

From: SCAG Public Participation Form [mailto:no-reply@wufoo.com]
Sent: Saturday, January 21, 2012 4:43 PM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#11]

Please select the subject area you are interested in and wish to comment on. * Regional Transportation Plan

Please give us your comments: *

I oppose your plan to implement this in the 6 counties of S. CA. It costs too much money which the state DOESN'T HAVE! We can't afford tax increases now with the economy so bad. Trains aren't economical and will only increase what the gov't has to subsidize.

First and foremost: WE DON'T WANT 84 PEOPLE MAKING THE DECISIONS FOR THE WHOLE REGION. WE WANT THIS TO BE VOTED ON BY THE CITIZENS OF CA. THIS IS TAXATION WITHOUT REPRESENTATION. WE DON'T WANT THE UN MAKING DECISIONS ABOUT OUR LOCAL AREA! NO AGENDA 21 FOR US CITIZENS!

STOP THIS PLAN NOW!!!!!!!

Name *

A BALL

Email *

[REDACTED]

From: SCAG Public Participation Form [mailto:no-reply@wufoo.com]
Sent: Tuesday, January 24, 2012 11:29 AM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#12]

Please select the subject area you are interested in and wish to comment on. *

Air Quality

Please give us your comments: *

I am against the SCAGRTP plan.

Air quality is much improved in the last ten years. We don't need gov't interference in imposing more crippling gov't legislation and mandates already inhibiting any US growth. Let free enterprise work to improve our transportation. It is always preferable to any gov't rules!

Name *

A Ball

Email *

[REDACTED]

From: SCAG Public Participation Form [mailto:no-reply@wufoo.com]
Sent: Tuesday, January 24, 2012 11:32 AM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#13]

Please select the subject area you are interested in and wish to comment on. * Clean Cities

Please give us your comments: *

I am against the scagrtp plan!

We don't need more gov't interference in our cities and local plans. We don't want to live in the super density skyscraper cities that have been imposed in Korea and that you are trying to shove down our throats. If the gov't won't live there, we shouldn't have to either!!!!

Name *

A Ball

Email *

[REDACTED]

From: SCAG Public Participation Form [mailto:no-reply@wufoo.com]
Sent: Friday, January 27, 2012 9:42 AM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#14]

Please select the subject area you are interested in and wish to comment on. *

Regional Transportation Plan

Please give us your comments: *

I oppose the regional transportation plan.

This is supposed to be a 'free' country where we have a right to decide our future. Your plan takes this away from our decision and puts it in the hands of 84 people. I can't believe you, as an American, can go along with this intrusion into our lives.

Name *

A Ball

Email *

[REDACTED]

From: SCAG Public Participation Form [mailto:no-reply@wufoo.com]
Sent: Friday, January 27, 2012 9:45 AM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#15]

Please select the subject area you are interested in and wish to comment on. * Regional Transportation Plan

Please give us your comments: *

I oppose the Regional Transportation plan!

When are you going to publish the content of the letters directed against and for this plan. We need to have a vote from the public.

We don't need increased rail and bike lanes. They are too underutilized now. We don't need more traffic lanes....just fix the ones that are there. If the border laws were enforced we wouldn't have so many people (illegal) reaching our state.

Name *

A Ball

Email *

[REDACTED]

From: Gerry Lease [mailto:]
Sent: Monday, February 06, 2012 4:51 PM
To: 2012 PEIR
Subject: Comments regarding Regionall Transportation Plan - for your consideraton

Dear Mr. Lieb (and committe members who may be involved in this undertaking):

I have thoroughly read and am opposed to your Comprehensive Regional Goods Movement Plan. I do not believe the truck-only lanes you are recommending to be a effective way of handling this issue. Have you given consideration to moving freight underground? It would be much cleaner, and would save our roads, to say nothing of how it would help traffic bottlenecks. Car pool lanes have not proven to be an effective solution for Southern California's freeway traffic problem. Suggesting truck only lanes as a better way to address traffic issues on Southern California highways is not forward thinking in this century and would not do the trick. If you feel strongly that it would, then incorporating electric power should be required in order to eliminate the pollution from the trucks. However, you still have the issue of the wear and tear on the roads! I truly believe an underground freight movement system would be the most effective and GREEN.

I have recently seen a presentation to build a goods - movement pipeline system underground to and from the port, that would allow for automated fright delivery and be cost-effective. That route could include the corridor you describe in your transportation plan. For Southern California, this makes

all the sense in the world to me. We are saturated with cars, trucks, motorhomes and countless other vehicles on our freeways in Southern California. I believe you can come up with a much more viable goods-movement solution than the one you currently propose. UNDERGROUND gets my vote.

Kind regards,

Gerry Lease

From: John Bonilla [mailto:]
Sent: Wednesday, February 08, 2012 2:02 PM
To: 2012 PEIR
Subject: Comment on the Regional Transportation Plan draft

Mr. Jacob Lieb,

I found my way to the Regional Transportation Plan while looking for emission reduction information. The South Coast Air Quality Management District Technology Symposium had information for import goods container movement emission reduction; the Green Rail Intelligent Development Project which made quite an impression upon me. While looking further into this plan I found information about the fully electrified rail running underground most of the time in massive pipelines which further impressed me and with the Angeles Chapter of the Sierra Club support of that project, it added to my opinion that this plan is very much worth considering. While looking into available information for that plan I found my way to the Regional Transportation Plan but was very surprised that the Regional Goods Movement System had information for the Potential East West Freight Corridor but did not include the possibility of considering the Green Rail Intelligent Development project or to place the East West Freight Corridor underground. I hope my comment to include the Green

Rail Intelligent Development Project as a possibility in the final Transportation Plan as an alternate to the above ground Corridor is given additional consideration. I'm highly impressed by the underground plan and feel that though the main concern is pollution in our air a strong secondary concern should be the visual, auditory and traffic impacts that could be avoided by having underground transportation rails. It's also my belief that while any plan would take a long time to complete, implementation of an underground system would help limit traffic impact during construction and avoid using land space that could in the future be used for other improvements.

Thank you,
John Bonilla

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Monday, February 13, 2012 10:11 AM
To: Ludlow Brown
Subject: SCAG Public Participation Form [#16]

SCAG Public Participation Form

#16

Please select the subject area you are interested in and wish to comment on. *

Please give us your comments: *

In order to get into the 21st century and deal with the ever increasing population and transportation problems, it is necessary to provide some real transit alternatives to one person per car. This means that a more proportionate share of the available funds must be spent on transit needs and not on creating new freeways/roads.

