Transportation 2035 Public Involvement
Correspondence/Responses on Draft Transportation 2035 Plan
Comments Received Prior to March 2, 2009 Close of Comment Period

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April 3, 2009

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	WRITTEN COMMENTS RECEIVED AT JANUARY 7, 2009 MTC JOINT ADVISOR WORKSHOP		
1	January 7, 2009	William J. Allen	Minority Citizens Advisory Committee
2	January 7, 2009	Paul Branson	Elderly & Disabled Advisory Committee
3	January 7, 2009	Richard Burnett	Elderly & Disabled Advisory Committee
4	January 7, 2009	Jacquee Castain	Minority Citizens Advisory Committee
5	January 7, 2009	David Grant	Elderly & Disabled Advisory Committee
6	January 7, 2009	Cathy Jackson	MTC Advisory Council
7	January 7, 2009	Sherman Lewis	MTC Advisory Council
8	January 7, 2009	Dawn Love	Minority Citizens Advisory Committee
9	January 7, 2009	Bob Planthold	MTC Advisory Council
10	January 7, 2009	Craig Yates	Elderly & Disabled Advisory Committee
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11	January 27, 2009	Woody Hastings	MTC Advisory Council
12	January 27, 2009	Michael Ludwig	Individual
13	January 27, 2009	Janel Sterbentz	Individual
14	January 28, 2009	Robert S. Allen	Individual
15	January 28, 2009	Charlie Cameron	Individual
16	January 28, 2009	Duane DeWitt	Individual
	WRITTEN CORRESPONDENCE		
17	November 19, 2008 and Dec. 29, 2008	Robert S. Allen	Individual
18	December 30, 2008	John Greitzer, Senior Transportation Planner	Contra Costa County Department of Conservation and Development
19	January 12, 2009	Mike Kerns, Chair	Sonoma County Transportation Authority
20	January 22, 2009	Dave Hudson, Chairman	Contra Costa Transportation Authority
21	January 22, 2009	Paul Matsuoka, Executive Director	Livermore Amador Valley Transit Authority
22	January 29, 2009	Paul W. Price, Executive Director	Napa County Transportation Planning Agency
23	February 2, 2009	Bijan Sartipi, District Director	California Department of Transportation
24	February 2, 2009	John Ristow, Chief CMA Officer	Santa Clara Valley Transportation Authority
25	February 2, 2009	Dennis R. Fay, Executive Director	Alameda County Congestion Management Agency
26	February 2, 2009	Richard Napier, Executive Director	City/County Association of Governments of San Mateo County
27	February 11, 2009	Juliet Ellis, Executive Director	Urban Habitat

	Date	Name	Agency/Organization
28	February 12, 2009 Supporting letter: March 2, 2009	Andrew Casteel, Executive Dir. Robert Raburn, Executive Dir. Thomas J. Ayres Ph.D. Deb Hubsmith, Advocacy Dir. Wendy Hilberman, Exec. Dir. Andy Thornley, Program Dir. Christine Culver, Exec. Dir. Corinne Winter	Bay Area Bicycle Coalition East Bay Bicycle Coalition East Bay Bicycle Coalition Marin County Bicycle Coalition Napa County Bicycle Coalition San Francisco Bicycle Coalition Sonoma County Bicycle Coalition Silicon Valley Bicycle Coalition
29	February 16, 2009	Bob Allen	Individual
30	February 23, 2009	Norman Rolfe, Transportation Chair; Jennifer Clary, President	San Francisco Tomorrow
31	February 26, 2009	Eric Steger, Senior Civil Engineer	County of Marin Dept. of Public Works
32	February 27, 2009	Maria Viramontes, Chair	West Contra Costa Transportation Advisory Committee (WCCTAC)
33	February 27, 2009	G. Ted Yurek, Senior Planner	San Mateo County Transp. Authority Caltrain
34	February 27, 2009	Ted Brown, Chairperson, Roads Commission	County of Santa Clara
35	March 1, 2009	David Schonbrunn, President	TRANSDEF
36	March 2, 2009	Jack Broadbent, Exec. Officer	BAAQMD
37	March 2, 2009	Bill Crandall, Ph.D, Scientist	Smith-Kettlewell Rehabilitation Engineering Research Center
38	March 2, 2009	Michael Kirn, PW Director	City of Healdsburg, Dept. of PW
39	March 2, 2009	Roderick Llewellyn	Individual
40	March 2, 2009	Carli Paine, Transportation Program Director	TransForm
41	March 2, 2009	Carrie Pourvahidi, Acting Executive Director	California High Speed Rail Authority
42	March 2, 2009	Marion Taylor, Vice President	League of Women Voters of the Bay Area
43	March 3, 2009	Heyward Robinson, Mayor	City of Menlo Park
44	March 4, 2009	Wendy Alfsen	Sierra Club
45	March 5, 2009	Collette Armao, Associate Aviation Planner	Caltrans Division of Aeronautics
	E-MAIL CORRESPONDENCE		
46		Fredrick Schermer	Caltrans, District 4
47		Catherine Sprague	Individual
48	September 2, 2008	Lowell E. Grattan	Individual
49	September 11, 2008	Simon (Vsevolod) Ilyushchenko	Individual
50	October 6, 2008	Roderick Llewellyn	Individual
51	November 18, 2008	Gail Payne	City of Alameda Public Works

	Date	Name	Agency/Organization
			Department
52	December 2, 2008	Erik Ostrom	Individual
53	December 19, 2008	Libby Lucas	California Native Plant Society
54	December 19, 2008	Mark Miletich	Individual
55	December 19, 2008	Wayne Phillips	Individual
56	December 22, 2008	Allen Tacy	Individual
57	December 22, 2008	Rich Tretten	Individual
58	December 22, 2008	Dustin White	San Francisco Municipal Transportation Authority – Bicycle Program
59	December 24, 2008	Steve Nieman	The Tioga Group, Inc.
60	January 7, 2009	Tho Do	Transportation Authority of Marin
61	January 7, 2009	Dan Provence	Individual
62	January 8, 2009	Julio Lacayo	Elderly & Disabled Advisory Committee
63	January 16, 2009	Richard Burnett	Elderly & Disabled Advisory Committee
64	January 21, 2009	Susan P. Jones	U.S. Fish and Wildlife Service
65	January 22, 2009	Andrew Casteel	Bay Area Bicycle Coalition
66	January 22, 2009	Michael Baldini	Individual
67	January 22, 2009	Roberto R. Morelli	Individual
68	January 23, 2009	Fred Doolittle	Individual
69	January 23, 2009	Betty Jo Byrne	Individual
70	January 23, 2009	Wendy Hilberman	Napa County Bicycle Coalition
71	January 24, 2009	Robert B. Tanner	Individual
72	January 27, 2009	Frances Taylor	CMPMedica
73	January 27, 2009	Sprague Terplan	Individual
74	January 27, 2009	Robert Raburn	East Bay Bicycle Coalition
75	January 28, 2009	Ruby Pap	California Coastal Commission
76	January 29, 2009	John	Individual
77	January 29, 2009	Bob Barzan	Individual
78	January 29, 2009	Michelle DeRobertis	Santa Clara Valley Transportation Authority
79	January 30, 2009	Jason Patton	City of Oakland – Bicycle and Pedestrian Program
80	January 30, 2009	Deb Hubsmith	Marin County Bicycle Coalition
81	January 30, 2009	Fabian Favila; Lynne March	City of Santa Rosa; Sonoma County Transportation Authority
82	February 2, 2009	Craig Yates	Elderly & Disabled Advisory Committee
83	February 2, 2009	Chad Rathmann	San Francisco County Transportation Authority
84	February 2, 2009	Dan Dawson	County of Marin
85	February 2, 2009	Barry Bergman	City of Alameda Public Works Department
86	February 2, 2009	Lawrence Ames	Lockheed Martin
87	February 2, 2009	Roger Marquis	Roble Systems

	Date	Name	Agency/Organization
88	February 2, 2009	Rochelle Wheeler	Alameda County Transportation Improvement Authority
89	February 2, 2009	Dianne Steinhauser	Transportation Authority of Marin
90	February 3, 2009	Timothy Rood	Community Design + Architecture
91	February 3, 2009	Clark Suprynowicz	Famous Brand Music
92	February 9, 2009	Erica Etelson	Berkeley Oil Independence Task Force
93	February 9, 2009	Judith Katz	Individual
94	February 9, 2009	Ed Reid	Individual
95	February 11, 2009	HamatikUSA	Hamatik Printing USA
96	February 4, 2009	Sara Woo	Solano Transportation Authority
97	February 8, 2009	Chris Lev	Individual
98	February 12, 2009	Paul Goldstein/Corinne Winter	Silicon Valley Bicycle Coalition
99	February 12, 2009	David Patrick Green	Individual
100	February 13, 2009	Kate Rooks	Individual
101	February 13, 2009	Micaela Pronio	Individual
102	February 14, 2009	David Schonbrunn	TRANSDEF
103	February 14, 2009	Blake McGill	Individual
104	February 14, 2009	Paul and Linda Corvi	Individual
105	February 14, 2009	Dan Brook	Individual
106	February 21, 2009	R.A. Nocera	Individual
107	February 21, 2009	Jean Fraser	Individual
108	February 22, 2009	Michael Ludwig	Individual
109	February 23, 2009	Norman Rolfe	San Francisco Tomorrow
110	February 23, 2009	Nathaniel Adkins	Individual
111	February 24, 2009	Woody Hastings	MTC Advisory Council
112	March 2, 2009	Cal Simone	SF Peak Oil Preparedness Task Force
113	March 2, 2009	William R. Lee	County of Santa Clara, Roads and Airports
114	March 2, 2009	Howard Beckman	Friends of San Lorenzo Creek
115	March 2, 2009	John Holtzclaw	Regional Alliance for Transit (RAFT)
116	March 2, 2009	Michael Toschi	Individual

#1

From: Ashley Nguyen
To: brooksallen1@sbcglobal.net
CC: info@mtc.ca.gov
Date: 1/14/2009 4:22 PM
Subject: T2035 Comment (B/C Ratio, HOT effect on low-income, impact on low-income)

Hi Bill:

Thank you for attending the Joint Advisors Workshop on January 7, and providing us your comments on both the Draft Transportation 2035 Plan and the Draft Environmental Impact Report. I am replying to the comments you raised on both draft documents:

Draft Transportation 2035 Plan:
(1) The comments that you shared with us are important. Staff will be preparing replies to all written comments received from the advisors. At the February 13 MTC Planning Committee meeting, staff will present highlights of key comments heard from our joint advisors, and provide a copy of the written comments and replies to the Planning Committee for its review.

(2) As you know, in spring 2008 MTC conducted a project-level assessment to understand how potential long range plan investments address the Transportation 2035 goals and performance objectives. The benefit/cost of the various programs you asked about are shown below. Note that the benefit-cost ratio can be considered to indicate the cost-effectiveness for reducing delay. Specialized projects that do not directly impact delay, such as the Transportation for Livable Communities, Regional Bicycle Program, and Lifeline Program, have lower benefit-cost ratios than carpool lanes and roadway and transit efficiency projects.

Transportation for Livable Communities: Benefit/Cost between 1 and 4
Lifeline: Benefit/Cost less than 1
Regional Bicycle Network: Benefit/Cost less than 1

See MTC's Performance Assessment Report (December 2009) for more details. You may view it online at: http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035Plan-Perf_AssessmentReport.pdf

Lastly, you may recall that we also included a qualitative assessment of all potential RTP projects, recognizing the limitations of the cost/benefit model and the relatively small number of projects we were able to quantitatively evaluate. The qualitative assessment compared how each of the projects addessed each of the RTP goals.

(3) HOT lanes will continue to be free of charge for carpools and buses. Solo drivers are allowed to use available capacity in the HOV lanes but they must pay a price. Low-income travelers may benefit from the HOT lanes because (a) available net HOT toll revenue often support bus service enhancements; for this reason, HOT lanes are widely supported by travelers at all income levels, and (b) low-income, solo travelers who are willing to pay the toll may use the HOT lane when they need it most to get to their destination without much delay. A study done by Cal Poly San Luis Obispo of the State Route 91 HOT Lanes in Southern California found that the benefits of the HOT lane are enjoyed widely at all income levels, and that HOT lane use was more closely tied to current travel conditions and trip needs than income. HOT lanes really are a form of "congestion insurance" for any traveler willing to pay the toll - whether it is a businessperson late for a meeting or a parent racing to pick up a child at day care. Also, note that as the projects identified as part of the Regional HOT Network move forward into the design and environmental review phases, more detailed analysis will be conducted to assess a full range of issues, including social equity and how much net revenue could become available and how it might be used.

Draft EIR

#1

The California Environmental Quality Act (CEQA) requires an environmental assessment of the physical impacts of a proposed project, and for population related issues, it requires that the analysis evaluate impacts such as inducing substantial population growth in an area, displacing substantial numbers of existing housing, and displacing substantial numbers of people. CEQA does not require an environmental assessment of the impacts on low-income groups. However, to address social equity issues, MTC prepares a separate Equity Analysis that evaluates the impacts of implementing the Transportation 2035 Plan on low-income groups. MCAC has been heavily involved in the approach, methodology and analysis for the Equity Analysis Report, which will be available in January/February 2009.

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Draft Trans. 2035 Plan - SF Bay Area

* Input on item three, 45 minute spent. Where will these responses be reflected?

* Cost vs. benefit Lifeline/bikes, TLC & focus not fully answered, please offer $ difference

* How does HOT lane affect low income transit/car drivers?

EIR

* Impact on low income not I.D.

William J. Allen
MCAC
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Ashley Nguyen
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TRANSPORTATION 2035 CHANGE IN MOTION

#1

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

DRAFT TRANS. 2035 PLAN — SFO / BAY AREA

- INPUT ON ITEM THREE, 45" - SPENT, ~~WORTH~~ — WHERE WILL THIS BE REFLECTED? RESPONSES
- COST VS BENEFIT LIFELINE/BIKES, TLC + FOCUS NOT FULLY ANSWERED, PLEASE OFFER $ DIFFERENCE
- HOW DOES HOT LANE AFFECT LOW INCOME TRANSIT/CAR DRIVERS?

EIR

- IMPACT ON LOW INCOME NOT I.D.

Name and contact information (optional):

Name: WILLIAM J. ALLEN

Advisory Committee: MCAC

E-Mail: BROOKSALLEN1@SBCGLOBAL.NET

#2

From: Ursula Vogler
To: Paul Branson
CC: MTC info
Date: 2/10/2009 1:51 PM
Subject: T2035 Comment (Paul Branson)

Dear Paul:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 Joint Advisor Workshop. Your comments on the Lifeline program and the Climate Action Campaign will be forwarded to the Commission at the March 25, 2009 Commission meeting.

MTC shares your view that funding for the Lifeline Transportation Network should be a priority in the final Transportation 2035 Plan. As you know, the $400 million of Lifeline funds identified in the new draft plan is supplemented by $300 million in funding already secured after the 2005 adoption of the current Transportation 2030 Plan. As well, more than 70% of the plan's proposed investment is for maintaining, operating and expanding the region's transit service - past studies demonstrated that a large share of these services provide mobility for low income, elderly and disabled populations.

Your comment on the yet-to-be-determined Climate Action Campaign is a good one. As we work to develop the projects and programs within the campaign, we will consider people's use of all modes of transportation in our effort to reduce greenhouse gases.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
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Phone: 510/817-5785
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psbranson@sbcglobal.net
On page 25 of the Draft Plan it is acknowledged that by 2035 25% of the population will be age 65 or older. However, this acknowledgment doesn't carry forward in the Investments section of the Plan. Lifeline projects, which include mobility for seniors and the disabled, will be funded at only $400 million vs. $1 billion to fund the Regional Bicycle Network! We're all "seniors-in-training," even today's avid cyclists! Given the huge increase in the over 65 population that we will be seeing in the next 25 years, I think there needs to be a better balance in the Funding of Lifeline vs. the Bicycle Network.

$400 million for the 5 year Transportation Climate Action Campaign is in theory, commendable. I understand the details will be developed as part of the Plan's implementation phase. Likewise I understand that MTC is supportive of pedestrian-oriented projects through Safe Routes to School, Safe Routes to Transit and other programs. What I don't understand, and hopefully this will come out in

#2

subsequent planning, is why the Plan doesn't explicitly make the connection between increased walking as a transportation mode and the key role this could play in getting people out of cars, thus helping to achieve the climate goals,

I hope that in the implementation of the Transportation Climate Action Campaign that the pedestrian aspect will be highlighted.

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TRANSPORTATION 2035 CHANGE IN MOTION

#2

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

On page 22 of the Draft Plan it is acknowledged that by 2035 25% of the population will be age 65 & older. However this acknowledgement doesn't carry forward in the Investments section of the Plan. Lifeline projects, which include mobility for seniors & the disabled, will be funded at only $400 million vs $1 billion to fund the Regional Bicycle Network! We're all "seniors in training", even today's avid cyclists! Given the huge increase in the over 65 population that we will be seeing in the next 25 years, I think there needs to be a better balance in the funding of Lifeline vs. the Bicycle Network. (over)

Name and contact information (optional):

Name: Paul Branson

Advisory Committee: EDAC

E-Mail: psbranson@sbcglobal.net

An additional comment:

#2

The $400 million for the 5 year Transportation Climate Action Campaign is in theory, commendable. I understand the details will be developed as part of the Plan's implementation phase. Likewise I understand that MTC is supportive of pedestrian-oriented projects through Safe Routes to Schools, Safe Routes to Transit and other programs.

What I don't understand, & hopefully this will come out in subsequent planning, is why the Plan doesn't explicitly make the connection between increased walking as a transportation mode and the key role this could play in getting people out of cars, thus helping to achieve the climate goals.

I hope that in the implementation of the Transportation Climate Action Campaign that the pedestrian aspect will be highlighted.

#3

From: Ursula Vogler
To: Richard Burnett
CC: MTC info
Date: 2/10/2009 1:48 PM
Subject: T2035 Comment (Richard Burnett)

Dear Richard:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 Joint Advisor Workshop, and also your email to MTC staff member Radiah Victor on January 16. Your comments on the emergency preparedness elements of the Transportation 2035 Plan and the Regional Transportation Emergency and Security Planning Report will be forwarded to the Commission at the March 25, 2009 Commission meeting.

I know that you have been working directly with MTC staff on the emergency preparedness elements of the plan and have coached them on how to address the Bay Area's special needs population in the document. Specifically, your ongoing work with MTC staff on defining the Minimum Response-To-Recovery Standards and Improved Life Safety for Special Needs within the plan is greatly appreciated.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
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burnett.richardl@gmail.com

1. Future 25-year Plans (i.e. - T-2040, T-2045, etc.) should have an emergency preparedness component included, especially information that focuses on "special needs populations" and how their transportation needs are addressed in the event of major regional emergencies that affects the transportation mix and response times. EDAC Emergency Preparedness Subcommittee needs to be involved.

2. Regional Transportation Emergency and Security Planning Report (February 2009) lacks the long-term planning, funding & implementation - no EDAC input.

From email to Radiah Victor about Transportation 2035, dated January 16, 2009

Reviewing the Draft Transportation 2035, I would like to propose the following statements for the Performance Objective (page 13) for the

#3

Emergency Management & Security Report section listed under the Three Es as TBD or To Be Determined.....

1. Minimum Response-To-Recovery Standards
2. Improved Life Safety for Special Needs

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TRANSPORTATION 2035 CHANGE IN MOTION

#3

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

(1.) Future 25-year plans (i.e. T-2040, T-2045, etc.) should have an emergency preparedness component included, especially information that focuses on "special needs populations" and how their transportation needs are addressed in the event of major regional emergencies that affects the transportation mix and response times. EDAC Emergency Preparedness Subcommittee needs to be involved.

(2.) Regional Transportation Emergency and Security Planning Report (February 2009) lacks the long-term planning, funding & implementation — no EDAC input.

Name and contact information (optional):

Name: Richard L. Burnett (Solano County)

Advisory Committee: MTC EDAC & Emergency Preparedness Subcommittee (Chairman)

E-Mail: burnett.richardl@gmail.com

PHONE: 1-707-342-4927

#4

From: John Goodwin
To: Jacquee Castain <jacquee_castain@comcast.net>
CC: info@mtc.ca.gov
Date: 1/15/2009 12:12 PM
Subject: Re: T-2035 Comment (Castain-MCAC-Oakland Airport Connector)

Dear Ms. Castain:

Thank you for your written comments on the *Draft Transportation 2035 Plan* submitted at the January 7 joint advisors' workshop, and specifically for your inquiry about funding for the proposed BART-Oakland Airport Connector. Your comments will be forwarded to the full Commission.

BART is expected to prepare the necessary documents to have the Oakland Airport Connector project go out to bid by the end of 2009. BART and the other project sponsors currently have secured about $270 million of the estimated $459 million total project cost. A private sector partner could supply the remaining funds if the project were to be structured as a public/private partnership.

If the Oakland Airport Connector project is a traditional public investment, the funding gap would have to be closed through one or more other sources. These could include federal or state economic stimulus funds, a bond issue or loans. At this point, the best case scenario probably would be that BART is able to award a bid for the Oakland Airport Connector project by the end of 2009, and that construction gets underway sometime in 2010.

Thank you again for your question, and for your continuing service on the Minority Citizens Advisory Committee. We appreciate your interest in regional transportation issues and in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25. In the meantime, you can stay up to date by checking the MTC Web site at www.mtc.ca.gov/T2035.

jacquee_castain@comcast.net

In the Draft Plan, page 93 under Alameda County item reference #21131 the "Build a BART Airport Connector" between the Coliseum BART station and Oakland International Airport shows the "Total Project Cost as "459.0" and "Committed Funds" as the same figure ($459.0). Have all of the funds needed for this project been raised? If so, when will the project begin construction? If not, what is the status of the project?

Jacquee Castain
MCAC
jacquee_castain@comcast.net

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TRANSPORTATION 2035 CHANGE IN MOTION

#4

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

In the Draft Plan, page 93 under Alameda County item reference #21131 the "Build a BART Airport Connector" between the Coliseum BART station and Oakland International Airport shows the "Total Project cost as "459.0" and "Committed Funds" as the same figure ($459.0). Have all of the funds needed for this project been raised? If so, when will the project begin construction? If not, what is the status of the project?

Name and contact information (optional):

Name: Jacquee Castain

Advisory Committee: MCAC

E-Mail: jacquee_castain@comcast.net

#5

From: Ursula Vogler
To: David Grant
CC: MTC info
Date: 2/10/2009 10:40 AM
Subject: Response to T2035 Comment (David Grant)

Dear David:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 Joint Advisor Workshop. Your comments on the cost-benefit analysis of the plan, bicycle and pedestrian funding and HOV/HOT lanes will be forwarded to the Commission at the March 25, 2009 Commission meeting.

Cost/Benefit Analysis: Though there are limitations with any analytic tool, we respectfully disagree with you on the value and use of the cost/benefit analysis to evaluate project performance of potential investments for the Transportation 2035. The benefit/cost ratio (as expressed in monetary terms) does account for vehicle hours of recurrent and non-recurrent delay, and also reflects transit travel time, particulate matter emissions, carbon dioxide emissions, fatal and injury collisions, direct user costs, and public and private cost savings from performing on-time maintenance. There's a lot to be learned from the Transportation 2035 performance assessment and outcomes, and staff welcomes suggestions you may have on other metrics that we can use in future performance assessments.

Bike/Ped. Funding: Improving bicycle and pedestrian travel is among the Commission's top priorities. To gauge parity in funding between these two areas, staff has evaluated projected 25-year revenue available to fund bicycle and pedestrian projects. Projected revenue shares to address pedestrian needs total $1.7 billion, consisting of $150 million in committed funds (such as TDA Article 3) and $1.55 billion in discretionary funds (through the $2.2 billion TLC program and $400 million Climate Action Campaign via Safe Routes to Schools and Transit programs). For bikes, projected revenue shares total $2.0 billion. These bike funds include $250 million in committed funds (such as TDA Article 3), $750 million in discretionary funds (through the $2.2 billion TLC program and $400 million Climate Action Campaign via Safe Routes to Schools and Transit programs), and another $1.0 billion in discretionary funds earmarked for the Regional Bicycle Program. On the balance, the Draft 2035 Plan reaffirms its commitment to fund both pedestrian and bicycle improvements.

HOV/HOT: While the advisors have expressed skepticism about public support for HOT lanes, MTC has found through our telephone polls (most recent being spring 2008) that over 60 percent of Bay Area voters polled support HOT lanes. This survey result is consistent with results from telephone polls and focus groups conducted by the Alameda County CMA. It is true that some Bay Area HOV lanes are nearing capacity. Regardless of whether existing HOV lanes were converted to HOT lanes, we would assess the need to increase HOV lane occupancy requirements. If occupancy reeded to be increased there would then likely be additional capacity to "sell" in the HOV lane. In this case, HOT lanes would allow full use of available lane capacity, and at the same time, provide revenue to complete the HOV/HOT network and provide net revenue to invest in transit or other ridesharing activities. However, we understand your concern about the HOT operations, financing, and construction details, and we intend to continue to work with the advisors, Caltrans, CHP and the CMAs to sort through these important details.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee and the Advisory Council. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

#5

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1. Continued use of "cost benefit analysis" as a criteria seems, now, deliberately deceptive when it is almost exclusively based on congestion reduction - which is the only benefit

2. Bike vs. pedestrian funding is also deceptive - to argue that expenditures in the bike plan - somehow - are comparable to "some" funds buried in - who knows where - begs to question

3. Still no support for HOV to HOT conversion - when, as anyone can see - 101 (Marin), 80 (EB) and 101 (San Mateo) HOV lanes crawl at rush hour - where is there any support for demand which would support imaginary revenue projections - and construction budgets.

David Grant
EDAC/CAC

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TRANSPORTATION 2035 CHANGE IN MOTION

#5

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

1) Continued use of "cost benefit analysis" as a criteria seems, now, deliberately deceptive when it is almost exclusively based on congestion reduction - which is the only benefit
2) Bike vs pedestrian funding is also deceptive - to argue that expenditures in the bike plan - somehow - are comparable to the "some" funds buried in - who knows where - begs the question
3) Still no support for HOV to HOT conversion - when, as any one can see - 101 (marin) 80 (EB) and 101 (San Mateo) HOV lanes crawl at rush hour - where is there any support for demand which would support imaginary revenue projections - and construction budgets -

Name and contact information (optional):

Name: David Grant

Advisory Committee: EDAC / CAC

E-Mail: grants101@gmail.com

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#6

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammiano
City and County of San Francisco

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 9, 2009

Ms. Cathy Jackson, CEA
Global Investment Company
417 Turner Drive
Benicia, CA 94510-1412

Dear Ms. Jackson,

Thank you for submitting written comments at the January 7 MTC Joint Advisors' Workshop and the January 28 public hearing on the Draft Transportation 2035 Plan. MTC appreciates the long hours you have logged on this planning effort as a member — and the current chair — of MTC's Advisory Council.

In particular, you expressed concern about the lack of business involvement in the development of the draft document. This is an issue you have called to our attention in the past. Please know that MTC has actively sought out the views of business throughout the Transportation 2035 Plan process, including participation from the Silicon Valley Leadership Group, the Bay Area Council and the North Bay Business Council. Further, one of the primary ways we involve business interest is via dedication of two seats on our multi-interest Advisory Council to business representation. As one of those business representatives, you have done an excellent job bringing the perspective of business to MTC. We also dedicate a seat to the heavy construction industry, and two seats to labor interests. MTC advisors have been at the front lines of helping MTC work its way through this long but critical planning process, and the interests of business, employers and large construction firms have been at the table.

You also raised questions about "how contracts will be 'let' with funds being allocated." The plan does not actually allocate funds, but specifies projects or categories of projects to receive future funding allocations. The rules vary, depending upon the type of project, and by far the vast majority of projects indentified in the plan are sponsored by other transportation agencies. For those projects that MTC sponsors, MTC's procurement process is detailed on our Web site at this link — http://www.mtc.ca.gov/jobs/.

Your request for more details on implementation of the Climate Action Campaign also is noted; once the 2035 Plan is adopted, we will certainly seek out the views of our advisors as we work to implement this new program.

Finally, your suggestion to survey advisors who participated in the joint workshops on the 2035 plan is a good one that we will consider for evaluating the effectiveness of MTC's public participation efforts for the 2035 Plan. We have surveyed our advisors in the past and find the comments and suggestions helpful. Thank you again for taking the time to comment.

Sincerely,

Randall T. Rentschler
Director, Legislation and Public Affairs

EG:RR

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TRANSPORTATION 2035 CHANGE IN MOTION

#6

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

For Example, "Job & Housing balanced" "Job & Employee balanced"

- Document any business / industry outreach (not through non-profits!)
- Please consider commenting on how contracts will be "let" with funds being allocated. (e.g. is all $ distributed for projects that are not "grants") being distributed to only large business entities? Or is there anticipated to be a collaborative effort with small & local business since the majority of $ comes from local resources.
- Please provide more detail on the $4.0m allocated for Climate Change outreach
- Native Am. governments & gov't agencies have laws stating their required involvement. MTC needs this to include business/industry

Name and contact information (optional):

Name: Cathy Jackson

Advisory Committee: Advisory

E-Mail: cathyjackson707@yahoo.com

BACK

- Consider taking a survey from the attendees of the JT Advisory Workshops re: (content, communication & inclusivity, understanding, interpreting (clarity) info. presented & whether feedback given has been well represented/incorporated based on what the current results are. This will help with future planning activities.

Jan 20, 09

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TRANSPORTATION 2035
CHANGE IN MOTION

#6

Comment Sheet
January 2009 Public Hearing

Please use the space below and on reverse to offer additional comments.

1) I am responding to the Public Hearing as a private transit User and as a small business owner. My concern is that although there has been ~9 participation meetings, the feedback and communication with business and industry is almost NIL. Many have requested better participation of employers in the region. It is not a good or effective process without adequate discussion with labor, highly impacted industries and/or business in general. The Bay Area Council & other business entities currently being used is NOT adequate. Please consider adding better participation prior to make your final decisions. I suggest a quantative assessment also for business entities and employers as developed for residents within the region. Consider working closely with MTC's Advisory Committees when developing A & Climate Action Campaigns

Name and contact information (optional):

Name: Cathy Jackson

Address:

E-Mail: cathyjackson707@yahoo.com

(2)

#6

RE: Resolution 3882 (IB funds)

MTC should truly reevaluate the issuance of $200 m in bonds in this environment. Also, there seems to be a "procurement" preference for existing investment managers by MTC. This perception of ~~perf~~ preference may eventually be come an issue as MTC subcommittees and Advisory Committees address the inequality in procurement "processes" with MTC.

#7

From: Ashley Nguyen
To: sherman@csuhayward.us
CC: info@mtc.ca.gov
Date: 1/15/2009 8:30 AM
Subject: T2035 Comment (EIR Alternatives, Particulates, Transit Performance)

Hi Sherman:

Thank you for attending the Joint Advisors Workshop on January 7, and providing us your comments on both the Draft Transportation 2035 Plan and the Draft Environmental Impact Report. I am replying to the comments you raised on both draft documents:

(1) As you know, CEQA requires EIRs to describe a reasonable range of potentially feasible alternatives to a proposed project or program. EIRs need not analyze these alternatives at the same level of detail that it analyzes the project itself. CEQA Guidelines require only that the EIR provide enough information to allow meaningful evaluation, analysis and comparison. In the Draft EIR, we evaluated the No Project, Heavy Maintenance/Climate Protection Emphasis (HM/CP), HM/CP + Pricing, and HM/CP + Land Use alternatives.

Staff has presented key findings of the Draft EIR, including the alternatives analysis, to the MTC Planning Committee at its December 12 meeting, and the Final EIR will be presented to both the MTC Planning Committee and Commission for review and consideration of the environmental assessment prior to the Commission taking action on the Final Transportation 2035 Plan.

(2) Correct. The PM10 and PM2.5 emissions represent total emissions from on-road mobile sources, and not presented as per capita.

(3) Chapter 5, Building Momentum for Change, in the Draft Transportation 2035 Plan lays out five issue areas that MTC and the region might focus on to span the distance between where the region will be with the Draft Transportation 2035 Plan and where it needs to be to meet the plan's ambitious performance objectives. The "Transit Performance Initiative" issue area is most pertinent to your comment, and we too look to ways to improve transit efficiency and performance. The advisors had previously provided us with some initial feedback on these issue areas, and as the dialogue continues, we hope you continue to stay engage and give us constructive feedback on adding the "flesh to bones" on these issue areas.

Staff will share your comments with MTC Planning Committee at its February 13 meeting, and your comments will be forwarded to the full Commission. Again, many thanks for your feedback on the Draft Plan and EIR.

****
HM/CP, pricing and land-use are only described in the DEIR and thus, not in Plan. So - how can HM/CP etc. be adopted? MTC could adopt the mitigation into the Plan but - then the HM/CP etc. itself has not been evaluated for its impact (except for impact on Project impacts), nor is the HM/CP etc. as fully described as it would if it were part of the Plan.

Slide 8 on PM10 & PM2.5: seems aggregate data, not per capita - results could be interesting.

Need more effort to reduce empty buses - either cut service or increase riders - both highways and transit can be boondogles.

Sherman Lewis
Advisory Council
sherman@csuhayward.us

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TRANSPORTATION 2035 CHANGE IN MOTION

#7

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

HM/CP, pricing & land use are only described in the DEIR and thus, not in the Plan. So – how can HM/CP etc. be adopted? MTC could adopt the mitigation into the Plan but – then the HM/CP etc itself has not been evaluated for its impact (except for impact on Project impacts), nor is the HM/CP etc. as fully decribed as it would if it were part of the Plan.

Slide 8 on PM_{10} + $PM_{2.5}$: seems aggregate data, not per capita – results could be interesting.

Need more effort to reduce empty buses – either cut service or increase riders – both highways & transit can be boondoggles.

Name and contact information (optional):

Name: Sherman Lewis

Advisory Committee: Advisory Council

E-Mail: sherman@csuhayward.us

#8

From: John Goodwin
To: Dawn Love <dviciralove@yahoo.com>
CC: info@mtc.ca.gov
Date: 1/15/2009 12:30 PM
Subject: Re: T-2035 Comment (Love-MCAC-Funding Priorities)

Dear Ms. Love:

Thank you for your service on the Minority Citizens Advisory Committee, and for your written comments submitted at the January 7 joint advisors' meeting about the Draft Transportation 2035 Plan. Your comments will be forwarded in their entirety to the full Commission, which is expected to adopt a final version of the plan on March 25.

MTC shares your view that funding for the Lifeline Transportation Network should be a priority in the final Transportation 2035 Plan. As you know, the $400 million of Lifeline funds identified in the new draft plan is supplemented by $300 million in funding already secured after the 2005 adoption of the current Transportation 2030 Plan. Additional funding for Lifeline operations are included in the various transit capital and transit operating investments specified elsewhere in the draft plan.

With regard to the planned BART extensions, the projected cost of the Warm Springs extension is $890 million and the San Jose extension is expected to cost $6.1 billion. Together, these projects are expected to improve mobility options for many thousands of Bay Area residents of all income levels, especially in southern Alameda County, Milpitas, East San Jose and downtown San Jose. Work on the Warm Springs BART extension may get underway before the end of 2009.

Thank you again for your comments and questions, and for your ongoing involvement in regional transportation issues. As we move toward adoption of the final Transportation 2035 Plan, we invite you to stay on top of the latest developments by checking the MTC Web site at www.mtc.ca.gov/T2035.

We need to prioritize funding for Lifeline than Bicycle Network.

What is the plan for BART to Warm Springs and BART to San Jose? How much will each project cost? We want to make sure that this is doable.

Don't forget on the gap of low-income and communities of color.

Dawn V. Love
MCAC
dviciralove@yahoo.com

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

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TRANSPORTATION 2035 CHANGE IN MOTION

#8

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

We need to prioritize funding for Lifeline than Bicycle Network.

What is the plan for BART to Warm Springs and Bart to San Jose. How much will each project cost? We want to make sure that this is durable.

Don't forget on the gap of low-income and communities of color.

Name and contact information (optional):

Name: Dawn V. Love

Advisory Committee: MCAC

E-Mail: dvicira bve@yahoo.com

#9

From: John Goodwin
To: Bob Planthold <political_bob@att.net>; Bob Planthold <political_bob@jun...
CC: info@mtc.ca.gov
Date: 1/15/2009 12:36 PM
Subject: Re: T-2035 Comment (Planthold-AC-Pedestrian Safety)

Dear Mr. Planthold:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 joint advisors' meeting, as well as for your spirited advocacy on behalf of pedestrian safety.

Difficult though it may be to gauge the investment needed for pedestrian upgrades and safety improvements, please be assured that safety is central to MTC's commitment to improving pedestrian access around the region. Indeed, you will find among the goals identified in the draft plan's Statement of Vision (on page 6 in the Overview section) the development of a transportation system in which: our bicycle and pedestrian facilities, public transit systems, local streets and roads, and highways are all safe and well-maintained and take us when and where we need to go.

MTC values your service on the Advisory Council, as well as your many years of work with other advisory committees. Your comments on the draft plan will be forwarded to the full Commission, which is expected to adopt a final version of the plan on March 25. In the meantime, we invite you to visit the MTC Web site at www.mtc.ca.gov/T2035 to stay abreast of developments in the Transportation 2035 planning process.

John Goodwin
Public Information Officer
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email: jgoodwin@mtc.ca.gov

political_bob@juno.com; political_bob@att.net
Draft shows stats (on p. 68) about hazards and risks to pedestrians, but only talks of funding that will "improve pedestrian access to housing and transit." The object of the funding doesn't address the implied need: pedestrian safety.

Further, that it is "...hard to accurately guage the regulatory in vestment needed for pedestrian upgrades and safety countermeasures" is no excuse for not funding a STUDY of what is needed and how to do it.

Again, the funding doesn't address the need.

Bob Planthold
Advisory Council
political_bob@juno.com; political_bob@att.net

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street

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TRANSPORTATION 2035 CHANGE IN MOTION

#9

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

DRAFT SHOWS STATS, (ON P. 68) ABOUT HAZARDS + RISKS TO PEDESTRIANS BUT ONLY TALKS OF FUNDING THAT WILL "IMPROVE PED. ACCESS TO HOUSING + TRANSIT".
THE OBJECT OF THE FUNDING DOESN'T ADDRESS THE IMPLIED NEED OF: PED. SAFETY.

FURTHER, THAT IT IS "... HARD TO ACCURATELY GAUGE THE REG'L. INVESTMENT NEEDED FOR PED. UPGRADES AND SAFETY COUNTERMEASURES" IS NO EXCUSE FOR NOT FUNDING A STUDY OF WHAT IS NEEDED AND HOW TO DO IT.

AGAIN, THE FUNDING DOESN'T ADDRESS THE NEED.

Name and contact information (optional):

Name: BOB PLANTHOLD

Advisory Committee: ADVISORY COUNCIL

E-Mail: POLITICAL_BOB@JUNO.COM ; POLITICAL_BOB@ATT.NET

#10

From: Ursula Vogler
To: Craig Yates
CC: MTC info
Date: 2/10/2009 1:46 PM
Subject: T2035 Comment (Craig Yates)

Dear Craig:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 Joint Advisor Workshop. Your comments on the Lifeline program will be forwarded to the Commission at the March 25, 2009 Commission meeting.

MTC shares your view that funding for the Lifeline Transportation Network should be a priority in the final Transportation 2035 Plan. As you know, the $400 million of Lifeline funds identified in the new draft plan is supplemented by $300 million in funding already secured after the 2005 adoption of the current Transportation 2030 Plan. Lastly, more than 70% of the plan's proposed investment is for maintaining, operating and expanding the region's transit service - past studies how demonstrated that a large share of these services provide mobility for low income, elderly and disabled populations.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

---

craig.yates@sbcglobal.net

* We have stated over and over Lifeline is too short on funding & bike program is too great.

* Lifeline is ever growing 5-1 compared to bikes 1-2% population 67-76% population is Lifeline!

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TRANSPORTATION 2035 CHANGE IN MOTION

#10

Comment Sheet
Joint Advisor Workshop
January 7, 2009

Please use the space below and on reverse to offer additional comments.

WE HAVE STATED OVER & OVER
LIFE LINE IS TOO SHORT ON FUNDING
& BIKE PROGRAM IS TOO GREAT.

LIFELINE IS EVER GROWING 5-1 &
COMPARED TO BIKES 1-2% POPULATION
67-76% POPULATION IS LIFELINE!

Name and contact information (optional):

Name: CRAIG THOMAS YATES / PRESIDENT ISC

Advisory Committee: EDAC

E-Mail: CRAIG.YATES@SBCGLOBAL.NET

#11

From: Ellen Griffin
To: whastings@earthlink.net
Date: 2/9/2009 2:52 PM
Subject: Draft Transportation 2035 Plan Comments

Hello Mr. Hastings,

Thank you for attending MTC's public hearing on the Draft Transportation 2035 Plan and submitting a written copy of your testimony. Your suggestions about fuel assumptions in MTC's travel forecast summary data have been passed along to MTC's planners. Your points about the need to consider energy supply and availability are timely, as all signals from President Obama are that this nation will be focusing a great deal more on fuel efficiency and upon alternative sources of energy.

Your comments will be shared with members of MTC's Planning Committee, which is scheduled to recommend final actions on the Draft 2035 Plan in March, with final MTC action scheduled for March 25.

Thank you again for your interest in improving Bay Area transportation. We appreciate your service on MTC's Advisory Council.

Best wishes,

Ellen Griffin

Ellen Griffin
Senior Analyst, Legislation and Public Affairs
Metropolitan Transportation Commission
101 Eighth St., Oakland, CA 94607-4700
510/817-5854 (tel.); 510/817-5848 (fax)
egriffin@mtc.ca.gov

Jan. 27, 09

#11

MTC T-2035 Comment - 1-27-09

Good evening, my name is Woody Hastings. I am a member of the MTC's advisory council and I chair a subcommittee for the CAC on sustainable transportation. I was also just appointed today to San Francisco's Peak Oil Preparedness Task Force. - BUT NOT REPRESENTING THEM TONIGHT.

Based on my review of the data and range of opinions of petroleum geologists, I'm concerned that MTC is significantly underestimating the future price of a gallon of gas in its Supplementary Report "Travel Forecast Data Summary" where it estimates $7.47/gal in 2035.

I believe that the current reprieve from high fuel prices is very temporary and should not be misconstrued as some kind of sign that global petroleum supply is not facing limitations in the next two decades and beyond. That would be like misinterpreting our current cold weather snap as an indication that climate change is not a problem.

Even many of the most optimistic petroleum geologists place the peaking of global supplies well before 2035. The significance of the peak is that once we are on the downside of the peak, in a petroleum depleting universe, we will be in uncharted territory relative to the economics and pricing of petroleum fuels. Therefore, the regression models used in the report which are based on historic conditions, will not apply.

My suggestion would be to no try to predict what the price will be, but to assume 2 or 3 high price points maybe starting at $7.50/gl and going up from there, maybe even using a fuel price that renders gasoline effectively unavailable, and base a planning scenario with that factor in play.

This brings me to another suggestion. I commend the MTC for adopting the three Es, Efficiency, Environment, and Equity, and I think those three guiding principles cover a lot of territory, but I do believe there is something important missing. The three Es are referred to in the report as principles of sustainability, and then are further unpacked to cover maintenance and safety, reliability, efficient freight travel, security and emergency management, clean air, climate, equitable access, and livability, but it leaves out a very important thing: sustainability, and I mean sustainability in the strictest sense of the word, meaning ability to keep going business as usual.* I'd like to suggest a "Fourth E," Energy. It's not that energy, mostly in the context of fuels, is not addressed in the RTP, it's that it's not emphasized to the degree I think it should be, especially considering potential petroleum fuel supply limitations and the potential for the demand for more electrification of transit systems as liquid fuels become more difficult to afford.

Thank you.

* NOT THAT I'M SUGGESTING BUSINESS AS USUAL

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#12

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

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City and County of San Francisco

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 2, 2009

Michael Ludwig
174 Carroll St., Apt. 116
Sunnyvale, CA 94086

Dear Mr. Ludwig:

Thank you for submitting a written comment at the January 27 public hearing on the Bay Area's Draft Transportation 2035 Plan in San Francisco. In particular, you suggested that MTC lobby for funding in the proposed economic stimulus package to cover shortfalls in the Draft Transportation 2035 Plan.

Your comment is timely, and I am pleased to report that in fact the Draft 2035 Plan served as the basis for MTC's advocacy platform with respect to the federal stimulus bill that was signed into law February 17 by President Obama. Large portions of the money expected to come to the region will fund some of the backlog of transit rehabilitation and local street and road projects. You can learn more specifics about Bay Area projects and the federal stimulus legislation via our Web site: www.mtc.ca.gov/news/info/stimulus2.htm

Your support for efforts to promote higher density development along transit routes is also appreciated. Your letter has been forwarded to the Commission for their information. Final action is expected on the draft 2035 Plan on March 25. Again, thank you for your comments.

Sincerely,

Ellen Griffin
Senior Analyst, Legislation and Public Affairs

J:\PROJECT\2009 RTP\Correspondence\Responses to Comments on Draft RTP\Ludwig_Feb19.doc

Jan. 27, 09

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TRANSPORTATION 2035
CHANGE IN MOTION

#12

Comment Sheet
January 2009 Public Hearing

Please use the space below and on reverse to offer additional comments.

MTC should be lobbying for funding from Barack Obama's economic stimulus program to fill in the shortfalls in its RTP 2035.
Also, I like how MTC is trying to get higher-density development along corridors with great transit service, and would like to encourage MTC to do more of this (if at all possible).

Name and contact information (optional):

Name: Michael Ludwig

Address: 174 Carroll St, Apt. # 116 Sunnyvale CA 94086

E-Mail:

#13

From: Ellen Griffin
To: janel@portlandstate.org
CC: MTC info
Date: 3/2/2009 11:09 AM
Subject: Your Draft 2035 Plan Comment

Dear Ms. Sterbentz,

Thank you for submitting a written comment at MTC's January 27 Public Hearing on the Draft Transportation 2035 Plan. In particular, you noted that the plan emphasizes highway expansion and system management while the goals of the 2035 Plan call for shifting people out of cars and into alternative forms of transportation. You also emphasize the important role that bicycles can play in reducing vehicle travel.

The Draft Transportation 2035 Plan dedicates just 14 percent of available revenues to highway maintenance, efficiency measures and expansion projects. Another 65 percent goes for transit maintenance, transit efficiency measures or transit expansion, with the balance going to maintenance, efficiency or expansion projects for local streets and roads. It's worth noting that of the local roads piece, $1 billion is proposed for a new Regional Bicycle Program. Continued funding support for alternatives to the automobile will come through MTC's Transportation for Livable Communities, and through new programs like Safe Routes to Schools/Transit, which are included in the proposed Climate Action Campaign. These programs also come out of the local roads element in the 2035 Plan.

Your comments have been passed along to MTC Commissioners, who are expected to take final action on the Draft 2035 Plan at the March 25 Commission meeting. Thanks again for taking the time to comment.

Regards,

Ellen Griffin
MTC Legislation and Public Affairs

Jan. 27, 09

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TRANSPORTATION 2035
CHANGE IN MOTION

#13

Comment Sheet
January 2009 Public Hearing

Please use the space below and on reverse to offer additional comments.

The Draft Plan concentrates too much on funding highway expansion and managing an increase in traffic on freeways. While bicycle and transit projects show satisfaction of three and four goals respectivley ~~it is not~~ bicycle projects are not given as much money as freeway projects, which satisfy only 2 goals.

800 pedestrians were injured in SF last year & I don't see any money designated to pedestrian improvements.

The plan underestimates the impact inexpensive bicycle improvements can have on reducing VMT.

Name and contact information (optional):

Name: Janel Sterbentz

Address:

E-Mail: Janel@portlandstate.org

Pedestrian travel is an essential link from residence to transit, its important for ~~it~~ the street ~~a~~ environment to be safe comfortable & convinient to encourage transit use. I dont see any funding for ped travel.

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#14

Bill Dodd, Chair
Napa County and Cities

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ssociation of Bay Area Governments

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City and County of San Francisco

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James P. Spering
Solano County and Cities

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San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
puty Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 5, 2009

Mr. Robert S. Allen
223 Donner Avenue
Livermore, CA 94551-4240

Dear Mr. Allen:

Thank you for your testimony before the Commission this week regarding the *Draft Transportation 2035 Plan*. Your proposal that a new multi-county district be formed to coordinate Bay Area rail services and to issue bonds to finance system expansion and other improvements is quite intriguing.

Since the Regional Rail Plan was adopted by the Commission in September 2007, additional planning work has been continued by the study partners (BART, Caltrain and High-Speed Rail Authority) to look into further study and implementation of the various planning concepts identified in the Regional Rail Plan such as BART and high-speed rail improvements in the Altamont Corridor, Caltrain improvements that support future high-speed rail, and environmental assessment of high-speed train system in the Pacheco Pass.

Because the Draft Transportation 2035 Plan is financially constrained, the draft plan does feature many improvements for both passenger and freight rail services all around the Bay Area, including the BART extension from Fremont to San Jose and a BART or e-BART extension from Pittsburg/Bay Point to eastern Contra Costa County. As other rail improvements are identified in the years ahead, including your ideas, we hope to integrate them into long-range plan where feasible.

As the Commission prepares to adopt a final Transportation 2035 Plan this March, we hope you will continue to share your knowledge of Bay Area rail systems and your observations on important rail issues.

Sincerely,

Doug Kimsey
Planning Director

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\Allen Response 2-09_2.doc

Jan. 28, 07

#14

METROPOLITAN TRANSPORTATION COMMISSION

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TRANSPORTATION 2035 CHANGE IN MOTION

Comment Sheet
January 2009 Public Hearing

Please use the space below and on reverse to offer additional comments.

The BART and Caltrain counties (Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo) have nearly six million people, 82% of Bay Area population, and 83% of Bay Area jobs.

Instead of the regional rail "plan" (really a non-plan) I urge MTC to study blending of BART and Caltrain operations. One possibility: a 5-county special district like the present 3-county BART district.

Adjusted for population and inflation, bonds of such a district equal to BART's 1962 $792 million measure today would bring in $16 billion.

Local funding like that could bring:

BART around the Bay;

High speed regional rail in the East Bay;

Widened freeway medians and lower-cost BART at grade:
- I-580 - Dublin/Pleasanton to ACE/Greenville Rd. in Livermore;
- SR-4 - Bay Point to Brentwood;
- I-80 - El Cerrito del Norte to Crockett;

(over)

Name and contact information (optional):

Name: Robert S. Allen (BART Director, 1974-88) (Retired SP Engineering/Operations)

Address: 223 Donner Avenue, Livermore, CA 94551-4240

E-Mail: Phone: (925) 449-1387

Local funding...

Grade separation of passenger and most freight train road crossings
- Greatly enhanced safety;
- Much less noise;
- Less traffic delays (road and rail);

Improved airport and city core access;
Massive reduction of air pollution;
Relief of freeway congestion;
Easy links to adjoining counties and Sacramento.

Major projects:

Grade Separate ~~Peninsula, East~~ rail corridors:
- Caltrain Peninsula line (joint with California High Speed Rail);
- Mulford line (joint with UP) in East Bay;

Replace local Caltrain with 2 BART tracks (Peninsula);
~~Add~~
Double-track Mulford line; add Centralized Traffic Control;
Widen freeway medians per above;
Install BART in freeway medians per above;
BART SF Oak St. turnback and Oak-Masonic line to Presidio and Golden Gate Bridge;
BART West Oakland bypass and intermodal near Magnolia;
BART over Altamont:
- Livermore to Mountain House, Tracy, Banta, Lathrop, Manteca (CAHSR intermodal.)

High-speed tube, Port Costa to Benicia
BART on high speed tube, SFO - OAK.
BART/Cap Cor intermodal at Coliseum instead of Union City.
- (2 BART lines instead of 1)
- (Allows CapCor on L or D line)

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2

Fill out this card if you wish to be called on to speak

print clearly

Date: 28 January 2009

Meeting: MTC Commission

Agenda item/topic: 2. T2035 Draft plan and DEIR

Name: Robert S. Allen

To receive a written response to your comment or question, please print your address:

223 Donner Avenue
[street] [apt.]

Livermore CA 94551-4240
[city] [zip code]

Organization or affiliation: _____
[optional]

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be limited in duration or format by any of the procedures set forth in Section 3.09 of MTC's Commission Procedures Manual (Resolution No. 1058, Revised). A copy of Section 3.09 is available upon request.

#14

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#15

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Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
ssociation of Bay Area Governments

Chris Daly
City and County of San Francisco

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San Francisco Mayor's Appointee

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Steve Heminger
Executive Director

Ann Flemer
ıty Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 5, 2009

Mr. Charlie Cameron
P.O. Box 55
Hayward, CA 94543

Dear Mr. Cameron:

Thank you for your testimony before the Commission this week regarding the *Draft Transportation 2035 Plan* and the accompanying Environmental Impact Report. For the final version of the report, MTC staff will correct each of the typographical and/or cartographic errors that you have identified.

We thank you again for your participation in the Transportation 2035 process, and for your continuing interest in regional transportation issues.

Sincerely,

Doug Kimsey
Planning Director

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\Cameron Response 2-09.doc

#15

3

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Date: 1/28/2009

Meeting: MTC Comm. M.T.G.

Agenda item/topic: #3 TRANS 2035 PLAN EIR REPORT

Name: CHARLIE ZAMBON

To receive a written response to your comment or question, please print your address:

P.O. BOX 55 [street] [apt.]

HAYWARD, CA, 94543 [city] [zip code]

Organization or affiliation: Public - Hayward Coalition for Pass Transit [optional]

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be limited in duration or format by any of the procedures set forth in Section 3.09 of MTC's Commission Procedures Manual (Resolution No. 1058, Revised). A copy of Section 3.09 is available upon request.

[Over >]

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#16

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U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
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uty Executive Director, Operations

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Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 5, 2009

Mr. Duane DeWitt
Box 3068
Santa Rosa, CA 95402

Dear Mr. DeWitt:

Thank you for your testimony before the Commission this week regarding the *Draft Transportation 2035 Plan*, and your advocacy for improved transit connectivity and better passenger amenities at bus stops around the Bay Area.

MTC staff worked hard to publicize the hearings on the Draft Plan throughout the nine-county region. So we very much regret that you did not receive a flyer earlier in the month, and are pleased that you were able to make the trip from Santa Rosa to Oakland. I will ask MTC staff to make sure you are on our public outreach mailing list. I invite you as well to regularly visit the MTC Web site at www.mtc.ca.gov to keep abreast of Commission activities and opportunities for public input.

As you know, transit investment accounts for about $149 billion, or roughly two-thirds of the $226 billion of spending projected for the 2010-2035 period. This includes funds for operation and maintenance of our transit systems and for capital improvements such as rail system expansion; new buses, trains, and ferries; and passenger amenities such as seating and shelters. Yet despite this commitment, available funding for Bay Area transit systems will fall many billions of dollars of short of the total need. This is just one of many indicators that underscore the continuing challenge of balancing limited resources against the regional transportation network's myriad demands.

We thank you again for your participation in the Transportation 2035 process, and for your continuing interest in regional transportation issues.

Sincerely,

Doug Kimsey
Planning Director

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1

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#1

Date: 28 JAN 08 @ 0838

Meeting: MTC

Agenda item/topic: DRAFT 2035 PLAN

Name: DUANE DE WITT

To receive a written response to your comment or question, please print your address:

BOX 3068
[street] [apt.]

SANTA ROSA, CA 95402
[city] [zip code]

Organization or affiliation: CITIZEN
[optional]

If, in the Chair's judgment, it is necessary to maintain the orderly flow of business, public comment may be limited in duration or format by any of the procedures set forth in Section 3.09 of MTC's Commission Procedures Manual (Resolution No. 1058, Revised). A copy of Section 3.09 is available upon request.

#16

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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

7 January, 2009

Robert S. Allen
223 Donner Avenue
Livermore, CA 94551-4240

Dear Mr. Allen:

Thank you for your recent letter regarding the *Draft Transportation 2035 Plan* and advocating the formation of a new multi-county San Francisco BayRail District. As you know, MTC and its partners anticipate revisiting the 2008 Regional Rail Plan several times in the years ahead. This will include coordinating BART and Caltrain services with high-speed rail, which has taken a big step toward becoming a reality with the passage of the statewide Proposition 1A bond measure in November 2008.

The Draft Transportation 2035 Plan includes a BART extension from Fremont to San Jose and Santa Clara, as well as a BART or e-BART extension from Pittsburg/Bay Point to eastern Contra Costa County. Other passenger and freight rail improvements specified in the Draft Plan include:

- doubling existing track between Port Chicago and Oakley;
- multiple grade separations along the Union Pacific and BNSF rail lines;
- Martinez Subdivision upgrades, including two more mainline tracks;
- buying right-of-way between Stockton and Niles for ACE service expansion;
- buying right-of-way for rail service in the I-580 median to Vasco Road;
- BART-Oakland Airport connector;
- People Mover to connect Mineta-San Jose Airport with BART and Caltrain;
- increased Capitol Corridor rail service;
- Caltrain electrification from Gilroy to Transbay Terminal in San Francisco;
- double-tracking part of the Caltrain line between San Jose and Gilroy; and
- infrastructure to improve connections between high-speed rail and BART, Caltrain, ACE, San Francisco Muni and Santa Clara VTA.

We appreciate your interest in the Draft Transportation 2035 Plan, and hope you will continue to share your expertise and observations on important rail issues as MTC prepares to adopt a final Transportation 2035 Plan later this year.

Sincerely,

Doug Kimsey
Director, Planning

#17

Commissioners, Steve, Therese, Doug
→ for response

223 Donner Avenue
Livermore, CA 94551-4240

19 November 2008

MTC Commissioners

Re: Bay Area Integrated Rail (BAIR)

Integrating rail – public and private, freight and passenger, HSR and BART and street rail – can pay the region huge dividends at modest cost. A single 5-county rail district (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties) with nearly six million residents would be a great start.

California voters have long approved bonds to build major public works. In depression 1930, it was $33 million for the Golden Gate Bridge. In post-war 1962, it was $792 million (now paid off) for BART. (Adjusted for inflation and population that would be $16 billion today!) This month it was $9.95 billion state-wide for HSR (High Speed Rail). Let's try a well-conceived five-county bond measure for Integrated Rail.

Our legislature in 1957 formed BART, the San Francisco Bay Area Rapid Transit District. The original five counties dwindled to three by 1962. Similar legislation could well create a new Integrated Rail district composed of the BART and Caltrain counties.

Major goals of Bay Area Integrated Rail:

- Optimize use of existing secure transportation corridors;
- Offer seamless, frequent, and reliable rail transit;
- Run heavy freight on water-level rail (i.e., via Martinez);
- Rid passenger and major freight tracks of grade crossings;
- Maximize pollution-free electric traction power.

Major Integrated Rail projects:

- Grade separate the existing Caltrain Peninsula corridor;
- Grade separate freight rail: Martinez-Oakland-Mulford-San Jose-Gilroy;
- Widen Caltrain's Peninsula corridor to at least 4 tracks: 2 bullet, 2 local;
- Extend Bullet/HSR tracks into downtown SanFrancisco;
- Convert local Caltrain to BART south from Millbrae;
- Convert local Caltrain to SF Muni north of Millbrae (via SFO);
- Multi-track Mulford line for Capitol Corridor/Bullet trains
- Widen East Bay freeways to allow median BART at grade
  - I-580: Dublin/Pleasanton to Greenville Road;
  - SR-4 & By-Pass: Bay Point to SR-160 or Brentwood;
  - I-80: El Cerrito del Norte to Crockett;

* Construct BART at grade in these three freeway medians;
* Assure completion of BART from Fremont to Santa Clara;
* San Jose to Santa Clara, run BART by Caltrain, not in subway;
* Acquire former WP right of way for possible rail, Alum Rock to Tamien;
* Develop remote station staffing (RSS) for new BART stations.

#17

BART around the Bay and in East Bay freeways would be mostly at grade, without costly subways or aerial trackways. (At-grade BART trackway in a freeway median today runs about $13.1 million/mile, given a secure, grade-separated roadbed. That includes fenced double track, traction power, train control, and communications.)

Bullet trains would also link the core cities with one another and airport people-movers. Combined with California High-Speed Rail, they could tie the region closely with the Southland and with our state capital.

Frequent, reliable, quiet electric trains on secure rights of way throughout the five counties would cut auto dependency, traffic tangles, and air pollution. Other projects to improve and extend further this basic Integrated Rail:

- A BART subway turnback in San Francisco under Oak Street;
- Extend that line to the Presidio and Golden Gate Bridge;
- Convert Caltrain to BART south of San Jose to Gilroy;
- Extend I-580 BART (using old SP/Altamont Pass Rd.) to Manteca;
- Extend BART along Rt 4 or BNSF to Stockton;
- Extend BART to Vallejo and other North Bay points;
- Construct a BART West Oakland by-pass via a new Magnolia intermodal;
- Tunnel Port Costa to Benicia to by-pass the Martinez drawbridge;
- Construct San Ramon Valley BART (I-680/Iron Horse Trail);
- Route HSR/Capitol Corridor west of I-880, Mulford to Fruitvale;
- Change BART in East Oakland from aerial structure to at grade.

I strongly urge you to work for a five-county Integrated Rail district to come up with a viable regional rail plan. The hodge-podge we have today badly needs change.

Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

Cc: BART Directors
Caltrain Directors
CA HSRA Directors
UPRR - Roseville
BNSF - Sacramento
ACE Directors
Capitol Corridor Directors
SF Muni Board
VTA Directors
BAAQMD
Caltrans District 4
5-County legislators
Governor Arnold Schwarzenegger

#17

Re Draft T2035 Plan
MTC, Attn: Public Information
(510) 817-5848

223 Donner Avenue
Livermore, CA 94551-4240

29 December 2008

Re: Bay Area Rail

Elements of a better regional rail plan:

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

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

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

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

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

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

Cc: BART
Caltrain
Caltrans, District 4

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#18

Bill Dodd, Chair
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U.S. Department of Housing and Urban Development

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Ann Flemer
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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

December 30, 2008

Mr. John Greitzer
Senior Transportation Planner
Contra Costa County, Department of Conservation & Development
County Administration Building
651 Pine Street, North Wing, Fourth Floor
Martinez, CA 94553-1229

Re: State Route 239 (Brentwood-Tracy Expressway)

Dear John:

This letter is in response to your letter received by MTC on December 30, 2008 regarding the omission of the State Route 239 (Brentwood-Tracy Expressway) project from the Draft Transportation 2035 Plan.

As you noted, the State Route 239 project was previously identified in the financially unconstrained "vision element" of the Transportation 2030 Plan. However, while the County may have resubmitted this project for inclusion in the Transportation 2035 Plan, the Contra Costa Transportation Authority did not advance this project on its priority list of projects and programs for MTC consideration in the financially constrained Transportation 2035 Plan. Therefore, this project is not included in the Draft Transportation 2035 Plan.

On a positive note, when the planning effort for this project is initiated, MTC would be happy to participate in the study. Please note, however, that planning studies do not need to be identified in a regional transportation plan. Feel free to contact me at 510.817.5809 if you have any questions.

Sincerely,

Ashley Nguyen
Transportation 2035 Project Manager

Cc: R. McCleary, Contra Costa Transportation Authority
D. Kimsey, MTC
J. Bueren, S. Goetz, S. Kowalewski, Contra Costa County

J:\PROJECT\2009 RTP\Correspondence\Responses to Comments on Draft RTP\ContraCosta_Greitzer_123008AN.doc

Department of
Conservation &
Development

Community Development Division

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229

Phone: 925-335-1201

Contra
Costa
County

Catherine O. Kutsuris
Director

#18

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

Dear Ashley:

I am writing in regard to the Metropolitan Transportation Commission's Draft Regional Transportation Plan, "Transportation 2035."

The draft plan does not include State Route 239 (Brentwood-Tracy Expressway). This project has been included in MTC's Regional Transportation Plan for a number of years, and we are about to begin work on the initial planning of the route, funded by a federal appropriation. MTC will be one of the key entities who will be asked to participate in this multi-agency project. Given the fact that planning is about to begin, we believe it is important that State Route 239 (Brentwood-Tracy Expressway) be kept in the long-range plan. In previous versions of the plan it was listed as Project # 22400.

Thank you in advance for your consideration. Please contact me if you have questions on this request.

Sincerely,

John Greitzer
Senior Transportation Planner

G:\Transportation\Greitzer\Letter\2008\Ashley Nguyen 2035.doc

C: J. Bueren, Public Works Director
S. Goetz, Conservation and Development Dept.
S. Kowalewski, Public Works Dept.

#19

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San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 17, 2009

Mike Kerns, Chair
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401

Dear Mr. Kerns:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission appreciates the SCTA's partnership in the development of the Draft Plan, and we share your view that committed projects identified in the draft be retained in the final version of the Transportation 2035 Plan.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as the Transportation 2035 process nears its conclusion, and as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Bill Dodd

Bill Dodd
Chair

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#19

SCTA
sonoma county transportation authority

490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
www.sctainfo.org
707-565-5373

January 12, 2009

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

RECEIVED
FEB 11 2009
MTC

Dear Mr. Heminger,

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

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

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

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

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

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

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

Sincerely,

Mike Kerns

Mike Kerns
Chair, SCTA

#20

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Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Mr. Dave Hudson, Chairman
Contra Costa Transportation Authority
3478 Buskirk Avenue
Pleasant Hill, CA 94523

Dear Chairman Hudson:

Thank you for your kind comments about the newly released *Draft Transportation 2035 Plan* for the San Francisco Bay Area. In addition to your strong support for the reaffirmation of MTC's longstanding "fix it first" policy and the list of committed projects in Contra Costa County, we very much appreciate you sharing your reservations about the Regional HOT Network proposed in the Draft Plan.

MTC acknowledges that statutory authority must be obtained to implement the entire Regional HOT Network. We are currently working with staff from CCTA and our other partner agencies to pursue legislation that would allow this initiative to become a reality. We appreciate that CCTA staff is collaborating with the partner agencies to establish implementation policies and a phasing plan for the Regional HOT Network, and to identify corridor investment programs.

We agree that HOT lane projects in Alameda and Santa Clara counties authorized under existing law will provide invaluable information about costs, technical feasibility, operations and revenue generation. We will also learn about the impact of HOT lanes on transit ridership, carpool and vanpool use, vehicle miles driven and carbon dioxide emissions. Information gained from these new HOT lanes also can be expected to provide real-world context to guide Caltrans, the California Highway Patrol, congestion management agencies and other partners in their efforts to address operations along freeway corridors not only in Contra Costa County but throughout the region.

However, these new facilities will not open for at least another year or more, and the Commission does not believe it is necessary or prudent to wait for them to come on line. As shown in southern California and across the country, the HOT lane concept is well proven as both a congestion management and revenue generation tool; many new HOT lane facilities will be coming on line in the next few years. Therefore, the Commission believes we need to keep moving forward. The HOT Network concept has been an MTC policy going back to the Transportation 2030 Plan adopted by the Commission in 2005. Since that time, there have been several studies, in which CCTA staff have participated, that have demonstrated the HOT Network concept is

operationally and functionally beneficial compared to the HOV lane system in place today. Additionally, our studies show that the HOT Network will be the only way to complete the region's HOV system, which has been 30 years in the making, well within an RTP timeframe.

The time to act is now. The HOT lane concept has gained extensive support over the years from federal, state and local agencies. SAFETEA gave broad discretion to state and local agencies to implement HOT lanes, recognizing the operational and funding benefits they provide. The Schwarzenegger administration has made pricing and HOT lanes a centerpiece of its Strategic Growth Plan.

Your comments on the Draft Plan will be shared with the entire Commission, which is scheduled to adopt a final version of the plan on March 25. We look forward in the meantime to working with you and the CCTA staff as the Transportation 2035 process approaches its conclusion.

Sincerely,

Bill Dodd

Bill Dodd
Chair

#20

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JAN 27 2009
BAY AREA TOLL AUTHORITY

CONTRA COSTA
transportation
authority

COMMISSIONERS:

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Executive Director

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January 22, 2009

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

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

Dear Chairman Dodd:

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

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

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

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

Contra Costa Project List in the 2009 RTP

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

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"Fix It First"

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

Proposed HOT Lanes Network

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

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

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

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

#20

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

Detailed Technical Issues Regarding Proposed HOT Lanes in Contra Costa

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

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

---

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

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

#20

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

Conclusion

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

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

Sincerely,

David E. Hudson
Chairman

c.c. Hon. Federal Glover
Hon. Amy Worth
Authority Members
Hon. Mark DeSaulnier
Hon. Tom Torlakson
Hon. Nancy Skinner
Hon. Joan Buchanan
Steve Heminger, Doug Kimsey, Ashley Nguyen, Bay Area CMA Directors

#21

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Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

January 26, 2009

Mr. Paul Matsuoka
Executive Director
LAVTA
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Response to Comments on Draft Transportation 2035 Plan

Dear Mr. Matsuoka:

This letter is in response to your letter dated January 22, 2009 regarding (1) amending the project description for Project #230160 to include service to Pleasanton and (2) adding the LAVTA satellite O&M facility to the Appendix 1 of the Transportation 2035 Plan. MTC will accommodate both requests as part of the Final Transportation 2035 Plan, as follows:

1. Project #230160 will be amended as follows:

   Project/Program: Tri-Valley Transit Access: Implement enhanced rapid bus transit service in Livermore, Dublin *and Pleasanton* (includes higher frequencies, new stops and improved stop amenities)

2. Project #21151 will be added as follows:

   Project/Program: Construct a new satellite operations and maintenance facility for operations, dispatch, maintenance, fueling, bus wash and parking facilities for LAVTA fixed route services
   Total Project Cost: $7.8 million
   Existing Funds: $7.8 million
   Discretionary Funds: $0
   Project Notes: Additional $38 million in federal/state funds are being pursued to fully fund project

Thank you for your participation in the preparation of the Transportation 2035 Plan. If you have any other questions, please contact me or my staff – Doug Kimsey, Planning Director, at 510.817.5790 or Ashley Nguyen at 510.817.5809.

Sincerely,

Steve Heminger
Executive Director

SH: AN
J:\PROJECT\2009 RTP\Correspondence\Responses to Comments on Draft RTP\LAVTA_Matsuoka_12609ANrev.doc

#21

Wheels

Livermore Amador Valley Transit Authority

MTC

January 22, 2009

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

Subject: Comments on Draft Transportation 2035 Plan

Dear Mr. ~~Heminger~~ Steve:

This letter of comment is in regards to MTC's Draft Transportation 2035 Plan, or "Change in Motion". You and your staff are to be congratulated for an outstanding regional transportation plan and accompanying environmental document. The Plan will serve the region well over the coming years once it is finalized and adopted.

The Livermore Amador Valley Transit Authority (LAVTA) is proud to deliver transit services to the eastern Alameda County communities of Livermore, Dublin, and Pleasanton. Aside from the typical capital projects of bus and paratransit replacements and facility improvements, LAVTA currently has two large capital projects that are underway. One of these, our Rapid bus rapid transit project, is included in the 2035 Plan as project #230160 and titled "Tri-Valley Transit Access". We would request that the project description also include the city of Pleasanton, as our Rapid project includes improvements in that city as well as Livermore and Dublin.

In addition, our second major capital project is currently not included in the Draft 2035 Plan. This project is the satellite O&M facility that will provide for the operations, dispatch, maintenance, fueling, bus wash and parking facilities for LAVTA's fixed route services. Total project costs are estimated to be $45.8 million, of which $7.8 million is committed through local, state, and federal funding sources. The remaining funds are being sought through various federal and state sources, therefore, it is critical to LAVTA that the project be included in the regional Plan and in future TIPs. LAVTA respectfully requests that the Satellite O&M Facility project be added to the list of Alameda County projects in Appendix 1 of the Transportation 2035 Plan.

1362 Rutan Court, Suite 100 • Livermore, CA 94551
(925) 455-7555 • (925) 443-1375 fax
www.wheelsbus.com

Thank you very much for your attention to this matter. If you have any questions, please do not hesitate to contact me.

Sincerely,

Paul Matsuoka
Executive Director
LAVTA

Cc: LAVTA Boardmembers
Ashley Nguyen, MTC Project Manager

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#22

Bill Dodd, Chair
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Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Mr. Paul Price, Executive Director
Napa County Transportation Planning Agency
707 Randolph Street, Suite 100
Napa CA 94559

Dear Mr. Price:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission appreciates the NCTPA's partnership in the development of the Draft Plan, and we share your view that committed projects identified in the draft be retained in the final version of the Transportation 2035 Plan.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as the Transportation 2035 process nears its conclusion, and as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Bill Dodd
Chair

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NC TPA Napa County Transportation Planning Agency

707 Randolph Street, Suite 100 • Napa, CA 94559-2912
Tel: (707) 259-8631
Fax: (707) 259-8638

#22

January 29, 2009

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eight Street
Oakland, California 94607

Reference: Draft RTP comments

Dear Mr. Heminger,

After review of the draft Region Transportation Plan, the Napa County Transportation Planning Agency would like to go on record in support of the identified transportation elements to be advanced over the next several years in the Napa County Region. This support is contingent upon the addition of the Routes 12/29/Airport Interchange and Soscol Flyover/Hwy 29 improvements being amended back into the plan as agreed to by MTC staff as carry-over projects from the 2030 Plan.

The identified projects have been developed in consensus with the local jurisdictions and represent a long standing set of transportation improvements that are vital to our region. These projects are consistent with locally adopted plans and programs and are consistent with past actions on our Transportation Improvement Plans. These projects are under planning and design and as such, are projects in our development pipeline. Any modifications to these sets of improvements would impair delivery of improvements to the transportation network.

Thank you for the opportunity to review and comment on the draft Regional Transportation Plan.

