



## Objectives for Bay Area's 2013 Regional Transportation Plan

These objectives were approved by the Executive Committee of the SF Bay Chapter of the Sierra Club on January 11, 2010.

### A. Climate Protection Program

1. A campaign to inform and educate the public about changes necessary to comply with AB 32 and SB 375 and other greenhouse gas solutions should begin as soon as possible.
2. Provide a free bus transit pass to every junior and senior high school student. This is a step to reducing automobile usage, both today and in the future.
3. Spend money on proposed new projects and programs that reduce the greenhouse gas problem, not add to it. Transportation in the Bay Area today accounts for 43% of the total GHG problem. Example—stop building new freeway lanes. Projects that add to global warming cannot be “mitigated” enough to be acceptable.

### B. Smart Growth and Sprawl Prevention

1. The Bay Area's open spaces are worth preserving, and transportation projects should not facilitate sprawl. Residential development of open space requires large expenditures for roads and transit. Example—more than \$500 million is to be spent on widening state highway 4 to 8 freeway lanes in the Brentwood area (Brentwood's population in 1990 was 9,000; the projection for 2012 is 63,000).
2. The Association of Bay Area Governments' FOCUS initiative “emphasizes the need for focused growth as well as the conservation of natural resources. In particular, FOCUS encourages the development of ‘complete communities’—neighborhoods with housing, jobs, shopping, parks, schools, and other services near transit services—as a way to increase the range of housing and transportation choices in the region.” Support this initiative by directing transportation funds only to compliant areas: communities that are not supportive or compliant should not receive any increased funding.

### C. Effectiveness in Achieving Policy Goals

1. Areas with dense population should receive transit service around the clock. In other areas, only invest in new transit operations that are cost effective on a per-passenger basis.

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2. Only invest in transit capital projects which do not add to the operating cost per-passenger of the existing transit system.
3. Review all proposed projects and programs in the 2009 RTP that cost more than \$5 million to weed out projects that do not help reduce global warming, are not cost-effective or do not help eliminate social inequities. The “committed list” is long and contains projects that were planned years ago before global warming, financial sustainability and environmental justice became important issues.

#### D. Environmental Justice

1. Transit operators should receive adequate financial support to maintain their operations, as long as they are cost-effective or needed by residents who are dependent upon transit services.
2. All residents, regardless of ethnicity or income, should benefit from new investments—environmental justice and social equity require that gaps between different parts of the community will be narrowed or, preferably, eliminated.

#### E. Transparency and Accountability

1. Fiscal transparency in government is a sound practice and must be a part of transportation planning. More than \$2 billion is spent on transportation projects and programs in the Bay Area each year, but there is no single source of information listing the sources and expenditures of funds by MTC, the nine county Congestion Management Agencies, the transit operators and the city and county public works agencies. MTC should publish annually a report allowing the public to “follow the money,” with GIS data included for each project and program.

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December 2, 2011

Mayor Bob Wasserman and  
Members of the City Council  
City of Fremont  
3300 Capitol Avenue  
Fremont, CA 94538

Dear Mayor Wasserman and Council Members:

The San Francisco Bay Chapter of the Sierra Club raises three broad issues for your consideration about two transportation plans under development by the Alameda County Transportation Commission (ACTC)—the long range Countywide Transportation Plan (CWTP) and a subset of it, the Transportation Expenditure Plan (the TEP is a proposal to augment and extend the Measure B sales tax). It is anticipated by County authorities that the TEP will go to voters in November 2012.

**Funding Equity by Population**

**Will the residents of Fremont receive an equitable share of Measure B funds?** When the Alameda County Congestion Management Agency (CMA) was created in 1991, one of the fundamental principles agreed to was that each of the four “Planning Areas” of Alameda County would receive funds in proportion to their population. For example, Planning Area 3 (Fremont, Newark and Union City) has 22% of the county’s population, and it should receive approximately 22% of all transportation funds. The CMA was effectively merged into the ACTC last year, but now Population Funding Equity is being dropped as a requirement. Instead it will be a “key consideration” in the allocation of funds.

The first concern is fiscal transparency and accountability. The current drafts of the two plans make it difficult, if not impossible, to know how much money will flow to each Planning Area over the next 25–30 years. For instance, the TEP has Planning Area 3 receiving 14% of new funds, a less than equitable amount. However, the category of “Multi–Area/Countywide Discretionary” is proposed to receive 25% of the total new funding (\$7.7 billion in new funds), and it is possible that population funding equity may be realized via this new category. It is also possible the inequity could be increased if discretionary funding is disproportionately awarded to other planning areas.