Please don't fall into the trap of spending transit funds on items that are NOT public transit.

I live in Apple Valley and there area currently NO alternatives!

There is a great need for metro link to San Bernardino, Rancho Cucamonga and Palmdale. The fact that the Cajun Pass is "too steep" is ridiculous and the High Desert Corridor as an alternative for people and goods between San Bernardino or even Los Angeles via Palmdale is incomprehensible.

There are already a number of freight trains going up and down the Cajun Pass, but only one passenger train. We need regular transport service to connect to the metro system in the Inland Empire- especially if the government envision even more growth in the High Desert.

There is a great need for HOV lanes on the I-15 from Victorville to San Bernardino and Rancho Cucamonga, to the I-215 and I-210.

Roads such as Bear Valley Road and Hwy 18 through the community must get a makeover. First, provide a free shuttle to get up and down the roads. Must be regular and frequent (every 30 minutes - stores can help fund this).

Next: work on making the entry and exit of the main road limited by providing access to shopping from parallel streets behind the current shopping centers.

Do not allow changes of zoning along the main roads such as Bear Valley Road that will increase traffic before making accomodation for that traffic or alternatives (eg. a super Walmart outside Spring Valley Lake).

Look at providing more walking and bicycling alternatives for short trips or to enhance transit options. A walking/bicycling path all along the Mojave River is a must.

Provide bridges dedicated to walking/bicycling over the Mojave River and railway - especially to access the Community College. Meanwhile, reduce the speed over the current bridges to provide better safety for pedestrians and bicycles.

Avoid sprawl developments (especially those which require a zone change) and encourage "in fill" developments that promote walking and bicycling.

Decrease the speed limit and provide traffic calming devices along Apple Valley Road near the 55 + community and in other areas with elderly residents. Provide bicycle/neighbor electric/handicap scooter facilities in and around these communities.

The weather is great in the High Desert for walking and bicycling.

Thank you for the opportunity to comment.

Name * jenny Wilder

Email *

[REDACTED]

Created

11 Feb 2012

10:25:27 AM PUBLIC

[REDACTED]

IP Address

From: Dan Crain [mailto:]
Sent: Monday, February 13, 2012 11:03 AM
To: 2012 PEIR
Subject: Comment On RTP EIR

To Whom It May Concern:

The Regional Transportation Plan would hold that much more strength if it included the GreenRail/Intelligent Design (G.R.I.D.) element. This G.R.I.D. proposal would reduce diesel truck emissions and truck traffic - plus the undergrounding of freight movement would make for safer highways. The G.R.I.D. proposal, using an underground automated freight conveyance system, would also include underground automobile transportation corridors that would have NO impact on the above ground environment, a feature which the Sierra Club fully endorses.

In addition, thousands of good jobs to assist our southern and inland California economies would be created in committing the design from paper to reality, building additional port infrastructure in the ports of Los Angeles and Long Beach, digging the tunnels and manufacturing the light rail systems for the effective conveyance of freight.

Frankly, this is an absolutely BRILLIANT proposal that would enhance the quality of life for millions of residents who call southern and inland California their home.

As a former Yucaipa Mayor and Councilmember from 1992 - 2000 (and SANBAG representative), an Inland California community where truck traffic is exceedingly prevalent on the 10 freeway, I heartily endorse this proposal. I ask that the SCAG Board of Directors include the Green Rail/Intelligent Design Proposal in all your deliberations for the Regional Transportation Plan's EIR.

Thank you for giving every serious consideration to these comments.

Dan Crain

From: [No 710 Coalition](#)
To: [Margaret Lin](#); [2012 RTP](#)
Subject: draft 2012 RTP - OPPOSE
Date: Monday, February 13, 2012 1:07:13 PM

Southern California Association of Governments
Attention: Margaret Lin
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Re: draft SCAG 2012-2035 regional transportation plan/ SCS and PEIR

The SCAG PEIR / RTP is flawed in the same way as the SANDAG RTP / EIR – they are inadequate under CEQA law.

The joining motion filed by the Attorney General of the State of California in the lawsuit against the San Diego Association of Governments (SANDAG) Regional Transportation Plan states that the Environmental Impact Report (EIR) prepared for the plan does not adequately analyze or prevent air pollution and climate concerns, and prioritizes expanding freeways while delaying public transit projects.

The SCAG is similarly flawed and will not stand up to CEQA challenge.

I oppose all items in the draft RTP that recommend the expansion or extension of highways, for the following reasons:

The fundamental law of highway congestion (Anthony Downs, 1962, 2004, 1992; and confirmed most recently by Gilles Duranton and Matthew Turner of the University of Toronto) states that the travel speed of an expanded highway reverts to its previous level before the capacity expansion and that the extension of interstate highways is met with a proportional increase in traffic in the U.S.

SCAG's assumption that highway expansion reduces congestion and improves pollution levels is grossly inaccurate. The traffic modeling fails to fully account for generated and induced traffic. And therefore exaggerates the benefits of expansion and the does not reflect the severity of future congestion problems.

The draft RTP anticipates adding 948 centerline miles and 7419 lanes miles which would be a 4.4% and 11.1% increase respectively.

The SCAG RTP will increase pollution, truck traffic, congestion, accidents, health impacts and environmental risks throughout the Southern California region.

I oppose the 710 gap closure project as it is un-defined and is not eligible to be on the Constrained Plan.

The proposed SR-710 Extension Toll Tunnels, at \$5.6 BILLION already underfunded by at least 50%, must be moved from the Constrained Plan to the Strategic Unfunded Plan in the 2012 RTP because there are no committed, available, or reasonably available funds as required by federal law for inclusion in the Constrained Plan.

There is enormous internal inconsistency with the SCAG's six possible construction zones yet all actual estimates based only the previously defined Meridian Route alignment.

I oppose plan items in the draft RTP that recommend increased conventional roadway and rail yard capacity for goods movement. The RTP should instead include existing zero-emission goods movement alternatives.

Goods movement must be accomplished via electrified freight rail not trucks.

Goods movement proposals in the draft RTP are inconsistent with regional, state, and federal air quality and congestion targets stated in the plan.

The plan states that to attain federal ozone standards, the region will need broad deployment of zero and near-zero emission transportation technologies in the 2023 to 2035 timeframe (p.74). It also acknowledges that conventional goods movement practices contribute to excess ozone and poor air quality (p. 68) and negative impacts in neighboring communities and throughout the region.