Sincerely,

Paul W. Price
Executive Director

Cc: Jim Krider, NCTPA Chair
Doug Kimsey, MTC
Bill Dodd, MTC Chair

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#23

Bill Dodd, Chair
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Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Mr. Bijan Sartipi, District Director
California Department of Transportation, District 4
111 Grand Avenue, P.O. Box 23360
Oakland, CA 94612

Dear Commissioner Sartipi:

Thank you for your detailed comments about the newly released *Draft Transportation 2035 Plan* for the San Francisco Bay Area, and the associated draft Environmental Impact Report. As you know, your comments on the Draft Plan will be forwarded to the entire Commission prior to March 25, when the vote is scheduled for adoption of a final version of the plan.

In the meantime, please note the following responses to your specific comments about projects identified in Appendix 1:

ID# 22991
Comment suggests modifying the project description to indicate widening I-680 northbound instead of southbound; however, the project sponsor confirmed the accuracy of the original description.

ID# 230663 and 230664
The suggested project descriptions are the same as those presented in the Draft Plan.

ID# 23683
The project description will be amended as follows: I-680 in Alameda County from Route 84 to Alcosta Road — widen to add HOT lane in each direction

ID# 230099
Project sponsors submitted costs in 2007 dollars. MTC escalated these to year of expenditure.

ID# 230681
The project description will be amended as follows: I-680 northbound in Santa Clara County from Calaveras Road to Alameda County line — widen to add a HOT lane.

ID# 230682
The project description will be amended as follows: I-680 northbound in Alameda County from Santa Clara County line to Route 84 — widen to add a HOT lane.

ID# 94030
This project will remain in the Plan; Transportation 2035 adoption is slated for March, prior to the scheduled completion of construction.

MTC very much appreciates Caltrans' partnership in the development of the Draft Transportation 2035 Plan, and we look forward to working with you and the Caltrans District 4 staff as the Transportation 2035 process approaches its conclusion.

Sincerely,

Bill Dodd
Chair

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\T-2035 Response Caltrans 2-09.doc

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23360
OAKLAND, CA 94612
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711

Letter A2

Flex your power!
Be energy efficient!

February 2, 2009

BAG0011
SCH#2008022101

Ms. Ashley Nguyen
Project Manager
Metropolitan Transportation Commission
Oakland, CA 94607

Dear Ms. Nguyen:

"Change in Motion" – Draft Environmental Impact Report and Draft Transportation 2035 Plan for the San Francisco Bay Area – December 2008

Thank you for including the California Department of Transportation (Department) in the review of the Draft Environmental Impact Report (DEIR) and the Draft Transportation 2035 Plan (Plan) for the San Francisco Bay Area, the Bay Area's Regional Transportation Plan (RTP).

We have reviewed both the DEIR and the Draft Plan for the San Francisco Bay Area – December 2008, and have the following comments to offer.

The Department would also like to recognize the Metropolitan Transportation Commission (MTC) for their extensive public outreach for the Transportation Planning process for the Transportation 2035 Plan for the San Francisco Bay Area. We particularly wish to recognize MTC's efforts to involve underrepresented segments of the Bay Area community, especially federally recognized tribes in the Bay Area.

COMMENTS ON DEIR

Transportation

A2-A **Chapter 2.1 Transportation, Page 2.1-7, Significance Criteria.**
Comment: The DEIR erroneously asserts that the State CEQA Guidelines claim that "a project will normally have a significant effect if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system or if it would exceed an adopted level of service standard." However, this language actually appears in the State CEQA

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checklist, rather than the guidelines themselves, and this checklist is only a list of sample questions for local agencies to decide whether to use. The Guidelines therefore make no claim as to what would normally be a significant transportation impact. In terms of impact measures, CEQA only requires that those chosen by the lead agency be consistent with local policy. Please make this clarification in the DEIR.

A2-B **Chapter 2.1 Transportation, Pages 2.1-19 to 2.1-22, Cumulative Impacts 2.1-2 and 2.13.**
Comment: The DEIR shows that implementation of the RTP would reduce regional daily vehicle miles of travel (VMT) per capita compared to the No Project alternative in 2035, representing an improvement over the No Project alternative. However, the 2035 No Project alternative shows a 5% increase in daily VMT per capita (21.3 in the 2035 No Project alternative compared with 20.3 in 2006). Implementation of the RTP would decrease this impact by about a half of a percentage point, to a 4.4% increase in per capita VMT. The benefit of the RTP in decreasing per capita VMT is therefore small. In addition, Table 2.5-2 of the DEIR shows that the region's already unacceptable carbon dioxide emissions are projected to increase significantly by 2035 with or without the RTP.

The RTP should therefore do more to effectively address these problems. The inclusion of promoting "value pricing of parking and other innovative parking strategies" as a mitigation measure is commendable. However, the RTP has demonstrated that roadway pricing strategies hold great promise for decreasing VMT and associated impacts like greenhouse gas emissions. The RTP and DEIR should therefore commit to instituting roadway pricing strategies, and extending these beyond HOT lanes to price whole corridors relative to fluctuations in demand, as a means of reducing the transportation and associated environmental problems that the region will face in 2035.

A2-C **Chapter 2.1 Transportation, Page 2.1-19, Cumulative Impact 2.1-2.**
Comment: Peak period VMT at LOS F appears to be a poor indicator of transportation system performance and, as a measure, is inconsistent with reducing climate change impacts, at least for freeway segments. It should be noted that, for freeway segments, level of service F includes the 40 to 50 mph range, which is the range at which greenhouse gas emissions per mile are at their lowest. This is also the speed range that Caltrans has identified as a consistent traffic target speed for optimal operation of already congested freeway corridors in order to maximize capacity while avoiding stop-and-go conditions. Although the RTP bases LOS F on the volume to capacity ratio, freeway speeds will remain above the 40 to 50 mph range where the volume to capacity ratio is below 1.00. This is not to say that this speed range is desirable for all freeway segments in the AM peak period, but that, where freeway segments are or will become congested, maintaining this consistent speed range is a strategy for maximizing throughput while avoiding funneling high-speed traffic into stop-and-go bottlenecks. We suggest that vehicle hours of delay be used as an impact measure rather than VMT at LOS F.

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A2-D **Chapter 2.1 Transportation, Page 2.1-12, Table 2.1-9; RTP Pages 66-69.**
Comment: The DEIR shows a very small increase in the walk mode share and no increase in the bike mode share by 2035 compared to 2006, with the implementation of the RTP making no difference in either. According to the Federal Highway Administration 2001 National Household Travel Survey, of the auto trips in the United States, half are less than two miles long, more than 25% are one mile or less, and 14% are a half-mile or less. This survey also showed that less than 20% of trips are work-related. The data strongly indicate an unmet opportunity to increase walk and bike trips and reap the associated regional environmental benefits.

MTC should address the bike mode share problem by committing to fund, or pursue funding for, a study on what it would take in terms of infrastructure and bicycle parking to significantly increase the bike mode share in the Bay Area on par with many Northern European countries. Land use differences alone cannot explain the low bike mode share in the US and Bay Area, as densely developed areas of San Francisco also have low bike mode shares compared to these countries. Such a study could make the planned $1 billion investment in the Regional Bicycle Network much more effective, point to additional cost-effective funding needs, and help MTC to reach its stated goal of reducing bicycle-involved injury and fatality collisions by 25% by 2035.

MTC should address the pedestrian mode share problem by instituting, or seeking funding for, programs to 1) conduct pedestrian counts at numerous key locations around the region, both those with high pedestrian traffic and others with high pedestrian collision numbers, in order to better understand pedestrian demand, collision rates, and the relationship between these and the street context; and 2) inventory cities and counties regarding their pedestrian street improvement needs around the region. The TLC, Safe Routes to Schools, and Safe Routes to Transit Programs and Transportation Climate Action Campaign listed on page 68 of the RTP will help to fund pedestrian infrastructure, but will not cover all of the need, such as pedestrian safety projects not within a Priority Development Area or related to school or transit access. The RTP admits on page 68 that, "it is hard to accurately gauge the regional investment needed for pedestrian upgrades and safety countermeasures. As a result, the Draft Transportation 2035 Plan contains no analog to the Regional Bicycle Network for pedestrians." The above-described pedestrian studies would enable MTC to understand the extent and cost of the regional pedestrian need in order to create a corresponding program for the next RTP, while helping MTC to reach its stated goal of reducing pedestrian injury and fatality collisions by 25% by 2035.

Cultural Resources

A2-E **Chapter 2.11 Cultural Resources, Page 2.11-9, Method of Analysis.**
Comment: The DEIR states that, "Since the specific locations of some cultural resources are not mapped, and since the extent of ground disturbance associated with various Transportation 2035 Plan projects is unknown at this time, it is not possible to assess specific cultural resource impacts based on the location of these projects."

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Early involvement of Native American Tribes, organizations, groups (including unrecognized Tribes), and individuals through the Public Participation outreach process for compliance with federal and State regulations and statutes is vital. Proactive coordination will assist MTC in gaining insight, knowledge, and/or information on potential cultural resources (i.e., prehistoric sites, religious and ancestral places, etc.) that require preservation for future generations.

Commendably, MTC has taken steps to do the necessary coordination with the federally-recognized Tribes in the Bay Area and has held one-on-one consultations with one tribe during the development of the T2035 Plan. However, the Department strongly encourages the continued expansion and extension of this outreach effort to all the federally-recognized Tribes as well as the unrecognized Tribes in the Bay Area. Such outreach demonstrates a good faith effort to involve Native American Tribes in the regional transportation planning process as well as to protect and preserve the Bay Area's Cultural Resources.

To obtain an expanded list of Native American Tribes, organizations, and individuals within MTC boundaries you may send a request to the Native American Heritage Commission, 915 Capitol Mall, Sacramento, California 95814, or call (916) 653-4082

COMMENTS ON DRAFT T-2035 PLAN

General Comments

Comment: The report constitutes a very informative presentation on mobility and other issues within the region including, but not limited to, transportation efficiencies, energy, pricing, equity, multi-modalism and air quality. The document, however, is less focused on a spatial, or geographic presentation of the vision for T2035. Inclusion of the "geography" of T2035 would further the ability of the reader to better understand the effects of included transportation improvements on the local, regional and interregional person and freight trips. Additional information of this type would include, among other items, mapping showing, for example, the State Highway System including the State IRRS and Focus Routes, all rail systems in the context of serving local, regional and interregional transportation demand, access points enabling transfer between rail modes and port and intermodal freight terminal locations. The document should also include a text presentation of regional geography pertinent to travel demand, major modal transfer points and other factors that are relevant to travel demand including, for example, housing affordability and interregional commuting.

Comment: The federal SAFETEA-LU regulations appear to be interwoven into broader, more generalized topic discussions. The 3 E formatting approach blurs the distinction between federal and State requirements throughout the document. The introductory chapters (pp 1-5) discuss change, but do not enable or set the stage for the reader to identify goals, polices, and actions that MTC is committed to implementing.

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Transportation priorities seem to be unclear given the lack of the conceptual framework that would be provided by a discussion of the federal Planning factors as a starting point for the document. Any mention of the federal Planning factors is scattered or missing (e.g. economic vitality, the environment and equity/access) is mentioned in passing on page 11, while safety, security, and maintenance are identified as MTC goals. Multi-modal connectivity and preservation of the existing transportation system appear to be missing from Chapter 1. Federal and State mandates and goals are not separated therefore it is difficult to identify how the RTP addresses federal SAFETEA-LU requirements.

Comment: The document mentions three infrastructure alternatives, but does not link them to each other. "Smart growth" is promoted but not clearly linked to either reduced auto use or the transit services that would be needed to accrue significant benefits.

Demand Pricing

Comment: With major budgetary and financing concerns facing California, pricing should be a larger element of the Plan. The Plan should explore a regional gas tax or peak transit pricing as potential funding sources. Equity, as one of the 3 Es, should require that peak-hour pricing be equally applied to the roadways (i.e., HOT lanes) and to transit usage.

Highway Efficiency

Comment: The plan also promotes technical solutions to congestion. Clearly, this is a more efficient solution than simply building new freeway lanes. However, efficiency is just one goal of the Plan and other goals including reduction in VMT and improved air quality should also be considered before any project is approved. With the recent passage of AB 32, projects that help to reduce green house gases emissions may take priority over operational efficiency.

Transit

Comment: The only Regional Planning initiative mentioned in the Plan is Translink; other transit improvement initiatives should be explored. Translink is more of a transit "charge card" as it simply replicates individual agency fare policies but it is not linked to any regional transit policies. Effective transit is needed if goals on smart growth, improved air quality, reduced VMT, increased walking and bicycling are going to be met. Regionwide transit policies for Bus

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Rapid Transit (BRT), dedicated bus lanes, pre-boarding fare payment and a single Bay Area zone based fare system should also be considered as potential transit improvement initiatives.

Native American Tribal Coordination

Comment: MTC has six (6) federally recognized Tribal Governments within the nine-county Bay Area, all in Sonoma County. It is necessary for MTC to conduct appropriate Government-to-Government interactions with all Tribal Governments within its jurisdiction on all Transportation Planning and programming processes. These efforts involve early coordination, consultation, and participation measures as mandated by federal and State guidelines, regulations, and/or statutes to ensure the needs of Native American Tribes are identified, considered, and addressed during the Planning stages to: 1) avoid potential project delays and cost overruns; and 2) protect unique biological, cultural, and historic/prehistoric resources. These formal Tribal Government-to-Government relations should be documented separately from Public Participation efforts.

State Route (SR) 25 Widening Project

Comment: A project to widen the segment of SR 25 in Santa Clara County was originally nominated for inclusion in T2035, but is not listed in the Draft RTP. SR 25 is included in the Interregional Road System (IRRS) and as such, is of major importance to the statewide movement of people and goods. It is also of potential significance to the development of the SR 152 corridor. SR 152 is designated by the State as a "Focus Route," a subset of the IRRS that is of the highest priority improvements to minimum facility standard, and is established as the region's southern State highway link to I-5, the State's north-south Interstate facility.

Specifically, VTA has been awarded funding to study the SR 152 corridor between US 101 and SR 99. This effort includes among other tasks work to determine a new alignment for SR 152 east of US 101 to SR 156. Current SR 152 realignment alternatives include the use of the Santa Clara County portion of SR 25. It is the Department's concern that the SR 25 improvement is not included in the T2035 project list. Given not only the interregional function of SR 25 but also its incorporation in alternatives to realign and expand SR 152, a significant interregional highway link.

Specific Comments

Table of Contents and individual chapter headings, Page 1.
Comment: It would be beneficial to label which Chapter and/or parts of a Chapter constitute your Policy Element, Financial Element, and Action Element. Additionally, the Chapter names do not align very closely with their contents. Chapter 1 (Overview) identifies trends that impact Transportation Planning while Chapter 2, Trends gives a brief overview of some demographics and scenario modeling for existing and future conditions.

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Call for Change, Page 3, Second Column.
Comment: Replace term "throughput" with "effectiveness of." Sentence should read "... Freeway Performance Initiative to maximize effectiveness of existing highways..."

Overview, Page 7, Climate Change on Region's Radar.
Comment: Please cite a reference for "transportation accounting for 50 percent of the region's greenhouse gas emissions..." Does the 50 percent include more than mobile sources? Because of the number of freeways and people, does the Bay area exceed the statewide contribution of 30 percent?

Overview, Page 8, Land Use Changes in FOCUS.
Comment: In order to get a sense of the magnitude of support for the FOCUS Regional Planning initiative, we suggest noting the total number of local governments (i.e. 60 out of a total of X number of local governments). It would also be helpful for the reader to know more about what the phrase, "volunteer to facilitate PDAs," means (e.g., are local governments processing General Plan and zoning redesignations to accommodate the high density PDAs)? Please clarify the phrase, "A PDA is locally designated..."

Overview, Page 11, Planning to Cause Change.
Comment: Will MTC use this RTP as their Sustainable Communities Strategy pursuant to Senate Bill 375 which is intended to address land use, air quality and particularly greenhouse gases as well as transportation? The first sentence on page 11 seems to imply that the T2035 "change in analytic approach" fits this bill.

Overview, Page 11, Vision Before Budget subsection.
Comment: A "special effort" was made to look beyond infrastructure solutions to a range of operational and policy innovations. Why not a special effort to look at revenue enhancement innovations beyond HOT? Only mention of other revenue enhancement possibilities is on page 84, and that is only a very short bulleted list. Suggested revenue enhancements might include a regional gas tax, regional developer fee, VMT fee and/or regional carbon exchange program.

Overview, Page 13, Three Es Guide Transportation 2035 Vision.
Comment: Please footnote the original source for the "Three E's" of sustainability that are the subject of this section. Will the performance objectives listed as "TBD" be approved prior to approval of this draft document?

Overview, Page 13, Table on Three Es Principles/Goal/Performance Objective
Comment: The Performance Objectives for the three Goals: Efficient Freight Travel, Security and Emergency Management, and Livable Communities are indicated as *To Be Determined* (TBD). It could be surmised that there is difficulty in finding the appropriate indicators to measure how investment decisions support these goals. Yet, the question remains, how does the $32 billion in new investments support these goals?

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Overview, Page 15, Maximize System Performance Through Technology.
Comment: This subsection fails to reference MTC's own Bay Area Regional ITS Architecture and System Plan, developed by MTC in 2004 and updated in 2007. It is the ITS Planning framework for the Bay Area that was developed and currently maintained by MTC in cooperation with partner agencies (including Caltrans). It is noted in Appendix Five of the T2030 document as a component of MTC's Regional Transportation Plan. This architecture was developed and maintained in compliance with the FHWA ITS Final Rule (23 CFR 940). A Regional ITS Architecture is the ITS planning framework for integrated ITS project development in a region specified by its stakeholders.

Overview, Page 15, Investing in Change
Comment: This section notes the $400 million set aside for Transportation Climate Action Campaign. Then on page 17, under Putting Future Change in Motion, there is mention of "undiscovered technological improvements, such as cleaner vehicles and improved emission-control systems" that can help meet greenhouse gas reduction and air quality goals. The pages cited seem to not have any clear acknowledgement of the Plan by the three major cities in the Bay Area (San Francisco, San Jose and Oakland). The plan is to invest in a $1 billion network of electric car stations that will populate the Bay Area highways by 2012. This plan according to Mayor Newsom of San Francisco aims to make the Bay Area the electric-vehicle capital of the world. Does the T2035 Plan support this effort?

Overview, Page 15, Investing in Change (sidebar and the document cover page)
Comment: Please add the specific Planning horizon years that the 25-year Plan will cover, namely 2010 to 2035.

Overview, Page 16, Take Bold Steps Towards Focused Growth
Comment: This section mentions Transportation Planning grants that are provided by FOCUS. The Department supports these efforts and notes that many entities within the MTC area have been awarded Community Based Transportation Planning (CBTP) grants from the State. These grant funded studies include Fruitvale Transit Village, Bay Fair BART Access Plan, Napa County Community Based Transportation and Land Use Plan and Columbus Avenue Revitalization Master Plan. The intent of these grants is to enable community-based entities to develop innovative and inclusive solutions to problems and to provide potential templates for other entities with similar challenges.

The document frequently mentions collaborative efforts within the region. Despite substantial collaborative efforts by the Department, little mention of this is made in the document. For example, the Department has provided a substantial amount of funds for public engagement efforts in addition to the CBTP grants and is an important stakeholder in the collaborative process.

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Overview, Page 17.
Comment: Suggest adding section on "Planning for Integrated Corridor Management." The Region is planning for the integrated management of travel modes and roadways so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. The Department is leading the development of Corridor System Management Plans (CSMPs) for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA) as part of Proposition 1B.. The Department is working with MTC to develop CSMPs in partnership with the Freeway Performance Initiative as codified in MTC Resolutions 3792 and 3794. While the near term goal of CSMPs is to demonstrate that CMIA funds through Prop 1B are being spent wisely, the intent is to eventually develop CSMPs for all major travel corridors. Each CSMP will address State highways, local parallel roadways, regional transit services, and other regional modes pertinent to corridor mobility. CSMPs will be used to inform future investment decisions throughout the regional Transportation Planning process, including future Regional Transportation Plans.

Overview, Page 17.
Comment: Suggest adding a section that promotes aggressive advocacy for transportation revenue enhancements to reverse historic underinvestment in transportation needs. Potential solutions should go beyond HOT proposals and be consistent with T2035 principles (such as a regional gas tax, regional developer fee, VMT fee and/or regional carbon exchange program).

Trends, Page 21, 2nd paragraph.
Comment: Please clarify the difference between the "goals" stated on page 8 and the performance objectives on page 21 that are defined as goals. This is a confusing use of terminology.

Trends, Page 22, Snapshot of the Bay Area in 2035.
Comment: This subsection should discuss trends of historic underinvestment in transportation needs with projected revenues vs. projected needs.

Trends, Page 27, Projecting Regional Growth.
Comment: This subsection needs to correct mistaken references to Projections 2007. Projections 2009 is what should be referenced.

Trends, Page 30, Results Show No Easy Answers.
Comment: This subsection needs to acknowledge that both policies and funding are insufficient to achieve performance goals.

Finances, Page 33, 2nd Column.
Comment: The Bay Area HOT Network Study was completed in February 2008, and updated in December 2008.

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Investments, Page 41, Investing in Change
Comment: This subsection would benefit from an acknowledgement that the proposed investments still fall short of identified needs.

Investments, Page 42, Change in Motion subsection, 3rd bullet.
Comment: All partner agencies must share responsibility in finding solutions to maintenance shortfalls, not just the Department. MTC can help the Department craft regional solutions to this ongoing difficulty.

Investments, Page 45, State Highways, 3rd column.
Comment: Text notes that MTC has not yet identified new funding sources for unfunded SHOPP needs, and that lack of funding will delay maintenance unless "a new source of State funding can be identified." Please remove the word "State," as MTC should not limit itself to finding new funding from State sources. MTC can be a leader in helping develop more creative funding solutions in partnership with the Department.

Investments, Page 52, Change in Motion subsection.
Comment: An additional bullet should be added to acknowledge the role of MTC's own Bay Area Regional ITS Architecture and System Plan as the Planning framework for transportation technology integration in the Bay Area. As previously noted, the Bay Area Regional ITS Architecture and System Plan was noted in Appendix Five of the T2030 document as a component of MTC's Regional Transportation Plan. As a result, it should be noted here as a component of T2035 as well.

Investments, Page 52, Maximize System Performance Through Technology subsection, 2nd paragraph.
Comment: Reword "cost-effective strategies" to read "cost-effective system management strategies."

Investments, Page 52, Freeway Performance Initiative subsection.
Comment: First sentence should be reworded to read, "The Freeway Performance Initiative (FPI), which began in 2007 in cooperation with Caltrans, is an effort to improve ..."

Investments, Page 52, Freeway Performance Initiative subsection, 2nd paragraph.
Comment: Reword second sentence to say "MTC and Caltrans have developed a comprehensive picture of the region's current capability ..."

Investments, Page 54, 3rd column.
Comment: In paragraph that starts "looking beyond the Freeway Performance Initiative," acknowledge that MTC's Regional ITS Architecture and System Plan is the Planning framework upon which Bay Area transportation technology integration and enhancements will take place.

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Investments, Page 58, Price Highway Demand subsection.
Comment: HOT lanes are only one method of many potential methods to price highway travel. Other means should be discussed in this section, especially if this subsection title is to be used. Otherwise, chose a title that correctly limits the discussion to HOT lanes.

Investments, Page 65, Coordinated Plan/Mobility Management, 1st paragraph.
Comment: Please add the following to 2nd sentence, "... and low income populations including Native American Tribal Governments, organizations, groups, and individuals in the region."

Investments, Page 65, Coordinated Plan/Mobility Management, 2nd column.
Comment: Please add to the following to the 3rd bullet, "**Improve coordination** among...populations and Tribal Governments."

Investments, Page 66, Keep Walking and Rolling subsection.
Comment: Text notes that investments in bicycle network are "excluding bicycle access on toll bridges." If exclusions are to be noted here, please note all other policy or regulatory exclusions of these funds. Otherwise please remove this exclusion text.

Investments, Page 73, Land-Use Changes Impact Goods Movement.
Comment: Please note that a large percentage of the goods being moved in the region, estimated at over 45 percent, are local in both origin and destination. Also worth noting, citing the Regional Goods Movement Study for the San Francisco Bay Area, in terms of volume, more than 80 percent of the Goods Movement in the Bay Area involves trucking in several major corridors (Interstates 80, 580 and 880, and US 101). While increasing pressures from development and regional growth trends continue to look at industrial lands as potential sites for redevelopment and conversion, this trend may cause adverse impacts to the freight industry and, as the Plan states, on the region in the form of additional truck trips and reduced air quality.

Investments, Page 74, Land-Use Changes Impact Goods Movement, 2nd column.
Comment: With respect to developing specific strategies to address Goods Movement business displacement, in addition to, "coordinated planning to ensure that FOCUS PDAs do not adversely affect the economic potential of goods movement industries; educating cities and counties about the impacts of their local land-use decisions; and exploring best practices for making goods movement businesses a better neighbor," the Department also feels that good land use planning ensures adequate buffers between residential/commercial development and industrial uses alleviating potential congestion, noise complaints, increased biological impacts and increased exposure to harmful pollutants. The Department further recommends that all aspects concerning community benefit be thoroughly researched and that industrial lands use be an integral part of the Community Planning process.

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Building Momentum for Change, Page 84, 1) Fix It, Finally?
Comment: In this section please add under potential strategies:

- Carbon Tax or Regional Carbon Trading Program
- VMT Fee
- Regional Development Fee

Building Momentum for Change, Page 84, 1) Fix It, Finally?
Comment: In this section please remove, "pennies for potholes" text. Regional Gas Tax should be listed as a strategy without implication that funding would only be used for local streets & road repair ("potholes").

APPENDIX 1 – PROJECTS BY COUNTY

Comments include specific changes to project listings.

RN# 22991
Comment: Suggest modifying to: Widen I-680 ~~southbound~~ northbound in Santa Clara and Alameda counties from Route 237 to Route 84 including a High Occupancy Toll (HOT) lane, ramp metering, auxiliary lanes and Pavement rehabilitation.

RN# 230663
Comment: Suggest modifying to: US 101 San Mateo County from San Mateo/Santa Clara County line to Whipple Avenue - convert HOV lanes to HOT lanes.

RN# 230664
Comment: Suggest modifying to: US 101 in San Mateo County from Whipple Avenue to Millbrae - widen to add a HOT lane in each direction

RN# 230683 (Listed under Regional HOT Network-I-680 Corridor)
Comment: Suggest modifying to: I-680 in Alameda and Contra Costa County from Route 84 to Alcosta Road--widen to add an HOT lane in each direction.

RN# 230099: "Construct northbound I-680 to westbound I-580 connector."
Comment: The project cost increased from $392.5 M (June 2008) to $572.0 M on this list, a 46 percent cost increase. Please check with the T2035 project sponsor to find out the reason since the Department is unaware of this increase.

RN# 230681 and # 230682
Comment: The project descriptions have a conflict. The description is I-680 'northbound' but it shows 'each direction'. A southbound HOT lane is supposed to be complete by 2011 unless the budget delays it. If the description is supposed to cover both, than the 'northbound' should be deleted.

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RN# 94030 and # 22779
Comment: This project is divided into two phases. Phase 1 (RN# 94030) will be completed by April 2009 except for mitigation. With T-2035 being completed in the same year, should the Phase 1 project continue to remain in the plan? Phase 2 (RN# 22779) is listed separately.

APPENDIX 2 – SUPPLEMENTARY REPORTS

Comment: In addition to simply referencing the mitigation strategies cited in the Environmental Impact Report (EIR) and its Executive Summary, the RTP should also include a general discussion of potential mitigation activities that result in environmental protection needs.

If you have any questions, please contact Lee Taubeneck, Deputy District Director, Transportation Planning and Local Assistance at (510) 286-5908.

Sincerely,

Dan McKinney

for BIJAN SARTIPI
District Director

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METROPOLITAN
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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Mr. John Ristow, Chief CMA Officer
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

Dear Mr. Ristow:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission appreciates VTAs partnership in the development of the Draft Plan, and we share your view that committed projects identified in the draft be retained in the final version of the Transportation 2035 Plan.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as the Transportation 2035 process nears its conclusion, and as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Bill Dodd
Chair

#24

SANTA CLARA
Valley Transportation Authority

February 2, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Dear Steve:

On behalf of the Santa Clara Valley Transportation Authority, I am writing to express our general support of the environmental clearance for Transportation 2035, the regional transportation plan for the Bay Area. Transportation 2035 provides a healthy mix of new investments while maintaining a commitment to "fix-it-first" in order to protect our existing transportation infrastructure. VTA staff is reviewing the document in detail and will forward MTC our specific comments prior to your March 2009 deadline.

I am also pleased to inform you that the VTA Board of Directors unanimously approved Valley Transportation Plan 2035 (VTP 2035) at its January 8, 2009 meeting. VTP 2035 is Santa Clara County's long-range transportation plan and contains a committed list of the highest priority transportation investments in the county. The list was compiled through a robust outreach process with all 15 cities as well as the County of Santa Clara. These investments will produce tremendous transportation and environmental benefits for Santa Clara County and the region as a whole. These committed lists had been had been previously forwarded to MTC for inclusion in Transportation 2035.

Furthermore, I want to compliment MTC staff and the commission for maintaining the integrity of each county's committed project list and resisting the temptation to revisit and possibly remove individual projects. It is important that work continue on these prior commitments as they are well underway and represent the will of the people within these communities. In addition, as staff and the commission recognize, these project lists are not a collection of miscellaneous investments, but rather a program of projects that are interrelated and have been vetted within each community. When built, the projects will form a transportation network that will help us achieve the goals that we are striving to reach.

To meet the challenges before us as a region, we must work together while relying on the expertise of the local communities. Transportation 2035 provides a vision for us to move forward.

Sincerely,

FOR:

John Ristow
Chief CMA Officer

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Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Mr. Dennis R. Fay, Executive Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Dear Mr. Fay:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission appreciates the Alameda County Congestion Management Agency's partnership in the development of the Draft Plan, and we share your view that committed projects identified in the draft be retained in the final version of the Transportation 2035 Plan.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as the Transportation 2035 process nears its conclusion, and as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Bill Dodd

Bill Dodd
Chair

#25

LETTER A6

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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City of Pleasanton
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City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

February 2, 2009

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

Subject: Comments on the Draft Transportation 2035 Plan (2009 RTP) and Draft Environmental Impact Report (DEIR)

Dear Chairman Dodd:

Thank you for the opportunity to comment on the Draft Transportation 2035 Plan (2009 RTP) and Draft Environmental Impact Report. We commend MTC for its efforts to establish a transportation vision for the San Francisco Bay Area region. We have reviewed both documents and respectfully submit the following comments:

The Alameda County Congestion Management Agency (ACCMA) Board adopted 2008 Alameda Countywide Transportation Plan Investment Program used by MTC in the development of Transportation 2035 and accompanying DEIR represents Alameda County's priorities for the next 25 years. The projects and programs were developed through extensive input from the jurisdictions and the community. Our Investment Program is financially constrained and includes projects funded by Alameda County's Share funds, our Measure B voter approved sales tax, and the statewide voter approved Corridor Mobility Investment Account (CMIA). We appreciate that these priorities have been included in the RTP.

The countywide investment policies used to define our transportation investment priorities include, among other things, a commitment to:

- Maintaining and operating existing facilities before diverting funds to build new facilities,
- Focusing on high priority projects over the next several funding cycles to ensure delivery of these improvements (e.g., Warm Springs BART Extension, I-580 Corridor Improvements including HOT Lanes and right-of-way preservation for transit, Bus Rapid Transit in the East Bay, Transit Oriented Development Improvement Program),
- Giving priority to projects that are most effectively coordinated with land use planning and Priority Development Areas, and
- Supporting strategies that reduce transportation's share of greenhouse gases.

A6-A The transportation investment priorities also include a number of important and on-going committed projects. We encourage MTC to retain these committed projects in the RTP because they reflect prior commitments, designed to reduce congestion, close gaps, and improve safety, that are already well underway and reflect the desire of the voting public. In addition, the committed funds for these prior commitments have been reserved by law for specific uses or allocated by MTC Action prior to the development of the Draft Transportation 2035 Plan and cannot be used for other purposes. The ACCMA acknowledges that the transportation needs far outweigh the funding resources; however, we encourage MTC to complete the projects for which commitment and progress have been made. MTC should continue to focus on identifying new funding sources to satisfy the growing needs of our transportation system identified in the RTP.

We look forward to continued collaboration in the implementation of the Transportation 2035 Plan. If you have any questions, please contact Beth Walukas, Manager of Planning at 510/350-2326 or bwalukas@accma.ca.gov.

Sincerely,

Frank Fay for

Dennis R. Fay
Executive Director

Cc: CMA Board of Directors
Doug Kimsey, MTC
Ashley Nguyen, MTC
Bay Area CMA Directors
Beth Walukas, Manager of Planning
Chron
File: 2008 RTP: Transportation 2035
File: 2008-09 Environmental Review Opinions and Responses

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Deputy Executive Director, Policy

February 11, 2009

Mr. Richard Napier, Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Napier:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission appreciates C/CAG's partnership in the development of the Draft Plan, and we share your view that committed projects identified in the draft be retained in the final version of the Transportation 2035 Plan.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as the Transportation 2035 process nears its conclusion, and as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Bill Dodd

Bill Dodd
Chair

#26

C/CAG

LETTER A8

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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February 2, 2009

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: The Honorable Bill Dodd, Chair

Subject: Comments on the Draft Transportation 2035 Plan (2009 RTP) and Draft Environmental Impact Report

Dear Chairman Dodd:

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds and coordinating these with the Local Sales Tax Measure Strategic Plan.

C/CAG is supportive of the Draft Transportation 2035 Plan (2009 RTP) and Draft Environmental Impact Report as presented since it reflects projects approved by our voters as part of the Local Sales Tax Measure in San Mateo County. The projects submitted and included for San Mateo County were developed as a result of a broad consensus between C/CAG and the San Mateo County Transportation Authority that is our Local Sales Tax Authority. C/CAG has established a policy that the discretionary funding will be used to match the funding provided by the Local Sales Tax Measure Strategic Plan. This significantly leverages what can be accomplished with the Local Sales Tax Measure. Therefore many of the projects submitted were included in the Local Sales Tax Measure and supported by the voters. Many of the projects identified reflect the will of the San Mateo County voters.

A8-A A suggestion was made that the 2009 Regional Transportation Plan should revaluate and possibly eliminate some committed projects. C/CAG strongly opposes this concept for the following reasons.

1- The committed projects had to achieve a broad countywide consensus in order to be fully funded.
2- The 2009 RTP should reflect the broad countywide consensus that was established to move the committed projects forward.
3- The 2009 RTP should reflect the will of the voters as reflected in the Local Sales Tax Measure Projects that are on the committed list.
4- The San Mateo County Local Sales Tax Measure made a strong commitment to transit and other modes in addition to the highways and local streets and roads.
5- The 2009 RTP would be incomplete if it did not reflect the local project commitments including those supported by the San Mateo County voters.
6- In many cases MTC has a limited role in the committed projects where no regional funds were used.

C/CAG strongly supports the 2009 RTP that includes the locally committed projects.

Your consideration of this matter is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,

Richard Napier

Richard Napier
Executive Director
City/ County Association of Governments

cc: Sue Lempert - MTC Representative
Adrienne Tissier - MTC Representative

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February 17, 2009

Juliet Ellis, Executive Director
Urban Habitat
436 14th Street, Suite 1205
Oakland, CA 94612

Dear Ms. Ellis:

I am writing in response to your comments on the draft Transportation 2035 Equity Analysis report submitted in your letter dated February 11. We note, in particular, your commendations on the last page of your letter, acknowledging recent refinements in MTC's analytical methods. We address the specific comments you provided below.

The purpose of the Equity Analysis is to produce a regional, program-level analysis of the Draft Transportation 2035 Plan. Results produced at the regional level are the most reliable representation we can make for the forecast year (that is, 25 years from now) of whether there may exist any systematic denial of benefits or allocation of burdens to low-income or minority communities as a result of the region's long-range investment strategy.

We disagree with your assessment that the draft Equity Analysis violates federal guidance on environmental justice. Pages 4–5 of the draft report explain in detail how MTC addresses this guidance through the RTP Equity Analysis and other planning activities. We further disagree with your assertion that the draft report does not identify and address needs. Chapter 3 is a regional update of socioeconomic and travel data relevant to low-income and minority populations, with the most recent Census Bureau data available. Moreover, the analytical underpinnings of the geographic analysis, by definition, identify communities of concern as areas of need. The selected indicators analyzed were prioritized with input from the Minority Citizens Advisory Committee (MCAC) and other stakeholders because they were deemed to address most directly these communities' needs based on the factors for which we are able produce long-range forecasts: accessibility, emissions and the affordability test measure.

MTC continues to undertake considerable effort in the area of identifying and addressing the transportation needs of low-income and minority populations, most significantly through investments in the Community Based Transportation Planning and Lifeline Transportation Programs. We believe all these efforts together address this directive.

With regard to the financial analysis, the methodology employed in this Equity Analysis was first developed in 2006 to carry out an analysis of the Transportation 2030 Plan under Environmental Justice Principle #2. The methodology is most useful toward

understanding the relative balance of expenditures on either roads or transit based on the target population's relative use of the overall transportation system. This approach was reaffirmed for the Transportation 2035 Plan in 2008 during the RTP Equity Analysis methodology review process conducted with the MCAC. As we have already indicated in public discussion, we will again review the methodology for the next regional transportation plan.

Your recommendations regarding access to jobs and to non-work activities suggest the analysis would be improved by looking at alternative packages. We did just that. All of the geographically based measures also examined potential equity-related impacts of alternative project packages with additional pricing and land use policies that were developed for evaluation in the Plan's Draft Environmental Impact Report, as detailed in Chapter 2 of the draft Equity Analysis report. Projects were included in the "Project" or the "No Project" scenarios in accordance with CEQA guidelines.

With regard to emissions density, your recommendations suggest breaking out the data produced by ZIP code and by pollutant. In Appendix D of the report you will find these results broken out by community of concern, by county, and by pollutant.

Your comments on affordability analysis suggest these results would be more useful at a community or neighborhood level. MTC will be conducting a more detailed community-level study of housing and transportation affordability as described in Chapter 6 of the draft report.

As to funding for the Lifeline program, the draft report will be revised to clarify the total amount of funding the Commission has dedicated to Lifeline, including funds committed through actions separate from either the Transportation 2030 Plan or through development of the Draft Transportation 2035 Plan.

Sincerely,

Jennifer Yeamans

Jennifer Yeamans
Transportation Equity Specialist

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#27

February 11, 2009

Jennifer Yeamans
Transportation Equity Specialist
Metropolitan Transportation Commission
101 Eighth Avenue
Oakland, CA

Comments on the Draft T2035 Equity Analysis Report

Dear Ms. Yeamans,

We write to share our comments on the Draft T2035 Equity Analysis Report and our specific concerns and recommendations related to its methodology and conclusions. We also offer some recommendations for improving upon it, as well as for future RTP Equity Analyses.

Urban Habitat is a regional Environmental Justice organization that partners with grassroots, community-based organizations, social service agencies, research and advocacy groups, as well as elected officials and public servants to advance equity in transportation, land-use and housing. Our focus in transportation, for the past 5 years, has been to improve public transit services for transit-dependent populations and to increase public participation in transportation planning.

We have a long history of working on the RTP Equity Analysis starting in 2001 with our participation in the Environmental Justice Advisory Group (EJAG) that was formed by MTC to "review and assist MTC in crafting the analysis for the new 2001 RTP." Over the past year, we have been attending the Minority Citizen Advisory Committee RTP Equity Analysis Subcomittee meetings to provide analysis and recommendations. Many of the ideas we share in the enclosed document have been shared in the committee with MCAC and MTC staff.

The RTP Equity Analysis was developed as a way to assess MTC's compliance with Civil Rights and Federal and State Environmental Justice regulations that came out of President Clinton's Executive Order 12898 on Environmental Justice in 1994 (DOT Order 5610.2, 62 Fed. Re. 18,377 and FHWA Oder 6640.23). The EJ regulations require that minorities and low-income populations share equally in the benefits of transportation investments and are not disproportionately burdened by transportation investments and decisions. Thus, the Equity Analysis must be able to accurately assess the distribution of benefits and burdens of the Regional Transportation Plan package of investments, as well as should analyze alternative

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packages of investments to maximize the benefits for all communities and minimize the burdens on all communities, particularly for Communities of Concern.

Please find attached our full comments on the Draft T2035 Equity Analysis Report as well as our recommendations for its improvement.

Sincerely,

Juliet Ellis

Juliet Ellis
Executive Director
Urban Habitat

Cc: Steve Heminger, Executive Director
MTC Commissioners
Carlos Castellanos, Chair, MCAC Subcommittee on the RTP Equity Analysis

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Draft T2035 Equity Analysis Report

Comments and Recommendations

I. Overall Feedback on Approach to Equity Analysis

One of the key, and recurring, problems with this analysis is how it aggregates all of its results, generally at a regional level and sometimes at a county-level, without providing a deeper look at the specific neighborhoods or communities. This is a problem because not all Communities of Concern or neighborhoods with low-income communities are equally well-served today by our transportation system, nor are equally benefited or burdened by the T2035 investments. In fact, a good portion of the T2035 investments are concentrated in a handful of neighborhoods where major transit expansion takes place. Thus, an analysis that lumps together all COCs hides the very real differences in transit investments across the Bay Area.

This high-level approach merely asks the questions:

- "Does the Transportation 2035 Plan improve conditions for communities of concern, relative to the No Project Scenario?" and
- "Do COCs receive similar or greater benefit compared to the remainder of the region under the Transportation 2035 Plan relative to the No Project alternative?" (page ES-2)

This is a violation of FHWA/FTA's guidance on fulfilling Environmental Justice law that MPO's must: "identify residential, employment, and transportation patterns of low-income and minority populations, ***identify and address needs*** (emphasis added), and assure that benefits and burdens of transportation investments are fairly distributed." (page 4) No where does this analysis 'identify and address needs,' and there is no effort at finding the scenario that maximizes benefits for all of the regions residents, especially those most currently 'in need' or burdened.

As articulated in the section "Transportation Equity: A Discussion" equity is not just about the distribution of benefits and burdens, it is about the idea that "all people should be treated fairly" (page 3). This analysis fails to do so, by failing to account for how T2035 impacts all people. As an example, T2035 doesn't discuss the likely service cuts or fare hikes on all of the major bus and train systems that is resulting from MTC's decision to allow annual and cumulative operating shortfalls. These will have real, adverse impacts on transit-riders, particularly transit dependent people who are disproportionately low income and people of color.

Interestingly, the report recognizes that there are "pockets of low-income people and households with poor access to suitable jobs (and consequently high unemployment and/or very long commutes), and poor access to shopping, healthcare and other essential destinations." It continues to say that these details will be elevated in the Community Based Transportation Plans (CBTPs) and dealt with through these. We object to this approach since we believe that the problem of adequate access does not just affect "pockets" of people and even if it did, MTC would still be obliged to seek these out as part of an equity analysis as inequities to address. Furthermore, the needs identified in the CBTPs are supposed to be addressed by projects funded out of the Lifeline Program, which gets its funding allocation in the RTP. Thus, as the only program committed to filling gaps in transit access of low-income communities of color, the Lifeline Program's funding and outcomes should be

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evaluated in the Equity Analysis. (In this particular RTP, Lifeline is receiving less than 1/3 of staff-estimated costs – about $650 million out of $2 billion - of all critical CBTP projects.)

II. Financial Analysis

a. **COURSE ANALYSIS RESULTS IN MISLEADING AND DANGEROUS RESULTS:** The Financial Analysis comparing RTP expenditures per low-income household versus all other households concludes that each low-income household will receive, on average, $93,900 in investments over 25 years compared to closer to $90,700 for all other households. This suggests, obviously, that low-income households benefit from the RTP more than all other households. However, it masks the fact that the greatest share of these expenditures attributed to low-income households can be found in transit operations/maintenance and transit expansion (representing 96.8% of all of the expenditures attributed to low-income households), which, we know are incredibly unequal across transit mode and across neighborhood. MODE: Consider, for example, that low-income people are concentrated on urban bus systems, which, on average received a subsidy ____ compared to commuter-inter-city rail. And, these same systems, face the largest operating shortfalls, enabled by the RTP, which will result in relative declines in transportation investment in transit serving low-income households compared to transit serving higher income households. LOCATION: By lumping all low-income households together, there is an assumption that all low-income households equally benefit in the transit investments. This is particularly erroneous when looking at transit expansion- which is concentrated in a few major projects serving a handful of neighborhoods.

b. This is very difficult to comprehend given that low-income households tend to be concentrated on the least well-financed transit systems (bus), or – to a lesser extent- walk and ride their bikes. In comparison, higher-income households drive personal vehicles or ride the best-financed transit systems (BART and Caltrain).

c. The analysis itself admits to the major limitations and therefore there is no excuse for how problematic this analysis is. "As a regional scale, program level analysis, this assessment is quite coarse and has several limitations. Particularly with respect to assigning benefit form transit expansion projects to low-income households, the question arises of what kinds of services are being added, and whether the services ultimately offered would be affordable to low-income patrons or serve destinations they need" (page 30).

d. **RECOMMENDATIONS:** For this analysis to be meaningful, it must look more like the transportation Access analysis in which outcomes are evaluated at the Community of Concern level, and, ideally, by transit operator and mode. This will give a true picture of how much investment is going to each community and then, within each community, what % on average will go toward the benefit of 'low-income' households compared to all other households. There is some precedence for the by-operator and by-mode investment analysis from the 2006 MTC financial analysis done order to implement EJ Principle #2. Specific questions to answer:

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- What are the per-household expenditures in each county and in each community of concern? These should be broken out by mode (bus, rail, light rail, road/highway), then by maintenance and expansion.
- What are the highest investment transit and roadway expansion projects (ie: BART to San Jose, Central Subway project in SF or BART connector to the OAK airport)? Meaning, which neighborhoods are actually benefiting from the greatest NEW investment and which are not receiving any benefits? (The same could be done for operations/maintenance to account for previous and on-going high-level investments.)
- Which transit operators are facing operating shortfalls (in the next 5, 10, 15, 25 years) and therefore, which communities will be suffering from a lack of investment? Given the impact of the state budget – elimination of STA – and declining sales tax revenue, the RTP and Equity Analysis itself should account for these variables in the financial analysis.

III. Access to Jobs and to Non-Work Activities

a. **FLAWED MODEL:** The underlying computer model used for the Equity Analysis was never intended to measure equity. The Transportation Demand Model was designed to predict trip generation and congestion. **Assumptions**: The assumptions the model makes are too numerous to list all here. Among them are the following:

- It assumes that low-income residents can afford to commute to jobs on high-cost transit like BART; as a result, when rail service increases, it is likely to show increased accessibility for low-income communities, even if bus service is cut.
- It assumes that existing bus services will not be cut, even if the RTP shows inadequate funding to maintain existing service levels, as it currently does.
- It assumes that the location of minority communities will remain geographically fixed over the 25 year period of the RTP.
- It assumes that all trips begin and end at the "centroid" of the Travel Analysis Zone (TAZ); these TAZes range in size from a few blocks to a several square miles and there is no accounting for access to jobs and other destinations within each TAZ.
- It uses only aggregate data and pays no attention to the cultural and socioeconomic characteristics of its trip-takers.
- It bases access on a peak-period transit schedule, when transit service is most robust, thus overlooking how access declines during off-peak hours (such as late night/early morning hours or the weekend) when more shift and service workers (labor demographics with a higher percentage of people of color) are traveling to and from their job.

b. **HISTORY OF CRITIQUE:** The Minority Citizens Advisory Committee and transportation justice advocates have repeatedly (over the past 3 RTPs – 2001, 2005, and now 2009) pointed out the problems with the model and MTC has done little to address them.[1] Primary critiques include:

[1] MTC will be discontinuing the use of the Transportation Demand Model and exploring the use of an Activity-based model for future RTPs.

- The methodology (Transportation Demand Model) does not measure current, existing inequities that communities of concern face on a daily basis in transportation.
- The methodology does not address funding inequities. (While this RTP's Analysis includes funding, we have many recommendations for how it should be improved enumerated below.)
- The methodology is incapable of detecting inequity between bus and rail riders, and fails to take affordability into account.

c. **LACK OF ALTERNATIVES:** The Equity Analysis only compares three basic scenarios: 1. 2006 Base Year; 2) No Project (assumes no new expansions, but includes projects from the 2005 RTP that have been "grandfathered" in, with no new analysis of their impacts) in 2035; and 3) Project (all of the expansions) in 2035. There is no comparison of different packages of transit projects and so there is no information about potentially more equitable uses of limited expansion dollars.

d. **SAME OLD RESULTS:** Like the past two RTP Equity Analyses, the draft results for the 2035 Equity Analysis conclude that Communities of Concern (COC) will benefit at least much as all other communities from the Project scenario. COC and low-income households' access to jobs and other essential destinations improve with the Project compared to the No Project scenario and, compared to all other communities, have access to a higher number of these. These results are impossible to accept given the many flaws in the methodology, and the aggregation of results which glosses over the many low-income communities and households that suffer from poor access.

e. **ONE BRIGHT SPOT:** One positive addition is the slide called "Narrowing the Accessibility Gap, Ratio of Accessibility by Auto and Transit." This table reveals that regardless of which community you live in, access to jobs by car is much higher than access to jobs by transit (within in 30 minute threshold). This is an important finding to highlight because it demonstrates a continuing inequity in our transportation system; those households able to afford a vehicle are at a major advantage compared to those households unable to afford a car. For example, about 70,000 jobs can be accessed by car w/in a 30 minute period compared to only 18,000 or so by transit for COCs. According to this analysis, this advantage narrows for all groups, including COCs and low-income households. Still, even these results don't account for the fact that some jobs "accessible by transit" may be out of reach to low-income residents because of the high cost of fares.

f. **RECOMMENDATIONS:** In spite of the flaws in the methodology, the accessibility analysis would be improved if alternative packages were compared to the "2006 Base Year," "No Project", and "Project" scenarios somewhat like the Environmental Impact Report and in the Financial Analysis component of this report. Consider using the same alternatives as in the EIR and Financial Analysis such as the "Heavy Maintenance/Climate Projection Emphasis alternative" with Pricing and Land Use emphases or a more robust alternative that also includes changes to the "committed" project list.

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Also, to assess the total equity impacts of the draft RTP investments, all of the yet-to-be-built projects should be analyzed. Therefore, the 2005 RTP projects that haven't been built that were placed in the "No Project" scenario should be removed and included in the "Project" scenario.

Finally, the Equity Analysis should be used to help MTC identify the package of the investments and programs that maximizes transportation benefits and minimizes transportation burdens for all communities, especially for Communities of Concern (COC). COCs deserve special attention in determining RTP investments since they are, on average, most dependent upon public transportation and most burdened by the air pollution impacts of the Bay Area's transportation.

IV. Emissions/Air Quality Analysis

a. **AN IMPROVEMENT FROM T2030:** Of all the analyses, this is most useful and most improved analysis, because it begins to provide data that can be comparable to state and federal standards. However, like the financial analysis, it falls short by aggregating the air quality for all COCs and by aggregating 3 different toxics (PM, Benzene and Butadiene).

b. **RECOMMENDATIONS:**
To be more meaningful, the analysis should:
- Break out the air quality data by zip code (since the worst air pollution is concentrated in a handful of neighborhoods);
- Give separate statistics for each pollutant; and
- Compare "hot spots" of mobile-source pollution against "hot spots" of stationary source pollution and other mobile-source pollution not monitored by MTC (based on information from the Bay Area Air Quality Management District) since mobile sources only account for about 1/3 of "chronic toxicity weighted emissions" in the Bay Area (see page 49).

MTC should be commended, as well, for stepping up to work with the Air District on mitigating mobile-sourced air pollution in the 6 priority communities – all of which are Communities of Concern. Any updates on specific actions taken by MTC in this regard should be shared with the MCAC and included in future Equity Analyses.

V. Affordability Analysis

The Affordability Analysis, while supporting the obvious fact that low-income households spend way too much of their income on housing and transportation costs, suffers from similar limitations as the Financial Analysis- the results are aggregated at a regional level, when they would be useful at a community or neighborhood level. Questions should be answered: 1) which low-income and minority communities are most transit-dependent and how affordable and accessible is the transit for them? 2) which low-income and minority communities are most cost-burdened by transportation and what transit options are available to them? How affordable are they? Are these the communities where low-income households are buying vehicles because they have no good PT alternatives?

We are glad to see that MTC agrees with us in the general premise that an aggregated figure is inadequate and that as a next step, it will be working with the highly regarded Center for Neighborhood Technology to "develop a more detailed, location-specific evaluation of housing and transportation affordability in the Bay Area" (page 50). This analysis will hopefully help identify clear ways in which MTC can impact transportation and housing affordability with future investments, such as creating a universal, low-income discounted transit pass or beefing up transit in areas where low-income households are currently forced to buy automobiles due to the lack of transit.

VI. Recommendations for Future RTP Equity Analyses

a. **ACTIVITY BASED MODEL:** We are encouraged the MTC is planning on changing the methodology it uses for this analysis and is currently exploring a computer-model called "Activity Based." We look forward to learning about this model and working with MTC and MCAC to design the new methodology to avoid as many of the problems with the current model as possible.

b. **"SNAP SHOT" ANALYSIS:** We are very supportive of the development of a separate, short-term analysis that would capture the existing conditions of today's transportation systems. This analysis has been proposed by MCAC's Equity Analysis Subcommittee. Unlike the future-looking RTP Equity Analysis, the "Snap Shot" would collect and synthesize data about how well the current transportation system serves the needs of Communities of Concerns compared to all other communities. We look forward to working with MTC staff, MCAC, academics, and members of the public on developing this analysis.

c. **LIFELINE:** In discussing Lifeline on page 48, the report states that the RTP 2035 provides a $400 million in funds to Lifeline, on top of the $216 million allocated in RTP 2030. These amounts do not seem to account for the additional $43 million in Prop 1B funds that were allocated to Lifeline in Spring 2006. What has happened to this substantial investment in Lifeline?

   Separately, we commend MTC for committing to developing a separate analysis of the Lifeline program's outcomes. We look forward to working with MTC staff, MCAC, academics, and members of the public on developing this analysis.

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Therese W. McMillan
Deputy Executive Director, Policy

March 3, 2009

Mr. Andrew Casteel, Executive Director
Bay Area Bicycle Coalition
P.O. Box 2214
Novato, CA 94948

Dear Mr. Casteel:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission very much appreciates the Bay Area Bicycle Coalition's partnership in the development of the Draft Plan.

With regard to updating the Regional Bikeway Network from the original 2001 plan, I am pleased to report that MTC staff is now working on a process with the Regional Bicycle Working Group to amend the criteria for the inclusion of projects in the Regional Bikeway Network. This process, which MTC staff expects to complete in fall 2009, will allow counties the flexibility to make their high-priority bicycle projects eligible for funding as part of the Regional Bikeway Network.

Similarly, MTC and its partner agencies are planning a regional dialogue in the months ahead to specify investment levels for the Safe Routes to School and Safe Routes to Transit programs as part of the Climate Action Campaign. MTC staff expects decisions made as a result of this dialogue to be finalized by the end of 2009.

MTC shares your view that Bay Area transportation planning would benefit from improved measurement of the numbers of bicyclists and pedestrians in our region. MTC staff is expected to request funding in the fiscal 2009-10 agency budget for standardized bicycle/pedestrian counts and for facilities design workshops. The budget for the next fiscal year will be finalized in June 2009. In the meantime, your comments on the Draft Plan will be forwarded to the entire Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

Sincerely,

Scott Haggerty
Chair

cc: Robert Raburn, Thomas Ayres, Deb Hubsmith, Wendy Hilberman, Andy Thornley, Corinne Winter and Christine Culver

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\T-2035 Response BABC 3-09.doc

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Sabrina Merlo

STAFF
Andrew Casteel
Executive Director

February 12, 2009

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

Re: BABC Comments on the Regional Transportation Plan

Dear Commissioners:

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

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

What follows are our three top priorities:

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

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

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

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

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

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

Bay Area Bicycle Coalition
of the San Francisco Bay Area

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

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

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

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

Bay Area Bicycle Coalition
of the San Francisco Bay Area

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

Sincerely

Andrew Casteel

Andrew Casteel
Executive Director
Bay Area Bicycle Coalition

#28

Bay Area Bicycle Coalition
of the San Francisco Bay Area

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STAFF
Andrew Casteel
Executive Director

March 2, 2009

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

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

Dear Commissioners:

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

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

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

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

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

Bay Area Bicycle Coalition
of the San Francisco Bay Area

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

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

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

Sincerely,

Robert Raburn
Executive Director
East Bay Bicycle Coalition

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

Deb Hubsmith
Advocacy Director
Marin County Bicycle Coalition

Wendy Hilberman
Executive Director
Napa County Bicycle Coalition

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of the San Francisco Bay Area

Andy Thornley
Program Director
San Francisco Bicycle Coalition

Christine Culver
Executive Director
Sonoma County Bicycle Coalition

Corinne Winter
Executive Director
Silicon Valley Bicycle Coalition

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

Attached: BABC letter to MTC, February 12, 2009

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Deputy Executive Director, Policy

March 13, 2009

Robert S. Allen
223 Donner Avenue
Livermore, CA 94551-4240

Dear Mr. Allen:

A recent review of correspondence related to the Draft Transportation 2035 Plan for the San Francisco Bay Area indicates MTC staff inadvertently may have neglected to respond to comments you faxed on Feb. 11, Feb. 13 and Feb. 16, 2009 in support of the creation of a BayRail District. Please accept our thanks for your analysis of potential funding opportunities, and for your detailed recommendations for improvements to both passenger and freight rail service in the Bay Area.

The Commission is scheduled to adopt a final Transportation 2035 Plan later this spring. We remain confident that the future of rail travel around our region will continue to be examined after the plan's adoption and we look forward to you sharing your observations and recommendations with us.

Sincerely,

Doug Kimsey
Planning Director

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\Allen Response_3-09.doc

#29

MTC: Public Information
1st paragraph corrected

Corrected Copy – 16 February 2009

223 Donner Avenue
Livermore, CA 94551-4240

13 February 2009

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

Re: Draft T-2035 Plan and DEIR

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

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

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

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

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

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

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

#29

BayRail: A Possible Dream!

Robert S. Allen
11 February 2009

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

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

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

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

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

Robert S. Allen was a BART Director from 1974-1988 and is retired from Southern Pacific's Western Division after several decades in Engineering and Operations. He is a Life Member of the American Railway Engineering and Maintenance of Way Association (AREMA) and serves on AREMA's Committees 12 (Rail Transit) and 17 (High Speed Rail). He has also served on AREMA's Committees 32 (Systems Engineering) and 16 (then Economics of Railway Location and Operation).
223 Donner Avnnue, Livermore, CA 94551-4240; (925) 449-1387.

#29

223 Donner Avenue
Livermore, CA 94551-4240

21 January 2009

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

Re: Draft T-2035 Plan and DEIR

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

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

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

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

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

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

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

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

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

Attach: My 29 Dec 08 letter to MTC

#29

223 Donner Avenue
Livermore, CA 94551-4240

29 December 2008

MTC Commissioners

Re: Bay Area Rail

Elements of a better regional rail plan:

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

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

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

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

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

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

Cc: BART
Caltrain
Caltrans, District 4

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Therese W. McMillan
Deputy Executive Director, Policy

February 23, 2009

Norman Rolfe, Transportation Chair
San Francisco Tomorrow
41 Sutter Street, Suite 1579
San Francisco, CA 94104-4903

Dear Mr. Rolfe:

Thank you for your observations about the Draft Transportation 2035 Plan. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

MTC does not share your view that the Draft Transportation 2035 Plan emphasizes highway expansion, or that it discourages smart growth, transit and transit-oriented development. The Draft Plan in fact directs two-thirds of all anticipated revenues over the next 25 years to transit, including 52 percent of all funds to transit maintenance and operations, and 13 percent to transit expansion. This compares to just 3 percent for roadway expansion.

The Draft Plan also pioneers a multi-agency initiative known as FOCUS, through which incentives will be made available to local governments that direct new growth into priority development areas—located near major transit lines in the already urbanized portions of the Bay Area. Dozens of areas already have been designated as PDAs. While these PDAs account for just 3 percent of our region's land area, sponsoring cities and counties have pledged the capacity to absorb 56 percent of the Bay Area's expected growth from 2010 to 2035.

We appreciate your interest in regional transportation issues and hope that you will continue to share your observations and recommendations with the Commission and with MTC staff.

Sincerely,

John N. Goodwin

John Goodwin
Public Information Officer

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cc: Jennifer Clary

METROPOLITAN
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#30

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Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 23, 2009

Jennifer Clary, President
San Francisco Tomorrow
41 Sutter Street, Suite 1579
San Francisco, CA 94104-4903

Dear Ms. Clary:

Thank you for your observations about the Draft Transportation 2035 Plan. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

MTC does not share your view that the Draft Transportation 2035 Plan emphasizes highway expansion, or that it discourages smart growth, transit and transit-oriented development. The Draft Plan in fact directs two-thirds of all anticipated revenues over the next 25 years to transit, including 52 percent of all funds to transit maintenance and operations, and 13 percent to transit expansion. This compares to just 3 percent for roadway expansion.

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Sincerely,

John Goodwin
Public Information Officer

cc: Norman Rolfe

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#30

San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

February 23, 2009

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

Re: COMMENTS ON THE TRANSPORTATION 2035 PLAN

MTC Public Information:

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

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

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

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

Sincerely,

Jennifer Clary
President

Norman Rolfe
Transportation Chair

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Recycled Paper

December 2007

Norman Rolfe Jan. 27, 09 Public Hearing #30

DOYLE DRIVE -- MYTHS AND FACTS

Myth: It is seismically unsafe and generally in poor condition.

Fact: Caltrans is working on it right now. Seismic bracing has been done and replacement of corroded structural members is in process, as is general work such as replacing corroded parts, scraping off rust, repainting, etc. At an October 17 public meeting, Tilly Chang of the San Francisco County Transportation Authority (SFCTA) stated that Doyle Drive is not about to fall down. This from someone who is part of the cabal that is pushing to convert it into a freeway through a park on the pretense of safety.

Myth: It is a dangerous roadway. It doesn't meet today's standards.

Fact: Here are accident statistics obtained from the California Highway Patrol (CHP) for the years 2004-2006 inclusive.

Highway Segment	Length Miles	Total Collisions	Persons Injured	Persons Killed	Deaths per Mile per Year
US 101 --Golden Gate Bridge Toll Plaza to Richardson Ave. -- **Doyle Drive**	2.12	184	64	0	0
I-80 -- Bay Bridge Anchorage to Junction with US 101	2.01	2279	519	5	0.83
US 101 -- Junction with I-80 to San Francisco-San Mateo County Line	4.25	1529	606	5	0.39
US 101 -- San Francisco-San Mateo County Line to Grand Ave. South SF	4.35	398	180	7	0.54
I-80 -- Macarthur Maze to Gilman St.	3.44	2507	637	9	0.87
I-880 -- Macarthur Maze to Junction with SR 238	13.27	4091	1470	23	0.58
SR 24 -- East End Caldecott Tunnel to Junction with I-680	8.83	898	408	4	0.15
I-680 -- Junction with SR 24 to Stone Valley Road	4.17	751	251	1	0.08
Doyle Drive	2.12	184	64	**0**	**0**

Note that the freeways that meet or come close to the "standards" they want Doyle Drive to meet are the ones killing people.

Speed Kills! It certainly does on highways.

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Scott Haggerty, Chair
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San Mateo County

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U.S. Department of Housing and Urban Development

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Cities of Alameda County

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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 3, 2009

Mr. Eric Steger, Senior Civil Engineer
County of Marin Department of Public Works
P.O. Box 4186
San Rafael, CA 94913-4186

Dear Mr. Steger:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. Your comments on the Draft Plan will be forwarded to the entire Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

In the meantime, please note the final Transportation 2035 Plan will include an entry listing $1 million in local funding for the Transportation Authority of Marin's routine maintenance of bicycle/pedestrian facilities. Marin County also will receive funding through the $1 billion Regional Bike Program (regional project #22247).

With regard to the U.S. 101/Lucas Valley interchange (Marin County project #21306), there are two other Transportation 2035 projects that can be used to finance improvements at this location. These include the $1.6 billion Freeway Performance Initiative (regional project # 230419), which can involve local arterial improvements. Ramp-metering efforts at this location may enable some ramp improvements. In addition, Marin County project #230549 includes $10 million for implementation of local arterial improvements parallel to U.S. 101 and Interstate 580.

We thank you again for your thoughtful and detailed comments, and look forward to working closely with you and your staff as implementation of the Transportation 2035 Plan begins.

Sincerely,

Scott Haggerty
Chair

cc: Farhad Mansourian, Public Works Director

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#31

DEPARTMENT OF PUBLIC WORKS

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NOTE:
ALL AREA CODES ARE 415

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Farhad Mansourian, RCE
Director

February 26, 2009

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

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

To: Metropolitan Transportation Commissioners

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

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

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

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

Very truly yours,

Eric Steger
Senior Civil Engineer

C: Farhad Mansourian, Public Works Director

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#32

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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 3, 2009

Ms. Maria T. Viramontes, Chair
West Contra Costa Transportation Advisory Committee
13831 San Pablo Avenue
San Pablo, CA 94806

Dear Chairwoman Viramontes:

Thank you for your thoughtful and detailed comments about the *Draft Transportation 2035 Plan* for the San Francisco Bay Area, and for sharing your concerns about the proposed Regional HOT Network in particular.

MTC believes HOT lane projects in Alameda and Santa Clara counties authorized under existing law will provide valuable information about costs, technical feasibility, operations and revenue generation. We will also learn about the impact of HOT lanes on transit ridership, carpool and vanpool use, vehicle miles driven and carbon dioxide emissions. Information gained from these new HOT lanes also can be expected to provide real-world context to guide Caltrans, the California Highway Patrol, congestion management agencies and other partners in their efforts to address operations not only along the Interstate 80 corridor, but throughout the region.

However, these new facilities will not open for at least another year or more, and the Commission does not believe it is necessary or prudent to wait for them to come on line. The HOT lane concept is well proven as both a congestion management and revenue generation tool. Therefore, the Commission believes we need to keep moving forward. The HOT lane concept has gained extensive support over the years from federal, state and local agencies. The Schwarzenegger administration has made pricing and HOT lanes a centerpiece of its Strategic Growth Plan.

Your comments on the Draft Transportation 2035 Plan will be shared with the entire Commission, which is scheduled to adopt a final version of the plan on March 25. We look forward in the meantime to working with you and your staff as the Transportation 2035 process approaches its conclusion.

Sincerely,

Scott Haggerty
Chair

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#32

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

February 27, 2009

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

RE: Comments on Draft *Transportation 2035*

Dear Chairman Haggerty:

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

General Concerns Regarding Regional HOT Lane Network

WCCTAC supports the following principles:

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

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

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Ph: 510.215.3035 ~ Fx: 510.237.7059 ~ www.wcctac.org

#32

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

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

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

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

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

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

Specific Concerns Regarding HOT Lane Implementation on I-80

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

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

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

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

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

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

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

Conclusion

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

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

Sincerely,

Maria T. Viramontes
WCCTAC Chair

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

#32

From: Carolyn Clevenger
To: Atienza, Christina; info, MTC
CC: info@mtc.ca.gov
Date: 3/6/2009 8:55 AM
Subject: Re: WCCTAC Comments on Draft T2035 Plan

Dear Christina,

Thank you for your comments on MTC's Transportation 2035. We share many of the general principles you outlined at the beginning of your letter. Many of those principles actually mirror the HOT Principles adopted by the Commission in July 2008, including: using HOT lanes as a tool to best manage the available highway capacity; emphasizing regional cooperation and collaboration; keeping a corridor focus; providing benefits to travelers within each corridor commensurate with the revenues collected in that corridor; and continuing to evaluate financing options.

We agree that a continuous carpool system is an important regional goal. One of the major reasons MTC has made developing a Regional HOT Network a priority is to more quickly fill the gaps of the HOV system. The region has invested huge amounts of money in the carpool system, and the challenge is to make sure we make the most efficient use of that investment. HOT lanes provide a tool to help better manage the entire highway system. Our analysis has shown that we can complete the HOV system up to 20 to 40 years faster as HOT than as HOV due to revenue.

HOT lanes provide travelers with a new choice, provide for more efficient use of lane capacity, add a pricing mechanism to the system that charges for peak usage (similar to your telephone bill, airline trave, etc.) and provide a mechanism where SOV users can help subsidize lane and alternative transportation improvements such as corridor express bus service. I-80 is a perfect example of a corridor where improved reliability for buses and vanpools could provide a great benefit to a large number of facility users. As currently envisioned, the net revenues from the system will be available for local counties to reinvest in transit service, providing a new potential source of revenue that is desperately needed by all transit agencies. As an aside, the HOT lanes operating in Southern California have found that HOT lanes have encouraged additional carpooling.

We appreciate the many concerns you brought up about I-80 in particular. Each corridor in the region will present challenges, and we look forward to working with you and others in the I-80 corridor. You highlighted concerns of coordination with the I-80 ICM project - determining how to best implement corridor management programs such as ICM and the Freeway Performance Initiative, which was another key priority of Transportation 2035, with HOT lanes in a manner that is mutually beneficial is a topic that does need further study, and has been flagged by MTC staff and others as an important issue to focus on as the HOT lanes program moves forward.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035 .

Regards,
Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

#32

510.817.5736
cclevenger@mtc.ca.gov

>>> "Christina Atienza" <ChristinaA@ci.san-pablo.ca.us> 3/2/2009 10:25 AM >>>
To MTC Public Information:

Attached please find for MTC staff and the Commission's consideration WCCTAC's comments on the subject plan. Please feel free to contact me if you have any questions. Thanks. Christina

ps Hi, Ashley.

Christina M. Atienza, P.E.

Executive Director

West Contra Costa Transportation Advisory Committee

13831 San Pablo Avenue San Pablo CA 94806

ph: 510.215.3044 fx: 510.235.7059

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#33

Bill Dodd, Chair
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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 2, 2009

Mr. G. Ted Yurek, Senior Planner
San Mateo County Transportation Authority
1250 San Carlos Avenue, P.O. Box 3006
San Carlos, CA 94070-1306

Dear Mr. Yurek:

Thank you for your comments on the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. Each of the changes you have recommended will be made. These include a correction to the Freeway Performance Initiative map on page 53; moving the Dumbarton Rail project (#21618) from the Alameda County list to the Bay Area Region/Multi-County list; and adding the note "1998 and 2004 Measure A sales tax project" to the description of the SamTrans ADA paratransit services project (#94667) on the list of San Mateo County projects.

We thank you for your careful scrutiny of the Draft Transportation 2035 Plan. Your comments and recommendations will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan on March 25. We look forward to continuing to work closely with you and your staff as we implement the programs and projects identified in the Plan during the years to come.

