believe that the plan is outdated and reflects an approach to build, which has been Caltrans historic focus, versus exploring alternative options that reduce SOV and protect the precious coastal environment.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

The support of the MTC to fund an appropriate approach for Pacifica and the San Mateo County coast -- including having The City of Pacifica explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.not the current widening plan is appreciated.

Regards,
Cindy Abbott
[redacted]

From: Andrea Aiello [redacted]
Sent: Thursday, July 31, 2014 3:37 PM
To: MTC Info
Cc: [redacted]; Christine Coppola
Subject: Draft 2015 TIP and Draft Air Quality Conformity Analysis

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Sent via email to: info@mtc.ca.gov

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Dear MTC,

I am writing to make comments on the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Comments on Draft 2015 TIP and Draft Air Quality Conformity Analysis

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

Additionally, please find the attached letter to the editor to the Pacifica Tribune. I would also like to include this letter as part of my comments to the MTC.

Sincerely,

Andrea Aiello

[redacted]

[redacted]

July 31, 2014
Submitted to the Pacifica Tribune

Public Hearing Needed for Highway 1 Expansion

Dear Editor,

I am writing to urge the Pacifica City Council to hold a public hearing on the proposed Highway 1 expansion project and to discuss my concerns with the project and to comment on the inconsistencies of the Caltrans Highway 1 project, the Calera Creek Parkway, with the Draft EIR to the City's General Plan.

In light of the Draft EIR (DEIR), it is inconceivable to me that this City Council has approved the Caltrans proposal to widen Highway 1. This proposal contradicts the DEIR at every step.
A few examples are, the DEIR calls for the following:

Create Distinct Activity Centers: Rockaway Beach is one of these activity centers identified. The DEIR describes the goal for Rockaway Beach to be a visitor-oriented center and describes the goal of Rockaway Beach with "its charming coastal character" will be strengthened by new development. The Calera Creek Parkway as currently planned will negatively impact Rockaway Beach, and its "charming coastal character". The huge intersection at the light at Fassler/Rockaway Beach Ave. and Hwy 1 will make this charming visitor-oriented center very car and highway centric. Retaining walls will block visibility of the ocean and this charming coastal visitor oriented center, and will also create a very unwelcoming entrance into this "charming coastal visitor center"; giving tourists and other visitors no reason to stop. Rockaway Beach will become invisible to those driving down Hwy 1.
Neighborhood Conservation: **Preserve the unique qualities of each of Pacifica's residential neighborhoods.** The highway centric, Caltrans proposal will negatively impact the unique qualities of Pacifica's East Rockaway Beach and Vallemar residential neighborhoods. The huge concrete and asphalt intersections and retaining walls will drastically change the look and feel of these unique residential and I might add charming neighborhoods, it will decrease walkability of these neighborhoods and decrease the connection between the neighborhoods and the coast which is another recommendation in the DEIR: to enhance under and over crossings of Hwy 1 for pedestrians and bikes to improve accessibility and connect neighborhoods to each other and the coast (chapter 2 page 23)
Scenic and Visual Amenities of the Coastal Zone – Protect the City's irreplaceable scenic and visual amenities in the Coastal Zone by protecting important land forms, vegetation and viewsheds. Another blatant contradiction; the proposed Hwy 1 expansion calls for 10 – 14 foot retaining walls which will destroy the "irreplaceable viewsheds" along this stretch of Hwy 1, and negatively impact the increasingly treasured Mike Mooney's garden.
Safe Routes to Schools: The DEIR discusses and encourages Safe Routes to Schools. South of Reina del Mar, people live on the east side of Hwy. 1, Vallemar school is on

the east side of Highway 1, yet, the bike and pedestrian paths "safe routes to schools" are on the west side of Hwy 1. I wonder how many parents of elementary school children will let their child cross 148 feet of highway to get to Vallemar? Children will have to cross twice, once at Rockaway and once at Vallemar. How is forcing children to cross 6 lanes of traffic contributing to "Safe Routes to Schools"? The proposed project will not encourage parents to let their kids walk/ride to school; rather it will encourage parents to drive their children to and from school.

This plan encourages short trips in cars to school, to the beach, and between communities.

It is the complete antithesis of what we now know in 2014 makes for healthy, thriving communities. It is an old fashion car centric, highway centric proposal which keeps people in cars, discourages walking, discourages the development of small walkable commercial and tourist oriented centers, decreases pedestrian and bike safety and if it was proposed today, would never be approved by Caltrans.

It is astounding the this City Council has clearly not read the newest literature in planning for communities and what are the components in creating healthy thriving communities. The DEIR alludes to these components, but NOT the City's General Plan.

I am opposed to the Caltrans proposal for Hwy 1 called, Calera Creek Parkway. I call for a public hearing on this issue and urge the City to withdraw its support for this project.

Andrea Aiello
[redacted]

From: Jill Allen [[redacted]]
Sent: Thursday, July 31, 2014 9:29 AM
To: MTC Info
Subject: Pacifica Highway 1 Widening

Date: July, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis - sent via email to: info@mtc.ca.gov

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans

proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Jill Allen

[redacted]

[redacted]

From: [redacted]
Sent: Thursday, July 31, 2014 9:46 AM
To: MTC Info
Cc: Michael Varney; Mary Ann Nihart; [redacted] Karen Ervin
Subject: Caltrans cannot account for water in a drought: they should not be rewarded with new contracts

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

I am concerned because we are experiencing a major drought in California, and according to the Washington Post, Caltrans cannot account for their water consumption. After watching Caltrans in their current project, where they have caused accidents at the Pedro Point Bridge in South Pacifica with their poor signage and road design, we should not reward incompetence especially in the middle of a drought to an agency that cannot track its water usage.

According to the July 26 Washington Post:

"The AP asked the 11 agencies or departments that use the most water how their consumption over the first half of this year compared to the same period in 2013.

"Only four could provide comprehensive data for water use in buildings they manage, in some cases taking several weeks to produce the information. Others pulled a smattering of utility bills from a few sites only after being contacted — data they acknowledged was not sufficient to gauge the effectiveness of conservation efforts.

"One of the largest water users, the California Department of Transportation, provided 2014 data for water accounts in four cities and one county, and couldn't provide any 2013 numbers. The agency has more than 7,500 accounts....The lack of accounting by Caltrans and other agencies is another example of how the state is struggling to keep track of water use. A recent AP story detailed how state regulators do not know how many trillions of gallons have been diverted by corporations, agricultural concerns and others that have "senior water rights" entitling them to free water.

With California in the grip of its worst drought in a generation, Brown declared an emergency on Jan. 17 and asked residents and agencies to trim usage."

With this info, Caltrans cannot go forward. They need to be able to account for all their water usage. In a time of drought, no new freeways should be constructed, especially one that will do nothing to improve traffic flow. We need roundabouts!

Here is government information on roundabouts
(from http://dot.wi.gov/safety/motorist/roaddesign/roundabouts/faq.htm#flow):

How do roundabouts affect traffic flow?

Studies conducted by the Institute and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts.

A recent Institute study documented missed opportunities to improve traffic flow and safety at 10 urban intersections suitable for roundabouts where either traffic signals were installed or major modifications were made to signalized intersections. It was estimated that the use of roundabouts instead of traffic signals at these 10 intersections would have reduced vehicle delays by 62-74 percent. This is equivalent to approximately 325,000 fewer hours of vehicle delay on an annual basis.

Are there other benefits?

Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption. In one study, replacing a signalized intersection with a roundabout reduced carbon monoxide emissions by 29 percent and nitrous oxide

emissions by 21 percent. In another study, replacing traffic signals and stop signs with roundabouts reduced carbon monoxide emissions by 32 percent, nitrous oxide emissions by 34 percent, carbon dioxide emissions by 37 percent, and hydrocarbon emissions by 42 percent. Constructing roundabouts in place of traffic signals can reduce fuel consumption by about 30 percent. At 10 intersections studied in Virginia, this amounted to more than 200,000 gallons of fuel per year. And roundabouts can enhance aesthetics by providing landscaping opportunities.

- Várhelyi, A. 2002. The effects of small roundabouts on emissions and fuel consumption: a case study. Transportation Research Part D: Transport and Environment 7(1):65-71.
- Mandavilli, S.; Russell, E.R.; and Rys, M. 2004. Modern roundabouts in United States: an efficient intersection alternative for reducing vehicular emissions. Poster presentation at the 83rd Annual Meeting of the Transportation Research Board, Washington DC.

Can roundabouts accommodate larger vehicles?

Yes. To accommodate vehicles with large turning radii such as trucks, buses, and tractor-trailers, roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track. The truck apron generally is composed of a different colored material than the paved surface, usually a reddish colored concrete, to discourage routine use by smaller vehicles.

How do roundabouts affect older drivers?