However, the plan allocates billions of dollars to expanding conventional goods movement, saying "truck-only freight corridors are effective as they add capacity in congested corridors, improve truck operations and safety.and provide a platform for the introduction and adoption of zero-emission technologies."

Yet the plan does not require zero-emission technology.

Susan Sulsky

██████████
South Pasadena, CA ██████████

From: Erin Cornwell [mailto: [REDACTED]]
Sent: Monday, February 13, 2012 4:19 PM
To: 2012 PEIR
Subject: Official Comment on the Regional Transportation Plan

To whom it may concern:

I was bit surprised and disappointed that 2012 Regional Transportation Plan concluded that the best solution for the Goods Movement Strategy was more lanes of truck traffic. The vision of SCAG is simply to build truck-only corridors, actually freeways, that may "improve truck operations and safety...and provide a platform for the introduction and adoption of zero-emission technologies."

If SCAG really had a vision to accomplish these things, then a better goal would be to remove the trucks from the system entirely. Why not consider an underground system that would limit land surface development?

The Green Rail Intelligent Development (GRID) system may just be the perfect solution. This system would move cargo containers through a series of underground "subways" directly from the port to the distribution city. This system would be zero-emission on day one, not after some costly regulations kick-in. The trucks would still be removed from roads, which would be safer and cost taxpayers less in highway maintenance. It would also reduce additional "eye-sore" freeways, reduces noise pollution and free land surfaces for other more economical developments.

I believe that it would behoove SCAG to consider this as a solution.

Erin Cornwell, PE, MBA
[REDACTED]
Fontana, CA [REDACTED]

From: Karyl Partenheimer [mailto: [REDACTED]]
Sent: Monday, February 13, 2012 8:03 PM
To: 2012 PEIR
Subject: Opinion regarding RTP SCAG plan

I am writing in response to the proposed Regional Transportation Plan for a truck-only East-West Corridor from San Pedro Bay Ports to downtown Los Angeles and on to San Bernardino County. While this plan could potentially alleviate some of the traffic along the I-710, I-60, and I-15 freeways, I feel it falls short of its potential. This plan does not address the opportunity to improve the environmental deterioration caused by diesel truck emissions such as reducing fine particulate matter, improving air quality, and reduced noise pollution.

I understand the Sierra Club has endorsed a plan for a proposed GRID Project Super Dock in which an underground tunnel is used to facilitate a drone train delivery system of containers emanating from the Ports of Los Angeles and Long Beach. This underground system would not only reduce the truck traffic along the local interstate highways, as proposed by the current RTP SCAG plan, but would also provide an unseen, unheard, and zero-emissions right-of-way alternative to the congested, environmental degradation system we currently endure. This new concept would greatly decrease air, noise, and traffic pollution as well as provide additional land space for future development.

I strongly encourage further consideration of this alternate plan before we commit ourselves to an unnecessarily limited concept.

Karyl Partenheimer

From: The Hinojosa Clan [mailto: [REDACTED]]
Sent: Monday, February 13, 2012 8:48 PM
To: 2012 PEIR
Subject: Program Environmental Impact Report

Dear Reader

I have reviewed most of the content of the environmental impact report and wish to state my comments. Removing big rig traffic from our already congested freeways near the harbor and 710 corridor is a fantastic plan. I dread traveling on the 710 freeway knowing the big rigs will hinder the efficient flow of traffic. I feel unsafe every time I travel through the corridor on my way to do business in Long Beach. The action of vehicle drivers darting in and out of traffic lanes in order to avoid the big rigs creates unsafe conditions.

The plan should go further. I believe big rig traffic should be kept on the outskirts of highly populated areas. Why not have an underground subway type system which will move freight containers on rails to various big rig collection/distribution points throughout southern California. Freight is unloaded from the ships, placed on transit units, which are then sent through the underground rail system. The underground rail system can be powered by electricity to minimize the fume accumulation within the tunnel system. Freight to be consumed is moved away from the port, freight for export would move back towards the port. The new collection points can be near existing rail yards for freight to be distributed across the country.

Some of the freight has shelf life issues, so the shorter in transit time the fresher the product will arrive at its intended destination.

An underground system would provide jobs for tradesmen. I do not have to go any further with this. Californians need jobs.

Gerardo Hinojosa

From: [Arnold San Miguel](#)
To: [Sylvia Patsouras](#)
Cc: [Margaret Lin](#); [Philip Law](#)
Subject: Pauline Chow Esq. comments for S.B. workshop and public hearing FW: About Us Contact
Date: Tuesday, February 14, 2012 9:04:13 AM

Pauline Chow Esq. comments for S.B. workshop and public hearing are below:

From: Pauline Chow [mailto:pauline@saferoutespartnership.org]
Sent: Tuesday, February 14, 2012 9:02 AM
To: Arnold San Miguel
Subject: Re: About Us Contact

Hello Arnold,

Thanks for following up with me. At the San Bernardino SCAG RTP/SCS Workshop, I presented the following testimony:

Per 2009 National Household Travel Survey, 21 percent of all trips in the SCAG region are currently being done via walking and bicycling. And tragically, per SCAG 2012 Draft RTP, 25 percent of all roadway fatalities in the SCAG region are pedestrians and bicyclist. The RTP/SCS provides 1.3% of its funding to active transportation. 80% of the 1.3% funding - 6 billion dollar - is not funded until after 2025. Communities will not see the benefits of walking and bicycling to school, work, and play for at least 13 years.

I am a resident of Upland, San Bernardino County, CA and enjoy using the Pacific Electric Trail and Bike lanes, where they exist. However, safety for pedestrians and bicyclists in my city is a huge problem. The last couple of mile to my destination from the Pacific Electric Trail is where I feel unsafe and a target for injury....or even death. This region has great resources and with a little more effort, it can develop the infrastructure for adequate active transportation.

Regards,

Pauline Chow, Esq.
Southern California Regional Policy Manager
Safe Routes to School National Partnership

pauline@saferoutespartnership.org
<http://www.saferoutespartnership.org>
<http://saferoutescalifornia.wordpress.com/>
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312-685-1685

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On Mon, Feb 13, 2012 at 1:57 PM, Arnold San Miguel <SanMigue@scag.ca.gov> wrote:
Pauline,

Can you please give me a call.