Sincerely,

Ashley Nguyen
Transportation 2035 Project Manager

J:\PROJECT\2009 RTP\Public Involvement\Response to Public Comment\T-2035 Response SMCTA 3-09.doc

#33

SAN MATEO COUNTY
Transportation Authority

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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

February 27, 2009

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

Re: Draft Transportation 2035 Plan

Dear Ms. Nguyen:

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

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

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

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

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

Sincerely,

G. Ted Yurek
Senior Planner
Planning & Research

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

#33

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EXECUTIVE DIRECTOR

February 27, 2009

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

Re: Draft Transportation 2035 Plan

Dear Ms. Nguyen:

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

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

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

Sincerely,

G. Ted Yurek

G. Ted Yurek
Senior Planner
Planning & Research

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

PENINSULA CORRIDOR JOINT POWERS BOARD
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San Carlos, CA 94070-1306 650.508.6269

Alameda County

(In millions of year-of-expenditure dollars)

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

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

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

* Move project to Bay Area Region/Multi-County

#33

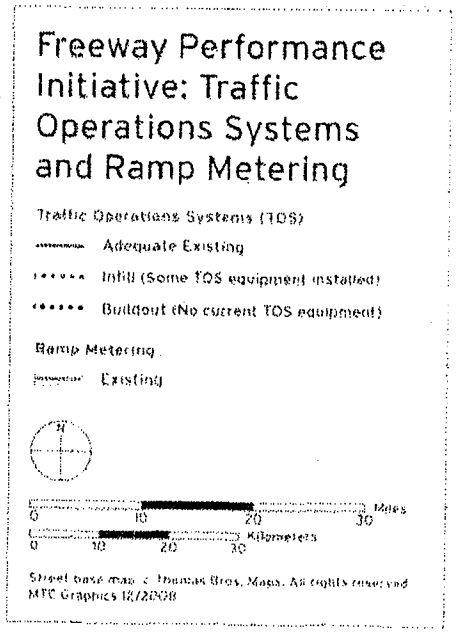
San Mateo County

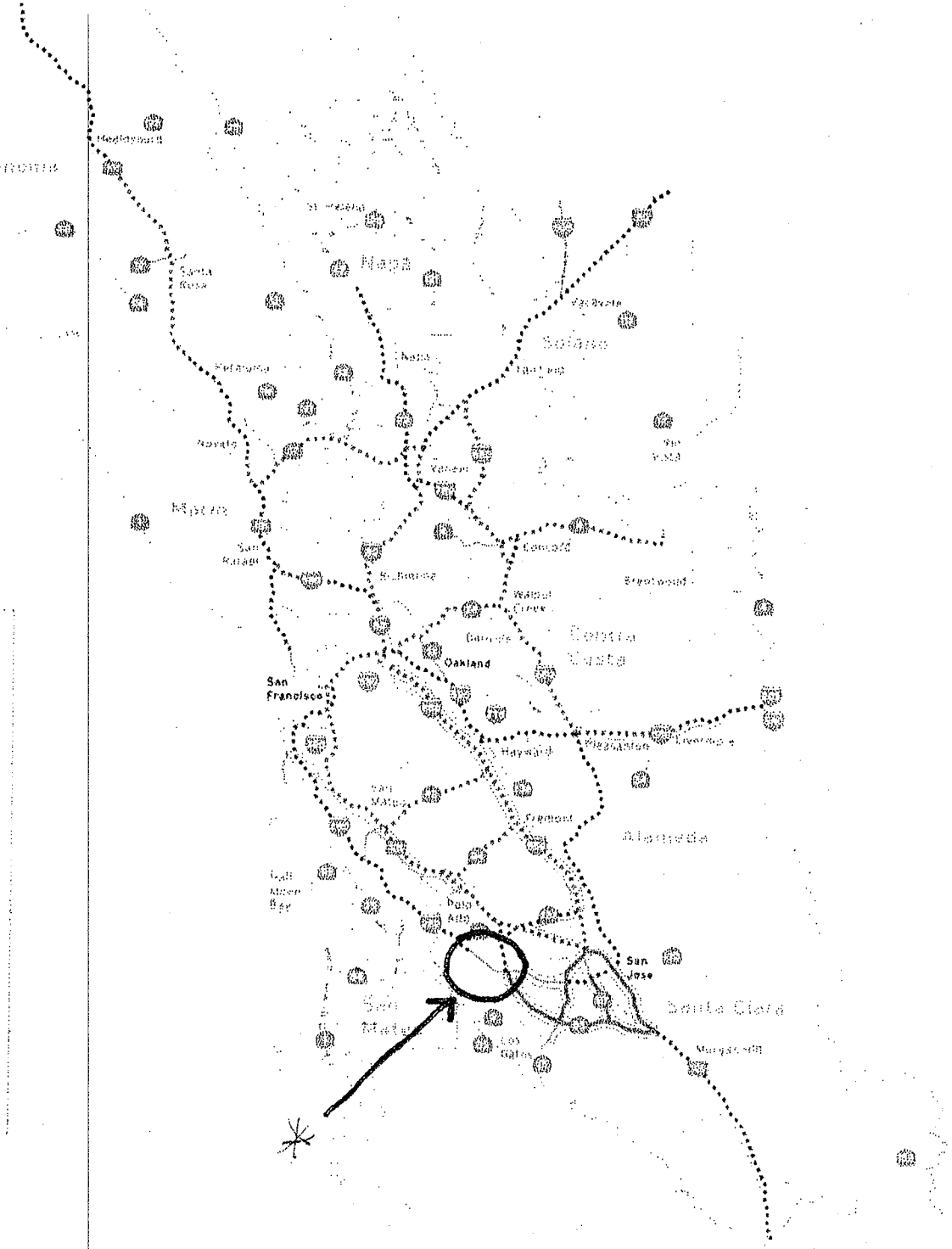
Reference Number	Project/Program	Total Project Cost (In millions of year-of-expenditure dollars)	Committed Funds[1]	Discretionary Funds[2]	Project Notes
22751	Improve operations and safety of Route 1 in Half Moon Bay (includes extending Route 1 to Half Moon Bay city limits and channelization at local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

* add reference to 1998 Measure A sales tax project

#33

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





#33

#33

From: Ashley Nguyen
To: Ted Yurek
CC: Joseph Hurley; Marian Lee; Marisa Espinosa; MTC info; Todd McIntyre
Date: 3/2/2009 8:45 AM
Subject: RE: MTC Transportation 2035 - Comments on Draft

Ted:
Thanks for reviewing the Appendix One, and forwarding us the revisions to the SM listing. Both are pretty straightforward revisions, and we will reflect these revisions in the Final Plan.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> "Yurek, Ted" <yurekt@samtrans.com> 2/27/2009 6:06 PM >>>
Of course, I had to forget the attachment.

_____
From: Yurek, Ted
Sent: Friday, February 27, 2009 6:06 PM
To: Ashley Nguyen
Cc: Espinosa, Marisa; Hurley, Joseph; Lee, Marian; McIntyre, Todd; 'info@mtc.ca.gov'
Subject: MTC Transportation 2035 - Comments on Draft

Hi Ashley,
Attached are some comments on the MTC's Draft Transportation 2035 Plan. Following the formal letter from the San Mateo County TA are the pages from the plan marked up with the changes/corrections we thought should be made. Let me know if you have any questions.

Thanks,

Ted Yurek
Senior Planner

San Mateo County Transit District
Planning & Development
1250 San Carlos Avenue
San Carlos, CA 94070

Phone: 650 508 6471
Fax: 650 508 7938

#33

From: "Yurek, Ted" <yurekt@samtrans.com>
To: "'Ashley Nguyen'" <ANguyen@mtc.ca.gov>
CC: "'info@mtc.ca.gov'" <info@mtc.ca.gov>, "McIntyre, Todd" <mcintyret@samtr...
Date: 2/27/2009 6:13 PM
Subject: MTC Transportation 2035 - Comments on Draft
Attachments: MTC2035RTP_Ct_FinCom.pdf

Hi again,
Since one of the comments in the San Mateo County TA letter (about Dumbarton Rail) is closely tied to Caltrain, we are sending that comment from Caltrain also.

Thanks (I think I got this one with just one email),

Ted Yurek
Senior Planner

San Mateo County Transit District
Planning & Development
1250 San Carlos Avenue
San Carlos, CA 94070

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Fax: 650 508 7938

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San Mateo County

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Cities of Alameda County

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Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 6, 2009

Mr. Ted Brown, Chairperson
County of Santa Clara Roads Commission
East Wing, County Government Center
70 West Hedding Street
San Jose, CA 95110-1768

Dear Mr. Brown:

Thank you for your comments on the *Draft Transportation 2035 Plan* for the San Francisco Bay Area, and for your detailed recommendations on future Commission policies. Your comments will be forwarded to the entire Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

MTC recognizes the importance of local streets and roads to the Bay Area's transportation network. The Draft Plan commits $7 billion to maintaining pavement quality on local streets and roads, while also acknowledging that additional funding will be needed to cover cities' and counties' pavement maintenance shortfalls. To this end, the Commission last week directed $122 million in federal Surface Transportation Program funds received by the Bay Area through the American Recovery and Reinvestment Act to local street and road maintenance. This accounts for nearly 80 percent of all STP funds flowing to our region through the new stimulus package.

The Draft Plan calls for expanding the Bay Area transportation network through the addition of 390 lane miles of local streets and roads. Though regional population and job growth are likely to outpace this expansion, the commitment serves to underscore the Commission's commitment to local streets and roads.

We acknowledge that responsibility for land-use planning rests with local governments. But smart investment requires integration of transportation and land-use planning. MTC is working in partnership with local governments to strengthen this integration through regional programs such as the new FOCUS initiative and the highly competitive Transportation for Livable Communities program that was launched in 1998.

The Bay Area Toll Authority, Caltrans, county congestion management agencies and other partners have agreed upon a corridor approach to the investment of HOT lane revenues. This will allow for improving local streets, roads and expressways within a HOT corridor.

#34

Hon. Donald F. Gage
Supervisor, District 1
Santa Clara County, Board of Supervisors
70 West Hedding St., 10th Fl., East Wing
San Jose, CA 95110-1768

Hon. George Shirakawa
Supervisor, District 2
Santa Clara County, Board of Supervisors
70 West Hedding St., 10th Fl., East Wing
San Jose, CA 95110-1768

Hon. David D. Cortese
Supervisor, District 3
Santa Clara County, Board of Supervisors
70 West Hedding St., 10th Fl., East Wing
San Jose, CA 95110-1768

Hon. Liz Kniss
Chair, Supervisor, District 5
Santa Clara County, Board of Supervisors
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County of Santa Clara
Office of the Clerk of the Board of Supervisors
Roads Commission
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110-1768
(408) 299-5001 FAX 298-8460 TDD 993-8272

February 27, 2009

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

Dear Supervisor Yeager:

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

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

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

CC: each Sup 2/27/09 TMA

#34

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

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

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

Respectfully,

Martha Jurick for

Ted Brown, Chairperson
Roads Commission

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

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#35

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

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City and County of San Francisco

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U.S. Department of Transportation

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Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

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Solano County and Cities

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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 3, 2009

Mr. David Schonbrunn, President
Transportation Solutions Defense and Education Fund
P.O. Box 151439
San Rafael, CA 94915

Dear Mr. Schonbrunn:

Thank you for your detailed observations about the newly released *Draft Transportation 2035 Plan* for the San Francisco Bay Area. Your comments will be shared with the entire Commission, which is scheduled to adopt a final version of the plan on March 25. In the meantime, please allow me to respond briefly to a few of the points you have raised, particularly with regard to committed projects.

As you know, MTC in spring 2008 undertook a two-part assessment to provide information on how projects address the Transportation 2035 goals and to measure cost-effectiveness with respect to the performance objectives. All committed projects were reviewed with respect to the Transportation 2035 goals.

Though the regional transportation plan must be updated every four years, major projects typically take much longer to plan, review, design, fund, and implement. If MTC were to ignore the years of planning that have led to these funding commitments, it would fail to reflect the extensive and ongoing public and local agency efforts that have led to those commitments, and would squander the substantial public resources already invested in planning, conceptual design and engineering, and environmental analysis required to bring projects to the "committed" stage.

We believe that MTC should retain its commitment to these fully funded projects because they: (1) had to receive broad countywide consensus in order to be fully funded; (2) are well underway and represent the will of the people within these communities; (3) are not a collection of miscellaneous investments, but rather a program of projects that are interrelated and have been vetted within each community; (4) reflect prior commitments that are designed to reduce congestion, close critical transportation gaps, and improve transportation safety; and (5) when built, they will help form a regional multi-modal transportation network that will assist the Bay Area in achieving the goals that we are all striving to reach.

Accordingly, the Draft Transportation 2035 Plan honors funding commitments made in (1) the federally required Fiscal Year 2009 Transportation Improvement Program, a four-year funding program that identifies projects that are fully funded and are ready to

be implemented through the TIP by way of design, right-of-way acquisition, or construction; (2) projects fully funded in county transportation sales tax measure expenditure plans authorized by voters in seven Bay Area counties, including San Francisco, Santa Clara, San Mateo, Alameda, Contra Costa, Sonoma, and Marin; and (3) statute or Commission policy action that occurred prior to the development of the Draft Transportation Plan.

At the Commission's request, MTC staff in July 2008 identified a set of capacity-increasing committed projects totaling over $50 million, and evaluated them against three criteria: (1) What are the project's funding sources?; (2) Where is the project in the project development stage?; and (3) How many Transportation 2035 goals did the project strongly support? The analysis found that:

- 82 percent of the committed projects were funded by sales tax, Federal New Starts, Proposition 1B, Traffic Congestion Relief Program, Federal Earmark Appropriations, or "Other Local Funds," while only 18 percent were funded by Other Federal/State funds that MTC has discretionary authority to reconsider;
- 68 percent of the committed projects have advanced into the design, right-of-way, and construction phases, while only 7 percent are still in the early stages of planning and 25 percent are in the environmental review phase; and
- All of the committed projects address at least one Transportation 2035 goal. 61 percent meet four goals, 3 percent meet three goals, 1 percent meet two goals, and 35 percent meet one goal.

To determine which committed projects would be subject to further review by the Commission, staff screened for projects that (1) have 25 percent or more "Other Federal/State Funds," which are moneys the Commission has authority to redirect; (2) are still in the planning or environmental review stage; and (3) meet only one Transportation 2035 goal. The analysis found only two such projects: the Doyle Drive reconstruction in San Francisco, which is a high-priority safety project for the region; and the U.S. 101/Willow Road interchange modification in San Mateo County, which is a high-priority project included in the county's voter-approved transportation sales tax measure. Because both projects were meritorious and there is long-standing local and regional support to deliver them, there was no compelling reason for the Commission to shift funds from these projects to other uses.

Sincerely,

Scott Haggerty
Chair

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#35

Transportation Solutions Defense and Education Fund

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

March 1, 2009
By Hand Delivery &
E-Mail

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

Re: 2009 RTP

Dear Scott:

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

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

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

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

These recent events lead inexorably to the following conclusions:

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

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

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

Change in Motion

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

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

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

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

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

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

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

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

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

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

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

HOT Lanes

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

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

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

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

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

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

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

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

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

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

Due Diligence

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

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

Recommended Actions

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

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

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

Conclusion

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

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

METROPOLITAN
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#36

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

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U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

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Association of Bay Area Governments

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City and County of San Francisco

Bill Dodd
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Bijan Sartipi
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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 10, 2009

Mr. Jack P. Broadbent, Executive Officer
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Dear Mr. Broadbent:

Thank you for your strong expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. The Commission very much appreciates the Air District's partnership in the development of the Draft Plan, and we look forward to working closely with you and your staff not only to implement the Transportation 2035 Plan, but also to tackle the many challenges that remain on the road to meeting our shared goals for protecting our environment, improving our economy and improving social equity.

Your comments will be forwarded to the full Commission, which is scheduled to adopt the final Transportation 2035 Plan later this spring. We thank you again for your kind words and for your continued partnership.

Sincerely,

Steve Heminger
Executive Director

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#36

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

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Tom Bates
(Secretary)
Scott Haggerty
Jennifer Hosterman
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SONOMA COUNTY
Shirlee Zane
Pamela Torliatt
(Chairperson)

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

March 2, 2009

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

RECEIVED
MAR 5 - 2009
MTC

Subject: Transportation 2035 Plan for the San Francisco Bay Area

Dear ~~Mr. Heminger~~ Steve:

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

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

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

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

Sincerely,

Jack P. Broadbent
Air Pollution Control Officer/Executive Officer

#37

From: Ellen Griffin
To: MTC info; Ph.D. Bill Crandall
CC: MTC info
Date: 3/23/2009 10:59 AM
Subject: Re: Comments regarding improving signage access,for people with visualdisabilities

Dear Dr. Crandall,

Thank you for taking the time to offer comments with respect to access for people with visual impairments and the Draft Transportation 2035 Plan. Your comments have been forwarded to the Commission for their information.

Please feel free to check MTC's Web site to stay up to date on the Transportation 2035 Plan: http://www.mtc.ca.gov/planning/2035_plan/

Again, thanks for your interest in improving accessibility of our transportation network, and for taking the time to share your information about audible signs.

Ellen Griffin
MTC Legislation and Public Affairs

>>> "Bill Crandall, Ph.D." <bc@ski.org> 3/2/2009 4:52 PM >>>
Greetings,

Please accept the attached comment concerning the *Draft Transportation 2035 Plan.
*
Thank you for your consideration.*

*

Respectfully,

Bill Crandall, Ph.D.

Scientist

Smith-Kettlewell

Rehabilitation Engineering Research Center

San Francisco

415-345-2111

bc@ski.org

From Bill Crandall #37

Metropolitan Transportation Commission

Comments regarding improving signage access
for people with visual disabilities:

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

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

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

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

From Bill Crandall

#37

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

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

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

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

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

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

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

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From Bill Crandall #37

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From Bill Crandall #37

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Respectfully,

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#38

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U.S. Department of Housing and Urban Development

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Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
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Sue Lempert
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San Francisco Mayor's Appointee

Bijan Sartipi
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Amy Worth
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Ken Yeager
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Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 5, 2009

Mr. Michael Kirn, Public Works Director
Department of Public Works
City of Healdsburg
401 Grove Street
Healdsburg, CA 94558-4723

Dear Mr. Kirn:

Thank you for careful review and comment on the Draft Transportation 2035 Plan. Your letter requests inclusion of additional Healdsburg projects that are not fully funded in the Plan.

The proposed Transportation 2035 Plan is financially constrained, as defined in the past four plans, and consistent with federal planning regulations, as a set of future transportation projects and programs that can be implemented with federal, state, regional, or local revenue projected to be reasonably available over the next 25 years. Each of the nine congestion management agencies (CMAs) prioritized projects within their jurisdiction to receive new discretionary funds anticipated to be available over the 25-year horizon. For Sonoma County, MTC worked closely with the Sonoma County Transportation Authority to identify projects to receive discretionary funds; only the projects on SCTA's prioritized list were considered for funds. In addition, any project fully funded with existing "committed" funds was incorporated into the Plan.

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Yours truly,

Doug Kimsey

Doug Kimsey
Planning Manager

DK: LB
J:\PROJECT\2009 RTP\Correspondence\Responses to Comments on Draft RTP\Healdsburg_Kirn_0305.doc

CITY OF HEALDSBURG
Department of Public Works

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#38

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

March 2, 2009

Subject; Public Comment on Draft 2035 Regional Transportation Plan

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

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

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

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

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

Sincerely,

Michael Kirn
Public Works Director

#39

From: Ellen Griffin
To: MTC info; Roderick Llewellyn
Date: 3/16/2009 10:00 AM
Subject: Re: Comments on Transportation 2035 Plan: Change in Motion

Dear Mr. Llewellyn,

Thank you for your email and the attached document commenting on the Bay Area's Draft Transportation 2035 Plan. Your views concerning Environmental Impact Report alternatives, assumptions with respect to pricing of energy and social costs, transit investments for the urban core, transit fare coordination and transportation pricing will be forwarded to the Commission.

We appreciate your involvement throughout the development of the Transportation 2035 Plan.

Ellen Griffin
MTC Legislation and Public Affairs

Ellen Griffin
Senior Analyst, Legislation and Public Affairs
Metropolitan Transportation Commission
101 Eighth St., Oakland, CA 94607-4700
510/817-5854 (tel.); 510/817-5848 (fax)
egriffin@mtc.ca.gov

>>> "Roderick Llewellyn" <roderick@sanfransystems.com> 3/2/2009 2:38 PM >>>
Dear MTC,
Please accept the attached Microsoft Word document as my comments on the Transportation 2035 Plan.
If Microsoft Word format is not good for you, please let me know and I can resend in a different format.
Thanks for your attention,
Roderick Llewellyn

Comments on Change in Motion: Transportation 2035

By: Roderick Llewellyn

Introduction

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

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

Lack of Alternatives

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

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

Technology Dependence and Unrealistic Assumptions

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

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

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

Suburban Lifestyle Maintenance

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

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

No concept of social cost

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

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

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

Transit Fare Coordination

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

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

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

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

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

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

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

HOT lanes and Market Pricing

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

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

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

Resolution 3434 and Rail Extensions

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

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

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

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

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

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

Conclusion

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

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

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#40

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Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

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Association of Bay Area Governments

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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 4, 2009

Ms. Carli Paine, Transportation Program Director
TransForm
405 14th Street, Suite 605
Oakland, CA 94612

Dear Ms. Paine:

Thank you for your expression of support for the *Draft Transportation 2035 Plan* for the San Francisco Bay Area, and for your thoughtful and detailed recommendations for improving the Draft Plan. Your comments will be shared with the entire Commission, which is scheduled to adopt a final version of the plan on March 25. In the meantime, please allow me to respond briefly to your point about committed projects.

As you know, MTC in spring 2008 undertook a two-part assessment to provide information on how projects address the Transportation 2035 goals and to measure cost-effectiveness with respect to the performance objectives. All committed projects were reviewed with respect to the Transportation 2035 goals.

The Draft Transportation 2035 Plan honors funding commitments made in (1) the federally required FY 2009 Transportation Improvement Program, a four-year funding program that identifies projects that are fully funded and are ready to be implemented through the TIP by way of design, right-of-way acquisition, or construction; (2) projects fully funded in county transportation sales tax measure expenditure plans authorized by voters in San Francisco, Santa Clara, San Mateo, Alameda, Contra Costa, Sonoma, and Marin counties; and (3) statute or Commission policy action that occurred prior to the development of the Draft Plan.

MTC shares your vision of developing a world class transportation system for the Bay Area that is affordable and accessible, and that promotes pedestrian- and bicycle-friendly communities. We appreciate TransForm's partnership in the development of the Draft Transportation 2035 Plan and we look forward to working with you as the plan is implemented.

Sincerely,

Scott Haggerty
Chair

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TRANSFORM

WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

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

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

To Whom It May Concern:

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

Investments

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

Committed Projects

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

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

Project Identification Process

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

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

Land Use and Pricing

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

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

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

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

HOT Lanes

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

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

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

Successful Implementation of SB 375

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

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

Sincerely,

Carli Paine

Carli Paine
Transportation Program Director

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#41

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

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Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
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Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 10, 2009

Ms. Carrie Pourvahidi, Acting Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Pourvahidi:

Thank you for your letter of March 2, 2009 regarding the *Draft Transportation 2035 Plan* for the San Francisco Bay Area. Your comments on the Draft Plan will be forwarded to the entire Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring.

In the meantime, please note that text in the final Transportation 2035 Plan will describe the Regional Rail and Ferry investment package considered in MTC's performance analysis as having included a high-speed rail alignment over the Pacheco Pass plus another alignment over the Altamont Pass that would be compatible with a high-speed train system. Text in the final Transportation 2035 Plan also will state that the HST system is projected to carry 93 million passengers annually by the year 2030.

We thank you again for your thoughtful and detailed comments, and look forward to working closely with you and the High-Speed Rail Authority staff as implementation of the Transportation 2035 Plan begins.

Sincerely,

Doug Kimsey
Planning Director

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

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Without ever leaving the ground.

ARNOLD SCHWARZENEGGER
GOVERNOR

#41

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

March 2, 2009

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

Subject: Review and comment on the Draft Transportation 2035 Plan

Dear Mr. Heminger,

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

Upon review, we have the following two specific comments:

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

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

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

Regards,

Carrie Pourvahidi
Acting Executive Director

925 L Street, Suite 1425 Sacramento, CA 95814 916.324.1541 fax 916.322.0827
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#42

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
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U.S. Department of Housing and Urban Development

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Cities of Alameda County

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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 13, 2009

Ms. Marion Taylor
Vice President, Program/Action
League of Women Voters of the Bay Area
1611 Telegraph Avenue, Suite 300
Oakland, CA 94612

Dear Ms. Taylor:

Thank you for your review and comment on the Draft Transportation 2035 Plan. You raise several points that I've responded to as follows.

- Many of the policies that will be under consideration in the next RTP, which will address SB 375 in general and a Sustainable Communities Strategy specifically, have been incorporated in the Transportation 2035 Plan. These policies include: more focused growth in established cities with established transit services; a Regional Transit Expansion Program with projects that are subject to meeting established housing densities per MTC's TOD Policy (Resolution 3434); the TLC program being more than doubled from $27 million/year to $60 million/year; and a new $400 million investment in a climate change program. About 70% of the plan is invested in transit maintenance and expansion.
- The next RTP will use Projections 2011, which likely will include more focused growth than that considered by Projections 2009.
- "Committed" projects will likely again be evaluated in the next RTP as they were in the Transportation 2035 Plan. Keep in mind that SB 375 exempts projects fully funded in the 2009 TIP, Proposition 1B bond projects and sales tax projects approved before December 31, 2008. These exemptions somewhat mirror the Commission's RTP-adopted Committed Revenues/Projects policy.
- As part of the Transportation 2035 Plan, the Commission invests $400 million for Lifeline Transportation for low-income households; this is in addition to a prior Commission commitment to Lifeline of $300 million. The Transportation 2035 Plan also invests $45 million in a truck replacement/retrofit program that will leverage other federal, state and regional funds to reduce emissions that tend to impact communities of concern the most.

We will forward your comments on to the full Commission. You can stay up to date on meetings by checking our Web site at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Yours truly,

Scott Haggerty
MTC Chair

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#42

LEAGUE OF WOMEN VOTERS OF THE BAY AREA

An Inter-League Organization of the San Francisco Bay Area

March 2, 2009

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

Re: Draft Transportation 2035 Plan

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

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#43

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
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Anne W. Halsted
San Francisco Bay Conservation and Development Commission

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Jake Mackenzie
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San Francisco Mayor's Appointee

Bijan Sartipi
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Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

March 3, 2009

The Hon. Heyward Robinson
Mayor
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Mayor Robinson:

Thank you for your letter commenting on the Bay Area's Draft Transportation 2035 Plan. In particular, you expressed a desire for bold action to meet the challenges of climate change. You urged MTC to invest in a new regional rapid bus system on par with those in place in such cities as Brisbane, Australia, Curitiba, Brazil and Bogotá, Colombia.

We appreciate your interest in working together to protect our climate. Local government support for measures relating to linking land use and transportation, as well as in a regional system for pricing highway facilities to discourage solo driving, will be critical to ensuring progress. The draft plan calls for a new Climate Action Program, along with significant investments in public transit, a new Regional Bicycle Program, as well as Safe Routes to Schools and Safe Routes to Transit. Final action is expected on the draft 2035 Plan on March 25. Again, thank you for your comments.

Sincerely,

Scott Haggerty
Chair

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#43

March 3, 2009

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

701 Laurel
94025

Dear Chairman Dodd,

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

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

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

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

So how to we reach this goal:

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

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

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

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

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

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

7) Utilize existing infrastructure whenever possible.

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

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

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

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

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

13) Turn HOT lanes into BRT lanes.

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

Thank you for your consideration of these comments.

Respectfully,

Heyward Robinson
Mayor, City of Menlo Park, California

#44

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U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

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Deputy Executive Director, Policy

March 24, 2009

Wendy Alfsen, Executive Director
California WALKS
P.O. Box 13143
Berkeley, CA 94712

Dear Ms. Alfsen:

Thank you for your comments on behalf of the Sierra Club about the Draft Transportation 2035 Plan. Your observations will be forwarded to the full Commission, which is now scheduled to adopt a final version of the Transportation 2035 Plan next month.

MTC acknowledges that the Draft Plan will not help the region achieve its ambitious performance objective for reducing per-capita vehicle miles traveled (VMT) through 2035. This is due primarily to the expected growth of population and employment throughout the region over the next 25 years. Performance assessments conducted for the Draft Plan have shown that infrastructure investments alone will not be sufficient to bring about meaningful VMT reductions. For this reason, MTC is advocating for new transportation pricing and land-use initiatives. We believe that success in reducing VMT will require creating synergies between pricing, land-use and infrastructure.

The mandates of SB 375 will apply to the Bay Area's next long-range regional transportation plan, which is slated for adoption in 2013. Nonetheless, the Draft Transportation 2035 Plan very clearly advances our region toward the requirements set forth in SB 375 and in AB 32, reducing CO_2 emissions by 14,000 tons per day. The Draft Plan doubles the size of Transportation for Livable Communities (TLC) program and quadruples the Regional Bicycle grant program. Compared to existing conditions, the Draft Plan achieves a 16 percent drop in total greenhouse gas emissions.

With regard to committed projects, MTC staff, at the Commission's request, last summer identified a set of capacity-increasing committed projects totaling over $50 million, and evaluated them against three criteria: (1) What are the project's funding sources?; (2) Where is the project in the development stage?; and (3) How many Transportation 2035 goals did the project strongly support? The analysis found that:

- 82 percent of the committed projects were funded by sales tax, Federal New Starts, Proposition 1B, Traffic Congestion Relief Program, Federal Earmark Appropriations, or "Other Local Funds," while only 18 percent were funded by Other Federal/State funds that MTC has discretionary authority to reconsider;

- 68 percent of the committed projects have advanced into the design, right-of-way, and construction phases, while only 7 percent are still in the early stages of planning and 25 percent are in the environmental review phase; and
- All of the committed projects address at least one Transportation 2035 goal. 61 percent meet four goals, 3 percent meet three goals, 1 percent meet two goals, and 35 percent meet one goal.

To determine which committed projects would be subject to further review by the Commission, staff screened for projects that (1) have 25 percent or more "Other Federal/State Funds," which are moneys the Commission has authority to redirect;
(2) are still in the planning or environmental review stage; and (3) meet only one Transportation 2035 goal.

The analysis found only two such projects: the Doyle Drive reconstruction in San Francisco, which is a high-priority safety project for the region; and the U.S. 101/ Willow Road interchange modification in San Mateo County, which is a high-priority project included in the county's voter-approved transportation sales tax measure. Because both projects were meritorious and there is long-standing local and regional support to deliver them, there was no compelling reason for the Commission to shift funds from these projects to other uses.

MTC appreciates your interest in regional transportation issues, as well as your advocacy for walkable communities. We hope that you will continue to share your recommendations with the Commission and with MTC staff.

Sincerely,

Scott Haggerty
Chair

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#44

February 28, 2009

Received via e-mail
March 4, 2009

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

RE: Comments on RTP 2035

Dear Chair Haggerty and MTC Commissioners:

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

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

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

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

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

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

TLC and Lifeline Transit

From Wendy Alfsen

METROPOLITAN
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COMMISSION

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#45

Scott Haggerty, Chair
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U.S. Department of Housing and Urban Development

Tom Bates
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Deputy Executive Director, Policy

March 9, 2009

Ms. Colette A. Armao
Associate Aviation Planner
Caltrans Division of Aeronautics, MS #40
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Ms. Armao:

Thank you for your review and comment on the Draft Transportation 2035 Plan. You raise several points pertaining to the aviation element of the plan.

MTC's RTP focuses on projects and strategies that are within MTC's authority to influence. MTC's authority is over highway and transit funding, and the RTP includes airport ground access projects that MTC supports and proposes to fund in the future that are consistent with the Regional Airport System Plan (RASP). As such, all projects included in the RTP were subject to quantitative and/or qualitative performance measures that are rooted in the plan's goals. To download a copy of the performance evaluation see: http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035Plan-Perf_AssessmentReport.pdf.)

MTC's RTP is consistent with State Guidelines for development of the RTP's Aviation Element and very similar in content with other Regional Transportation Plans in the state. The only difference between MTC 's RTP and some other Plans is that some plans provide a brief summary of the aviation planning principles, demand forecasts and/or airport master plans. We have not chosen to do this in the RTP because of the length of the existing document and its focus on issues pertaining to our authority. The fact that the RTP incorporates the RASP's regional aviation policy recommendations, forecasts, and analyses by reference does not hinder the public's access to the decision making process or to the documents themselves (which are readily available in our Library as well as on the MTC Website). In addition, the RTP also incorporates by reference the 2004 Regional Goods Movement Plan and the 2009 Goods Movement Initiatives Update; these two documents provide goods movement information, including air passenger and air cargo data

We will forward your comments on to the full Commission. You can stay up to date on the plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Yours truly,

Doug Kimsey
Planning Director

DK
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#45

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

March 5, 2009

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

Dear Ms. Nguyen,

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

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

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

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

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

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

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

Sincerely,

Colette Armao

COLETTE A. ARMAO
Associate Aviation Planner

#46

From: John Goodwin
To: Fredrick Schermer <fredrick_schermer@dot.ca.gov>
CC: info@mtc.ca.gov
Date: 1/15/2009 12:11 PM
Subject: Re: T-2035 Comment (Schermer-Transit Efficiency)

Dear Mr. Schermer:

Thank you for your kind words and for your careful reading of the *Draft Transportation 2035 Plan*. You are correct that it will be important to maximize the efficiency of our transit systems as the Bay Area struggles to balance myriad transportation needs with severely limited resources. Your comments in their entirety will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

MTC thanks you for your well-considered and highly detailed recommendations. We very much appreciate your interest in regional transportation issues and look forward to hearing more of your suggestions in the future. In the meantime, we invite you to visit the MTC Web site at www.mtc.ca.gov/T2035 to monitor developments as the Transportation 2035 planning process reaches its conclusion.

fredrick_schermer@dot.ca.gov

Dear Commission,

Let me start out saying I enjoyed reading the RTP 2035 very much. I consider it very well written, addressing close to all issues, and admitting (y)our own limitations in specific spots and with various goals. I could praise you more for this plan, but I will quickly address in this personal email (not an official Caltrans email) what I consider missing or not well-addressed yet.

Though I appreciate the thought of viewing ourselves as the current -or future- example for the rest of the world, I dearly missed the wording that asks us to view the rest of the world as the source for good examples. I briefly worked for Muni's TEP, and I was amazed that their peer review did not look any further than the peer transit operators on just this continent. World class examples on how to save money and improve service can be found elsewhere, for instance in Europe. I am certain you agree with me that this particular TEP myopia does not serve anyone, and shows a political choice to not look in specific mirrors because they know the outcome. I place this as my first comment to you here as well, because urging us to be examples to others, but then -through unmentioned words- not being interested in what others have done (for instance, in transit) makes -politely said- little sense.

In light of transit, I had the feeling you are still not comfortable addressing the political situation that exists in the Bay Area; you mention it only in very well-crafted words. Cooperation is naturally the best way to move ahead, but when local bulwarks are unwilling to move towards common goals that the entire population of California supports, then the larger governmental levels, such as MTC and the State of California, need to do more than gentle pushing. The United States

#46

Constitution was set up with a two-way sharing (pulling) of power, and currently the local governments and organizations are very much in control. Again, I mention all of this especially in light of transit.

I was very happy to see the graph on page 40, showing that Transit Efficiency ranks highest in regards to performance & addressing goals combined. I find it therefore peculiar that this did not get highlighted better in your reporting. One example, Caltrain's baby-bullet service, created a 50% increase in ridership in a little over four years time for actually little money. From information gathered at work here at Caltrans, I believe the same group of people is served with upgrading quality of transit as with creation of HOV lanes; because, especially carpoolers appear to jump into fast and reliable transit. High quality transit -of the kind we truly do not have much of in the Bay Area- helps others elsewhere in the world reach their environmental and economic goals. Percentage-wise, Americans spend twice as much as the Japanese on transportation, and one-and-a-half times as much as Western Europeans. It is not just the distance, and not just the use, but especially the efficiency of what we have -or should have- that counts in this respect.

When working for the TEP, I learned that Muni's performance is slowest in the downtown area. I investigated other cities, for instance Rotterdam, in the Netherlands, where transit operates exactly the other way around: it is actually fastest in the downtown ring. And there, the average speed slows when moving to an outer ring (with some directions still providing very fast transit). All that, while the infrastructure is not that much different (it has two metro lines, while San Francisco has a BART and a Muni tunnel). Close to no buses enter Rotterdam's downtown, they function mainly as feeder lines. Buses are per passenger very expensive to operate. On top of that, Muni operates its tunnel as a streetcar system, which is 3 to 5 times more expensive to operate than a subway system (Vukan Vuchic, in Urban Public Transportation, 1981). All that, while the tunnel is already there (the big investment has already been made). The synergy effect of having one transit leg that is fastest in a straight line from A to B makes people use transit more, including accepting that second leg on the bus or streetcar that may not be too fantastic. Muni could save money and improve service. My question: where are you? This is the place where MTC and the State of California have a very important function to fulfill. As said, I worked for the TEP for a little while. I truly like their plans for buses, but they still have not figured out the disfunctional part of their light-rail system, where the real money savings and the real improvements for transit are. To support this reasoning: while Caltrain had a 50% jump in ridership in four years time, SamTrans had just a small increase in ridership. Efficiency is it!

I have very severe problems with California's High-Speed Rail plan. While it supports many aspects addressed in SB375, it undermines various aspects of SB375 truly at the same time. Each form of transit - be it bus, BRT, light-rail, regional rail, or high-speed rail - performs best when optimizing the conditions for its own specific characteristics. A bus is not optimized in use the same way a metro is. The CHSR tries to please too many different locations (due to political reality), and will be a lesser product than portrayed and cause more sprawl than currently considered.

#46

The maximum use of HSR is therefore not delivered in this product as sketched in this plan. The train will be slower (and more costly to operate), leading more people to still take their own car. Certain aspects of each form of transit are not up for compromise, and I predict that the California high-speed rail will perform like regular rail in Europe (on average, not in specifics). That is still an improvement compared to today, but costs a very large amount of money that is going to a lower-grade project. In that light, Oakland is the heart of BART in the Northern Bay Area, and it should get a HSR station that connects straight to Sacramento and San Jose to optimize use of both HSR and BART. Oakland and San Francisco are a few minutes apart on BART, and this will create movement on BART that is in most cases different from the current peak directions on BART. Also, with having Fresno sit right on top of the heart of the HSR system as sketched, many jobs will flow towards this part of the Central Valley, undermining your very high predictions for job growth in the Bay Area.

Transit systems have their natural capacities, yet ensuring a two-way use of a transit system is a clever increase of capacity without much need for additional investments. Investigate which parts of, for instance, the BART system have extra capacity and that are attractive system-wide, and promote that area for business. Again, Oakland could use regional promotion, while infrastructurally this would cost us the least amount of extra money. If we build a two-way system (roads, transit) why not optimize the use of both directions? We made the investments, so let's promote the best use of the investments.

Specific projects that I mentioned to my boss, but that I like to reiterate here, again, on a personal basis:

San Francisco County
94632: Extend Third Street Light Rail from Fourth and King Streets to Bayshore Caltrain Station.
This project was finished last year, except for the important last stop to Bayshore Caltrain Station (which does appear as separate project in the San Mateo list).

230409: Reconstruct and widen Harney Way to 8 lanes (6 mixed flow, 2 bus-only for BRT service) and improve bicycle lanes and sidewalks.
I thought this project was shot down last year, and the main reason the last light-rail leg was not completed to connect that transit-efficiency-improving connector station at Bayshore. Here, too, MTC has a vital role to play to overcome the local political realities of two counties.

230517: Improve transit and roadway connectivity between San Francisco and San Mateo Counties.
Is this about the same project 230409 but with a different name? Possibly, this is about Muni light-rail to Daly City BART station? That spot is the other transit situation showing a political reality of severe unwillingness to deliver the people of this region efficient transit.

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230594: Improve San Francisco BART stations to enhance passenger safety, accessibility and capacity, improve signage and provide real time transit information.
Is this just about Montgomery and Embarcadero Stations or also about BART 30th Street/Mission station? I made the point before, but Muni's functioning is not optimized in its Market Street tunnel. If Muni used this infrastructure more efficiently, then BART would be used by fewer people in this stretch of downtown, diminishing the need to adjust the Montgomery and Embarcadero BART stations. By not addressing the lack of efficient transit in one spot (Muni not using the tunnel as a cost-saving metro capable of handling 250% more people, and this number is real, not a guess), we are now required to address an additional problem for much money, while not addressing the actual cause: inefficient transit use of a neighboring organization.

Santa Clara County
21923: Implement Bus Rapid Transit (BRT) on El Camino Real from Diridon Station to Palo Alto.
This is a perfect example of redundancy in transit. With Caltrain's baby-bullet a big success, a BRT following the same length but one-to-a-few miles West of Caltrain's track, competition in what is a subsidized market leads to both forms becoming more expensive/performing less well than desired. Caltrain needs feeder line buses that are most-reliable (i.e., line not too long, not going to bottleneck locations, and preferably going to two Caltrain stations, with one a baby-bullet station). My quick overall take on transit: we have too much transit, all of a low-grade, costing us unnecessarily a very large sum of money for a product that does not attract all riders that good transit could attract. There is a segment of competition, definitively worth mentioning, in our transit product that undermines the performance/cost of both competing transit services. Focus on too many lines, and there is no real focus.

22019: Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Downtown East valley Phase 2).
Is this an example, or a warning, that we need to be careful with BRT? Will much capital be destroyed by not immediately implementing light-rail at this location, or is the road bed the same as for light-rail, and little money is lost when converting? Should San Francisco learn something from this for their Van Ness BRT project? Are we spending money on a half-solution, making us have to spend more again in the future? With BRT quite popular among planners, we need to be careful not getting caught in the spin. Again, BRT has its own characteristics that deliver a maximized product under specific conditions. Avoid expensive experimenting with BRT, don't waste money thinking we will be the examples for the world, while creating additional problems that will cost additional money fixing, too.

I'd like to finish this email with thanking you again for what I can tell is a very professional plan. Though I highlight particularly that of which I am certain that large improvements can be made in transit thinking, I am in general very much impressed with the RTP 2035. And I am aware of certain realities (money constraints, political balkanization, two-party system leading to local monopolies). Overall, I'd say: a very good job!

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Thank you very much for your time and attention.

Fredrick Schermer
System and Regional Planning
Caltrans - District 4
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#47

From: John Goodwin
To: catherine sprague
CC: info@mtc.ca.gov
Date: 2/9/2009 3:32 PM
Subject: Re: T-2035 Comment (Sprague-raising the cost for commuters)

Dear Ms. Sprague:

Thank you for your comments about MTC's newly released Draft Transportation 2035 Plan, which I believe may have been prompted in part by a KPIX-TV Channel 5 news story that aired Jan. 22. I thank you as well for the opportunity to clear up some misconceptions about the Draft Plan.

Contrary to the impression created by the KPIX story, MTC has no plans to triple or quadruple the cost of driving. None of the investments or programs identified in the Draft Plan will punish you or any other Bay Area residents for driving, nor will they force anyone to ride transit. Indeed, the only specific proposal in the Draft Plan that might raise the cost of vehicle operation -- and even then, only for some drivers -- is the creation of a regional network of high-occupancy toll (or HOT) lanes, which would allow solo drivers the option to travel in carpool lanes on Bay Area freeways in exchange for a toll (which would vary based on traffic conditions in the conventional mixed-flow lanes).

This "congestion insurance" is entirely optional. Carpoolers and buses would continue to travel free of charge in these lanes just as they already do. The only difference is that solo drivers, who are now prohibited from traveling in the carpool lanes during peak periods, would have an option to buy their way in to take advantage of unused capacity.

What KPIX failed to report is that all the other pricing mechanisms that MTC analyzed (carbon taxes, fees based on vehicle-miles traveled fee, parking surcharges) were reviewed only to determine their impact on achieving specific performance targets. These include reducing freeway congestion by 20 percent; reducing daily vehicle-miles traveled by 10 percent; reducing carbon dioxide emissions to 40 percent below 1990 levels; reducing particulate emissions (coarse particulates by 45 percent and fine particulates by 10 percent); and reducing by 10 percentage points the share of low- and moderate-income residents' household incomes consumed by transportation and housing.

To perform this analysis, MTC first looked at three infrastructure investment packages and determined which of the three would get us closer to each performance target. Then we determined how much closer to each target we would get if we added both the pricing mechanisms and land-use changes that would concentrate new housing and jobs in the already urbanized portions of the Bay Area. That's it. The ideas for transportation pricing were simply part of a "What if?" analysis, and not part of a policy proposal.

I invite you to take a closer look at the Draft Plan, and specifically at the analysis of the performance targets, which is found on pages 28-30 in the "Trends" chapter. The Draft Plan is available on the MTC Web site at www.mtc.ca.gov/planning/2035_plan/. We thank you again for your observations and for your interest in regional transportation issues. Your comments on the Draft Plan will be forwarded to the full Commission, which is scheduled to adopt a final version of the plan in March 2009.

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I was stunned and frankly appalled to hear that the MTC was even considering trying to get people out

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of their cars by raising prices on commuters with gas taxes and toll roads.
I work in San Jose and currently live in Los Gatos, I would like to buy a house but I can't afford anything closer that Brentwood. How, please tell me how, I can get from Brentwood to San Jose without my car. I can't take BART, it does not go from Brentwood to SJ, and San Jose's light rail does not meet up with Bart, now there's great planning.

Why don't you do something about our dismal public transpiration before hit the consumer with more taxes and fees ?

Catherine Sprague
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#48

From: Ashley Nguyen
To: lowell_grattan@prodigy.net
CC: Steve Heminger
Date: 9/3/2008 10:46 AM
Subject: New Transportation 2035 Plan — Response

Hi Lowell:

Thank you for your interest in Transportation 2035: Change in Motion. T2035 signals a new direction for the region, in which policymakers and planners, with extensive input from the public, are rethinking investment choices in the face of growing concerns about climate change, land uses patterns, air quality and other forces. Here's a response to your questions:

1. Who is doing the most Polluting, transit or cars? Which is getting better?

If we were to focus on particulate matter emissions for tailpipe exhaust, in 2006, ARB estimates that the total annual average PM2.5 (fine particulate matter) on-road motor vehicle emissions is 66 tons/day. A light-duty passenger car emits 9 tons/day, a heavy heavy duty diesel truck emits 38 tons/day, and a heavy duty diesel urban bus emits 0.5 tons/day.

For more information, see:
http://www.arb.ca.gov/ei/emissiondata.htm

Through regulatatory actions such as AB 1493 and Zero-Emission Bus Requirements (California Code Section 2023.3), I would say both cars and buses are getting better through advances in vehicle technologies. With the implementation of AB 1493 where automakers must increasingly meet stringent GHG emission standards that phase in between 2009 and 2016. ARB estimates that these standards would reduce GHG emissions for light duty vehicles 18 percent by 2020 and 27 percent by 2030.

2. What is the future and capability of rail?

Resolution 3434 is MTC's plan for regional transit expansion, which was first adopted in the 2001 Regional Transportation Plan. It includes service impvts. and expansions to BART to Warm Springs/San Jose, ACE, Caltrain, Amtrak's Capitol Corridor, and the Sonoma-Marin Rail (SMART). RM2 also provided some funding to support transit service improvements, and of course, you're probably aware of the HSR Bond Measure slated for the Nov. ballot. For more information, please see:

Resolution 3434 http://www.mtc.ca.gov/planning/rtep/
Regional Measure 2 http://www.mtc.ca.gov/funding/RM2/
Regional Rail Plan http://www.mtc.ca.gov/planning/rail/
California High Speed Rail: http://www.cahighspeedrail.ca.gov/

3. Does Smart Growth really work?

In the Bay Area, MTC, along with our partner regional agencies (BAAQMD, BCDC and ABAG), have launched the FOCUS initiative that encourage growth in existing communities, promote better connections between land use and transportation, and protect the environment. FOCUS seeks to foster development of complete neighborhoods that offer a range of housing choices and allow residents increased opportunities for walking, bicycling, and transit use. These strategies have been developed in response to widespread concern over the consequences of sprawling development patterns and as an emerging body of empirical research has developed documenting the relationship between transportation and land use.

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Certainly, sweeping generalizations that any smart growth policy will always work would be inappropriate; however, empirical research has found relationships between independent variables such as population density, diversity in land use mix, design that accommodates all modes of transportation, and access to destinations such as retail or parks, and dependent variables such as mode choice, number of vehicle trips, and vehicle miles travelled, finding that the smart growth choices often are correlated with less driving and less trips by car.

For more information on FOCUS, please see
http://www.bayareavision.org/

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>>> "LOWELL E GRATTAN" <lowell_grattan@prodigy.net> 9/2/2008 2:44 PM >>>
Steve,
Concerned about the direction of the new Transportation 2035 Plan.
Here is a note I sent to San Jose Planning regarding their new Envion 2040 Plan. My concerns also apply to MTC.
1. Who is doing the most Polluting, transit or cars? Which is getting better?
2. What is the future and capability of rail? .
3. Does Smart Growth really work?

Of interest, just returned from a conference in Houston. Average home price $158,000,
They have solved road congestion. The bay area does not have a clue.

Please review these experts listed below. Rail is not the answer.!!!
Lowell Grattan

#49

From: MTC info
To: Simon (Vsevolod) Ilyushchenko
Date: 9/12/2008 12:43 PM
Subject: Re: CO2 and VMT analysis

Hello, Simon.

I forwarded your questions on to Lisa Klein in our Planning Section. Here is her response:

There is not a more detailed report to share at this time. The analysis will be documented in the Transportation 2035 Performance Measures Report, which is due out at the end of the year.

In the mean time, some additional information about the analysis is documented in material presented to the MTC Advisory Council in June: http://apps.mtc.ca.gov/events/agendaView.akt?p=1091 (see item 8).

The technical documentation from the Vision Scenario Assessment in Fall 2007(http://www.mtc.ca.gov/planning/2035_plan/tech_report.htm) includes a brief write up on the models used for regional travel and air quality analyses. We used the same models in the project evaluation. The relevant section is excerpted below. Chuck Purvis (cpurvis@mtc.ca.gov) and Harold Brazil (hbrazil@mtc.ca.gov), respectively, will best be able to answer questions about the regional travel and emissions models we use. Hope this helps. Lisa

F. About the Travel Models & Air Quality Models Used in this Analysis

The current set of MTC travel demand models are typical of advanced trip-based travel models in use in the United States. MTC staff estimated these models in the mid-1990s using data from the 1990 Bay Area household travel survey (BATS1990).

The current trip-based models are a blend of disaggregate and aggregate demand models, all applied at an aggregate, zonal level with extensive market segmentation. Auto ownership models are nested logit choice in form, and include transit/highway accessibility variables. Trip generation models are either disaggregate household, worker or student trip production or aggregate zonal trip production/attraction in form, using hybrid cross-classification / multiple regression forms. Trip distribution models are standard gravity model formulations. Mode choice models are nested logit choice. Non-motorized trips (separate modes for bicycle and walk) are included in all mode choice models. Departure time choice for work trips is a binomial logit choice, whereas departure time choice for non-work trips is based on traditional trip peaking factors. Trip assignment procedures focus on daily traffic and transit trips, and AM peak period traffic volumes and speeds. Customized speed-flow delay curves are used in traffic assignment, including an Akçelik formulation for representing arterial speeds. The model system methodology incorporates full feedback from trip assignment back through auto ownership. Trip assignment (district-to-district travel times and costs) are also used as input to the land use allocation models used by MTC's sister agency, the Association of Bay Area Governments (ABAG). Detailed travel model specifications for this "BAYCAST-90" model system are available online at http://www.mtc.ca.gov/maps_and_data/datamart/forecast/.

Future MTC plans are to migrate to a fully disaggregate, activity-based model by 2009. Detailed information on these activities and plans are included on the MTC web site, here: http://www.mtc.ca.gov/maps_and_data/datamart/abm/

The current MTC model system incorporates 1,454 regional travel analysis zones in a region of 7,149 square miles.

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The California Air Resources Board (CARB) model "EMFAC2007" (in BURDEN mode) was used by MTC planners for this study. MTC staff also used CARB spreadsheet models to adjust the emissions to take into account improved vehicle technology standards (the "Pavley Standards" included in the 2002 California AB 1493).

Simon, hopefully the above will help to answer your questions.

MTC Public Information

>>> "Simon (Vsevolod) Ilyushchenko" <simonf@simonf.com> 9/11/2008 12:08:07 AM >>>
Dear MTC officers,

I've read a memorandum that will be presented by Lisa Klein at tomorrow's meeting:
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1133/Project_Performance_Klein2.pdf

It mentions an analysis of carbon dioxide emissions and vehicle miles traveled for several highway expansion projects.

I've been working on visualizing climate-related datasets, especially data on CO2 emissions, and I would be interested to read the full report and to see what models and inputs were used (plus, as a Bay Area resident, I'd like to understand the planning process better). The techniques that were employed could be helpful in other localities, also.

Thanks,
Simon

#50

From: Ellen Griffin
To: info@mtc.ca.gov
CC: Ursula Vogler
Date: 10/13/2008 12:35 PM
Subject: Fwd: Transportation 2035 Plan
Attachments: T2035 COMMITTED PROJECTS.xls; T2035 COMMITTED FUNDS BREAKDOWN.xls; T2035 NE
W COMMITMENTS.xls

please note that this inquiry was responded to...thanks, Ellen

>>> Ursula Vogler 10/13/2008 12:07 PM >>>
Hello Mr. Llewellyn:

Thank you for your email. Regarding your first question, the questions asked of workshop attendees did not relate to specific RTP projects, but instead asked about general funding preferences. The comments were synthesized and presented to the Commission in June of this year; the comments provided one aspect of consideration for the Commission when they approved the financially constrained investment plan in July. If interested, I will forward the Powerpoint presentation outlining the public comments using yousendit (it's too large to send with this email.)

Next, we post Plan information as pdf files on our Web site to make it easily accessible to the public. However, because the pdf file of committed projects you were directed to did not allow you to manipulate the data, I am attaching three excel spreadsheets: 1) Committed Projects, 2) Committed Funds Breakdown, and 3) New Commitments.

Please let us know if you have any other questions or comments.

Best regards,

Ursula

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>>> "Roderick Llewellyn" <roderick@sanfransystems.com> 10/6/2008 8:27 PM >>>

Hello,
MTC's 2035 website has a comprehensive list of workshops held and comments gathered. What I don't see is any connection between said comments and changes to the plan. Having been a veteran of MTC planning efforts before, I've always noticed that while my comments are duly noted, they never actually appear to affect any aspect of the plan. Neither do anybody elses' comments at these meetings.
What I am looking for is a list of projects that were added, eliminated, or substantially changed as a result of public participation, and a connection identified between these modifications and the public

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comments that triggered such modification. I'm not looking for projects that were changed because of pressure from, say, real-estate developers, SVMA, or other groups that typically do not attend these meetings but instead exert their influence in more private settings with MTC commissioners. Can you provide such a list? If you cannot, I would seriously challenge the value of these public participation forums.

In addition, several months ago I asked MTC for a list of the projects considered "committed" as compared to the proposed projects considered "uncommitted". After about a month, I was sent an email that directed me to look at your web site. This was unresponsive. What I want is not an unmanipulateable PDF file but an EXCEL file (or file easily convertible to spreadsheet format) which lists the various projects, how much they cost, which county they occur in, and whether they are considered "committed" or "uncommited" (that is, are they part of the $191 billion which MTC has effectively taken off the table and is therefore apparently not subject to any public criticism or modification?). I need this information in order to be able to better characterize the various projects, to help me understand which projects are "committed", and for explanation of such issues to other people.

Thank you,

Roderick Llewellyn
415-437-4718

Transportation 2035: Committed Projects

#50

County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Alameda	21132	Extend BART from Fremont to Warm Springs	$ 890.0	$ 890.0	4
Alameda	230088	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger	$ 167.5	$ 167.5	1
Alameda	22013	Construct I-580 eastbound truck climbing lane at the Altamont Summit	$ 77.1	$ 77.1	1
Alameda	21465	Enhance transit throughout the region using transit center development funds	$ 4.8	$ 4.8	4
Alameda	94012	Serves as Phase 1 of the Union City BART Station transit-oriented development project (Phase 1 includes constructing a pedestrian grade separations under the BART and UPRR tracks and reconfiguring the existing station to provide a new multi-modal Loop Roa	$ 40.0	$ 40.0	3
Alameda	230156	Extend West Jack London Boulevard from west of Isabel/Route 84 to El Charro Road	$ 18.7	$ 18.7	1
Alameda	230157	Construct a two lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	$ 7.3	$ 7.3	1
Alameda	22991	Widen I-680 southbound in Santa Clara and Alameda Counties from Route 237 to Route 84 including an HOV/HOT lane, ramp metering, auxiliary lanes at select locations, and pavement rehabilitation	$ 242.5	$ 242.5	1
Alameda	230160	Implement enhanced rapid bus service in Livermore and Dublin (includes higher frequencies, new stops, and improved stop amenities)	$ 14.1	$ 14.1	4
Alameda	21105	Construct new partial cloverleaf interchange at the extension of Isabel Ave (SR 84) to I-580. Phase 1 will construct a 4-lane Isabel Ave over I-580 and 2-lane extension north. The partial interchange at I-580/Portola Ave. will be replaced with a 2-lane f	$ 155.9	$ 155.9	1
Alameda	21466	Improve Washington Avenue/Beatrice Street interchange through reconstruction and widening of on/off-ramps	$ 2.5	$ 2.5	1
Alameda	230057	Serves as phase 2 of the I-880/Industrial Parkway west interchange reconstruction project. Includes constructing a NB I-880 loop on-ramp and modifying the SB on-ramp to include an HOV lane	$ 29.2	$ 29.2	1
Alameda	21116	Widen I-580 from Tassajara Road to Greenville Road for HOV and auxiliary lanes	$ 242.2	$ 242.2	1

Transportation 2035: Committed Projects

#50

County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Alameda	22779	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project (Phase 2 includes includes grade separation at Warren Avenue and the Union Pacific Railroad)	$ 56.0	$ 56.0	1
Alameda	22770	Install traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue in Piedmont	$ 0.3	$ 0.3	1
Alameda	21101	Reconstruct Stargell Avenue from Webster Street to 5th Avenue	$ 19.0	$ 19.0	1
Alameda	21472	Improve I-680/Bernal Avenue interchange, includes removing SB loop off-ramp and installing a SB loop on-ramp along with new SB diagonal off-ramp and widening of the diagonal NB on-ramp, widening Bernal to 3 lanes in each direction. These widenings will in	$ 17.0	$ 17.0	1
Alameda	230066	Improve I-880/Marina Blvd, including on/off-ramps improvements, overcrossing modification, and street improvements	$ 36.1	$ 36.1	1
Alameda	22777	Reconstruct on/off-ramps on I-580 within Castro Valley. Construct westbound I-580 off-ramp to Redwood Road and eastbound I-580 on-ramp from Redwood Road, and replace eastbound I-580 off-ramp to Center Street with an off-ramp to Grove Way	$ 34.9	$ 34.9	1
Alameda	230054	Construct NB auxiliary lanes on I-880 between Industrial Parkway and Alameda Creek, and SB lanes between Industrial and Whipple Road	$ 21.9	$ 21.9	1
Alameda	230052	Construct auxiliary lanes on I-880 near Winton in Hayward	$ 36.5	$ 36.5	1
Alameda	21133	Construct new West Dublin/Pleasanton BART Station along the I-580 median	$ 80.0	$ 80.0	3
Alameda	21114	Construct grade separations at Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	$ 108.6	$ 108.6	1
Alameda	21131	Build a BART-Oakland International Airport Automated Guideway Transit (AGT) system running on an exclusive right-of-way along Hegenberger Road	$ 459.0	$ 459.0	4
Alameda	21126	Construct westbound SR84 HOV on-ramp at Newark Boulevard	$ 12.5	$ 12.5	1
Alameda	94514	Reconstruct I-880/Route 92 interchange with direct connectors	$ 245.0	$ 245.0	1
Alameda	230094	Construct soundwalls in Central Alameda County at locations that are not associated with a specific LATIP project	$ 10.3	$ 10.3	1

Transportation 2035: Committed Projects

#50

County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Alameda	230091	Install traffic monitoring systems, signal priority for emergency vehicles and buses, ramp metering, ramp metering stations and carpool bypass lanes, and integration of arterial signals in Central Alameda County	$ 33.5	$ 33.5	2
Alameda	230083	Acquire right-of-way along I-580 from Hacienda Drive to the Vasco Road Interchange to accommodate rail transit	$ 123.5	$ 123.5	4
Alameda	21125	Extend HOV lane westbound on Route 84 between Newark Avenue undercrossing and just west of the I-880 interchange	$ 11.4	$ 11.4	1
Alameda	94030	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	$ 186.8	$ 186.8	1
Alameda	22511	Provide ferry service between Berkeley/Albany and San Francisco	$ 56.6	$ 56.6	4
Alameda	22100	Replace the existing overcrossing structure at the I-880/Davis Street interchange with a new structure, provide higher clearance for I-880 traffic and additional travel lanes on Davis St. Also, includes ramp, intersection and signal improvements	$ 24.4	$ 24.4	1
Alameda	22106	Construct street extensions in Hayward near Clawiter and Whitesell Streets	$ 26.9	$ 26.9	1
Alameda	21456	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	$ 5.5	$ 5.5	1
Alameda	21093	Upgrade the existing SR92/Clawiter Road interchange, add ramps and an overcrossing for the Whitesell Street extension and signalize ramp intersections	$ 58.3	$ 58.3	1
Alameda	22063	Improve Route 238 corridor near Foothill Boulevard/I-581 by removing parking during peak periods and spot widening	$ 116.0	$ 116.0	1
Alameda	22062	Construct infrastructure to support future Irvington BART Station	$ 2.6	$ 2.6	4
Alameda	22056	Improve Ashby BART Station to support Ed Roberts Campus and future transit-oriented development	$ 43.5	$ 43.5	1
Alameda	22087	Reconstruct I-880/Oak Street on-ramp	$ 26.7	$ 26.7	1
Alameda	22509	Provide ferry service between Alameda/Oakland and San Francisco and between Harbor Bay and San Francisco	$ 21.5	$ 12.0	4
Alameda	21489	Improve I-580/San Ramon Road/Foothill Road interchange	$ 2.1	$ 2.1	1

Transportation 2035: Committed Projects

#50

County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Alameda	21484	Widen Kato Road from Warren Avenue to Milmont Drive to include bicycle lanes	$ 5.4	$ 5.4	1
Alameda	21455	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	$ 122.6	$ 122.6	1
Alameda	22670	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstrucing bridges at Davis Street and Marina Boulevard)	$ 119.4	$ 119.4	1
Alameda	21464	Provide paratransit service for AC Transit, BART and non-mandated city programs, and to coordinate and close paratransit service gaps	$ 154.6	$ 154.6	1
Alameda	230630	Construct WB off-ramp to connect I-580 to Dublin/Pleasanton BART Station	$ 30.0	$ 30.0	1
Alameda	22002	Extend HOV lane northbound on I-880 from Maritime to the Bay Bridge toll plaza	$ 19.0	$ 19.0	1
Alameda	21482	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas and include bicycle lanes	$ 8.9	$ 8.9	1
Alameda	21460	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin BART station and Dougherty Road. Construct a bus lane on Dougherty Road	$ 11.4	$ 11.4	3
Alameda	21473	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	$ 11.1	$ 11.1	1
Alameda	22007	Implement bicycle and pedestrian projects/programs in Alameda County	$ 305.5	$ 305.5	3
Alameda	22082	Improve 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards to include grade separation	$ 372.0	$ 372.0	1
Alameda	22089	Improve Martinez Subdivision to include two additional mainline tracks for expanded freight rail capacity, including numerous crossovers and additional signaling	$ 215.0	$ 215.0	1
Alameda	22760	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and an administrative/operations and maintenance buildings)	$ 184.7	$ 184.7	1
Alameda	98139	Phase 1 right-of-way acquisition for the ACE Service between Stockton and Niles Junction and complete track improvements between San Joaquin County and Alameda County and expand Alameda County station platforms to accommodate six-car train sets	$ 150.0	$ 75.0	4

Transportation 2035: Committed Projects

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Alameda	230652	Widen I-580 in both directions for HOV lanes between Greenville Road to Santa Rita Road (includes HOV direct connectors from westbound I-580 to southbound I-680 and northbound I-680 to eastbound I-580)	$ 308.4	$ 308.4	1
Alameda	22769	Improve the northbound I-880 ramp geometries at 23rd and 29th Avenues, including modifications to local streets, landscaping, and soundwall construction	$ 96.9	$ 96.9	1
Contra Costa	230196	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements to increase bus speeds	$ 12.2	$ 12.2	4
Contra Costa	230202	Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road	$ 42.4	$ 42.4	1
Contra Costa	22365	Improve Martinez Ferry landside facilities	$ 5.3	$ 5.3	4
Contra Costa	230203	Construct Route 4 Bypass interchange at Sand Creek Road	$ 40.4	$ 40.4	1
Contra Costa	230193	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	$ 8.1	$ 8.1	1
Contra Costa	22122	Implement Richmond Ferry service from Richmond to San Francisco	$ 62.6	$ 16.4	4
Contra Costa	22603	Construct 680-space parking garage at Richmond Intermodal Transfer Station	$ 29.9	$ 29.9	3
Contra Costa	94532	Implement the Gateway Lamorinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation, and signal coordination)	$ 15.9	$ 15.9	1
Contra Costa	98136	Construct East Branch as 4 lanes from Bollinger Canyon Road extension to Windermere Parkway	$ 14.9	$ 14.9	1
Contra Costa	98115	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	$ 8.2	$ 8.2	1
Contra Costa	98142	Widen Route 4 from Loveridge Road to Somersville Road from 4 lanes to 8 lanes, with HOV lanes	$ 156.7	$ 156.7	1
Contra Costa	98126	Improve interchanges and parallel arterials to I-680 and Route 24 (projects to be determined based on future analysis)	$ 21.5	$ 21.5	1
Contra Costa	22609	Widen and extend major streets, and improve interchanges in central Contra Costa County	$ 21.5	$ 21.5	1
Contra Costa	22610	Widen and extend major streets, and improve interchanges in west Contra Costa County	$ 21.5	$ 21.5	1
Contra Costa	22611	Implement a low-income student bus pass program in West County	$ 36.9	$ 36.9	1

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Contra Costa	22613	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes beetween Danville and Windemere Parkway, and to 6 lanes between Windermere Parkway to Alameda County line)	$ 21.9	$ 21.9	1
Contra Costa	22637	Construct BART crossover at Pleasant Hill BART Station	$ 25.0	$ 25.0	4
Contra Costa	94538	Implement the Route 4 transportation management system	$ 1.1	$ 1.1	2
Contra Costa	94046	Improve interchanges and parallel arterials to Route 4	$ 21.5	$ 21.5	1
Contra Costa	98135	Construct Windermere Parkway as 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	$ 14.9	$ 14.9	1
Contra Costa	230320	Extend the Interstate 680 southbound high-occupancy vehicle lane northward 1 mile from Livorna Road to north of Rudgear Road	$ 3.1	$ 3.1	1
Contra Costa	98132	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	$ 4.7	$ 4.7	1
Contra Costa	230206	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	$ 46.1	$ 46.1	1
Contra Costa	22607	Widen and extend major streets, and improve interchanges in east Contra Costa County	$ 21.5	$ 21.5	1
Contra Costa	94048	Improve interchanges and parallel arterials to I-80 (specific projects to be determined)	$ 21.5	$ 21.5	1
Contra Costa	22402	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	$ 168.2	$ 168.2	1
Contra Costa	22600	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	$ 2.2	$ 2.2	1
Contra Costa	94045	Purchase new express buses for I-80 HOV service to be provided by AC Transit, Vallejo Transit, and WestCAT (capital costs)	$ 17.5	$ 17.5	4
Contra Costa	22353	Construct HOV lane on I-680 southbound between North Main Street and Livorna	$ 46.7	$ 46.7	1
Contra Costa	230402	Install new or upgraded corridor management and traveler information elements along the Interstate 80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza	$ 67.0	$ 67.0	2
Contra Costa	230288	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits	$ 2.1	$ 2.1	1
Contra Costa	230233	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	$ 35.0	$ 35.0	1
Contra Costa	230236	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes	$ 19.9	$ 19.9	1
Contra Costa	230238	Widen California Avenue from 2 lanes to 4 lanes with two wide left turn lanes	$ 16.0	$ 16.0	1

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Contra Costa	230239	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through-lanes in each direction (includes road realignment, new traffic signals, and bicycle/pedestrian streetscape improvements)	$ 10.6	$ 10.6	1
Contra Costa	230249	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	$ 26.6	$ 26.6	1
Contra Costa	230250	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way	$ 23.5	$ 23.5	1
Contra Costa	230253	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, a park-and-ride lot and sidewalks	$ 10.0	$ 10.0	1
Contra Costa	98134	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	$ 47.8	$ 47.8	1
Contra Costa	230293	Add transit stops, sidewalks, along with bicycle and pedestrian amenities on San Pablo Dam Road in El Sobrante	$ 7.3	$ 7.3	1
Contra Costa	21214	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	$ 15.7	$ 15.7	1
Contra Costa	230397	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including Park-and-Ride lots, signal prioritization, bus-only lanes and freeway drop ramps	$ 12.4	$ 12.4	4
Contra Costa	21211	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	$ 525.0	$ 525.0	4
Contra Costa	230188	Purchase land in Oakley for use as a park-and-ride lot	$ 1.2	$ 1.2	1
Contra Costa	21207	Construct Martinez Intermodal Station (Phase 3 initial segment) including site acquisition, demolition and construction of 200 interim parking spaces	$ 12.0	$ 12.0	3
Contra Costa	230631	Double the existing rail track between Oakley and Port Chicago	$ 28.1	$ 28.1	1
Contra Costa	230613	Implement ferry service between Hercules and San Francisco	$ 59.3	$ 16.0	4
Contra Costa	21225	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities	$ 22.2	$ 22.2	3
Contra Costa	230542	Close a bicycle/pedestrian gap on San Pablo Avenue by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge	$ 0.9	$ 0.9	3

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Contra Costa	230538	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	$ 5.7	$ 5.7	1
Contra Costa	230596	Construct Pacheco Boulevard Transit Hub on Blum Road at the Interstate 680/State Route 4 Interchange, including 6 bus bays and 110 park-and-ride spaces.	$ 2.7	$ 2.7	3
Contra Costa	21206	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	$ 445.9	$ 445.9	1
Contra Costa	230401	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development	$ 6.8	$ 6.8	2
Contra Costa	230535	Realign curves along Marsh Creek Road to improve safety and operations	$ 4.6	$ 4.6	1
Contra Costa	21208	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	$ 30.5	$ 30.5	3
Contra Costa	21209	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	$ 13.0	$ 13.0	3
Contra Costa	21210	Construct Capitol Corridor train station in Hercules	$ 32.5	$ 32.5	3
Contra Costa	230597	Install new or upgraded corridor management and real-time traveler information improvements along (1) Interstate 80 and (2) key arterial routes between the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza.	$ 26.5	$ 26.5	2
Contra Costa	230274	Widen Main Street to 6 lanes from State Route 160 to Big Break Road	$ 12.6	$ 12.6	1
Contra Costa	230505	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village.	$ 16.1	$ 16.1	2
Contra Costa	98157	Enhance AC Transit bus service in San Pablo corridor.	$ 12.9	$ 12.9	4
Contra Costa	230194	Implement AC Transit Environmental Sustainability Program to address environmental issues associated with bus transit operation	$ 6.6	$ 6.6	1
Contra Costa	230195	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	$ 4.5	$ 4.5	4
Contra Costa	230205	Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road	$ 23.6	$ 23.6	1
Contra Costa	230127	Construct new satellite WestCAT maintenance facility (includes land purchase)	$ 8.2	$ 8.2	2
Contra Costa	230129	Expand WestCAT service, including purchase of vehicles	$ 8.8	$ 8.8	4

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Contra Costa	230212	Improve Clayton Road/Treat Boulevard intersection to improve operational efficiency and increase capacity (includes upgrading traffic signal and constructing geometric improvements)	$ 2.1	$ 2.1	1
Contra Costa	230227	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	$ 2.9	$ 2.9	4
Contra Costa	98193	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	$ 12.9	$ 12.9	1
Contra Costa	98194	Extend Commerce Avenue from current terminus to Waterworld Parkway, including construction of vehicular bridge over Pine Creek and installation of trails and pedestrian bridge, and connect Willow Pass Road to Concord Avenue/Route 242 interchange	$ 7.7	$ 7.7	1
Contra Costa	98196	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	$ 7.3	$ 7.3	1
Contra Costa	98211	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	$ 55.5	$ 55.5	1
Contra Costa	98999	Widen Route 4 from Somersville Road to Route 161 and improve interchanges	$ 500.0	$ 500.0	1
Contra Costa	230225	Improve and expand arterial streets in Central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	$ 7.7	$ 7.7	1
Marin	230502	Construct westbound I-580 to northbound U.S. 101 connector	$ 20.8	$ 20.8	1
Marin	94563	direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	$ 189.8	$ 189.8	1
Marin	230095	Widen Route 1 at Pacific Way to provide a Muir Beach bus stop	$ 0.2	$ 0.2	4
Marin	230653	Widen U.S. 101 between Old Redwood Highway to Rohnert Park Expressway for HOV lanes in both directions (Central Phase A)	$ 118.3	$ 118.3	1
Regional/Multiple Counties	21013	Rehabilitate state-owned toll bridges in the Bay Area	$ 309.5	$ 309.5	1
Regional/Multiple Counties	22009	Implement Capitol Corridor intercity rail service (track capacity/frequency improvements)	$ 108.0	$ 108.0	4
Regional/Multiple Counties	98102	Reconstruct the South Access to the Golden Gate Bridge: Doyle Drive (environmental study)	$ 25.6	$ 25.6	1
Regional/Multiple Counties	21002	Implement the incident management, including the Freeway Service Patrol, Call Box, incident detection equipment, and incident management systems, etc.	$ 219.9	$ 1.0	1

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Regional/Multiple Counties	22001	Implement Sonoma Marin Area Rail Transit District (SMART) Commuter Rail project (environmental, preliminary engineering, and right-of-way)	$ 109.6	$ 109.6	4
Regional/Multiple Counties	21005	Fund and implement TransLink®	$ 408.0	$ -	4
Regional/Multiple Counties	22244	Fund City Carshare	$ 4.6	$ 4.6	1
Regional/Multiple Counties	22513	Implement Sonoma Marin Area Rail Transit District (SMART) Commuter Rail project (construction phase and vehicle procurement)	$ 496.7	$ 42.4	4
Regional/Multiple Counties	21320	Construct Golden Gate Bridge Moveable Median Barrier	$ 26.9	$ 26.9	1
Regional/Multiple Counties	21619	Expand Caltrain Express service (Phase 2)	$ 427.0	$ 69.0	4
Regional/Multiple Counties	21012	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	$ 699.5	$ 523.4	1
Regional/Multiple Counties	22008	Extend Caltrain to Transbay Terminal/Replace Transbay Terminal (Phase 2A--preliminary engineering, environmental, PS&E, right-of-way phases of Downtown Extension)	$ 292.3	$ 292.3	4
Regional/Multiple Counties	22245	Fund Safe Routes to Transit	$ 22.5	$ 22.5	3
Regional/Multiple Counties	21015	Fund toll bridge seismic retrofit program	$ 8,685.0	$ 8,685.0	1
Regional/Multiple Counties	21008	Fund and implement 511 Traveler Information	$ 453.7	$ -	4
Regional/Multiple Counties	21627	Electrify Caltrain from Tamien to San Francisco, including installing 10 power substations and other infrastructure	$ 626.0	$ 544.0	4
Regional/Multiple Counties	94152	Widen SR12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to SR29 in Napa County (Phase 1)	$ 145.7	$ 145.7	1
Regional/Multiple Counties	230221	Implement I-80 Integrated Corridor Mobility (ICM) Project Operations and Management	$ 187.8	$ 187.8	2
Regional/Multiple Counties	230222	Implement San Pablo Avenue SMART Corridors Operations & Management	$ 37.6	$ 37.6	2
Regional/Multiple Counties	230336	Implement recommendations from MTC's Transit Connectivity Study	$ 32.8	$ -	4