Age-related declines in vision, hearing, and cognitive functions, as well as physical impairments, may affect some older adults' driving ability. Intersections can be especially challenging for older drivers. Relative to other age groups, senior drivers are over-involved in crashes occurring at intersections.

In 2006, forty percent of drivers 70 and older in fatal crashes were involved in multiple-vehicle intersection crashes, compared with 22 percent among drivers younger than 70.

Older drivers' intersection crashes often are due to their failure to yield the right-of-way. Particular problems for older drivers at traditional intersections include left turns and entering busy thoroughfares from cross streets. Roundabouts eliminate these situations entirely.

A recent study in six communities where roundabouts replaced traditional intersections found that about two-thirds of drivers 65 and older supported the roundabouts. Although safety effects of roundabouts specifically for older drivers are unknown, the 2001 Institute study of 23 intersections converted from traffic signals or stop signs to roundabouts reported the average age of crash-involved drivers did not increase following the installation of roundabouts, suggesting roundabouts may not pose a problem for older drivers.

Are roundabouts safe for pedestrians?

Roundabouts generally are safer for pedestrians than traditional intersections. In a roundabout, pedestrians walk on sidewalks around the perimeter of the circulatory roadway. If it is necessary for pedestrians to cross the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short, and traffic speeds are lower than at traditional intersections. Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent. Single-lane roundabouts, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals.

Do drivers favor roundabouts?

Drivers may be skeptical, or even opposed to roundabouts when they are proposed. However, opinions quickly change when drivers become familiar with roundabouts. A 2002 Institute study in three communities where single-lane roundabouts replaced stop sign-controlled intersections found 31 percent of drivers supported the roundabouts before construction compared with 63 percent shortly after. Another study surveyed drivers in three additional communities where single-lane roundabouts replaced stop signs or traffic signals. Overall, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after. Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average.

The additional travel lanes in multi-lane roundabouts increase the complexity of the driving task. Information is not yet available on drivers' attitudes toward multi-lane roundabouts in the United States.

What are the impediments to building roundabouts?

Despite the safety and other benefits of roundabouts, as well as the high levels of public acceptance once they are built, some states and cities have been slow to build roundabouts, and some are even opposed to building them. The principal impediment is the negative perception held by some drivers and elected officials. Transportation agencies also have long been accustomed to installing traffic signals, and it can take time for deeply rooted design practices to change.

How common are roundabouts in the United States?

The first modern roundabouts in the United States were constructed in Nevada in 1990. Since that time, although the precise number of roundabouts is unknown, approximately 1,000 have been built. By comparison, there are about 20,000 roundabouts in France, 15,000 in Australia, and 10,000 in the United Kingdom. States that have active programs to construct roundabouts include Alaska, California, Colorado, Connecticut, Florida, Hawaii, Indiana, Kansas, Maryland, Michigan, Minnesota, Mississippi, Nevada, New Hampshire, New York, North Carolina, Oregon, South Carolina, Utah, Vermont, Virginia, Washington, and Wisconsin.

Do roundabouts require more space than traditional intersections?

Roundabouts do not necessarily require more space than traditional intersections. Geometric design details vary from site to site and must take into account traffic volumes, land use, topography, and other factors. Because they can process traffic more efficiently than traffic signals and stop signs, roundabouts typically require fewer traffic lanes to accommodate the same amount of traffic.

In some cases, roundabouts can require more space than stop signs or traffic signals at the actual intersection to accommodate the central island and circulating lanes, but approaches to roundabouts typically require fewer traffic lanes and less right-of-way than those at traditional intersections. The following example from Asheville, North Carolina, illustrates that roundabout dimensions can be compatible with those of traditional intersections.

Before

After

Intersection with traffic signals converted to a roundabout in Asheville, North Carolina

Where are appropriate locations for roundabouts?

Roundabouts are appropriate at many intersections:

- High crash rate locations.
- Intersections with large traffic delays.
- Complex geometry (more than four approach roads, for example).
- Frequent left-turn movements.

Roundabouts can be constructed along congested arterials, in lieu of road widening, and can be appropriate in lieu of traffic signals at freeway exits and entrance ramps on the cross road.

Until Caltrans can account for its water, and until we can use innovative ways to improve traffic flow, this 8-lane, 2-block highway can not move forward. It would be totally irresponsible of any government agency to approve it.

Thanks,

Jennifer Ball and Mike Varney

-----Original Message-----
From: Kathryn Slater-Carter [[redacted]]
Sent: Thursday, July 31, 2014 9:00 AM
To: MTC Info
Subject: Calera Parkway

Regarding the Calera Parkway:

I have driven that section of roadway almost 2x a day for the last 35 years. I have spoken at public meetings on this subject.

I oppose the proposed expansion plan. It will not fix the problem, it will only change the congestion points. It is not a solution, it is a waste of funds. The public has put forward other suggestions that should be fully investigated.

I suggest a better timing of the stop lights and redesigning the intersections for smoother traffic flow: traffic circles are becoming more common, I have used them in Truckee, Kings Beach and in other states. They appear to manage traffic in a much more effective manner than this proposed plan.

Please include this email in the comments.

Sincerely,

Kathryn Slater Carter
[redacted]

-----Original Message-----
From: Michele Coxon [redacted]
Sent: Thursday, July 31, 2014 3:43 PM
To: MTC Info
Subject: Calera Parkway opposition

I am a long time resident of Pacifica and am fervently opposed to the highway widening project proposed by Caltrans between Fassler Ave. and Fairway Park in Pacifica. As a member of the Pacifican's for Highway 1 Alternatives, many viable alternatives to the widening have been proposed, and rejected, by Caltrans without due process and complete investigation of how and why the alternatives would work to help with congestion along this corridor. The congestion occurs during peak school hours and only then during the school year. At best, it is a bit of a nuisance for some drivers but cannot ever be described as "congestion" worthy of the millions of dollars it will cost, the years of obstruction and pollution that will occur, the businesses that will be destroyed and the fact that there is enormous opposition to this project among the residents of Pacifica. If Caltrans spent nearly as much money just fixing our roads instead of insisting on building new ones that aren't needed, the highways system could function much more efficiently overall. This area is environmentally sensitive and is located very close to the ocean shore, the sewer treatment plant, and businesses that thrive on the scenic coast we now know and love. To turn all this into a highway the size of a football field with sound walls would destroy the nature of this coastal town and change it forever, accomplishing nothing for all that destruction.

Please deny funds for this project. Let's examine the alternatives in depth before jumping to more construction. Case in point: the current bridge re-build in Linda Mar is causing traffic jams on the weekend that back traffic up for many miles and will only get worse. It will keep people off the roadways traveling South and Half Moon Bay stands to suffer from the lack of tourists that may occur. If one small construction site can cause that much disturbance, just imagine a 1.3 mile stretch of highway that will last for years! This project does not have one single positive attribute to it but many negative consequences if allowed to go through.

Sincerely,

Michele Coxon

From: **Tom Edminster** <[redacted]>
Date: Thu, Jul 31, 2014 at 4:42 PM
Subject: comments:Draft 2015 TIP and Draft Air Quality Conformity Analysis:Calera Parkway Widening: SM-050001, RTP ID 98204
To: info@matc.ca.gov

July 31. 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Note: comments sent via email to: info@mtc.ca.gov (as text and ATTACHMENT)

Dear Metropolitan Transportation Commission

I submit the following comments for the **Draft 2015 TIP and Draft Air Quality Conformity Analysis.**

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway **from 64 feet**, shoulder to shoulder, to **a width of 148 feet**. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the **Project Description is not accurate or adequate** . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition:
1.March 2013
A preliminary petition/letter was presented to the Pacifica City Council in March of 2013, asking them to hold hearings on the CalTrans Draft EIR, citing concerns with the existing CalTrans plans. **I was the co author of this letter and spoke on its behalf.** The City Council was asked to engage in appropriate review and input, engage the Planning Commission and the public in reviewing the DEIR outline, and other possible options. The Council refused to act. No motion was entertained or taken. This was a local authority "default" on oversight and responsible joint planning.
(see attachment; "Letter to the City Council..")

2. April 2014
A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

[***"To the Pacifica City Council: The Caltrans plan to widen Highway 1 is not good for Pacifica. It will cause more problems than it will solve. I support pursuing a combination of alternatives that can improve traffic congestion on Highway 1 and that will be less damaging to Pacifica.***
The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.']

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I signed this petition, also asking the City Council to pursue and identify alternatives to the Calera Parkway, and not to accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans.