Thanks,

Arnold

Stay Connected



*Don't miss SCAG's Regional Conference &
General Assembly, April 5, 2012, at the
Bonaventure Hotel in downtown Los Angeles.
Register now at www.scag.ca.gov/ga2012*

Arnold San Miguel
Regional Affairs
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From: [Jason Samonte](#)
To: [2012 RTP](#)
Cc: chris.williamson@ci.oxnard.ca.us
Subject: 2012-2035 Draft RTP/SCS
Date: Tuesday, February 14, 2012 5:20:28 PM

To Whom It May Concern,

Thank you for the opportunity to review the 2012-2035 Regional Transportation Plan (RTP). The document presents a comprehensive plan to accommodate future transportation needs for the Southern California Region utilizing limited resources.

For the Ventura County Region the projections indicate increasing congestion along the 101 Freeway Corridor between Los Angeles and Ventura Counties. The surveys also indicate that a majority of commuter in the Ventura County Region commute alone. If this trend continues, it stands to reason that an increase in population will be accompanied by an increase of drive alone commuters. I support the investment in transit and commuter rail services to encourage an alternate form of transportation between Los Angeles and Ventura Counties.

As the economy expands in the region, there will be added demand to transport goods by rail. This added demand will result in lengthened cargo trains that will increase delay where streets intersect railroad tracks at-grade. Additional money should be allocated for grade separations along primary arterial roads. Grade separating will improve safety for vehicles, bicycles and pedestrians as well as eliminate the need for the train to blow their horn.

It is doubtful that we can ever expand the freeways sufficiently to fully accommodate the Regions vehicle demands.

Thank You Again,

Jason

Jason M. Samonte, P.E.
City Traffic Engineer
Traffic Engineering Division
City of Oxnard
214 South C Street
Oxnard, CA 93030
(805)385-7872

From: [Tim Hults](#)
To: [2012 RTP](#)
Subject: 2012-2035 Draft RTP/SCS
Date: Tuesday, February 14, 2012 11:17:30 AM

To Whom It May Concern:

Thank you for the opportunity to comment on the 2012-2035 Draft RTP/SCS. Please consider this an official position of support for Amendments 11-03 and 11-06, and especially Project ID RIV62024.

Should have any questions or comments, please contact me at the number listed below.

Yours Truly,

Tim Hults
City Manager

City Hall
595 S. San Jacinto Avenue
San Jacinto, CA 92583
Phone (951)487-7342
FAX 951.654.3728

From: [Hank](#)
To: [2012 RTP](#)
Subject: 2012 SCAG RTP comments
Date: Tuesday, February 14, 2012 12:34:49 PM

Dear Ms. Lin:

I have the following comments on the SCAG RTP. The comments are my own and do not reflect those of any agency or organization I am affiliated with.

Land use: Part of historic resources is also recognizing the land use impacts of denser development on historic residential and commercial districts. The SCAG region has several commercial and residential neighborhoods which are on the National Register of Historic Places. Many of these districts are near transit-friendly areas which are slated for denser development under the RTP. In the development approval process, local jurisdictions should recognize those impacts and mitigate appropriately.

SCAG correctly notes that revitalizing traditional downtowns has the greatest potential for accommodating growth in all communities in Southern California, but it should be done in a sensitive manner.

As a result of increased land prices and expansion in average space per person (i.e. families in which children used to share bedrooms now each having their own room), exurban and 2000's suburban developments are often more dense (less green space, more units per acre) than suburban developments in the 1950's, 1960's, and 1970's. This is a naturally occurring trend, but the problem is that these types of development are now placed in areas with poor transit service, thus increasing traffic demand. Conversely street design of the 1950's and beyond, focusing traffic on arterials (i.e. the half mile square street grid in Northern and Central Orange County) discourages pedestrian and bicycle usage. Through livable streets policies, SCAG should encourage design that is more neighborhood friendly and helps to spread out traffic instead of concentrating it in a few areas.

Transit quality: The definition of "high quality transit area" is extremely broad. Areas around park and ride lots in the suburbs with four buses an hour, two or three hours a day, and no other service qualify. For example, Foothill Transit operates frequent commuter express service to traditional suburban areas, but only during peak hours. This policy could lead to the development of dense Planned Unit Development and condominium tracts, but with no appropriate transit service outside of bus service to a downtown area, where most residents do not work.

SCAG should refine the definition, or create a new criterion, to reflect true quality service. Such a service would allow individuals to make most day-to-day trips, not just peak hour trips to work, via means other than individual passenger vehicles. "High quality transit" includes midday and weekend service, evening service for service workers to get home and for residents to enjoy a dinner and a movie, and should provide connections to multiple destinations instead of just a CBD. Otherwise any development near a park and ride lot could qualify as a HQTAs and be exempt under SB 375, despite the number of trips generated therein.

Although SCAG has no power to do so, it should encourage transit agencies to relax efficiency criteria to encourage provision of off-peak service. Often evening and weekend service is cut because it is not as cost effective as peak service, yet reduction of these services results in people purchasing cars and dropping off of transit use altogether. While no one is suggesting operation of empty buses, we should not penalize agencies for operating lifeline night and weekend service either. Improving span of service, as described in Page 49, should be more of a key.

Also consideration needs to be given to fare policy. The San Diego Association of Governments (SANDAG) recently obtained fare setting policy for its jurisdiction, because it recognizes the connection between appropriate transit fares and its regional planning goals. All fare changes must go through the SANDAG board. Although SCAG may not wish to usurp the roles of the local transit operators like SANDAG did, it should recognize that appropriately set fares can increase transit ridership while still being fair to the taxpayer.

One way to do this is through implementation of a regional smart card. Although in need of improvement, the LA County MTA's TAP program has significant potential and could serve as a basis for a region-wide fare card, similar to ones in Washington DC, Seattle, and the San Francisco Bay Area. Business rules should be revised so transfers with a smart card are automatically provided. Such a card could eliminate the need to remember multiple fares or to carry multiple passes for inter-county travelers. The SCAG region should not make the same mistake as 511, in where San Bernardino and Riverside Counties have a different 511 system from Los Angeles and Orange Counties.

Road Pricing:

In the past, a vehicle mileage tax (VMT) has been very controversial. It also discourages adoption of more fuel efficient vehicles, although arguably as fuel prices go up that incentive is provided anyway. A consideration could be made to freeze the existing gas tax at the current level, while imposing a VMT – but the VMT would have to go into real projects instead of just in a “black hole” general fund.

The existing gas tax is not enough for operations and maintenance of existing highway facilities. Therefore, all new capacity should be tolled or otherwise have a funding source for maintenance that is corridor-specific.