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Regional/Multiple Counties	22243	Fund Regional Measure 2 Express Bus North Improvements (includes park and ride lots and rolling stock)	$ 30.5	$ 30.5	4
Regional/Multiple Counties	22520	Implement BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	$ 714.4	$ 714.4	1
Regional/Multiple Counties	22241	Fund Regional Measure 2 Studies (Water Transit Authority (WTA) environmental studies, I-680/Pleasant Hill BART Connector Study)	$ 6.7	$ 6.7	4
Regional/Multiple Counties	22636	Implement BART transbay tube earthquake safety improvements (Phase 1)	$ 592.6	$ 592.6	1
Regional/Multiple Counties	21342	Extend Caltrain to Transbay Terminal/Replace Transbay Terminal (Phase 1, which includes the construction of the new Transbay Transit Center Building and rail foundation)	$ 1,189.0	$ 1,189.0	4
Regional/Multiple Counties	22003	Capitol Corridor: Phase 2 enhancements, including grade separations at High Street, Davis Street, and Hesperian Street	$ 88.7	$ 88.7	4
Regional/Multiple Counties	22006	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	$ 192.8	$ 192.8	4
Regional/Multiple Counties	22240	Fund Regional Measure 2 Express Bus South Improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	$ 22.0	$ 22.0	4
Regional/Multiple Counties	21006	Fund and implement Regional Transportation Marketing	$ 27.5	$ -	1
Regional/Multiple Counties	94541	Reconstruct existing Benicia-Martinez Bridge for southbound only traffic as part of new Benicia-Martinez Bridge Project	$ 1,272.5	$ 1,272.5	1
San Francisco	230161	Design and implement a Bus Rapid Transit (BRT) project on Van Ness Avenue, including dedicated transit lanes, signal priority, and pedestrian & urban design upgrades	$ 87.6	$ 87.6	4
San Francisco	230555	Reconstruct ramps on the east side of the San Francisco Bay Bridge's Yerba Buena Island Tunnel	$ 183.0	$ 183.0	1
San Francisco	94632	Extend Third Street Light Rail from Fourth and King Streets to Bayshore Caltrain Station	$ 649.0	$ 649.0	4
Regional/Multiple Counties	94089	Reconstruct south access to the Golden Gate Bridge, from Doyle Drive to Broderick Street (includes Route 1/U.S. 101 interchange improvements)	$ 1,010.0	$ 1,010.0	1

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Regional/Multiple Counties	230290	Extend Caltrain to Transbay Terminal/Replace Transbay Terminal (Phase 2B, CON phase of Downtown Extension)	$ 656.9	$ 656.9	4
Regional/Multiple Counties	230610	Complete Regional HOT Network - convert existing HOV and close remaining gaps with tolls	$ 3,700.0	$ 3,700.0	2
San Francisco	21510	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of four light rail vehicles	$ 1,290.0	$ 1,290.0	4
San Mateo	22615	Improve station facilities and other rail improvements in Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor	$ 39.3	$ 39.3	4
San Mateo	230592	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	$ 14.8	$ 14.8	1
San Mateo	98176	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	$ 188.2	$ 188.2	1
San Mateo	22125	Operate ferry service from South San Francisco to San Francisco	$ 48.8	$ 48.8	4
San Mateo	230428	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	$ 5.2	$ 5.2	1
San Mateo	22726	Implement ferry service between South San Francisco and Alameda/Oakland	$ 51.2	$ 51.2	4
San Mateo	21606	Reconstruct U.S. 101/Willow Road interchange	$ 53.8	$ 53.8	1
San Mateo	21608	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	$ 119.9	$ 119.9	1
San Mateo	230417	Modify U.S. 101/Holly Street interchange (involves widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	$ 3.2	$ 3.2	1
San Mateo	94667	SamTrans American with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	$ 491.8	$ 491.8	1
San Mateo	94656	Construct Devil's Slide Bypass between Montara and Pacifica	$ 362.6	$ 362.6	1
San Mateo	94643	Widen Route 92 from Half Moon Bay City limits and Route 1 (includes adding left turn lanes, signal modifications, shoulders, and bicycle lanes)	$ 29.9	$ 29.9	1
San Mateo	22120	Construct ferry terminal at Redwood City	$ 15.0	$ 15.0	1
Santa Clara	21790	Provide VTA´s share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda Counties	$ 26.9	$ 26.9	4

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Santa Clara	21787	Expand the Palo Alto Caltrain Station and Bus Transit Center	$ 305.9	$ 305.9	3
Santa Clara	21923	Implement Bus Rapid Transit (BRT) on El Camino, from Diridon to Palo Alto	$ 233.4	$ 233.4	4
Santa Clara	230531	Construct HOV and auxiliary lanes on US 101 in Mountain View and Palo Alto, from SR 85 to Embarcadero Road	$ 113.1	$ 113.1	1
Santa Clara	22956	Extend the Capitol Avenue light rail line 2.6 miles from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	$ 334.0	$ 334.0	4
Santa Clara	230339	Convert HOV queue jump lanes along Central at Bowers to general purpose lanes	$ 0.1	$ 0.1	1
Santa Clara	230356	Construct interchange at intersection of Lawrence Expressway and Arques Avenue with square loops on Kern and Titan	$ 49.2	$ 49.2	1
Santa Clara	230267	Widen Montague Expressway to 8 lanes between Lick Mill and Trade Zone; and widen Guadalupe River Bridge and Penitencia Creek Bridge. The new lanes will be operated as HOV lanes.	$ 13.5	$ 13.5	1
Santa Clara	230269	Construct a new fly-over interchange at Trimble and Montague Expressway	$ 36.1	$ 36.1	1
Santa Clara	230456	Widen Zanker Road from 4 to 6 lanes to support traffic circulation in the North San Jose area	$ 56.5	$ 56.5	1
Santa Clara	230363	Construct partial clover interchange at I-880 and Montague Expressway, including improvements on Montague	$ 12.9	$ 12.9	1
Santa Clara	230551	Implement the Zero Emissions Bus (ZEB) program to achieve zero emissions from transit vehicles in compliance with state rules	$ 23.7	$ 23.7	1
Santa Clara	98119	Extend light rail transit from Winchester Station to Route 85 (Vasona Junction)	$ 285.5	$ 285.5	4
Santa Clara	230595	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	$ 143.2	$ 143.2	4
Santa Clara	230532	Improve the SR 237/North 1st St interchange	$ 2.1	$ 2.1	1
Santa Clara	230534	Electrify Caltrain line from Tamien to Gilroy	$ 140.8	$ 140.8	4
Santa Clara	230454	Construct bike overcrossing at Blossom Hill/Monterey Highway area over UPRR tracks	$ 10.5	$ 10.5	3
Santa Clara	230471	Widen intersections and improve sidewalks throughout the City of Sunnyvale	$ 17.4	$ 17.4	1
Santa Clara	230547	Implement Bus Rapid Transit (BRT) on Monterey Highway	$ 96.6	$ 96.6	4
Santa Clara	230554	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	$ 84.6	$ 84.6	4
Santa Clara	230574	Improve the SR 85/Cottle Road interchange	$ 5.3	$ 5.3	1

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Santa Clara	230641	Implement bicycle and pedestrian improvements in North San Jose	$ 34.5	$ 34.5	3
Santa Clara	230644	Implement miscellaneous intersection improvements in North San Jose	$ 30.3	$ 30.3	1
Santa Clara	230552	Install and modify VTA facilities to support the Zero Emissions Bus (ZEB) program	$ 95.0	$ 95.0	1
Santa Clara	21921	Extend BART from Fremont to San Jose (includes environmental documentation, preliminary engineering, property acquisition, and construction)	$ 6,133.0	$ 6,133.0	4
Santa Clara	22134	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the US 101/Tully Road interchange to a partial cloverleaf	$ 69.8	$ 69.8	1
Santa Clara	22839	Convert the HOV lane on Central Expressway between San Tomas and De La Cruz to a general purpose lane	$ 0.1	$ 0.1	1
Santa Clara	22014	Implement Downtown East Valley: Bus Rapid Transit (BRT) and Light Rail Phase 1 and 3	$ 132.0	$ 132.0	4
Santa Clara	22944	Widen I-880 for HOV lanes in both directions between Route 237 in Milpitas to U.S. 101 in San Jose	$ 105.0	$ 105.0	1
Santa Clara	230645	Implement improvements to the North First Street Core Area grid	$ 63.8	$ 63.8	1
Santa Clara	94117	Improve bus stop accessibility system-wide. Design and construct transit centers and park & ride lots at the following locations: De Anza College, Vasona Junction and downtown Los Gatos. Plan for additional transit center and park and ride lot development	$ 75.0	$ 75.0	3
Santa Clara	22019	Convert Bus Rapid Transit (BRT) to light rail transit in the Santa Clara-Alum Rock corridor (Downtown East Valley Phase II)	$ 326.7	$ 326.7	4
Santa Clara	230294	Conduct environmental and design to widen and create new alignment for Route 152 (from Route 156 to U.S. 101) to improve trade corridor from Route 99 to U.S. 101	$ 80.0	$ 80.0	1
Santa Clara	98140	Widen I-680 between Route 84 to Route 237 from six to eight lanes to add HOV lanes in each direction	$ 21.0	$ 21.0	1
Solano	22634	Construct an adjacent 200-space at grade parking lot at the Vacaville intermodal station (Phase 1)	$ 12.9	$ 12.9	3
Solano	230311	Widen and improve Peterson Road with an addition of a truck stacking lane to accommodate trucks waiting to enter Travis Air Force Base (involves drainage improvements)	$ 2.6	$ 2.6	1

Transportation 2035: Committed Projects

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County	RTPID	Project/Program	Escalated Project Cost (milllions $)	Existing Funds (millions $)	# of Goals Strongly Supported
Solano	230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (involves building a 4-lane bridge across Suisun Creek and constructing braided ramps from the truck scales over EB SR 12 onto EB I-80)	$ 100.9	$ 100.9	1
Solano	22633	Widen Azuar Dr/Cedar Ave from P Street to Residential Parkway from 2 to 4 lanes (includes bike lanes, railroad signals, and rehabilitation improvements)	$ 11.7	$ 11.7	1
Solano	22632	Widen American Canyon Road overpass at I-80	$ 10.7	$ 10.7	1
Solano	22631	Construct Route 12 westbound truck climbing lane at Red Top Road	$ 13.2	$ 13.2	1
Solano	22630	Improve Parkway Boulevard overcrossing over Union Pacific RailRoad tracks	$ 12.4	$ 12.4	1
Solano	230650	Widen I-80 from Red Top Road to Airbase Parkway to add HOV lanes in both directions and widen the median (also includes pavement rehabilitation and ramp metering)	$ 94.9	$ 94.9	1
Sonoma	21902	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway in Sonoma County (Central Phase A)	$ 118.0	$ 118.0	1
Sonoma	98183	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	$ 123.9	$ 123.9	1
Sonoma	22655	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	$ 96.0	$ 96.0	1
Sonoma	21884	Construct Petaluma crosstown connector/interchange	$ 61.7	$ 61.7	1
Sonoma	21070	Realign Route 116 (Stage Gulch Road) along Champlin Creek for safer curves and widen remaining segments to accommodate pedestrians and bicyclists	$ 39.1	$ 39.1	1
Sonoma	22652	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant overhead in Healdsburg	$ 18.9	$ 18.9	2
Sonoma	22656	Improve U.S. 101/East Washington Street interchange improvements (includes new northbound on-ramp, improvements to southbound on-ramp)	$ 23.7	$ 23.7	1
Sonoma	21908	Study the environmental impacts of a future Port Sonoma ferry service and facility	$ 20.0	$ 20.0	4

Transportation 2035 Plan:
Committed Projects (Capacity Increasing, Greater than $50 million)

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Committed Funds Breakdown

County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Alameda	21132	Extend BART from Fremont to Warm Springs	$ 890.0	$ 890.0	4	DSN/ROW	$ 221.0	$ 100.0		$ 348.0
Alameda	21618	Implement commuter rail service on the Dumbarton Bridge	$ 596.0	$ 301.0	4	ENV	$ 112.5			$ 135.0
Alameda	21131	Build a BART-Oakland International Airport Automated Guideway Transit (AGT) system running on an exclusive right-of-way along Hegenberger Road	$ 459.0	$ 459.0	4	DSN	$ 99.0		$ 25.0	$ 335.0
Alameda	22082	Improve 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards to include grade separation	$ 372.0	$ 372.0	1	ENV		$ 175.0		$ 197.0
Alameda	22007	Implement bicycle and pedestrian projects/programs in Alameda County	$ 305.5	$ 305.5	3	CONST	$ 100.0			
Alameda	230652	Widen I-580 in both directions for HOV lanes between Greenville Road to Santa Rita Road (includes HOV direct connectors from westbound I-580 to southbound I-680 and northbound I-680 to eastbound I-580)	$ 308.4	$ 308.4	1	CONST		$ 174.0	$ 15.6	$ 49.1
Alameda	22455	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	$ 250.0	$ 250.0	4	ENV	$ 24.0			$ 65.0
Alameda	94514	Reconstruct I-880/Route 92 interchange with direct connectors	$ 245.0	$ 245.0	1	CONST	$ 9.6			$ 235.4
Alameda	22991	Widen I-680 southbound in Santa Clara and Alameda Counties from Route 237 to Route 84 including an HOV/HOT lane, ramp metering, auxiliary lanes at select locations, and pavement rehabilitation	$ 242.5	$ 242.5	1	CONST	$ 8.0	$ 57.0		$ 78.3
Alameda	21116	Widen I-580 from Tassajara Road to Greenville Road for HOV and auxiliary lanes	$ 242.2	$ 242.2	1	CONST	$ 49.6			$ 72.7
Alameda	22089	Improve Martinez Subdivision to include two additional mainline tracks for expanded freight rail capacity, including numerous crossovers and additional signaling	$ 215.0	$ 215.0	1	ENV		$ 71.5		$ 107.0
Alameda	94030	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	$ 186.8	$ 186.8	1	CONST				$ 186.8
Alameda	22760	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and an administrative/operations and maintenance buildings)	$ 184.7	$ 184.7	1	DSN		$ 110.0		$ 74.7

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Transportation 2035 Plan:
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Committed Funds Breakdown

County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Alameda	230088	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger	$ 167.5	$ 167.5	1	PLAN	$ 25.1	$ 68.0	$ 11.3	$ 63.1
Alameda	21105	Construct new partial cloverleaf interchange at the extension of Isabel Ave (SR 84) to I-580. Phase 1 will construct a 4-lane Isabel Ave over I-580 and 2-lane extension north. The partial interchange at I-580/Portola Ave. will be replaced with a 2-lane f	$ 155.9	$ 155.9	1	ROW	$ 155.9			
Alameda	21464	Provide paratransit service for AC Transit, BART and non-mandated city programs, and to coordinate and close paratransit service gaps	$ 154.6	$ 154.6	1	CONST	$ 154.6			
Alameda	98139	Phase 1 right-of-way acquisition for the ACE Service between Stockton and Niles Junction and complete track improvements between San Joaquin County and Alameda County and expand Alameda County station platforms to accommodate six-car train sets	$ 150.0	$ 75.0	4	ENV	$ 67.0			$ 5.0
Alameda	230083	Acquire right-of-way along I-580 from Hacienda Drive to the Vasco Road Interchange to accommodate rail transit	$ 123.5	$ 123.5	4	ENV	$ 95.0			$ 21.0
Alameda	21455	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	$ 122.6	$ 122.6	1	CONST	$ 75.6			
Alameda	22670	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstrucing bridges at Davis Street and Marina Boulevard)	$ 119.4	$ 119.4	1	DSN		$ 94.6		$ 24.8
Alameda	22063	Improve Route 238 corridor near Foothill Boulevard/I-581 by removing parking during peak periods and spot widening	$ 116.0	$ 116.0	1	ROW	$ 81.0			$ 35.0
Alameda	21114	Construct grade separations at Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	$ 108.6	$ 108.6	1	CONST				$ 108.6
Alameda	22769	Improve the northbound I-880 ramp geometries at 23rd and 29th Avenues, including modifications to local streets, landscaping, and soundwall construction	$ 96.9	$ 96.9	1	ENV		$ 73.0	$ 1.9	$ 10.0
Alameda	21133	Construct new West Dublin/Pleasanton BART Station along the I-580 median	$ 80.0	$ 80.0	3	CONST				$ 80.0
Alameda	22013	Construct I-580 eastbound truck climbing lane at the Altamont Summit	$ 77.1	$ 77.1	1	ENV		$ 64.3		

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Transportation 2035 Plan:
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Committed Funds Breakdown

County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Alameda	21093	Upgrade the existing SR92/Clawiter Road interchange, add ramps and an overcrossing for the Whitesell Street extension and signalize ramp intersections	$ 58.3	$ 58.3	1	ENV				$ 58.3
Alameda	22511	Provide ferry service between Berkeley/Albany and San Francisco	$ 56.6	$ 56.6	4	ENV				$ 12.0
Alameda	22779	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project (Phase 2 includes includes grade separation at Warren Avenue and the Union Pacific Railroad)	$ 56.0	$ 56.0	1	DSN	$ 20.0			$ 36.0
Contra Costa	21211	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	$ 525.0	$ 525.0	4	ENV	$ 175.0	$ -	$ -	$ 154.0
Contra Costa	98999	Widen Route 4 from Somersville Road to Route 161 and improve interchanges	$ 500.0	$ 500.0	1	DSN	$ 151.2	$ 85.0	$ 2.0	$ 190.0
Contra Costa	21206	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	$ 445.9	$ 445.9	1	DSN	$ 141.0	$ 175.0	$ 1.0	$ 50.0
Contra Costa	22402	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	$ 168.2	$ 168.2	1	CONST	$ 74.0			$ 94.2
Contra Costa	98142	Widen Route 4 from Loveridge Road to Somersville Road from 4 lanes to 8 lanes, with HOV lanes	$ 156.7	$ 156.7	1	DSN	$ 40.0		$ 29.0	$ 18.2
Contra Costa	22122	Implement Richmond Ferry service from Richmond to San Francisco	$ 62.6	$ 16.4	4	ENV				$ 16.4
Contra Costa	98211	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	$ 55.5	$ 55.5	1	DSN				$ 55.5
Marin	94563	Widen US 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	$ 189.8	$ 189.8	1	CONST	$ 25.0	$ -	$ 5.5	$ 2.1
Marin	230653	Widen U.S. 101 between Old Redwood Highway to Rohnert Park Expressway for HOV lanes in both directions (Central Phase A)	$ 118.3	$ 118.3	1	DSN	$ 26.0	$ 42.9		
Regional/Multiple Counties	22520	Implement BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	$ 714.4	$ 714.4	1	DSN/ROW				$ 714.4
Regional/Multiple Counties	21627	Electrify Caltrain from Tamien to San Francisco, including installing 10 power substations and other infrastructure	$ 626.0	$ 544.0	4	ENV	$ 360.0			

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Committed Funds Breakdown

County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Regional/Multiple Counties	22513	Implement Sonoma Marin Area Rail Transit District (SMART) Commuter Rail project (construction phase and vehicle procurement) (pending passage of district tax measure)	$ 496.7	$ 42.4	4	ENV				
Regional/Multiple Counties	21008	Fund and implement 511 Traveler Information	$ 453.7	$ 453.7	4	CONST				
Regional/Multiple Counties	21619	Expand Caltrain Express service (Phase 2)	$ 427.0	$ 69.0	4	ENV				
Regional/Multiple Counties	21005	Fund and implement TransLink®	$ 408.0	$ 408.0	4	CONST				
Regional/Multiple Counties	22008	Extend Caltrain to Transbay Terminal/Replace Transbay Terminal (Phase 2A--preliminary engineering, environmental, PS&E, right-of-way phases of Downtown Extension)	$ 292.3	$ 292.3	4	DSN/ROW	$ 72.5			$ 219.8
Regional/Multiple Counties	21002	Implement the incident management, including the Freeway Service Patrol, Call Box, incident detection equipment, and incident management systems, etc.	$ 219.9	$ 219.9	1	CONST				
Regional/Multiple Counties	22006	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	$ 192.8	$ 192.8	4	DSN				$ 48.0
Regional/Multiple Counties	230221	Implement I-80 Integrated Corridor Mobility (ICM) Project Operations and Management	$ 187.8	$ 187.8	2	DSN	$ 4.9	$ 55.3		$ 2.9
Regional/Multiple Counties	94152	Widen SR12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to SR29 in Napa County (Phase 1)	$ 145.7	$ 145.7	1	DSN		$ 74.0		
Regional/Multiple Counties	22001	Implement Sonoma Marin Area Rail Transit District (SMART) Commuter Rail project (environmental, preliminary engineering, and right-of-way)	$ 109.6	$ 109.6	4	ENV	$ 24.0		$ 14.0	
Regional/Multiple Counties	22009	Implement Capitol Corridor intercity rail service (track capacity/frequency improvements)	$ 108.0	$ 108.0	4	DSN				
Regional/Multiple Counties	22003	Capitol Corridor: Phase 2 enhancements, including grade separations at High Street, Davis Street, and Hesperian Street	$ 88.7	$ 88.7	4	DSN				

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County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Regional/Multiple Counties	230290	Extend Caltrain to Transbay Terminal/Replace Transbay Terminal (Phase 2B, construction phase of Downtown Extension)	$ 656.9	$ 656.9	4	DSN/ROW				$ 656.9
Regional/Multiple Counties	94089	Reconstruct south access to the Golden Gate Bridge, from Doyle Drive to Broderick Street (includes Route 1/U.S. 101 interchange improvements)	$ 1,010.0	$ 1,010.0	1	ENV	$ 68.0		$ 81.0	$ 370.0
San Francisco	21510	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of four light rail vehicles	$ 1,290.0	$ 1,290.0	4	ENV	$ 126.0		$ -	$ 114.0
San Francisco	94632	Extend Third Street Light Rail from Fourth and King Streets to Bayshore Caltrain Station	$ 649.0	$ 649.0	4	CONST	$ 649.0			
San Francisco	230161	Design and implement a Bus Rapid Transit (BRT) project on Van Ness Avenue, including dedicated transit lanes, signal priority, and pedestrian & urban design upgrades	$ 87.6	$ 87.6	4	ENV	$ 17.5			
San Mateo	94667	SamTrans American with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	$ 491.8	$ 491.8	1	CONST	$ 491.8			
San Mateo	98176	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	$ 188.2	$ 188.2	1	CONST	$ 94.1			
San Mateo	21608	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	$ 119.9	$ 119.9	1	ENV	$ 44.8	$ 60.0		
San Mateo	21606	Reconstruct U.S. 101/Willow Road interchange	$ 53.8	$ 53.8	1	ENV	$ 25.3			
San Mateo	22726	Implement ferry service between South San Francisco and Alameda/Oakland	$ 51.2	$ 51.2	4	DSN	$ 15.0			$ 12.0
Santa Clara	21921	Extend BART from Fremont to San Jose (includes environmental documentation, preliminary engineering, property acquisition, and construction)	$ 6,133.0	$ 6,133.0	4	ENV/DSN	$ 4,734.3	$ 648.7		
Santa Clara	22956	Extend the Capitol Avenue light rail line 2.6 miles from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	$ 334.0	$ 334.0	4	DSG	$ 334.0			
Santa Clara	22019	Convert Bus Rapid Transit (BRT) to light rail transit in the Santa Clara-Alum Rock corridor (Downtown East Valley Phase II)	$ 326.7	$ 326.7	4	ENV	$ 265.0			

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Committed Funds Breakdown

County	RTPID	Project/Program	Project Cost	Existing Funds	# of Goals Strongly Support	Current Project Status (PLAN, ENV, DSN, ROW, CONST)	Sales Tax Funds	CMIA/ TCIF/ TCRP Funds	Federal Earmark Funds	Other Local Funds
Santa Clara	21787	Expand the Palo Alto Caltrain Station and Bus Transit Center	$ 305.9	$ 305.9	3	PLAN	$ 59.0			$ 173.0
Santa Clara	98119	Extend light rail transit from Winchester Station to Route 85 (Vasona Junction)	$ 285.5	$ 285.5	4	PLAN	$ 265.0			
Santa Clara	21923	Implement Bus Rapid Transit (BRT) on El Camino, from Diridon to Palo Alto	$ 233.4	$ 233.4	4	PLAN	$ 117.0			$ 90.0
Santa Clara	230595	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	$ 143.2	$ 143.2	4	PLAN	$ 127.0			
Santa Clara	230534	Electrify Caltrain line from Tamien to Gilroy	$ 140.8	$ 140.8	4	PLAN	$ 123.0			
Santa Clara	22014	Implement Downtown East Valley: Bus Rapid Transit (BRT) and Light Rail Phase 1 and 3	$ 132.0	$ 132.0	4	ENV				$ 42.0
Santa Clara	230531	Construct auxiliary lanes on US 101 in Mountain View and Palo Alto, from SR 85 to Embarcadero Road	$ 113.1	$ 113.1	1	ENV		$ 84.9		$ 17.3
Santa Clara	22944	Widen I-880 for HOV lanes in both directions between Route 237 in Milpitas to U.S. 101 in San Jose	$ 105.0	$ 105.0	1	ENV		$ 71.6		$ 23.4
Santa Clara	230547	Implement Bus Rapid Transit (BRT) on Monterey Highway	$ 96.6	$ 96.6	4	PLAN	$ 90.0			
Santa Clara	230294	Conduct environmental and design to widen and create new alignment for Route 152 (from Route 156 to U.S. 101) to improve trade corridor from Route 99 to U.S. 101	$ 80.0	$ 80.0	1	ENV/DSN				$ 75.0
Santa Clara	230554	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	$ 84.6	$ 84.6	4	PLAN	$ 68.4			
Santa Clara	94117	Improve bus stop accessibility system-wide. Design and construct transit centers and park & ride lots at the following locations: De Anza College, Vasona Junction and downtown Los Gatos. Plan for additional transit center and park and ride lot development	$ 75.0	$ 75.0	3	PLAN	$ 48.2			
Santa Clara	22134	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the US 101/Tully Road interchange to a partial cloverleaf	$ 69.8	$ 69.8	1	ENV/DSN	$ 20.0	$ 30.0	$ 7.0	$ 11.8
Santa Clara	230645	Implement improvements to the North First Street Core Area grid	$ 63.8	$ 63.8	1	PLAN				$ 61.0
Santa Clara	230456	Widen Zanker Road from 4 to 6 lanes to support traffic circulation in the North San Jose area	$ 56.5	$ 56.5	1	PLAN				$ 54.0

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Committed Funds Breakdown

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Solano	230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (involves building a 4-lane bridge across Suisun Creek and constructing braided ramps from the truck scales over EB SR 12 onto EB I-80)	$ 100.9	$ 100.9	1	ENV		$ 50.4		$ 50.5
Solano	230650	Widen I-80 from Red Top Road to Airbase Parkway to add HOV lanes in both directions and widen the median (also includes pavement rehabilitation and ramp metering)	$ 94.9	$ 94.9	1	CONST		$ 56.4	$ 15.3	$ 9.0
Sonoma	98183	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	$ 105.4	$ 105.4	1	CONST	$ 23.4	$ 69.9	$ 5.6	
Sonoma	21902	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway in Sonoma County (Central Phase A)	$ 118.3	$ 118.3	1	ROW	$ 26.0	$ 42.9		
Sonoma	22655	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	$ 89.7	$ 89.7	1	ROW	$ 20.0	$ 43.3		
Sonoma	21884	Construct Petaluma crosstown connector/interchange	$ 61.7	$ 61.7	1	PSR				$ 61.7

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STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	21992	Implement AC Transit Transit Priority Measures (TPM) and Corridor Improvements, including signal and other technology upgrades, more frequent service, passenger loading stations, street and sidewalk improvements (Element 1)	14.8	0.0	14.8	0.0	29.5	4
Alameda	22776	Widen Route 84 near Stanley Boulevard	129.6	114.6	15.0	0.0	13.1	1
Alameda	94506	Construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) from North Fremont to Union City	160.2	150.6	9.6	0.0	1.1	1
Alameda	230099	Construct northbound I-680 to westbound I-580 connector	572.0	0.0	0.0	572.0	1.0	1
Alameda	230108	Widen I-80 Eastbound Powell Street off-ramp in Emeryville	1.8	0.3	1.5	0.0		1
Alameda	22765	Improve the connection between I-580 and I-680 via one of two options: (1) NB to EB HOV direct connector structure shared with WB to SB HOV direct connector, WB to SB mixed-flow direct connector, and EB BART bus ramp; or (2) NB to EB HOV direct connector, WB to SB mixed-flow direct connector structure shared with WB to SB HOV connector, and EB BART bus ramp	15.0	0.0	15.0	0.0		1
Alameda	22766	Analyze Fruitvale Avenue Rail Bridge for seismic retrofit	2.6	1.6	1.0	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	22455	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	250.0	176.0	74.0	0.0		4
Alameda	22676	Improve passenger capacity at 43 BART stations, including faregate additions, stair additions, elevator additions, platform modifications, including widening, escalator additions, trainscreens and doors	32.5	0.0	32.5	0.0		4
Alameda	230125	Improve Ashby/I-80 Interchange/Aquatic Park access, including streetscaping, bicycle/pedestrian improvements, and minor interchange improvements	2.0	0.0	2.0	0.0		1
Alameda	98207	Improve I-880/Broadway-Jackson interchange in Oakland, including construction of new on- and off-ramps and signals	26.0	8.8	17.2	0.0		1
Alameda	22768	Retrofit and repair three Oakland-Alameda estuary bridges for seismic safety	4.0	3.0	1.0	0.0		1
Alameda	230132	Improve I-580/Isabel Avenue Interchange by enhancing local streetscape and bicycle & pedestrian facilities	28.0	24.0	4.0	0.0		1
Alameda	22783	Analyze Fruitvale Avenue Bridge for seismic retrofit	8.0	3.0	5.0	0.0		1
Alameda	230122	Implement a Value-Pricing Parking and Transportation Demand Management program in Berkeley	5.0	2.0	3.0	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	98139	Acquire right-of-way for the ACE Service between Stockton and Niles Junction and complete track improvements between San Joaquin County and Alameda County and expand Alameda County station platfroms to accommodate six-car train sets.	150.0	75.0	0.0	75.0		4
Alameda	230170	Improve access to I-880 from 42nd and High Street	24.9	5.9	19.0	0.0		1
Alameda	230169	Provide ITS elements for arterial management in Oakland, including new controllers, signal interconnect/coordination, transit priority, automatic vehicle locator, speed and level of service monitoring through radar detection, real time arrival information	22.0	0.0	22.0	0.0		2
Alameda	230110	Construct a grade separation at Route 262/Warm Springs Drive/Mission Boulevard	10.0	0.0	10.0	0.0		1
Alameda	21475	Improve I-580/First Street interchange in Livermore	37.0	33.0	4.0	0.0		1
Alameda	230086	Reconstruct two Dublin interchanges: (1) I-580/Fallon Road Interchange, and (2) I-580/Hacienda Drive interchange	37.6	21.6	16.0	0.0		1
Alameda	230198	Upgrade traffic signal systems, including new controllers, improved system communication, facilities upgrades and relocations, emergency vehicle preemption, improved speed and level of service monitoring	2.0	0.0	2.0	0.0		2
Alameda	230244	Develop supplemental project study report for Route 84 widening from Pigeon Pass to I-680	2.3	0.0	2.3	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	230171	Improve Route 24/Caldecott Tunnel, including bicycle and transit access and soundwall improvements	8.0	2.0	6.0	0.0		1
Alameda	22780	Implement Bus Rapid Transit on the Grand-MacArthur corridor	41.0	11.0	30.0	0.0		4
Alameda	21451	Construct additional turn and bus loading lanes on Hesperian Boulevard and East 14th Streets	3.4	1.4	2.0	0.0		1
Alameda	21477	Reconstruct I-580/Greenville Road interchange in Livermore	43.0	39.0	4.0	0.0		1
Alameda	21112	Improve Crow Canyon Road by widening shoulders, realigning curves and constructing retaining walls	14.5	3.5	11.0	0.0		1
Alameda	21123	Expand Union City BART Station to create intermodal rail station	21.0	7.0	14.0	0.0		2
Alameda	21132	Extend BART 5.4 miles from Fremont to Warm Springs	890.0	746.0	144.0	0.0		4
Alameda	21139	Improve Vasco Road with safety features including realignment, widening and installation of median barriers	13.2	3.2	10.0	0.0		0
Alameda	21144	Reconstruct I-80/Gilman Avenue interchange into a roundabout at freeway entrance/exit	7.0	1.5	5.5	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	21159	Expand/enhance AC Transit facilities in northern Alameda County, including new operating facility	16.1	0.0	16.1	0.0		3
Alameda	21100	Construct eastbound and westbound auxiliary lanes on I-580 between Vasco Road and First Street and/or modify I-580/Vasco Road interchange	55.0	51.0	4.0	0.0		1
Alameda	21103	Construct grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing	18.3	5.7	12.6	0.0		1
Alameda	230047	Reconstruct I-880 West A Street interchange in Hayward to provide 4 twelve foot travel lanes and construct new sidewalk on both sides	27.0	0.0	27.0	0.0		1
Alameda	230396	Implement recommendations from the Community Based Transportation Plan to improve the mobility of low income residents	29.3	4.4	24.9	0.0		1
Alameda	22021	Expand AC Transit transfer centers and park-and-ride facilities in central Alameda County	2.0	0.0	2.0	0.0		1
Alameda	230120	Construct truck parking facilities in Northern Alameda County (Phase 1)	5.0	0.0	5.0	0.0		1
Alameda	22084	Improve connection to the Oakland International Airport's North Field, connecting Route 61 (Doolittle Drive) with Earhart Road and extend the infield area at North Field	10.0	5.0	5.0	0.0		1
Alameda	98208	Construct soundwalls in locations TBD	10.0	0.0	10.0	0.0		1
Alameda	230114	Widen Auto Mall Parkway from 4 to 6 lanes between I-680 and I-880, including intersection improvements	42.0	33.0	9.0	0.0		1
Alameda	230116	Plan, design and construct improvements to rail crossings in Berkeley, including grade separation at Gilman Street, road closures, and at-grade crossing improvements (Phase 1)	2.0	0.0	2.0	0.0		1
Alameda	21618	Implement commuter rail servie on the Dumbarton Bridge	596.0	301.0	0.0	40.0		4

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Alameda	230608	Construct a westbound auxiliary lane between First Avenue and Isabel Avenue along I-580 in the Tri-Valley	10.0	0.0	10.0	0.0		1
Alameda	230053	Reconstruct I-880 Industrial Parkway interchange (Phase 1)	14.7	0.0	14.7	0.0		1
Alameda	230412	Additional AC Transit and BART transit capital replacement (above and beyond MTC's maintenance shortfall funding)	233.0	0.0	233.0	0.0		1
Alameda	21154	Procure buses for AC Transit Transbay, express, and local services (Alameda share)	22.0	0.0	5.5			4
Alameda	**Sum**				**878.2**	**687.0**		

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Contra Costa	21205	Improve the I-680/SR 4 interchange, including freeway to freeway direct connectors for NB I-680 to WB SR 4 movement (Phase 1) and WB SR 4 to SB I-680 movement (Phase 2), and widening SR4 between SR242 and Morello from 2 lanes to 3 lanes per direction (Phase 3)	229.0	40.9	145.1	43.0	1.3	1
Contra Costa	98222	Construct freeway-to-freeway direct connectors on Route 4 Bypass, from westbound Route 4 Bypass to northbound Route 160, and from southbound Route 160 to eastbound Route 4 Bypass	60.0	24.0	36.0	0.0	0.8	1
Contra Costa	22352	Improve I-680/Norris Canyon Road, including reconstruction of overcrossing, widening of median, construction of new HOV ramps, and modifications to the local street network in San Ramon	101.6	58.6	42.9	0.0	-0.1	1
Contra Costa	230291	Add northbound truck climbing lane and an 8-foot bicycle lane on Kirker Pass Road from Clearbrook Drive in Concord to just beyond the crest of Kirker Pass.	10.2	8.2	2.0	0.0		1
Contra Costa	230289	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	27.1	12.4	14.7	0.0		1
Contra Costa	98133	Widen Pacheco Boulevard to 4 lanes, from Blum Road to Arthur Road	50.3	28.3	22.0	0.0		1
Contra Costa	230279	Extend John Muir Parkway with 4 traffic lanes, a bridge, bicycle path and landscaping.	8.8	0.4	8.3	0.0		1
Contra Costa	230084	Construct a railroad grade separation at the Richmond Waterfront on the Marina Bay Parkway.	45.5	20.0	25.5	0.0		1
Contra Costa	230229	Widen Pinole Valley Road ramps at I-80 to provide dedicated right turn lane on eastbound onramp and bus turnout/shelter on westbound onramp	0.8	0.0	0.8	0.0		1
Contra Costa	230123	Expand existing WestCAT maintenance facility (includes land purchase)	6.1	0.0	6.1	0.0		2

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Contra Costa	98198	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	45.2	10.7	34.5	0.0		1
Contra Costa	230185	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	21.7	0.0	21.7	0.0		4
Contra Costa	230216	Construct 2-lane bridge connecting Waterworld Parkway with Meridan Park Boulevard.	16.9	11.3	5.6	0.0		1
Contra Costa	230308	Straighten curves to improve safety and operation of Alhambra Valley Road.	7.5	3.0	4.5	0.0		1
Contra Costa	230307	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa Countyline.	13.0	4.9	8.1	0.0		1
Contra Costa	22388	Construct Route 242 on and off -ramp at Clayton Road	42.6	12.3	30.3	0.0		1
Contra Costa	22602	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	47.0	20.0	27.0	0.0		1
Contra Costa	22614	Construct Martinez Intermodal Station (Phase 3) including an additional 425 parking spaces and vehicle and pedestrian bridges	14.2	2.8	11.4	0.0		3
Contra Costa	22355	Modify I-80/Central Avenue interchange	32.0	27.0	5.0	0.0		1
Contra Costa	230306	Add a second southbound Alhambra Avenue lane from Walnut Avenue to the south side of Highway 4, including signal modifications.	2.1	0.3	1.8	0.0		1
Contra Costa	22354	Relocate the western half of the Marina Vista Interchange off southbound I-680	7.9	1.6	6.3	0.0		1
Contra Costa	230232	Construct new interchange at Route 4/Phillips Lane	50.1	30.1	20.0	0.0		1
Contra Costa	22360	Reconstruct I-80/San Pablo Dam Road interchange and modify adjacent interchanges	100.3	29.3	71.0	0.0		1
Contra Costa	22390	Reconstruct Route 4/Willow Pass Road ramps in Concord to support new infill development at the Concord Naval Weapons Station.	45.1	35.1	10.0	0.0		1

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Contra Costa	230309	Provide rolling stock, infrastructure and information-technology for Bus Rapid Transit service in the Pacheco/Contra Costa Boulevard/North Main corridor in Contra Costa County, including software support for regional Americans With Disabilities Act databa	13.3	0.0	13.3	0.0		4
Contra Costa	230318	Extend North Richmond truck route along Soto Sreet from Market Avenue to Parr Boulevard	28.1	5.6	22.5	0.0		1
Contra Costa	230247	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	27.0	10.4	16.6	0.0		1
Contra Costa	230321	Construct Phase 2 of Hercules Intermodal Station (includes station facility and approx. 350 parking spaces).	14.0	0.0	0.0	14.0		3
Contra Costa	230090	Expand and enhance AC Transit facilities in Western Contra Costa County, including environmental sustainability projects, zero emission improvements, and a new operating facility	25.0	0.0	25.0	0.0		3
Contra Costa	230240	Add additional left- or right-turn lanes at various intersections along Contra Costa Boulevard (between Monument Boulevard and 2nd Avenue)	11.2	2.0	9.3	0.0		1
Contra Costa	230237	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	45.0	37.0	8.0	0.0		1
Contra Costa	21154	Procure buses for AC Transit Transbay, express, and local services (Contra Costa share)	22.0	0.0	16.5			4
Contra Costa	**Sum**				**671.8**	**57.0**		

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Marin	230060	Implement Transit Priority Measures (TPM) on major transit corridors (includes signal priority, queue jump lanes, real-time information, enhanced passenger board areas)	45.5	0.0	35.5	0.0	3.5	4
Marin	21030	Improve U.S. 101/I-580 interchange and construct a freeway to freeway connection from northbound U.S. 101 to eastbound I-580	147.4	0.0	11.0	0.0	1.5	1
Marin	230252	Expand Marin County local bus service	66.1	0.0	10.0	0.0	0.7	4
Marin	230431	Construct intermodal transit hub in Southern Marin Priority Development Area	77.8	0.0	11.0	0.0		3
Marin	21315	Improve U.S. 101/Miller Creek Road interchange (involves signalization of northbound and southbound ramp intersection with Miller Creek Road)	1.4	0.0	1.4	0.0		1
Marin	230418	Rehabilitate major roads of countywide significance	273.8	62.8	30.0	0.0		1
Marin	21325	Improve local access to U.S. 101 from Tamalpias Drive to just north of Sir Francis Drake	147.3	55.2	44.5	0.0		1
Marin	22437	Construct auxiliarly lanes at various locations along U.S. 101 and provide bus-on-shoulder options where feasible	84.8	0.0	15.0	0.0		4
Marin	98179	Improve U.S. 101/Tiburon Boulevard interchange, including additng a right turn lane EB to the Redwood Highway Frontage Rd/Tiburon Blvd intersection, signalizing the East Blithedale/ Tower Dr/Kipling Dr intersection, widening the SB Hwy 101 off-ramp, widen	33.3	10.3	11.5	0.0		1
Marin	230549	Implement local arterial improvements parallel to U.S. 101 (includes signal controller upgrades and signal coordination, and geometric improvements)	34.3	0.0	12.0	0.0		1
Marin	230105	Replace Pacific Way Bridge with new two-lane bridge with a separate bicycle and pedestrian path	4.6	0.0	4.6	0.0		3

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Marin		Marin/Sonoma US 101 Novator Narrows - ITIP Supplement - Fully funded in HOT Network	176.0			176.0		
Marin	22753	Construct park-and-ride lots to support regional express bus service	46.7	0.0	7.5	0.0		1
Marin	**Sum**				**194.0**	**176.0**		

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Napa	22746	Widen SR29/First Street overcrossing to 4 lanes	31.4	0.0	12.0	0.0		1
Napa	94076	Construct the Trancas intermodal facility adjacent to the Route 29 and Redwood Road/Trancas Street interchange	6.3	0.0	6.3	0.0		3
Napa	230622	Construct new bicycle/pedestrian trail through American Canyon	5.6	0.0	5.6	0.0		3
Napa	230387	Construct a roundabout or improve traffic signals to improve safety at the Deer Park/Silverado Trail intersection	2.2	0.0	2.2	0.0		1
Napa	230599	Implement Phase 2 improvemens to SR12 (Jameson Canyon), including grade realignment and full safety barrier.	21.5	0.0	21.5	0.0		1
Napa	230371	Construct ADA-compliant pedestrian and bicycle path from Presdients' Circle to Railroad track in Yountville	0.3	0.0	0.3	0.0		3
Napa	230393	Construct middle turn lane on SR 29 from Galleron Lane to St. Helena	20.4	0.0	20.4	0.0		1
Napa	230390	Improve the safety of the Oakville Crossroad/SR29 intersection	0.7	0.0	0.4	0.0		1
Napa	230394	Improve the traffic signals at Solano and Wine Country (also includes road widening, drainage, and rail crossing improvements)	0.7	0.0	0.7	0.0		1
Napa	230508	Elevate Solano Avenue from Yountville to Dry Creek Road	2.1	1.1	1.1	0.0		1
Napa	230518	Construct a roundabout at Forest Road/SR128	4.4	0.0	4.4	0.0		1
Napa	230388	Improve the safety of the intersection of Oak Knoll/Silverado Trail	0.7	0.0	0.4	0.0		1
Napa	230392	Extend Devlin Road from Fagan Creek to Green Island Road	20.4	0.0	20.4	0.0		1
Napa	230381	Improve signalization along Main Street in St. Helena.	1.3	0.0	1.3	0.0		2
Napa	230379	Improve the truck route between Adams and Main Street	1.3	0.0	1.3	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Napa	230378	Implement accessibility improvement projects in downtown St. Helena, including curb cuts	1.2	0.0	1.2	0.0		3
Napa	230377	Construct pedestrian and bicycle crossing over Sulphur Creek at Oak Avenue in St. Helena	0.6	0.0	0.6	0.0		3
Napa	230376	Construct pedestrian and bicycle crossing at Tunnel of Elms in St. Helena	0.5	0.0	0.5	0.0		3
Napa	230374	Construct pedestrian crosswalk at Charter Oak and Main Streets in St. Helena	0.1	0.0	0.1	0.0		3
Napa	230373	Construct pedestrian and bicycle pathway from Madison St. South to Solave Avenue	0.6	0.0	0.6	0.0		3
Napa	230389	Improve the safety of the intersection of Yountville Cross/Silverado Trail	0.8	0.0	0.5	0.0		1
Napa	230484	Install traffic signals on Imola Avenue at SR29 ramps in Napa	0.9	0.0	0.9	0.0		1
Napa	230519	Improve the safety of the SR29/128 (Rutherford Crossroad) intersection by constructing a roundabout or improving signal operations	6.2	0.0	6.2	0.0		1
Napa	230499	Construct bicycle/pedestrian path from Oak Circle to south Yountville town limit	0.2	0.0	0.2	0.0		3
Napa	230498	Construct Class 1 bike trail from SR29 to Silverado Trail	1.1	0.0	1.1	0.0		3
Napa	230486	Extend Devlin Road from Tower Road to Airpark Road in American Canyon	4.6	0.0	4.6	0.0		1
Napa	230483	Project Study Report for intersection improvements at Silverado Trail/Third/Coombsville/East and Silverado Trail improvements south of First Street	2.2	0.0	2.2	0.0		1
Napa	**Sum**				**117.0**	**0.0**		

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Francisco	22420	Design and implement Bus Rapid Transit (BRT) and Transit Preferential Streets (TPS) programs throughout San Francisco	54.0	39.5	14.4	0.0	16.7	4
San Francisco	230164	Design and implement a Bus Rapid Transit (BRT) project on Geary Boulevard, including dedicated transit lanes, signal priority, and pedestrian and urban design upgrades	219.8	127.4	92.5	0.0	6.7	4
San Francisco	22415	Provide new historic streetcar service along the Embarcadero between the Caltrain Station and Fisherman's Wharf; extend streetcar service from Fisherman's Wharf to Fort Mason	16.4	3.9	12.6	0.0	1.5	4
San Francisco	230207	Design and implement a Bus Rapid Transit project on the Geneva/Harney corridor	232.7	192.7	40.0	0.0	0.7	4
San Francisco	21503	Implement traffic calming program aimed at reducing auto traffic speeds and improving pedestrian and bicyclist safety throughout San Francisco	100.3	95.3	5.0	0.0		1
San Francisco	21502	Implement pedestrian projects, including sidewalk repair, crossing signal and signage improvements and education campaign implementation	120.4	116.4	4.0	0.0		3
San Francisco	230581	Improve San Francisco ferry infrastructure, including terminals, intermodal connections, ferry berths, emergency response systems, and landside improvements	30.8	25.8	5.0	0.0		4
San Francisco	230517	Improve transit and roadway connectivity between San Francisco and San Mateo Counties	209.5	204.5	5.0	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Francisco	21504	Improve roadways throughout San Francisco by installing new traffic signs and signals, providing new transit lane markings, installing new parking meters and relocating a traffic maintenance shop	176.8	171.8	5.0	0.0		1
San Francisco	22512	Provide capital improvements to support ferry service between Treasure Island and San Francisco	57.1	45.0	12.1	0.0		4
San Francisco	230585	Improve the functionality, safety, and attractiveness of local streets and arterials in San Francisco	28.8	23.8	5.0	0.0		1
San Francisco	22412	Purchase light rail vehicles (LRV) to expand Muni rail service	44.5	1.2	43.3	0.0		4
San Francisco	22462	Implement bicycling programs, including construction and rehabilitation of bicycle lanes and paths, improve signage and crossings and implement a public awareness campaign	63.6	61.6	2.0	0.0		3
San Francisco	230594	Improve San Francisco BART stations to enhance passenger safety, accessibility and capacity, improve signage and provide Real Time transit information	188.2	183.2	5.0	0.0		4
San Francisco	22249	Upgrade and extend streets and other vehicular facilities throughout San Francisco	34.0	24.0	10.0	0.0		1
San Francisco	21549	Implement direct access route from Hunters Point Shipyard to U.S. 101, including repaving of existing roadway and adding new curbs and curb ramps, sidewalks, street lighting, trees and route signage	204.1	194.1	10.0	0.0		1
San Francisco	21505	Repair and retrofit local bridge structures and pedestrian overcrossings	72.3	67.3	5.0	0.0		1

STIP/SLPP Priorities

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Francisco	21535	Deploy Travel Demand Management (TDM) program, including transit route planning, bike and pedestrian planning, transit oriented development studies and planning	105.3	103.3	2.0	0.0		2
San Francisco	21533	Plant new street trees and maintain new and existing trees in public rights-of-way throughout San Francisco	55.1	50.1	5.0	0.0		1
San Francisco	230490	Re-build Harney Way, widening 8 lanes (6 mixed flow, 2 bus-only for Bus Rapid Transit service) and improving bike lanes and sidewalks	54.3	51.3	3.0	0.0		1
San Francisco	230168	Improve the Great Highway, including resurfacing the roadway, installing drainage systems, and constructing medians	19.4	1.5	17.9	0.0		1
San Francisco	22984	Construct new/reconstruct existing wheelchair curb ramps	41.1	36.1	5.0	0.0		1
San Francisco	230211	Extend trolley coach infrastructure into Mission Bay along 16th Street and Third Street and implement transit signal priority along 16th and Fillmore Streets.	13.9	4.1	9.8	0.0		4
San Francisco	22982	Enhance transit programs in San Francisco that promote system connectivity and accessibility, close service gaps and expand transit service	196.1	191.1	5.0	0.0		4
San Francisco	230215	Extend existing trolley coach lines throughout San Francisco	5.6	1.3	4.3	0.0		4
San Francisco	98593	Continue support of the Integrated Transportation Management System (SFgo) in order to improve the effectiveness of San Francisco's transportation system	138.4	133.4	5.0	0.0		2
San Francisco	21627	Electrify Caltrain (San Francisco's share)	626.0	444.0	60.0	0.0		
San Francisco	**Sum**				**392.9**	**0.0**		

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Mateo	21612	Improve access to/from west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 (includes flyovers, interchange improvements, and conversion of Willow Road between Route 84 and U.S. 101 to expressway)	92.4	80.4	12.0	0.0	2.0	1
San Mateo	94644	Construct westbound slow vehicle lane on Route 92 from Route 35 to I-280	57.6	45.6	12.0	0.0	2.0	1
San Mateo	21613	Improve Route 92 from San Mateo Bridge to I-280 (includes widening and uphill passing lane from U.S. 101 to I-280)	85.6	50.6	35.0	0.0	0.7	1
San Mateo	21603	Modify U.S. 101/Woodside Road interchange	50.3	30.3	20.0	0.0		1
San Mateo	22239	Widen Manor Drive overcrossing over Route 1 (includes new traffic signals at intersections)	22.0	10.1	11.9	0.0		1
San Mateo	22230	Construct auxiliary lanes (one in each direction) on I-280 from I-380 to Hickey Boulevard	87.7	53.6	34.1	0.0		1
San Mateo	21623	Improve Caltrain stations (includes upgrades/relocation of platforms, new platforms, pedestrian tunnels, pedestrian crossings, parking improvements)	139.0	119.1	19.9	0.0		4
San Mateo	22279	Construct new U.S. 101/Produce Avenue interchange (involves replacement of Produce Avenue on and off-ramps from U.S. 101 and includes South Airport Boulevard hook ramps to U.S. 101 at Wondercolor Lane)	166.1	8.2	8.2	0.0		1
San Mateo	22271	Widen Skyline Boulevard (Route 35) from 2 to 4 lanes between I-280 and Sneath Lane	6.4	3.9	2.5	0.0		1
San Mateo	21602	Reconstruct U.S. 101/Broadway interchange	59.5	28.0	31.5	0.0		1
San Mateo	21626	Caltrain grade separation program	714.2	629.2	85.0	0.0		1

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County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Mateo	21624	Implement an incentives program to support transit-oriented development within a 1/2-mile of Caltrain stations and have a minimum density of 40 units per acre	19.6	3.3	16.3	0.0		2
San Mateo	22229	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to connect to U.S. 101)	57.4	26.3	4.4	0.0		1
San Mateo	22227	Extend Geneva Avenue (local arterial in Brisbane) to the U.S. 101/Candlestick Point interchange (includes Caltrain grade separation at Tunnel Avenue and other local street improvements)	115.7	22.1	22.1	0.0		1
San Mateo	22226	Construct Bayshore Intermodal Facility for Caltrain, Muni light-rail, and Muni and SamTrams buses (includes cross platform transit transfers between Muni Third Street light-rail station and Caltrain Bayshore Station)	36.5	27.3	9.2	0.0		3
San Mateo	22274	Intelligent Transportation System (ITS) and Traffic Operation System (TOS) countywide	73.7	39.8	33.9	0.0		2
San Mateo	21892	Widen Woodside Road from 4 to 6 lanes from El Camino Real to Broadway	16.6	7.7	8.9	0.0		1
San Mateo	21615	Reconstruct I-280/Route 1 interchange, including braided ramps	0.0	53.0	17.0	0.0		1
San Mateo	22261	Replace San Pedro Creek Bridge over Route 1	6.9	3.7	3.1	0.0		1
San Mateo	21610	Add auxiliary lanes (one in each direction) on U.S. 101 from San Bruno Avenue to Grand Avenue	57.6	26.6	30.9	0.0		1
San Mateo	22756	Reconstruct U.S. 101/Candlestick Point interchange	73.7	51.2	22.5	0.0		1
San Mateo	22751	Improve operations and safety of Route 1 in Half Moon Bay, including extending Route 1 north of Strawflower Shopping Center to Half Moon Bay city limits and channelization at local intersections	40.8	23.9	16.9	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
San Mateo	98204	Add travel lane (one in each direction) on Route 1 (Calera Parkway) between Fassler Avenue to Westport Drive in Pacifica (includes traffic signal coordination on Fassler Avenue and Reina Del Mar)	44.4	18.0	26.4	0.0		1
San Mateo	21604	Construct auxiliary lane (one in each direction) on U.S. 101 from Sierra Point to San Francisco County line	6.6	3.2	3.5	0.0		1
San Mateo	21893	Widen Route 92 from Half Moon Bay city limits and Pilarcitos Creek (involves widening shoulders and travel lanes to standard widths and straightening curves)	40.1	24.5	15.6	0.0		1
San Mateo	22282	Improve U.S. 101 operations near Route 92	49.8	23.0	26.8	0.0		1
San Mateo	22268	Provide countywide shuttle services between Caltrain stations and major activity centers (includes purchase of vehicles)	175.0	154.1	20.9	0.0		4
San Mateo	21607	Modify University Avenue overcrossing over U.S. 101 (includes widening of overcrossing, constructing new southbound off-ramp and southbound auxiliary lane, adding bike lanes)	6.4	2.1	4.3	0.0		1
San Mateo	21627	Electrify Caltrain (San Mateo's share)	626.0	444.0	40.0	0.0		
San Mateo	**Sum**				**594.8**	**0.0**		

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	230257	Convert HOV direct freeway connectors to HOT direct freeway connectors, at I-880 southbound to Route 237 westbound and at Route 237 eastbound to I-880 northbound	7.8	0.0	7.8	0.0	25.1	1
Santa Clara	22145	Widen westbound Route 237 on-ramp from Route 237 to northbound U.S. 101 to 2 lanes and add auxiliary lane on northbound U.S. 101 from Route 237 on-ramp to Ellis Street interchange (includes Traffic Operation Systems (TOS) elements)	17.9	0.0	17.9	0.0	5.2	1
Santa Clara	21714	Widen U.S. 101 between Monterey Highway and Route 25 (includes an extension to Santa Teresa Boulevard) and construct a full interchange at U.S. 101/Route 25/Santa Teresa Boulevard	233.0	0.0	27.0	206.0	2.1	1
Santa Clara	22162	Route 237 westbound to Route 85 southbound connector ramp improvements (widens off-ramp from westbound Route 237 to southbound Route 85 to 2 lanes; adds auxiliary lane in southbound direction between Route 237 and El Camino Real interchange on Route 85)	94.7	0.0	94.7	0.0	1.3	1
Santa Clara	230457	Improve Oakland Road from U.S. 101 to Montague Expressway by providing landscaping and operational improvements	12.1	5.6	6.5	0.0		1
Santa Clara	230459	Extend Chynoweth Avenue from Almaden Expressway to Winfield Road	22.5	4.1	18.4	0.0		1
Santa Clara	230460	Widen Snell Avenue and add median landscaping from Branham to Chynoweth	5.8	1.1	4.8	0.0		1

STIP/SLPP Priorities

#50

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Santa Clara	21702	Construct a full interchange at U.S. 101 and Buena Vista Avenue. The interchange includes a flyover southbound onramp to braid with the existing truck exit at the CHP Inspection Station. Off-ramp diagonal ramps will be constructed.	27.0	0.0	0.0	27.0		1
Santa Clara	230350	Widen southbound U.S. 101 off ramp at Cochrane Road from 2 to 3 lanes	1.1	0.0	1.1	0.0		1
Santa Clara	230265	Improve the operations of the intersection of Montague Expressway and Mission College Boulevard	4.9	0.0	4.9	0.0		1
Santa Clara	230584	Improve ramp/intersection at Route 152 westbound at Watsonville Road	3.3	0.0	0.3	3.0		1
Santa Clara	230298	Replace Calaveras Boulevard 4-lane bridge over the Union Pacific railroad tracks with new 6-lane structure with bicycle and pedestrian facilities; exclusive northbound right turn lane and additional eastbound left turn lane at intersection with Abel	82.3	15.5	66.8	0.0		1
Santa Clara	230579	Improve ramp/intersection on Route 152 eastbound at Frazier Lake Road	2.0	0.0	0.0	2.0		1
Santa Clara	230577	Improve ramp and intersection on Route 152 eastbound at Bloomfield Avenue	2.0	0.0	0.0	2.0		1
Santa Clara	230573	Improve ramps and intersections of Fremont and Bernardo Avenues at Route 85	3.6	0.0	3.6	0.0		1
Santa Clara	230347	Improve U.S. 101 southbound ramps at 10th Street	3.6	0.0	3.6	0.0		1
Santa Clara	230174	Construct a four lane bridge across Uvas Creek connecting the east and west sides of Tenth Street. The bridge will include four travel lanes, bicycle lanes, sidewalks, new traffic signal at the intersection of Tenth & Uvas Park Drive.	15.4	0.0	15.4	0.0		1
Santa Clara	21722	Improve US 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange	42.6	19.6	23.0	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	230262	Construct partial cloverleaf interchange at U.S. 101 and Montague Expressway	15.3	2.3	12.9	0.0		1
Santa Clara	22142	Improve U.S. 101/Capitol Expressway interchange (includes new northbound on-ramp from Yerba Buena Road)	50.1	0.0	50.1	0.0		1
Santa Clara	230458	Widen Berryessa Road from U.S. 101 to I-680 to provide access to planned Berryessa BART station	31.0	14.2	16.8	0.0		1
Santa Clara	21749	Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road (including railroad overpass bridge, drainage channel, traffic signal upgrade, median, landscaping, bike lanes and sidewalks)	20.6	9.9	10.7	0.0		1
Santa Clara	21785	Reconfigure interchange at US 101/Blossom Hill Road in San Jose; modifications are on the local roadway system, including widening of Blossom Hill Road over US 101	21.1	0.0	21.1	0.0		1
Santa Clara	21719	Improve I-880/I-280/Stevens Creek Boulevard interchange by eliminating the eastbound off-ramp loop and reconfigur the off-ramp to eastbound Stevens Creek Boulevard	150.0	0.0	150.0	0.0		1
Santa Clara	21720	Improve US 101/Tennant Avenue interchange, including a new bridge parallel to the existing bridge over US 101, widening the existing Tennant Avenue from 2 lanes to 4 lanes with bike lanes and sidewalks, and a new northbound loop onramp	18.2	8.8	9.4	0.0		1
Santa Clara	22179	Widen Central Expressway from 4 to 6 lanes between Lawrence Expressway and San Tomas Expressway	23.4	0.0	23.4	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	230452	Convert downtown one-way couplets to two-way, reduce lanes, add bicycle lanes along 10th/11th Streets, Almaden/Vine and 2nd/3rd Streets	22.7	11.2	11.5	0.0		1
Santa Clara	230407	Widen Route 17 off-ramp southbound at Hamilton Avenue	1.1	0.0	1.1	0.0		1
Santa Clara	230175	Construct a new 2-lane overcrossing on Las Animas Avenue at U.S. 101 (with 6-ft shoulders/bicycle lanes and 8-ft sidewalks)	11.1	0.0	11.1	0.0		1
Santa Clara	22854	I-280/Oregon-Page Mill interchange modification (to enhance safety primarily for bicyclists and pedestrians traveling on Page Mill)	9.5	0.0	9.5	0.0		1
Santa Clara	230251	Improve Expressway traffic operations system by adding automated fraffic count collection system, wireless controller communication system, wireless vehicular detection system, and signal and video infrastructure upgrades	12.2	0.0	12.2	0.0		2
Santa Clara	230385	Purchase and install an emergency vehicle pre-emption detectors and video detection cameras at signalized intersections in downtown Palo Alto.	1.5	0.2	1.3	0.0		2
Santa Clara	230292	Implement signal coordination between expressway and major cross-street signals	6.1	0.0	6.1	0.0		2
Santa Clara	22965	Construct U.S. 101/Mabury Road/Taylor Street interchange construction	59.1	28.0	31.1	0.0		1
Santa Clara	22809	Realign DeWitt Avenue/Sunnyside Avenue intersection	8.7	1.6	7.1	0.0		1
Santa Clara	22925	Realign existing curve on DeWitt Avenue between approximately Edmundson Avenue and Spring Avenue.	3.1	0.6	2.5	0.0		1
Santa Clara	230302	Improve the intersection of Dixon Landing Road and North Milpitas Boulevard (construct an additional northbound left-turn lane, a southbound right-turn lane and new eastbound left and right turn lanes)	3.5	0.7	2.9	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	22910	Add TOS infrastructure on Santa Teresa Boulevard between Day Road and Mesa Road	8.5	0.0	8.5	0.0		2
Santa Clara	230246	Improve intersection at Lawrence Expressway and Prospect Road by adding a second turn lane and modifying existing traffic signals	3.2	0.0	3.2	0.0		1
Santa Clara	22895	Improve the operations of San Tomas Expressway/Route 17 interchange, including restriping the EB through lane on White Oaks and providing a second right turn lane on the SB off-ramp	3.2	0.0	3.2	0.0		1
Santa Clara	230273	Widen Montague Expressway to 8 lanes between Trade Zone and I-680, and to 6 lanes between I-680 and Park Victoria; designate new lanes between Trade Zone and I-680 as HOV lanes	24.5	14.8	9.7	0.0		1
Santa Clara	230451	Rehabilitate Fatjo, Thompson, Arguello, Bray and Graham streets, including reconstruction of street pavement, sidewalks, curbs, gutters and utilities	4.0	0.8	3.3	0.0		1
Santa Clara	230449	Extend Charcot Avenue over I-880, a new two-lane roadway with bicycle and pedestrian improvements to connect to North San Jose employment center	37.4	18.0	19.4	0.0		1
Santa Clara	22873	Widen Loyola Bridge over Foothill Expressway to add a third lane (for left turns) and improve bicycle/pedestrian access, including 6-foot shoulders for bicycle use and 5-foot sidewalks with pedestrian ramps	9.1	0.0	9.1	0.0		1
Santa Clara	22878	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	5.4	1.0	4.3	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	22883	Modify medians on Lawrence Expressway at Lochinvar, De Sota Avenue, Golden State, Granada, Buckley and St. Lawrence Drive/Lawrence Station Road for limited access	1.8	0.0	1.8	0.0		1
Santa Clara	230445	Improve Great America Parkway and Mission College Boulevard intersection (includes adding triple left turns in two directions and traffic signal upgrades)	7.1	1.4	5.8	0.0		1
Santa Clara	22814	Extend Foothill Expressway westbound deceleration lane at San Antonio Road	0.9	0.0	0.9	0.0		1
Santa Clara	22815	Upgrade Miramonte Avenue bikeway to Class II between Mountain View and Foothill Expressway	1.6	0.3	1.3	0.0		3
Santa Clara	22842	Improve Route 152/Ferguson Road intersection, including lighting widening	2.0	0.0	0.0	2.0		1
Santa Clara	22822	Install outlets to provide real time expressway traffic information, such as changeable message signs, advisory radio, cable TV feeds and Web sites	6.1	0.0	6.1	0.0		2
Santa Clara	22180	Widen Central Expressway between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes	22.7	0.6	22.1	0.0		1
Santa Clara	230461	Widen Branham Lane from Vista Park to Snell Avenue to eliminate roadway bottlenecks and enhance bicycle and pedestrian facilities	11.6	2.3	9.3	0.0		1
Santa Clara	22843	Widen Lawrence Expressway from 6 lanes to 8 lanes between Moorpark/Bollinger and south of Calvert.	8.9	0.0	8.9	0.0		1
Santa Clara	230201	Widen Coleman Avenue from 4 to 6 lanes from I-880 to Taylor Street	13.9	2.7	11.2	0.0		1
Santa Clara	22118	Extend Hill Road from East Main Avenue to Peet Avenue	11.6	2.1	9.4	0.0		1
Santa Clara	22153	Extend Mary Avenue north across Route 237 (reconfigures the Mathilda Avenue/U.S.101 interchange)	74.1	34.0	40.1	0.0		1

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Santa Clara	22175	Widen Almaden Expressway between Coleman Road and Blossom Hill Road to 8 lanes	12.8	0.0	12.8	0.0		1
Santa Clara	230242	Add Capitol Expressway Traffic Operations System between US 101 and Almaden Expressway	4.3	0.0	4.3	0.0		2
Santa Clara	22186	Widen San Tomas Expressway to 8 lanes between El Camino Real (Route 82) and Williams Road (including additional left-turn lanes from eastbound and westbound El Camino Real to San Tomas Expressway)	69.9	0.0	69.9	0.0		1
Santa Clara	230200	Extend new 4-lane multimodal street from UPRR crossing to St John Street and improve existing Autumn Street from St John Street to Park Avenue. Project improves multimodal access and circulation to support planned transit oriented development near Diridon Transit Center.	38.8	7.3	31.5	0.0		1
Santa Clara	230210	Rebuild 3.9 miles of box culvert under San Tomas Expressway	16.0	0.5	15.4	0.0		1
Santa Clara	22156	Improve Route 85 northbound to Route 237 eastbound connector ramp	32.0	0.0	32.0	0.0		1
Santa Clara	**Sum**				**1030.1**	**242.0**		

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	194.0	134.0	60.0	0.0	4.6	1
Solano	230326	I-80/I-680/Route 12 Interchange (Phase 1): Connect I-680 nortbound directly to Route 12 westbound (Jameson Canyon) (includes adding connectors and reconstructing local interchanges)	491.0	134.4	156.5	197.0	2.4	1
Solano	21341	Construct new Fairfield/Vacaville multi-modal train station for Capitol Corridor intercity rail service (Phases 1, 2, and 3)	39.6	39.6	10.0	0.0		3
Solano	22629	Construct new Vallejo Baylink Ferry Terminal (includes additional partking, upgrade of bus transfer facilities, and pedestrian access improvements)	119.3	75.6	10.0	0.0		3
Solano	230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway (includes an eastbound mixed flow lane from Route 12 East to Airbase Parkway and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp)	50.0	0.0	50.0	0.0		1
Solano	230635	Construct new 400-space parking garage at the Vacaville Intermodal Station	23.0	0.0	10.0	0.0		3
Solano	22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Road Top Road at Route 12 to Business Center Drive; the eastern section extends from Suisan Valley Creek to Abernathy)	69.0	60.5	8.5	0.0		1
Solano	**Sum**				**305.0**	**197.0**		

STIP/SLPP Priorities

#50

County	RTPID	Project/Program	Total Cost ($M)	Committed Existing Funds ($M)	Requested Discretionary Funds ($M)	Proposed ITIP Funds ($M)	BC Ratio	Number of Goals Strongly Supported
Sonoma	230413	Widen U.S. 101 for HOV lanes from Old Redwood Highway to Pepper Road in Sonoma County (Central Phase B)	57.6	0.0	57.6	0.0	5.1	1
Sonoma	22194	Improve safey on Mark West Springs/Porter Creek Road (includes adding standard shoulders and turn pockets)	7.4	0.0	7.4	0.0		1
Sonoma	22207	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Bennett Valley Road (includes bike lane and sidewalk)	64.1	0.0	64.1	0.0		1
Sonoma	22197	Improve local circulation at various locations in Town of Penngrove (includes improvements to Main Street, Petaluma Hill Road, Adobe Road, Old Redwood Highway, and U.S. 101/Railroad Avenue)	38.0	0.0	38.0	0.0		1
Sonoma	230341	Improve channelization and traffic signalization on Mirabel Road and Route 116	3.6	0.0	3.6	0.0		1
Sonoma	94691	Install traffic signal system on Route 121 traffic signal system and improve channelization at 8th Street	4.5	0.0	4.5	0.0		2
Sonoma	94689	Construct U.S. 101/Arata Lane interchange improvements in Windsor (Phase 4) (includes installation of northbound on-ramps and southbound off-ramp and realignment of Los Amigos Road north of Arata Lane)	13.0	0.0	13.0	0.0		1
Sonoma	22193	Construct new bypass on Route 116 in Forestville	20.0	15.1	4.9	0.0		1
Sonoma	230345	Rehabilitate or replace existing Healdsburg Avenue Bridge to meet FHWA and AASHTO standards	27.1	0.0	27.1	0.0		1
Sonoma	22203	Improve channelization and traffic signalization on River Road from Fulton Road to the town of Guerneville	8.0	4.0	4.0	0.0		1
Sonoma	22438	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets where needed)	4.0	2.0	2.0	0.0		1

STIP/SLPP Priorities

#50

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Sonoma	22190	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	21.8	10.0	11.8	0.0		1
Sonoma	22204	Widen Fulton Road from 2 to 4 lanes from Guerneville Road to U.S. 101 and construct Route 12/Fulton Road interchange	79.0	0.0	79.0	0.0		1
Sonoma	22205	Improve U.S. 101/Hearn Avenue interchange (includes widening overcrossing and ramps)	39.7	18.2	21.5	0.0		1
Sonoma	22195	Improve U.S. 101/Old Redwood Highway interchange (includes replacing/modifying the existing 2-lane cloverloop interchange with a minimum 5-lane interchange)	36.8	0.0	36.8	0.0		1
Sonoma	22191	Improve U.S. North/Airport Boulevard Interchange (includes widening Airport Boulevard to 2 lanes in each direction with center left turn lanes and right turn lanes)	46.7	35.6	11.1	0.0		1
Sonoma	22490	Convert bridges in Sonoma County from one-lane to two-lane bridges	2.0	0.0	2.0	0.0		1
Sonoma	**Sum**				**388.4**	**0.0**		
County Subtotal	**Sum**				**4572.2**	**1359.0**		
Regional	Sum	Fund corridor improvements, including transit operating and capital needs, with net HOT revenue	6,100		6100.0		18	2
Regional TOTAL					**10,672**	**1359.0**		

#51

From: BikePlan
To: Gail Payne
CC: Info@mtc.ca.gov; Sean Co
Date: 2/4/2009 9:24 AM
Subject: Re: Estuary Crossing project

Gail,

Thank you for your comment on MTC's Regional Bicycle Plan.

Projects listed in the Bicycle Plan are only projects from the Regional Bikeway Network (RBN). This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks,

Sean

>>> "Gail Payne" <GPayne@ci.alameda.ca.us> 11/18/2008 3:24 PM >>>
Great work on the draft plan update!

I am not able to locate the Oakland-Alameda Estuary Crossing project in your tables and on the Alameda County map. Was it intentionally left out? For more information on this project, please refer to the web site: www.estuarycrossing.org.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552
510-749-5918 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

#51

From: "Gail Payne" <GPayne@ci.alameda.ca.us>
To: "BikePlan" <BikePlan@mtc.ca.gov>
CC: "MTC info" <info@mtc.ca.gov>, "Sean Co" <sco@mtc.ca.gov>
Date: 2/4/2009 9:37 AM
Subject: Re: Estuary Crossing project

Sean,

The estuary crossing project has been the highest priority bicycle project in the City of Alameda since the Bicycle Master Plan was adopted in 1999. This project also is listed as a priority in the City of Oakland Bicycle Master Plan, the San Francisco Bay Trail Plan, the City of Alameda Pedestrian Plan and the Alameda Countywide Bicycle Plan. The existing Posey Tube path should have been part of the 2001 regional bicycle network. When will MTC be amending the regional bicycle network? What does the City of Alameda need to do to ensure that the estuary crossing is listed as part of the regional bicycle network?

Please let me know.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552
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Thanks,

Sean

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#51

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Regards,
Gail Payne

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510-749-5867 (fax)
510-222-7538 (TDD)

#51

From: "Gail Payne" <GPayne@ci.alameda.ca.us>
To: <BikePlan@mtc.ca.gov>, "MTC info" <info@mtc.ca.gov>, <sco@mtc.ca.gov>
CC: <lucy@bikealameda.org>, "Barry Bergman" <BBergman@ci.alameda.ca.us>, "Ob...
Date: 2/9/2009 9:01 AM
Subject: Fwd: Re: Estuary Crossing project
Attachments: TEXT.htm; AppendixA.doc

Sean,

Please see the below email from the BikeAlameda Executive Director - Lucy Gigli. Why was the estuary crossing (project 51) taken off the regional bicycle network? The attached Appendix A shows that it was part of the regional bicycle network at one point (seventh row from the top). Is the estuary crossing project still included in the update and we are not finding it? Please let us know the status of this project / segment.

