

Attachment 2
Metropolitan Transportation Commission
Written Correspondence Received on
2010 Revised Draft Public Participation Plan

	Name & Title	Affiliation (if any)	Date
1.	Steve Piasecki, Director of Community Development	City of Morgan Hill	Nov. 30, 2010
2.	Bernardo Huerta	East Palo Alto Public Works and Transportation Commissioner	Nov. 29, 2010
3.	David Schonbrunn, President	Transportation Solutions Defense and Education Fund	Nov. 29, 2010
4.	Connie Malloy Carl Anthony	Urban Habitat Breakthrough Communities	Nov. 29, 2010
5.	Shirley Johnson, PhD		Nov. 29, 2010
6.	Marion Taylor, President	League of Women Voters of the Bay Area	Nov. 28, 2010
7.	Pat Giorni		Nov. 28, 2010
8.	John Cunningham, Senior Transportation Planner	Contra Costa County	Nov. 17, 2010
9.	Casey Allen		Nov. 16, 2010
10.	Michael Taketa-Graham		Nov. 16, 2010
11.	Jan Hamilton		Oct. 27, 2010
12.	Gary Hamilton		Oct. 27, 2010
13.	Pam Drew		Oct. 18, 2010

From: "Steve Piasecki" <Steve.Piasecki@morganhill.ca.gov> 1.
To: <info@m tc.ca.gov>
Date: 11/30/2010 11:51 AM
Subject: late comment on the public participation plan

Get the word out to the general public.

“One Bay Area” billboards along critical freeway corridors (280, 101, 880 etc.) and on public transportation systems (BART, MUNI, Sam Trans, VTA). The message could be simple with some provocative question like “What would you like the Bay Area to look like in 25 years? We need your ideas.” With a web site address and ABAG/MTC logos. Possibly engage an advertising agency to give it a professional/popular appeal. I think the concept of planning for the entire bay area could have broad appeal to the general public, especially the commuting public and might help the political process if the general public is aware that some regional is happening.

Thanks,
Steve Piasecki
Director of Community Development
City of Morgan Hill

From: <bnaudnaud @aol.com> 2.
To: <info@m tc.ca.gov>
Date: 11/29/2010 9:38 PM
Subject: Non-English resident input

MTC,
Use of non-English radio stations for MTC communications and feed back should be expressly included.
Thank you.

Bernardo Huerta

East Palo Alto Public Works and Transportation Commission
East Palo Alto Planning Commission
Nuestra Casa
One East Palo Alto Neighborhood Improvement Initiative
2124 Cooley Ave. EPA, CA 94303

Transportation Solutions Defense and Education Fund

3.

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

“Solutions Is Our Middle Name”

November 29, 2010
By E-Mail

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

Re: Revised Draft 2010 Public Participation Plan

Dear Mr. Heminger:

TRANSDEF reviewed the revisions to the July Public Participation Plan, and found little of substance. A very strong comment letter focusing on environmental justice, signed by 50 organizations, was essentially ignored. This was an interesting choice, given MTC's ongoing vulnerability on Title VI issues.

TRANSDEF's comment letter was inspired by that letter's Comment #2, which asked for the detailed identification of the decisionmakers at each step in the process, and “the process that will be used in reaching that decision.” (summarized as comment #40, 10/15/10 Response to Comments, Attachment 1, p. 10). We see the Response's non-responsiveness to the specificity of the comment as a surprisingly blatant refusal to address the transparency issues posed by that Comment: “The Revised Draft PPP includes a more detailed description of the process, schedule and key milestones for the SCS/RTP planning effort, including the major technical and decision milestones and where the public will have the opportunity to get involved and help inform this work.”

That inadequate response makes it all the more important that a Public Alternative be included in the RTP development process. The production of a Public Alternative will ensure that there can be a free marketplace of ideas, and will help make the rest of this process more transparent to all stakeholders. The Final RTP would benefit from the ideas of non-profits in the form of a consensus Public Alternative, unmediated by MTC.

TRANSDEF appreciates the consideration MTC has given to its proposal. However, we feel that the proposed modification, setting the process within the RAWG, misunderstands the process dynamics, and thus would produce sub-optimal results. The involvement of the public agency representatives on RAWG would introduce a heavy

dose of status quo thinking--the approach that already thoroughly permeates the RTP process.

Difficult financial times call for out-of-the-box solutions. A far better approach would be to set the advocates free to come up with creative solutions among themselves, leading to consensus first around a Vision Scenario, and later on a transportation project list.

Once there are products to look at, they should then be debated at the RAWG. Consensus-building and possible integration of Public Alternative elements would be entirely appropriate. The key dynamic that needs to be respected is the creative process. It should not be watered down before a coherent alternative has come together. The value to MTC of a Public Alternative is precisely its policy coherence.

TRANSDEF is very clear that the proposed Public Alternative would not, in itself, represent a regional consensus. It would be the consensus of informed advocates--which we believe to be a valuable element in the development of an RTP.

TRANSDEF appreciates this opportunity to provide comments on MTC's Public Participation Plan, and especially appreciates the consideration given so far to our proposal for a Public Alternative.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

November 29, 2010

BY ELECTRONIC MAIL

Steve Heminger, Executive Director
Metropolitan Transportation Commission
Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, California 94607

4.