Strategic Plan:

Unfunded capital improvements: Caltrans has declared that SR-39 through the San Gabriel Mountains from the Azusa city limits to SR-2 is excess and has asked the County of Los Angeles or the United States Forest Service to take over the roadway. Recently the San Gabriel Valley COG indicated that the extension of SR-39 through the San Gabriel Mountains to connect to SR-2 should be reconsidered. Although there would need to be significant mitigation for the Bighorn Sheep, this extension could provide significant benefit in improving access to recreation and for emergency response and evacuation. More importantly, the costs and benefits of this project have never been debated in a public forum with decision makers. The SR-39 extension from Crystal Lake to SR-2 should be added in the Strategic Plan for possible future funding eligibility.

While reviewing the Strategic Plan project list, it appears that some of the projects in that list were already funded or are no longer being considered. For example, the

SR-126/Commerce Center Drive grade separation project is funded. Parts of the Colima Road project have already been implemented or have been funded through the MTA Call for Projects, or are included in the FTIP or RTP plan. The Fullerton Road under UPRR is part of the ACE Phase II program. SCAG should work to verify that this list is current prior to RTP adoption and is not double counting projects.

Sincerely,

Hank Fung, P.E.

From: [Joyce Dillard](#)
To: [2012 RTP](#)
Subject: Comments to Draft RTP.SCS due 2.14.2012
Date: Tuesday, February 14, 2012 3:41:41 PM

The CIRCULATION ELEMENTS of the regional cities GENERAL PLANS should be addressed as they expand to a overview of the regional needs and has a direct relationship to land use.

This will also address the Military needs and national defense issues which are underplayed for the region.

Per the Governor's Office of Planning and Research "Update to the General Plan Guidelines-Complete Streets and the Circulation Element::

...circulation element shall contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure to support the circulation of people, goods, energy, water, sewage, storm drainage, and communications.

Extreme weather conditions, atmospheric rivers, fires, floods are a concern of the Department of Water Resources and planning for the 200-year floodplain is reflected in AB 162 Wolk Government Code Section 65300-65303.4. Elements include:

- Land Use
- Conservation
- Safety
- Housing

Also consideration should be given to HUD Coastal High Hazard Areas and the incorporation of Protection Wetlands into Floodplain Management in a 500-year floodplain.

Southern California has the worse extreme weather in the country. The CS San Bernardino Alluvial Task Force is rolling out an online/cell phone mapping tool in the near future. This should be employed.

Remember, water vapor is a greenhouse gas.

The Goods Movement, in the Port of Los Angeles, is not so much about the port docks as the movement of goods to market (Harbor Commission meeting February 2, 2012). That connectivity is a key factor to the area receiving goods instead of the Panama Canal and should be taken more seriously.

Aging pipelines infrastructure should be addressed at all levels included public utilities such as Southern California Gas. There may be black holes in jurisdiction making Public Health and Safety an issue not addressed.

CTPG California Transmission Planning Group's efforts in transmission delivery should be addressed as part of Circulation.

ATBCB Pedestrian Facilities in the Public Right-of-Way issues will play a role in expenditures and compliance throughout the region as it effects productivity.

You are completely missing the expected aging population. Critical Actions aka hospitals etc should be analyzed with the aging population. The LAUSD population and other school districts are important to incorporate for a projection of the future work force. Families, not density, is true growth.

Air Quality solutions should be addressed as test sites are lacking to distinguish areas of non-compliance. Though trains may be a solution, diesel emissions and the particulates are not.

Though density appears to be a solution, digital signs and ozone creating projects are not. We need to take seriously the extent of non-compliance for Particulate Matter and NOX, grandfathered land use and realistic solutions. Mapping is important to see where issues can be addressed and where they cannot.

Metropolitan Water District has a business plan and those plans should be addressed seriously as they manage water. That business model is not about variance.

Use of Rainwater Harvesting, not a Title 22 Water, may be a larger problem if the State Department of Public Health and the Federal EPA do not address their responsibilities. Outbreak of disease, whether aviary or human, would cause extreme problems in dense areas and with public transportation.

Debt services and fees should be addressed as baseline needs for Capital Improvements.

Job growth is insufficient. Just what industries will relocate here. Who guarantees that a Transit Oriented District is available as a vehicles traveled reduction, if there is no real plan and no real attraction.

Your allocations are as follows:

- Transit 10.41%
- Passenger and High-Speed Rail 10.81%
- Active Transportation 1.26%
- Transportation Demand Management (TDM) 0.84%
- Transportation Systems Management (TSM) (includes Intelligent Transportation Systems (ITS)) 1.42%

Highways 15.15%
Arterials 4.63%
Goods Movement (includes Grade Separations) 10.04%
Aviation and Airport Ground Access-Included in modal investments
Operations and Maintenance 45.44%

With Operations and Maintenance funding included the following percentages of your allocation are:

Transit 39.60%
Highways 27.03%
Arterials 9.01%

This distribution is not realistic to the existing system and does not guarantee the growth that is needed for increased economy and for jobs.

Sustainable Communities Strategy should be a complete overall picture.

Joyce Dillard

[REDACTED]
Los Angeles, CA [REDACTED]

From: [Randy Strapazon](#)
To: [2012 RTP](#)
Subject: 2012-2035 Draft RTP/SCS Workshop
Date: Tuesday, February 14, 2012 4:05:56 PM

I am a resident of La Canada Flintridge and will be impacted by the closure of the 710 gap connecting to the 210 freeway. There is a reason that the debate about the benefits of closing that gap has been ongoing for more than thirty years. It is not a good idea! We need people looking to the future, not to the past, for traffic and congestion relief solutions. Building a tunnel will only increase the number of vehicles passing through this section. If your agency is concerned with environmental impact and the reduction of greenhouse gasses, increasing the number of vehicles on the road is shortsighted. Please look to more long range and reasonable solutions, not the ones "your fathers" might have chosen. Thank you,
Randy Strapazon

From: [Rachel Morris](#)
To: [2012 RTP](#); [Margaret Lin](#); [John Procter](#)
Subject: Signatures supporting increased funding for Active Transportation
Date: Tuesday, February 14, 2012 4:50:56 PM

Dear SCAG and Margaret,

I am the executive of a Ventura local non-profit started in 2007 that works to reduce climate change. VCCool (Ventura Climate Care Options Organized Locally), can be found at www.vccool.org.