Thank you.

Regards,
Gail Payne

Gail Payne
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 127
Alameda, CA 94501-7552
510-749-5918 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

>>> Lucy Gigli <lucy@bikealameda.org> 2/8/2009 9:59 PM >>>
Gail,

This was driving me crazy, because i was at the meetings where this was originally put into the Regional Bike Plan. I found Appendix A. It is listed very clearly on the 7th line down. Project 51 as it is called in the countywide bike plan. In the new Appendix A, there is nothing.

REGIONAL PROJECT LIST

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Iron Horse Trail (Project #35)	Alameda	Tri-Valley	15.0	$9,789,000
Davis - Estudillo - Crow Canyon Road (Project #10)	Alameda	Eastshore-North	16.6	$7,293,554
Southern Alameda County I-580 Foothills (Project #13)	Alameda	Eastshore-South	21.8	$7,048,378
Southern Alameda County I-880 Corridor (Project #9)	Alameda	Fremont-South Bay	13.9	$6,610,743
Emeryville Ped/Bike Overcrossing (Project #46)	Alameda	Eastshore-North	0.3	$6,500,780
Highway 24 Ped/Bike Overcrossing (Project #47)	Alameda	Eastshore-North	0.3	$6,500,780
Oakland-Alameda Connection (Project #51)	Alameda	Eastshore-North	0.3	$6,500,650
San Ramon - Foothill Rd. - I-680 Corridor (Project #28)	Alameda	Tri-Valley	15.6	$5,735,928
BART Trail / San Leandro St. (Project #8) *partial*	Alameda	Eastshore-North	6.9	$5,307,770
Iron Horse Trail (Project #34)	Alameda	Tri-Valley	8.0	$5,220,800
Alvarado - Niles - Niles Canyon (Project #36)	Alameda	Tri-Valley	22.1	$4,934,277
Northern Alameda County I-580 Foothills (Project #11)	Alameda	Eastshore-North	10.8	$4,626,152
Stoneridge Blvd. - Jack London Connection (Project #24)	Alameda	Eastshore-North	6.8	$3,979,232
73rd Avenue - Hegenberger (Project #5)	Alameda	Eastshore-North	5.2	$3,765,353
Highway 13 Corridor (Project #22)	Alameda	Eastshore-North	10.7	$3,543,072
Vallecitos Rd. (Project #37)	Alameda	Sunol Gateway	14.1	$3,246,605
Alameda-Doolittle-Lewelling (Project #4)	Alameda	Eastshore-North	9.5	$3,083,080
Fruitvale - Broadway (Project #3)	Alameda	Eastshore-North	2.9	$3,067,741
Dougherty - Hopyard Roads (Project #33)	Alameda	Tri-Valley	2.5	$3,006,838
Las Positas Creek Trail (Project #20)	Alameda	Tri-Valley	5.9	$2,952,326
E. Castro Valley-Dublin Canyon (Project #15)	Alameda	Sunol Gateway	6.5	$2,845,427

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Bay Trail - Northern Alameda County (Project #1)	Alameda	Eastshore-North	29.1	$2,806,515
Livermore Avenue Undercrossing (Project #50)	Alameda	Tri-Valley	0.2	$2,600,520
I-580 Undercrossing (Project #49)	Alameda	Tri-Valley	0.1	$2,600,260
Tassajara Rd. (Project #38)	Alameda	Tri-Valley	4.0	$2,440,201
Berkeley-Emeryville I-880 Corridor (Project #6)	Alameda	Eastshore-North	6.4	$2,332,721
Oakland I-880 Corridor (Project #7)	Alameda	Eastshore-North	3.1	$2,178,235
Oyster Bay – MLK Jr Connection (Bay Trail)	Alameda	Eastshore-South	1.4	$2,150,000
Highway 92 Corridor (Project #14)	Alameda	Fremont-South Bay	4.1	$2,135,234
MacArthur Blvd. I-580 - Foothills (Project #12)	Alameda	Eastshore-North	1	$2,005,464
Union Point Park (Bay Trail)	Alameda	Eastshore-South	0.1	$2,000,000
Stoneridge Blvd. (Project #23)	Alameda	Tri-Valley	2.4	$1,723,972
Vineyard - Concannon (Project #31) *partial*	Alameda	Tri-Valley	3.1	$1,518,445
Stanley-East Avenue (Project #27) *partial*	Alameda	Tri-Valley	4.6	$1,506,167
Baumberg Tract (Bay Trail)	Alameda	Eastshore-South	4.	$1,500,000
Dublin Blvd. Extension (Project # 16)	Alameda	Tri-Valley	2.2	$1,435,720
Bridge over Altamont Creek (Project #48)	Alameda	Tri-Valley	0.1	$1,300,260
42nd Avenue Bridge (Project #44)	Alameda	Eastshore-North	0.1	$1,300,156
Cerrito Creek Bridge (Project #43)	Alameda	Eastshore-North	0.1	$1,300,156
Damon Slough Bridge (Project #41)	Alameda	Eastshore-North	0.1	$1,300,156
Hegenberger Undercrossing (Project #45)	Alameda	Eastshore-North	0.1	$1,300,156
San Leandro Slough Bridge (Project #42)	Alameda	Eastshore-North	0.1	$1,300,156
Downtown Oakland Bay Trail	Alameda	Eastshore-North	1.5	$1,280,000
Auto Mall Connector Trail (Bay Trail)	Alameda	Eastshore-South	5.2	$1,040,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Vasco Road (Project #40) *partial*	Alameda	Tri-Valley	1.0	$961,056
Alameda Bay Trail	Alameda	Eastshore-North	4.5	$900,000
Garrin Park Connector Trail (Bay Trail)	Alameda	Eastshore-South	4.5	$900,000
Lake Merritt Connector Trail (Bay Trail)	Alameda	Eastshore-North	0.8	$900,000
Old Alameda Creek Spur Trail (Bay Trail)	Alameda	Eastshore-South	4.4	$880,000
Middle Harbor Park Connections (Bay Trail)	Alameda	Eastshore-North	3.0	$600,000
Southern Oakland Bay Trail	Alameda	Eastshore-South	2.9	$580,000
Jack London Blvd. - Portola (Project #25)	Alameda	Eastshore-North	2.6	$410,852
Miscellaneous Bay Trail	Alameda		28.9	TBD
TOTAL	**Alameda**		**321.4**	**$152,744,888**
Carquinez Regional Shoreline Trail	Contra Costa	Eastshore-North	10.0	$5,000,000
Richmond Parkway to Wilson Point (Bay Trail)	Contra Costa	Eastshore-North	6.0	$4,000,000
Pinole Bay Trail	Contra Costa	Eastshore-North	0.4	$2,500,000
Hercules Bay Trail	Contra Costa	Eastshore-North	2.1	$2,000,000
Iron Horse to Baypoint Delta de Anza Trail	Contra Costa	Delta	4.7	$2,000,000
Oakley to San Joaquin County	Contra Costa	Delta	7.5	$890,000
Point San Pablo Bay Trail Spur	Contra Costa	Eastshore-North	4.2	$840,000
Oakley to Brentwood (O'Hara, Fairview)	Contra Costa	Delta	6.6	$785,400
Crockett to Martinez	Contra Costa	Eastshore-North	6.1	$725,900
Highway 4 - Hwy 160 to Discovery Bay	Contra Costa	Delta	14.5	$684,500
West County Landfill Trail (Bay Trail)	Contra Costa	Eastshore-North	2.9	$580,000
Antioch Bridge to Knightsen	Contra Costa	Delta	5.6	$565,600
Iron Horse Trail Gap Closures	Contra Costa	Diablo	6.0	$536,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
San Pablo Avenue Bike Lane	Contra Costa	Eastshore-North	2.4	$500,000
Richmond-San Rafael Bridge Access	Contra Costa	Transbay	2.9	$345,100
Point Richmond Bay Trail	Contra Costa	Eastshore-North	1.7	$340,000
Brickyard Cove Trail	Contra Costa	Eastshore-North	1.6	$320,000
Central Richmond Greenway	Contra Costa	Eastshore-North	2.5	$298,000
Pittsburg to Clayton	Contra Costa	Diablo	7.3	$250,000
West County Wastewater District (Bay Trail)	Contra Costa	Eastshore-North	1.0	$200,000
Refugio Creek Connector Trail	Contra Costa	Eastshore-North	0.9	$180,000
Antioch Delta de Anza Trail	Contra Costa	Delta	1.5	$178,500
Pacheco to Concord	Contra Costa	Diablo	3.1	$174,000
Pittsburg to Oakley On-Street Route	Contra Costa	Delta	7.1	$148,500
Point Isabel Bay Trail	Contra Costa	Eastshore-North	0.6	$120,000
Crow Canyon	Contra Costa	Diablo	1.5	$84,000
Pleasant Hill Gap Closures	Contra Costa	Diablo	2.2	$59,600
San Pablo Dam Road	Contra Costa	Eastshore-North	8.3	$25,000
Pittsburg to Oakley	Contra Costa	Delta	7.3	$16,700
Camino Tassajara Road	Contra Costa	Diablo	4.6	$13,800
Concord Gap Closures	Contra Costa	Diablo	1.7	$5,100
Fish Ranch Road	Contra Costa	Eastshore-North	0.8	$1,000
Miscellaneous Bay Trail	Contra Costa		45.5	TBD
TOTAL	**Contra Costa**		**181.1**	**$24,366,700**
San Rafael – Larkspur Gap Closure	Marin	Golden Gate	1.0	$6,500,000
Mill Valley–Corte Madera (North South Bikeway):	Marin	Golden Gate	1.2	$5,250,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
North South Bikeway to Sonoma County Study	Marin	Golden Gate	16.5	$4,000,000
San Rafael Bay Trail	Marin	Golden Gate	16.3	$3,260,000
Central Marin Ferry Connection Project	Marin	Golden Gate	0.7	$2,250,000
Tiburon Bay Trail	Marin	Golden Gate	6.7	$1,340,000
Hamilton Bay Trail	Marin	Golden Gate	5.1	$1,020,000
Highway 37 Bay Trail	Marin	North Bay East-West	3.2	$640,000
Bridgeway Bike Lanes (Bay Trail)	Marin	Golden Gate	2.8	$560,000
Strawberry Bay Trail	Marin	Golden Gate	2.8	$560,000
Highway 37 Access Improvements Study	Marin	North Bay East-West	3.2	$500,000
Richmond Bridge Access Study	Marin	Transbay	3.2	$500,000
Corte Madera Bay Trail	Marin	Golden Gate	1.5	$300,000
Golden Gate Bridge Access Improvements Study	Marin	Golden Gate	0.2	$150,000
Shoreline Industrial Park Green (Bay Trail)	Marin	Golden Gate	0.3	$90,000
Magnolia Bikeway Project (partial)	Marin	Golden Gate	1.0	$80,000
Puerto Suello Gap Closure Project	Marin	Golden Gate	0.3	$80,000
Miscellaneous Bay Trail	Marin	Golden Gate	27.4	TBD
TOTAL	**Marin**		**93.4**	**$27,080,000**
Silverado Trail/Highway 121 (City of Napa)	Napa	Napa Valley	3.7	$2,745,000
American Canyon Bay Trail	Napa	North Bay East-West	3.0	$2,700,000
Napa Vallejo Hwy	Napa	Napa Valley	5.2	$2,500,000
Jameson Canyon Path	Napa	North Bay East-West	5.6	$1,400,000
Duhig/Las Amigas/Cuttings Wharf	Napa	North Bay East-West	7.5	$1,340,000
Old Sonoma Road	Napa	North Bay East-West	3.5	$1,000,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Napa River Connector Trail	Napa	Napa Valley	3.3	$660,000
Yountville Crossroad	Napa	Napa Valley	2.6	$300,000
Pope	Napa	Napa Valley	0.8	$200,000
I-80 Regional Connector	Napa	Eastshore-North	1.2	$100,720
Frontage Road	Napa	Napa Valley	3.0	$36,000
Lincoln Street	Napa	Napa Valley	1.0	$20,000
1st/2nd Street	Napa	Napa Valley	2.4	TBD
Hwy 12 (Duhig to Solano County)	Napa	North Bay East-West	19.6	TBD
Miscellaneous Bay Trail	Napa		21.3	TBD
TOTAL	**Napa**		**83.7**	**$13,001,720**
Mission Creek Bikeway and Greenbelt	San Francisco	San Francisco	2.6	$10,000,000
Candlestick Point State Recreation Area (Bay Trail)	San Francisco	San Francisco	1.5	$1,400,000
Lincoln Ave. West-Coastal Trail Multi-Use Path	San Francisco	San Francisco	1.5	$1,200,000
Cesar Chavez Street	San Francisco	San Francisco	1.6	$1,047,000
India Basin/Hunters Point Naval Shipyard (Bay Trail)	San Francisco	San Francisco	0.4	$500,000
Presidio Promenade Improvements	San Francisco	San Francisco	2.5	$441,100
34th Avenue	San Francisco	San Francisco	2.1	$347,100
Battery East Road Multiuse Path	San Francisco	Golden Gate	0.2	$260,000
Fort Mason Tunnel	San Francisco	San Francisco	0.2	$250,000
Marina Blvd. Path Improvement	San Francisco	San Francisco	1.0	$220,000
Market Street Multimodal Study	San Francisco	San Francisco	3.1	$200,000
Washington Blvd. Improvements	San Francisco	San Francisco	1.5	$182,160
Broadway Tunnel	San Francisco	San Francisco	0.4	$179,100

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
3rd Street	San Francisco	San Francisco	4.3	$178,900
West Pacific	San Francisco	San Francisco	1.3	$173,580
2nd Street	San Francisco	San Francisco	0.9	$67,100
Polk Street	San Francisco	San Francisco	1.6	$60,000
The Embarcadero Path	San Francisco	San Francisco	2.3	$15,000
Portola Drive Class III	San Francisco	San Francisco	1.8	$3,900
Market/17th/Castro Intersection	San Francisco	San Francisco	0.1	TBD
Market/Hyde/Grove Intersection	San Francisco	San Francisco	0.1	TBD
Howard Street Bike Lanes	San Francisco	San Francisco	1.8	TBD
Sloat Blvd striping	San Francisco	San Francisco	2.0	TBD
The Embarcadero/Market connection	San Francisco	San Francisco	0.1	TBD
Miscellaneous Bay Trail	San Francisco	San Francisco	12.0	TBD
US 101/Bayshore/3rd Intersection Improvements	San Francisco	Peninsula	0.2	TBD
TOTAL	**San Francisco**		**47.1**	**$16,724,940**
SFIA East Side/Bay Trail Project (Project #15)	San Mateo	Peninsula	3.4	$9,493,000
San Francisco Airport Alignment	San Mateo	Peninsula	4.2	$8,000,000
East Bayshore Freeway (Bay Trail)	San Mateo	Peninsula	2.0	$5,000,000
Ralston Avenue Bikeway Interchange Improvements (Project #3)	San Mateo	Peninsula	0.1	$3,140,000
Crystal Springs-3rd/4th Avenue Bikeway (Project #14)	San Mateo	Peninsula	4.8	$2,118,750
San Mateo Bay Trail (Project #5)	San Mateo	Peninsula	5.0	$2,000,000
US 101/Willow Road Interchange (Project #10)	San Mateo	Peninsula	0.1	$2,000,000
BART/SFO Bikeway Project	San Mateo	Peninsula	8.3	$1,538,900
Burlingame Bayfront Trail (Bay Trail)	San Mateo	Peninsula	0.3	$1,500,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Coastside Bikeway Projects (Project #9)	San Mateo	Peninsula	7.2	$1,412,500
Millbrae Avenue Bridge (Bay Trail)	San Mateo	Peninsula	0.7	$1,300,000
Recreational Route Bikeway Improvements (Project #6) *partial*	San Mateo	Peninsula	10.0	$750,000
North Coast Bikeway (Project #7)	San Mateo	Peninsula	9.1	$748,750
Redwood City Bay Trail	San Mateo	Peninsula	3.0	$600,000
North-South Bikeway (Signing/Detectors) (Project #1)	San Mateo	Peninsula	37.4	$560,700
San Bruno Mountain Connector Trail (Bay Trail)	San Mateo	Peninsula	1.8	$360,000
North-South Bikeway (Old County Road Section) (Project #8)	San Mateo	Peninsula	5.7	$279,375
Brisbane Bay Trail	San Mateo	Peninsula	1.3	$260,000
Bair Island Trail (Bay Trail)	San Mateo	Peninsula	1.2	$240,000
North-South Bikeway (South Section) (Project #4)	San Mateo	Peninsula	8.8	$220,750
North-South Bikeway (Delaware-California) (Project #13)	San Mateo	Peninsula	7.8	$193,750
San Carlos Airport (Bay Trail)	San Mateo	Peninsula	0.8	$160,000
North-South Bikeway (Bayshore Section) (Project #11)	San Mateo	Peninsula	5.7	$142,500
East Palo Alto Northern Segment (Bay Trail)	San Mateo	Peninsula	0.6	$120,000
Colma Creek Connector Trail (Bay Trail)	San Mateo	Peninsula	0.5	$100,000
East Palo Alto Southern Segment (Bay Trail)	San Mateo	Peninsula	0.5	$100,000
South San Francisco Bayfront Trail (Bay Trail)	San Mateo	Peninsula	1.2	$100,000
Miscellaneous Bay Trail	San Mateo	Peninsula	7.8	TBD
TOTAL	**San Mateo**		**139.3**	**$42,438,975**
Santa Clara County portions of Bay Trail Coyote Creek Trail	Santa Clara	Silicon Valley	25.0	$25,000,000
North 101/Caltrain Corridor (Mountain View - San Jose Airport)	Santa Clara	Silicon Valley	13.0	$20,000,000
San Tomas/Lawrence Expressway Corridor	Santa Clara	Silicon Valley	15.0	$20,000,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Los Gatos Creek Trail Corridor (San Jose)	Santa Clara	Silicon Valley	5.0	$15,000,000
Los Gatos Creek Trail Existing Access/Safety Improvements (Campbell - Los Gatos)	Santa Clara	Silicon Valley	5.0	$5,000,000
Coyote Creek Trail (Coyote Hellyer Park)	Santa Clara	Silicon Valley	16.0	$3,000,000
Capitol Expressway at Monterey Rd. Shoulder Improvements	Santa Clara	Silicon Valley	0.1	$1,000,000
Foothill Expressway at Loyola Corners Shoulder Improvements	Santa Clara	Peninsula	0.1	$1,000,000
Sunnyvale/Borragas Corridor	Santa Clara	Silicon Valley	3.0	TBD
Highway 9 to Santa Cruz	Santa Clara	Silicon Valley	7.9	TBD
Miscellaneous Bay Trail	Santa Clara		33	TBD
TOTAL	**Santa Clara**		**123.1**	**$90,000,000**
Dixon to Vacaville Bike Route	Solano	Eastshore-North	12.0	$9,760,000
Jepson Parkway/Vacaville to Suisun City	Solano	Eastshore-North	12.0	$4,320,000
Fairfield to Vallejo (Solano Bikeway)	Solano	Eastshore-North	10.0	$2,350,000
Davis to Dixon Bikeway	Solano	Eastshore-North	5.5	$1,480,000
Benicia-Martinez Bridge Connection	Solano	Eastshore-North	0.2	$1,140,000
Cordelia to Napa County	Solano	North Bay East-West	2.9	$1,050,000
Vallejo to Benicia	Solano	North Bay East-West	3.5	$930,000
Suisun City to Rio Vista	Solano	North Bay East-West	20.0	$900,000
Central County Bikeway	Solano	Eastshore-North	2.3	$850,000
Carquinez Bridge Connection	Solano	Eastshore-North	0.1	$760,000
Vallejo to Sonoma County (SR 37)	Solano	North Bay East-West	1.6	$600,000
Benicia to Cordelia	Solano	Eastshore-North	13.0	$250,000
Vallejo to Napa	Solano	Napa Valley	4.2	$190,000

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Benicia to Martinez	Solano	Eastshore-North	2.2	$120,000
Vallejo to Carquinez Bridge	Solano	Eastshore-North	1.5	$90,000
Miscellaneous Bay Trail	Solano		18.6	TBD
TOTAL	**Solano**		**109.6**	**$24,790,000**
NWP Bicycle/Pedestrian Path	Sonoma	Golden Gate	30.0	$10,250,000
Sonoma County Bike Lanes (Bay Trail)	Sonoma	Golden Gate	43.0	$6,230,000
Joe Rodota Trail – Stony Point to Downtown Santa Rosa	Sonoma	Golden Gate	1.3	$2,500,000
Street Smart Sebastopol Improvements	Sonoma	Golden Gate	1.2	$1,000,000
Sonoma-Schellville Trail	Sonoma	Golden Gate	3.0	$637,500
Old Redwood Hwy/Mendocino Ave./Santa Rosa Ave.	Sonoma	Golden Gate	5.3	$616,410
Healdsburg Ave.-Lytton Springs	Sonoma	Golden Gate	3.0	$141,000
Petaluma Hill Rd. – Santa Rosa to Roberts	Sonoma	Golden Gate	6.4	$60,200
Old Redwood Hwy – Cotati to Petaluma	Sonoma	Golden Gate	3.1	$24,800
Arnold Dr. – Country Club to Madrone	Sonoma	Golden Gate	6.3	$18,000
Cloverdale to Healdsburg	Sonoma	Golden Gate	14.0	TBD
Healdsburg Route (Healdsburg/Piper/ 1st)	Sonoma	Golden Gate	2.4	TBD
Sebastopol to Cotati	Sonoma	Golden Gate	7.5	TBD
Hwy 37	Sonoma	North Bay East-West	6.2	TBD
Cotati to Rohnert Park	Sonoma	Golden Gate	2.5	TBD
Santa Rosa to Eldridge (Hwy 12, Arnold)	Sonoma	Golden Gate	12.0	TBD
College / 4th (Santa Rosa)	Sonoma	North Bay East-West	1.5	TBD
Petaluma to Sonoma (Lakeville, Hwy 116, Arnold, Leveroni, Napa)	Sonoma	North Bay East-West	15.0	TBD
Mendocino to Cloverdale	Sonoma	Golden Gate	4.0	TBD

PROJECT	COUNTY	CORRIDOR	APPROX. LENGTH (MILES)	COST EST.
Napa County to Hwy 37 (Arnold, Fremont, Ramal)	Sonoma	North Bay East-West	13.0	TBD
Petaluma Blvd – Stony Point to southern City Limits	Sonoma	Golden Gate	4.5	TBD
TOTAL	**Sonoma**		**185.2**	**$21,477,910**
Oakland-San Francisco Bay Bridge (East Span)		Transbay	2.5	$50,000,000
Oakland-San Francisco Bay Bridge (West Span)		Transbay	3.0	$65,000,000
San Mateo-Hayward Bridge		Transbay	8.0	$84,000,000
Richmond-San Rafael Bridge		Transbay	4.0	$93,400,000
TOTAL BRIDGES			**17.5**	**$292,400,000**
TOTAL			**1,301.4**	**$705,025,133**

* The project list and cost estimates will be modified following the completion of current planning efforts.

#52

From: BikePlan
To: Erik Ostrom
CC: info@mtc.ca.gov; Sean Co
Date: 2/4/2009 9:29 AM
Subject: Re: typo ($710 billion) in draft bike plan

Erik,

Thank you for your comment on the Regional Bicycle Plan.

We appreciate you catching this typo. The plan will be corrected to change $710 billion to $710 million.

Sean

>>> Erik Ostrom <eostrom@drowning.org> 12/2/2008 12:22 PM >>>
You've probably already caught this one, but on page 65 of the November draft of the MTC bike plan (http://www.mtc.ca.gov/planning/bicyclespedestrians/MTC_bike_plan_DRAFT_11-5-08.pdf), it says:

> About $1.9 billion is
>
> expected to be available for bicycle projects
> from non Regional Bikeway Network
> program funds between 2008 and 2035.
> Since $710 billion of expected revenue will
> be dedicated to the construction of the
> Regional Bikeway Network, about $1.16
> billion is projected to be available to fund
> bicycle projects and programs beyond the
> Regional Bikeway Network, like those
> discussed in the “Other Costs” section
> earlier in this chapter.

$710 billion is an alarming number, so I went back and looked at the math; it looks to me like it was meant to be $710 million, which subtracted from $1.87 billion ("about $1.9 billion") would leave $1.16 billion.

--Erik Ostrom
eostrom@drowning.org

#53

From: MTC info
To: JLucas1099@aol.com
Date: 1/13/2009 12:21 PM
Subject: Re: Draft Transportation 2035 Plan Available for Comment

Hello, Ms. Lucas.

Most of the main libraries in the Bay Area should have the document. Is there a library in particular you're looking to find it at?

You can find it at our library here in Oakland, MTC-ABAG Library. If you e-mail them at library@mtc.ca.gov, I'm sure they will send you a copy as well.

Please let me know if you have further questions.

Pam Grove
MTC Public Information

>>> <JLucas1099@aol.com> 12/19/2008 4:24:56 PM >>>
Re: MTC Draft Transportation 2035 Plan.....Where will this plan be available to be read in hard copy? What libraries will carry it?

Thank you very much.

Libby Lucas, Conservation
CNPS Santa Clara Valley Chapter
174 Yerba Santa Ave.,
Los Altos, CA 94022
**********One site keeps you connected to all your email: AOL Mail, Gmail, and Yahoo Mail. Try it now.
(http://www.aol.com/?optin=new-dp&icid=aolcom40vanity&ncid=emlcntaolcom00000025)

#54

From: Ursula Vogler
To: mark miletich
CC: info@mtc.ca.gov
Date: 1/15/2009 5:21 PM
Subject: Re: Draft RTP - one question

Dear Mark:

Thank you for your inquiry. The TransLink funding number below is basically correct ($408 million is listed in the RTP) and is in year-of-expenditure dollars. This amount will go to operate and maintain the TransLink system over the next 25 years. The TransLink unique daily ridership figure is also correct, although it reflects the number of unique riders today, not the number of unique riders in 25 years. The TransLink system is expected to serve hundreds of thousands of riders by that time.

If you have any other questions, please let me know. Thank you for your interest in the Transportation 2035 Plan.

Best regards,

Ursula Ogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

>>> "mark miletich" <mark.miletich@gmail.com> 12/19/2008 3:59 PM >>>
Please verify accuracy of numbers in RTP.

Translink unique daily ridership = 20,000 unique riders
Translink total funding - $400,000,000
Cost to MTC for each unique rider - $20,000

Mark Miletich
Concord, CA

#54

From: mark miletich <mark.miletich@gmail.com>
To: Ursula Vogler <uvogler@mtc.ca.gov>
CC: Randy Rentschler <RRentschler@mtc.ca.gov>
Date: 1/16/2009 8:34 AM
Subject: Draft RTP - TransLink question

Dear Ursula:

Thank you for taking the time to respond to my RTP question about TransLink funding.

I suggest that you do more research about projects before you try to explain them to the public. In this particular case, your public (that would be me) has spent 19 years developing the TIP at MTC and so I am aware that approximately $350,000,000 of the $408 million in the RTP are funds already spent and/or programmed to TransLink. So your comment that:

This amount (referring to the $408 million) will go to operate and maintain
> the TransLink system over the next 25 years.

could be construed as misleading, or worse.

As you may, or may not, know, I have been barking up the TransLink tree for many years now, both when I worked at MTC and since my retirement. I am just frustrated as hundreds of millions of dollars continue to be poured into this poorly managed boondoggle of a project.

Thanks again for taking the time to address my issues.

Mark Miletich
Concord, CA

cc: RR

#55

From: John Goodwin
To: BigWayne19
CC: info@mtc.ca.gov; Pam Grove
Date: 2/12/2009 2:55 PM
Subject: RE: T-2035 Comments (Philliips-Motorcyles)

Dear Mr. Phillips:

Thank you for the comments you have submitted regarding the Draft Transportation 2035 Plan and the associated Draft Environmental Impact Report. You are correct that the Draft Plan does not specifically mention motorcycles or scooters. We agree as well that if fuel prices remained above the $4 per gallon level for an extended period of time, motorcycles likely would account for a bigger share of all vehicles than they currently do, and that this in turn likely would lead to a reduction in highway congestion.

As noted on page 8 of the Draft Plan, "the rise or fall of gasoline and diesel prices can be powerful forces of change, but their future course is perilous to predict." With this in mind, I urge motorcyclists, and all travelers, to consider the Draft Plan's emphasis on maintaining and operating the transportation system that already is in place. This includes local streets and roads as well as state highways and transit systems.

The Draft Transportation 2035 Plan quite clearly aims to improve the condition of our transportation assets -- including the pavement on our streets and highways -- and to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians.

The Draft Plan directs $25 billion to the maintenance of local streets and roads, $22 billion to state highway maintenance, and some $20 billion to efficiency improvements on streets and highways through traffic light synchronization, ramp metering and the like. All told, 73 percent of all anticipated revenues from 2010 to 2035 are dedicated to maintenance and another 9 percent for system efficiency improvements. Only 3 percent of expected revenues are dedicated to highway expansion. A careful look at the Draft Plan shows there is a lot for motorcyclists to like.

Your comments will be forwarded to the full Commission, which is scheduled to vote on a final version of the Transportation 2035 Plan next month. In the meantime, we invite you to continue to share your thoughts with MTC. We appreciate not only your comments on the Draft Plan and the Draft EIR, but your ongoing advocacy for motorcycles and motorcyclists, and your interest in regional transportation issues.

---------- looks like you-all still don't mention motorcycles or scooters .
. .

Big

ps: convert 20% of existing traffic to motorcycles/scooters and you won't need a new bore for the caldecott tunnel .

-----Original Message-----
From: MTC info [mailto:info@mtc.ca.gov]
Sent: Tuesday, 13 January, 2009 3:23 PM
To: BigWayne19
Subject: RE: MTC Scoping Meetings for Transportation2035EnvironmentalImpact Report

Yes, it is.

#55

Here is the link:

http://www.mtc.ca.gov/planning/2035_plan/EIR.htm

MTC Public Information

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "BigWayne19" <BigWayne19@Comcast.NET> 1/13/2009 3:14:46 PM >>>
---------- any chance it's on-line ? . . .

Big

-----Original Message-----
From: MTC info [mailto:info@mtc.ca.gov]
Sent: Tuesday, 13 January, 2009 3:02 PM
To: BigWayne19
Subject: RE: MTC Scoping Meetings for Transportation 2035EnvironmentalImpact Report

Thank you for your past comments on the scope of the environmental assessment. The Draft EIR is now available for public review and comment. You may provide us a written comment on the Draft EIR, and we also welcome your oral comments on the Draft EIR at an upcoming public hearing:

Tuesday, January 27, 2009
Public Hearing/Workshop: San Francisco
7 p.m. to 9 p.m.
San Francisco State Downtown Campus
Room 609
835 Market Street, San Francisco

OR

Wednesday, January 28, 2009
Public Hearing: Oakland
10:05 a.m.
MTC Commission Meeting
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland
(at the Lake Merritt BART station)

#55

Written comments on the Draft EIR must be received by 4 p.m. on Monday, February 2, 2009, at 101 Eighth St., Oakland, CA 94607, Attn: Ashley Nguyen, Planning Section; faxed to MTC, Attn: Ashley Nguyen, at 510.817.5848; or sent via E-mail to anguyen@mtc.ca.gov.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> "BigWayne19" <BigWayne19@comcast.net> 3/6/2008 4:44:50 PM >>>

Are there significant transportation-related environmental issues such as air quality, climate change or land use that MTC should explore in its environmental assessment of the Transportation 2035 Plan?

--------- yes. motorcycles . . .

Contribute to the discussion!

---------- why not via email ? . . .

MTC currently is seeking comments on the scope and content of the environmental information that will be evaluated in the EIR.

---------- most of your/our problems will go away when gasoline reaches $4.75/gal. because then motorcycles/scooters will be >20% of the traffic - which will look as if traffic was reduced by 15% . . .

Written comments can be sent to the Metropolitan Transportation Commission, 101 Eighth Street, Oakland, CA 94607 (attention: Ashley Nguyen, EIR Project Manager). Comments must be received by MTC by no later than March 21, 2008.

---------- no e, ashley ? . . .

Big

#55

From: "BigWayne19" <BigWayne19@Comcast.NET>
To: "'John Goodwin'" <jgoodwin@mtc.ca.gov>
CC: "'MTC info'" <info@mtc.ca.gov>, "'Pam Grove'" <pgrove@mtc.ca.gov>
Date: 2/12/2009 4:04 PM
Subject: RE: T-2035 Comments (Philliips-Motorcyles)

the Draft Plan does not specifically mention motorcycles or scooters. We agree that if fuel prices remained above the $4 per gallon level for an extended period of time, motorcycles likely would account for a bigger share of all vehicles than they currently do, and that this in turn likely would lead to a reduction in highway congestion.

I urge motorcyclists to consider the Draft Plan's emphasis on maintaining and operating the transportation system that already is in place. ...local streets and roads as well as state highways and transit systems.

---------- how about using yer changeable traffic signs to remind cars/trucks/suvs that it is already the law to signal their turns ? that they should move to the right after overtaking other vehicles ? how about half-lanes around toll booths (for two-wheelers) ? and how about legal recognition of shoulders and medians (for two-wheelers) ?

who's in charge of those signs, anyway ? . . .

The Draft Transportation 2035 Plan quite clearly aims to improve the condition of our transportation assets -- including the pavement on our streets and highways -- and to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians.

---------- stipulated . . .

A careful look at the Draft Plan shows there is a lot for motorcyclists to like.

---------- a lot seems like a lot more than what motorcyclists would really like to have or NEED to have, like overt notice that motorcycles are welcome in HOV lanes, overt notice that motorcycles are FREE in HOT lanes, . . .

We appreciate not only your comments on the Draft Plan and the Draft EIR, but your ongoing advocacy for motorcycles and motorcyclists, and your interest in regional transportation issues.

---------- looks like you-all still don't mention motorcycles or scooters . . .

Big

ps: convert 20% of existing traffic to motorcycles/scooters and you won't need a new bore for the caldecott tunnel .

Here is the link:

#55

http://www.mtc.ca.gov/planning/2035_plan/EIR.htm

MTC Public Information

>>> "BigWayne19" <BigWayne19@Comcast.NET> 1/13/2009 3:14:46 PM >>>
---------- any chance it's on-line ? . . .

Big

Thank you for your past comments on the scope of the environmental assessment. The Draft EIR is now available for public review and comment. You may provide us a written comment on the Draft EIR, and we also welcome your oral comments on the Draft EIR at an upcoming public hearing:

Written comments on the Draft EIR must be at anguyen@mtc.ca.gov.

Ashley Nguyen
Senior Transportation Planner/Analyst

>>> "BigWayne19" <BigWayne19@comcast.net> 3/6/2008 4:44:50 PM >>>

Are there significant transportation-related environmental issues such as air quality, climate change or land use that MTC should explore in its environmental assessment of the Transportation 2035 Plan?

--------- yes. motorcycles . . .

Contribute to the discussion!

---------- why not via email ? . . .

MTC currently is seeking comments on the scope and content of the environmental information that will be evaluated in the EIR.

---------- most of your/our problems will go away when gasoline reaches $4.75/gal. because then motorcycles/scooters will be >20% of the traffic - which will look as if traffic was reduced by 15% . . .

Big

#56

From: Liz Brisson
To: Allen Tacy
CC: info@mtc.ca.gov
Date: 1/16/2009 8:37 AM
Subject: Re: T2035 Definition of Terms

Dear Mr. Tacy-

Thank you for your questions regarding the Draft Transportation 2035 Plan. The following provides additional information regarding the terms you asked about:

Density Group Definitions
Rural: <500 persons/job per square mile
Rural-Suburban: 500-1,000 persons/jobs per square mile
Suburban-Dispersed: 1,000-6,000 persons/jobs per square mile
Suburban-Dense: 6,000-10,000 persons/jobs per square mile
Urban: 10,000 to 20,000 persons/jobs per square mile
Urban Core: >20,000 persons/jobs per square mile

Income Group Definitions (in 2006 dollars)
Low income: Annual income less than $40,000
Moderate low income: Annual income $40,000-$75,000
Moderate high income: Annual income $75,000-$125,000
High income: Annual income greater than $125,000

Particulate Matter Definitions and Additional Information

Coarse particulate matter, or PM10, is primarily composed of large particles from sources such as road dust, residential wood burning, construction/demolition activities, and emissions from on- and off-road engines. Fine particulate matter, or PM2.5, refers to particles less than or equal to 2.5 microns in diameter, and contains particles formed in the air from primary gaseous emissions. Examples include sulfates formed from SO2 emissions from power plants and industrial facilities, nitrates formed from NOx emissions from power plants, automobiles, and other combustion sources, and carbon formed from organic gas emissions from automobiles and industrial facilities. Coarse and fine particulate matters are small enough to get into the lungs and can cause numerous health problems, including respiratory conditions such as asthma and bronchitis, and heart and lung disease. People with heart or lung disease, the elderly, and children are at highest risk from exposure to particulate matter.

Emissions of particulate matter from trucks and automobiles vary by year and make of the vehicles; however, emissions from diesel trucks and buses are one source of particular concern. The Draft Environmental Impact Report for the Transportation 2035 plan includes an analysis of diesel particulate matter emissions on page 2.2-23, which are forecast to decrease by 77 percent in 2035 with implementation of the Transportation 2035 Plan. State regulations and regional programs aimed at improving air quality will also contribute to this reduction in 2035. Additional information can be found on particulate matter on pp. 2.2-7 and 2.2-8 of the Draft Environmental Impact Report for the Transportation 2035 Plan (online at http://www.mtc.ca.gov/planning/2035_plan/EIR.htm).

We will forward your questions on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

#56

Sincerelely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Allen Tacy <allentac@sonic.net> 12/22/2008 9:01 AM >>>
Dear sir - A number of terms used in your Draft released December 8
need definition for this layman:

- Urban and Urban core
- Suburban and Dense suburban
- Rural and Rural suburban
- Low income and Moderate low income
- Medium income
- High income
- PM2.5 and PM10 - what produces them, what are their consequences,

and specifically are these emissions relatively higher from trucks
than autos?

Allen Tacy

#57

From: MTC info
To: Rich Tretten
Date: 3/24/2009 11:55 AM
Subject: Re: Draft Transportation 2035 Plan Available for Comment

Dear Mr. Tretten,

Thank you for your past comments on the Draft Transportation 2035 Plan in which you expressed concern for the ability of South Bay residents to comment on the plan. I wanted to let you know that MTC has postponed adoption of the final Transportation 2035 Plan, and the comment period is being extended. To find out more information on the postponement and the revised adoption schedule, please visit the MTC Web site at www.mtc.ca.gov/T2035.

While you are correct that neither of the two public hearings on the Draft Transportation 2035 Plan in January 2009 were held in Santa Clara County, there were several meetings held in the South Bay during this planning process. Phase I included three workshops, one of which was held in San Jose; Phase II included a public workshop, a focus group and a community-based outreach focus group all in Santa Clara County; in addition, MTC's telephone polls and surveys are conducted around the region, including Santa Clara County. For more information on outreach conducted over the past two years, see the Draft Public Outreach and Involvement Program Report, which can be found on MTC's Web site at: http://www.mtc.ca.gov/planning/2035_plan/Supplementary/Final_2035_Phase_1_and_2_Outreach_Report.pdf

Revisions to the Draft Transportation 2035 Plan will be presented at the March 25, 2009 Commission meeting, which is audiocast and can be heard live from MTC's Web site or reviewed later via the audio archives. A 14-day public comment period will begin on March 25, 2009 and close at 4 p.m. on April 8, 2009.

We invite your further comments on the plan, and will forward all of your comments on to the full Commission, which is expected to adopt a final version of the Transportation 2035 Plan later this spring. For updated information on the process and further opportunities to comment, please visit out Web site at www.mtc.ca.gov/T2035.

Again, thank you for your comments and your interest in the region's transportation plan.

Pam Grove
MTC Public Information

>>> "Rich Tretten" <tretten@mindspring.com> 12/22/2008 9:13 AM >>>
Thank you for the following email about the Draft Transportation Plan 2035.

However, why are public hearings only held in SF and in Oakland? San Jose, the largest city in the Bay Area, voted for BART to San Jose in both 2000 and in 2008. Yet MTC is not willing to have a public hearing in San Jose/Santa Clara County with a population of 990,000/1.7 million? San Jose will eventually be served by High Speed Rail and BART. In 20 years, San Jose will become a major transit hub for the Bay Area. It's time for MTC to, also, hold meetings in the South Bay to communicate transit issues to Santa Clara County.

Richard Tretten
San Jose, CA
----- Original Message -----
From: MTC info

#57

To: MTC info
Sent: Friday, December 19, 2008 2:41 PM
Subject: Draft Transportation 2035 Plan Available for Comment

MTC RELEASES THE DRAFT TRANSPORTATION 2035 PLAN: CHANGE IN MOTION

After nearly two years of dialogue and technical analysis, MTC on December 19, 2008 released the Draft Transportation 2035 Plan: Change in Motion for public review and comment. The draft document is the Bay Area's transportation blueprint for investing $226 billion in projected revenue expected to flow to the region over the next 25 years. You are invited to comment on this document and its attempt to influence, cause or initiate a whole range of "changes in motion."

View All Documents Online!
To save costs and paper, MTC encourages you to view both the Draft Transportation 2035 Plan for the San Francisco Bay Area and its companion Draft Environmental Impact Report online at http://www.mtc.ca.gov/planning/2035_plan/index.htm. Other technical reports also will be available online. If you require a printed copy, send an e-mail to library@mtc.ca.gov or call 510.817.5836.

Comment on the Draft Environmental Impact Report (EIR)
Written comments on the Draft EIR must be received by 4 p.m. on Monday, February 2, 2009, at 101 Eighth St., Oakland, CA 94607, Attn: Ashley Nguyen, Planning Section; faxed to MTC, Attn: Ashley Nguyen, at 510.817.5848; or sent via e-mail to anguyen@mtc.ca.gov.

Draft Transportation 2035 Plan
Written comments on the Draft Plan must be received by 4 p.m. Monday, March 2, 2009. Additional comments can be made before the Commission at its public meetings up to adoption of the plan, expected March 25, 2009. Written comments must be submitted to MTC via mail (at 101 Eighth St., Oakland, CA 94607, Attn: Public Information); via e-mail to info@mtc.ca.gov or faxed to MTC at 510.817.5848, Attn: Public Information.

Attend a Public Hearing
Comment on both draft documents at a public hearing:

Tuesday, January 27, 2009
Public Hearing/Workshop: San Francisco
7 p.m. to 9 p.m.
San Francisco State Downtown Campus
Room 609
835 Market Street, San Francisco

OR

Wednesday, January 28, 2009
Public Hearing: Oakland
10:05 a.m.
MTC Commission Meeting
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland
(across from the Lake Merritt BART station)

If you do plan on attending a public hearing, please RSVP via e-mail to info@mtc.ca.gov or phone the

#57

Public Information Office at 510.817.5757. Please leave your contact information and let us know which hearing you plan to attend. And should you have questions, feel free to phone the Public Information Office for assistance.

Accessible Meetings: Sign-language interpreters or readers will be provided if requested at least three business days in advance; every effort will be made to provide interpreters for non-English speakers if requested at least five business days in advance. To make your request, please call 510.817.5757.

#58

From: BikePlan
To: Dustin White
CC: info@mtc.ca.gov
Date: 2/4/2009 10:13 AM
Subject: Re: Regional Bike Plan Comments

Dustin,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. Please note that since your project is listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Thanks,

Sean

>>> "White, Dustin" <Dustin.White@sfmta.com> 12/22/2008 2:55 PM >>>

Hi Sean,

I have reviewed MTC's Draft Regional Bicycle Plan for consistency with San Francisco's Bicycle Plan. In general, the map of the regional bikeway network for San Francisco County looks consistent with San Francisco's bicycle route network, but there are a few discrepancies. The following segments are shown on the regional map, but are not shown in the San Francisco Bicycle Plan:
15th Streetbetween Market and Harrison Streets
Pacific Avenuebetween Arguello Boulevard and Presidio Avenue
Fort Mason Tunnel
Path along the extreme northern edge of the Marina Green

I also took a quick look at Appendices A and B, and have some questions/corrections. I don't know what MTC considers "built" - but many of the segments listed as "built" have no facilities, while other segments listed as "unbuilt" have been completed. Below are my detailed comments.

Appendix A:

SF-2: 3rd Street – note that this route has been moved OFF OF 3rd Street ONTO Illinois/Terry Francois/Cargo for a portion of this route between the intersection of 3rd/Terry Francois and 3rd/Cargo
SF-3: Battery East - Contact Presidio – this project may have been completed
SF-15: Presidio Promenade - Contact Presidio – this project may have been completed
SF-20: Washington Blvd. - Contact Presidio – this project may have been completed
SF-21: West Pacific - Contact Presidio – this project may have been completed
SF-22: West-Coastal Trail - Contact Presidio – this project may have been completed
SF-26: Folsom Street - This project has been completed – 0.4 miles are listed as unbuilt – unclear which

#58

portion is unbuilt – an eastbound bike lane exists on Folsom Street except one block between Spear Street and The Embarcadero
SF-27: 16th Street - This project has been completed – 0.3 miles are listed as unbuilt – unclear which portion is unbuilt – bike lanes exist on 16th Street between 3rd and Kansas Streets. Project endpoints for this project are also unclear – 16th Street does not intersect Division Street.
SF-28: 11th Street - Unclear why this is listed in Appendix A if there are no unbuilt miles.
SF-33: Broadway – Sharrows have been added to portions of Broadway between The Embarcadero and Columbus Avenue, so this project should be considered partially built.
SF-34: Broadway to Ocean Beach – The portion of this project on Lake Street should be listed as complete (bike lanes exist on Lake Street between Arguello and 28th Avenue). Also, sharrows exist on Clement Street between 34th and 43rd Avenues.
SF-38: Alemany/San Jose – 0.1 miles are listed as unbuilt – unclear which portion is unbuilt?
SF-40: 15th Street is not part of the City's existing or planned bicycle route network.
SF-43: Masonic/Presidio - Sharrows exist on Presidio Avenue between Geary Boulevard and Pacific Avenue, so this project should be considered partially built.

Appendix B:

The following Projects, which are listed in Appendix A as having partially built segments, are missing from Appendix B. If there are segments that are partially built, shouldn't they show up in Appendix B?

SF-2: 3rd Street
SF-5: Cesar Chavez Street
SF-7: Howard Street
SF-9: Market Street
SF-13: Polk Street
SF-20: Washington Blvd.
SF-22: West-Coastal Trail Mulituse Path – Lincoln Blvd.
SF-25: The Wiggle
SF-26: Folsom Street
SF-27: 16th Street
SF-28: 11th Street
SF-30: Potrero Avenue
SF-37: Daily City BART to Sloat
SF-38: Alemany/San Jose
SF-40: 14th/15th Couplet
SF-41: 7th/McAllister
SF-50: Bay Trail

Here are other specific comments for Appendix B:

SF-8: Planned improvements have not been made – I would not consider this "built", although path does exist
SF-14: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-17: The Port of San Francisco should be consulted to determine if bicycling on the Embarcadero Promenade Path is legal or not
SF-23: San Francisco Bicycle Plan recommends improvements on portions of route on Transverse and Kezar Drives – should this be listed as "unbuilt"?
SF-35: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?
SF-36: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-39: San Francisco Bicycle Plan recommends minor improvements on some portions – should this be listed as "unbuilt"?
SF-42: 8th Street is one-way southbound – what about 7th Street northbound couplet?

#58

SF-45: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?
SF-46: San Francisco Bicycle Plan recommends upgrading to Class II – should this be listed as "unbuilt"?
SF-47: San Francisco Bicycle Plan recommends minor improvements on some portions – should this be listed as "unbuilt"?
SF-48: San Francisco Bicycle Plan recommends minor improvements – should this be listed as "unbuilt"?

Let us know the best way for us to provide additional details, if needed.

Best,

Dustin

****
Dustin White
SFMTA - Bicycle Program
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
p: 415-701-4603 | f: 415-701-4343
dustin.white@sfmta.com| sfmta.com/bikes

#59

From: Carolyn Clevenger
To: Nieman, Steve
CC: info@mtc.ca.gov
Date: 1/22/2009 9:52 AM
Subject: Re: Comment on "Draft Transportation Plan 2035: Change in Motion"

Steve,

Thank you for your comment on MTC's Transportation 2035 regarding the "Moving Goods in Northern California" piece.

The "Moving Goods in Northern California" piece features two primary initiatives that MTC focused on since the last regional transportation plan: the Trade Corridors Improvement Fund (TCIF) and the Goods Movement/Land Use Study, which you mentioned and which your firm is working on. The section was not meant to be a comprehensive report on all important goods movement needs and issues in the region. The 2004 Regional Goods Movement Study for the San Francisco Bay Area provides information on both intra- and inter-regional goods movement, and is the region's most comprehensive goods movement document. It can be found on MTC's website at: www.mtc.ca.gov/planning/rgm.

In November 2006, California voters approved Proposition 1B, which included the Trade Corridors Improvement Fund. MTC, as well as other MPOs throughout the state, focused a great deal of energy on developing programs to compete for that funding. It is one of the few funding sources focused exclusively on goods movement, and MTC continues to believe it was important to focus our efforts on that program. To be competitive in this program, and to comply with the multi-regional, corridor-based direction given to the regions by the state and the California Transportation Commission (CTC), MTC focused on the two interregional and international trade corridors described in the "Moving Goods in Northern California" piece. Many of our partner regional planning agencies in the Central Valley focused on I-5, which we also agree is of course and important goods movement corridor in the state.

While you are correct that statewide goods movement initiatives are the jurisdiction of the state, Caltrans and the CTC requested that the regional agencies be actively involved in the TCIF program, and MTC worked hard to be responsive to those requests. Goods movement issues within the MTC region are also very important, and MTC will continue to try to improve the entire Bay Area goods movement system.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035.

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

>>> "Steve Nieman" <snieman@tiogagroup.com> 12/24/2008 11:15 AM >>>
Ladies and Gentlemen:

#59

I would like to submit this comment on the content and emphasis in the section "Moving Goods in Northern California" in the draft 2035 Transportation plan.

My overwhelming thought deals with the first sentence in the second paragraph on page 73, which starts "In Northern California, trade primarily occurs along two major trade corridors connecting." While the statement is partially true, starting this section with such an orientation creates an emphasis for the entire section that is misplaced for at least two reasons. (I say "partially true" because surely MTC would agree that there is a third trade corridor in Northern California that runs north-south along I-5 and USH 99). First, what goes on within the MTC nine-county region is far more important than what involves the rest of California or the rest of our nation. That is because only about 20-30% of the truck trips in the MTC nine-county region leave the region; that is, 70-80% of the truck trips (both trip ends) stay within the region because they have a trip length of 100 miles or less according to the VIUS reports from the federal government (which defines the region slightly larger). That is, for the MTC, the more appropriate emphasis for goods movement should be within its region first. Unfortunately, this draft of this section minimizes that consideration. Secondly, while it is appropriate and necessary for MTC to coordinate goods movement policies and action plans with other MPOs, particularly those adjacent to it, and the State of California, that topic is the jurisdiction of the State (of course, with active input from affected MPOs). Hence, in this document, it seems to me, that to speak only to two major trade corridors is to forsake MTC's primary jurisdiction, overlook a primary opportunity for action plans, and invite a critique to the effect that MTC does not sufficiently concern itself with goods movement within its own territory.

On a very positive note, I would strongly commend MTC for recognizing that land use policy and decisions have, in the past, and are today, adding unnecessary miles to many of the truck trips to, from and within the region. That topic has not received the emphasis that it deserves, but now it should, particularly with MTC being so keenly aware and active on the topic. Also, MTC is to be commended for taking a lead, active, and insightful role on freight matters amongst its neighboring MPOs and the CTC.

Steve Nieman

Principal

The Tioga Group, Inc.

Phone: 925/935-9838

#59

Email: snieman@tiogagroup.com

#59

From: "Steve Nieman" <snieman@tiogagroup.com>
To: "'Carolyn Clevenger'" <cclevenger@mtc.ca.gov>
Date: 1/22/2009 1:01 PM
Subject: RE: Comment on "Draft Transportation Plan 2035: Change inMotion"

Carolyn:

Thank you very much for a personal reply. You attitude and actions are to be commended.

Steve Nieman
Principal
The Tioga Group, Inc.
Phone: 925/935-9838
Email: snieman@tiogagroup.com

-----Original Message-----
From: Carolyn Clevenger [mailto:cclevenger@mtc.ca.gov]
Sent: Thursday, January 22, 2009 9:52 AM
To: Steve Nieman
Cc: MTC info
Subject: Re: Comment on "Draft Transportation Plan 2035: Change inMotion"

Steve,

Thank you for your comment on MTC's Transportation 2035 regarding the "Moving Goods in Northern California" piece.

The "Moving Goods in Northern California" piece features two primary initiatives that MTC focused on since the last regional transportation plan: the Trade Corridors Improvement Fund (TCIF) and the Goods Movement/Land Use Study, which you mentioned and which your firm is working on. The section was not meant to be a comprehensive report on all important goods movement needs and issues in the region. The 2004 Regional Goods Movement Study for the San Francisco Bay Area provides information on both intra- and inter-regional goods movement, and is the region's most comprehensive goods movement document. It can be found on MTC's website at: www.mtc.ca.gov/planning/rgm.

In November 2006, California voters approved Proposition 1B, which included the Trade Corridors Improvement Fund. MTC, as well as other MPOs throughout the state, focused a great deal of energy on developing programs to compete for that funding. It is one of the few funding sources focused exclusively on goods movement, and MTC continues to believe it was important to focus our efforts on that program. To be competitive in this program, and to comply with the multi-regional, corridor-based direction given to the regions by the state and the California Transportation Commission (CTC), MTC focused on the two interregional and international trade corridors described in the "Moving Goods in Northern California" piece. Many of our partner regional planning agencies in the Central Valley focused on I-5, which we also agree is of course and important goods movement corridor in the state.

While you are correct that statewide goods movement initiatives are the jurisdiction of the state, Caltrans and the CTC requested that the regional agencies be actively involved in the TCIF program, and MTC worked hard to be

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responsive to those requests. Goods movement issues within the MTC region are also very important, and MTC will continue to try to improve the entire Bay Area goods movement system.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035.

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

>>> "Steve Nieman" <snieman@tiogagroup.com> 12/24/2008 11:15 AM >>>
Ladies and Gentlemen:

I would like to submit this comment on the content and emphasis in the section "Moving Goods in Northern California" in the draft 2035 Transportation plan.

My overwhelming thought deals with the first sentence in the second paragraph on page 73, which starts "In Northern California, trade primarily occurs along two major trade corridors connecting." While the statement is partially true, starting this section with such an orientation creates an emphasis for the entire section that is misplaced for at least two reasons. (I say "partially true" because surely MTC would agree that there is a third trade corridor in Northern California that runs north-south along I-5 and USH 99). First, what goes on within the MTC nine-county region is far more important than what involves the rest of California or the rest of our nation. That is because only about 20-30% of the truck trips in the MTC nine-county region leave the region; that is, 70-80% of the truck trips (both trip ends) stay within the region because they have a trip length of 100 miles or less according to the VIUS reports from the federal government (which defines the region slightly larger). That is, for the MTC, the more appropriate emphasis for goods movement should be within its region first. Unfortunately, this draft of this section minimizes that consideration. Secondly, while it is appropriate and necessary for MTC to coordinate goods movement policies and action plans with other MPOs, particularly those adjacent to it, and the State of California, that topic is the jurisdiction of the State (of course, with active input from affected MPOs). Hence, in this document, it seems to me, that to speak only to two major trade corridors is to forsake MTC's primary jurisdiction, overlook a primary opportunity for action plans, and invite a critique to the effect that MTC does not sufficiently concern itself with goods movement within its own territory.

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On a very positive note, I would strongly commend MTC for recognizing that land use policy and decisions have, in the past, and are today, adding unnecessary miles to many of the truck trips to, from and within the region. That topic has not received the emphasis that it deserves, but now it should, particularly with MTC being so keenly aware and active on the topic. Also, MTC is to be commended for taking a lead, active, and insightful role on freight matters amongst its neighboring MPOs and the CTC.

Steve Nieman

Principal

The Tioga Group, Inc.

Phone: 925/935-9838

Email: snieman@tiogagroup.com

No virus found in this incoming message.
Checked by AVG - http://www.avg.com
Version: 8.0.176 / Virus Database: 270.10.12/1909 - Release Date: 1/22/2009
7:08 AM

#60

From: MTC info
To: Tho Do
Date: 1/7/2009 11:22 AM
Subject: Re: Final Transportation 2035 Plan

Hello, Tho Do.

More information on the Transportation 2035 plan can be found online here:
http://www.mtc.ca.gov/planning/2035_plan/

Including the bottom paragraph, which states:

...adoption of the plan, expected March 25, 2009....

MTC Public Information

>>> "Do, Tho" <ThoDo@co.marin.ca.us> 1/7/2009 11:15:22 AM >>>
Lady/Gentlemen,

Would you please let me know when will MTC's Final Transportation 2035 Plan be adopted?

Thanks,

Tho

Tho X. Do, P.E.

Associate Civil Engineer

Transportation Authority of Marin (TAM)

750 Lindaro St. - Suite 200

San Rafael, CA 94901

Phone: (415) 226-0826

Fax: (415) 226-0816

Email Disclaimer: http://www.co.marin.ca.us/nav/misc/EmailDisclaimer.cfm

#60

#61

From: MTC info
To: mikesbrother@hotmail.com
Date: 3/24/2009 9:47 AM
Subject: Re: T2035 Mailing List

Dear Mr. Provence,

Thank you for your thoughtful comments on the Draft Transportation 2035 Plan, and for your recommendations on including reversible lanes as a substitute for widening highways. While the idea is intriguing, it is not one that is widely used in the region; past analyses have shown that reversible lanes do not create a substantially reduced right-of-way footprint and require ongoing operating expense since they usually require moveable barriers. However, we continue to look for ways to create a transportation network that offers Bay Area residents not only less congested automobile travel, but also increased opportunities for walking, bicycling and transit use. For this reason, the draft plan's investment in roadways is limited, increasing lane miles by only 6% in the 25-year horizon of the plan, while transit supply will increase by 18%. At the same time, the Draft Transportation 2035 Plan includes a significant investment in projects intended to support smart growth and reduce vehicle usage.

We will forward all of your comments on to the full Commission, which is expected to adopt a final version of the Transportation 2035 Plan later this spring. For updated information on the process and further opportunities to comment, please visit our Web site at www.mtc.ca.gov/T2035.

Again, thank you for your comments and your interest in the region's transportation plan.

Pam Grove
MTC Public Information

>>> daemon@mtcweb1.mtc.ca.gov 1/7/2009 5:04 PM >>>
Below is the result of your feedback form. It was submitted by
() on Wednesday, January 7, 2009 at 17:04:19

PRE-TITLE: Mr.

FIRST NAME: Dan

LAST NAME: Provence

EMAIL: mikesbrother@hotmail.com

COMMENTS: Please consider reversible lanes so that only half of the widening is necessary. Places like Highway 1 in Pacifica do not need 6 lanes, but there is a need for more capacity for a few hours in one direction depending on the time of day. A reversible lane would address the need, keep costs down and create less of a barrier to the community.

Please change "bypass" to "tunnel" regarding the Devil's Slide item.

Consider a roundabout option for the Highway 1/Manor overpass.

Several places mention adding road capacity. There also appear to be areas where road space can be reduced/reallocated to allow for other uses like cycling. Please make this a clear priority.

#61

SEND: SUBMIT

#62

From: Ursula Vogler
To: Julio Lacayo
CC: MTC info
Date: 2/10/2009 1:53 PM
Subject: T2035 Comment (Julio Lacayo)

Dear Julio:

Thank you for your email comments on the Draft Transportation 2035 Plan submitted on January 8. Your comments on senior mobility will be forwarded to the Commission at the March 25, 2009 Commission meeting.

In Transportation 2035, we outline plans to implement mobility management centers across the Bay Area. As we discussed at EDAC meetings over the past several months, mobility management centers will be a clearinghouse for transportation information, improving how we communicate transportation options to low income, senior and disabled populations. We anticipate that mobility management will assist with all modes of transportation, and be a good resource for those who will need to transition from driving to other modes.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee and the Advisory Council. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

>>> "Lacayo, Julio A." <JLacayo@DMV.CA.gov> 1/8/2009 1:59:51 PM >>>
On behalf of EDAC and advisory council, please keep in mind our growing senior and disabled communities. As we all know, our senior population is living longer, average age will be 85 years + and the baby boomers are right behind them. During our January 7th meeting, someone mentioned the need for "attractive alternatives" and that is exactly what MTC needs to keep in mind as it relates to our senior drivers who will eventually make the "transition" from driving to using our public transportation system. We need to provide a safe, affordable, flexible and attractive public transportation system for all. If we fail to do so, we will continue to experience much difficulty convincing our senior drivers to give up the keys. A common MTC goal should be to reduce the use of the private automobile by 30% and not expect a 30% increase by 2035.

#62

#62

From: "Lacayo, Julio A." <JLacayo@DMV.CA.gov>
To: "Ursula Vogler" <uvogler@mtc.ca.gov>
CC: "MTC info" <info@mtc.ca.gov>
Date: 2/10/2009 2:23 PM
Subject: RE: T2035 Comment (Julio Lacayo)

Thank you Ursula and MTC for allowing me the privilege to network with such a fine staff of leaders and community advisors and provide input to improve our "common" senior driver mobility issues and challenges.
Regards,

Julio A. Lacayo
Community Outreach Senior Ombudsman
Law Enforcement Outreach Representative
Licensing Operations Division/Bay Area Counties
303 Hegenberger Rd. Ste 400
Oakland CA, 94621
(510) 563-8998 FAX (510) 563-8903
jlacayo@dmv.ca.gov

-----Original Message-----
From: Ursula Vogler [mailto:uvogler@mtc.ca.gov]
Sent: Tuesday, February 10, 2009 1:53 PM
To: Lacayo, Julio A.
Cc: MTC info
Subject: T2035 Comment (Julio Lacayo)

Dear Julio:

Thank you for your email comments on the Draft Transportation 2035 Plan submitted on January 8. Your comments on senior mobility will be forwarded to the Commission at the March 25, 2009 Commission meeting.

In Transportation 2035, we outline plans to implement mobility management centers across the Bay Area. As we discussed at EDAC meetings over the past several months, mobility management centers will be a clearinghouse for transportation information, improving how we communicate transportation options to low income, senior and disabled populations. We anticipate that mobility management will assist with all modes of transportation, and be a good resource for those who will need to transition from driving to other modes.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee and the Advisory Council. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street

#62

Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

>>> "Lacayo, Julio A." <JLacayo@DMV.CA.gov> 1/8/2009 1:59:51 PM >>>
On behalf of EDAC and advisory council, please keep in mind our growing senior and disabled communities. As we all know, our senior population is living longer, average age will be 85 years + and the baby boomers are right behind them. During our January 7th meeting, someone mentioned the need for "attractive alternatives" and that is exactly what MTC needs to keep in mind as it relates to our senior drivers who will eventually make the "transition" from driving to using our public transportation system. We need to provide a safe, affordable, flexible and attractive public transportation system for all. If we fail to do so, we will continue to experience much difficulty convincing our senior drivers to give up the keys. A common MTC goal should be to reduce the use of the private automobile by 30% and not expect a 30% increase by 2035.

#62

From: Ursula Vogler
To: Paul Branson
CC: MTC info
Date: 2/13/2009 1:54 PM
Subject: T2035 Comment

Dear Paul:

Thank you for your email comments on the Draft Transportation 2035 Plan submitted on January 8, in response to EDAC member Julio Lacayo's comments on senior mobility. Your comments will be forwarded to the Commission at the March 25, 2009 Commission meeting.

In Transportation 2035, we outline plans to implement mobility management centers across the Bay Area. As we discussed at EDAC meetings over the past several months, mobility management centers will be a clearinghouse for transportation information, improving how we communicate transportation options to low income, senior and disabled populations. We anticipate that mobility management will assist with all modes of transportation, and be a good resource for those who will need to transition from driving to other modes. As well, an added benefit of mobility management could be the use of alternative modes over driving, thus reducing greenhouse gases in the Bay Area.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

>>> Paul S Branson <psbranson@sbcglobal.net> 1/8/2009 2:28:19 PM >>>
Julio-
Thanks for sending this. I totally agree with your assessment. Not only does a reduction a private automobile use (if accompanied by viable alternatives) benefit non-driving seniors, but it also would go a long way towards achieving the region's goals regarding the reduction of greenhouse gases and other pollutants.
Best Regards,
Paul Branson

#63

From: Ursula Vogler
To: Richard Burnett
CC: MTC info
Date: 2/10/2009 1:48 PM
Subject: T2035 Comment (Richard Burnett)

Dear Richard:

Thank you for your written comments on the Draft Transportation 2035 Plan submitted at the January 7 Joint Advisor Workshop, and also your email to MTC staff member Radiah Victor on January 16. Your comments on the emergency preparedness elements of the Transportation 2035 Plan and the Regional Transportation Emergency and Security Planning Report will be forwarded to the Commission at the March 25, 2009 Commission meeting.

I know that you have been working directly with MTC staff on the emergency preparedness elements of the plan and have coached them on how to address the Bay Area's special needs population in the document. Specifically, your ongoing work with MTC staff on defining the Minimum Response-To-Recovery Standards and Improved Life Safety for Special Needs within the plan is greatly appreciated.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on March 25, 2009.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

---

burnett.richardl@gmail.com

1. Future 25-year Plans (i.e. - T-2040, T-2045, etc.) should have an emergency preparedness component included, especially information that focuses on "special needs populations" and how their transportation needs are addressed in the event of major regional emergencies that affects the transportation mix and response times. EDAC Emergency Preparedness Subcommittee needs to be involved.

2. Regional Transportation Emergency and Security Planning Report (February 2009) lacks the long-term planning, funding & implementation - no EDAC input.

From email to Radiah Victor about Transportation 2035, dated January 16, 2009

Reviewing the Draft Transportation 2035, I would like to propose the

#63

following statements for the Performance Objective (page 13) for the Emergency Management & Security Report section listed under the Three Es as TBD or To Be Determined.....

1. Minimum Response-To-Recovery Standards
2. Improved Life Safety for Special Needs

#63

From: "Richard L. Burnett" <burnett.richardl@gmail.com>
To: "Radiah Victor" <rvictor@mtc.ca.gov>
CC: "Ursula Vogler" <uvogler@mtc.ca.gov>, "Craig Yates" <craig.yates@sbcglob...
Date: 1/16/2009 7:30 AM
Subject: Performance Objective - MTC Emergency Management & Security Report

January 16th, 2009 @ 7:20 AM PST

RE: Performance Objective - MTC Emergency Management & Security Report

Dear Radiah:

As you know, EDAC members who attended the Joint Advisors Workshop on January 7th received their copies of the Draft Transportation 2035 Plan, where we were all asked to comment on it before the MTC deadline and final approval from the MTC Commissioners.

Reviewing the Draft Transportation 2035, I would like to propose the following statements for the Performance Objective (page 13) for the Emergency Management & Security Report section listed under the Three Es as TBD or To Be Determined.....

1. Minimum Response-To-Recovery Standards
2. Improved Life Safety for Special Needs

Since the timeline for MTC Commissioners to adopt the Draft T-2035 Plan is scheduled for March 2009, EDAC Emergency Preparedness Subcommittee members would like to weigh in on this issue before the Plan is adopted. I am scheduling a Subcommittee meeting on February 5th, 2009, for that purpose, for Subcommittee projects to be discussed, and also for you to give us an update on the upcoming January 28th Workshop that you would have attended at that time. Thank you.

Yours,
Richard L. Burnett
MTC EDAC Member, Solano County
Emergency Preparedness Subcommittee (Chairman)
PHONE: 1-707-342-4927
E-MAIL: burnett.richardl@gmail.com

#64

From: MTC info
To: Susan_P_Jones@fws.gov
CC: Ellen Griffin; info@mtc.ca.gov; Pam Grove
Date: 1/27/2009 1:33 PM
Subject: Re: minor comment - spell out "MTC" in announcement info

Hello Ms. Jones,

Thanks for your email about the need to include "Metropolitan Transportation Commission" in all of our email and other communication concerning our Transportation 2035 Plan. I appreciate your calling our attention to this oversight (I assume you are referring to a recent email notice we sent out to our database encouraging people to attend one of our public hearings on our draft plan). While we did spell out our agency name on our postcard notice, we did neglect to do this on our email announcement.

Regarding your request to be deleted from MTC's database, I am copying Pam Grove on our staff who can remove your contact information. However, I would ask a favor from you: federal planning regulations require my agency to consult with federal resource protection agencies such as yours concerning our long-range transportation plan, along with a shorter-term funding program known as the Transportation Improvement Program. We have made numerous inquiries to various federal agencies such as yours, trying to locate the appropriate staffmembers to notify about opportunities to comment, all with very limited success. Can you refer me to the appropriate person at the U.S. Fish and Wildlife Office in Sacramento who would be tasked with reviewing and commenting on the environmental impacts of our transportation plans and programs?

Again, thanks for the reminder about the need to make it clear exactly WHO we are when we seek public comment. I hope you can help us augment our database with appropriate staff from your agency as well.

Regards,

Ellen Griffin
MTC Public Information

>>> <Susan_P_Jones@fws.gov> 1/21/2009 3:36:57 PM >>>

I had no idea what transportation plan you were talking about - Merced County? Madera County?

I think your outreach is great, but it would be best if you would remove me from your mailing list - I do not deal with stuff in your geographic area.

Thanks.

Susan Jones, San Joaquin Valley Branch Chief
U.S. Fish and Wildlife Office, 2800 Cottage Way, W-2605, Sacramento, CA 95825
916/414-6600, fax 916/414-6713

#64

From: Ellen Griffin
To: Susan_P_Jones@fws.gov
CC: MTC info; Pam Grove; Ryan_Olah@fws.gov
Date: 1/27/2009 4:58 PM
Subject: Re: minor comment - spell out "MTC" in announcement info

Thanks for the referral!

Mr. Olah, could you confirm that you are the appropriate contact? If so, could you provide us with your basic contact information (confirm your name spelling, title, and email, and provide your mailing address, telephone number and fax? We promise not to inundate you with information; we'll just let you know if there's an opportunity to review and comment on one of our key planning or fund programming efforts.

Many thanks,

Ellen Griffin
Senior Analyst, Legislation and Public Affairs
Metropolitan Transportation Commission
101 Eighth St., Oakland, CA 94607-4700
510/817-5854 (tel.); 510/817-5848 (fax)
egriffin@mtc.ca.gov

>>> <Susan_P_Jones@fws.gov> 1/27/2009 4:17:34 PM >>>
Ryan Olah is the Branch Chief for the Bay Area counties. I have included him here.

Please do take me off your mailing list. Thanks.

Susan Jones, San Joaquin Valley Branch Chief
U.S. Fish and Wildlife Office, 2800 Cottage Way, W-2605, Sacramento, CA 95825
916/414-6600, fax 916/414-6713

"MTC info"
<info@mtc.ca.gov>
01/27/2009 01:33 PM

To
<Susan_P_Jones@fws.gov>

cc
"Ellen Griffin" <EGriffin@mtc.ca.gov>, "MTC info" <info@mtc.ca.gov>, "Pam Grove" <pgrove@mtc.ca.gov>

Subject
Re: minor comment - spell out "MTC" in announcement info

#64

Hello Ms. Jones,

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Regards,

Ellen Griffin
MTC Public Information

>>> <Susan_P_Jones@fws.gov> 1/21/2009 3:36:57 PM >>>

I had no idea what transportation plan you were talking about - Merced County? Madera County?

I think your outreach is great, but it would be best if you would remove me from your mailing list - I do not deal with stuff in your geographic area.

Thanks.

Susan Jones, San Joaquin Valley Branch Chief
U.S. Fish and Wildlife Office, 2800 Cottage Way, W-2605, Sacramento, CA 95825
916/414-6600, fax 916/414-6713

#65

From: BikePlan
To: Andrew Casteel
Date: 2/11/2009 4:17 PM
Subject: Re: BABC Comments on the 2008 Draft Regional Bicycle Plan
Attachments: BABC response.pdf

Dear Mr. Casteel,

Thank you for submitting the BABC comments on the Regional Bicycle Plan. Please see MTC's response in the attached letter.

Thanks,

Sean Co

>>> Andrew Casteel <andrew@bayareabikes.org> 1/22/2009 2:15 PM >>>
Hello MTC,

BABC's comments on the 2008 Regional Bicycle Plan are attached.

Sincerely,
Andrew Casteel
Executive Director
Bay Area Bicycle Coalition
Phone (510) 250-0909
Fax (510) 250-0906
www.bayareabikes.org

#65

Bay Area Bicycle Coalition
of the San Francisco Bay Area

P.O. Box 2214, Novato, CA 94948
510.250.0909
Fax 510.250.0906
www.bayareabikes.org

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Carol Levine
Sabrina Merlo

STAFF
Andrew Casteel
Executive Director

January 21 2009

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

Dear Mr. Co:

The Bay Area Bicycle Coalition (BABC), the umbrella organization of bicycle advocacy groups in the nine-county San Francisco Bay Area, is writing to comment on the November 2008 draft of the Regional Bicycle Plan (RBP). We would like to thank the Metropolitan Transportation Commission for the time and effort put into developing this plan. Bicycling will help MTC achieve many of the goals described in your 2035 Regional Transportation Plan including reducing environmental impacts, reducing the cost of travel and promoting transportation equity throughout the San Francisco Bay Area.