In other words, the Caltrans proposal is too Big, and it should NOT go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and

Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that **funding for the Calera Parkway** SR1 widening ---(TIP ID: SM-050001, RTP ID 98204; listed in The Project Description, 2015 TIP Projects by County, page 11 of 59)----**be excluded** until such time as the City of Pacifica and/or Caltrans have conducted **a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.**

I further request that the 2015 TIP and future TIP **NOT include** the Calera Parkways SR1

• until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act; and

• that alternatives have been studied for the Calera Parkway SR1:

• Specifically to reduce congestion and reduce cost,

• minimize project footprint,

• reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Thomas W Edminster

--
Tom Edminster
[redacted]

July 31, 2014

Sent by email to: info@mtc.ca.gov

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Subject: Comments on Draft 2015 TIP and Draft Air Quality Conformity Analysis

Dear MTC Public Information Office:

Below are comments I am submitting regarding the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

My chief concern is the proposed Calera Parkway Widening in Pacifica, County of San Mateo. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr.: **Add an additional lane in each direction.**"

One freeway lane is 12 feet wide. The existing width of SR1 in this part of Pacifica is 64 feet wide (the northbound and the southbound road each have a 5 foot shoulder and two 12 foot lanes, equaling 29 feet in each direction, plus a 6 foot median for a total width of 64 feet). The addition of 2 lanes at 12 feet wide each (one northbound, one southbound, for a total addition of 24 feet) to the existing 64 feet should equal 88 feet in width. But in Caltrans' "Preferred Alternative," the expanded roadway equals 148 feet in width. Why is there a discrepancy, you may ask? A review of the Caltrans proposed Calera Parkway Project (Preferred Alternative) reveals, in addition to the "additional lane in each direction," the addition of a 10 foot inside shoulder, plus a 10 foot outside shoulder, in both the northbound and southbound portions, plus a 16 foot landscape median. Together with the 2 existing lanes in each direction plus the proposed additional lane (12 feet) in each direction, we now can see that the Caltrans proposal actually more than doubles the existing roadway. Describing this as "adding an additional lane in each direction" is untrue and disingenuous.

The project description also obscures the fact that the creation of this greatly enlarged roadway width would be highly detrimental to the City of Pacifica in several ways: (1) It would cut through and therefore destroy existing coastal hills, wetlands and other environmentally sensitive areas; (2) It would forever change the character and beauty of Pacifica's coastal views and environment, which are integral to quality of life for Pacificans and others (residents of San Mateo County, the Bay Area, and tourists who come from the US and other countries) to enjoy the beautiful California coast; (3) It would endanger animals, including protected species, both by the destruction of habitats, and in the creation of a super-wide freeway that would be impossible for wild animals to cross safely, and (4) It would require the use of eminent domain to acquire right of way, resulting in the loss of a number of local businesses. In the current struggling economy, especially in the more rural and isolated areas of San Mateo County such as

Pacifica that were hard hit by the recent recession, this would be a great loss economically to the businesses, and a great loss of services to the residents of Pacifica and the surrounding area.

Caltrans has recently been criticized by the California State Smart Transportation Initiative Review – SSTI, whose assessment of January, 2014 included the findings that Caltrans was out of touch with today's communities in California ("A mission, vision, and goals not well-aligned with current conditions or demands"). The SSTI states, "Caltrans, like other state DOTs, was organized to build a network of trunk highways linking cities. In metro areas, local traffic began to overwhelm these highways, leading to massive construction. Eventually the highway system was largely built-out, and system operation and maintenance became more critical to Caltrans' job. Yet the department continues to be oriented toward projects—both for new capacity and reconstruction of the existing system. As early as 1972, when Caltrans was formed out of the Department of Highways, there were calls for more multimodalism and less reliance on auto-mobility. More recent passage of state planning goals in AB 857 (2002) and transportation greenhouse gas reduction strategies SB 375 (2008) signal a need for Caltrans to support reductions in auto travel via low transportation-iv demand land use patterns. These outcomes are precisely the opposite of what Caltrans was set up to do—foster higher auto-mobility—and the department has not adapted to them."

The Calera Parkway widening proposal is a perfect example of Caltrans' outmoded way of thinking. Building a bigger roadway as the so-called "solution" to a very minor traffic problem will actually increase traffic congestion because the 2 new lanes in each direction will have to merge back into the roadway in 1.3 miles. Regardless of the fact that widening SR1 will not actually lessen the traffic, it will do permanent damage to the community of Pacifica and the San Mateo County coastal region. The proposed highway widening will not address greenhouse gas reduction (more highway actually will raise, not lower greenhouse gas levels), contribute to better public transit, or enhance access to the San Mateo County coast. On the contrary, the proposed highway widening will negatively impact these critical issues. By selecting a build "solution," Caltrans rejected the numerous alternatives suggested by community members to reduce traffic congestion on SR1 in Pacifica. These suggestions included dynamic signal timing, adjusted school start times, pedestrian overcrossings, increased public transit service, school bus service, a wildlife undercrossing, bike routes, and many others. In terms of cost, they range from no cost to modest cost compared to the $55 million cost of the proposed highway widening. A combination of alternatives is likely to be the most effective solution. A reasonable approach would be to investigate the most viable alternatives, and try them out. Tragically for the community and surrounding area that will also be affected, Caltrans is taking the unreasonable approach of a "solution" that is way too big in scale for the problem it purports to address, and does not take into account the damage that it will cause.

The people who live in or visit Pacifica are not stupid. We know that the Caltrans plan to widen SR1 will not help traffic congestion, but will forever change what we love about Pacifica. That is why over 1,200 people signed a petition to the Pacifica City Council that states: "The Caltrans plan to widen Highway 1 is not good for Pacifica. It will cause more problems than it will solve. I support pursuing a combination of alternatives that can improve traffic congestion on Highway 1 and that will be less damaging to Pacifica."

I had the honor of presenting the petition signatures to the Pacifica City Council on April 28, 2014. The City Council meeting was packed to capacity with more than 80 concerned people, dozens of whom spoke out eloquently against the SR1 widening plan. The City of Pacifica needs to work with Caltrans to explore a combination of alternatives to widening SR1, as I describe above. There is an opportunity here for the City of Pacifica, the County of San Mateo Transit Authority, and Caltrans to step up and work together with the Coastal Commission to develop a viable, innovative, 21st century solution that will minimize impacts and positively, not negatively, affect Pacifica and the coastal region.

Toward that outcome:

(1) Until the parties (the City of Pacifica, the San Mateo County Transit Authority, and Caltrans) embark on the above-described path and seriously conduct appropriate, comprehensive, peer-reviewed studies of alternatives to the Calera Parkway Widening of SR1, I propose that funding for the Calera Parkway SR1 widening (TIP ID: SM-050001, RTP ID 98204 as listed in The Project Description, 2015 TIP Projects by County, page 11 of 59) be excluded from the 2015 TIP and future TIPS.

(2) Additionally, I propose that the 2015 TIP and future TIPs not include the Calera Parkway SR1 until it is determined by the permitting agency that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal Land Use Plan, and the Coastal Act.

Sincerely,

/s/

Chaya Gordon
[redacted]

-----Original Message-----
From: JaneG [[redacted]]
Sent: Thursday, July 31, 2014 3:00 PM
To: MTC Info
Subject: Proposed Calera Parkway Widening in Pacifica

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Sent via email to: info@mtc.ca.gov

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

Dear MTC, I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the Pacifica Tribune reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has not commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. as listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Jane Gunther
[redacted]

From: Cathleen Josaitis [redacted]]
Sent: Thursday, July 31, 2014 6:25 PM
To: MTC Info
Subject: Stop the Highway1 widening plan in Pacifica

Dear MTC,

I am strongly opposed to the current plan to widen Highway 1 in Pacifica. The project as currently designed has an excessively wide footprint, and the many large retaining walls will destroy the character of the coast -- not to mention several small but vibrant businesses in the area. Furthermore, the narrowing from three lanes down to two will NOT solve Pacifica's traffic problem, it will just move the traffic jams further down the road.

Please do not allow this ill-considered and destructive project to proceed. The City of Pacifica has not adequately considered alternatives or combinations of alternatives that could solve the traffic issue, and the public has not been involved in the process. A major, irreversible construction project should be the LAST RESORT, not the default approach, to address the traffic problem in Pacifica.

Alternative plans deserve to be seriously explored, and the public needs to be involved.

Sincerely,
Cathleen Josaitis
[redacted]

From: John Keener [[redacted]]
Sent: Thursday, July 31, 2014 9:26 AM
To: MTC Info
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

The following is an expanded version of the 2 minute verbal comment I gave to the board on July 9, 2014.

Hi I'm John Keener of Pacifica.

I'm here to comment on the Calera Parkway project, known to we locals as the Highway 1 widening, on on MTC documents, as SR-1 Fassler to Westport widening. It is intended to increase capacity, and thereby reduce traffic congestion.

The group I'm associated with, Pacificans for Highway 1 Alternatives, is opposed to the Caltrans plan to widen Highway 1.