First thank you for all you've done to engage the community in the RTP and SCS effort for 2012. I especially appreciate the 18 Workshops in the SCAG region because that help our organization to learn of SCAG and the critical effort of the Regional Transportation Plan. We would also like to thank the Safe Routes to School Partnership for helping us to become engaged.

Our concern is that a large body of the population is not currently represented in your 2012 RTP draft. These are the people who bicycle, who walk, or who would like to use Active Transportation but are too afraid because of the real threat of them or their children being killed or injured inadvertently by people in automobiles.

To this end we have collected 1,241 signatures from people across the SCAG region urging you to reconsider the small, and delayed funding for a clean, green, economical form of transportation who is now receiving 25% of traffic fatalities in the SCAG region. Our on-line petition and video can be found out www.active-transit.org

We will post the signature files to Drop Box so you can download them.

Here is the break down, and what you will find in our SCAG dropbox folder:

- 775 online signatures, including name, zip, e-mail, plus comments from many of the signers
- 355 paper petition signatures including name, zip, and e-mail address
- 111 youth/student signatures – including name of student.

Concerning files, I am including:

- The composite of the online signatures,
- Jpg files of scanned adult signatures that came in on paper
- A letter explaining the youth signatures from one of the teachers.
- An excel with the unique signatures. (The kids signed multiple times for emphasis, so we went through and typed a list of the unique names, deleting any duplicates.

I would also like to include this link to a front page article in our county-wide newspaper. It was on the front page of the Ventura County Star, with the printed version headline "Bicyclists Demand Respect."

<http://www.vcstar.com/news/2012/feb/12/petition-drive-for-more-bicycle-safety-in-scag/>

We urge you to rethink the delay in funds for Active Transportation, and we urge you to increase funds budgeted in the RTP. Please do not hesitate to call me if you would like to meet, or if you have any questions about our petition, our effort, or anything else.

To find the actual petition information please go to www.dropbox.com in VCCool's SCAG RTP Petition 12, and download the files therein.

Warmly Yours,

Rachel Morris

VCCool Executive Director

www.vccool.org

office (805)648-1267

cell (805)258-9369

VCCool is a Climate Change Action Group dedicated to engaging the people of Ventura to reduce greenhouse gasses. We strive to influence policy, provide tools and expertise for lifestyle change, support a localized green economy, and foster a grass-roots community that supports sustainable living.



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From: [Matt Korner](#)
To: [Margaret Lin](#)
Subject: 2012 Regional Transportation Plan and Sustainable Communities Strategy
Date: Tuesday, February 14, 2012 10:47:32 PM

Southern California Association of Governments:

I strongly urge the Southern California Association of Governments and its members to support, in the Regional Transportation Plan, the strategy that the City of San Bernardino adopted in 2009 to re-establish itself as the core of the Inland Empire and to reposition the municipality to compete in the category of first-tier cities, including Los Angeles and San Diego. Doing so will more fully support SCAG's Transect-based planning and will enable the M.P.O. to attain the most ambitious S.B. 375 targets. Improving livability and reducing pollution there will enable the Inland Empire to attract a greater diversity of incomes and skill sets and will, in so doing, help fix the regional jobs-housing imbalance whereby the coastal counties experience a lack of affordable housing and the inland areas a lack of high-paying jobs.

With the proper support, San Bernardino can emerge as a gateway city housing a million or two more residents since the municipality has the powerful combination of existing land-use intensity, extensive infrastructure, and copious amounts of vacant and underutilized land. San Bernardino is also located a sufficient distance from Los Angeles. Ontario has the land but lacks the infrastructure; Riverside has the infrastructure but lacks the land. As one of the two nexuses of the former Pacific Electric Railway, the centuries-old San Bernardino is the natural metropolis in the Inland Empire region and would have retained parity with Los Angeles and San Diego had investments in freeways and airports over the last sixty years not directed growth to the coast.

-

I strongly urge SCAG to reconsider the expansion of the 210 freeway that is planned between the 215 and the 10. The below-grade portion of this expressway, in fact, may be an excellent candidate for a highway-to-boulevard conversion that conforms to S.B. 375, that supports the CalTrans-funded T.O.D. Overlay District at the Marshall Boulevard sbX station, and that serves as a potential "Compass Blueprint" demonstration project. The community deserves an analysis of the available alternatives, especially since freeway widenings do not yield sustainable relief from traffic congestion. San Bernardino is doing its part to reduce V.M.T. through mixed-use planning and through the creation of fixed-guideway transportation systems; the city should be spared further sprawl-inducing and tax-base-undermining mistakes, and the residents should not see their health further compromised and their properties further degraded.

-

I strongly urge SCAG to support the I-215 alignment for California High-Speed Rail and for the optional station location in San Bernardino. This configuration is especially important for air-rail integration with both SBD and March Inland Port and for possible interstate service to Phoenix and/or Las Vegas.

-

I strongly urge SCAG to revise its allocations for regional aviation demand to more closely match those in the 2008 R.T.P. since San Bernardino International Airport was built, in part, with these allocations in mind and since requiring better ground access and air-rail integration will depend on the 2012 R.T.P.

Disney's Magical Express at Walt Disney World should be used as a model for seamless integration between Metrolink and SBD, so that, for example, air passengers can check luggage at L.A. Union Station and can directly board planes at the inland airport from some sort of transfer available at the Metrolink station.

-

I strongly urge SCAG to incorporate the following concepts into the R.T.P.:

- Development-oriented transit, transit-oriented development (with unbundled and restricted parking), and clean-energy car sharing are all mutually-supportive, and the three elements should be planned together. Every transit station, especially where connecting transportation is deficient, should have car sharing available.
- Convert existing cars owned by private individuals to share cars.
- Convert existing cars in governmental and other institutional fleets to share cars.
- Since "last mile" travel is more complicated than "first mile" and since residential uses tend to be more sprawling, concentrate more employment, leisure, and retail uses around transit stations and limit parking.
- Enlarge catchment areas around transit stations through traffic calming and bicycle/N.E.V. lanes.
- Allow N.E.V.'s to share bikeways throughout the region.
- Mandate butanol to be used in existing gasoline engines.
- Mandate bio-Diesel to be used in existing Diesel engines.
- Develop and mandate algal fuels to be used in jet engines, especially at SBD.
- Promote conversion of existing Diesel engines to natural gas, etc.
- Promote conversion of existing gasoline engines to electricity, etc.
- Promote conversion of existing gasoline engines to flex-fuel capability and mandate provision of alternative fuels subsidized by gasoline and Diesel taxes.
- Add non-highway bi-county connectors between San Bernardino and Riverside similar to the Gold Line between Los Angeles and Pasadena and develop the land accordingly; expand Metrolink between the two cities and add stations.
- Promote the Inland Empire as offering value in the form of a higher quality of life versus a lower cost of living, especially when that lifestyle is coming in a highly-desirable urban package with more square footage, features, and amenities than those found in the coastal counties.
- Increase the numbers of freeway-running express buses that connect to multimodal terminals in city centers and ensure reliability through concurrent use of congestion pricing/tolls.
- Pay particular attention to improving the guest experience at transit stations since the waits are often cited as the most onerous parts of public transportation.
- Increase the internal demand for Inland Empire airports by expanding the tourism industry in the region.
- Expedite high-speed rail development, especially on the L.A.-to-San Diego segment where the need is greatest since both automobile and plane travel is restricted between the two cities.
- Stop all plans for additional mixed-flow or HOV lanes. HOT lanes are preferable but are still bad. Convert existing lanes to HOT lanes. Restrict grade-separated highways to natural and rural areas, and use multi-way boulevards in more urban places.
- Add more circulatory transit and support more sophisticated and creative place-making in transit-oriented development, especially through the use of form-based codes, including the SmartCode.
- Promote broader use of double-decker jitneys with canopied and open-air upper levels. The Walt Disney Company procured such vehicles off-the-shelf for the Downtown Disney Anaheim project in 2001.
- Do not widen arterials. Induced demand makes such investments wasteful, and they do nothing but undermine tax bases and degrade surrounding property values.
- Do not improve LOSSAN at the expense of high-speed rail. The lack of affordable housing in the coastal counties and the lack of high-paying jobs inland are resulting in a regional brain drain among younger people who cannot find employment and housing in the same places.
- Move more of the logistics industry to the High Desert.
- Connect V.M.T. pricing to car insurance, especially the "pay-as-you-go" kind, which should be mandatory.
- Develop rail vehicles that can use existing rights-of-way by straddling conventional trains.
- Frequency of service is essential for transit systems. Southern California must create virtuous circles and stop the vicious ones that create spirals of decreasing ridership, increasing cost, and lower service levels.
- Increase vehicle-licensing fees only on those cars and trucks with polluting engines.
- Encourage a shift in the utilization of fixed guideways from freight to passengers.
- Encourage a shift in the utilization of highways from passengers to freight.
- Design local bus routes on a grid pattern, and use a hub-and-spoke configuration for higher orders of transit.
- Relieve car and truck congestion and improve reliability through pricing and not through

expansion.

- Plan for technologies that allow the wireless recharging of electric vehicles.
- Replace L.O.S. with Automobile Trips Generated (A.T.G.) or a similar statistic in CEQA.
- Encourage employers to offer car-sharing subscriptions and/or expense accounts for taxis as a guaranteed ride home.
- Southern California needs "floating" "head-out" metered and angled on-street parking in as many places as possible.
- Incorporate automation of B.R.T.
- Promote agricultural uses on CalTrans property beside highways.
- Investigate adding Diesel-electric multiple units to Metrolink lines that need more frequent service.
- Provide across-the-board rebates for taxes imposed on vehicle usage to avoid the regressive nature they have.

Sincerely,

Matt Korner

From: [Catherine Paquette-Richardson](#)
To: [2012 RTP](#)
Subject: Comment to 2012-2035 Draft RTP/SCS
Date: Tuesday, February 14, 2012 10:47:34 PM

Ms. Margaret Lin
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Ms. Lin:

I am taking this opportunity to write to you to comment on the 2012-2035 Draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

I am from the southern area of Orange County, California. In general, where the RTP is planning on expanding the freeway network system and local roads, I am in agreement. Expanding the use of transit (bus, commuter rail) should only be done where studies show there is a greater need, which would minimize having to use precious tax dollars to subsidize this transit. Bicycle paths are great, but they should not be seen as an alternative to general transportation but rather mainly as recreation.

High-speed rail should be postponed until California is once again a booming state and unemployment is maintained or lower than 5.5%. Record number of businesses and people are leaving California, which is one reason why there will be a tax revenue shortfall in the billions of dollars. In fact State Controller John sent a letter to the California legislators announcing that the State will run out of cash on March 8, 2012. He stated that the legislature will need to allow the State Treasurer to delay \$2.4 billion in payments to universities, counties and Medi-Cal, and will need to borrow another \$3.3 billion from Wall Street bankers.

I understand that we are spending \$700,000 daily just on the California High Speed Rail Authority staff and consultants. This is not the best use of taxpayer dollars at this time. The cost of high-speed rail continues to be underestimated time and again. Ridership is suspect and with each year, more and more taxpayer's monies will have to be used to support high-speed rail. Its reduction on GHG will in no way match these exorbitant costs.

When your report states that the region wastes over 3 million hours each year sitting

in traffic, mass transit would waste perhaps comparable hours, if not more, having to get to the transit stations, then wait for a bus or rail, and again need to get to our final destinations. Besides, transit travel in southern California is not conducive to our lifestyle. It is certainly not friendly to families. Our preferred life style in southern California is single-family homes separated from industry and business zones. Clumping people in high-density living just to reduce the use of vehicles is **forcing** people to change their preferred lifestyle and not giving them a choice. Freeways around these high-density areas will eventually impede traffic flow from city to city.

The only thing unsustainable to this preferred lifestyle is the limit and restrictions arbitrarily placed on our resources by government to appease the radical environmental groups and individuals. There is also disagreement as to whether GHG cause global warming which our government has refused to question.

What is most important in California right now is to stay within a balance budget, to cut or postpone spending and to relax regulations so we become more business friendly. Our tax revenues would then grow. Unfortunately, if there are no funds to pay for all of the RTP, then its plan needs to be postponed indefinitely. I am not be in favor of increasing taxes, fees or penalties in any form to try to obtain funds to pay for the RTP. I will be voting against all tax increases or bonds.

Sincerely,

Cathy Richardson

[REDACTED]

Capistrano Beach, CA [REDACTED]

[REDACTED]

From: [Jason Herring](#)
To: [Margaret Lin](#); [2012 RTP](#)
Subject: SCAG RTP public comment
Date: Wednesday, February 15, 2012 12:00:20 AM

To Whom it may concern:

I am strongly opposed to solving regional transport planning through more freeway expansion. The current RTP focuses too much on legacy transportation modes and not enough towards forward-looking solutions to our congestion problems.