Local bicycle coalitions will be sending their own letters of comment that address each county's routes in the Regional Bicycle Network (RBN), and via this letter, the BABC expresses support for those recommended changes to the route maps and tables that list built and unbuilt segments of the RBN.

In addition, we express our strong support for 24 hour access for bicyclists on all of the toll bridges in the San Francisco Bay Area. This access is critical to provide connectivity between counties.

While we are pleased that the RBP is moving forward, the BABC has a few areas of great concern that we urge MTC to address in the final version of the plan before it is adopted. Those four overarching concerns are expressed here followed by detailed comments by section:

1) 24 Hour Access: The Regional Bicycle Network (RBN) includes many class I bike paths that are not open to bicycle commuters 24 hours a day. Many of these pathways are closed from sunset until sunrise. This creates a huge problem for commuters as they cannot rely upon key routes to be open before and after they leave work during certain months of the year. To make certain that the RBN is an effective tool for promoting bicycle commuting, we ask that the MTC work with local jurisdictions to help them resolve concerns about hours of use as there is sufficient national documentation to show that routes open 24 hours/day are safe.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

2) Benchmarks for Goals: BABC is also concerned that many of the goals set forth in the RBP are to "encourage" bicycle friendly policies while setting forth no requirements or benchmarks to measure the actual implementation of these policies. We would like to see the current goals augmented to be more concrete and measurable. For example, the RBP mentions the pedestrian and bicycle training workshops periodically offered by MTC, but does not mention how often MTC plans to hold such workshops. We urge MTC to make these workshops an annual event to provide regular opportunities to promote and teach the latest best practices about bicycle and pedestrian friendly design.

3) Integrating Bicycles and Transit: Another area of concern for us is the lack of support for bikes on board transit facilities in the RBP. Though the section on bikes and transit briefly mentions the benefits of having a bike on board for the first and last mile of a transit trip, the obstacles to bringing bikes on transit facilities are over-emphasized in the RBP. The combination of bikes and transit is an extremely flexible and an extremely ecological alternative to automobile commuting. As such we ask that MTC promote bikes on board transit as a way to increase transit ridership, reduce congestion and reduce the substantial costs incurred by providing parking lots and shuttles for those who do not bike to and from transit. In addition to bringing full sized bikes on board transit, we would appreciate if MTC would endorse folding bikes on transit as luggage; this would substantially help to increase the capacity for linking bicycles and transit.

4) Bike Counts and Mode Share: Measurement of bicycle mode share, bicycle counts, crash data, and monitoring completion of the RBN will also be important tools for assessing the success of the RBP. We thank MTC for taking quick action on this issue by convening a special subcommittee on bicycle and pedestrian counts. We look forward to participating in the creation of a consistent system for bicycle mode share measurement, and we urge MTC to participate in the National Bicycle and Pedestrian Documentation Project, a national database and system for measuring bicycle counts. In addition to the new MTC system for bicycle and pedestrian counts that is being developed, we also ask that MTC pursue other means of measuring bicycle and pedestrian activity, including more frequent analysis of SWITRS data for bikes and pedestrians as suggested by Policy 9.1 in the RBP, and including bike/ped mode share as part of any transportation studies that address other modes.

In addition to these overarching comments, we have the following comments on specific sections of the report

Bay Area Bicycle Coalition
of the San Francisco Bay Area

Goal 1.0 – Routine Accommodation

We strongly support Policy 1.1 "Ensure all transportation projects funded by MTC [are] . . . consistent with MTC Resolution 3765 and Caltrans Deputy Directive 64 . . .". Please note that this needs to be updated to include the recently enacted 2008 Complete Streets Law, AB1358 (Leno) and the revised Caltrans policy DD 64 R1. We look forward to the actual implementation of these directives and resolutions in all of MTC's upcoming funding cycles, as these directives have not yet been utilized. We also request that MTC:

1. Include a presentation before the Commission about the implementation of Resolution 3765
2. Publish regular information on your website related to accessing completed check lists.
3. Monitor project sponsors' adherence to these policies by developing a report within 6 months of the first funding awards using this process.
4. Strengthen the policy to require that all projects complete a routine accommodations checklist (not just consider the needs of bicyclists and pedestrians).
5. Strengthen Policy 1.2 so that it reads – Maintain a library of mandatory standards, guidelines, innovative treatments and new technologies for bicycle friendly design and distribute them through the routine accommodation online system.

Incorporating Goal 1.0 into the MTC planning, funding, and oversight processes will be one of the most important steps we can take to promote bicycling in the Bay Area.

Goal 2.0 – The Regional Bikeway Network (RBN)

Policy 2.4 should be strengthened to read: "Ensure ongoing maintenance and monitoring efforts that support the implementation and operation of the RBN and publish a twice a year summary on the impact of those efforts."

Policy 2.5 should be strengthened to read: "Develop and implement a plan for coordinating cross-jurisdictional bicycle way-finding signage that includes staff from each of the agencies involved in part of the RBN."

Bay Area Bicycle Coalition
of the San Francisco Bay Area

Goal 3.0 – Bicycle Safety

We recommend that MTC work with the DMV on efforts to improve driver education and to increase awareness of the rights of bicyclists and pedestrians in the California Drivers Handbook and in testing and licensing requirements. Given that licensing requirements are managed by the State, but nonetheless have enormous impact on safety within the San Francisco Bay Area, we believe that MTC should be actively

involved in promoting activities and policies at the state level to enhance safety in the testing and licensing area. MTC has taken initiatives to support legislation to improve conditions for bicyclists and pedestrians, but, it has come to our attention that compliance with this legislation has been slow. We believe that the MTC can have a positive effect on state governmental agencies by focusing attention on these safety issues. In particular, we would like to see better compliance with the provisions of SB 1021, approved by the Governor on September 30, 2006 which requires the Department of Motor Vehicles to include language stating the importance of respecting bicyclists, pedestrians, and motorcyclists' right-of-way in the next revision of its California Driver's Handbook and in traffic violator schools' curriculum.

Policy 3.1 should be strengthened to read: "Ensure investment choices that help achieve the Transportation 2035 Goal of reducing bicycle fatalities and injuries by 25% by requiring that all new investments must be accompanied by analysis of how they support each of the Transportation 2035 goals, including bicycle safety."

Policy 3.3 should be strengthened to read – "Hold an Annual Bicycle and Pedestrian Design Seminar that addresses bicycle and pedestrian safety issues and promotes the use of MTC's online Safety Toolbox."

Goal 4.0: Bicycle Education and Promotion

Policy 4.3 should be strengthened to read: "Continue to improve the bicycling information and tools on the 511.org website with a focus on improving the functionality of the bikemapper tool, simplifying the bike buddy matching tool and creating a section for beginning cyclists that promotes the benefits of bicycle commuting."

Policy 4.4 should be strengthened to read: "Promote "best practices" in bicycle facility design and safe cycling practices through an Annual Bicycle and Pedestrian Design Seminar organized by MTC."

Bay Area Bicycle Coalition
of the San Francisco Bay Area

Goal 5.0 – Multimodal Integration

Policy 5.2 should be strengthened. Most regional transit agencies currently have a bicycle accommodation policy already, but in many cases it is inadequate to handle current and growing demand. For example, bicyclists are often denied boarding with their bikes on Caltrain. We would like to see a policy where MTC urges regional transit systems to increase their accommodation for bikes on board.

Goal 6.0 – Comprehensive support facilities and mechanisms

Policy 6.4 should have a carrot as well as a stick approach. Some counties and cities have been slow in developing their bicycle plans; we would like to see MTC take a proactive role in facilitating the development of these plans in all counties and municipalities in the region by monitoring when plans are adopted, when they need to be updated, and reminding cities and counties of this state mandate.

Policy 6.4 should be strengthened to read: "Continue to require cities and counties to form and maintain bicycle advisory committees, and to develop and update comprehensive bicycle plans, as a condition for receiving Transportation Development Act (TDA) Funds. Maintain a listing of cities and counties receiving TDA funds with links to their bicycle advisory committees and most recent bicycle plans."

Goal 7.0 Funding

Policy 7.2 states that the benefits of bicycling will be considered in the allocation of transportation funding and in developing performance measures. What mechanism will MTC use to adjust transportation funding allocation based on how bicycle-friendly a project is? What performance measures will be developed that include the benefits of bicycling? The answers to these questions should be included in the plan. We recommend a discussion with the Regional Bicycle Working Group to develop a framework that would be presented to the Commission for adoption as policy.

Goal 8.0 Planning

Policy 8.7 – What CEQA standards will MTC encourage local jurisdictions to adopt? The answers to these questions should be included in the plan. We recommend a discussion with the Regional Bicycle Working Group to develop a framework that would be presented to the Commission for adoption as policy.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

It's important to note that traditional LOS tools for evaluating projects according to CEQA are obstacles to dense, in-fill development, which creates more walkable and bikeable communities. In the fall of 2008 the National Cooperative Highway Research Program produced *Report 616: Multimodal Level of Service Analysis for Urban Streets,* which should be useful in balancing level of service considerations.

Goal 9.0 Data Collection

We would like to see more specificity in Goal 9.0. In particular we think that data on bike mode share should be collected at least twice a year, and that this time frequency should be specified in the plan. Without more attention to assessment, it is difficult to know whether our programs are effective.

Policy 9.4 – This is very important to the evaluation of the impact that improved bicycle infrastructure has on shifting mode share away from cars and into bikes. We hope to see an aggressive timeline set for the development of such standards.

Policy 9.5 – The bikemapper has the potential to be a powerful tool for encouraging bicycling. We encourage MTC to continue to improve this tool and ask that a timeline for the completion of the bikemapper service be provided.

Chapter 3 – Background

In table 3.7 Bay Area Bicycle/Motor Vehicle Collision Analysis, it would be useful to know the average number and miles of bicycle trips that take place in each county annually to better analyze the bicycle safety issues. The rate at which bicycle crashes take place (in the context of trips and distances traveled) is more important than the absolute number.

Bike to Work Day is not necessarily on the 3rd Thursday of May, so we recommend more flexibility in describing this date. For the past three years, the Team Bike Challenge has been a month long event.

Pedestrian and Bicycle Training Workshops: According to on-line records, it appears that the last MTC training workshop was November 7, 2007. That's over a year ago. This section should indicate an MTC goal to make such trainings an annual event, at minimum.

The sentence on page 20 is a bit infelicitous:

"It is conceivable, for instance, that: addressing roadway configurations that increase the likelihood of dooring; pavement condition; and multiuse trail design may reap greater safety benefits to cyclists than improvements aimed at the smaller proportion of bicycle/motor vehicle collisions that are typically reported."

Bay Area Bicycle Coalition
of the San Francisco Bay Area

We recommend this wording instead:

"It is conceivable, for instance, that projects addressing the dangers of dooring; poor pavement conditions; and safety issues in multiuse trail design may reap greater safety benefits to cyclists than improvements aimed at the smaller proportion of bicycle/motor vehicle collisions that are typically reported."

Chapter 4 – Regional Bicycle Facilities

Bicycle Access to Public Transit

This section, as currently written, takes every opportunity to discuss the problems with taking bikes on transit while mentioning little of the benefits. Combining bikes with transit should be an important strategy for improving mobility and decreasing congestion in the Bay Area.

Here's an example from page 43

"For cyclists whose destination is within walking distance of transit, plentiful, secure and rain protected bicycle parking – Which is less expensive for transit operators to provide than auto parking – gives bicycle/transit commuters an alternative to bringing their bikes on board. This leaves more space for other transit passengers and may increase the attractiveness of bicycling to transit for those who, due to the cumbersome and sometimes dirty nature of carrying one's bicycle onboard, may only consider biking if they can stow their bicycle safely at public transit stations"

Another from Page 45

"Perhaps the most important element from the transit operator's perspective is that every bicycle that is parked at the station is one fewer that needs to be accommodated onboard. Fewer bikes on a given transit vehicle mean faster boarding and, therefore, faster travel times and better schedule adherence, more space for all passengers (and their luggage), fewer conflicts with passengers with disabilities (in cases where bicycles are stored in the wheelchair tiedown area), and fewer resources needed for transit maintenance and cleaning of transit vehicle interiors."

Page 48 has an entire side section on the obstacles to Bicycle Access on Rails that does little to promote the benefits of having a bicycle on both ends of a commute.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

We appreciate that MTC has supported the funding program "Safe Routes to Transit", and we have seen opportunities for growth in linking bicycles with transit to reduce congestion and improve mobility. As such, we ask that MTC give fair representation in the RBP to the benefits of bringing bicycles on transit. For example, language could be used such as:

By bringing a bike aboard transit, commuters can make a long commute door to door, with the convenience, economy, and social grace of a bicycle "last mile" at each end.

The costs of supporting other transit users, such as providing for automobile parking, should be addressed in the plan. The costs of bringing a bicycle on board are very little when compared to providing enough parking for all of the transit users that drive to transit or the costs of bus shuttles to take passengers from their station to their workplace.

Chapter 6 - Next Steps

1. Routine Accomodation
With the signing of AB 1358 (Leno), the Complete Streets Act, requiring the circulation element of general plans to accommodate all users, combined with the pressure from SB 375 to coordinate transportation plans and housing plans to reduce greenhouse gas emissions, there is an opportunity for MTC to take a leading role in promoting effective complete streets design at all levels of transportation planning. We urge MTC to work quickly to ensure that all complete streets policies are compatible at the local, regional and state levels, and that these policies are implemented by MTC, cities and counties.

6. Multimodal Integration
This section makes no mention of bikes on board. We urge MTC to promote increased capacity for bikes on board as this generates new transit trips and reduces car trips by providing the flexibility of a bike on both ends of the transit commute.

8. Planning
a) There is no mention of which group will establish benchmarks for the RBP. Would this fall to the RBWG? Would the final benchmarks be adopted by the Planning Committee and then the full Commission? The adopting agencies, and a path and timeline for adoption should be included in this section.

Opportunities for Plan Implementation
There is currently no mention in the RBP that 43% of trips in California are two miles or less in length. Trips of that size are the perfect distance for a bicycle. This should be touted throughout the plan.

Bay Area Bicycle Coalition
of the San Francisco Bay Area

Appendix E – Data
The appendix mentions bike-access-to-transit trips reported by Bay Area transit operators but has no actual statistics. MTC should add these statistics to the appendix.

MTC is under pressure from legislation such as AB 32 and SB 375 to substantially reduce green house gas emissions, and the transportation sector comprises a substantial portion of those emissions. Bicycle commuting is a clean mode of transportation, and when combined with transit, can be quite flexible in terms of distances that can be covered. By strengthening the policies in the RBP that promote bicycle commuting, MTC can achieve reductions in greenhouse gas emissions, improve mobility and safety, and provide benefits for public health.

We look forward to continuing to work with MTC as you finalize the Regional Bicycle Plan so that we may improve the quality of life throughout the Bay Area, and respectfully ask for a written reply to the elements raised in this letter.

Sincerely,

Andrew Casteel

Andrew Casteel
Executive Director
Bay Area Bicycle Coalition

METROPOLITAN
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COMMISSION

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#65

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

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U.S. Department of Housing and Urban Development

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Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
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Jake Mackenzie
Sonoma County and Cities

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Deputy Executive Director, Policy

February 11, 2009

Andrew Casteel
Bay Area Bicycle Coalition
P.O. Box 2214
Novato, CA 94948

RE: Regional Bicycle Plan Comments

Dear Mr. Casteel

Thank you for your comments on the Regional Bicycle Plan. We appreciate your involvement in this process and recognize the time and effort to provide MTC with comments from all nine bicycle coalitions. Please see the response to your comments below.

1) 24 hour access – Guidelines for future funding will include a section encouraging agencies to allow 24 hour access. Projects funded with Congestion Mitigation Air Quality (CMAQ) guidelines require facilities to be open 24 hours per day to reap the maximum air quality benefit as stated by the program goals.

2) Benchmarks for Goals – For much of the Bicycle Plan goals, MTC seeks to encourage local agencies and transit operators to offer bicycle friendly policies. A benchmark for measuring will be to review how bicycles are being considered with MTC's Routine Accommodations Checklist.

3) Integrating bicycles on transit – MTC will work with transit operators to provide tools and solutions that will assist transit operators to accommodate bicycles on board.

4) Bike counts and mode share – MTC has participated in the National Bicycle and Pedestrian Documentation project. A subcommittee will work on consistent reporting and counting methodology throughout the region. SWITRS data on bicycle and pedestrian crashes is available to MTC once per year and is summarized in MTC's State of the System Report.

Goal 1.0 – Routine Accommodations
DD64 and Complete Streets Law have been updated in the plan.
MTC will be applying RA to the economic stimulus projects. Projects will be posted on the web and a "report card" will be presented to the Commission late Spring/early Summer 2009. The current policy requires that projects complete a checklist. Current design guidelines and standards are currently listed as part of Safety Toolbox found here:
http://www.mtc.ca.gov/planning/bicyclespedestrians/index.htm

Goal 2.0 – The Regional Bikeway Network (RBN)
Policy 2.4 – MTC will report as needed on the efforts.
Policy 2.5 – MTC will assist in development of a signage program but no funding is currently allocated to this task.

Goal 3.0 - Bicycle Safety
The Caltrans California Bicycle Advisory Committee is working with the Department of Motor Vehicles to revise the California Driver's Handbook. MTC staff is a member of the committee and is involved in the efforts.
Policy 3.1 Comment noted.
Policy 3.3 MTC will consider providing a training seminar in the future.

Goal 4.0 – Bicycle Education and Promotion
Policy 4.3 Comment incorporated.
Policy 4.4 MTC will consider providing a design seminar in the future. Please refer to the Safety Toolbox for the best practices for bicycle facility design.

Goal 5.0 – Multimodal Integration
Policy 5.2 – MTC will work with operators to accommodate bicycles onboard transit vehicles.

Goal 6.0 – Comprehensive support facilities and mechanisms
Policy 6.4 TDA 3 and Bicycle Transportation Account (BTA) funds require bike plans to be completed. MTC must review all bike plans submitted to Caltrans for BTA eligibility.

Goal 7.0 - Funding
Policy 7.2 Staff has reviewed evaluation methods for quantifying the benefits of bicycle projects and will determine if these methods can be applied to MTC bicycle projects. This item would be an appropriate discussion item for the RBWG.

Goal 8.0 Planning
Comment noted. This will be future discussion item at the Regional Bicycle Working Group.

Goal 9.0 – Data Collection
Goal 9.0 – Bicycle mode share data is collected by MTC with the Bay Area Travel Survey (BATS) approximately once every 10 years. U.S. Census American Community Survey (ACS) data is reported every year for some communities but only for home to work trips. The regional bicycle and pedestrian count project will attempt to provide more data on bicycle use than is provided by the Census and BATS.

Policy 9.5 Staff will work to develop a timeline for the completion of Bikemapper.

Chapter 3 - Background
Table 3.7 – Bicycle crashes were normalized with crashes per 100,000 population and collisions per bike trip. Bicycle trips are typically shorter than motor vehicle trips and staff felt the trips per population was a better indicator of exposure than miles of bicycle trips. Bicycle trip characteristics can be found in the "San Francisco Bay Area Travel Survey, 2000." Staff is researching new methods to determine bicyclist crash exposure rates.

Bike to work day comment incorporated.

Ped/bike training – MTC will provide trainings as long as funding permits.

Wording on dooring – comment incorporated.

Chapter 4 – Regional Bicycle Facilities
Bike to transit access – As stated in the plan, the number of trips are too smaller to provide any meaningful analysis. These numbers are reported in the BATS.
The benefits of bringing bicycles on transit have been strengthened.

Chapter 6 – Next Steps

1. Routine Accommodation – Comment noted.
2. Multimodal Integration – Comment incorporated.
3. Planning – When benchmarks are adopted for the RBN, staff will decide which committee would be the most appropriate to review. The RBWG will be used as a technical resource for developing these standards.

Appendix E – Data
Not all of the Bay Area transit operators collect bicycle access to transit on a regular basis. Special studies have collected such information but it is not comprehensive enough to provide a bike trips to transit in the same way that the BATS study reports trips.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sincerely,

Sean Co
Associate Transportation Planner

J:\PROJECT\Ped and Bike\Regional Bike Plan Update 2007\Draft plan\response to comments\BABC response.doc

#66

From: Ashley Nguyen
To: Michael Baldini; MTC info
Date: 2/5/2009 1:29 PM
Subject: Re: Written Comments -- MTC Draft Transportation 2035 Plan

Hi Michael:

Thank you for your comments on the Draft Transportation 2035 Plan. Here are replies to issues you raised:

Bay Area/Multi County
Given the current and future transportation needs and travel demands in the Bay Area, there are many different, and often competing ways. to respond to them. The Commission had to make some tough choices when prioritizing its investment. For instance, to address climate change, the four regional agencies (MTC, Association of Bay Area Governments, Bay Conservation and Development Commission, and the Bay Area Quality Management District) are sponsoring the 5-year Climate Action Campaign, which includes a number of different program elements such as Safe Routes to Schools and Transit, grants program, and so forth.

Napa County
The Draft Plan does not include passenger rail service between St. Helena and Vallejo due to financial constrained; however, this is a rail improvement that MTC identified as part of the Regional Rail Plan adopted by the Commission in fall 2007. Like you, I hope that this service is explored in greater detail and some level of investment be made to support travel from Napa to Solano county. We'll follow-up and make the correction to Project #230508.

San Francisco County
Project #21503 is San Francisco's 2003 Proposition K sales tax program. The SF voters support this program. MTC has no discretion over this program or its funding.

San Mateo County
In this case, San Mateo has an option to use a carrot or stick approach to "encourage" local governments to plan and zone for land-uses that support transit, walk, and bicycle use. Local governments expressed that they need help, particularly in terms of incentives, to move in this direction. This program is aimed at helping governments do what the free market and traditional zoning hasn't done -- that is, facilitate higher density and mixed uses to support a different, more focused growth pattern.

Sonoma County
We'll pass your comments along to Sonoma County Transportation Authority to include this project as part of their countywide plan, and should state/federal funds be needed, to identify this project for inclusion in our long-range plan. Note that the Port Sonoma feasibility study was funded through a federal earmark, a process which MTC has no discretion over which projects get selected by Congress nor the amount of funding that goes to them.

Again, we appreciate your close review of the Transportation 2035 investments, and will forward your comments to our Commission for their review and consideration prior to the plan adoption scheduled for March.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607

#66

Tel. 510.817.5809 | Fax 510.817.5848

>>> Michael Baldini <michaelbaldini@yahoo.com> 1/22/2009 3:58 PM >>>
Good afternoon/good morning:

Bay Area Region / Multi-County
230550 Transportation Climate Action Campaign -- Save the money $400.0, we are not so ignorant, we understand, give the taxpayers a break... spend it on rail/hwy grade separation projects?

Napa County
The existing railroad between St. Helena & Vallejo must be upgraded for heavy rail passenger... Connect with the Vallejo/San Francisco Ferry...

230508 Solano Ave does not intersect Dry Creek Rd...

San Francisco County
21503 Traffic Calming Program -- Save the $$$ -- It is cheaper to spend it on Psychologists... Give the taxpayers a break... Anger management should be a condition of a CDL, not after issuing the license...

San Mateo County
21624 An Incentive Program for transit oriented developments -- A $20 million bribe - NO! Let the free market & zoning do it...

Sonoma County
Recommend funds for a traffic circle in Schellville for the intersection of CA HWY 116 and CA HWY 121...

21908 Port Sonoma Ferry feasibility study -- $20 million!!! What a waste, it is an obvious NO! Check the route(S) and distance of the net necessary to capture the critical mass to support the ferry! Raise the levees, increase the allowable watercraft speed on the Petaluma River... Place the terminal at the intersection of U.S. HWY 101 & S.M.A.R.T & on the Petaluma River!!!...

Thank you!

Michael J. Baldini
2430 Flagstone Drive
Napa, CA
707.254.7040

#67

From: John Goodwin
To: Roberto R. Morelli
CC: info@mtc.ca.gov
Date: 1/26/2009 9:42 AM
Subject: Re: T-2035 Comment (Morelli-Driving Costs)

Dear Mr. Morelli:

Thank you for your comments about MTC's newly released Draft Transportation 2035 Plan and about the KPIX news story that aired Jan. 22. I thank you as well for the opportunity to clear up some misconceptions about the Draft Plan.

MTC has no plans to triple or quadruple the cost of driving. None of the investments or programs identified in the Draft Plan will punish you or any other Bay Area residents for driving, nor will they force anyone to ride transit. Indeed, the only specific proposal in the Draft Plan that might raise the cost of vehicle operation -- and even then, only for some drivers -- is the creation of a regional network of high-occupancy toll (or HOT) lanes, which would allow solo drivers the option to travel in carpool lanes on Bay Area freeways in exchange for a toll (which would vary based on traffic conditions in the conventional mixed-flow lanes).

This "congestion insurance" is entirely optional. Carpoolers and buses would continue to travel free of charge in these lanes just as they already do. The only difference is that solo drivers, who are now prohibited from traveling in the carpool lanes during peak periods, would have an option to buy their way in to take advantage of unused capacity.

What KPIX failed to report is that all the other pricing mechanisms that MTC analyzed (carbon taxes, fees based on vehicle-miles traveled fee, parking surcharges) were reviewed only to determine their impact on achieving specific performance targets. These include reducing freeway congestion by 20 percent; reducing daily vehicle-miles traveled by 10 percent; reducing carbon dioxide emissions to 40 percent below 1990 levels; reducing particulate emissions (coarse particulates by 45 percent and fine particulates by 10 percent); and reducing by 10 percentage points the share of low- and moderate-income residents' household incomes consumed by transportation and housing.

To perform this analysis, MTC first looked at three infrastructure investment packages and determined which of the three would get us closer to each performance target. Then we determined how much closer to each target we would get if we added both the pricing mechanisms and land-use changes that would concentrate new housing and jobs in the already urbanized portions of the Bay Area. That's it. The ideas for transportation pricing were simply part of a "What if?" analysis, and not part of a policy proposal.

I invite you to take a closer look at the Draft Plan, and specifically at the analysis of the performance targets, which is found on pages 28-30 in the "Trends" chapter. The Draft Plan is available on the MTC Web site at www.mtc.ca.gov/planning/2035_plan/. We thank you again for your observations and for your interest in regional transportation issues. Your comments on the Draft Plan will be forwarded to the full Commission, which is scheduled to adopt a final version of the plan in March 2009.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
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Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Roberto R. Morelli" <morelli@mmlambretta.com> 1/22/2009 6:18 PM >>>
Dear MTC,

#67

After seeing the news regarding your plans/idea on increasing cost of driving four fold I have to say you are all crazy !!

So I am going to be punished and basically forced out of business because your view is to force everyone onto mass transit no matter what. What are we supposed to do for our business ? Haul our cargo on the buses ? Are you going to have busses, trains and other mass transit going to all outlining areas that we have to travel to ?

All you are going to do with this proposal is force what is left of business out of California to other states where it is cheaper to operate. We are getting very close at selling everything in California and move elsewhere. California and our employees will loose, not us if we leave.

Reconsider your proposal and look at it from the little people !!

Mr. Morelli

#68

From: John Goodwin
To: Fred Doolittle
CC: info@mtc.ca.gov
Date: 2/9/2009 12:17 PM
Subject: Re: T-2035 Comment (Doolittle-Feedback on 2035 Plan)

Dear Mr. Doolittle:

Thank you for your thoughtful and highly detailed comments regarding the Draft Transportation 2035 Plan. MTC shares your view that a focus on backbone transportation corridors, as well as improvements in transit coordination, are crucial to effective long-range planning. These are among the critical issues that will be addressed by MTC, Caltrans, county congestion management agencies, and Bay Area transit operators as the Regional HOT Network begins to take shape.

As you may know, MTC in 2006 completed a regional transit connectivity plan. For your convenience I have included a link to this plan here:
http://www.mtc.ca.gov/planning/connectivity/Final_Connectivity_Study/finalsummary.pdf.

We agree as well that the Draft Transportation 2035 Plan does not fully meet the Bay Area's mobility needs for 2035. Federal law requires the plan to be financially constrained, which is to say that investments in projects and programs must not exceed a realisitic longterm forecast of available revenues. As a result, the Draft Plan -- which dedicates 82 percent of projected revenus to maintaining and operating the transportation network we already have -- still identifies billions of dollars in funding shortfalls for maintenance of local streets and roads, transit systems and the region's state highways. However, MTC also is obliged under federal law to update the plan within five years. So we will begin revisiting these investments almost before the ink dries on the final Transportation 2035 Plan.

Your comments and recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We thank you again for your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
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Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#68

From: Fred Doolittle <fredrickdoolittle@yahoo.com>
To: <info@mtc.ca.gov>, <bdodd@co.napa.ca.us>, <district1@acgov.org>, <Thomas...
Date: 1/23/2009 10:59 AM
Subject: Feedback on MTC Transportation 2035 Plan
Attachments: MTC feedback 2009 0123.doc

Dear MTC,
Thank you for the opportunity to comment on the MTC Transportation 2035 plan. I've attached my comments in a word file to use formatting to make it easier to read and to add diagrams. Please let me know if you have any difficulty opening or accessing the file. I would welcome discussion if you have questions or comments.

Best Regards,
Fred

Fred Doolittle
Danville, CA
fredrickdoolittle@yahoo.com
925.984.1651

1/23/2009

Metropolatain transportation Commission
Feedback on 2035 Change in Motion Plan

Dear MTC,
The commission has assembled an impressive document with intense detail and analysis, and has invited comment. Please find my comments enclosed in this document. The plan includes many elements that are likely to offer the taxpayer a significant improvement in transportation capacity. The plan also has room for improvement. The plan primarily assembles existing, sensible, and shorter-term agency projects into a compilation. The MTC is also in a position to look at the transportation big picture in a way that individual agencies cannot. Most of my feedback to upgrade the plan is geared around taking a holistic view to find and alleviate the bay area hot spots. Furthermore, 2035 is a quarter century out and a 2035 plan should challenge all agencies and citizens to think about projects that are not currently in plan – key study areas.

A comment on the economic situation. In today's world, U.S., and California economic climate it's almost unthinkable to plan to spend money on anything. Well, efficient transportation is part of the solution, not the problem. We built roads and bridges in the 1930s and benefited greatly. In the 2010s, if we build high-capacity transit, society will benefit greatly. Now is the time to plan for this.

Thank you very much for the opportunity to comment and I welcome dialog any time.

Best Regards,

Fred

Feedback Overview
Clearly a tremendous amount of analysis and work has gone into this plan and this work will serve the bay area well.
First, feedback on the apparent main feature of the plan, the HOT. Then some feedback on how to improve the plan greatly.

- **Vision:** Stating a Vision to have a "viable alternative to auto travel" has potential to save tremendous amounts of money and time for the bay area, not to mention environmental benefits. For this to be realistic, the transit must have capacity on par with the freeway system. Furthermore, the transit must have door to door travel times competitive with cars.
    - The plan will not deliver this vision, however, because the backbone corridor capacity will remain woefully inadequate.

- **Vision**: I would recommend adding to the Vision:
    - Where the Bay Area's Backbone Corridors have sufficient transit capacity to carry a meaningful share of commuters at peak time. "Meaningful share" means 1/3 or greater of commuters at peak time.

- **HOT:** Excellent! The HOT concept is innovative and has tremendous potential. In particular, HOT can allow quick deployment of rapid busses and express busses to alleviate congestion. While busses are generally a low-capacity form of transit, they offer a great degree of flexibility in routing and deployment timing.

- **Bicycle Network**: Excellent! A Vision of a seamless bicycle network will have enormous dividends. Complementing transit, bicycles are often the "last mile" solution; they are a key component of transit.

- **This is a 2020 plan**, not a 2035 plan: This plan is largely a collection of existing plans from various agencies. Rather than taking a holistic view of the transportation situation and generating a vision and a plan for a quarter century in the future, this plan largely compiles existing planned projects, many of which could be completed by 2020, if society wants to prioritize transportation infrastructure. A 2020 plan is a good thing. But the bay area also needs a plan for a quarter century out.
    - These existing projects are generally solid for debottlenecking the existing bay area transportation network, which uses cars and roads for ~90% of trips, even in congested areas. These projects leave many of our Backbone Corridors woefully congested, however.
    - By looking at existing plans from various agencies, it's easy to forget to step back and look at the areas biggest priorities in a strategic, cohesive, and holistic fashion. What is still needed for a plan a quarter century out is a strategic, holistic analysis of transportation corridor demand, supply, and priority gap analysis.
    - I would recommend that the current plan be framed as a 2020 plan and a more conceptual plan for 2035 be initiated as soon as this plan is adopted.

- **Capacity Plan for Backbone Corridors:** Transit is coming back because of its capacity to carry 8x the people per hour. Recall that 1 lane of freeway can carry ~2,500 people/hour where 1 "lane" of high-capacity transit can carry <20,000 people/hour. Adding 1 "lane" of transit is like adding 8 lanes of freeway, if the transit is well designed. Gasoline is cheaper

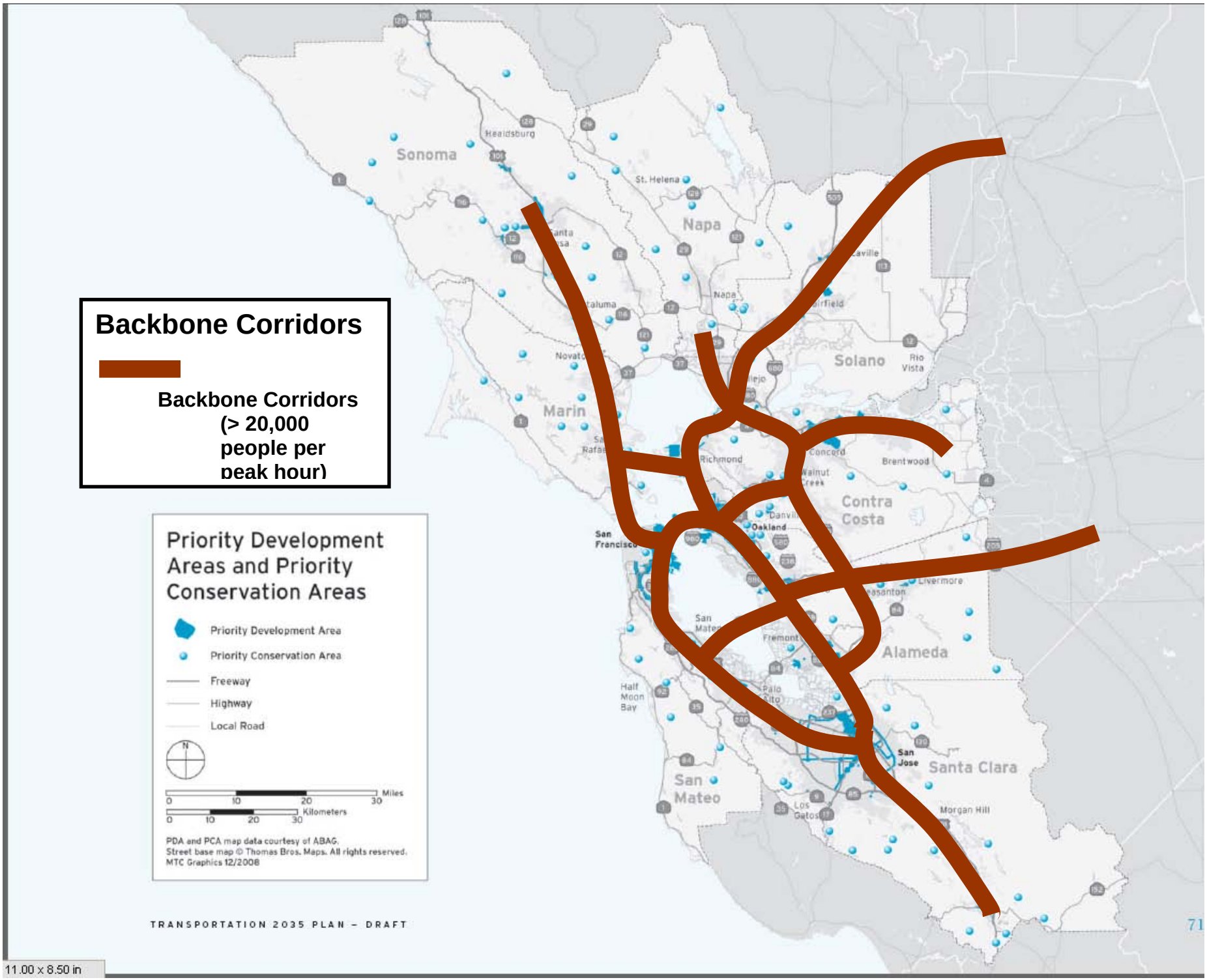
than in the Summer of 2008, but with increasing demand, incentives for energy independence, incentives for carbon-free transportation, etc, it is likely to get more expensive in the future, not less. Furthermore, the US government is likely to back infrastructure spending. Finally, only trains are carbon-free so far. Biofuels cannot technically scale to meet all of the US demand (there's simply not enough land) and electric cars are only prototypes so far. The plan lacks plans or even concepts to address peak capacity shortfalls on the Bay Area's most congested corridors.

- **Intermodal Transit Centers:** Key major intermodal transit intersections exist today in West Oakland, Fremont, Dublin, and Walnut Creek. At these locations autos, busses, BART and conventional rail converge with little to no ability to easily transfer people between those modes. Tracks and freeways literally pass over each other with no fast, convenient way to move from one to the other. The plan lacks plans or even concepts to integrate these key intersections.

- **Rapid-bus Study Corridors**: In order to feed the backbone corridors, such as BART and Caltrain, rapidbus service with dedicated lanes and priorities at lights could make sense along the Bay Area's major boulevards. These roads, such as From University Ave in Palo Alto to Ygnacio Valley to Stevens Creek to Mowery to College ave to Hopyard, to University Ave. in Berkeley, and so on, these major boulevards are ripe for rapid bus service. The MTC can help plan the strategy while local agencies can look at implementation. Rapidbusses have been very successful in Los Angeles, China, and many other cities. Rapid busses run on a 2-5 minute interval, schedules are not needed, they get priority at traffic signals, and sometimes have their own lanes. The plan mentions rapid busses, but the plan could be improved by identifying a map of every single major boulevard in the bay area and helping individual agencies coordinate to maximize ridership.

Backbone Corridor Overview

This plan does not address capacity for the Bay Area's Backbone Corridors. Backbone Corridors are routes where existing or foreseeable peak transportation demand is >20,000 people per hour per direction. The location of the Bay Area's freeways pretty closely indicate where these corridors lie, though there are a few exceptions. A transportation plan that looks out a quarter century should have a plan to address high-capacity corridors with transit to match. Please see the accompanying Backbone Corridor map.


Backbone Corridors
Backbone Corridors (> 20,000 people per peak hour)
Priority Development Areas and Priority Conservation Areas
Priority Development Area
Priority Conservation Area
Freeway
Highway
Local Road
Miles
Kilometers
PDA and PCA map data courtesy of ABAG.
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Solano
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Concord
Brentwood
Walnut Creek
Danville
Oakland
San Francisco
Livermore
Pleasanton
Fremont
Palo Alto
Half Moon Bay
San Jose
Los Gatos
Morgan Hill
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Backbone Corridor Transit Peak Time Market Share

Consider transit's market share of Bay Area's Backbone corridors. Currently, peak time transit market share of Backbone Corridors ranges from <1% to >50%. Quality of infrastructure makes the difference here.

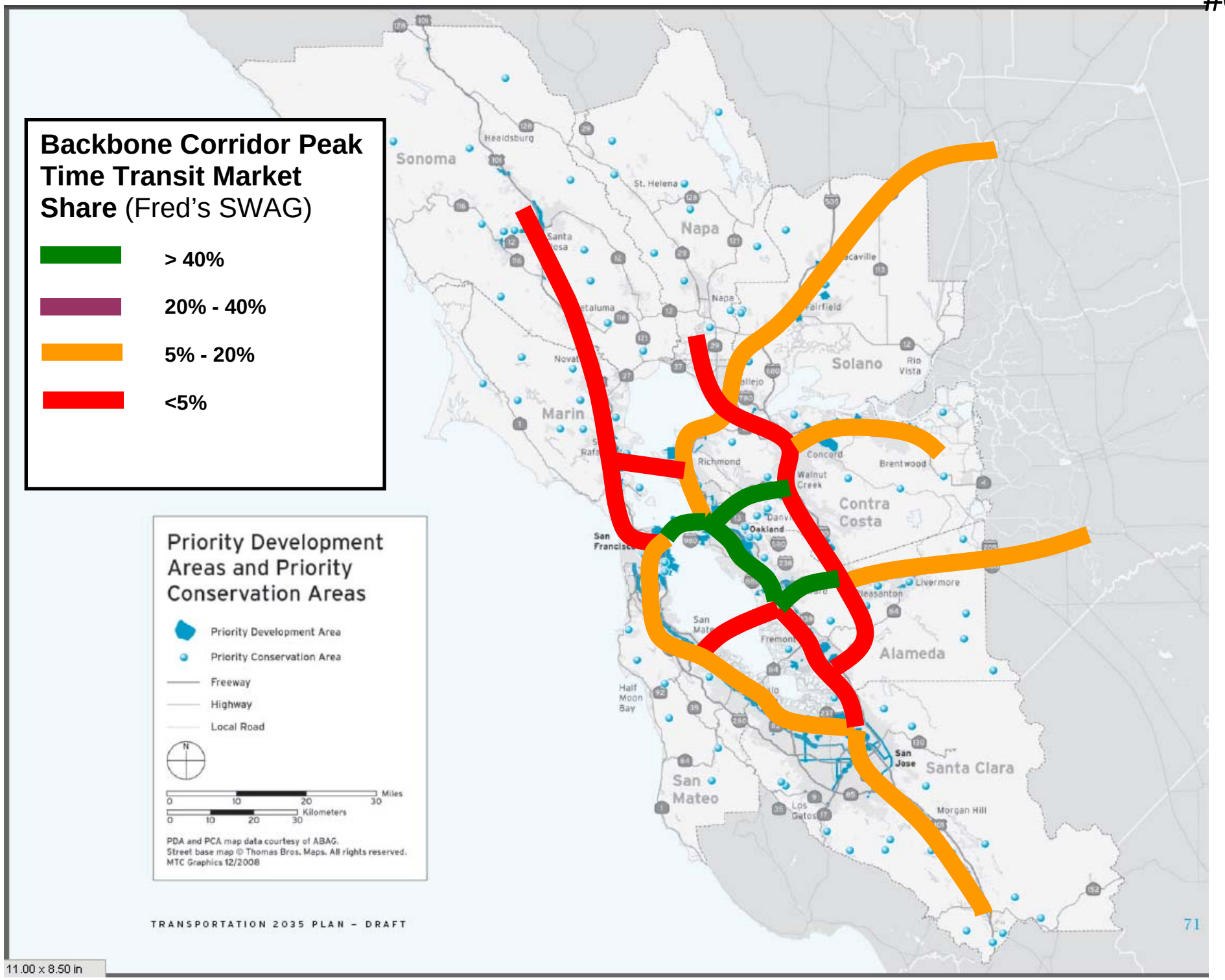
Generally, where BART runs, transit has an excellent market share. Where there is no high-capacity transit (>20,000 people / hour) along a heavily traveled corridor, busses are simply ineffective and transit has a terrible market share. Some corridors have infrequent rail service that helps, but cannot effectively compete with autos due to the 2-4 trains/hour service. These include Caltrain, Capitol Corridor, and ACE; excellent starts and very successful trains, but to obtain high peak market shares, peak service would need to run closer to 10 – 20 trains per hour in each direction.

Most Backbone Corridors are served primarily by freeways, which are clogged at peak time and which carry the vast majority of people.

Meaningful market shares on transit are driven by the following factors:

- High capacity transit (capable of >20,000 people / hour per direction – e.g. grade-separated 10-car trains, 3 minute intervals)
- High speed transit (express and/or high peak speed relative to automobiles)
- Seamless Interconnection
- Frequent service (5 minutes or better)

Note that I don't mention cost of the trips. Certainly cost is a factor, but I think the 3 most important factors in transit ridership are as follows: time, time, and time. If transit is faster, people will use transit. If cars are faster, people will use cars.


Backbone Corridor Peak Time Transit Market Share (Fred's SWAG)
> 40%
20% - 40%
5% - 20%
<5%
Priority Development Areas and Priority Conservation Areas
Priority Development Area
Priority Conservation Area
Freeway
Highway
Local Road
N
Miles
0 10 20 30
Kilometers
0 10 20 30
PDA and PCA map data courtesy of ABAG.
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Livermore
Alameda
Fremont
Half Moon Bay
San Mateo
San Jose
Santa Clara
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Backbone Corridor Congestion

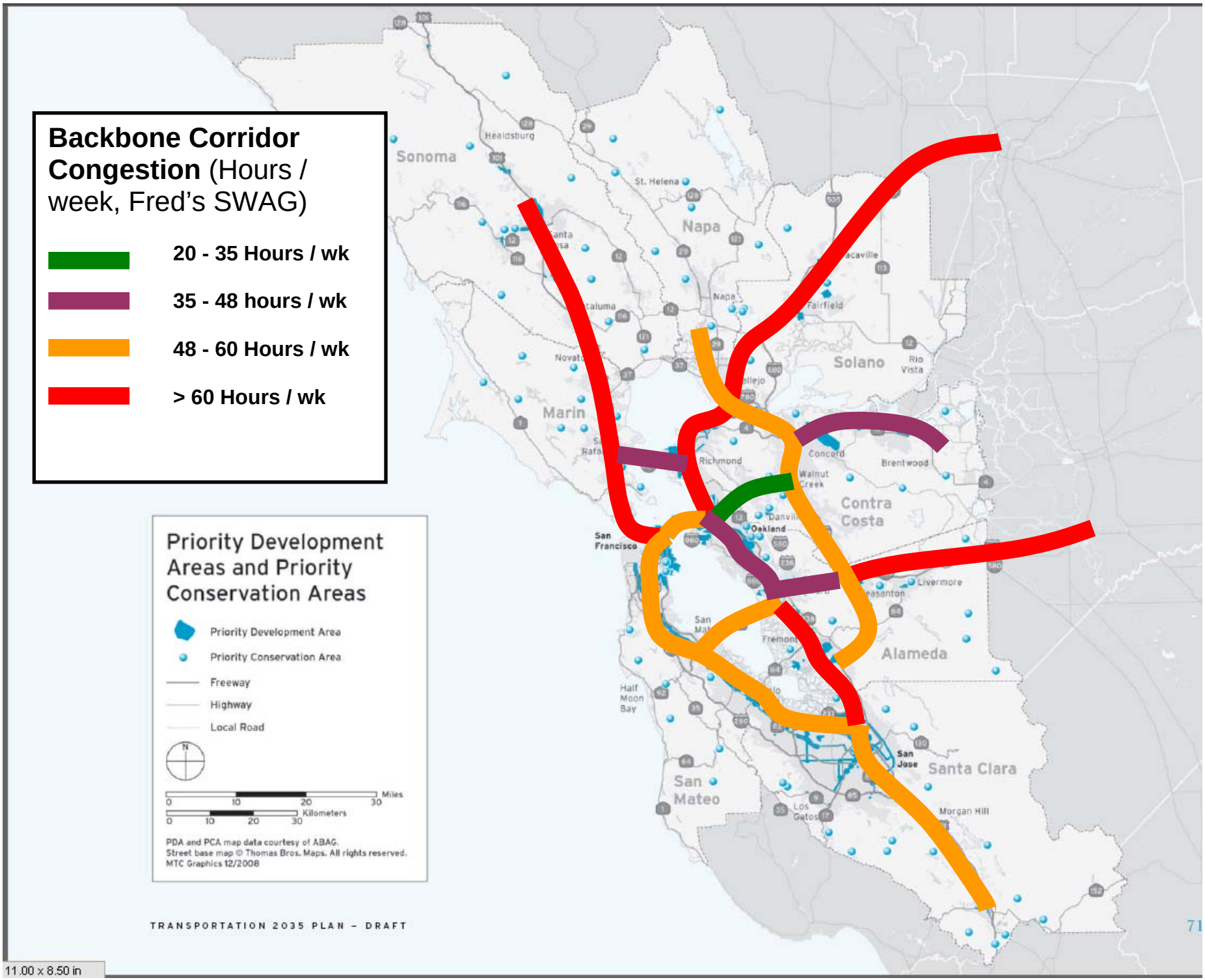
Consider congestion along the Bay Area's Backbone corridors. Generally, where BART runs, congestion is managed to a couple hours per day or less in each direction, or say <24 hours / week. (2 hours morning, 2 hours evening, x 6 days / week). An exception might be the Bay Bridge, which is such a saturated corridor that even BART is currently insufficient.

Areas with no high-capacity transit (<20,000 people/hour) have horrible congestion, running >5 hours each morning and 5 hours each evening or >60 hours per week. Marin, San Francisco (between downtown and Golden Gate Bridge), and I-580 east from Dublin come to mind. I think I-80 through Berkeley has been stop and go 24/7 since I moved to Northern California in 1980… almost.

Caltrain simply has insufficient frequency to serve the peninsula's current needs and the peninsula suffers greatly because of this limited capacity.

680 on Sunol Grade and San Ramon Valley is on the ragged edge of becoming a nightmare. By 2020 it will be awful and by 2035 it will be beyond awful.

Please see Backbone Corridor Congestion map. **I recommend that MTC use correct data from roadway sensors over the course of a year and develop a map like this to show where the hot spots are.** My SWAG data are only rough estimates, but I am confident in most of the relative congestion values.



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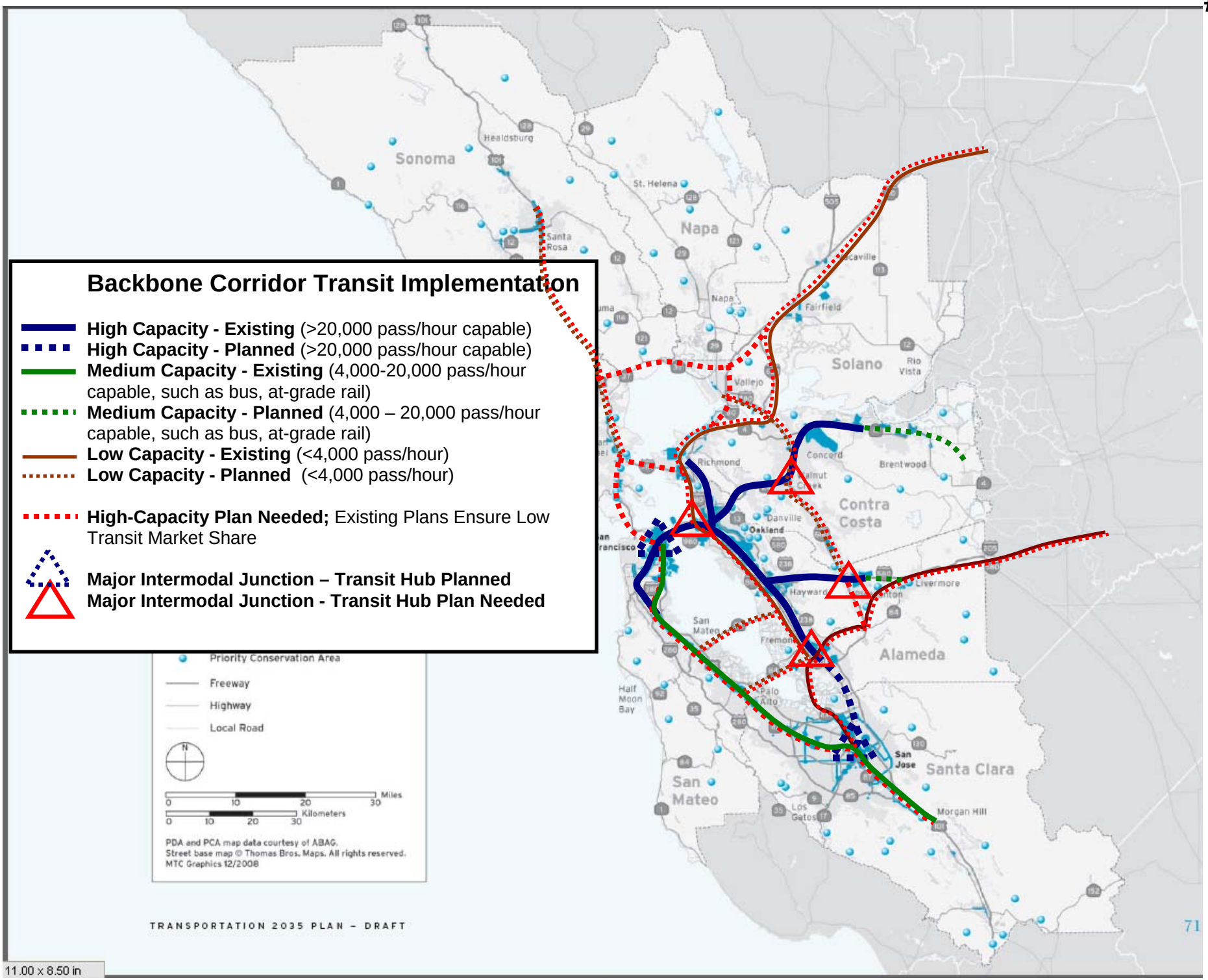
Recommended Upgrades to the Plan

The following map and descriptions outline several recommended upgrades to the plan, including developing plans for high-capacity transit (<20,000 persons / hour in each direction) for some of the Bay Area's most underserved corridors and transit centers for key intermodal junctions.

I would also recommend segmenting the plan into 2 sections to denote planned projects through 2020 and a vision section outlining the key sore points and recommended study areas to consider for 2035 implementation.


Backbone Corridor Transit Implementation
High Capacity - Existing (>20,000 pass/hour capable)
High Capacity - Planned (>20,000 pass/hour capable)
Medium Capacity - Existing (4,000-20,000 pass/hour capable, such as bus, at-grade rail)
Medium Capacity - Planned (4,000 – 20,000 pass/hour capable, such as bus, at-grade rail)
Low Capacity - Existing (<4,000 pass/hour)
Low Capacity - Planned (<4,000 pass/hour)
High-Capacity Plan Needed; Existing Plans Ensure Low Transit Market Share
Major Intermodal Junction – Transit Hub Planned
Major Intermodal Junction - Transit Hub Plan Needed
Priority Conservation Area
Freeway
Highway
Local Road
Miles
Kilometers
PDA and PCA map data courtesy of ABAG.
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Highest priority Corridors

The following corridors have a massive demand at peak times and the roadways are woefully inadequate to meet these needs:

- **Fremont – San Jose**
  - BART is planned
- **Caltrain** (south San Jose to SF)
  - 2 trains per hour, or even 4 trains per our per direction is woefully inadequate for the demand on this corridor. In addition to electrification, full grade separation and 3 minute intervals should be in the vision for 2035.
- **I80 Corridor - Oakland through Vallejo, Fairfield, Sacramento**
  - Capitol Corridor is beginning to alleviate some of this, but the technology is way too old to attract meaningful ridership. Full grade separation and 15 minute service would help. 5-10 minute service intervals would more closely match the demand on I80 corridor.
- **Golden Gate**
  - Convert 1 lane (center or perhaps 1 side) to single-track muni line with 6 or 8 car trains. Converting 1 lane will change the current lane capacity for 2,500 people per hour to a new lane capacity of 10,000 people per hour with light rail and careful control technology to sequence trains on single-track. **THIS WOULD BE LIKE ADDING A 2ND GOLDEN GATE BRIDGE**. Perhaps Marin would support joining BART and the BART technology chosen for Marin would resemble Muni light rail in order to fit on the Golden Gate bridge. Of course, connect any Golden Gate rail to BART; probably at Civic Center.
- **680 Corridor**
  - Express busses and rapid busses are a good interim idea. Longer range, high capacity transit would make sense. 680 is saturated today. In a quarter century, it will be unbearable.

Intermodal Transit Hubs

While two transit hubs are planned, a quarter-century plan should address several more areas where we have a convergence of 2 or more freeways and one or more rail lines.

- **West Oakland Transit Hub**
  - BART and Capitol Corridor, plus automobile and bus interchange, is sorely needed. Capitol Corridor currently runs just several hundred feet from the west Oakland station. Consider a capitol corridor spur to West Oakland station or move the West Oakland station. Frankly, I find it very strange that a 25 year plan doesn't include this.

- **Fremont Transit Hub**
  - With BART, ACE, Capitol Corridor, and Dumbarton all coming together within a couple miles of each other, plans should be developed to relocate one or both of these stations. Busses should have dedicated alignments to get to HOT lanes and to the transit center. Again, (apologies for the all caps..:)), but, THIS IS A 2035 PLAN!. Let's begin the sketches now; maybe a quarter century is enough time to make some progress.

- **Dublin Transit Hub**

- I580 / I680 / BART is a major intermodal interchange. You have Express busses and cars from 4 directions coming together with BART westbound and a possible future rail eastbound. HOT lanes should have their own offramps into the BART station for busses. The time savings for busses to get on and off the freeways will improve bus ridership to connect to BART. Busses shouldn't have to wait for all the lights.

- **Walnut Creek Transit Hub**
  - Like Dublin, this is a major intermodal convergence point for express busses and cars from 3 directions and BART from 2 directions. Busses should not have to wait for traffic signals and should have dedicated on/off ramps to HOT lanes.

Feeding the Backbone Corridors

Bus rapid transit corridors or streetcar corridors should be identified on all major road boulevards in the bay area to feed BART and Caltrain stations. From University Ave in Palo Alto to Ygnacio Valley to Stevens Creek to Mowery to College ave to Hopyard, and so on. MTC should identify Bus Rapid Transit or light rail key study zones radiating from every BART and Caltrain station. These routes can then be prioritized for some form of transit such as Light Rail and/or Bus Rapid Transit.

#69

From: Carolyn Clevenger
To: Byrne, Betty Jo
CC: info@mtc.ca.gov
Date: 1/30/2009 5:04 PM
Subject: Re: Moving goods and high speed rail comments

Dear Ms. Byrne,

Thank you for your comments on MTC's Transportation 2035 regarding both moving goods via trains and the high speed rail project.

MTC agrees that efforts should be made to encourage moving goods via rail, rather than trucks, in order to reduce congestion and wear and tear on our regional highway network and to reduce emissions per ton of freight moved.

The "Moving Goods in Northern California" piece in Transportation 2035 features a summary of MTC's efforts pertaining to the Trade Corridors Improvement Fund (TCIF). MTC worked with our local, regional and state partners, as well as the Port of Oakland and major railroads, to develop a program of projects for TCIF funding. Our strategy highlighted the importance of investing in the region's rail infrastructure to encourage a modal shift from trucks to rail. The program of projects included investments in the main rail infrastructure serving Northern California, as well as investments in short-line services connecting the Port of Oakland and points in the Central Valley via rail service. MTC will continue to work with our partners in efforts to move these projects forward.

We share your support for the high speed rail project and hope it can be implemented quickly.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035.

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

>>> Betty Jo Byrne <bjb5@earthlink.net> 1/23/2009 11:35 AM >>>
I gave input on the last round of planning, but missed being involved in 2035.

I just reviewed the 2035 plan. The one thing that I didn't see, may have missed, wonder about the the
feasibility of, is using trains to move goods instead of trucks. Yes, that would probably mean a lot of reconfiguration,
new building, etc., but in the long run, intuitively it would seem to lessen congestion and air pollution.

#69

I'm glad the high speed rail was approved by the voters, no matter when the funds are available to build it.
It seems to me that high speed rail needs to replace or at least supplement a lot of air and freeway travel across our large nation.

Lots of work and thinking went into this, which I appreciate.
I'm now going back into your data base to see what I can for a bike route map.

Truly,
Betty Jo Byrne

#69

From: Carolyn Clevenger
To: info@mtc.ca.gov
Date: 2/2/2009 8:50 AM
Subject: Fwd: Re: Moving goods and high speed rail comments

A response to my 'response to comments'.

Carolyn

>>> Betty Jo Byrne <bjb5@earthlink.net> 1/31/2009 8:38 PM >>>
Dear Carolyn,
Thanks so much for your reply/clarification. I'm
grateful we're on the same thinking re: rail.
You're all doing a great job, I appreciate it.
Betty Jo Byrne

-----Original Message-----
>From: Carolyn Clevenger <cclevenger@mtc.ca.gov>
>Sent: Jan 30, 2009 5:04 PM
>To: Betty Jo Byrne <bjb5@earthlink.net>
>Cc: MTC info <info@mtc.ca.gov>
>Subject: Re: Moving goods and high speed rail comments
>
>Dear Ms. Byrne,
>
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>
>Carolyn Clevenger
>
>
>Carolyn Clevenger
>Planner
>Metropolitan Transportation Commission

#69

>101 Eighth Street
>Oakland, CA 94607
>
>510.817.5736
>cclevenger@mtc.ca.gov
>
>>>> Betty Jo Byrne <bjb5@earthlink.net> 1/23/2009 11:35 AM >>>
>I gave input on the last round of planning, but missed being involved
>in 2035.
>
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>I'm now going back into your data base to see what I can for a bike
>route map.
>
>Truly,
>Betty Jo Byrne
>

#70

From: BikePlan
To: NCBCHilberman@comcast.net
CC: info@mtc.ca.gov
Date: 2/4/2009 10:37 AM
Subject: Re: Draft RBP
Attachments: MTC_RTB_1-23_NCBC.pdf

Wendy,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Thanks,

Sean

>>> <NCBCHilberman@comcast.net> 1/23/2009 11:39 AM >>>
Dear Sean Co, the Napa County Bicycle Coalition has attached a comment letter regarding the Regional Bikeway Plan (RBP). For any questions regarding this letter, please feel free to contact me. Thank-you for your time and consideration of our input.

--
Wendy Hilberman, Executive Director
Napa County Bicycle Coalition
707-486-5648

3379 Solano Ave. #1700
Napa, CA 94558
wendy@napabike.org
Phone 707-486-5648

January 22, 2009

Metropolitan Transportation Commission
Attention: Sean Co
101 Eighth
Oakland, CA 94607

CC: NCTPA

Re: Draft Regional Bikeway Plan

The Napa County Bicycle Coalition would like to thank the Metropolitan Transportation Commission for the time and effort put into developing this plan. Increasing the infrastructure for bicycling will help MTC achieve many of the goals described in your 2035 Regional Transportation Plan including reducing environmental impacts, improving economics and promoting transportation equity throughout the San Francisco Bay Area.

We would like to express support for and endorse the letter that the Bay Area Bicycle Coalition has written to the MTC regarding the Regional Bikeway Plan. We appreciate the hard work of the BABC and fully endorse and support their letter regarding the RBP. Each of the Bay Area Coalitions were asked to provide significant input and support in the drafting of this letter.

While we are pleased and excited with the direction of the RBP we have a few suggestions regarding the unbuilt and built sections outlined in the Network Links section for Napa County.

In the outline of the Regional Bikeway Network Links there are a few areas that may not be correctly represented.

1. For NAP-1, we believe that this line refers to American Canyon Blvd, yet it is listed as 1st/2nd street. It has a bike lane west of Hwy 29, but there is nothing from Hwy 29 to the county line/I-80.

2. For NAP-2, there is a bike lane on Las Amigas from the intersection of Milton Rd and Las Amigas to Cuttings Wharf Rd. The bike lane then continues on Cuttings Wharf to Hwy 121. The section on Las Amigas west of Milton to Duhig is unbuilt, as is the bike lane on Duhig to the county line.

3. For NAP-3, the section on Freeway Dr from First St to Imola is built, but it is not listed in the built section.

4. The section on Golden Gate Dr from Imola to Hwy 121 is unbuilt.

5. For NAP-4, there is no bike lane on Hwy 12, so that seems correct.

Board of Directors: Lou Penning, President; Terry Tracy, Vice President; Joel King, Secretary; Sandy Houck, Treasurer; Bob Hillhouse, Member; Wendy Hilberman, Executive Director

In the Built section of the Existing Regional Bikeway Network Links section there were a few sections that are presently built and were not included on the list.

1. Solano Ave from Napa to Yountville is not currently included in this plan. It is a more direct route between Napa and Yountville, and it's already built. It exists as a class 2 from Lincoln Ave in Napa to California in Yountville.

2. The class 2 on Oakville Cross Rd is built between Silverado Trail and Hwy 29.

3. The Wine Train Trail (or Commuter Trail) is built from Trancas and Solano to Main in Napa and will be completed to Vallejo and Soscol this year.

4. The River Trail is built between Trancas and Lincoln.

5. There are routes from Napa to American Canyon that don't go on the highway, we believe these should be included.

6. The proposed River Trail from Kennedy Park in Napa to Wetlands Edge in American Canyon is unbuilt, but has a study done, and there is some work being done in American Canyon.

7. There is also a bike lane along Devlin Rd from Soscol Ferry Rd to Airport Rd, and the 2035 plan calls for extending Devlin to Green Island Rd in American Canyon. The study done on the River trail from Napa to American Canyon also looked at Devlin as an alternate route and it is better as a commuter route.

8. Not included in this list is the Napa Greenway Feasibility Study (also referred to as the Vine Trail) that proposes constructing a continuous bikeway from the Baylink Ferry terminal in Vallejo north through the Napa Valley. We support the creation of this trail and are an active partner in the Vine Trail Coalition.

The Napa County Bicycle Coalition greatly appreciates your time reviewing this document to ensure that the Regional Bicycle Plan is accurate and representative of the current and future conditions of Napa County. As the county moves towards efforts to reduce both green house emissions and vehicle miles traveled, it makes logical sense to look to solutions that support increasing bicycle and walking trips countywide. We look forward to continuing to work with MTC as you finalize the Regional Bicycle Plan so that we may improve the quality of bicycling throughout the Bay Area.

Sincerely,

Wendy Hilberman

Wendy Hilberman
Executive Director
Napa County Bicycle Coalition

Board of Directors: Lou Penning, President; Terry Tracy, Vice President; Joel King, Secretary; Sandy Houck, Treasurer; Bob Hillhouse, Member; Wendy Hilberman, Executive Director

#71

From: John Goodwin
To: robert tanner
CC: info@mtc.ca.gov
Date: 1/26/2009 10:20 AM
Subject: Re: T-2035 Comment (Tanner-Intersection Performance)

Dear Mr. Tanner:
Thank you for your thoughtful comments on the Draft Transportation 2035 Plan and for your detailed recommendations about the myriad ways in which intersection performance might be improved. We appreciate as well your recommendations for additional HOT lane corridors and express bus routes. Your suggestions will be forwarded to MTC's Highway and Arterial Operations section, as well as to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan in March 2009.
In the meantime, I invite you to continue to share your insights and observations with MTC staff. We appreciate your interest in regional transportation issues of all sorts, and in particular your expertise in traffic operations.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "robert tanner" <robertbtanner@att.net> 1/24/2009 10:33 PM >>>
To: MTC
I have taken the time to review the 2035 Plan. I agree with such things as the FOCUS plan, as this is needed to help develop transit corridors, such as the SMART train in Sonoma County. I also approve the development of the HOT lane system, not only to help the freeway system, but to expand the opportunity for express bus service.
Although the freeway system is mature within the central core, I would like to see if the HOT lane system could be used to expand the freeway network in the North Bay.
I would like to see the HOT lane system expanded to include the Hwy 37 corridor between Novato and Vallejo as it would help the cost of eliminating the two traffic signals on that road as well as the needed widening and raising the roadbed to avoid flooding. (I do not think we will be able to avoid the sea level rise as projected.) I am also contemplating proposing an express bus line from the future Novato SMART station to Vallejo, Martinez and Pittsburg-Bay Point BART in that corridor.
I would also like to see the HOT lane system extended up Hwy 29 between Vallejo (Hwy 37) and Napa to help fund the upgrading of that highway to freeway status. Napa Vine buses would benefit.from increased speed in the HOT lanes in that corridor.
I also want to see the Hwy 4 Bypass in Brentwood, extended to the 580/205 interchange in Tracy with HOT lanes in its center divider. There are many commuters out of Brentwood that would use those lanes, also commuters from the Central Valley to the industrial areas along hwy 4 would use them as well. Also, there are Tri-Delta transit buses that would also use the HOT lanes.

#71

The main reason I advocate freeways, is that on far too many surface arterials, there are huge, wide intersections with multi lanes and four separate left-turn phases or single movement split-phases. These intersections are a HUGE source of pollution and GHG from all the dead-stopped, idling vehicles that are waiting for signals that can take up to 90 seconds between green lights. This idling vehicle pollution and GHG source is ongoing, even during non-peak hours.We have numerous intersections like this all over the Bay Area, especially in the Suburban areas. This makes any attempt to speed up traffic with sophisticated traffic control systems next to impossible, as any attempt to favor one corridor results in increased delay to the intersecting corridor. Bottom line: Nothing is improved.

Worse than that, these slow-signaled intersections massively slow down bus schedules, reducing their attractiveness. Also, such intersection are a HUGE disincentive to pedestrian or bicycle travel, virtually killing those options.

In the Manual on Uniform Traffic Control Devices (MUTCD), in Section Four, my concern about traffic signals is addressed in the latter part of Sec. 4B.03. In the next Section, 4B.04, a list of alternatives is presented, including Roundabouts and All Way Stop sign control.

The Federal Highway Administration is trying to reduce accidents by advocating Roundabouts. They are also trying to improve efficiency and safety at signalized intersection by developing the new Flashing Yellow Arrow (FYA) Protective-Permissive left-turn signal, or PPLT. At this time Caltrans is working on making this signal safer by a slight adjustment of the phases. Contact Mr. Ahmad Rastengarpour at Caltrans HQ in Sacramento as he was working on it.

If we are to really address the issue of Climate Change and traffic congestion, we have to address the issue of intersections!

These are our options:

1) ALL-WAY STOP SIGN CONTROL: Some communities could go this way, at least in part. Advantages are:

a) Gives advantage to pedestrians and bicyclists, encouraging these modes.

b) Less expensive to maintain (Many communities could use the savings to catch up on their pavement maintanence.)

c) Far safer for motorists, pedestrians and bicyclists.

d) Less potential for liability claims against a govermental enity.

e) Makes downtowns more attractive to shoppers. (like Downtown Martinez.)

2) ROUNDABOUTS: Excellent for rural areas and areas in town with enough room.

Advantages are:

a) Can handle more traffic than Stop Signs. Also does well in situations where there is a lot of turning movements

b) Traffic more or less keeps moving, reducing idling vehicle pollution and GHG.

c) Far SAFER than lights, as traffic is slowed to about 20 MPH, and if accidents occur they are slow speed sideswipes and NOT deadly high-speed broadside collisions.

d) More attractive than wide, complex intersections. Far less visual impact on rural areas. Ideal for isolated two-lane road intersections in rural areas or two-laned 'Road Dieted' corridors in towns.

e) Can be more friendly to pedestrians than forcing them to wait at a light, pounding a push button. Same for bicyclists. (Could be made safer with

#71

pedestrian safety signals)
f) Reduced water runoff issues as center of roundabout can be landscaped.
3) PROTECTIVE-PERMISSIVE LEFT-TURN SIGNALING (PPLT) Can be used with single left-turn lane only.
Advantages are:
a) Allows retention of signals, if other options not available, but improves efficiencies.
b) Lower speed limits required improves safety. (Requires speeds less than 40 MPH)
c) Improves traffic flow at relatively low cost, enhances ITS operations.
d) Reduces delay, and idling vehicle pollution and GHG.
e) Use of Flashing Yellow Arrow (FYA) is easier for drivers to interpret, improving safety.
4) COMPACT INTERCHANGE: This is designed to fit within the existing right-of-way with only the center lanes going up and over a flyover or down and under a diveunder. The curb lanes continue to the cross street, providing access. Suitable for MAJOR multi-lane arterial intersections only, as costs limit application.
Advantages are:
a) Maximum enhancement of traffic capacity, reduces or eliminates need for road widening or building additional roads.
b) Maximum reduction of pollution and GHG at intersection from idling vehicles.
c) Reduction of delay at cross street, reducing its congestion as well.
d) Less delay for bicyclists and pedestrians crossing major arterial.
e) Bicyclists and pedestrians can still use arterial, as curb lane and sidewalks remain.
f) Transit buses can still service arterial by using curb lanes and passing through intersection.
g) Allows ITS systems to actually improve traffic throughput on other portions of major arterial.
That is my comment on the Change in Motion Transportation 2035 Plan. Until we deal with these dreadfully slow multi-phased signalized intersections, we will not begin to grapple with the very real issue of Global Climate Change.
I've been reviewing this issue for twenty years. I even drove to Sacramento to meet with Caltrans officials there to discuss this on July 18, 2007. I met with Mr. Isif Haq, Mr. Jeff McCrae and Mr. Ahmad Rastengarpour. It was Ahmad that suggested I take up traffic consulting. I've been attending the the Board and TAC meetings of the SCTA in Sonoma County ever since.
If you want more people to walk, bicycle, or take public bus transit, we've got to grapple with the problem as to what to do with intersections!
I've offered four options. You will need to use them all, wherever each is most appropriate.
I appreciate your extending to me the opportunity to comment.
Thank you for your time.
Robert B. Tanner
P.O. Box 77
Rio Nido, CA 95471-0077

#72

From: Liz Brisson
To: Frances Taylor
CC: MTC info
Date: 2/23/2009 11:37 AM
Subject: Re: comment on RTP

Dear Mr. Taylor,

Thank you for your interest in the Transportation 2035 Plan. Your comment raises concerns about the Plan's investments in highway expansions and suggests the Final Plan include a greater commitment to smart growth.

