

From: [Dave Vautin](#)
To: [Cautn1](#)
Cc: info@planbayarea.org
Subject: RE: Cause for Hope
Date: Monday, July 27, 2020 11:47:23 AM

External Email

Thanks Gerald – appreciate hearing this feedback. Please let us know if you have any other comments by August 10th – more information on the Draft Blueprint can be found at planbayarea.org/blueprint

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Metropolitan Transportation Commission
Association of Bay Area Governments

From: Cautn1 <[REDACTED]>
Sent: Monday, July 27, 2020 10:48 AM
To: Ursula Vogler <UVogler@bayareametro.gov>; Dave Vautin <DVautin@bayareametro.gov>; Alix Bockelman <ABockelman@bayareametro.gov>; dmaloney@bayareametro.gov
Subject: Cause for Hope

External Email

Dear Mr. Vautin,

Over the years BATWG has seldom been happy with MTC.

But this morning's Marin IJ included some very positive indications of what is being included in Plan Bay Area 2050. The following jump out...

"Strategies being considered to reduce emissions and car commuting include reducing speed limits and implementing pay-by-mile highway tolls where commuters would pay 15 cents per mile, for example."

I hope MTC gets serious about this; the need for it has long been obvious. Count on our strong support

"The plan also prioritizes transportation projects the MTC would fund based on a projected 30-year budget and cost-benefit analysis."

Unless based in large part on fair and coldly objective alternative analyses, cost estimates and cost-benefit analyses, the resulting capital improvements usually don't work out so well. You can count on our strong support in this area as well.

"Some of the major goals include **building 400,000 units of permanently affordable housing, focusing housing development near high-frequency transit services**. instituting renter protections and low-income programs for transit and child care, **funding major transit projects such as a Caltrain extension into downtown San Francisco** and protecting homes and transportation routes from environmental hazards."

Please get the concept of "near high frequency (and otherwise highly useful) transit services" across to the State Legislators, beginning with Senator Wiener. They are either grossly uninformed or extremely careless in their use of watered down versions of what "transit-oriented" really means. Unless modified, their current approach will do great damage without having any discernible effect on transportation patterns. BATWG recently wrote a strong letter to the sponsors of 12 currently ongoing State housing bills warning of this problem.

And of course we support anything you can do to advance DTX and keep it at the top of the funding priority list.

*"Sonoma-Marin Area Rail Transit is noticeably missing from the list of projects. MTC transportation planner Adam Noelting said in a July 18 workshop that the staff assessed several SMART-related projects, including extensions to Cloverdale and Solano County and a rebuilt Richmond-San Rafael Bridge crossing to connect to BART. **The cost of these projects "often exceed their forecasted benefits,"** Noelting said".*

Amen to that! Same goes for Valley Link and BART Phase II.

"It may require some rethinking of ways to reduce costs, make the projects more equitable and ways to make these modes more attractive to existing residents such as eased access to these modes of transportation"

Again Yes

Rest assured that the language above will be seen as hopeful by anyone genuinely concerned with transportation in this region.

Regards,

Gerald Cauthen P.E.



Gerald Cauthen P.E.

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