Living in the Port area I am very interested in proposed direct-to-rail technologies such as the GRID SuperDock, which would create a freight tunnel from the port to inland warehousing and intermodal areas.

Please consider this more forward looking concept in your planning.

Regards,
Jason A Herring
San Pedro, CA

From: [Richard Risemberg](#)
To: [Margaret Lin](#); [2012 RTP](#)
Subject: Comment on SCAG RTP
Date: Monday, February 13, 2012 9:05:17 PM

To: Southern California association of Gvoernments
ATTN: Margaret LIn
RE: Regional Transportation Plan, 2102-2035, Draft

Dear Ms. Lin:

Having read multiple synopses of SCAG's Regional Transportation Plan, I am stunned to discover that the RTP suffers from both a lack of, and an excess of, imagination.

The lack of imagination is exemplified by the plan's reliance (despite a few bones thrown to transit and non-motorized transportation) on still more lane-miles for still more cars and trucks. This is a paradigm that has consistnetly failed us for over half a century, since traffic engineers first figured out that building ever more roads induces ever more traffic and creates ever denser congestion.

The excess of imagination is exemplified in the evident belief that simply enacting practices that have failed again and again for two generations will somehow magically "work" this time.

Considering how best practices are evolving in other US regions and worldwide, it is actually shocking that SCAG is not dedicating its energies to nurturing the non-fossil-fueled and non-motorized transport modes that are becoming the new paradimg worldwide.

Bicycling, walking, and both light and heavy rail passenger transport have been proven not only to reduce congestion, but also to improve public health and happiness and increase economic activity, as people trade sitting in massive traffic jams, or speeding down surface streets looking in vain for free parking, into actually participating in the casual public discourses of civic life--which include being able to browse commercial streets from the seat of a bicycle, or on foot after descending from the tram, unfrustrated by the parking struggle.

And freight movement in our region is a nightmare, primarily because it is so dependent on trucks, whose energy efficiency is one-quarter that of a diesel train, and whose spatial needs are orders of magnitude higher than those of railroad operations. This absurd obsession with truck freight results in thosuands of acres of precious land being taken off the market, and the tax rolls, to support a dirty, cumbersome, and fundamentally antiquated method of moving freight between ships and railcars.

Wasting thousands of acres of port property to stack containers by onesies onto trucks, simply to haul them forty miles and put them on the train they are destined for anyway, is, frankly, ridiculous.

I am familiar with the GRID project that has been making waves lately, and its "Superdock" is a far superior way of moving import and export goods bewteen ships and trains. Furthermore, GRID's proposed underground electric rail shuttle to the Downtown and Inland Empire railyards promises not only to reduce the devastation

diesel trucks and even trains are wreaking on populations adjacent to the 701 corridor, but also to save the region millions from freeway and street expansions that would become unnecessary!

This is a concept both visionary and practical, and represents the sort of thinking we need from SCAG--not habitual reiterations of outmoded practices that will only drown us in concrete, smog, and traffic chaos.

Sincerely,

Richard Risemberg

[REDACTED]

Los Angeles CA [REDACTED]

[REDACTED]

--

Richard Risemberg

<http://www.bicyclefixation.com>

<http://www.SustainableCityNews.com>

<http://www.rickrise.com>

From: [Judy Bergstresser](#)
To: [Margaret Lin](#); [2012 RTP](#)
Subject: opposition to draft SCAG 2012-2035 RTP/ SCS and PEIR
Date: Friday, February 17, 2012 2:18:26 PM

Southern California Association of Governments
Attention: Margaret Lin
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

The SCAG PEIR / RTP is flawed in the same way as the SANDAG RTP / EIR – they are inadequate under CEQA law.

The joining motion filed by the Attorney General of the State of California in the lawsuit against the San Diego Association of Governments (SANDAG) Regional Transportation Plan states that the Environmental Impact Report (EIR) prepared for the plan does not adequately analyze or prevent air pollution and climate concerns, and prioritizes expanding freeways while delaying public transit projects.

The SCAG is similarly flawed and will not stand up to CEQA challenge.

I oppose all items in the draft RTP that recommend the expansion or extension of highways, for the following reasons:

The fundamental law of highway congestion (Anthony Downs, 1962, 2004, 1992; and confirmed most recently by Gilles Duranton and Matthew Turner of the University of Toronto) states that the travel speed of an expanded highway reverts to its previous level before the capacity expansion and that the extension of interstate highways is met with a proportional increase in traffic in the U.S.

SCAG's assumption that highway expansion reduces congestion and improves pollution levels is grossly inaccurate. The traffic modeling fails to fully account for generated and induced traffic. And therefore exaggerates the benefits of expansion and the does not reflect the severity of future congestion problems.

The draft RTP anticipates adding 948 centerline miles and 7419 lanes miles which would be a 4.4% and 11.1% increase respectively.

The SCAG RTP will increase pollution, truck traffic, congestion, accidents, health impacts and environmental risks throughout the Southern California region.

I oppose the 710 gap closure project as it is undefined and is not eligible to be on the Constrained Plan.

The proposed SR-710 Extension Toll Tunnels, at \$5.6 BILLION already underfunded by at least 50%, must be moved from the Constrained Plan to the Strategic Unfunded Plan in the 2012 RTP because there are no committed, available, or reasonably available funds as required by federal law for inclusion

in the Constrained Plan.

There is enormous internal inconsistency with the SCAG's six possible construction zones yet all actual estimates based only the previously defined Meridian Route alignment.

I oppose plan items in the draft RTP that recommend increased conventional roadway and rail yard capacity for goods movement. The RTP should instead include existing zero-emission goods movement alternatives.

Goods movement must be accomplished via electrified freight rail not trucks.

Goods movement proposals in the draft RTP are inconsistent with regional, state, and federal air quality and congestion targets stated in the plan.

The plan states that to attain federal ozone standards, the region will need broad deployment of zero and near-zero emission transportation technologies in the 2023 to 2035 timeframe (p.74). It also acknowledges that conventional goods movement practices contribute to excess ozone and poor air quality (p. 68) and negative impacts in neighboring communities and throughout the region.

However, the plan allocates billions of dollars to expanding conventional goods movement, saying "truck-only freight corridors are effective as they add capacity in congested corridors, improve truck operations and safety and provide a platform for the introduction and adoption of zero-emission technologies."

Yet the plan does not require zero-emission technology.

Regards,

Judy Bergstresser

████████████████████
South Pasadena, CA ██████████