The Draft Plan's investment in new roadways is limited. Roadway lane miles will increase by only 6% in the 25-year horizon of the plan, while transit supply will increase by 18%. And, over two-thirds of the new freeway miles will be for the Regional High Occupancy-Toll l (HOT) Network, which is expected to generate $6.1 billion for transportation corridor improvements including transit operating and capital needs. At the same time, the Draft Transportation 2035 Plan includes a significant investment in projects intended to support smart growth and reduce vehicle usage. These investments include funding for the Regional Bicycle Plan, the Transportation Climate Action Campaign, the Transportation for Livable Communities program, and the Regional Transit Expansion Program (see Chapter 4 of the Plan).

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> "Taylor, Frances" <frances.taylor@cmpmedica.com> 1/27/2009 9:08 AM >>>
This plan is very short-sighted as currently written. Expanding highway capacity to foreclosed homes while starving bursting urban transit systems is insanity. Why support sprawl and the attendant problems of obesity, global warming, and dependence on oil when you can support smart growth and reduction of vehicle usage? Please come to your senses and revise the RTP now.

Sincerely,

Frances Taylor

frances.taylor@cmpmedica.com

#72

2982 26th St., San Francisco, CA 94110

#73

From: Ellen Griffin
To: MTC info; Sprague Terplan
Date: 3/2/2009 2:16 PM
Subject: Re: Draft 2035 Transportation Plan Comment

Dear Sprague Terplan,

Thank you for your email supporting the basic thrust of the Bay Area's Draft Transportation 2035 Plan to fund transit projects and operations at a higher level than for highways. You also expressed support for investing in bicycle and pedestrian programs, and efforts to help reduce our region's carbon footprint. The Draft 2035 Plan includes funding for a new Climate Action Program, along with Safe Routes to Schools/Transit and a new Regional Bicycle Program.

Regarding your support for pricing transportation to achieve the plan's goals for the environment, MTC's legislative program includes measures seeking greater authority for the Commission to go to voters for approval of gasoline fees, and to seek authority to impose new road pricing fees.

You can view our legislative program at this link:

http://www.mtc.ca.gov/legislation/2009FinalLegisProg.pdf

Your comments will be forwarded to the Commission, which is expected to take final action on the 2035 Plan on March 25. Thank you again for taking the time to comment.

Ellen Griffin
MTC Legislation and Public Affairs

>>> Sprague Terplan <spragueterplan@yahoo.com> 1/27/2009 1:33 PM >>>
Draft 2035 Transportation Plan Comment

I am unable to attend the public hearings, therefore I respectfully submit this comment:

I strongly support a carbon or vehicle-miles traveled tax, congestion pricing (especially in car-clogged San Francisco), parking surcharges and a regional gas tax. All of these fees should provide ample revenue for decades to come and they should profoundly influences individual behavior to discourage (solo) driving. We must be saved from ourselves. Voluntary programs calling for reducing one's "carbon footprint" or "Spare the Air" do not make enough of a difference when there is no financial incentive for treading lightly. Furthermore, passenger rail projects that utilize existing right of way should be funded, especially when other mass transit options (ie. BART extensions) take longer to be operable and are more expensive to build. More should be done to make transit a speedier option. This should include more bus lanes and more express services (at off-peak hours, too). Thank you for including such proposals in your plan.

I applaud the MTC for wanting to "make the cost of driving more expensive" and for recognizing the need for more "smart" growth and transit oriented developments. Please do all in your power to reduce our collective carbon footprint and to improve our quality of life by giving us the transit options we need to live well without driving. If I have read your plan correctly, you are planning to fund transit projects to a considerably higher tune than road and highway projects. For this, I congratulate you and encourage you to see it through. Lastly, thank you for continuing to fund bicycle and pedestrian improvements.

Sprague Terplan
1161 Hayes Street # 3

#73

San Francisco CA 94117

#74

From: BikePlan
To: robertraburn@ebbc.org
CC: 'Andrew Casteel'
Date: 2/9/2009 3:30 PM
Subject: Re: EBBC Comments on RBP
Attachments: EBBC Comments on RBP-4.pdf

Robert,

Thank you for your comments on the Regional Bicycle Plan. We appreciate your effort to correct project listings on the RBN and with comments on the plan in general.

24 hour access – Guidelines for future funding will include a section encouraging agencies to allow 24 hour access. Projects funded with Congestion Mitigation Air Quality (CMAQ) funds guidelines require facilities to be open 24 hours per day to reap the maximum air quality benefit as stated by the program goals.

DD-64 Revision will replace the current DD-64 reference.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

>>> "Robert Raburn" <robertraburn@ebbc.org> 1/27/2009 3:12 PM >>>
Please see the attached comment letter.

-Robert Raburn, Executive Director
****
East Bay Bicycle Coalition www.ebbc.org
PO Box 1736 tel:510-533-7433
Oakland, CA 94604 fax:510-533-7432
Fruitvale Village, 3301 E12th, Suite 143
****

#74

"Promoting bicycling as an everyday
means of transportation & recreation"

_____ Information from ESET NOD32 Antivirus, version of virus signature database 3804 (20090127) _____

The message was checked by ESET NOD32 Antivirus.

http://www.eset.com

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FRUITVALE VILLAGE, 3301 EAST 12th ST, SUITE 143
www.ebbc.org (510) 533-RIDE

January 27, 2009

Sean Co
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
-by email: BikePlan@mtc.ca.gov

RE: EBBC Comments on draft Regional Bicycle Plan

Dear Sean:

Many members of the East Bay Bicycle Coalition have contributed to the following comments on the Draft *Regional Bicycle Plan* (*RBP*). We appreciate your efforts to assemble this important plan to complete the regional bikeway network and make the draft available for convenient review.

The East Bay Bicycle Coalition (EBBC) heartily endorses the comments submitted by the **Bay Area Bicycle Coalition** (BABC) dated January 21, 2009. We ask that BABC's four overarching concerns—24-Hour Access; Benchmarks for Goals; Integrating Bicycles and Transit; and Bike Counts and Mode Share—be addressed in the revised plan. Each concern resonates with our membership and we re-emphasize the needs for 24-hour access on regional bikeways and to integrate bicycles and transit in our following comments because these issues hold profound impact on bicycle commuting in the East Bay.

OVERALL

OMISSION: The RBP is one strong method to implement GHG reduction goals in AB32

REVISE p.5: Include DD-64 Revised (2008) "Complete Streets – Integrating the Transportation System"

SUGGESTION: Since 1975, bicycle access on-board BART has evolved to offer a substantial option for thousands of East Bay commuters each day. BART's station access planning is moving forward to create a uniform set of criteria to better accommodate bicyclists on-board and offer secure parking options. Today, all transit systems in the East Bay accommodate bicycles on-board. We need to explicitly encourage careful planning to augment on-board capacity and secure parking as priorities for Safe Routes to Transit funding.

QUESTION: Check the figures and make sure there is enough money to implement what is suggested.

SUGGESTION: Many regional routes in the East Bay are on Class I East Bay Regional Park District paths that have a 10pm to 5am curfew. This is not acceptable as many people need to get

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www.ebbc.org (510) 533-RIDE

around late night and early morning. EBBC members have seen and heard of police profiling users of the trails outside of legal hours. Regional routes must be open 24/7. On-street options or Class I paths without curfews must be a component of the *RBP*.

SUGGESTION: Prioritize installation of the regional route signs.

ALAMEDA COUNTY

OMISSION: During earlier discussions it was agreed to include the I-680 and Niles Canyon routes between Fremont and Pleasanton.

OMISSION: A Grizzly Peak gap exists between the Tunnel/Skyline Regional Bikeway (the first such bikeway in the Bay Area) and Fish Ranch Road-SR 24 route to Orinda.

OMISSION: There is a glaring need to include a N-S connection between eastern Alameda and Contra Costa County. Vasco Road is the most likely route that appears on the Alameda Countywide Bicycle Plan. We can also suggest Tassajara Road as a cross-county connector that currently serves larger populations and the popular Mt Diablo destination.

SUGGESTION: Overreliance on the Bay Trail pathway as a regional commuter route is not advisable—especially in areas like near the Martin Luther King Shoreline where the path is neither a direct nor convenient travel option for bicyclists. We encourage on-street improvements to Oakport Ave to compliment this largely recreational component of the Bay Trail pathway in Oakland.

REVISE: The Bay Trail in Hayward is shown as "existing" all the way from the San Leandro Marina to Highway 92, yet it a decomposed gravel trail rather than a Class I paved pathway. Parts of this gravel trail are pretty rough, especially in the winter. Change the designation to "incomplete." EBBC notes that the Alameda Countywide Bicycle Plan also incorrectly refers to this segment of the Bay Trail as Class I. According to the Caltrans highway Design Manual, "The pavement structure of a bike path should be designed in the same manner as a highway. …A minimum pavement thickness of 50 mm of asphalt or concrete is recommended." (Chapt 1000-11)

CONTRA COSTA COUNTY

REVISE: The Richmond Greenway is shown as unbuilt for the entire route, although it is complete from Garrard to 23rd St. It's also very hard to make out how complete the connection is between Hilltop Mall and the I-80 Bikeway to Pt. Pinole Regional Park.
OMISSION: The best route from West CoCoCo to the Martinez area is via Castro Ranch Road (from San Pablo) or Pinole Valley Road (from Pinole Hercules) to Alhambra Valley Road, then

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north on Alhambra Ave to Martinez. Those are very bike-able, for the most part, and are shown on EBBC maps as well as the CBPP.

QUESTION: Why is Old San Pablo Dam road down to Orinda shown as proposed? The road shoulder exists, except in El Sobrante. The CBPP (2003) identifies the San Pablo Dam Road Bikeway (Appian Way to Bear Creek Road). The map (Figure 3) shows it as both a proposed off-street bikeway and a proposed on-street bikeway. However, Table 8, "Unbuilt segment on the Countywide Bikeway Network" refers to the 3.9 mi segment as Class II/III (CTPL#208). Within the City of San Pablo, from Amador St to Morrow Dr is slated for a path on the south side.

REVISE: City of Concord. Concord Boulevard from Clayton to downtown Concord is shown on the map as "completed." It is in some places, but is not completed in many places, also. Showing this route as completed is an error.

SUGGESTION: Highway 4 from Willow Pass Road to (Solano Way?) is a proposed path north of the Diablo Creek Golf Course. This route will require out of direction travel. A better solution for a direct route would be a path along the north side of Highway 4 (south of the Diablo Creek golf course) between Willow Pass Road and Port Chicago Highway.

REVISE: Ygnacio Valley Road between Walnut Creek and Concord/Clayton at roughly the foot of Kirker Pass is shown on the map as complete. It is not. 42" wide sidewalks with signs "bikes may use sidewalk" are NOT acceptable according to Caltrans standard as a completed bikeway. Ygnacio Valley Road should be on the Regional Network.

REVISE: Ygnacio Valley Road is shown as a regional bike route from Walnut Creek BART to the corner of Ygnacio Valley Road and Pine Hollow Road. There is a missing segment to the foot of Kirker Pass Road, then Kirker Pass Road is shown on the map as a continuation of the Regional Bike Route. The Regional Bike Route is actually shown on the map as taking a detour out Pine Hollow Road to downtown Clayton and then returning back to Kirker Pass Road on Oakhurst Drive. This route represents out-of-direction travel. Please revise to include the missing segment of Ygnacio Valley Road in the Regional Bicycle Network.

OMISSION: The Mokelumne Aqueduct Trail goes from southern Antioch to Central Brentwood. It is a direct route that does not have any parallel public streets and should be included on the Regional Bike Network.

OMISSION: In Antioch there needs to be a Regional Bike Network connection between Cavallo Road/Tregallis Road along Sunset Drive to the Hillcrest Avenue and the Park&Ride. It should continue north of the Park&Ride and connect to Viera Avenue/Oakely Road.

SUGGESTION: Please add Taylor Boulevard/Pleasant Hill Road between I680 and SR24 to the Regional Bike Network. It is heavily used by cyclists. Shoulders exist along almost the entire length.

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OMISSION: A direct, on-street route from Contra Costa Boulevard/I-680/Blum Road is needed to downtown Martinez. Pacheco Boulevard is the obvious candidate and is on the CBPP.

CORRECTION: CC19, the Pittsburg to Oakley on-street route. "West 9th and "L" Street is actually in Antioch. A better beginning point would be Railroad Avenue/Central Avenue, Pittsburg. The route follows the Pittsburg-Antioch Highway in Antioch which has existing bike lanes.

CORRECTION: CC 17, the Pittsburg to Clayton route over Kirker Pass will cost more than $300 000. The shoulder is only 20" wide and a 5-foot shoulder is needed at a minimum.

CORRECTION: CC37 from Pittsburg downtown to Bay Point BART will cost much more than the $173 000 to improve either North Parkside Drive or 10th Street/Willow Pass Road.

SUGGESTION: Add Willow Pass Road between Downtown Concord and Highway 4 to the Regional Bike Network. It is the preferred route between Pittsburg and Concord and is included on the CBPP.

Thank you for all the work that you are doing on behalf of bicyclists throughout the Bay Area. Our goal is to adopt a good document that, when fully implemented, will result in the tremendous mode shift we all know is possible. Please call me to discuss any questions you may have or allow us to provide clarification.

Sincerely,

Robert Raburn, PhD

Executive Director

#75

From: Liz Brisson
To: rpap@coastal.ca.gov
CC: info@mtc.ca.gov
Date: 1/30/2009 8:21 AM
Subject: Re: Question about San Mateo County transportation project

Ruby-

Thank you for interest in the Transportation 2035 Plan. After the final version of the Plan is adopted in March, MTC will publish a Project Notebook and online database in April with greater detail about individual projects such as project costs and funding, purpose and scope, planning context, and schedule. MTC receives this information from project sponsors and the level of detail of descriptions varies from project to project.

Here is some additional information on the two projects you asked about:

Project #230349
Project/Program: Improve local access to National Park Service (NPS) lands in San Mateo
Scope: Construct intersection improvements at Shelldance Road and Route 1, wayfinding improvements for improved park access, multi-modal trail access improvements, and safety enhancements for parklands access from Route 1.
Purpose: To increase safety and improve access to parklands for all modes.
Contact Agency: GGNRA

Project #22268
Project/Program: Provide countywide shuttle service between Caltrain stations and major activity centers (includes purchase of vehicles)
Scope: Provide countywide shuttle service between Caltrain stations and major activity centers (includes purchase of vehicles).
Purpose: To encourage additional transit use and reduce the need for automobile commute trips.
Contact Agency: SamTrans

The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035 . Thank you for your time and interest in the Transportation 2035 Plan.

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> "Ruby Pap" <rpap@coastal.ca.gov> 1/28/2009 5:03:23 PM >>>
Hi Ashley,

I am reading the Draft 2035 Plan and I have a question. This is NOT a comment on the DEIR. In Appendix 1, Projects, each project is listed by reference number. Can you direct me to where I can find more info about a project, using the reference number? I am curious San Mateo projects,

#75

specifically #230349 (Improve local access to NPS lands in SMCO) and #22268 (Provide countywide shuttle service between Caltrain stations and major activity centers). Thanks! -Ruby

Ruby Pap

District Supervisor

North Central Coast District

California Coastal Commission

45 Fremont St., Ste. 2000

San Francisco, CA 94105-2219

phone (415) 904-5268

fax (415) 904-5400

#76

From: John Goodwin
To: happyfeet@empal.com
CC: Ashley Nguyen; info@mtc.ca.gov
Date: 1/29/2009 4:32 PM
Subject: T-2035 Comment (John-Planning Advances)

Dear John:

Ashley Nguyen of the MTC Planning section forwarded your email to me. Ashley and I, and all the rest of the MTC staff, thank you for taking the time to attend the public hearing on the Draft Transportation 2035 Plan this week.

I am sorry to report that MTC does not have a document that specifically identifies which portions of the Draft Transportation 2035 Plan represent advance from previous regional transportation plans. But there are several areas in which the Draft Plan breaks new ground. At the agency level these include the collaboration between MTC and the Association of Bay Area Governments, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission that produced the Draft Plan. The Draft Plan also features a pioneering focus on specific performance targets. And it marks the first time we started the planning process by defining a vision for the next 25 years rather than by figuring out what our investment budget would be.

At the investment and policy level, advances represented in the Draft Transportation 2035 Plan include a $400 million commitment to a climate action campaign as well as other investments to reduce greenhouse gas emissions, the FOCUS program of incentives for local governments to promote future growth in Priority Development Areas, and the Regional HOT Network, which is provides much more definition to a proposal introduced in the Transportation 2030 Plan adopted by the Commission in 2005.

Perhaps the best encapsulation of the Draft Plan's advances is the introductory Call for Change and the Overview section that immediately follows. We thank you again for your participation in the Transportation 2035 process and for your continuing interest in regional transportation issues.

>> "Happyfeet" <happyfeet@empal.com> 1/29/2009 1:54:16 PM >>>

Dear Ashley,

Hello? I'm one of attendants at the past public hearing. Again I appreicate MTC efforts for everything related to Transportation 2035! Could you do me a favor? I'm assuming MTC has a brief report or note about what elements in detail are advanced, compared to prior RTP 2001 and Transportation 2030. Some sentances here and there in the Transportation 2035 indicates such progress, but it would be much helpful for the public if there is a separate summary note about that so that we can conviniently investigate progresses and challenges. Would you please advice any reference?
Thanks!

John

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#76

From: John Goodwin
To: "Happyfeet"
CC: info@mtc.ca.gov
Date: 2/2/2009 10:25 AM
Subject: Re: T-2035 Comment (John-Planning Advances)
Attachments: T2030 Public Outreach.pdf

John:
With regard to the Transportation 2030 Plan, the report detailing MTC's written responses to public comments is known as the Public Outreach and Involvement Program Appendix VI. A second volume of these responses is entitled "Phase 3 Appendices, Volume Two." This report can be found in the MTC-ABAG Library. It is not available online because the appendices are so large.

To gauge whether and how MTC has taken action on public comments about the Draft Transportation 2035 Plan, there are both short-term and long-term options. The more immediate option is to attend the February meeting of MTC's Planning Committee, where Transportation 2035 project manager Ashley Nguyen will deliver a presentation detailing comments heard and the Commission's responses. This meeting will be held here at the MetroCenter Building on Friday, Feb. 13 at 9 a.m. Attached is a pdf file of a PowerPoint presentation delivered to the Planning Committee in late 2004 as the Transportation 2030 planning process neared its conclusion. This is a point similar to where MTC is now with the Draft Transportation 2035 Plan.

A longer-term gauge of the Commission's response may be found in the *next* update to the Bay Area's regional transportation plan, which MTC will be obliged to adopt within the next five years. Several initiatives in the Draft Transportation 2035 Plan are the result of the public's recommendations during development of the Transportation 2030 Plan, which was adopted by the Commission in 2005.

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Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Happyfeet" <happyfeet@empal.com> 1/31/2009 4:38 PM >>>

Dear John,

Thank you for the answer. Can I ask one more question? I'm reading the Final T2030 Public Outreach & Involvement Evaluation Report. In Page 10, the following said:

All letter writers who commented on the Transportation 2030 Plan received a specific letter in reply from MTC. In addition, participants who commented through workshops and the Web sit could track results in three ways: overview mailing, attending Commission meetings, and reviewing the MTC Web site. Every correspondent was sent a response from a commissioner or a staff member.

Here is my question. Is there any report regarding what specific response for each comment was made? How can we confirm whether public comments at meetings have been accepted or rejected? Would you please advice? Please feel free to share any useful information that you think I might be intereted in.

#76

Thanks!

John

---------- Original Message ----------
From : John Goodwin(jgoodwin@mtc.ca.gov)
To :
Cc : Ashley Nguyen(ANguyen@mtc.ca.gov), MTC info(info@mtc.ca.gov)
Sent : Friday, Jan 30, 2009 09:33 AM
Subject : T-2035 Comment (John-Planning Advances)

> Dear John:
> Ashley Nguyen of the MTC Planning section forwarded your email to me. Ashley and I, and all the rest of the MTC staff, thank you for taking the time to attend the public hearing on the Draft Transportation 2035 Plan this week.
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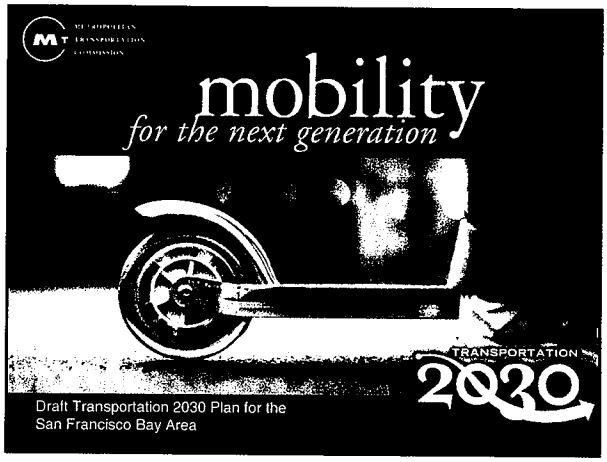
> At the investment and policy level, advances represented in the Draft Transportation 2035 Plan include a $400 million commitment to a climate action campaign as well as other investments to reduce greenhouse gas emissions, the FOCUS program of incentives for local governments to promote future growth in Priority Development Areas, and the Regional HOT Network, which is provides much more definition to a proposal introduced in the Transportation 2030 Plan adopted by the Commission in 2005.
> Perhaps the best encapsulation of the Draft Plan's advances is the introductory Call for Change and the Overview section that immediately follows. We thank you again for your participation in the Transportation 2035 process and for your continuing interest in regional transportation issues.
>
>
>
>>> "Happyfeet" <happyfeet@empal.com> 1/29/2009 1:54:16 PM >>>
>
>Dear Ashley,
>
>Hello? I'm one of attendants at the past public hearing. Again I appreicate MTC efforts for everything related to Transportation 2035! Could you do me a favor? I'm assuming MTC has a brief report or note about what elements in detail are advanced, compared to prior RTP 2001 and Transportation 2030. Some sentances here and there in the Transportation 2035 indicates such progress, but it would be much helpful for the public if there is a separate summary note about that so that we can conviniently investigate progresses and challenges. Would you please advice any reference?
>Thanks!
>
>John
>
>
>John Goodwin

#76

>Public Information Officer
>Metropolitan Transportation Commission
>MetroCenter, 101 Eighth Street
>Oakland, CA 94607
>Phone: (510) 817-5862
>Fax: (510) 817-5848
>email: jgoodwin@mtc.ca.gov

(http://www.empas.com) (http://mail.empas.com/event/2006_story/12.html)



Three-Phase Public Outreach Program

Phase 1 – *June thru December 2003*

Regional Summit, Workshops, Web Survey, Telephone Survey, Focus Groups

Phase 2 – *January thru October 2004*

Congestion Management Agency (CMA) Meetings, MTC-Sponsored Task Forces

Phase 3 – *November 2004 – February 2005*

Workshops/Public Hearings (San Jose, San Rafael, MTC Advisory Committees, MTC Commission Public Hearing)

Interactive Web Survey (taken by 800 individuals)

Written Comments on Draft Plan/EIR

Phase 3 Public Involvement

Key messages reflect predominant thinking among many participants

In every case, opposing views were also expressed

Key Message #1

Strengthen Regional Commitment to Transit

The region should strive for a cohesive regional and customer-oriented approach to transit services

Connectivity of transit operations needs improvement

Assess transit consolidation opportunities

More and better transit service and transportation options are needed – particularly in areas with transit-dependent populations

Address transportation needs of elderly and disabled travelers

MTC Response

Strengthen Regional Commitment to Transit

Connectivity: Commission will implement recommendations from recent Transit Connectivity Study

Transit Consolidation: Currently being evaluated in Eastern Contra Costa and Alameda counties; Commission has directed staff to evaluate as part of pending RM2 Regional Rail Integration Study

2030 Plan Investments Respond to Lifeline Needs:

- Complete community-based plans
- Enhance local demographic information
- Conduct research regarding access to automobiles
- Identify strategies for enhanced use of taxis
- Implement Lifeline Program funding per Commission Phase 1 decision
- Seek land use policies that support communities of concern

Needs of elderly and disabled: Solutions may involve fixed route transit and other remedies

Key Message #2

Support for Transportation-Land Use Connection

Wide support for MTC to engage with and provide funding support for our partners and local governments to coordinate land uses and transportation

MTC should not be a land use agency – don't usurp local land use authority – cooperate with CMAs/locals to strengthen land use linkages

Issues to be addressed:

- Where, how & when decisions about land use linkages are made
- Conditioning transit expansion funds on supportive land uses
- Implementation issues (marketability, timing, etc.)

MTC Response

Support for Transportation-Land Use Connection

- **Work Together on Land Use Linkages:** MTC, CMAs, local governments and stakeholders must work cooperatively to plan for land uses that will accommodate growth and support the existing and planned transportation system
- **Implement Commission's Land Use Platform:** This spring, Commission will consider conditioning of Res. 3434 transit funds on supportive land use policies

Key Message #3

Consider Bicycle, Pedestrian, and Wheelchair Users

Bicyclists, pedestrians and individuals in wheelchairs must be full partners in the planning process

Bike facilities and walkways must be ADA accessible and serve as integral part of transportation system

Split views on Regional Bicycle/Pedestrian Program

- Good start, more regional funding recommended commensurate with existing and projected bicycle and pedestrian travel
- Local agencies should determine local funding levels

MTC Response

Consider Bicycle, Pedestrian and Wheelchair Users

- **Implement Regional Bicycle Plan:** Call for projects recently issued for first round of funding under new Regional Bicycle/Pedestrian Program
- **Define and fund pedestrian facility needs:** New System of Pedestrian Districts Plan will be under way to identify pedestrian facility needs; recommendations to be funded through Regional Bicycle/Pedestrian Program
- **Continue work with regional bicycle and pedestrian advisory committees**

Key Message #4

HOT Lanes a HOT Button Issue

Strong opinions expressed both for and against HOT network concept

Many say the region should proceed cautiously, if at all

Issues to be addressed:
- Equity
- Impacts on HOV System
- Performance (occupancy rates/capacity)
- Enforcement
- Use of Toll Revenues

MTC Response

HOT Lanes a Hot Button Issue

- **Southern California Experience:** Successful operation of HOT lanes in Orange and San Diego counties, where concerns have been addressed
- **Try Before We Buy**: HOT lane concept will be tested in Alameda and Santa Clara counties, providing MTC with valuable experience on how best to implement and operate a HOT network regionwide
- **More Evaluation Warranted:** MTC will work with its advisory committees and partner agencies to further evaluate the concept and issues raised

Key Message #5

Goods Movement Gains Ground

Freight movement recognized as important segment of Bay Area economy

Truck deliveries needed 24/7 – explore options for separate truck lanes, and for congestion management during peak periods

Explore ways to make goods movement activities more "neighborhood friendly"

MTC Response

Goods Movement Gains Ground

- **Implement Recommendations of Goods Movement Plan:** MTC will partner with region's private and public agencies to implement key study recommendations
- **Consider implications of land-use decisions on regional goods movement uses:** Work with the Joint Policy Committee to ensure that goods movement activities are considered in regional Smart Growth policy development

Key Message #6

Regional Investment vs. Local Choice

Tension between regional programs vs. local choice

- Funding decisions by MTC for regional investment priorities reduce overall discretionary funding available to CMAs to address local priorities

Condition certain regional funds (streets/roads and transit capital replacement on maintenance of effort, regional transit funds on supportive land uses)

Inclusion or exclusion of specific projects

MTC Response

Regional Investment vs. Local Choice

- The "bottom-line" in a regional transportation plan isn't about who decides, it's about the outcome that the investment produces
- Conditioning Investment of Funds:

  Commission to consider a Transit Oriented Development Policy as part of Resolution 3434 update later this spring

  New MTC policy provides incentive for operators to increase ridership to receive additional federal transit formula funds

  Staff is working with transit and local public works agencies to allocate STP funds in a manner that rewards agencies that are committed to maintenance of effort

MTC Response

Regional Investment vs. Local Choice (cont.'d)

- Funding for Regional Programs:

  In direct response to public comment, the Commission's Phase 1 decisions included streets/roads rehab, transit operating/capital replacement, Lifeline, TLC/HIP, a bicycle/pedestrian program, CMA planning programs and MTC's Regional Operations Program

  All regional programs are invested in the nine Bay Area counties and are directed to improving the performance of the system as a whole

- Since the Phase 1 actions in December 2003, the region has experienced a significant increase in transportation revenues, the majority of which are under local control

Key Message #7

MTC Should Seek New Revenue Sources

Ensure Proposition 42 commitments

More and new revenue sources are needed to address critical transportation problems facing the region

Potential sources could include:

- Increase gas tax at federal, state and regional levels
- Truck weight fees
- Vehicle registration fees
- Local sales tax for paratransit operations
- Regional development impact fees

MTC Response

MTC Should Seek New Revenue Sources

- **Ensure Prop 42 Availability:** Commission has directed staff to address this issue as part of its legislative program
- **Search for New Money:** MTC is committed to working with its partners, legislators and the public to raise funds
- **User-Based Approach:** Commission has expressed interest in user-based fees that not only generate revenue but can affect demand
- **Use Our Funds Wisely**: Efficient use of streets/roads, transit capital and transit operating funds will continue to be explored

MTC Response

Calls to Action

- No groundswell of opinion to delete any of the "Calls to Action"
- MTC should conduct further outreach to prioritize and refine recommended actions prior to implementation

Draft EIR *Key Messages*

TRANSDEF Smart Growth Alternative

- **Split Views on TRANSDEF Alternative**

Several commentors said TRANSDEF alternative is environmentally superior than other alternatives, and should be selected as the plan alternative

Several local agencies said TRANSDEF alternative is infeasible for the EIR because it eliminates projects that are committed, proposes land use changes beyond adopted ABAG Projections 2003, and implements pricing/land use strategies MTC does not have authority to carry out

TRANSDEF alternative is useful as sensitivity test of land use and transportation policies but should not be considered as a viable alternative

TRANSDEF alternative presents real feasibility issues, but MTC should consider some elements such as new pricing strategies that will reduce auto use or result in increased funding for public transit and Lifeline

Draft EIR *MTC Responses*

- Informative Sensitivity Test on the Effects of Alternative Land Use and Pricing Strategies
- Unresolved Feasibility Issues with TRANSDEF Alternative:
  - Proposed intensification of land uses cannot be realized without substantial governmental intervention
  - Excludes 261 projects (including approved sales tax, RM1, RM2, and Reso. 3434) to shift funds to other projects, which require voter approval or rejection of prior voter mandates
  - Presumes regional authority and powers to impose regional pricing strategies that lack a legislative or legal framework
- Both the Project Alternative and the TRANSDEF Alternative seek greater densification in urban areas and more extensive use of pricing, thus we have common ground worth exploring

Next Steps

- February 11 and 23 – Planning and Operations Committee review and Commission adoption of
  - Final EIR
  - Air Quality Conformity Analysis
  - Final Transportation 2030 Plan

Draft Air Quality Conformity Analysis

Purpose of Analysis

- Addresses the financially constrained element of Transportation 2030 Plan and 2005 TIP/Amendment #05-05
- Determines whether the Plan/TIP provide for timely implementation of TCMs
- Assesses whether motor vehicle emissions from Plan/TIP are lower than transportation conformity budget in SIP for national 1-hour ozone standard, new 8-hour ozone standard, and CO standard

Draft Air Quality Conformity Analysis

Draft Findings

- Assessment was conducted consistent with EPA and MTC regulations
- Plan/TIP provide for implementation of TCMs pursuant to federal regulations
- For CO, motor vehicle emissions for Plan/TIP are lower than transportation conformity budget in SIP
- For national 1-hour and 8-hour ozone standard, motor vehicle emissions in Plan/TIP are lower than the transportation conformity budget in SIP

Draft Air Quality Conformity Analysis

Next Steps

- Close of comment on draft analysis due Friday, January 14
- Review of final conformity analysis with Conformity Task Force on January 25
- Forward final conformity analysis to POC/Commission for approval in February

#77

From: Ashley Nguyen
To: bbarzan@yahoo.com
CC: info@mtc.ca.gov
Date: 1/30/2009 8:41 AM
Subject: Re: Transportation 2035 Comment (Expand Planning to Central Valley)

Hi Bob:

Many thanks for your comments. I agree with you that regional transportation planning doesn't stop at the nine-county Bay Area region borders, but should account for what happens between other mega regions around us, especially since travel doesn't stop at borders either. In developing Regional Transportation Plans (RTPs), however, the federal planning regulations do confine us to the San Francisco metropolitan area. This is why you see the plan focused on just the Bay Area with notes about interregional travel.

But the reality is that when we do day-to-day planning, there is collaboration with our neighboring regions. The best example is the recent work that MTC did with the California High-Speed Rail Authority in looking at a statewide high-speed train system that would serve Northern California (SF/SJ, Sacramento, Stockton, Modesto and Merced) and connect us with Southern California. We also coordinate with the San Joaquin Council of Governments in looking at projects (especially goods movement and commute traffic) that passes through the Altamont Corridor (I-580). The same applies with projects of mutual interest between us and the Sacramento Council of Governments with respect to I-80. Lastly, Bay Area agencies are updating the 2000 Regional Airport System Plan. It's clear from out initial assessments that the region's commercial airports will be hard pressed to provide need runway capacity to accommodate future demand. Part of the update is evaluating opportunities for Central Valley and Monterey airports to provide that additional capacity (see http://www.mtc.ca.gov/planning/air_plan/update.htm for more details).

But I must admit that we can and should do more, and I hope we can do this as part of future planning projects, particularly to your point about airport planning efforts that we do here; that is, I agree with you that more should be done to account for air travel in the Central Valley.

I appreciate your constructive comments and kind words, and thank you for your interest and participation in the Transportation 2035 planning effort.

Regards,
Ashley

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> Bob Barzan <bbarzan@yahoo.com> 1/29/2009 3:29:02 PM >>>

Dear Ashley Nguyen,

In looking over the Transportation 2035 Plan a couple of things seem missing. Although the Central Valley is mentioned here and there, for the most part, the plan reflects a world-view that isolates the Bay

#77

Area from the rest of the state, especially the three large population centers immediately east of the Bay Area; Sacramento, Stockton, and Modesto, and to a lesser extent Merced.

Right now these cities have a combined metro population of about 3.5 million people, about the size of Los Angeles, right on the proverbial doorsteps of the Bay Area. By 2035 there will be nearly twice that number. Not including these areas undermines the credibility of the entire study because the impact of the transportation needs between the Bay Area and the Central Valley will be major, much more so than transportation needs within some areas of the Bay Area.

Access to workers, jobs, goods, airports, manufacturing facilities, recreational facilities will require large number of people and things to move back and forth between these two huge population centers. Thought the plan mentions that this will be the case, it does not address how to best move forward and include the Central Valley. I think the plan needs to include more study of how the Bay Area and the Central Valley can and will relate to each other.

As an example, the Central Valley is woefully under served with passenger airline service. Stockton and Modesto, though among the 100 largest cities in the country are the worst for passenger airline service. They not only lack service to their own airports, but residents must travel farther to find service than any other of the 150 largest cities in the country. As a result, 1000s of people a day travel to and from Bay Area and Sacramento airports. I saw no recognition of this in the report.

On page 149 the plan acknowledges the need for addition airport system capacity, but not in the context of how expansion of capacity in the Central Valley could alleviate congestion at Bay Area airports and serve the eastern portions of the Bay Area.

Despite these short comings, I am excited to see the plan and grateful that planning is happening.

Thank you for your good work,

Respectfully,

Bob Barzan

Bob Barzan
bbarzan@yahoo.com

#77

From: Ashley Nguyen
To: bbarzan@yahoo.com
CC: info@mtc.ca.gov
Date: 1/30/2009 9:09 AM
Subject: Re: Transportation 2035 Comment (Expand Planning to Central Valley)

Bob -- you're welcome. Enjoy your day!

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> Bob Barzan <bbarzan@yahoo.com> 1/30/2009 8:55:17 AM >>>
Ashley,

Thank you for your interesting and welcome reply. I was not aware of the federal restrictions, bummer, but I am glad to know that your day to day planning includes the greater area.

I wish you the best,

Happy Weekend,

Bob Barzan

Bob Barzan
bbarzan@yahoo.com

--- On Fri, 1/30/09, Ashley Nguyen <ANguyen@mtc.ca.gov> wrote:

From: Ashley Nguyen <ANguyen@mtc.ca.gov>
Subject: Re: Transportation 2035 Comment (Expand Planning to Central Valley)
To: bbarzan@yahoo.com
Cc: "MTC info" <info@mtc.ca.gov>
Date: Friday, January 30, 2009, 8:41 AM

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Ashley Nguyen
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101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> Bob Barzan <bbarzan@yahoo.com> 1/29/2009 3:29:02 PM
>>>

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Despite these short comings, I am excited to see the plan and grateful that planning is happening.

Thank you for your good work,

Respectfully,

Bob Barzan

Bob Barzan
bbarzan@yahoo.com

#78

From: BikePlan
To: Michelle DeRobertis
CC: info@mtc.ca.gov
Date: 2/4/2009 11:27 AM
Subject: Re: VTA COMMENTS ON THE RBP

Michelle,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

All your other comments on the document will be incorporated.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Thanks,

Sean

>>> "DeRobertis, Michelle" <Michelle.DeRobertis@vta.org> 1/29/2009 5:23 PM >>>
Thank you for the opportunity to comment on the Regional Bike Plan. The following are VTA 's comments.

VTA Comments on the Draft Regional Bike Plan
1/28/09
Chapter 5 and Appendix A

We are very happy to read in Chapter 5 that:
"All existing and unbuilt links of the San Francisco Bay Trail spine are included in the RBN and are, therefore, reflected in Table 5.1."

However in Appendix A for Alameda County, ALA-2 has an endpoint of Ardenwood Blvd in Union City when in reality there is a significant gap just north of the Santa Clara County

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Border. To complete the connection to Santa Clara County, a bridge over the existing Alameda County Flood Control Channel is needed along with a trail along the levee to continue south to connect to the existing Bay Trail in Santa Clara County, (which is along the levee on the east side of Coyote Creek beginning at Dixon Landing Road). Please ensure that this approximately 2/3 mile project is included as either a separate link or by extending the limits of ALA-2 to the Santa Clara County border. We understand that the City of Fremont has funds to conduct a feasibility study for this project.

Also regarding the Bay Trail, The Bay Trail Gap Analysis Study, 2005, (on the Bay trail website) identified 15 remaining miles of Bay Trail to be built in Santa Clara County. Currently Appendix A indicates that the Bay Trail has 25 miles of built trail and 25 miles of unbuilt trail in Santa Clara County. VTA suggests that Appendix A be consistent with the aforementioned study in terms of unbuilt trail miles unless there is more recent or more accurate data. If so, please share it with us for our records. We will assume the 25 miles of built trail is accurate, since we do not have independent information on that statistic.

The Countywide Bicycle Plan, adopted in August 2008 has revised and expanded our cross county bicycle corridor network. Some alignments have changed and the number of routes has expanded from 16 roads /trail corridors to 24 roads and seven transportation-oriented trails (17 trails in all). Consequently, the bikeway mileage of these routes total 700 compared to the 423 miles included in the RBP, a 50% increase. (Note this does not include the approximately 300 miles of trails that are not transportation-oriented, which we will concede are not appropriate for the RBP.)

Given the scale of the mapping, it is difficult to tell how close the RBP alignments are to our newly adopted CBP alignments. It is also difficult to tell, in the corridors where we have both a roadway and a trail, whether the RBP included the road or the trail. Therefore VTA requests that:

· Where the VTA CBP identifies two alignments within one corroder, both are included in the RBP. For example we identify San Tomas Expressway and San Tomas Aquino Trail between SR 237 and SR 17.

· That all seven of our regional transportation-oriented trails be included:
(We can provide the built and unbuilt mileage of these trails).Bay Trail SR 237 trail - parallels/directly adjacent to SR 237 San Tomas Aquino Trail – north south route parallel to two expressway Stevens Creek Trail- parallels/directly adjacent to SR 85 Guadalupe River Trail- connects directly to downtown San Jose Los Gatos Creek Trail- connects directly to downtown San Jose Coyote Creek Trail

· Where the specific alignment of the RBP roadway route differs from the adopted CBP, that the CBP alignment prevails.

· That all the needed ped/bike overcrossing/undercrossings and freeway interchange modifications needed to fully implement the route are included.

Appendix F- The Santa Clara Countywide Bicycle Plan was adopted by the VTA Board of Directors in August 2008.

Appendix G - Page 129-130 Discussion of MUTCD and the MUTCD California Supplement is not entirely accurate. The CA supplement applies throughout the entire document; also it is not merely to make it consistent with the HDM. In short, in California, we use the "MUTCD California Supplement" and not the "MUTCD".

Appendix G -Page 132 The website for the VTA Bicycle Technical Guidelines is incorrect.

It is http://www.vta.org/schedules/bikeways_program.html
Or you can simply put our home page: www.vta.org (http://www.vta.org/)

Credits :Page 135 Michelle DeRobertis' name is spelled wrong,

it is "De" not "Di".

#78

Thank you.

Michelle DeRobertis P.E.
Senior Transportation Planner
Santa Clara Valley Transportation Authority (VTA)
408-321-5716

#79

From: Sean Co
To: jpatton@oaklandnet.com
CC: Doug Kimsey; info@mtc.ca.gov
Date: 2/10/2009 3:15 PM
Subject: Re: Draft Regional Bike Plan: comments

Jason,

Thank you for your comments on MTC's Regional Bicycle Plan.

Responses to your comments are shown below.

1) Data from Census 2000 and ACS 2005-2007 can be compared, with a few caveats. The first is that ACS 2005-2007 is a 3-year period estimate based on the accumulation of 36 monthly samples, not a point estimate centered around 2006. That said, the Census Bureau advises some caution in comparing ACS data for relatively rare events (e.g. bicycling) with comparable Census 2000 data. This is due to the high standard error (relative to the estimate) associated with smaller ACS estimates. For example, when including the margin of error for the bike commute to work in 2005-2007, the share has a 90 confidence level of being between 1.33 and 2.00 percent. Still, the range is higher than the bike commuting share for Census 2000, and a statistically-significant difference.

2) It is MTC staff's opinion that 0.5 FTE is sufficient to implement items in the Regional Bicycle Plan. Once MTC implements funding for the Regional Bikeways Network, additional staff as well as CMA staff, will assist to define the program criteria and funding of bicycle projects. Taken cumulatively, more than 0.5 FTE will be dedicated to bicycle planning.

3) The Regional Bicycle Working Group will work with local agencies to define a process to update the Regional Bikeway Network as part of the group's future work plan.

4) Comment incorporated
5) Comment incorporated
6) Comment incorporated
7) Comment incorporated
8) Comment incorporated
9) An additional entry has been added regarding the Multimodal LOS

Thanks again, your comments will be forwarded to the commission.

Sean

Sean Co
Transportation Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

#79

>>> "Patton, Jason" <JPatton@oaklandnet.com> 1/30/2009 9:01 AM >>>

Greetings,

Please find below comments on the draft Regional Bicycle Plan.

Sincerely,

Jason Patton, PhD
Bicycle and Pedestrian Program Manager
City of Oakland, Community and Economic Development Agency
Transportation Services Division
250 Frank Ogawa Plaza, Suite 4344
Oakland, CA 94612

510-238-7049 (phone)

DRAFT REGIONAL BICYCLE PLAN COMMENTS, 30-JAN-09

(1) (Background, pp 12-13) The analysis of trip-making trends would be improved by considering data from the American Community Survey for 2005, 2006, and 2007. Data from the US Census 2000 and BATS 2000 does not capture the growing interest in bicycling in the current decade. For example, Oakland has seen a 42% increase in bicycle mode share for journey-to-work from 2000 to 2006 (based on a comparison of US Census 2000 to a three year weighted average of the ACS data for 2005, 2006, and 2007).

(2) (Next Steps, pp 67-75) What are the next steps with respect to MTC staffing? The 0.5 FTE currently dedicated to bicycle projects is inadequate for plan implementation. At least one full-time staff person is needed for regional coordination, support, and oversight. MTC staffing of bicycle projects is not proportionate to the bicycle mode share of the region. Until some level of parity in staffing is achieved, bicycle transportation will remain second class.

(3) (Next Steps, p 67, 2b) What is the mechanism for updating the Regional Bikeway Network between Plan updates? Clear expectations and a transparent process are needed for local jurisdictions to work effectively with the CMAs and MTC.

(4) (Next Steps, p 69, 7b, Signage): Replace the included paragraph with the following: Many cities throughout the Bay Area provide wayfinding signage for their local bikeways. Most use the signs included in the California Manual on Uniform Traffic Control Devices: Bicycle Route Guide Signs (D11-1) or the Bicycle Route Number Marker Signs (SG45). Other cities, including Berkeley, have developed special programs using distinctly local signs. These multiple approaches to signage may create issues with continuity at jurisdictional boundaries. They may also complicate efforts to include region-wide information in a uniform manner (e.g. signage for BART stations). Efforts to sign routes of countywide or regional significance like the San Francisco Bay Trail may also create issues with consistency and uniformity. Keep the following paragraph as is that begins with It would be valuable to interview agencies... Add images of the D11-1 and Berkeley boulevard signs to complement the SG45 image already included.

(5) (Next Steps, p 69, 7b, Bicycle lockers) Replace ...Oakland and Palo Alto are beginning to install with Alameda, El Cerrito, Oakland, Palo Alto, Richmond, and Sunnyvale have installed...

(6) (Next Steps, p 70, 8d) Following ...criteria for bicyclists, pedestrians or public transit, add the following sentence: The underlying cause is the widespread use of level of service (LOS) as the primary threshold of significance for measuring transportation impacts and identifying mitigations under the California Environmental Quality Act (CEQA).

(7) (Next Steps): In general, this section puts an overemphasis on funding as a major barrier to plan

#79

implementation. The more significant barriers are (a) the lack of staff resources for bicycle projects; and (b) the lack of integration of bicycle projects into existing projects, particularly with local streets and roads.

(8) (Next Steps, p 74, Innovative policies on the horizon) Replace the last sentence with the following: As more jurisdictions adopt innovative policies, such as quantitative performance measures for all modes, conditions for bicyclists should improve. This distinction is subtle but important. CEQA reform may move towards replacing LOS with vehicle miles traveled or automobile trips generated, rather than multimodal LOS. The multimodal analysis needs to happen, but it may be more effective if it isnt part of CEQA analyses.

(9) (Resources, p 133) The Bicycle Safety Index may have been superseded by NCHRP Report 616, Multimodal Level of Service Analysis for Urban Streets. I have yet to use this report, but its getting a lot of buzz. Consider including it as an additional entry, or replacing the entry for the Bicycle Safety Index.

#80

From: Sean Co
To: debhub@igc.org
CC: 'David Hoffman'; 'Kim Baenisch'; 'Patrick Seidler'
Date: 2/9/2009 4:43 PM
Subject: Re: Regional Bike Plan Comments

Deb,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

24 hour access – Guidelines for future funding will include a section encouraging agencies to allow 24 hour access. Projects funded with Congestion Mitigation Air Quality (CMAQ) funds, require facilities to be open 24 hours per day to reap the maximum air quality benefit as stated by the program goals.

Benchmarks for Goals – For much of the Bicycle Plan goals, MTC seeks to encourage local agencies and transit operators to offer bicycle friendly policies. A benchmark for measuring will be to review how bicycles are being considered with MTC's Routine Accommodations Checklist.

Integrating bicycles on transit – MTC will work with transit operators to provide tools and solutions that will assist transit operators to accommodate bicycles on board.

Bike counts and mode share – MTC has participated in the National Bicycle and Pedestrian Documentation project. A subcommittee will work on consistent reporting and counting methodology.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sean Co
Transportation Planner

#80

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

>>> "Deb Hubsmith" <debhub@igc.org> 1/30/2009 4:58 PM >>>

Sean,

The Marin County Bicycle Coalition and Transportation Alternatives for Marin are pleased to provide you with a copy of our joint-comments on MTC's Regional Bike Plan. If you could confirm receipt, we'd greatly appreciate it.

Please keep us updated on your evaluation of our comments, and subsequent revisions to the Plan.

Thank you for your hard work to improve bicycling in the Bay Area.

Best, Deb

Deb Hubsmith, Advocacy Director
Marin County Bicycle Coalition
P.O. Box663
Fairfax, CA 94978
(415) 454-7430
debhub@igc.org

#81

From: Sean Co
To: Fabian Favila
CC: info@mtc.ca.gov; Janet Spilman; Lynne March; Mona Babauta
Date: 2/4/2009 2:51 PM
Subject: RE: Sonoma County's Comments of the Regional Bicycle Plan--Santa Rosa

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Bicycle and Pedestrian collision information is collected and analyzed and published every year in MTC's State of the System Report. Collision information is shown by city and county. You can find that report on MTC's website http://www.mtc.ca.gov/library/state_of_the_system/index.htm

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sean

Sean Co
Transportation Planner
Metropolitan Transportation Commission
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Oakland, CA 94607-4700
510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

>>> "Favila, Fabian" <FFavila@srcity.org> 1/30/2009 6:55 PM >>>

Hello Sean,
Attached are Santa Rosa's project list revisions/additions. Please contact me if you have any questions.
Fabian

From: Lynne March [mailto:lmarch@sctainfo.org]

#81

Sent: Friday, January 30, 2009 1:54 PM
To: 'Sean Co'
Cc: Favila, Fabian; Babauta, Mona; Janet Spilman
Subject: Sonoma County's Comments of the Regional Bicycle Plan

Sean,
The review of the draft *Regional Bicycle Plan* for the San Francisco Bay Area proved to be more complex than initially anticipated. Many differences were discovered when the maps and lists in the draft were compared to current maps and lists for Sonoma County's jurisdictions.
Map and List Update:
SCTA concluded that the most comprehensive approach was to ascertain from each jurisdiction what they considered to be their EXISTING and PROPOSED parts of the SF Bay Area REGIONAL BICYCLE NETWORK. This list is attached. SCTA requests that the map and lists in the approved Regional Bicycle Plan incorporate the changes as provided.
The list has been extracted in most cases from recently adopted bicycle & pedestrian plans. Cloverdale, Healdsburg, Windsor, Sebastopol, Sonoma, Cotati, and Rohnert Park have adopted plans as part of the *SCTA Countywide Bicycle & Pedestrian Master Plan*. Petaluma also has an adopted bicycle & pedestrian plan. For the County of Sonoma the list is the most current arising from planning efforts that are anticipated to culminate in an adopted plan early this year. Each jurisdiction was requested to validate this list.
Most of the jurisdictions provided costs for proposed segments of the network. Where not assigned, unit costs could be assigned. It should be noted. However, that the costs shown in the draft were judged to be in many cases significantly and unrealistically low. It is recommended that the averaged costs per mile be higher. In Sonoma County's more rural environments, bicycle projects may involve drainage issues, heritage trees, environmental mitigations, and right-of-way constraints, all of which can drive implementation costs upward. In many cases also the less costly, easier-to-construct projects were the first built, thus the remaining segments might be comparatively more costly.
Other comments:
Goal 3 addresses bicycle safety and has the stated goal of reducing bicycle injury and fatal collisions by 25 percent, however, the plan does not provide data on the number of injury and fatal collisions that have occurred in the region and by county. It is suggested that data on the number of injury and fatal collisions be presented by total and collisions per population in a summary table by county. Without this data for a base year we will not be able to measure our success at meeting this goal in future updates of the plan.
Santa Rosa:
The update for Santa Rosa has not yet been received. Santa Rosa staff have been asked to send their information directly to you when it becomes available.

Thank you for this opportunity to update our county's information.

Sincerely,
Lynne March
Transportation Planner
Sonoma County Transportation Authority
490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
707-565-5376
lmarch@sctainfo.org
www.sctainfo.org

#81

#82

From: BikePlan
To: CTY44@aol.com
Date: 2/10/2009 4:43 PM
Subject: Re: Bicyclists training to include a License to ride and operate bikes safely !

Dear Mr. Yates,

Thank you for your thoughtful comments on MTC's Bicycle Plan regarding bicycling education and licensing.

As stated in Goal 3.2 MTC supports efforts to enforce the California Vehicle Code (C.V.C) for cyclists. The C.V.C allows cyclists the full rights and responsibilities as a car. Bicyclists are allowed to ride anywhere on the road except where explicitly prohibited and must follow all the rules of the road including stopping at stop signs.

Furthermore Goal 4.0 supports comprehensive education and supports improvements to the Department of Motor Vehicles Driver's Handbook to emphasize bicycle, pedestrian and vehicle's right of way and operations requirements.

We appreciate your input and your comments will be forwarded to the commission.

>>> <CTY44@aol.com> 2/2/2009 11:27 AM >>>

3.2 Support local government efforts to
improve bicyclist safety by
encouraging enforcement of the
California Vehicle Code for
motorists and cyclists alike.
Examples include diversion training
programs and reduced fines for
errant cyclists so police officers will
be more willing to cite them.
(Diversion training allows motorists
and cyclists who break traffic laws
to avoid having citations
documented in exchange for
attending traffic safety classes.)

Dear Senator Leno and Steve Heminger MTC,

Bicyclists training to include a License to ride and operate bikes safely for everyone's safety. We need a license to govern our actions in all operations; so be Bicyclists to date are in need of such licensing so they are held accountable for their actions when operating a bike. To date; there is no such required licensing for operators of bikes, in being how can one ID a bicyclists when they are confronted with violations or accidents?

Example:

Bicyclists and vehicular operators very often these days run through red lights and stop signs. This action creates accidents many times deaths occur from such violations. Vehicles many times can't escape said violations, but bicyclists do all the time; causing injuries to pedestrians and others in operating of a vehicle or fellow bicyclists.

#82

I'm presenting this request to State Senators and MTC for this 2035 plan; the funds allocated for Bicyclists is extremely sufficient to carry on with this program of required licensing for bikes and operators of bikes no matter bike operators age.

Sincerely,

Craig Thomas Yates
President ISC CA chapter
Chair MCCOD

Stay up to date on the latest news - from sports scores to stocks and so much more (http://aol.com?ncid=emlcntaolcom00000022).

#83

From: BikePlan
To: Chad Rathmann
CC: Anna LaForte; Ben Stupka; Jose Luis Moscovich; Michael Schwartz; Oli...
Date: 2/11/2009 2:15 PM
Subject: Re: Draft Regional Bicycle Plan - 2008 Update -- San Francisco County Transportation Authority
Attachments: SFCTA response.pdf

Chad,

Please see the attached response to your comments on the Draft Regional Bicycle Plan.

Thanks,

Sean

>>> "Chad Rathmann" <chad.rathmann@sfcta.org> 2/2/2009 2:52 PM >>>
Sean,

Please find attached a scanned copy of the Authority's comments on the Draft Regional Bicycle Plan--2008 Update. Please contact me if you have any questions.

Thank you,

Chad Rathmann
Transportation Planner

San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102
415.522.4825
chad.rathmann@sfcta.org
www.sfcta.org (http://www.sfcta.org/)

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#83

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director, Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

February 11, 2009

Tilly Change Deputy Director for Planning
San Francisco County Transportation Authority
100 Van Ness Avenue 26th Floor
San Francisco, CA 94102

RE: Response to comments on the Regional Bicycle Plan

Dear Ms. Chang:

Thank you for your comments on the Regional Bicycle Plan. Please see the response to your comments below.

Chapter 3 – Background (p.18)
Comment incorporated.

Chapter 4 – The Regional Bikeway Network (p.27)
The Regional Bicycle Plan calls for a process to update the Regional Bikeway Network as part of Chapter 6 Next Steps 2a and 2b. This process will involve input from county and local agencies.

There is no current goal for the proportion of bicycle facility types in the plan. Facilities and types were identified from local bicycle plans.

Chapter 4 – Bicycle Access to Public Transit (pp. 45, 46, 48)
The MTA feasibility study has been updated.

Outreach and education on the use of bicycle racks on buses will be conducted through MTC's 511 transit and bicycle information.

The language on "Bicycle Access on Rail" has been changed with the suggested wording.

Chapter 4 – Emerging Bicycle Innovations (p. 50)
Funding sources for innovative projects can be found on p. 62 Table 5.2: "Projected revenue for bicycle projects and programs."

The suggested correction has been incorporated.

Page 52 does include a general statement about the city of San Francisco's colored pavement.

The electronic lockers inventory will be updated with the latest information.

The comments on the bicycle sharing program have been incorporated.

The latest information on the Bicycle Commuter Benefit has been added.

Chapter 5 – Costs and Revenue (p. 59)
The cost of the Regional Bikeways Network has been clarified.

There is no accurate method to provide signage costs for the entire Bay Area as signage differs in each jurisdiction.

The comment on "Cost to maintain and operate facilities" has been incorporated.

Chapter 6 – Next Steps
The process to update the Regional Bikeways Network will be determined by the Regional Bicycle Working Group at future meetings.

Comment noted on the suggestion for priority to local streets and roads rehabilitation.

Comment on data collection incorporated.

Appendix A – Unbuilt Regional Bikeway Network Links
The discussion for the link selection is detailed in Chapter 4 "A Survey of Regional Bicycle Facilities."

Appendix F – Countywide Bicycle Planning
Comments regarding the expenditure plan are incorporated.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sincerely,

Sean Co
Associate Transportation Planner

J:\PROJECT\Ped and Bike\Regional Bike Plan Update 2007\Draft plan\response to comments\SFCTA response.doc

#84

From: BikePlan
To: Dan Dawson
CC: info@mtc.ca.gov
Date: 2/4/2009 3:27 PM
Subject: Re: Draft Regional Bike Plan Comments

Dan,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN).

The prior Regional Bicycle Pedestrian Program which funded many projects on the RBN, did not allow maintenance. Since the new program for funding RBN projects has not been developed, your comment will be taken into consideration when developing the new program criteria.

Revisions to DD 64 will be included in Appendix C.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Thanks,

Sean Co

>>> "Dawson, Dan" <DDawson@co.marin.ca.us> 2/2/2009 4:00 PM >>>
Hi Sean,

Attached please find Marin County's comments on the draft Regional Bike Plan. A hard copy will be following via snail mail.

Please let me know if you have any questions.

Thanks,

Dan

#84

Email Disclaimer: http://www.co.marin.ca.us/nav/misc/EmailDisclaimer.cfm

#85

From: BikePlan
To: Barry Bergman
Date: 2/4/2009 2:57 PM
Subject: Re: comments on Draft Regional Bicycle Plan

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Thanks again for your input into the plan your comments will be forwarded to the commission.

>>> "Barry Bergman" <BBergman@ci.alameda.ca.us> 2/2/2009 4:07 PM >>>
There are two projects that were included in the 2001 Regional Bicycle Plan that have not been included in the 2008 draft plan:

Alameda Bay Trail - While portions of the Bay Trail in Alameda are indicated on the network map, the proposed trail at Alameda Point is not included.

Oakland/Alameda connection - Would connect Oakland to Alameda across the estuary in the vicinity of the Webster and Posey Tubes. This is a critical connection for Alameda, and the City is in the process of completing a feasibility study for the project.

The City would like to see these projects included in the 2008 plan as well. Please contact me if you need any additional information. Thank you.

Barry Bergman

Barry Bergman
Transportation Coordinator
City of Alameda Public Works Dept.
950 West Mall Square, Room 110
Alameda, CA 94501-7552

#85

510-749-5916 (tel)
510-749-5867 (fax)
510-222-7538 (TDD)

#86

From: BikePlan
To: Lawrence Ames
Date: 2/10/2009 4:46 PM
Subject: Re: comments to Regional Bike Plan

Dear Mr. Ames,

Thank you for your comments on the Regional Bicycle Plan.

Projects listed in the Bicycle Plan are only projects from the existing Regional Bikeways Network. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

>>> "Ames, Lawrence" <lawrence.ames@lmco.com> 2/2/2009 4:07 PM >>>

Hi,

As an avid bicyclist, I am pleased to see the work that has gone into planning for the maintenance and enhancement of the regional bike network.

After a quick review, I noticed that a key missing piece does not appear to be addressed:
What's missing is a bike connection along the I-80 corridor between Fairfield (and the nearby bike-friendly region around Davis) and Vallejo (and the San Francisco Bay Trail network). Trails and quiet roadways connect from Red Top Rd. at I-80 near Cordeilia, following along the old US 40 alignment, all the way up to Lake Tahoe; at the other end is a nice off-road bike path along Interstate 80 from the next exit south that goes into Vallejo, but the short stretch in between along I-80 in the American Canyon is inaccessible. Detailed maps of the area show a connecting frontage road, McGary Rd., but it is closed and fenced off.

My recommendation: include a small amount of money to provide a gate in the McGary Rd. fence at Red Top Road, some funds for pavement repair and crack sealing of the closed road, and also provide for striping and signage.

I would be pleased to provide additional information (maps and photos) if desired.

~Larry Ames
1218 Willow St., San Jose, CA 95125
408/742-1798

#87

From: BikePlan
To: Roger Marquis
Date: 2/10/2009 5:08 PM
Subject: Re: DRAFT 2008 Regional Bicycle Plan for the San Francisco Bay Area

Dear Mr. Marquis,

Thank you for your comments on the Regional Bicycle Plan.

Projects listed in the Bicycle Plan are only projects from the Regional Bicycle Network. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future. Please refer to p. 27 of the plan for a detailed description and link selection criteria of the Regional Bikeway Network.

The network is designed to complement bicycle projects by city and county agencies. These agencies are responsible for providing connections to MTC's regional network.

Thanks again for your input into the plan your comments will be forwarded to the commission.

>>> Roger Marquis <marquis@roble.com> 2/2/2009 4:57 PM >>>
Three years ago I gave Beth Walukas a list of the top 40 or so roads and intersections that negatively impact the safety and accessibility of bicyclists traveling to, from, and across Alameda County. I did this as a member of the ACTIA Bicycle and Pedestrian Advisory Commission in hopes these bicycle arterials would be incorporated into the RBN.

Reading through the Nov 14, 2008 Draft Regional Bicycle Plan for the Bay Area, however, I see no mention of most of the routes or intersections outlined (which are all de-facto bicycle arterials) much less most of the other bicycle arterial safety and accessibility bottlenecks outside of the East Bay. In place of some of the listed roadways the Plan instead includes Class I paths, not bike paths but multi-use paths. In many of these cases the paths are not equivalent in terms of accessibility to their parallel roadways, will exacerbate the safety problems of those roadways, and will not even be viable cycling routes due to their location, poor integration with existing roadways and destinations, and issues with congestion, particularly the paths with significant pedestrian utilization.

Further, many of the "Existing Regional Bikeway Network Links" are simply route designations, often without shoulders, bike lanes, sharrows, signal triggers, or other bicycle accommodations.

If this RBN is "nearly half complete, as the Draft indicates there will still be very large gaps between destinations and bicyclists will have been poorly served when it is complete. The monies spent completion of this plan will have a very low ROI when measured in rider-mileage increases.

It appears the drafters of this document were primarily focused on short trips (less than 5 miles) to transit hubs. Those large number of cyclists traveling more than 5 miles, in contrast, were apparently not well studied

#87

and will not see much improvement when the estimated $1.4B has been spent to complete the RBN.

Having lived and cycled extensively in European and Asian countries where bicyclists are far better accommodated than they are here in California I cannot help but be disappointed by both the quality and scope of this draft document. Given the increase in population and traffic expected in the coming decades it is clear that bicycling will be more difficult in the future, in large part because of a lack of outreach to all but a select few bicycling groups and a substantial misunderstand of who is bicycling and where they would if they could.

As I indicated to Ms Walukas, I am always available to help anyone in the MTC identify underserved bicyclists and bicyling groups, the arterials they use or would like to, and rank those routes in terms of safety and accessibility problems.

Sincerely,
Roger Marquis
marquis@roble.com, 510-229-4552

Daily Bay Area bicyclist since 1973.
USCF coach since 1978.
Past president of 3 local cycling clubs and the U.C.Berkeley cycling team.
USCF International team coach and assistant Junior Worlds coach.
Author of numerous articles in local and national cycling publications.
Instructor of a number of cycling skills clinics.
Past member of SVBC, SMCBC, MCBC, ACTIA BPAC and numerous municipal bicycle advisory committees.

#88

From: Sean Co
To: Rochelle Wheeler
Date: 2/11/2009 3:00 PM
Subject: Re: Comments on Draft Regional Bike Plan

Rochelle,

Thank you for your comments on the Regional Bicycle Plan. Please see the response to your comments below.

Chapter 2:
Suggested wording changes have been incorporated.

Chapter 3:
P. 11 Comment incorporated.
P. 15 The dashes refer in this section mean that no trips of that type were selected.

P. 18 While the data seems to infer that rate of collisions remains the same it is difficult to show without data on the exposure of cyclists on the roadways. We can only show the number of collisions and VMT.

Chapter 4:
The northern Alameda County-Contra Costa County connection refers to the Spruce/Wildcat link. This reference has been removed.

Chapter 5:
Comments incorporated.

Chapter 6:
P. 67: The Regional Bicycle Plan calls for a process to update the Regional Bikeway Network as part of Chapter 6 Next Steps 2a and 2b. This process will involve input from county and local agencies.

P. 71: This section is now listed in the Table of Contents.

Appendix C:
Comment incorporated.

Appendix F:
Comment incorporated.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Thanks,

Sean

Sean Co
Transportation Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

#88

510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

>>> "Rochelle Wheeler" <rwheeler@actia2022.com> 2/2/2009 8:16 PM >>>

Hi Sean,
Attached are my comments on the Draft Regional Bike Plan. I hope that your Feb 2nd deadline meant midnight and not 5pm!

The Plan looks terrific and is a big improvement from the last one – the goals and policies are concise; the data is reliable and relevant, the network is much more easily understood; and it's beautifully laid out. Good job! I only wish I could have had more time to review it. If any of my comments are off-base, or I've suggested adding something that is already in the plan, I do apologize. I gave it a quick read.

Thanks for the opportunity to comment!

-Rochelle

Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
AlamedaCountyTransportation Improvement Authority
1333 Broadway, Suite 300
Oakland, CA 94612
Tel: 510-267-6121
Fax: 510-893-6489
Email: rwheeler@ACTIA2022.com
Web: www.actia2022.com

#89

From: Sean Co
To: Dianne Steinhauser; Doug Kimsey
Date: 2/9/2009 5:00 PM
Subject: Re: Comment Ltr on RBP
Attachments: MTC Ltr regioanl bike plan- signed.pdf

Ms. Stenhauser,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

About 1/3 of the RBN consists of Class I paths which shared by both pedestrians and cyclists. In the cases where a facility is a shared use path, we support your efforts to encourage pedestrian activity on the facility.

The prior Regional Bicycle Pedestrian Program which funded many projects on the RBN, did not allow maintenance. Since the new program for funding RBN projects has not been developed, your comment will be taken into consideration when developing the new program criteria.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sean Co
Transportation Planner
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#89

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510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

>>> Dianne Steinhauser <DSteinhauser@tam.ca.gov> 2/2/2009 9:40 PM >>>
Greetings,

I believe this was supposed to be sent to you by Friday, but ask for you to still consider it today. Thanks

#89

Transportation Authority of Marin

750 Lindaro Street
Suite 200
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
Sandra Donnell

Corte Madera
Alexandra Cock

Fairfax
Mary Ann Maggiore

Larkspur
Joan Lundstrom

Mill Valley
Stephanie Moulton-Peters

Novato
Madeline Kellner

Ross
Michael Skall

San Anselmo
Peter Breen

San Rafael
Al Boro

Sausalito
Amy Belser

Tiburon
Alice Fredericks

County of Marin
Susan L. Adams
Hal Brown
Charles McGlashan
Steve Kinsey
Judy Arnold

February 2nd, 2009

Mr. Steve Heminger,
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attn: Doug Kimsey/Sean Co

Re: Regional Bike Plan RTP comments

Doug/Sean,

We submit these comments on the Regional Bike Plan in light of its standing as part of the T-2035 Regional Transportation Plan.

The Transportation Authority of Marin has been participating in the development of key policies and inventories around bicycle and pedestrian facilities. We have several general comments and support a number of specific comments on routes in Marin, transmitted in a letter, attached, from the Marin County Bicycle Coalition.

We bring to your attention that in many cases, the facilities we are constructing are for both bicycle and pedestrian usage. We request flexibility in addressing both the needs of pedestrians and bicyclists in funding we receive in the RTP for this purpose. With an aging population, an emphasis on developing walkable communities, and the efforts we are supporting with our own local funds to convert both work-related and school-related trips to walking trips, we ask that in its funding practices, that MTC support facilities that address both bike and ped needs.

We also bring to your attention the lack of funding allowance for bike/ped facility maintenance. As with our extensive network of roads, our growing network of bike/ped facilities are requiring major maintenance, due to age and usage. We request MTC recognize the need to maintain these facilities as well, and plan for funding for this purpose.

We note that many of the projects in MTC's plan as Unbuilt Projects in Marin County are in fact are under development or even under

construction. We also note that as projects are designed, costs are refined, and in many cases have costs higher than what is shown in your plan. We request flexibility in all of these projects to allow sponsors to manage regular updates in project costs.

Regarding detailed route comments, we request attention to clearly define the Marin County North-South Greenway (referenced as Mrn-9). Elements of this facility run from Southern Marin, through San Rafael, through Novato and on to the Sonoma County Line. Note that the path along the NWP line (Northwest Pacific rail corridor, also SMART rail corridor) does not exist north of Novato on the rail corridor, but rather parallels the freeway and is part of the Marin-Sonoma Narrows project.

Finally, we support the detailed Comments on Routes in Marin, submitted by the Marin County Bicycle Coalition and Transportation Alternatives for Marin. Their letter is attached.

TAM looks forward to continuing to work with MTC on putting funds to work in addressing our growing bike/ped needs in Marin County.

Please contact me at 415-226-0820 or dsteinhauser@tam.ca.gov if you have any questions.

Sincerely,

Dianne Steinhauser, Executive Director
Transportation Authority of Marin

C: Deb Hubsmith
Craig Tackabery

#90

From: Liz Brisson
To: Timothy Rood
CC: MTC info
Date: 2/23/2009 11:39 AM
Subject: Re: Public Information - Comment on Draft RTP

Dear Mr. Rood,

Thank you for your interest in the Transportation 2035 Plan. We appreciate your support of the Plan's investment in transit, walking, bicycling, and smart growth projects, and share your concern that the region must do more to reduce greenhouse gas emissions. Your comment raises concerns with MTC's "prior commitment" policy and suggests the Final plan include a greater commitment to land use strategies.

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> "Timothy Rood" <tim@community-design.com> 2/3/2009 3:32 PM >>>
To Whom it May Concern,

The draft version of the Regional Transportation Plan includes unprecedented funding for programs and projects that support transit, walking, bicycling, smart growth - and a huge step forward in the Bay Area's commitment to fighting climate change. But even with these new investments and commitment, the Metropolitan Transportation Commission's own modeling shows that the RTP won't meet the critical new global warming, pollution reduction, and affordability goals. We can do better.

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

A major impediment to meeting the 2013 goals will be the continued practice of having a preponderance of projects considered "committed", even if they do not meet regional goals and are nowhere near their construction phase. The final RTP should include a commitment to begin work immediately with the

#90

county congestion management agencies to identify projects, and to identify and evaluate alternative investments in these corridors. This process must begin now so that MTC, the counties, and members of the public may have a transparent process to define committed projects in advance of the next RTP update.

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

Thank you for the opportunity to comment.

Timothy Rood AICP LEED

———

Timothy Rood, AICP Architect

LEED Accredited Professional

Principal
Community Design + Architecture
Region + City + Neighborhood + Design

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#91

From: John Goodwin
To: Clark Suprynowicz
CC: info@mtc.ca.gov
Date: 2/23/2009 12:03 PM
Subject: Re: T-2035 Comments (Suprynowicz-Sustainable Transportation)

Dear Mr. Suprynowicz:

Thank you for your comments regarding the Draft Transportation 2035 Plan, and for voicing your support for the investment plan championed by Transform. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

The Draft Transportation 2035 Plan directs two-thirds of anticipated revenues to public transit, and also increases funding for bicycle and pedestrian improvements, and the Transportation for Livable Communities program, as well as new funding for a Transportation Climate Action Program, and for Safe Routes to Transit and Safe Routes to School initiatives. The Draft Plan, in short, puts change in motion.

We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Clark Suprynowicz <clark@famousbrandmusic.com> 2/3/2009 4:14 PM >>>
As a longtime fan and supporter of Transform, I wanted to voice my enthusiasm for a transit plan - one they have championed - that gives maximum attention to transit, walking, bicycling & smart growth.

Clark Suprynowicz
1723 Stuart St.
Berkeley, Ca.
94703

#92

From: Ellen Griffin
To: Erica Etelson; MTC info
Date: 3/2/2009 2:16 PM
Subject: Re: Public Information

Dear Ms. Etelson,

Thanks for your email relating to the Bay Area's Draft Transportation 2035 Plan. As you note, the plan includes significant new funding for MTC's Transportation for Livable Communities Program, a Regional Bicycle Program, a new Climate Action Program as well as funding for Safe Routes to Schools/Safe Routes to Transit. You also suggested that MTC should revisit some of its prior commitments. This is a view that many others have expressed. Your comments will be forwarded to the Commission, which is slated to take final action on this plan on March 25.

Again, thank you for taking the time to comment.

Ellen Griffin
MTC Legislation and Public Affairs

>>> "Erica Etelson" <ericadavid@earthlink.net> 2/9/2009 9:04 AM >>>
Dear MTC:

The Draft Plan is a great start toward a sustainable transportation infrastructure for the Bay Area. However, much more can and must be done if we hope to avert climate chaos and withstand the depletion of global oil reserves.

a.. The final plan should include commitments to programs that support transit, biking, and walking, including doubling funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

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

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

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

#92

Sincerely,

Erica Etelson
Berkeley Oil Independence Task Force

#93

From: John Goodwin
To: Judith Katz
CC: info@mtc.ca.gov
Date: 2/23/2009 12:00 PM
Subject: Re: T-2035 Comments (Katz-Sustainable Transportation)

Dear Ms. Katz:

Thank you for your thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

As you know, the Draft Plan directs two-thirds of anticipated revenues from 2010-2035 to public transit, and also increases funding for bicycle and pedestrian improvements, and the Transportation for Livable Communities program, as well as new funding for a Transportation Climate Action Program, and for Safe Routes to Transit and Safe Routes to School initiatives. The Draft Plan, in short, puts change in motion.