Besides there being no requirement that equity be achieved, there is also no comprehensive list of projects and programs in the Multi–Area/Countywide Discretionary category to determine if equity is a likely possibility.

However, the CWTP provides an extensive list of unfunded and partially funded “vision” projects for which the ACTC will seek funds from a variety of sources in the years ahead. Some of these projects are in the TEP as well, and thus provide information as to what to expect ACTC to support. The Vision projects for Planning Area 3 add up to only 11% (\$1.0 billion) of the total for the County. The Vision projects listed for Planning Area 4 (Dublin, Livermore and Pleasanton), with 14% of the population, add up to 63% (\$6.2 billion) of the total for the County.

There are also questions about the CWTP figures which ought to be reviewed. For instance, Planning Area 3 is being charged for \$40 million toward a project of the Capitol Corridor for service expansion between Oakland and San Jose. It is unclear whether Planning Areas 1 and 2 are being charged.

### **Effectiveness**

**Will investments in new mass transit projects improve or degrade the existing transit network?** For instance, the largest of the proposed transit projects in the TEP is to extend BART to Livermore (phase 1). The TEP would provide \$400 million towards the project. It is not unreasonable to ask if this project (the phase 1 cost is estimated at approximately \$1.2 billion) will make BART more efficient and effective than it is today, or will deepen its multi–billion dollar capital rehabilitation and replacement shortfall. The Chapter has a clear position on this question, “Only invest in transit capital projects which do not add to the operating cost per passenger of the existing transit system.” Former BART Board Member Roy Nakadegawa has calculated the cost per passenger trip for the extension is \$30. Before moving ahead, ACTC ought to provide a definitive cost figure which local jurisdictions can use to decide if the project would be a positive one for the County.

This project has other issues which ought to be raised, including where the required additional funds will come from to construct it and whether the financial and environmental plans can be settled within 7 years, as required by ACTC.

### **Climate Action**

**Shouldn't the County help shift the younger generation from automobiles to transit?** The Metropolitan Transportation Commission found in 2009 that “driving children to school (or high school students driving themselves) has become a significant issue for local congestion, student health, air pollution and greenhouse gas emissions,” and, “school trips constitute at least 10 percent of the morning peak trips in the region, and are higher in predominantly higher residential cities.”

One of the objectives of the San Francisco Bay Chapter is to provide middle and high school students with a bus pass. Earlier this year, Sheila Jordan, the Superintendent of the Alameda County Office of Education, submitted a proposal to ACTC asking that the new Measure B sales tax provide the funds for a Countywide student bus pass program for the 115,000 middle and high school students. The proposal has consistently been downgraded

by ACTC, to where it is now a part of a line item labeled “innovative grant funds.” The amount of money in this category is absolutely inadequate to provide for the program.

One of the reasons to support the bus pass program at ACTC is that it would address some or all of the issues MTC identified. Other reasons discussed within the Chapter include cost effectiveness, Environmental Justice and building a solid base of future transit users. Every member of the state Legislative delegation from Alameda County supports the bus pass proposal, as do the superintendents of the 18 school districts. The bus pass proposal should be a significant and clearly delineated part of the TEP and adequately funded.

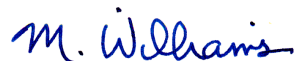
### **Wrap Up**

The sales tax measure will require a two-thirds vote to pass, and polling indicates it will require the southern area of the County to vote significantly in its favor. Without a commitment to funding equity, it will make success difficult to achieve. Furthermore, given the capital and operating fund shortfalls of the large transit operators, the ACTC should review closely the efficiency and effectiveness of all proposed transit capital projects. Lastly, home-to-school transportation is a significant problem, and Alameda County can be a national leader in shifting students from cars to buses.

Thank you for considering the viewpoint of the Sierra Club in this important matter. We are asking each City Council to make its position on funding equity, transit effectiveness and the student bus pass program known to the ACTC as soon as possible.

P. S. Our Chapter has an adopted set of transportation objectives which provide the foundation for our letter to your Council. A copy is included with this letter. Contact me if you have any questions. My email address is [mwillia@mac.com](mailto:mwillia@mac.com).