Reason #1 is we don't believe it'll reduce traffic congestion. At either end of the 1.3 mile widening project, 3 lanes will merge down to 2 lanes, generating their own little traffic jams. The project doesn't address the traffic lights which everyone believes are the real cause of congestion. If the Calera Parkway project doesn't relieve traffic congestion, it will not contribute to a decrease in air pollutants as modeled by Caltrans.

Reason #2 is that the footprint of the project is huge, much larger than is necessary. To add a lane in each direction, Caltrans will more than double the width of the roadway. This is because Caltrans has designed in a number of features which don't add to the capacity.

Reason # 3 is that it will cause years of constructions delays, on the ONLY route for commuters heading out of town, and I emphasize it is the ONLY route.

Reason #4 is that it'll be less safe – even longer pedestrian crossings at the intersections, which schoolkids and walkers use. Paradoxically, those longer pedestrian crossings will necessitate longer delays in the timing of the traffic lights to allow safe passage.

This spring, I went door-to-door with a petition to our City Council asking them to hold hearings on alternatives. I knocked on 1,100 doors, and the exercise became an informal poll on the widening in Linda Mar, a neighborhood that relies on Highway 1 as its only access to the north for commuting to work. About 60% of the people I talked to signed the petition, a roughly 4 to 1 margin over those who favored the widening.

Unfortunately, our City Council has not responded.

Our group would like city council or perhaps ourselves to hire an independent traffic engineer to assess alternatives to the widening. There were many in the comment phases for the DEIR and FEIR, but they were, without exception, rejected by Caltrans.

Some of the alternatives include computerized video control of the traffic lights, pedestrian overpasses or underpasses so that traffic doesn't stop for pedestrians, and ride sharing in our schools. I should mention that the traffic congestion on Highway 1 occurs only when school is in session. I have not mentioned increased use of public transit because SMCTA bus service is getting worse in Pacifica, not better.

We want to inform you that there is widespread opposition in Pacifica to the Caltrans plan for the Calera Parkway. Furthermore, some combination of alternatives may reduce congestion and air pollution, whereas Caltrans plan will not, if it doesn't decrease traffic congestion. In fact, the Calera Parkway project may increase air pollution if it functions as a bigger parking lot for more congested traffic. We request that you consider withholding funding for the project, while we investigate the alternatives that Caltrans didn't.

Thank you.

Sincerely,

John Keener

Pacifica

From: Mary Keitelman [redacted]
Sent: Thursday, July 31, 2014 9:14 AM
To: MTC Info
Subject: Draft 2015 TIP and Draft Air Quality Conformity Analysis - Comments

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Sent via email to: info@mtc.ca.gov

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

To the MTC:

I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

This is a request to not fund the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

The reasons for this request are fundamental and numerous, and they include:

1. The proposed width is much more than an additional lane in each direction - this is a massive slab of concrete in the middle of town - and it represents massive negative damage to the scenic beauty of town, to the health of the local economy, and to the environmental health of wildlife.
2. Alternatives to this proposed project have not been studied fully or in combination. Alternatives include:
    - 1. Meter the flow of traffic entering Highway 1.
      2. Add a flex lane in the middle, northbound in the morning, southbound in the afternoon.
      3. Time intersection lights to reduce stops. There are no backups where Highway 1 is two lanes and without stoplights.
      4. Adjust school schedules. This is a schoolday problem only.
      5. Provide vans for schoolchildren (without parents driving their own kids).
      6. School(s) could coordinate parents driving other nearby kids to and from school.
      7. Study putting an underpass at the intersection to obviate the stoplights.
      8. Institute more frequent and better bus service with benches and shelters at each stop. You shouldn't have to use a car to get around in Pacifica.
      9. Provide vans to major commuter destinations.
      10. Limit turns onto Highway 1 to allow north/south traffic to flow with fewer stops during peak commute times.
      11. Facilitate car-pooling. Most cars have just one occupant.
      12. Wildlife corridor is neglected.

3. A majority of the public, some 66% -- showed up to speak against this proposed project at all of the public discussions held by Caltrans.
    - It is clear the community would like to see alternatives pursued:
      A petition against the Calera Parkway SR1 widening containing over 1200 signatures of

Pacifica and Bay Area residents and gathered by only a few people over a few days, was presented to the Pacifica City Council at their meeting on April 28, 2014.

- The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

- At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

- This proposed project is a massive slab of cement which will pave over businesses in the historic, iconic Rockaway district as well as on both sides of the highway. The economic harm of this proposed project is something that will negatively impact Pacifica for the foreseeable future.

4. The proposed project as described in the EIR is vague and unclear and did not follow basic CEQA rules and regulations.
5. The proposed project is greenhouse gas producing and traffic inducing.
    - On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours.
    - Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes.
    - I agree with Erik Alm on this issue: the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks and shuttle services, as well as create new bike and pedestrian routes as as part of the transportation commuter plan.
6. The proposed project represents a dangerous obstacle to cross, and with merges on both ends, to drive.
7. The Coastal Commission has stated that they would like to see a study of Alternatives, in combination. In a letter to the City they state "Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative."

The proposed Calera Parkway SR1 project is an outdated idea that does not take into account the modern world we live in, which now includes global warming.

I support a combination of alternatives, with public transit for seniors, commuters, and new bike and walking lanes -- with the goal of a sustainable and livable community, that leads in ability to walk, bike, and low greenhouse gas emissions.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of

Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additionally, there are all kinds of things the City of Pacifica has yet to do regarding this, including having public forums about this proposed project:

- The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.
- The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.
- The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land
- The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.
- The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.
- The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204 as listed in The Project Description, 2015 TIP Projects by County, page 11 of 59 be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera

Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Mary Keitelman
[redacted]

From: Jim Misener [redacted]
Sent: Thursday, July 31, 2014 2:43 PM
To: MTC Info
Subject: Comment on 2015 MTC TIP

Re: SM-05001 SR-1 Fassler to Wes Port Drive Widening.

The outmoded objective of LOS improvements projected from (inadequate) travel demand modeling are modest relative to cost. Moreover, there is significant grass roots discontent regarding the environmental impact and differences between project goals and the community ethos; Pacificans feel they are forced to accept these changes with without due local process. The quality of life issues by residents coupled with outmoded and inadequate planning precepts is an issue.

I urge you to not include the current manifestation of the project into the TIP. Please recalibrate with affected community and traveler stakeholders in an open manner, then reconsider the scope and scale.

Thank you,
James A. Misener
[redacted]

From: Dina E. Micheletti [redacted]
Sent: Thursday, July 31, 2014 3:40 PM
To: MTC Info
Cc: [redacted] horan
Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

Dear MTC Personnel,

Robert Horan and I are residents of Pacifica and we submit the following comments to the Draft 2015 TIP and Draft Air Quality Conformity Analysis. I apologize for the formatting issues, but I am drafting this letter on the road, without secretarial assistance.

Mr. Horan and I are specifically concerned with the proposed Calera Parkway Widening Project, County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204 (hereinafter referred to as either the "Calera Parkway Widening Project" or "Project"). The Calera Parkway Widening Project description listed on the 2015 TIP Projects by County, page 11 of 59, states: "In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

We have heard "improved commute times" and "safety" cited as the bases for the Calera Parkway Widening Project, neither of which are supported by credible evidence nor withstand scrutiny.

The Project will not Significantly Improve Commute Time. According to best estimates (as set forth in the July 2013 "Project Report" (hereinafter, "Project Report") -- a copy of which can be found at http://www.dot.ca.gov/dist4/documents/route_1_calera_parkway/Highway-1-Calera-Parkway-Final-Project-Report-Complete-Signed.pdf), the Calera Parkway Widening Project will, **at most**, save **some** Pacifica commuters **between 1.6 minutes and 5.1 minutes of drive time** during peak hours only, and only while school is in session. As Mr. Horan and I – along with all Pacifica residents -- can attest, there is NO traffic issue during the summer months. And as I can attest based on my driving 50+ miles each way to and from my home in the Southern-most tip of Pacifica (Pedro Point) and my San Ramon office, the drive through Pacifica during commute hours is not even remotely comparable to the truly congested traffic conditions I encounter on a daly basis on virtually every other roadway between Pacifica and San Ramon.

It is impossible for us to understand how MTC can justify spending $50 million+ of taxpayer funds on a project that would – at its very best – shave a ***maximum*** of five minutes off the commute time of only some of Pacifica's residents – particularly when (1) so many of us oppose the Calera Parkway Widening Project, and (2) that money could be used to fund projects that are actually needed to improve highway traffic and safety conditions on other California roadways.

To save you some time, I am excerpting relevant portions of the Project Report herein (again, apologies for the formatting issues).