We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Judith Katz <judithkatz@yahoo.com> 2/9/2009 9:12 AM >>>
Greetings:

My name is Judith Katz and I am writing with regard to the draft Regional Transporation Plan. I urge you to adopt a final plan that supports public transit, biking, and walking, doubled funding for the Transportation for Livable Communities (TLC) program, new funding for Safe Routes to Transit and Safe Routes to Schools, and a transportation climate program.

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

The final plan should include a commitment to identify and evaluate more sustainable investments in these corridors that will help us reduce reliance on cars.

The final plan should include a policy that prioritizes allocation of funding for programs such as Transportation for Livable Communities and new Safe Routes to Transit funding for designated Priority Development Areas.

Thank you for your time and kind attention. I look forward to hearing your positive response.

Sincerely

Judith Katz

#93

PMB 572
2425 Channing Way
Berkeley, CA 94704
650-303-4237

#94

From: John Goodwin
To: Ed Reid
CC: info@mtc.ca.gov
Date: 2/23/2009 11:53 AM
Subject: Re: T-2035 Comments (Reid-Sustainable Transportation)

Dear Mr. Reid:
Thank you for your thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Ed Reid <reidworld@yahoo.com> 2/9/2009 10:08 AM >>>
Metropolitan Transportation Commission:

It is important that the Regional Transportation Planmake the Bay Area a leader in climate protection and fossil-free transportation.

The Regional Transportation Plan must include new investments but with these new investments, according to the Metropolitan Transportation Commission's own modeling, the plan will not meet the critical new global warming, pollution reduction, and affordability goals.

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

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

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

#94

these corridors that will help us reduce reliance on cars.

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

Edward Reid
Berkeley, CA

#95

From: MTC info
To: Hamatik Printing USA
CC: MTC info
Date: 2/19/2009 10:46 AM
Subject: Re: Pedestrian safety

Thank you for your comments on pedestrian safety.

Road safety is a top concern for MTC as well as to the State of California. MTC staff have been involved in a statewide Strategic Highway Safety Plan led by Caltrans, The California Highway Patrol, Office of Traffic Safety, Department of Motor Vehicles and the Department of Alcoholic Beverage Control. The plan identifies areas of concern for all road users including pedestrians and has a target of reducing pedestrian fatalities by 25 percent from their 2000 levels.

MTC has adopted these goals and identified them in the Transportation 2035 Plan. The latest design guidelines to improve safety for pedestrians can be found in the bicycle and pedestrian safety toolbox. MTC works with many local agencies to improve pedestrian safety and walkability in communities in the Bay Area.

Many of our suggestions for improving traffic safety are already considered the state of the practice for many agencies.

Thank you again for you comments.

MTC Public Information

>>> "Hamatik Printing USA" <hamatikusa@thejnet.com> 2/11/2009 10:04 AM >>>

It is no secret that the volume of pedestrian accidents is alarming. There are no arguments that something must be done to stop sending people to their graves regardless of their age or status. Steps must urgently be taken to reduce this annual fiasco of over 6,000 mothers, fathers, brothers, sisters, sons, daughters, friends and relatives who's lives are being snuffed out each year thus leaving family and friends grieving, As well as more then 15,000 severely wounded, never to recover. The question is can that frightening predicament be solved? The answer is 90 percent of these calamity's can be avoided. Many accidents earns unjustified the term "accident" but should rather be called homicide. A substantial amount of accidents can be credited to bad traffic laws. As a driver for 10 years who is constantly on the road, and as a "safety" activist who wrote many articles in various newspapers regarding "safety" matters, I would like to share my opinions. I strongly urge everyone who has the authority, to help enforce my suggestions, thus saving countless lives.

One of the most crimes on our world is the fact that a pedestrian has no right to cross the street. The sign may say walk, but a vehicle comes speeding from the other street and turns in. it won't be exaggerated to say,

#95

that, (in smaller streets) it is safer to cross in the middle of the street then by the corner. By the corner you have no control whatsoever what is going on in the other street. The law is very dry. "If the pedestrian is on the road the vehicle must stop", but parked vehicles are blocking the whew, and the only time the driver of that vehicle gets to know that he must stop is only when he gets to the intersection and he sees the pedestrian. Should a law like this be a called, "a protection for pedestrians?" that a driver who runs a 3,000 pound of metal and plastic at a speed of 25 M.P.O. should be told to stop at a range on 10 - 20 ft. (only by bigger avenues, the light will be red for both sides of the street while pedestrians are crossing.) I am shocked to see on the internet one accident after the other from vehicles that turned into a street and knocked down a pedestrian in the crosswalk. The driver claimed that the pedestrian wasn't in the middle of the road when he arrived at the intersection, and the pedestrian is dead and doesn't say anything, and the joke goes on. What it's worrisome, is the fact that even if the driver of the turning vehicle is careful, hazards will remain. Consider that one. Here is a two-way street and a driver wants to make a left turn, so he waits for a gape in the lane of the opposite direction. Traffic is busy and let the anxious driver wait for a while thus holding up a huge line of cars (and many times there horn honking is like a big orchestra) who are making his nerves dissolving. Finely some gape is created. The anxious driver accelerates franticly and makes his turn. In the same time a pedestrian is in the crosswalk. What is going to happen? Will signs on the street urging drivers to "stop for pedestrians" prevent anything? I myself had recently such awful story when I once made a left turn from a two-way street. I always use extra caution so I still managed to stop, but many drivers would already hit the two girls who were on there way home from school.

The concern is even further, people feel that they are not safe in the crosswalk, so they end up jaywalking which decreases safety and increases accidents. We must make crosswalks really safe so a responsible lady or gentlemen have a choice to cross the street safely.

There are some laws, that, although they are vital, they are never heeded by drivers. As a school bus driver, I always look at other school buses as they pull out of a parking by the school and must back up, that they aren't going to the back of the bus to see if somebody is behind. The law in the book is very firm not to back without doing this procedure. In the mid of December '08, a lady was crushed to dead because of that. One most not be very smart to understand that backing a large vehicle while relying just on the side-whew mirrors is like driving half blind. You never know what's behind you. It is not school buses who commit this crime, from all of the many thousands larger vehicles who fill the streets in New York, you won't found even 1 percent who will go out to make sure nobody is behind. The question is why the law is not issuing tickets to such violators. The only thing which scares drivers, is, tickets. People who got killed don't matter. Yung kids, who will be left in a coma for their entire life, won't make people change their driving habit, the silly 150$ will do it, it seems that this vital rule (to walk to the back before reversing) is just a mere recommendation.

#95

Most laws which are written in the driver's manual are essential for "safety". These laws are supposed to refrain those fast moving heavy pieces of metal and plastic, from destruct whatever comes in their way. Hence it is no question regarding the necessity of traffic laws, what needs to be challenged, is, the enforcement of these regulations. I see all kinds of violations not on daily bases, but on minute bases. From passing school buses to, passing a street light. From entering a bike lain (to pass other vehicles) to backing out from one street to another. From being engrossed in a hand-cellphone Conversation, to riding at 40 M.P.O. in 20 M.P.O. zone. Why is all this happening? Perhaps, the law enforcement should be multiplied. A) It seems that it must be 5 times the amount of traffic officers, and maybe things will start to get in place. The money to finance that huge army can be driven from the ticket itself. (Plus penalty charges for not paying the ticket in time) I also suggest that instead of issuing so many parking tickets, moving violations should be the priority. The slightest moving violation is doing more harm then most of parking violations. B) Cameras should be installed at many intersections. C) False cameras which is not expensive should be seen everywhere, to scare reckless drivers.

Please read my suggestions about the subject written above, plus other safety points.

Crosswalks

1) Lights at intersections must give a minute for "safe pedestrian crossing". This means, that it must be red for vehicles of both sides of the street when the pedestrian has walk. (or should a law be passed that every vehicle must come to a full stop before turning regardless if a pedestrian is in the crosswalk or not.)

1-A) The time of pedestrian's right of way should be estimated by elder people. The sign should say walk as long as it takes an 80 year old men to cross that street.

2) In a crosswalk where it already happened an accident, a bump on the road should be build, sufficient enough to force vehicles physically to slow down. If several accidents occurred in the same crosswalk, the crosswalk should be removed from the intersection @ be placed in the middle of the street.

3) Wide crosswalks where people have to cross more then four lanes should have a 4 ft. wide platform in the middle.

4) A road without a sidewalk is a potential danger. In a residential area it shouldn't be a road without sidewalk at least 4 ft. wide.

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(Bumps on the road are extremely safety-friendly, and should always be considered and encroached in residential places.)

5) Many motorists are waiting at red lights in the crosswalk. a substantional amount of motorists don't acknowledge the crosswalk as a place designated exclusively for pedestrians. I suggest to ticket such drivers.

School bus safety

1) The laws regarding school bus safety must be reconsidered. Too many drivers are passing school buses. The law of "stopping for a school bus with the lights on," is containing some unnecessary abuse to the traffic which causes to reduce the respect towered school buses. For example, to keep up a whole line of cars while loading-unloading an entire bus with dozens of children when they don't have to cross the street will only make matters worse. (However, this must be considered carefully. I had plenty times that kids have darted out in the gutter which wasn't a pleasant experienced.)

2) If the child is waiting on the opposite side of the street (the child will have to cross the street), then the bus should position in an angel to block the street before picking up or letting down. To rely upon the red fleshers means jeopardizing the life of the child! Cars keep on passing school buses with the red fleshers on, willingly or while being distracted. Only the frame of the bus will protect the children.

3) Never should a driver stay at a bus stop with his lights off. When a child sees the bus, he/she will come running. A driver shouldn't think he had trained the children not to come before signaling. If he is running early, he should pull aside 100 ft. before the stop and wait for the exact time. Staying at a stop with the lights off is a mortal danger. It's the worst mistake a school bus driver can make.

4) Many motorists would stop for school buses but cant withstood the honking horns from cars behind. Honking a horn on a driver who stops for a school bus is the same sin as passing, and should be handled so.

5) A bus driver can't show for cars to pass. The child interoperates it as a signal to come. It also takes away the authority of police officers. Many times when a police officer tickets someone for passing a school bus the passer claims that the bus driver signaled him to pass. The bus driver who knows the passer and don't want to buy an enemy will agree to the arbitration. I personally know several of such incidents. The law which permits for drivers to signal for cars to pass is a mistake.

6) Every bus must be equipped with a stop arm. It will reduce the number of violators to half.

7) As of now, the law doesn't require from school buses to have a stop arm. Many drivers that are passing school buses are just distracted. A stop arm reduces school-bus-passers, and should therefore be a must.

8) Power doors are not safe in school buses. The bus driver must have the option to open the stop arm (to stop oncoming vehicles) without opening the

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door, which will cause the children to come before the traffic is stopped. (As of now, drivers are trying to stop traffic with the yellow flashers, but that only causes the opposite. Cars are speeding up to still-make it before the stop arm opens up. Many kids were killed when they dart out in the gutter on their way to the bus, and the stop arm wasn't open. I had two bad near-accidents where the child almost got killed. I had my lesson. I always release the latch of the door before I come to a full stop, [you can't do that with power doors] so the arm comes out. By the time the child sees the bus stopped, traffic is stopped to. [I also position the bus in an angel to block traffic physically. It may not comply with the law, but it surely complies with those kids who got killed by cars that passed the school bus wile they were getting on-of the bus.])

Other safety tips

1) Tinted windows don't add to safety. Whenever a man puts his feet on the gutter, he must know if the driver seat (of the parked vehicle he must go in front [or behind]) is occupied. I myself had 5 cases where I let down children from my bus, and all of a sudden the vehicle in front started to back. One time he stopped just when he was about to hit the child. I always try to look inside the vehicle the kids will have to go behind, but the windows that were tinted like paint, denied any view.

2) As of now, a motorist who kills a person while driving reckless, will get a tiket... The biggest crime in the universe is driving reckless, This is truly homicide. A driver who is submitting to he's anxiousness and does reckless things while maneuvering he's 2-3 thousand pound of metal and plastic, is a far more danger to the universe then a man who robes a bank. It is an earthshaking transgression, that one can kill innocent people while committing a reckless act, and will be punished with a 150$ fine. Will g-od forgive us for that? A law of making the committing a reckless act, equivalence to pulling a trigger of a gun, must be passed.

3) As mentioned above, there are laws that are written in the driving manual, but violators are not subject to tickets if they violate it. I require enforcing all those laws in a way that drivers should be ticketed for violating them.

4) A law should be passed, that no vehicle is allowed to park double 50 ft. close to a crosswalk. Double parked vehicles, block the sight of pedestrians from seeing oncoming traffic, as well as the sight of oncoming traffic from seeing crossing pedestrians. (You can always see delivery trucks that salve the parking problem by parking in the crosswalk, thus blocking entirely the way for pedestrians. Where are the ticket writers? They are not to be found. You will only find them by street cleaning violations, not by things regarding safety.)

5) The new technology of vehicle who ride very silent (older vehicles' are more nosy), cause people not to hear the sound of a backing vehicle. A law should be past that every vehicle regardless of the size, most have an installed backing-alarm.

6) Every driver must take a 6 our "pedestrian safety" class each and every

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year. The lessons should contain all sorts of hazards involving pedestrians. The class should be fallowed by a written test.

7) Police officers who fight crimes aren't sufficient enough to fight traffic violations. A special unit, made out of a huge army of trained official's who's only task should be traffic crimes, will do the job. The finance source can be the money that the tickets will bring in.

9) When you go to wallmart, you will see people who think they are driving in an open highway. A parking lot must be equipped with bumps at every 100 ft.

10) The maximum speed limit in the U.S. and perhaps in the world is 65 M.P.O., why should vehicles be build to a maximum riding of over 100 M.P.O.? Emergency vehicles should need special permission for additional speed capacity.

10-A) Vehicles shouldn't have the capacity of backing more them 1 mile per our. Backing is always dangerous; let that hazard be reduced to a minimum.

11) Those racing cars as corvette, e.t.s., belong in a racing car field. Why should vehicles have the capacity of rising from zero to 60 M.P.O. in 6 seconds? A pedestrian can be in the middle of the street and suddenly an excited youngster who just got his new toy wants to get the full satisfaction of his investment, and presses down on the gas. The poor pedestrian is running back to the sidewalk and gets killed by an other vehicle. The happy youngster doesn't have the time to attend to the victim and zooms off..

12) Many sanitation truck drivers are extremely reckless. They feel as tough they are protected because they are working for the city. No police officer wants to ticket them and they just do what ever they want. Passing lights - passing school buses - making u turns in a crosswalk while the light is red. (Is the best time to do it, Cars are stopped..) - in a small street they will turn in, in the wrong direction to be able to get to the next street without having to circle the street. Talking on a hand sel. While backing fast. Sanitation drivers must be educated on safe driving.

13) Cameras should be installed at intersections in substantial amounts. The money should be funded from the tickets.

14) In the winter, all vehicles must be equipped with snow tires. (All year tires are not really effective. Only snow tires will do the job.

15) Every car has a feature that locks the wheels unless the key is in the ignition. It's ironic that a school bus which always has children on board lays free for every vicious child to release the parking brakes and to let this 25,000 lb. bus rolling freely. A law of installing this brake-lock feature on new @ older buses should be passed

Laws for pedestrians

1) Every pedestrian must wear a reflector from 8 a clock at night.

#95

2) Crossing the street wile talking on a hand sel. Is the same hazard (for him and for the husband of his wife @ the father of his children. [In many cases they also endanger the motorists who try to avoid them]) as driving with a hand sel. And should be treated the same.

3) Once crosswalks will be safe, it will be justified to force people to use it.

The efficiency of the current system of crosswalks we had already seen. A number that ranges between 5 @ 6 thousand fatalities and approximate 70,000 wounded per year is far more then a waking call to look for a different solution. If it will be hard to bring fort all the recommendations mentioned above, at least let's start to steer in that direction.

#96

From: Sean Co
To: swoo@sta-snci.com
Date: 2/12/2009 1:52 PM
Subject: Re: *URGENT* Regional Bicycle Plan Comments - Solano County

Dear Sara,

Thank you for your comments on the Regional Bicycle Plan and corrections to the Regional Bikeways Network (RBN). We appreciate the effort to correct project listings on the RBN.

All of your corrections to projects will be made to the maps as well as the project tables in Appendix A and B.

MTC conducted a through review by requesting agencies provide the best cost estimates and segment descriptions in two rounds of review in 2007. We realize that costs and projects have changed since then. Due to the changing nature of the project listings, the corrections will not appear in the Final Regional Bicycle Plan but will rather be posted to MTC's website. This will allow us to make changes as needed. The maps from the RBN are not intended as route finding maps but to show where the projects fall within each jurisdiction.

Please note that since your projects are listed as part of the RBN, it is included in the $1 billion investment package that is outlined in the Draft Transportation 2035 Regional Transportation Plan.

Projects listed in the Bicycle Plan are only projects from the RBN. This network was defined in 2001 with input from the local agencies. This plan is only an updated to the 2001 network with a detailed inventory of which projects have been completed in the past eight years. This network is not an inclusive list and the Regional Bicycle Working Group will define a process to amend projects on the network in the future.

Thanks again for your input into the plan your comments will be forwarded to the commission.

Sean

Sean Co
Transportation Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

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

Hi Sean,

Thanks for the opportunity to comment on the Draft Regional Bicycle Plan and also for helping me go over my follow up concerns regarding STA's comments yesterday. The draft plan looks great and it does

#96

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

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

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

Best,

Sara Woo

Planning Assistant
Department of Strategic Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585
(707) 399-3214 Direct
(707) 424-6075 Office
(707) 424-6074 Fax
email: swoo@sta-snci.com
web: www.solanolinks.com (http://www.solanolinks.com/)
PPlease consider the environment before printing thismessage.

#97

From: Carolyn Clevenger
To: Czl; info, MTC
CC: info@mtc.ca.gov
Date: 2/17/2009 8:54 AM
Subject: Re: draft 2035 plan

Dear Chris,

Thank you for your comment on MTC's Transportation 2035.

We agree that a continuous carpool system is an important regional goal. One of the major reasons MTC has made developing a Regional HOT Network a priority is to more quickly fill the gaps of the HOV system. The region has invested huge amounts of money in the carpool system, and the challenge is to make sure we make the most efficient use of that investment. HOT lanes provide a tool to help better manage the entire highway system. Our analysis has shown that we can complete the HOV system up to 20 to 40 years faster as HOT than as HOV due to revenue.

We agree that allowing hybrids in the HOV/HOT lanes may not be the best use of available lane capacity. Fortunately, current law only allows a relatively small number of hybrids to register for HOV/HOT eligibility statewide, so it hasn't been a big issue thus far.

HOT lanes provide travelers with a new choice, provide for more efficient use of lane capacity, add a pricing mechanism to the system that charges for peak usage (similar to your telephone bill, airline trave, etc.) and provide a mechanism where SOV users can help subsidize lane and alternative transportation improvements such as corridor express bus service.

As an aside, the HOT lanes operating in Southern California have found that HOT lanes have encouraged additional carpooling.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035.

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

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

How many times does it have to be said? HOT lanes are pretentious and ridiculous at best, unproductive and wasteful at worst. All that is needed to see through this shallow thinking is to examine our current carpool lane policy:
Specifically, the policy of allowing some hybrid cars (any hybrid vehicles for that matter) to use a carpool lane during carpool hours without the required number of persons in the vehicle is heinously flawed. Hybrid vehicles by definition are non-gasoline users during operations that in conventional vehicles would

#97

normally use the most gas, including stopped idling and stop-and-go urban driving. Why do we placate a few pious, non-carpooling hybrid drivers by allowing them to operate their vehicles in a full/major gasoline use mode (65mph) in a carpool lane when the most efficient use of a hybrid is to let it sit in traffic, idle, stop-and-go?

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

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

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

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

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

Will you ever get a clue?

Chris Lev
27 Vendola Drive
Santa Venetia
94903

#98

From: Sean Co
To: Paul Goldstein
CC: ANDREW M CASTEEL; Corinne Winter
Date: 2/23/2009 4:59 PM
Subject: Re: SVBC Comments on RTP

Paul,

Thank you for your comments on the Regional Bicycle Plan.

The Regional Bikeway Network (RBN) was defined as a regional network that was a subset of county plans. The RBN is a corridor level network with connections provided by local agencies. Criteria for this network is defined on page 28 of the plan. The network was never intended to include every link in the Bay Area, it is one component to increase bicycling in the Bay Area.

Included in MTC's Regional Transportation Plan, Transportation 2035, is a commitment from MTC to fund and complete this network. The funding in T-2035 was only to fund projects on this network. Other fund sources exist, some administered by MTC that can fund local projects. For a complete list of funding please see Table 5.2 on page 62.

Once again thank you for your comments, they will be forwarded to the commission.

Thanks,

Sean

Sean Co
Transportation Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
510-817-5748 Phone
510-817-5848 Fax
sco@mtc.ca.gov
Please consider the environment before printing this email.

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

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

Regards,

-Paul

SILICON VALLEY BICYCLE COALITION

Promoting the bicycle for everyday use.

#98

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

Tel 408.287.7259
Fax 408.213.7559

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Corinne Winter

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

February 12, 2009

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

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

Dear Mr. Co:

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

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

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

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

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

SILICON VALLEY BICYCLE COALITION

Promoting the bicycle for everyday use.

#98

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Corinne Winter

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

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

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

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

Sincerely,

Corinne Winter
Executive Director
Silicon Valley Bicycle Coalition

#99

From: John Goodwin
To: David Patrick Green
CC: info@mtc.ca.gov
Date: 2/23/2009 11:52 AM
Subject: Re: T-2035 Comments (Green-Sustainable Transportation)

Dear Mr. Green:
Thank you for your kind words and thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

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

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

below please find specific points:

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

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

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

#99

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

best regards,
david green

#100

From: John Goodwin
To: kate rooks
CC: info@mtc.ca.gov
Date: 2/23/2009 11:48 AM
Subject: Re: T-2035 Comment (Rooks-Sustainable Transportation)

Dear Ms. Rooks:
Thank you for your thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

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

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
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Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#100

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

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

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#101

From: John Goodwin
To: Micaela Pronio
CC: info@mtc.ca.gov
Date: 2/23/2009 11:50 AM
Subject: Re: Public Information

Dear Ms. Pronio:
Thank you for your thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

John Goodwin
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Metropolitan Transportation Commission
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Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

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

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

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

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

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

Sincerely,
Micaela Pronio

#102

From: Ashley Nguyen
To: David Schonbrunn
CC: info@mtc.ca.gov
Date: 2/23/2009 8:41 AM
Subject: Re: 3% Highway Expansion

David:
Sorry for the late reply. See page 35 of the Draft Transportation 2035 Plan. There's $7 billion in highway expansion (3%), and another $3 billion in system efficiency/operations (1%). I think the difference in numbers may be attributable to how a project is classified; that is, whether it's classified as an operations project or expansion. Hope this helps.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

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

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

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

--David

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

415-460-5260

David@Schonbrunn.org
www.transdef.org

#103

From: Liz Brisson
To: Blake McGill
CC: info@mtc.ca.gov
Date: 2/23/2009 11:36 AM
Subject: Re: Transportation Plan

Dear Mr. McGill,

Thank you for your interest in the Transportation 2035 Plan. Many of your suggestions are already reflected in the Plan's investment strategy. For example, the Plan invests in innovative transit by funding the Resolution 3434 Regional Transit Expansion Program which includes a suite of new transit projects such as rail, express bus service, bus rapid transit, ferry routes, and new transit hubs. Due to this investment in transit expansion, there will be an 18% increase in the supply of transit (measured in AM peak period seat miles/hour) over the 25-year horizon of the plan. In addition, the projects below, which can be found in Appendix One of the Draft Transportation 2035 Plan, address the specific suggestions you made.

Route 4 Bypass
Reference Number 203202: Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road
Reference Number 230205: Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road

Route 4
Reference Number 98142: Widen Route 4 from 4 lanes to 8 lanes, with HOV lanes, from Loveridge Road to Somersville Road
Reference Number 98999: Widen Route 4 from Somersville Road to Route 160 and improve interchanges

Transit from Pittsburg/Bay Point BART
Reference Number 21211: Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County
Reference Number 230185: Establish express bus service and eBART support network (includes park-and-ride lots and rolling stock)

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

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

#104

From: MTC info
To: PaulLinda Corvi
CC: MTC info
Date: 2/25/2009 5:44 PM
Subject: Re: More bike & ped lanes Please!!!! And wider too, with moreprotection from cars. We use both often, and would use more if available!Paul & Linda Corvi

Dear Paul and Linda:

Thank you for your comments on the Regional Transportation Plan.

As part of the new investments in the Regional Transportation Plan, we have committed to funding a network of bicycle routes known as the Regional Bikeways Network. The plan commits to complete this network with an investment of $1 billion that will result in 2,100 miles of bikeways.

Your comments will be forwarded to the Commission.

MTC Public Information

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

#105

From: MTC info
To: CyberBrook
CC: MTC info
Date: 2/25/2009 5:45 PM
Subject: Re: comments

Dear Mr. Brook:

Thank you for your comments on the Regional Transportation Plan.

As part of the new investments in the Regional Transportation Plan, we have committed to funding a network of bicycle routes known as the Regional Bikeways Network. The plan commits to complete this network with an investment of $1 billion that will result in 2,100 miles of bikeways.

The plan also doubles the Transportation for Livable Communities program to $2.2 billion which supports multimodal travel, more livable neighborhoods and the development of jobs and housing in existing town centers near transit.

Your comments will be forwarded to the Commission.

MTC Public Information

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

Peace,
Dan Brook
San Francisco

#106

From: Ursula Vogler
To: ranocera@berkeley.edu
CC: MTC info
Date: 3/2/2009 11:10 PM
Subject: Re: Draft Transportation 2035 Plan

Dear R.A. Nocera:

Thank you for your email comments and video on the Draft Transportation 2035 Plan submitted on February 21. As you may know, MTC manages the 511 Regional Rideshare Program, which continually works on program improvements. For example, the 511 Rideshare Program is currently developing a rideshare "search engine" application which will allow competing ridematching system vendors to share anonymous trip information between databases. The new search engine, which will be available next month, will provide comprehensive matchlists from multiple systems, expanding match possibilities.

The 511 Regional Rideshare Program is also coordinating with dynamic ridematching systems' vendors to promote the systems to employers and the public (please see http://511.org/promo/labs/index.asp for names and links of known dynamic ridematching systems.) We currently do not have enough funding to incorporate this technology into our existing system; if/when a funding source becomes available, we will explore this possibility.

Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25. We thank you again for your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

Sincerely,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

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

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

Hoping for a cleaner/smarter planet,

R.A. Nocera
BCCP Multimedia Manager

#106

510.486.4742

#107

From: MTC info
To: jsfraser@aol.com
CC: MTC info
Date: 3/3/2009 6:05 PM
Subject: Re: Public Information

Dear Ms. Fraser,

Thank you for your kind words and thoughtful comments regarding the Draft Transportation 2035 Plan. Your recommendations will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

The Draft Transportation 2035 Plan directs two-thirds of anticipated revenues to public transit, and also increases funding for bicycle and pedestrian improvements and the Transportation for Livable Communities program, as well as new funding for a Transportation Climate Action Program, and for Safe Routes to Transit and Safe Routes to School initiatives. The Draft Plan, in short, puts change in motion.

We appreciate your interest in regional transportation issues and hope that you will continue to share your thoughts with the Commission and with MTC staff.

Pam Grove
MTC Public Information

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

Dear MTC Members:

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

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

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

#107

expansion where possible, given the knowledge that expansion induces growth and leads to VMT increases.

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

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

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

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

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

#108

From: Carolyn Clevenger
To: info, MTC; Ludwig, Michael
CC: info@mtc.ca.gov
Date: 3/5/2009 10:50 AM
Subject: Re: More Draft Transportation 2035 Plan Comments

Dear Michael,

Thank you for your comment on MTC's Transportation 2035 in support of regional HOT network. We agree that it is important the regional network be done correctly, including hours of operation and roadway design.

The regional HOT network articulated in Transportation 2035 would operate 24/7. HOT lanes provide an important tool to help better manage the entire highway system, and this applies to both peak hour commute periods and weekends. The actual setting of HOV and HOT hours of operation falls primarily under the purview of Caltrans, with some input from MTC. Both MTC and Caltrans have identified extended hours of operation as an issue that needs to be addressed shortly.

We also agree that a buffer needs to separate the HOT lanes from the general purpose lanes. The current roadway design under discussion with Caltrans includes a 2-foot buffer separating the general purpose and HOT lanes.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035.

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

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

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

One of the requirements for doing HOT lanes correctly is to have their restrictions in effect 24/7. One of the biggest problems with the current HOV lane network in the Bay Area is that the HOV restrictions are only in place a couple of hours per day, excluding weekends. Since all of these HOV lanes were additional capacity over

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

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

Converting the current network of HOV lanes in the San Francisco Bay Area to a network of HOT lanes can be a benefit to the region, if it is done correctly. For this to happen, the HOT lane restrictions must be in effect 24/7, and each HOT lane must be separated from the general-purpose lanes next to it by about a foot, for the reasons I stated above. The Los Angeles metropolitan area has had its HOV lane restrictions in effect 24/7 in its network of HOV lanes and has had this separation of its HOV lanes ever since they were first built over 12 years ago. That's why their HOV lanes are better than our HOV lanes. Let's use this conversion to HOT lanes to correct these mistakes, and make sure that any new HOV lane or HOT lane that is built here in the Bay Area have its restrictions be in effect 24/7 and have this separation, to avoid repeating the mistakes we made when we built the current network of HOV lanes.

Michael Ludwig
Sunnyvale

#109

From: John Goodwin
To: Norman Rolfe
CC: info@mtc.ca.gov
Date: 3/2/2009 12:06 PM
Subject: Re: T-2035 Comments (Rolfe-Sustainability)
Attachments: SFT Plan Comments 090226-S.IMG.pdf

Dear Mr. Rolfe:
I am happy to inform you that MTC today received San Francisco Tomorrow's revised comments on the Draft Transportation 2035 Plan, which were dated February 26, 2009. As with your earlier comments on the Draft Plan, the revised comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on March 25.

As stated previously, MTC does not share your view that the Draft Plan discourages smart growth, transit and transit-oriented development. That said, we very much appreciate San Francisco Tomorrow's interest in regional transportation issues, and hope that you will continue to share your observations and recommendations with the Commission and with MTC staff.

Sincerely,

John Goodwin
MTC Public Information

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Norman Rolfe <normrolfe@att.net> 2/26/2009 3:01 AM >>>
Here is the attachment. Sorry about that.

Norman Rolfe

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

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

#109

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

Please acknowledge receipt of these comments.

Norman Rolfe

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San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

February 26, 2009

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

Re: COMMENTS ON THE TRANSPORTATION 2035 PLAN

MTC Public Information:

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

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

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

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

Sincerely,

Jennifer Clary
President

Norman Rolfe
Transportation Chair

Will you want to live in San Francisco – tomorrow?

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

#110

From: Nathaniel Adkins <ndata@mac.com>
To: John Goodwin <jgoodwin@mtc.ca.gov>
CC: MTC info <info@mtc.ca.gov>
Date: 3/2/2009 1:26 PM
Subject: Re: T-2035 comments (Adkins-Carpool Lanes)

Thanks John,

I appreciate the feedback. I am thinking perhaps Mr. Governor should immediately repeal the authorization of hybrids to pass through the carpool for free.

Then maybe it might be a good idea to discuss the massive tax increases on the companies that offshore their technical support teams (Cisco, HP and Apple) to make up for the loss in revenue and taxes from all those jobs they shuffled abroad (and, of course, it would be prudent to offer tax decreases for those companies that offered those jobs to local people who might take a pay cut to work from home).

In the meantime, let's just go ahead and raise that bridge toll to $5.00 like you're going to anyway (to think it started as a quarter) which, if I'm correct, goes to more than just infrastructure costs for the bridges. That money gets shuffled around I bet and how.

Oh... and we might try a little extra tax on both sides of the bridges in the south and north bay that need that upgrade. Let everyone who *might* need those bridges offer their financial support.

But, by all means, leave that carpool alone. Charging will kill it. Guaranteed. The drivers and riders wouldn't be able to figure out an equitable system and most of the drivers would simply refrain from using the system at all. What would be the point? Most already have a slight wait for the carpoolers to arrive just to get going in the first place.

Unless your plan is to open the carpool to the highest bidders. But that, again, would be catering to the wealthy and the average joes are gonna burst a gasket over the mere thought of that. I'd hate to be the MTC when that announcement came out.

Well.... good luck. I can only hope that the input by the people who live here makes some changes in the way things appear to be going.

Nathaniel
On Monday, March 02, 2009, at 12:39PM, "John Goodwin" <jgoodwin@mtc.ca.gov> wrote:
>Dear Mr. Adkins:
> Thank you for your comments on the proposal by the Bay Area Toll Authority to institute tolls on carpool vehicles that cross the Bay Area's state-owned toll bridges during peak commute periods.
> Please note that members of the Bay Area Toll Authority at their December meeting were presented with three alternatives for dealing with the need to generate roughly $140 million each year to meet the financial challenge created by 1) the estimated $950 million cost to provide seismic safety on the Dumbarton and Antioch bridges, 2) a slow but steady decline in toll-paying traffic since 2003, and 3) a roughly $35 million annual increase in BATA's borrowing costs due to the dramatic decline in demand for high-quality municipal bonds that began in 2007 and now seems likely to continue for several years to come.
> One option would involve a $2 toll for carpools, a $1 surcharge on autos and a $3 per axle surcharge for trucks. Another would involve a $3 toll for carpools and a straight $1 surcharge for autos and multi-axle trucks alike. The third option would continue the tradition of free carpooling, with a $1 surcharge for autos, and a $5 per axle increase for trucks.
> BATA has not yet decided among these alternatives. The Authority ultimately may decide on some other alternative, perhaps a hybrid of the three options presented by BATA staff. For more information on this subject, we have provided a link to a presentation given by BATA and Caltrans staff at the December 17 meeting.
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1188/BATA_Ant-Dumbarton_SeismicFundEv

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al12-08v4.pdf. The toll options can be found on slide 34 of the presentation.
> BATA very much supports and encourages carpooling. Each of the alternatives would maintain a significant toll discount for carpools. All vehicles that use the bridges, regardless of the number of occupants, benefit from increased seismic safety on the spans.
> MTC and BATA appreciate your interest in regional transportation issues, and hope that you will continue to share your observations and recommendations.
>
>John Goodwin
>Public Information Officer
>Metropolitan Transportation Commission
>MetroCenter, 101 Eighth Street
>Oakland, CA 94607
>Phone: (510) 817-5862
>Fax: (510) 817-5848
>email: jgoodwin@mtc.ca.gov
>
>
>>>> Nathaniel Adkins <ndata@mac.com> 2/23/2009 9:54 AM >>>
>Hello,
>
>I felt compelled to write today. I hope this reaches the correct people. I would like to think highly of this agency. I'd like to believe that the purpose is to promote transportation in the bay area in a way that is safe, sane and beneficial to the inhabitants. What I've heard thus far has not given me this impression.
>
>A few years ago it was understood by many that the MTC wanted to do away with AC Transit since BART already served the purpose of crossing the bay. I didn't believe that for a second... but I heard it more than once. I haven't heard much more about that since.
>
>The governor changed the way the carpool lane works by allowing certain hybrids in. We who carpool were very upset by this. Here we were lining up and driving in and people who USED to carpool didn't have to anymore. How Special. Now we had to wait for another car to get in to work. AND the carpool lane suddenly had more cars in it... to the point where the carpool lane backed up before the regular lanes did. It still moved. But it was definitely backed up. You can only IMAGINE how thrilled we were with this new circumstance.
>
>Now we hear that you are thinking about charging for the carpool. Well right on. What a grand idea. So all those people who have been gathering together now to carpool are going to do what... pay a toll? So now the driver will collect a little fare from each passenger? $1.00 each? Or are they supposed to eat that? Who's going to regulate this new fare system? Oh... I see, perhaps it isn't supposed to go that far. Perhaps this is all more to the point of getting rid of the carpoolers altogether and opening those lanes up to other people. People who will pay more to get through faster. Perhaps $10 or $20 a pop?
>
>Wow... that'll just be grand. The state will make lots of money and the bridges will, of course will be responsible for that considerable influx of cash. $6.00 tolls for regular drivers and big bucks if you want to get there "faster". Of course, EVERYONE else will have to use public transporation or drive in using fastrak. Can't wait for those emissions results from having all those cars on the roads. California will take in tons of money from the drivers and then turn around and spend it on the roads and all of the other infrastructure and environemental costs to maintain a very silly plan to pacify the rich.
>
>I personally... cannot wait for the revolt. The riots in the streets as it becomes apparent what you are doing and who you are doing it for.
>
>Or, you could just leave the carpool alone... perhaps advertise it a little and get RID of the hybrids. Carpool = 3 drivers on the bridge and 2 on the highway.
>
>Nathaniel

#110

>
>

#111

From: Liz Brisson
To: Woody Hastings
CC: MTC info
Date: 3/3/2009 8:25 AM
Subject: Re: T-2035 Comment

Dear Mr. Hastings,

Thank you for your interest in the Transportation 2035 Plan. Your letter raises concern with the gas price assumption MTC used in forecasting future travel demand and encourages MTC to conduct additional analysis of the future global petroleum supply.

The gas price assumption used by MTC in its travel forecasts is an honest assessment of trends based on historical and current gas prices in the Bay Area over a twenty-year time period. MTC staff discussed this model assumption with the Air Quality Conformity Task Force on June 9, 2008, and the Conformity Task Force noted that the assumption appears reasonable in the context of when it was produced in spring of 2008, for use in preparing forecasts for the Transportation 2035 Plan. See a summary of the meeting notes from the June 18, 2008 Air Quality Conformity Task Force meeting at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1184/6-09-08_summarynotes_2.pdf.

In January 2009, the California Energy Commission (CEC) published a report titled Transportation Fuel Price and Demand Forecasts: Inputs and Methods for the 2009 Integrated Energy Policy Report which projects year 2030 gasoline prices, ranging from a low of $3.34 per gallon to a high of $4.78 per gallon, in 2008 dollars. The current gas price forecasts produced by the CEC are substantially lower than the trend-line projection used by MTC in production of the travel forecasts for the Transportation 2035 Plan. For more information, see the CEC's report at: http://www.energy.ca.gov/2009publications/CEC-600-2009-001/CEC-600-2009-001-SD.PDF

Finally, MTC has already carried out some analysis examining how a higher gas price would affect travel behavior. As a part of the pricing sensitivity analysis, MTC staff defined a set of user-based pricing strategies, which included a gas price in 2035 that was $1.50 higher than assumed in the Transportation 2035 Plan forecast ($9.07 instead of $7.47). The results of this analysis indicated higher levels of transit usage and less automobile usage than in the forecast for the Transportation 2035 Plan. More information about the pricing sensitivity analysis can be found in the Travel Forecasts Data Summary, available online (http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf)

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> "Woody Hastings" <whastings@earthlink.net> 2/24/2009 12:13 AM >>>
Hi,

#111

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

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

Thank you,

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

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

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

Thank you for the opportunity to comment.

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

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

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

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

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

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

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

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

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

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

In conclusion, I offer the following suggestions:

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

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

#112

From: Liz Brisson
To: Cal
CC: MTC info
Date: 3/3/2009 8:27 AM
Subject: Re: Public comment on Draft Transportation 2035 Plan

Dear Mr. Simone,

Thank you for your interest in the Transportation 2035 Plan. Your letter raises concern with the gas price assumption MTC used in forecasting future travel demand.

The gas price assumption used by MTC in its travel forecasts is an honest assessment of trends based on historical and current gas prices in the Bay Area over a twenty-year time period. MTC staff discussed this model assumption with the Air Quality Conformity Task Force on June 9, 2008, and the Conformity Task Force noted that the assumption appears reasonable in the context of when it was produced in spring of 2008, for use in preparing forecasts for the Transportation 2035 Plan. See a summary of the meeting notes from the June 18, 2008 Air Quality Conformity Task Force meeting at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1184/6-09-08_summarynotes_2.pdf.

In January 2009, the California Energy Commission (CEC) published a report titled Transportation Fuel Price and Demand Forecasts: Inputs and Methods for the 2009 Integrated Energy Policy Report which projects year 2030 gasoline prices, ranging from a low of $3.34 per gallon to a high of $4.78 per gallon, in 2008 dollars. The current gas price forecasts produced by the CEC are substantially lower than the trend-line projection used by MTC in production of the travel forecasts for the Transportation 2035 Plan. For more information, see the CEC's report at:
http://www.energy.ca.gov/2009publications/CEC-600-2009-001/CEC-600-2009-001-SD.PDF

Finally, MTC has already carried out some analysis examining how a higher gas price would affect travel behavior. As a part of the pricing sensitivity analysis, MTC staff defined a set of user-based pricing strategies, which included a gas price in 2035 that was $1.50 higher than assumed in the Transportation 2035 Plan forecast ($9.07 instead of $7.47). The results of this analysis indicated higher levels of transit usage and less automobile usage than in the forecast for the Transportation 2035 Plan. More information about the pricing sensitivity analysis can be found in the Travel Forecasts Data Summary, available online (http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf)

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. You can stay up to date on meetings and additional opportunities for public comment related to the Transportation 2035 Plan by checking our website at www.mtc.ca.gov/T2035. Thank you for your time and interest in the Transportation 2035 Plan.

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Cal <mainevent@his.com> 3/2/2009 4:03 AM >>>
My name is Cal Simone. I'm a member of the San Francisco Peak Oil Preparedness Task Force, appointed by the SF Board of Supervisors.

#112

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

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

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

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

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

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

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

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

#112

Respectfully yours,
Cal Simone

Date: March 2, 2009
From: Cal Simone
Subject: Public comment on Draft Transportation 2035 Plan

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

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

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

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

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

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

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

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

Respectfully yours,
Cal Simone

#113

From: Carolyn Clevenger
To: info, MTC; Lee, Bill
CC: info@mtc.ca.gov
Date: 3/6/2009 8:54 AM
Subject: Re: Santa Clara County Roads and Airports Dept. - Comments on the MTC Draft Transportation 2035 Plan

Dear Billl,

Thank you for your comment on MTC's Transportation 2035 in support of regional HOT network.

We agree that the use of net revenues is a critical piece of getting local and legislative support for HOT lanes. The HOT Lanes Principles adopted by the Commission in July 2008, included as a key principle that benefits be provided to travelers within each corridor commensurate with the revenues collected in that corridor.

In addition, the principles identified a number of potential uses, including transit as well as other corridor improvements such as capital improvements on parallel arterials. As currently envisioned, the use of the net revenue would be determined by the local agencies, and should therefore reflect local priorities.

We appreciate your input and your comments will be forwarded to the Commission. The final action on the draft plan is expected by the Commission on March 25 and you can stay up to date by checking www.mtc.ca.gov/T2035 .

Carolyn Clevenger

Carolyn Clevenger
Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

510.817.5736
cclevenger@mtc.ca.gov

>>> "Bill Lee" <Bill.Lee@rda.sccgov.org> 3/2/2009 4:58 PM >>>
Please see attachment. Thank you.

William R. Lee, PE

Senior Civil Engineer

Land Development, Survey & Property

Roads and Airports Department

County of Santa Clara

ph. (408)573-2487

#113

fax (408)441-0275

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#113

County of Santa Clara

Roads and Airports Department

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

March 2, 2009

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

Subject: Comments on MTC's Draft Transportation 2035 Plan

Dear Mr. Dodd:

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

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

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

Thank you for the opportunity to comment on this document.

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

Sincerely,

William R. Lee
Senior Civil Engineer
Land Development & Survey

CC: MJM DEC MA MLG TH

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

7-007

#114

From: Liz Brisson
To: Howard Beckman
CC: MTC info
Date: 3/5/2009 3:02 PM
Subject: Re: Comments on draft Transportation 2035 Plan

Dear Mr. Beckman:

Thank you for your interest in the Transportation 2035 Plan. Your letter raises concern with the environmental impacts of Project # 21112 "Improve Crow Canyon Road by widening shoulders, realigning curves and constructing retaining walls". This project was evaluated as a part of the program of projects that comprised the Proposed Project in the Draft Environmental Impact Report.

It was identified as a project that: would be susceptible to surface fault rupture, landslides, or liquefaction; is located within the 100-year floodplain; and could potentially impact wetlands, special-status plant or wildlife species, or designated or proposed critical habitat. The project sponsor will be subject to the mitigation measures identified in the EIR for these impacts. For more information, see the Draft EIR available online: http://www.mtc.ca.gov/planning/2035_plan/EIR.htm In addition to the program-level EIR MTC conducted, prior to construction of the project, a separate project-level EIR will also be conducted. This analysis will examine more specific impacts of the project and identify mitigation measures for any significant environmental impacts.

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their March 25th meeting. Thank you for your time and interest in the Transportation 2035 Plan.

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

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

RE: Draft Transportation 2035 Plan: impact on natural creeks

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

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

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

#114

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

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

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

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

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

Howard Beckman
President, Friends of San Lorenzo Creek

1261 via Dolorosa
San Lorenzo 94580

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

#115

From: Doug Kimsey
To: John.Holtzclaw@sierraclub.org
CC: MTC info
Date: 3/5/2009 5:48 PM
Subject: Re: RAFT Comments on T2035

John - Thanks for the comments on the T2035 Plan. I offer the following in response:

Revenue Data
- Keep in mind this is a 25-year plan - there are bound to be periods when revenues are greater and less than anticipated. Notwithstanding this, we believe that the transit revenues are still relevant despite recent state actions and the economic downturn for the following reasons
1. Potential loss in STA funds represents less than 1% reduction in overall transit 25-year operating funds (yes, there will be short-term hardships, but the RTP is a long-term plan).
2. We will be actively seeking state restoration of funding in upcoming budget discussions for next fiscal year
3. Current RTP sales tax assumptions used low range of estimates - 5.6% nominal growth vs. 6% growth in last RTP and most recent base year

Equity
The T2035 plan invests nearly 70% in transit maintenance and expansion. Most to this investment provides need services to low income and minority populations. In fact, the RTP Equity Analysis indicates that low income and minority populations (communities of concern) benefit more from RTP investments (access to jobs, essential destinations) than other communities. Lastly, the T2035 Plan invests $400 million in Lifeline transportation, which is in addition to $300 million committed previously by the Commission for this purpose.

A. I disagree that the CoCs start from a disadvantaged position given that about 70% of the plan' investments are within the traditional urban core, which where most of the CoCs are located
B. There is being quite a bit done - as you know, do to a lot of good work being done by CARB and the Air District to reduce PM near sensitive receptors - you 'll not from the equity analysis that PM emissions, while higher in CoCs, are substantially reduced over time. I'll also note that the T2035 Plan Climate Program invests over $45 million to reduce truck emissions near the Port and invests another $400 million in climate change awareness programs and incentives programs
C. Transportation investment has very little impact on transportation costs and no impact on housing costs - affordability is mainly a function of housing supply and type.

We intend to conduct the Snapshot analysis. It is important to note that BART/SJ traverses many CoCs.

ARRA
As you know, the Commission intends to have additional discussion of principles to support various discretionary ARRA funds.Transit funding sustainability will likely be a part of this discussion.

Your comments will be forwarded to the Commission prior to March 25, 2009 RTP action. Thanks again for the input.

2 March 2009

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

#115

Re: Comments on the proposed 2009 Regional Transportation Plan

To Whom It May Concern:

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

The revenue data (both operating and capital) for transit operators as assumed and presented in the Draft RTP is no longer valid and may be seriously unrealistic - at a minimum, it does not take into consideration the State budget action regarding State Transit Assistance funding, the federal ARRA, changes in property tax revenues, or serious declines in sales tax revenues such as were officially revealed to the VTA Board only last Friday. The current document cannot be considered "financially constrained" in light of this significant information. Will the draft RTP be updated to reflect financial realities - and more importantly, what opportunities will be available to the public to comment on such changes before the RTP is adopted?

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

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

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

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

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

MTC staff's response to Attorney General Brown regarding AB-32 implementation and Greenhouse Gas reduction needs more action, rather than soothing words. The staff action to remove HOT-lane freeway expansions

#115

from the ARRA package last week was a useful first step. However, at the February 25th MTC meeting, several Commissioners expressed concern about how to make transit operating funds more sustainable. What will MTC, through the 2009 RTP and other advocacy efforts, do to advance this critical objective?

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

Sincerely,

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

Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Ph: 510.817.5790
Fax: 510.817.5848
email: dkimsey@mtc.ca.gov

#116

From: Ellen Griffin
To: MTC info
Date: 3/23/2009 11:03 AM
Subject: Fwd: Your 2035 Plan Comment

>>> Ellen Griffin 3/3/2009 1:42 PM >>>
Dear Mr. Toschi,

Thanks for your comment about the need for more freeways in Marin County. You can view the proposed projects in the Draft 2035 Plan by county at this link:

http://www.mtc.ca.gov/planning/2035_plan/DRAFT/Appendix1.pdf

MTC is slated to adopt the Transportation 2035 Plan on March 25. Thank you for your interest, and for taking the time to comment.

Ellen Griffin
MTC Legislation and Public Affairs

>>> "Michael Toschi" <matoschi@att.net> 3/2/2009 11:59 AM >>>
I would like to see plans for another freeway route in Marin County, for the 2035 Transportation Plan. Is that ok?

#116

From: John Goodwin
To: Michael Toschi <matoschi@att.net>
CC: info@mtc.ca.gov
Date: 3/20/2009 4:21 PM
Subject: T-2035 Comments (Toschi) Marin County Auto Travel Improvements

Dear Mr. Toschi:
Thank you for your phone call regarding the Draft Transportation 2035 Plan, and for your recommendations about improving automobile travel through Marin County. These include:

a) consideration of a plan to build another freeway through Marin County. This may include another north/south route paralleling U.S. 101 and/or an east-west route, which might be conceived as an extension of Interstate 580 running through the Ross Valley;

b) development of a north/south arterial through Marin County that would parallel U.S. 101 and serve as a reliever route for U.S. 101;

c) encouraging Marin County and its cities to maintain consistent street names for thoroughfares that pass through multiple jurisdictions, thus reducing the number of street name changes from city to city;

d) development of additional routes into and out of Sausalito; and

e) renaming Sir Francis Drake Blvd east of U.S. 101 as East Sir Francis Drake Blvd.

Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring. We appreciate your interest in regional transportation issues and hope you will continue to share your thoughts and suggestions with us in the months to come.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#116

From: John Goodwin
To: Michael Toschi <matoschi@att.net>
CC: info@mtc.ca.gov
Date: 3/23/2009 9:07 AM
Subject: T-2035 Comments (Toschi) Marin County Auto Travel Improvements Part 2

Dear Mr. Toschi:
Thank you for your follow-up phone calls regarding the Draft Transportation 2035 Plan, and for your additional recommendations about improving automobile travel through Marin County. These include:

a) clarifying your support for renaming East Sir Francis Drake Blvd east of U.S. 101 as simply Sir Francis Drake Blvd.;

b) development of a full freeway interchange at the junction of U.S. 101 and Interstate 580 in San Rafael to facilitate access from westbound I-580 to southbound U.S. 101, and from northbound U.S. 101 to eastbound I-580;

c) development of a traffic management plan to encourage all motorists traveling from U.S. 101 to I-580 (and from I-580 to U.S. 101) to use the freeway interchange rather than Sir Francis Drake Blvd.;

d) development of a north/south arterial parallel to U.S. 101 to facilitate non-freeway travel between Novato and Marinwood;

e) connecting Sir Francis Drake Blvd. east of State Route 1 in Olema with Sir Francis Drake Blvd on the Point Reyes peninsula, or renaming the segment of Sir Francis Drake Blvd. west of State Route 1 in Point Reyes Station to avoid confusion between the two segments;

f) widening the U.S. 101 tunnels on the Waldo Grade to accommodate bi-directional traffic during peak hours; and

g) clarifying your support for the development on additional non-freeway routes into and out of Sausalito.

As with your original recommendations, your additional comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring. We appreciate your comprehensive understanding of the roadway mobility challenges in Marin County and invite you to share more of your suggestions with us in the future.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#116

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/23/2009 9:52 AM
Subject: T-2035 Comments (Toschi) Marin County Auto Travel Improvements Part 3

Dear Mr. Toschi:
Thank you for your latest e-mail responding to my previous responses to your phone calls regarding the Draft Transportation 2035 Plan, and for your additional recommendations about improving automobile
travel through Marin County. These include:

a) recommending that any I-580 freeway extension west of U.S. 101 extend to Fairfax, ending with a partial interchange at Sir Francis Drake Blvd., similar to the eastern end of the freeway portion of State Route 12 in Sonoma County, where the freeway ends at a partial interchange with Farmers Lane in Santa Rosa; and

b) recommending that Freitas Parkway be extended from Terra Linda to San Anselmo, with an alignment that would allow an interchange with the I-580 freeway extension to Fairfax that you have proposed.

As with your earlier recommendations, these comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 3/23/2009 9:29 AM >>>
Also, did you receive these two comments? The first comment is if there were to be a I-580 freeway extension, I would like to see it extend to Fairfax, ending with a partial interchange at Sir Francis Drake Boulevard (Similar to the Farmers Lane/Highway 12 interchange in Santa Rosa, California. Do you where I am talking about?). The second comment is extending Freitas Parkway in San Rafael to San Anselmo (with a possible alignment to accommodate a future interchange if a freeway does go through this area in the future). Please e-mail me back and let me know.

---------- Original message ----------
From: "John Goodwin" <JGoodwin@mtc.ca.gov>
>
> Dear Mr. Toschi:
Thank you for your follow-up phone calls regarding the Draft Transportation 2035 Plan, and for your additional recommendations about improving automobile
> travel through Marin County. These include:
>
a) clarifying your support for renaming East Sir Francis Drake Blvd east of U.S.

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> 101 as simply Sir Francis Drake Blvd.;
>
b) development of a full freeway interchange at the junction of U.S. 101 and Interstate 580 in San Rafael to facilitate access from westbound I-580 to
> southbound U.S. 101, and from northbound U.S. 101 to eastbound I-580;
>
c) development of a traffic management plan to encourage all motorists traveling from U.S. 101 to I-580 (and from I-580 to U.S. 101) to use the freeway
> interchange rather than Sir Francis Drake Blvd.;
>
d) development of a north/south arterial parallel to U.S. 101 to facilitate
> non-freeway travel between Novato and Marinwood;
>
e) connecting Sir Francis Drake Blvd. east of State Route 1 in Olema with Sir
> Francis Drake Blvd on the Point Reyes peninsula, or renaming the segment of Sir
> Francis Drake Blvd. west of State Route 1 in Point Reyes Station to avoid
> confusion between the two segments;
>
> f) widening the U.S. 101 tunnels on the Waldo Grade to accommodate
> bi-directional traffic during peak hours; and
>
> g) clarifying your support for the development on additional non-freeway routes
> into and out of Sausalito.
>
> As with your original recommendations, your additional comments will be
> forwarded to the full Commission, which is scheduled to adopt a final version of
> the Transportation 2035 Plan later this spring. We appreciate your comprehensive
> understanding of the roadway mobility challenges in Marin County and invite you
> to share more of your suggestions with us in the future.
>
>
> John Goodwin
> Public Information Officer
> Metropolitan Transportation Commission
> MetroCenter, 101 Eighth Street
> Oakland, CA 94607
> Phone: (510) 817-5862
> Fax: (510) 817-5848
> email: jgoodwin@mtc.ca.gov
>
>

#116

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/23/2009 3:26 PM
Subject: T-2035 Comments (Toschi) Marin County Auto Travel Improvements Part 4

Dear Mr. Toschi:
Thank you for your latest phone call about the Draft Transportation 2035 Plan, in which you offered additional recommendations for improving Bay Area automobile travel. These include:

a) delay renaming Sir Francis Drake Blvd. in Marin until it can be done as part of a comprehensive countywide street and road renaming program;

b) rename Manuel T. Freitas Parkway in San Rafael as Freitas Parkway;

c) rename South Novato Blvd. as Novato Blvd.;

d) rename the westernmost segments of D Street in Petaluma as Point Reyes-Petaluma Road;

e) convert State Route 37 to a full freeway through Marin, Sonoma and Solano counties;

f) extend State Route 37 west to Point Reyes-Petaluma Road, or alternatively, build a State Route 1 bypass around Point Reyes Station and extend State Route 37 to that bypass route;

g) in the event that an Interstate 580 extension west to Fairfax is ever built, supplement that project with development of an east/west arterial or state highway that would connect the I-580 extension with State Route 1 without overloading Sir Francis Drake Blvd.;

h) extend the carpool lanes on both northbound and southbound U.S. 101 from Mill Valley to the Golden Gate Bridge;

i) widen Tiburon Blvd. (State Route 131) to four lanes for its entire length between U.S. 101 and downtown Tiburon, and replace the existing stop sign along this route with a traffic signal or other device that will speed traffic flow;

j) in the event that an Interstate 580 extension west to Fairfax is ever built, replace or expand the Richmond-San Rafael Bridge to improve capacity;

k) develop a full four-way interchange at the Interstate 580/Interstate 80 junction in Albany; and

l) Remove Interstate 580 from the Interstate 80 (Eastshore Freeway) footprint in Alameda County, and re-route Interstate 580 to its own alignment between Albany and the MacArthur Maze in Oakland.

As with your earlier recommendations, these comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring. I am hopeful that your recommendations for the Draft Plan are now complete.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street

#116

Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#116

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/24/2009 10:37 AM
Subject: T-2035 Comments (Toschi) Marin County Auto Travel Improvements Part 5

Dear Mr. Toschi:
This message is intended to supercede the earlier response marked "Part 4" and is offered in response to your latest phone call about the Draft Transportation 2035 Plan, in which you clarified some previous recommendations for improving Bay Area automobile travel. These include:

a) delay renaming Sir Francis Drake Blvd. in Marin County until it can be done as part of a comprehensive countywide street and road renaming program;

b) rename Manuel T. Freitas Parkway in San Rafael as Freitas Parkway;

c) rename South Novato Blvd. as Novato Blvd.;

d) rename the westernmost segments of D Street in Petaluma as Point Reyes-Petaluma Road;

e) convert State Route 37 to a full freeway through Marin, Sonoma and Solano counties;

f) extend State Route 37 west to Point Reyes-Petaluma Road, or alternatively, build a State Route 1 bypass around Point Reyes Station and extend State Route 37 to that bypass route;

g) in the event that an Interstate 580 extension west to Fairfax is ever built, supplement that project with development of an east/west arterial or state highway that would connect the I-580 extension with State Route 1 without overloading Sir Francis Drake Blvd.;

h) in the event that an Interstate 580 extension west to Fairfax is ever built (but a new east/west arterial or state highway connecting the I-580 extension with State Route 1 is not built), and roadway improvements to Sir Francis Drake Blvd. are needed to handle increased traffic, then rename Sir Francis Drake Blvd. between Olema and Fairfax, perhaps as West Sir Francis Drake Blvd.;

i) extend the carpool lanes on both northbound and southbound U.S. 101 from Mill Valley to the Golden Gate Bridge;

j) widen Tiburon Blvd. (State Route 131) to four lanes for its entire length between U.S. 101 and downtown Tiburon, and replace the existing stop sign **at the intersection with Main Street** with a traffic signal or other device that will speed traffic flow;

k) in the event that an Interstate 580 extension west to Fairfax is ever built, replace or expand the Richmond-San Rafael Bridge to improve capacity;

l) develop a full four-way interchange at the Interstate 580/Interstate 80 junction in Albany; and

m) Remove Interstate 580 from the Interstate 80 (Eastshore Freeway) footprint in Alameda County, and re-route Interstate 580 to its own alignment between Albany and the MacArthur Maze in Oakland.

As with your earlier recommendations, these comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this spring. I now consider

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your recommendations for the Draft Plan to be complete.

All comments on the Draft Plan (as well as corresponding responses by MTC Commissioners and staff) made through yesterday, March 23, will be presented to the Commission at its March 25 meeting. A new public comment period will commence tomorrow and conclude on April 8, with any additional comments received (and responses made) forwarded to the members of MTC's Planning Committee at its April 10 meeting. The complete record of public comments and Commission/staff responses will be included in the Transportation 2035 Plan Public Participation Report, which will be released simultaneously with the release of the final Transportation 2035 Plan. The final Plan and all supplementary reports are scheduled for adoption by the Commission on April 22. Publication and distribution in book form likely will occur sometime in May 2009.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

#116

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/26/2009 4:16 PM
Subject: Re: T-2035 Comments (Toschi) Part 6

Dear Mr. Toschi:
Thank you for your latest round of phone calls and e-mails about the Draft Transportation 2035 Plan, in which you offered these additional recommendations for improving Bay Area automobile travel:

a) clarifying that you recommend development of a traffic management plan to encourage all motorists traveling from U.S. 101 to I-580 (and from I-580 to U.S. 101) to use the freeway interchange in San Rafael rather than **East** Sir Francis Drake Blvd;

b) upgrade the traffic signal at the intersection of Tiburon Blvd. (State Route 131) and Beach Road to contemporary Caltrans standards;

c) improve or replace the Golden Gate Bridge; and

d) remove the U.S. 101 and State Route 1 designations from San Francisco city streets, and develop new bypass roads through San Francisco for each route.

Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 3/24/2009 2:53 PM >>>
You mean, development of a traffic management plan to encourage all motorists traveling from U.S. 101 to I-580 (and from I-580 to U.S. 101) to use the freeway interchange rather than East Sir Francis Drake Blvd. Also, the stop signed intersection along Tiburon Boulevard is at the Main Street/Tiburon Boulevard intersection. And I would to see the traffic signal at the Beach Road/Tiburon Boulevard intersection be upgraded to a typical Caltrans standards traffic signal. I would like to also comment on the Golden Gate Bridge being improved or replaced. And, I would like to see Highway 101 and Highway 1 to be bypassed from the surface streets of Sn Francisco. Also, who could I speak to in the future when you are available to speak to me (regarding commenting on the Final Transporation 2035 Plan)? Thank you.
---------- Original message ----------
From: "John Goodwin" <JGoodwin@mtc.ca.gov>
>
>
> Here's the first set of comments:
>
> John Goodwin
> Public Information Officer
> Metropolitan Transportation Commission

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> MetroCenter, 101 Eighth Street
> Oakland, CA 94607
> Phone: (510) 817-5862
> Fax: (510) 817-5848
> email: jgoodwin@mtc.ca.gov
>
>
> >>> John Goodwin 3/20/2009 4:21 PM >>>
> Dear Mr. Toschi:
Thank you for your phone call regarding the Draft Transportation 2035 Plan, and for your recommendations about improving automobile travel through Marin
> County. These include:
>
a) consideration of a plan to build another freeway through Marin County. This may include another north/south route paralleling U.S. 101 and/or an east-west route, which might be conceived as an extension of Interstate 580 running
> through the Ross Valley;
>
b) development of a north/south arterial through Marin County that would
> parallel U.S. 101 and serve as a reliever route for U.S. 101;
>
c) encouraging Marin County and its cities to maintain consistent street names
> for thoroughfares that pass through multiple jurisdictions, thus reducing the
> number of street name changes from city to city;
>
> d) development of additional routes into and out of Sausalito; and
>
> e) renaming Sir Francis Drake Blvd east of U.S. 101 as East Sir Francis Drake
> Blvd.
>
> Your comments will be forwarded to the full Commission, which is scheduled to
> adopt a final version of the Transportation 2035 Plan later this spring. We
> appreciate your interest in regional transportation issues and hope you will
> continue to share your thoughts and suggestions with us in the months to come.
>
>
> ...and the second:
>
> Dear Mr. Toschi:
> Thank you for your follow-up phone calls regarding the Draft Transportation
> 2035 Plan, and for your additional recommendations about improving automobile
> travel through Marin County. These include:
>
> a) clarifying your support for renaming East Sir Francis Drake Blvd east of U.S.
> 101 as simply Sir Francis Drake Blvd.;
>
> b) development of a full freeway interchange at the junction of U.S. 101 and
> Interstate 580 in San Rafael to facilitate access from westbound I-580 to
> southbound U.S. 101, and from northbound U.S. 101 to eastbound I-580;
>
> c) development of a traffic management plan to encourage all motorists traveling
> from U.S. 101 to I-580 (and from I-580 to U.S. 101) to use the freeway
> interchange rather than Sir Francis Drake Blvd.;

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>
> d) development of a north/south arterial parallel to U.S. 101 to facilitate
> non-freeway travel between Novato and Marinwood;
>
> e) connecting Sir Francis Drake Blvd. east of State Route 1 in Olema with Sir
> Francis Drake Blvd on the Point Reyes peninsula, or renaming the segment of Sir
> Francis Drake Blvd. west of State Route 1 in Point Reyes Station to avoid
> confusion between the two segments;
>
> f) widening the U.S. 101 tunnels on the Waldo Grade to accommodate
> bi-directional traffic during peak hours; and
>
> g) clarifying your support for the development on additional non-freeway routes
> into and out of Sausalito.
>
> As with your original recommendations, your additional comments will be
> forwarded to the full Commission, which is scheduled to adopt a final version of
> the Transportation 2035 Plan later this spring. We appreciate your comprehensive
> understanding of the roadway mobility challenges in Marin County and invite you
> to share more of your suggestions with us in the future.
>
> ...and the third:
>
> Dear Mr. Toschi:
> Thank you for your latest e-mail responding to my previous responses to your
> phone calls regarding the Draft Transportation 2035 Plan, and for your
> additional recommendations about improving automobile
> travel through Marin County. These include:
>
> a) recommending that any I-580 freeway extension west of U.S. 101 extend to
> Fairfax, ending with a partial interchange at Sir Francis Drake Blvd., similar
> to the eastern end of the freeway portion of State Route 12 in Sonoma County,
> where the freeway ends at a partial interchange with Farmers Lane in Santa Rosa;
> and
>
> b) recommending that Freitas Parkway be extended from Terra Linda to San
> Anselmo, with an alignment that would allow an interchange with the I-580
> freeway extension to Fairfax that you have proposed.
>
> As with your earlier recommendations, these comments will be forwarded to the
> full Commission, which is scheduled to adopt a final version of the
> Transportation 2035 Plan later this spring.
>
>
> ...the fourth:
>
> Dear Mr. Toschi:
> Thank you for your latest phone call about the Draft Transportation 2035
> Plan, in which you offered additional recommendations for improving Bay Area
> automobile travel. These include:
>
> a) delay renaming Sir Francis Drake Blvd. in Marin until it can be done as part
> of a comprehensive countywide street and road renaming program;

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>
> b) rename Manuel T. Freitas Parkway in San Rafael as Freitas Parkway;
>
> c) rename South Novato Blvd. as Novato Blvd.;
>
> d) rename the westernmost segments of D Street in Petaluma as Point
> Reyes-Petaluma Road;
>
> e) convert State Route 37 to a full freeway through Marin, Sonoma and Solano
> counties;
>
> f) extend State Route 37 west to Point Reyes-Petaluma Road, or alternatively,
> build a State Route 1 bypass around Point Reyes Station and extend State Route
> 37 to that bypass route;
>
> g) in the event that an Interstate 580 extension west to Fairfax is ever built,
> supplement that project with development of an east/west arterial or state
> highway that would connect the I-580 extension with State Route 1 without
> overloading Sir Francis Drake Blvd.;
>
> h) extend the carpool lanes on both northbound and southbound U.S. 101 from Mill
> Valley to the Golden Gate Bridge;
>
> i) widen Tiburon Blvd. (State Route 131) to four lanes for its entire length
> between U.S. 101 and downtown Tiburon, and replace the existing stop sign along
> this route with a traffic signal or other device that will speed traffic flow;
>
> j) in the event that an Interstate 580 extension west to Fairfax is ever built,
> replace or expand the Richmond-San Rafael Bridge to improve capacity;
>
> k) develop a full four-way interchange at the Interstate 580/Interstate 80
> junction in Albany; and
>
> l) Remove Interstate 580 from the Interstate 80 (Eastshore Freeway) footprint in
> Alameda County, and re-route Interstate 580 to its own alignment between Albany
> and the MacArthur Maze in Oakland.
>
>
> As with your earlier recommendations, these comments will be forwarded to the
> full Commission, which is scheduled to adopt a final version of the
> Transportation 2035 Plan later this spring. I am hopeful that your
> recommendations for the Draft Plan are now complete.
>
>
> ...and the fifth and final:
>
> Dear Mr. Toschi:
> This message is intended to supercede the earlier response marked "Part 4"
> and is offered in response to your latest phone call about the Draft
> Transportation 2035 Plan, in which you clarified some previous recommendations
> for improving Bay Area automobile travel. These include:
>
> a) delay renaming Sir Francis Drake Blvd. in Marin County until it can be done

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> as part of a comprehensive countywide street and road renaming program;
>
> b) rename Manuel T. Freitas Parkway in San Rafael as Freitas Parkway;
>
> c) rename South Novato Blvd. as Novato Blvd.;
>
> d) rename the westernmost segments of D Street in Petaluma as Point
> Reyes-Petaluma Road;
>
> e) convert State Route 37 to a full freeway through Marin, Sonoma and Solano
> counties;
>
> f) extend State Route 37 west to Point Reyes-Petaluma Road, or alternatively,
> build a State Route 1 bypass around Point Reyes Station and extend State Route
> 37 to that bypass route;
>
> g) in the event that an Interstate 580 extension west to Fairfax is ever built,
> supplement that project with development of an east/west arterial or state
> highway that would connect the I-580 extension with State Route 1 without
> overloading Sir Francis Drake Blvd.;
>
> h) in the event that an Interstate 580 extension west to Fairfax is ever built
> (but a new east/west arterial or state highway connecting the I-580 extension
> with State Route 1 is not built), and roadway improvements to Sir Francis Drake
> Blvd. are needed to handle increased traffic, then rename Sir Francis Drake
> Blvd. between Olema and Fairfax, perhaps as West Sir Francis Drake Blvd.;
>
> i) extend the carpool lanes on both northbound and southbound U.S. 101 from Mill
> Valley to the Golden Gate Bridge;
>
> j) widen Tiburon Blvd. (State Route 131) to four lanes for its entire length
> between U.S. 101 and downtown Tiburon, and replace the existing stop sign at the
> intersection with Main Street with a traffic signal or other device that will
> speed traffic flow;
>
> k) in the event that an Interstate 580 extension west to Fairfax is ever built,
> replace or expand the Richmond-San Rafael Bridge to improve capacity;
>
> l) develop a full four-way interchange at the Interstate 580/Interstate 80
> junction in Albany; and
>
> m) Remove Interstate 580 from the Interstate 80 (Eastshore Freeway) footprint in
> Alameda County, and re-route Interstate 580 to its own alignment between Albany
> and the MacArthur Maze in Oakland.
>
>
> As with your earlier recommendations, these comments will be forwarded to the
> full Commission, which is scheduled to adopt a final version of the
> Transportation 2035 Plan later this spring. I now consider your recommendations
> for the Draft Plan to be complete.
>
> All comments on the Draft Plan (as well as corresponding responses by MTC
> Commissioners and staff) made through yesterday, March 23, will be presented to

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> the Commission at its March 25 meeting. A new public comment period will
> commence tomorrow and conclude on April 8, with any additional comments received
> (and responses made) forwarded to the members of MTC's Planning Committee at its
> April 10 meeting. The complete record of public comments and Commission/staff
> responses will be included in the Transportation 2035 Plan Public Participation
> Report, which will be released simultaneously with the release of the final
> Transportation 2035 Plan. The final Plan and all supplementary reports are
> scheduled for adoption by the Commission on April 22. Publication and
> distribution in book form likely will occur sometime in May 2009.
>
>
>

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From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/31/2009 9:06 AM
Subject: Re: T-2035 Comments (Toschi) Publication of Public Comments

Michael:
Your comments, and the MTC responses, will be presented first to the MTC Planning Committee, and then to the full Commission. The comments and responses also will be published in a supplementary Transportation 2035 Report on Public Outreach and Participation.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
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Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 3/31/2009 9:02 AM >>>
Are there plans to publish the comments I made for the Final Transportation 2035 Plan (regarding my ideas for Marin County), such as the newspaper (once the Final Transportation 2035 Plan is released)?

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From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 3/31/2009 9:12 AM
Subject: Re: T-2035 Comments (Toschi) Publication of Public Comments

Michael:
The Transportation 2035 Public Outreach and Participation Report will be part of the public record, and available for use by the Marin Independent Journal or any other newspaper. MTC plays no role in newspapers' editorial decisions. Any decision to develop a story based on these public documents will be made by the newspapers' own staff.

John Goodwin
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Metropolitan Transportation Commission
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Oakland, CA 94607
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email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 3/31/2009 9:08 AM >>>
What about in newspapers (such as Marin County newspaper, to see what the people over there think of my ideas)?
---------- Original message ----------
From: "John Goodwin" <JGoodwin@mtc.ca.gov>
>
> Michael:
Your comments, and the MTC responses, will be presented first to the MTC Planning Committee, and then to the full Commission. The comments and responses also will be published in a supplementary Transportation 2035 Report on Public
> Outreach and Participation.
>
> John Goodwin
> Public Information Officer
> Metropolitan Transportation Commission
> MetroCenter, 101 Eighth Street
> Oakland, CA 94607
> Phone: (510) 817-5862
> Fax: (510) 817-5848
> email: jgoodwin@mtc.ca.gov
>
>
> >>> "Michael Toschi" <matoschi@att.net> 3/31/2009 9:02 AM >>>
Are there plans to publish the comments I made for the Final Transportation 2035 Plan (regarding my ideas for Marin County), such as the newspaper (once the
> Final Transportation 2035 Plan is released)?
>
>

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