Sincerely,



Matt Williams  
co-Chair, Transportation Committee

cc: Board of Supervisors

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### San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

December 2, 2011

Mayor Michael Sweeney and  
Members of the City Council  
City of Hayward  
777 B Street  
Hayward, CA 94541

Dear Mayor Sweeney and Council Members:

The San Francisco Bay Chapter of the Sierra Club raises three broad issues for your consideration about two transportation plans under development by the Alameda County Transportation Commission (ACTC)—the long range Countywide Transportation Plan (CWTP) and a subset of it, the Transportation Expenditure Plan (the TEP is a proposal to augment and extend the Measure B sales tax). It is anticipated by County authorities that the TEP will go to voters in November 2012.

### Funding Equity by Population

**Will the residents of Hayward receive an equitable share of Measure B funds?** When the Alameda County Congestion Management Agency (CMA) was created in 1991, one of the fundamental principles agreed to was that each of the four “Planning Areas” of Alameda County would receive funds in proportion to their population. For example, Planning Area 2 (Hayward, San Leandro and unincorporated areas) has 24% of the county’s population, and it should receive approximately 24% of all transportation funds. The CMA was effectively merged into the ACTC last year, but now Population Funding Equity is being dropped as a requirement. Instead it will be a “key consideration” in the allocation of funds.

The first concern is fiscal transparency and accountability. The current drafts of the two plans make it difficult, if not impossible, to know how much money will flow to each Planning Area over the next 25–30 years. For instance, the TEP has Planning Area 2 receiving 13% of new funds, a less than equitable amount. However, the category of “Multi–Area/Countywide Discretionary” is proposed to receive 25% of the total new funding (\$7.7 billion in new funds), and it is possible that population funding equity may be realized via this new category. It is also possible the inequity could be increased if discretionary funding is disproportionately awarded to other planning areas.

Besides there being no requirement that equity be achieved, there is also no comprehensive list of projects and programs in the Multi–Area/Countywide Discretionary category to determine if equity is a likely possibility.

However, the CWTP provides an extensive list of unfunded and partially funded “vision” projects for which the ACTC will seek funds from a variety of sources in the years ahead. Some of these projects are in the TEP as well, and thus provide information as to what to expect ACTC to support. The Vision projects for Planning Area 2 add up to only 12% (\$1.1 billion) of the total for the County. The Vision projects listed for Planning Area 4 (Dublin, Livermore and Pleasanton), with 14% of the population, add up to 63% (\$6.2 billion) of the total for the County.

There are also one or more errors in the CWTP figures which ought to be corrected. For instance, Planning Area 2 is being charged for a \$200 million capital project of the ACE railroad. ACE operates in Planning Areas 3 and 4, but not in Planning Area 2.

### **Effectiveness**

**Will investments in new mass transit projects improve or degrade the existing transit network?** For instance, the largest of the proposed transit projects in the TEP is to extend BART to Livermore (phase 1). The TEP would provide \$400 million towards the project. It is not unreasonable to ask if this project (the phase 1 cost is estimated at approximately \$1.2 billion) will make BART more efficient and effective than it is today, or will deepen its multi–billion dollar capital rehabilitation and replacement shortfall. The Chapter has a clear position on this question, “Only invest in transit capital projects which do not add to the operating cost per passenger of the existing transit system.” Former BART Board Member Roy Nakadegawa has calculated the cost per passenger trip for the extension is \$30. Before moving ahead, ACTC ought to provide a definitive cost figure which local jurisdictions can use to decide if the project would be a positive one for the County.

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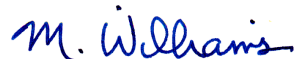
### **Wrap Up**

The sales tax measure will require a two-thirds vote to pass, and polling indicates it will require the central area of the County to vote heavily in its favor. Without a commitment to funding equity, it will make success difficult to achieve. Furthermore, given the capital and operating fund shortfalls of the large transit operators, the ACTC should review closely the efficiency and effectiveness of all proposed transit capital projects. Lastly, home-to-school transportation is a significant problem, and Alameda County can be a national leader in shifting students from cars to buses.

Thank you for considering the viewpoint of the Sierra Club in this important matter. We are asking each City Council to make its position on funding equity, transit effectiveness and the student bus pass program known to the ACTC as soon as possible.

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Sincerely,



Matt Williams  
co-Chair, Transportation Committee

cc: Board of Supervisors

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