Specifically, the Project Report says this at page 5:

"For existing conditions **in the AM peak period** [defined at page 5 as 7:00-9:00 a.m. in the Northbound ("NB") direction], the preferred alternative offers substantial traffic improvements compared to the No-Build alternative. Both the Fassler Avenue and Reina Del Mar Avenue intersections would experience a Level of Service (LOS) improvement of at least one letter grade, operating within the LOS D threshold maintained by the City. One hundred percent of traffic would be served, compared to 93 percent currently served under the No-Build Alternative. In addition, maximum vehicle queues at Fassler Avenue intersection would decrease by approximately 80 percent compared to the No-Build alternative. **Overall travel time would improve by 31 percent, or 1.6 minutes.** The overall average network-wide delay would be **42 seconds of delay per vehicle** in the AM peak hour, **approximately one-third of the 127 seconds of delay** under the current No-Build conditions, resulting in significant savings in road user delay costs."

"For existing conditions **in the PM peak period** [defined at page 5 as 4:00-6:00 in the Southbound ("SB") direction], the preferred alternative would also provide significant improvements compared to the No-Build alternative. Queues at the Reina del Mar Avenue intersection would clear within each signal cycle, meaning that 100 percent of traffic would be served, compared to approximately 90 percent currently under No-Build conditions. **Travel times through the corridor would be reduced by 61 percent, or 5.1 minutes**. The vehicle delay at the Reina del Mar Avenue intersection would be reduced by 77 percent, an improvement from LOS F to LOS C. The vehicle delay at the Fassler Avenue intersection would be reduced by 68 percent, an improvement from LOS F to LOS D. The overall average network-wide delay **would be 35 seconds of delay per vehicle in the PM peak hour**, **compared to 128 seconds** under the current No-Build conditions, a reduction of 73 percent."

To the Extent there are Actual Safety Concerns on this Stretch of Hwy 1, the Project does not Address them. While Mr. Horan and I understand the Pacifica Fire Department would like to have wider lanes, there has been no credible scientific or statistical evidence presented to support the notion that the current width of this stretch of HWY 1 presents any real-world safety issues. For example, there are no statistics/reports/accounts demonstrating that emergency vehicles have ever been actually been stopped/slowed/impeded by the current highway configuration.

Moreover, according to the Project Report, the accident rate in this area is actually ***lower*** than average (with an outlier fatality throwing off the fatal accident statistics), and there are no scientifically or statistically valid reports/surveys/data in the Report (or anywhere else) to support the speculation that widening the highway will lead to even fewer accidents. To the contrary, the evidence shows that the majority of accidents recorded in this area took place in the **non-commute direction** by people driving too

fast and plowing into the drivers in front of them. It should go without saying that the solution to these real-world accident statistics is **NOT** to widen the highway so that folks can drive even faster!

Specifically, the Project Report notes at pages 12-14 that:

"Along Highway 1 within project limits, . . . the total and the F+I (fatal + injury) actual accident rates ***were lower than the average statewide accident rates for similar facilities***, but the fatal actual accident rate was higher due to a fatal accident at San Marlo Way. **The majority of the accidents (60.5%) occurred in the SB direction, but the hour of day for accident rates were scattered, with the majority occurring around 7 a.m. (13.2%) and 8 a.m. (13.2%)**. The **primary collision factor was speeding (50.0%), and the predominant type of collision was rear end (57.9%).** Most of the collisions were located in left (42.1%) versus right (28.9%) lanes, with proceeding straight (81.6%) and/or stopped (50%) as the main movements preceding collision. Since the proposed project would provide geometric and operational improvements along Highway 1, the overall number of accidents within this roadway segment is expected to be reduced. Additional lanes combined with wider shoulders for the preferred alternative as compared to the No-Build (existing conditions) are expected to increase safety by allowing additional room for emergency maneuvering to reduce rear end collisions, and would provide more room for emergency vehicles to bypass stop and go traffic."

Again, while the Project Report correctly observes that morning traffic occurs in the northbound direction (see p. 5), ***the majority of the recorded accidents were rear-end collisions that occurred between 7:00 - 8:00 a.m in the Southbound direction***. Also apropos to this discussion, the major cause of those accidents is listed as *speeding*, which, by definition, can't take place if people are sitting in the bumper-to-bumper traffic that supposedly causes the "safety concerns." Also note, there is zero evidence cited to support the hopeful notion that increasing the speed in this area by widening the road will reduce accidents because people will be better able to maneuver around them. Before spending $50 million on this project, we tax payers deserve – at minimum – something more than unsupported hopeful guesses and expectations as support for it.

Finally, even if the proposed Calera Parkway Widening Project were needed (and it is not), the proposal expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Accordingly, the proposed Project appears to add much more than what is needed to support an additional lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica, destroying the coastal feel of our city and wiping out local businesses in the process.

Mr. Horan and I join other concerned Pacifica residents in urging the MTC to take a close look at this project and to demand that Pacifica and Caltrans examine all available options and alternatives (which, to-date, has not been done) before committing tens of millions of dollars to a project that will permanently destroy the natural beauty that is

Pacifica’s only real asset, without providing any remotely commensurate benefits to the residents of this town.

Thank you for your consideration,

Dina Micheletti and Robert Horan [redacted]

From: Fran Pollard [redacted]
Sent: Thursday, July 31, 2014 3:23 PM
To: MTC Info
Subject: Stop Highway 1 widening - Draft 2015 TIP and Draft Air Quality Conformity Analysis

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

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis:

Dear MTC,

I wish to comment that I oppose the widening of Highway 1 in Pacifica by agreeing with the following statements that were submitted by petition and also submitted by the California Coastal Commission.
Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.
The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'
Thank you,
Fran Pollard
[redacted]

-----Original Message-----
From: Harvey Rarback [[redacted]]
Sent: Thursday, July 31, 2014 2:30 PM
To: MTC Info
Subject: Calera Parkway Project comment

Please do not fund the Calera Parkway Project, proposed widening of Highway 1 in Pacifica, California. The project will not really improve congestion, but it will be growth-inducing which is the last thing we need in Pacifica.

--Harvey

_____

Harvey Rarback
[redacted]

-----Original Message-----
From: Colleen Serafin [redacted]]
Sent: Thursday, July 31, 2014 3:10 PM
To: MTC Info
Cc: Colleen
Subject: Re: SM-05001 SR-1 Fassler to Wes Port Drive Widening

Re: SM-05001 SR-1 Fassler to Wes Port Drive Widening

I travel this route morning and afternoon and I do not feel that adding a lane in each direction is warranted. According to what I have read, the improvement to traffic flow would be practically negligible. The modest improvement would not offset the disruption from the construction. Furthermore, I live in Pacifica because of the natural beauty not to live near a freeway. This project will not improve the daily life of Pacificans.

Colleen Serafin
Pedro Point

From: s wargo [redacted]]
Sent: Thursday, July 31, 2014 8:25 PM
To: MTC Info
Subject: URGENT PLEASE READ

July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Dear MTC,
I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

I am specifically concerned with the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

First, the proposed Calera Parkway-Caltrans Preferred Alternative, expands the existing roadway from 64 feet, shoulder to shoulder, to a width of 148 feet. Obviously, the proposed Calera Parkway is much bigger than, and adds much more than, one lane in each direction. In fact, it more than doubles the width of the existing roadway on this section of Highway 1 in Pacifica.

That said, the Project Description is not accurate or adequate . Using basic math: one 12 foot lane in each direction would add a total of 24 feet to the existing SR1 roadway. Adding 24 feet to the existing SR1 roadway would make it 84 feet wide. The difference of 60 feet in roadway width is significant in the amount of impacts and Right of Way acquisition.

Public Opposition: A petition against the Calera Parkway SR1 widening containing over 1200 signatures, of Pacifica and Bay Area residents, was presented to the Pacifica City Council at their meeting on April 28, 2014.

The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.

At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.

As a resident of Pacifica, I urged the City Council to pursue and identify alternatives to the Calera Parkway, and not accept the Calera Parkway widening plan proposed for Highway 1 by Caltrans. In other words, the Caltrans proposal is too Big, and it cannot go forward until alternatives to widening have been fully explored and considered.

Other agencies and individuals have written: and expressed their concerns regarding the Calera Parkway. In October 2011, the Coastal Commission wrote to Caltrans. In the letter they asked Caltrans to study: ' Alternatives that could meet the purpose and the need for the project, including alternatives that would lessen traffic congestion, but would not result in significant impacts on Coastal Resources, including an analysis of combinations of Alternatives.'

The Coastal Commission letter also states: 'Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative.'

Furthermore, On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Catrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours. Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes. I agree that the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks ans shuttle services. And develop bike routes as as part of the transportation commuter plan.

Caltrans recently underwent a State Smart Transportation Initiative Review - SSTI. The report was issued in January 2014. As a result of the SSTI Report, Caltrans has taken steps to modernize its focus and Caltrans changed its Mission statement. Unfortunately the Calera Parkway widening proposal is an outdated plan focused on Level of Service Criteria - LOS and geometric solutions. As planned it requires many exceptions to Roadway standards and a huge increase in roadway infrastructure.

