



ACTION FOR A HEALTHY PLANET



THE SILICON VALLEY CLIMATE ACTION ALLIANCE



February 9, 2017

via email: Email: jhoang@smcgov.org

Chair Aguirre and Board Members
City/County Association of Governments
County Office Building
555 County Center
Redwood City, CA 94063

Re: San Mateo County Alliance to Renew Transportation Recommendations for the *San Mateo Countywide Transportation Plan 2040*

Dear Chair Aguirre and Board Members,

We are writing on behalf of the San Mateo County Alliance to Renew Transportation (SMcART) coalition, made up of transportation, environmental, health, and housing advocates listed above, to request improvements to the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). This Plan has a strong central vision to improve mobility through “an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation.”¹ However, the following issues, raised by many during the public process, should be addressed as quickly as possible:

- Align the SMCTP 2040 **investments** to the vision, goals, and objectives of the plan;

¹ <http://ccag.ca.gov/smctp2040/>

- Include more ***ambitious but attainable goals*** and specific metrics; and
- Provide more time for ***meaningful community input***.

Align the CTP budget to the vision, goals, and objectives of the plan: The spending priorities of SMCTP 2040 should better reflect the stated vision, goals, and mode share targets in the SMCTP 2040. The current proposal focuses most of the spending on roadways, which shortchanges the goals of reducing vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, and promoting social equity.

Include more specific metrics and ambitious but attainable goals: In order to guide the county toward the vision and assess the success of implementation, SMCTP 2040 needs to include measurable targets for major goals. Important examples include:

- **Improve Mobility to Continue Economic Opportunity:** Our region continues to grow, and mobility is essential for continued economic opportunity. Working with the Plan Bay Area Action Plan, *set a target to increase employment that is accessible with a maximum of 45 minutes transit commute between 7am and 9am, including low income commuters.*
- **Reduce Greenhouse Gas Pollution & Vehicle Miles Travelled:** Transportation is the largest source of GHG emissions in the state of California. The County should demonstrate how it will help achieve state laws including SB 32, which requires reducing transportation GHGs 40% by 2030 (relative to 1990 levels). This plan should keep the region moving forward, with strong, specific GHG and mode share targets. *We suggest reducing the drive alone rate for work trips to 60% countywide and 40% in priority development areas and major employment centers.*
- **Improve Public Health and Safety:** Transportation infrastructure and land use are major factors influencing public health. *Set a Vision Zero goal to eliminate fatalities and serious injuries on our roadways by all users. Set mode share goals of 20% for walking and 10% of bicycling among all trips in Priority Development Areas (PDAs) and dense job centers.*² Focus investments in areas of greatest safety concern (ex. highest bike/ped collision and fatality rates), and on vulnerable populations including low income people of color who tend to be disproportionately burdened by roadway injuries, fatalities, and chronic disease rates. One in three pedestrian and bicycle deaths are among the county's African American population, although they make up only 3% of our population.
- **Reduce the combined cost of housing and transportation for San Mateo County residents and the workforce:** Transportation and land use strategies focusing on long-distance mobility and employment growth without sufficient housing production have resulted in high transportation and housing costs for Bay Area residents, including in San Mateo County. Working with the Plan Bay Area Action Plan, *set a target for the amount and locations of housing needed to reduce the housing plus transportation costs for San Mateo County residents and workers, including reducing the H + T burden of low-income households from 54 percent to 44 percent (instead of increasing to 67 percent).*

² [Silicon Valley Bicycle Coalition](#) has a goal to see 10% of trips by bike by 2025. As local examples, in 2015 Palo Alto had a bike to work mode share of 9.2% for people over the age of 16 and Menlo Park had a bike to work mode share of 6.7% for people over the age of 16, according to the [United States Census](#).

Provide more time for meaningful input - until summer of 2017: Create a public participation plan to obtain diverse and meaningful community input. Meetings should be well publicized, with ample notice, in a diversity of locations, and include translation services where needed. Meetings should be organized and structured in a way to ensure good turnout, informative and accessible content, and appropriate meeting format, including workshops in communities of color. In addition to meetings, other outreach methods should be explored, such as interactive booths at transit stations and popular destinations. Community input should be core to guiding the vision, goals, and spending priorities of the CTP.

We appreciate the hard work of staff and consultants on this Plan. This Plan will play a critical role guiding transportation investments over the next 20 years or more. Please consider taking a few more months to incorporate and address these recommended improvements to create a strong, smart Transportation Plan for our future.

Sincerely,

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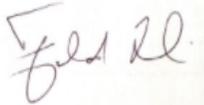
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A handwritten signature in dark ink on a light-colored background, appearing to read "Fahad Q." with a stylized flourish.

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