What is needed: Generally speaking, We need to apply modern design and transportation planning into the Calera Parkway SR1 project before the Final Design is approved. And we need a plan that incorporates other criteria such as reducing Total Miles driven -TMD, Green House Gases - GHG and Single Occupancy Vehicles - SOV.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additional Suggestions:

a. The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.

b. The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.

c. The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land.

d. The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.

e. The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.

f. The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources.

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204. As listed in The Project Description, 2015 TIP Projects by County, page 11 of 59. Be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Shelley Wargo
[redacted]

Muti-modal transportation increases muti-modal air polution. Researchers just avoid connecting the dots. Density is density. Walking, bicyclicking & trains don't stop pollution.

Air quality monitor near I-5 in Anaheim finds higher pollution level

TO: MTC-VIEW & COMMENT ON DRAFT OF AIR QUALITY CONFORMITY ANALYSIS FOR PLAN BAY AREA AND DRAFT 2015 TIP OF MUTA

FROM: BASIA CRANE, SECRETARY

By TONY BARBOZA

MAY 14, 2014, 9:5[illegible] PM

[redacted]

The first permanent air quality monitor near a Southern California freeway has detected elevated pollution levels, a finding that will increase pressure on state and local officials to address health risks facing nearly 1 million people in the region living near busy transportation corridors.

Readings from a new monitoring station 30 feet from Interstate 5 in Anaheim show concentrations of nitrogen dioxide air pollution that are 60% higher than the region as a whole, the South Coast Air Quality Management District said.

The measurements were collected under new U.S. Environmental Protection Agency rules that require air quality monitoring along the nation's busiest roadways.

Monitoring instruments have typically been placed away from major roads and pollution sources because they are intended to gauge regional air quality. Now, the EPA is ordering local regulators to measure and factor in the dirtier air being breathed by tens of millions [illegible]e across the country who live within a few hundred feet of a major road.

The data will be valuable to local planning officials, who must consider th[illegible]nmental impacts of siting developments near traffic, and give more leverage to clean air adv[illegible]

Environmentalists and community activists, who have pressed for near-road monitors for years, vowed to use the information to fight freeway expansion projects, push for steeper emissions cuts and oppose development near freeways, where less expensive real estate is often sought for schools and affordable housing.

"For those of us that think that a lot of attention needs to be paid to people that live near the freeway, this is very powerful evidence that we're right," said David Pettit, an attorney for the Natural Resources Defense Council. ← Huffman's old organization! AB 32? AB 375?

The higher pollution levels did not surprise health experts. For almost 20 years scientists have

warned that people who live within a few blocks of major roads and highways are at higher risk of a variety of health problems because they breathe more polluted air.

But the results validate the concerns of many Southern Californians who live, work and go to school near heavy traffic.

"Many of us have been exposed to this for years and it's a normal way of life for us and that's sad," said Thinh Luong, who teaches social science at Mark Keppel High School in a classroom that sits about 100 feet from the 10 Freeway in Alhambra. "It's about time they start to take our quality of life seriously."

Starting this year, air quality officials in more than 100 big cities across the country are required to install monitoring devices near major roads and use them to determine whether the air meets federal health standards for nitrogen dioxide, carbon monoxide and fine particle pollution.

South Coast air regulators said the pollution levels found near traffic in Anaheim were not high enough to violate federal air quality standards for nitrogen dioxide. But the smog-forming gas is an indicator of other, more worrisome pollutants that are not regulated, including ultrafine particles that can deposit deep in the lungs and enter the bloodstream and brain.

Air pollution has dropped sharply in recent decades because of tighter emissions standards, but higher levels remain in neighborhoods close to freeways, where the mixture of harmful combustion gases and particles from diesel trucks and automobile tailpipes can raise pollution concentrations five to 10 times higher than surrounding areas.

Scientific studies link air pollution from major roadways to a growing list of health problems, including pre-term births, reduced lung function in children, asthma, heart attacks and premature death.

"This has big costs," said Rob McConnell, a professor of preventive medicine at USC whose research has attributed 8% of childhood asthma cases in Los Angeles County to living near a major road, with each case costing families an estimated $4,000 a year in healthcare and other expenses.

The Anaheim air monitoring station is the first of four required in the South Coast basin. It is one of 36 stations that measure air pollution levels in the nation's smoggiest region, which includes the most populated areas of Los Angeles, Orange, Riverside and San Bernardino counties.

The monitor is near Disneyland, downwind of a congested stretch of freeway where an average of 272,000 vehicles pass by each day.

South Coast air district officials say they have little power to reduce exposure to pollution from traffic because only state and federal regulators have jurisdiction over vehicle emissions. The

district can, however, provide incentive funds for cleaner engines and pay for filtration systems for schools.

The California Air Resources Board advises against building homes, schools, playgrounds, day care centers and medical facilities within 500 feet of freeways and high-traffic roads. But those guidelines are voluntary because local officials control land-use decisions.

Los Angeles city Planning Commissioner Maria Cabildo urged caution with the new readings.

Government officials must balance air quality concerns with the need to build homes in low-income communities, said Cabildo, who is president of the East LA Community Corp., a nonprofit advocacy group and affordable housing developer. "I don't think that we should have a knee-jerk reaction to this data and stop all development near freeways."

McConnell, the USC professor, said planners should consider the health consequences of approving high-density developments near transportation corridors.

"If we build a lot of dense housing along freeways now, knowing what we do, we're likely to make a lot of people sick," he said. "People will look back 50 years from now and wonder: What was wrong with us?"

tony.barboza@latimes.com
Twitter: @tonybarboza

Copyright © 2014, Los Angeles Times

Environmental sovereignty

Marin towns, cities, and County need to work on carrying capacity levels of their respective boundaries. Regional governments must be subjected to veto power of all and any legally constituted governments regarding air quality - chemical, biological, and visual, including air traffic.

July 31, 2014

Public Information Office
Metropolitan Transportation Commission
via email info@mtc.ca.gov

re: draft 2015 Transportation Improvement Program (TIP)

Dear Metropolitan Transportation Commission Commissioners:

Thank you for the opportunity to comment on the draft TIP, a $9.4 billion funding program that will run from FY 2014-15 to FY 2017-18.

We are interested in knowing several outcomes of this TIP for example, will the result of the expenditures significantly move the Bay Area towards meeting Greenhouse Gas (GHG) reduction targets such as SB 375 (targets for 2020 and 2035) and Governor Brown's Executive Order B-16-2012 (2050 reduction of greenhouse gas emissions from the transportation sector equaling 80 percent less than 1990 levels)? Also, how was the urgency of climate change brought into the project selection process?

Regarding the Single Occupancy Vehicle (SOV) Project Listing (Appendix A-62), to what extent do these SOV projects help reduce Vehicle Miles Travelled (VMT) and greenhouse gas emissions?

We are interested in the changes to VMT and GHGs from the expenditures on "express lanes" (sometimes known as high occupancy toll lanes). Will the express lanes reduce VMT and GHG emissions? If so, by how much; if not, why not?

In Appendix A-11 Regional Policies: Project Funding (Policies, Procedures and Project Selection Criteria for Developing the 2014 Regional Transportation Improvement Program), on page 4 it is noted that "Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs." How do the investments carry out the objectives of Plan Bay Area, most importantly, of reducing both VMT and GHG emissions?

Also in Appendix A-11, on page 5, it is noted in "Key Eligibility Policies/Consistency with Regional and Local Plans/RTP Consistency" that "Programming policies governing

the STIP and other flexible, multi modal discretionary funding sources such as the federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the (RTP). New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies and goals set forth in the RTP." Will the projects in the TIP that will use the funds listed here (including STIP, STP, CMAQ and RTIP) support the strategies and goals, including reductions of VMT and GHG emissions, of Plan Bay Area? Are the statements for new projects disclosing how they meet the strategies and goals of the RTP available for public review? If so, please provide a link to this information. If the statements are not available, what is the reason?

Based on the chart on page 5 of "A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP (updated for the 2015 TIP)", this TIP is heavily weighted with highway projects. We do not see how the overall TIP will help carry out the RTP objectives of reducing VMT and GHG emissions. We are very much interested in an explanation of how highway projects may reduce both VMT and GHGs. Would more investments in transit and less with highways in this TIP help reduce VMT and GHG emissions?

In the TIP Project Listings there is an item labeled "Toll Credits." For example, on page S3-283, the project named "Jepson: Vanden Road from Peabody Road to Leisure Town Road" has $2,222,427 in toll credits. What are toll credits and how may they be used?

Previous TIP project listings have had several pages of narratives of the transportation objectives and goals of each county, but in this 2015 TIP, the narratives have been removed and replaced with, "This page is a separator page that needs to be replaced by a subsequent write up." See, for example, page S3-275. Will the public have an opportunity to comment on the subsequent write ups?

Given the varying time frames for recent TIPs, please clarify when the subsequent version will be available for public review.

Several of the documents linked to the Draft 2015 TIP Public Hearing Notice are not searchable for key words. We think this is an impediment to meaningful public involvement.

We request that MTC's response to these comments be emailed to Matt Williams of the San Francisco Bay Chapter of the Sierra Club at [redacted]. If you have any questions regarding our comments, please do not hesitate to contact Mr. Williams.

Thank you.

Sincerely,

Victoria Brandon
Redwood Chapter Chair

Rebecca Evans
San Francisco Bay Chapter Chair

Bruce Rienzo
Loma Prieta Chapter Chair

cc:
Association of Bay Area Governments
California Department of Transportation
United States Department of Transportation
Sierra Club California

METROPOLITAN TRANSPORTATION COMMISSION

PUBLIC HEARING ON DRAFT 2015
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) AND DRAFT AIR
QUALITY CONFORMITY ANALYSIS FOR
PLAN BAY AREA AND THE DRAFT 2015
TIP

_____/

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wednesday, July 9, 2014

Metropolitan Transportation Commission

Oakland, California

REPORTED BY: AMBER EMERICK

CSR No. 13546

1 A T T E N D E E S

2

3 MTC COMMISSIONERS:

4 David Campos

5 Bill Dodd

6 Jean Quan

7 Bijan Sartipi

8 Adrienne Tissier

9 Scott Wiener

10 Dave Cortese

11 Jake Mackenzie

12 Alicia Aguirre

13 Amy Rein Worth

14 James Spering

15 Scott Haggerty

16 Anne Halsted

17 Doreen Giacopini

18

19 MTC STAFF:

20 Adrienne Weil, General Counsel

21 Brian Mayhew, Chief Financial Officer, MTC

22 Steve Heminger

23 Alix Bockelman

24 Andrew Fremier

25 Kimberly Ward

1 BE IT REMEMBERED THAT, pursuant to Notice of the
2 Hearing, and on Wednesday, July 9, 2014, commencing at the
3 hour of 9:50 a.m., thereof, at Metropolitan Transportation
4 Commission, 101 Eighth Street, Oakland, California 94607,
5 before me, AMBER EMERICK, CSR No. 13546, a Certified
6 Shorthand Reporter in and for the State of California,
7 there commenced a Public Hearing.
8
9
10 ---o0o---
11
12
13
14 MEETING AGENDA: PAGE
15 Introduction by Commissioner Campos 4
16 Presentation by Adam Crenshaw 5
17
18
19
20 PUBLIC SPEAKERS: PAGE
21 John Keener 13
22 Ken Bukowski 15
23
24
25 ---o0o---

1 Wednesday, July 9, 2014 9:50 a.m.
2 ---o0o---
3
4 COMMISSIONER CAMPOS: If you can now call Item
5 3B, which is Public Hearing Draft 2015 Transportation
6 Improvement Program, T-I-P, and Draft Air Quality
7 Conformity Analysis.
8 So, again, I'm David Campos. I'm the Vice-Chair
9 of the Program and Allocations Committee. I would like to
10 begin the public hearing on the Draft 2015 Transportation
11 Improvement Program, or T-I-P, as well as the companion
12 Draft Transportation Air Quality Conformity Analysis for
13 Plan Bay Area, and the Draft 2015 TIP.
14 The purpose of this hearing is to receive public
15 comments on the Draft 2015 TIP and Draft Transportation
16 Air Quality Conformity Analysis, which were released for
17 public review and comment on June 26th of this year.
18 Written comments will be accepted through 5:00
19 p.m. on July 31, 2014. And after the comment period has
20 closed, staff will review the comments and respond
21 appropriately.
22 No action will be taken at this hearing today.
23 Formal adoption of the 2015 T-I-P and conformity analysis
24 is scheduled to be requested -- excuse me -- of the
25 Commission at its September 24th meeting.

1 Members of the public, if you wish to make a
2 comment, please fill out a blue speaker card, which are
3 available on the table at this side of the room, and give
4 it to Kimberly Ward, the Programming and Allocations
5 Committee Secretary.
6 We ask that each speaker be brief and concise
7 and, if possible, keep their comments to no more than two
8 minutes.
9 I will now ask MTC staff to present an overview
10 of the Draft T-I-P, and Draft Air Quality Conformity
11 Analysis.
12 MR. CRENSHAW: All right. Good morning,
13 Commissioners. Adam Crenshaw, with the Programming and
14 Allocations Section.
15 The Transportation Improvement Program, or TIP,
16 is the region's four-year spending plan for surface
17 transportation projects that are expected to receive
18 federal funding, require a federal action or are
19 considered regionally significant for air quality
20 conformity purposes.
21 It includes improvements to -- for transit
22 facilities, local roadways, state highways, and bicycle
23 and pedestrian facilities. It also contains a limited
24 number of regionally significant port and freight rail
25 projects.

1 MTC has developed the Draft 2015 TIP in
2 cooperation with regional partner agencies and other
3 interested parties, and in consultation with federal
4 agencies.
5 You may recall that MTC adopted a TIP less than
6 a year ago, along with Plan Bay Area. FHWA and Caltrans
7 are requiring a new TIP update to conform the regional TIP
8 to the Statewide Federal TIP cycle.
9 The draft TIP covers a four-year period from
10 fiscal year 2014-15, through 2017-18. It contains
11 approximately 1,000 projects totaling about $9.4 billion
12 dollars in committed federal, state, regional and local
13 funding. All projects in the TIP are consistent with Plan
14 Bay Area, as required by federal regulations.
15 The TIP is also required to be financially
16 constrained, meaning that the amount of funding programmed
17 does not exceed the amount of funding reasonably expected
18 to be available. In developing the 2015 TIP, staff
19 conducted an analysis to confirm that the TIP meets these
20 requirements. This analysis is included in the appendix
21 to the TIP document.
22 In addition to these requirements, MTC is
23 required to analyze the TIP and Regional Transportation
24 Plan to determine that the region is in compliance with
25 federal air quality regulations.

1 The Bay Area has federal conformity requirements
2 for ozone, carbon monoxide and fine particulate matter, or
3 PM2.5. To make a positive conformity finding, MTC must
4 demonstrate that the projected motor vehicle emissions in
5 the region are equal to or less than the motor vehicle
6 emissions budgets for volatile organic compounds, nitrogen
7 oxides and carbon monoxide, as established in the federal
8 air quality plans, also referred to as the "State
9 Implementation Plans," and that the region meets the
10 interim test for the PM2.5 standard. As part of the
11 conformity analysis, MTC must also demonstrate that
12 Transportation Control Measures, or TCMs, are being
13 implemented on schedule.
14 MTC has conducted this transportation air
15 quality conformity analysis of the 2015 TIP and Plan Bay
16 Area in accordance with EPA's transportation conformity
17 regulations, and MTC's Bay Area Air Quality Conformity
18 Procedures, as adopted in MTC Resolution 3757.
19 This conformity analysis includes updated
20 project delivery information for those projects, whose
21 completion years have shifted since the adoption of Plan
22 Bay Area and the 2013 TIP. It does not include any new
23 projects that were not evaluated as part of that
24 conformity analysis.
25 In the preparation of this analysis, MTC

1 consulted with the Bay Area's Air Quality Conformity Task
2 Force, which is the interagency consultation group
3 established pursuant to the region's adopted
4 transportation conformity procedures. The Task Force
5 includes representatives from federal, state, regional,
6 and local partner agencies. The Task Force reviews the
7 assumptions going into the analysis, the results of the
8 analysis, and consults on TCM implementation issues.
9 Based on the draft analysis, staff finds that
10 the Commission can make a positive conformity
11 determination for the TIP and the Plan for all applicable
12 criteria pollutants and their precursors, meaning that the
13 forecasted emissions are below the required levels. We
14 also report that all TCMs have been fully implemented.
15 As part of the development of the Draft 2015
16 TIP, staff has also updated the Guide to the TIP to
17 reflect the latest available information. This guide
18 focuses on how the TIP fits into the transportation
19 project development process, and how the public and
20 interested stakeholders can get involved in that process.
21 To further assist in the public assessment of
22 the Draft 2015 TIP, and specifically to address the equity
23 implications of the proposed TIP investments, MTC has
24 conducted an investment analysis with a focus on
25 low-income and minority residents. The analysis -- the

1 analysis concludes that in the aggregate there is a
2 relatively higher proportionate investment in facilities
3 that serve minority and low-income populations than the
4 proportional share of trips taken by minority and
5 low-income populations.
6 The analysis also finds no disparate impact in
7 the distribution of Federal and State funding for public
8 transportation purposes between minority and non-minority
9 populations or riders in the Draft 2015 TIP.
10 The preliminary investment analysis was released
11 along with the Draft 2015 TIP for review and public
12 comment and will be presented to the Policy Advisory
13 Council later this afternoon.
14 Both the Guide to the TIP and the Draft 2015 TIP
15 Investment Analysis are included in your packets today.
16 In accordance with MTC's public participation
17 plan, the Draft 2015 TIP, and Draft Air Quality Conformity
18 Analysis were mailed to major public libraries, and this
19 public hearing was noticed in various Bay Area newspapers.
20 These documents and the public hearing notice are also
21 posted on the MTC's Web site.
22 This outreach process also serves to satisfy the
23 public involvement requirements of the FTA annual Program
24 of Projects.
25 Written comments on the TIP and Air Quality

1 Conformity Analysis will be accepted through 5:00 p.m. on
2 Thursday, July 13th, 2014.
3 I would also like to note that we have a court
4 reporter here today to transcribe the proceedings and any
5 comments made.
6 Thank you very much. That includes -- concludes
7 my presentation.
8 COMMISSIONER CAMPOS: Great. Thank you,
9 Mr. Crenshaw.
10 Colleagues, do we have any questions for staff
11 before we go to public comment?
12 Commissioner Quan.
13 COMMISSIONER QUAN: So I'm still learning about
14 the TIP more. When I look at the sheet for Oakland, there
15 are a lot of regional projects like the seismic retrofit
16 for the tunnel and for the bridge, et cetera. That -- are
17 those, like, proportion described to minority populations,
18 like the percentage of people who ride over the bridge or
19 drive over the bridge?
20 MR. CRENSHAW: For the regional projects, we do
21 describe -- when conducting an analysis, we do break those
22 projects out and attribute by the -- the regional
23 proportional shares and not the specific counties, since
24 they are kind of regional projects.
25 However, on the maps, we do indicate which

1 projects are being implemented in those specific counties.
2 COMMISSIONER QUAN: So -- so -- because
3 obviously, when I look at this chart, most of the money
4 went to the tunnel and the bridge retrofits; not the local
5 projects. Most of the local projects are still unfunded
6 on the Oakland side.
7 So then I -- that's why I'm asking how you
8 proportionally represent that because my city is
9 two-thirds minority, but I would say those projects
10 benefit the whole region and not the minority population
11 solely in Oakland.
12 MR. CRENSHAW: All right. For the roadway and
13 state highway projects, we -- we attribute the -- the
14 share of the -- that project's funding based on the county
15 proportional share for minorities, non-minorities, and
16 for, you know, low income and non low-income. So it's not
17 really done on a city-by-city basis, but we do roll it up
18 at the -- the county-wide level.
19 COMMISSIONER QUAN: I would -- I would say that
20 Alameda -- Contra Costa County benefits as much, almost,
21 on the BART and the bridge as Alameda County, but it would
22 be more meaningful for me to also just look at public
23 transportation systems like BART and AC Transit, and those
24 proportional users, to get the sense of whether or not
25 we're fairly allocating for low income and minorities.

1 Can I see that in the full report?
2 MR. CRENSHAW: In the full report, the transit
3 agencies --
4 MS. BOCKELMAN: Commissioner Quan, Alix
5 Bockelman, Deputy Executive Director for Policy. I'll
6 just add to what Adam already noted.
7 For the public transportation systems, you are
8 absolutely right that those really are systems,
9 networked-based systems. So with -- with BART, and with
10 all the transit systems, we're actually looking at the
11 demographic use for the transit system, and so that would
12 be -- we have that demographic data.
13 So we are not looking at -- for BART, we are not
14 looking at Oakland specifically, or Alameda County
15 specifically. We are looking at the ridership. We have
16 that data for the BART system or for AC Transit.
17 And we -- the only exception to that would be if
18 it's a very local project, where we are doing a station
19 improvement in a certain city, then we actually will look
20 at the demographics of that city and sort of assign it
21 within that more local jurisdiction.
22 But most of the projects for transit are really
23 system based; so we look at the demographics for the whole
24 system. That's how the analysis is done.
25 We'd be glad to sit down with you and give you

1 --

2 COMMISSIONER QUAN: Perhaps the staff could --

3 MS. BOCKELMAN: -- more information.

4 COMMISSIONER QUAN: -- sit down with me because

5 I -- I want to look at that because nationally, we know

6 that this -- the freeway-to-public transportation ratio,

7 which is very low on the federal funding for public

8 transportation -- and so I'm trying to say, regionally, is

9 that true also?

10 And then some -- I would say there's probably a

11 demographic difference of who uses BART versus who uses AC

12 Transit. I don't know, but there certainly is an income

13 difference. So I'd like to know more about that.

14 MS. BOCKELMAN: There definitely are

15 differences. So we do have -- we do surveys of the

16 individual transit systems.

17 So we used the specific demographics and income

18 data for those systems. We'd be glad to give you a full

19 report on that.

20 COMMISSIONER QUAN: Okay. Thank you.

21 COMMISSIONER CAMPOS: Thank you.

22 Why don't we turn over to public comment. And I

23 have one speaker card.

24 I'd like to ask John Keener to please come up.

25 JOHN KEENER: Hi. Good morning. I'm John

1 Keener of Pacifica, in San Mateo County. I'm here to
2 comment on the Calara Parkway Project, known to locals as
3 the Highway 1 Widening, or on MTC documents as State Route
4 1 - Fassler to Westport Widening. It's intended to
5 increase capacity, and thereby reduce traffic congestion.
6 The group I'm associated with, Pacificans for
7 Highway One Alternatives, is opposed to the Caltrans plan
8 to widen Highway 1.
9 Reason one is, we don't believe it will reduce
10 traffic congestion at either end of the 1.3 mile widening
11 project. Three lanes will merge down to two, generating
12 their own little traffic jams.
13 The project doesn't address traffic lights,
14 which everybody believes are the real cause of congestion.
15 And if the Calara Parkway Project doesn't relieve traffic
16 congestion, it will not contribute to a decrease in air
17 pollutants, as modeled by Caltrans.
18 Reason two is that the footprint of the project
19 is huge, much larger than is necessary. To add a lane in
20 each direction, Caltrans will more than double the width
21 of the roadway. And this is because Caltrans has designed
22 in a number of features which don't attribute to the
23 additional capacity.
24 Reason number three is that it will cause years
25 of construction delays on the only route for commuters

1 heading out of town. And I emphasize that it is the only
2 route.
3 Reason four is that it will be less safe, even
4 longer pedestrian crossings at the intersections, which
5 school kids and walkers use. Paradoxically, these longer
6 pedestrian crossings will necessitate longer delays in the
7 timing of the traffic lights to allow safe passage. Some
8 of the alternatives include computerized video control of
9 the traffic lights, pedestrian overpasses or underpasses,
10 and ride-sharings in our schools.
11 COMMISSIONER CAMPOS: Thank you.
12 MR. KEENER: Okay. One last thing.
13 We want to inform you that there is widespread
14 opposition in Pacifica to the Caltrans plan, and we would
15 ask that you consider withholding funding for the project
16 while we investigate alternatives that Caltrans won't.
17 COMMISSIONER CAMPOS: Thank you.
18 I have one more speaker card. Ken Bukowski.
19 MR. BUKOWSKI: Hi. I'd like to suggest we take
20 a look at a project to create an express bus lane on the
21 bridge. I mean, I went to San Francisco last week; sat on
22 the Transbay bus backed up in traffic.
23 If you want to encourage people to use transit,
24 having a bus lane on the bridge I think would make an
25 awful lot of sense, especially for people going to and

1 from San Francisco.
2 Thank you.
3 COMMISSIONER CAMPOS: Great. Thank you.
4 Colleagues, any other comments, questions for
5 staff? Again, there will not be an action. This is just
6 a public hearing to receive public comment, which we will
7 be accepting written comments through 5:00 p.m. on July
8 31st.
9 And, again, the -- it is expected that formal
10 adoption of the 2015 TIP and Conformity Analysis will be
11 scheduled to come before the Commission on September 24th.
12 Seeing no other comments, we will close this
13 hearing. Thank you.
14
15
16 (WHEREUPON, public comment period concluded at 11:16 a.m.)
17
18
19 ---o0o---
20
21
22
23
24
25

1 CERTIFICATE OF REPORTER

2

3

4 I, AMBER EMERICK, CSR No. 13546, a Certified
5 Shorthand Reporter, hereby certify:

6

7

8 That the preceding hearing was taken in shorthand
9 by me, a disinterested person, at the time and place
10 therein stated, and that the proceedings were thereafter
11 reduced to typewriting, by computer, under my direction
12 and supervision.

13

14 IN WITNESS WHEREOF, I have hereunto set my hand
15 this 24th day of July, 2014.

16

17

18

19 _____

20 AMBER EMERICK CSR No. 13546

21

22

23

24

25