Re: Revised Public Participation Plan for the RTP and SCS

Dear Mr. Heminger and Mr. Rapport:

These additional comments on the revised Public Participation Plan follow up on the detailed comments that fifty organizations submitted to MTC and ABAG in August. We appreciate that the revised Plan incorporated a few of our many recommendations, and we thank you both for taking the time to meet with several representatives of those fifty organizations on November 19.

At that meeting, in which we were joined by Paloma Pavel, Bob Allen, Marilyn Ababio, Colin Miller, Parisa Fatehi and Chris Moore, we were pleased to have the opportunity to make brief presentations about the first six recommendations in our August comment letter, and to explain to you the importance of those recommendations. We hope that we were able to convey to you, above all, that while our recommendations are necessary for the engagement of low-income communities of color in regional decision making processes, they are also the right prescription for making our entire region healthier, stronger and more sustainable.

Our first six recommendations are: (1) Start with the Needs; (2) Get Specific About Key Decision Points; (3) Ensure Transparency in the CMAs and the Partnership Board; (4) Describe the Development of Policy and Investment Alternatives for each Key Decision Point; (5) Evaluate the Equity Impacts of Each Alternative; and (6) Demonstrate Explicit Consideration of Input. The revised Plan continues to fall well short in each of these areas. We appreciate the opportunity to briefly recap some of the most important parts of our recommendations that, as we explained at our meeting with you, have not yet been addressed.

1. Start with the Needs: The critical starting point of the entire regional planning process is the identification and prioritization of the needs, both those of Environmental Justice communities and those of the region as a whole. In the context of housing, the state-mandated RHNA process does begin with an identification of the region's housing needs, broken down by income level. Unfortunately, on the transportation side, the revised Plan, like the original draft, is silent on the question of needs. As a result, the

public is not informed of whether or when it will have the opportunity to participate in a decision about what the priorities will be for the expenditure of several hundred billion dollars over the life of the next Regional Transportation Plan. In particular, EJ communities are not informed about which, if any, of the needs that they have identified to MTC in a series of needs studies going back to the 1990s – most recently in the Lifeline and Community-Based Transportation Plans – will be prioritized in the next RTP.

As you know, transportation needs are not limited to capital projects. Our transit systems must be operated and maintained, as well. To that end, the Transit Sustainability Project should be utilized to assist in determining the true costs of operating our current transit system at its full capacity, as well as determining the capital and operating costs of each of MTC's Res. 3434 expansion projects.

We cannot emphasize the importance of this needs assessment and prioritization enough: The planning process will fail the entire region if it does not begin with a transparent and publicly accountable decision that sets priorities among our many needs. We continue to urge MTC to put in place a plan for a public process in which that decision will be made.

2. Get Specific About Key Decision Points: We appreciate that, in response to our comment, the revised Plan includes a more detailed timeline of decision points. We also welcome the addition of a specific decision point for so-called “committed projects” – those projects which were included in the last RTP – specifically, a point at which a decision will be made whether, and under what conditions, they will be included in the new RTP.

The main issue that we continued to press in our meeting, and that has not yet been addressed in the revised Plan, is the opacity of the new process timeline. The timeline is useful in providing a general sense of the order in which decisions will be made. It is not helpful, however, in describing the nature of each of those decisions. For this, we suggested in our meeting that a detailed legend be provided, something that explains for each decision point: what decision will be made at that point, why that decision is important, what is at stake in it, how it will affect future decisions, the anticipated timeframe, who the decision maker will be and what the process will be. A sample legend for the Performance Targets decision point is attached (Attachment A), in the hopes of more clearly conveying to you what we have been asking for. We request that this level of information be provided about each of the icons on the process timeline.

3. Ensure Transparency in the CMAs: The County transportation agencies, known as “congestion management agencies,” or CMAs, are major players in the metropolitan transportation planning process that MTC oversees. As we pointed out in our comment letter, MTC is required by law to “certify . . . that the metropolitan transportation planning process is being carried out in accordance with . . . Title VI of the Civil Rights Act of 1964.” (p. 15.) That requirement imposes on MTC the obligation not only to ensure that the CMAs have in place their own inclusive and transparent plans of public participation, but to ensure that those plans are carried out in practice. The revised Plan neither acknowledges MTC's responsibility to monitor the CMAs to ensure that they

comply with the Civil Rights Act, nor addresses how MTC will carry out that responsibility.

In addition, the revised Plan continues to fail to inform the public of the nature of the decisions that the CMAs will make, or to explain whether and how MTC will incorporate those decisions into its planning process. For instance, will the CMA decisions be treated as recommendations, or as *faits accomplis*? If the former, what criteria will MTC use in evaluating, reviewing, revising and adopting those recommendations, and what public process will that include?

Moreover, the revised Plan does not explain if or how MTC and/or ABAG will provide any guidelines that the CMAs can use to select projects that will be consistent with the region's vision for a Sustainable Communities Strategy. In order for the CMA process and Countywide Transportation Plans to be consistent with MTC's and the region's SCS/RTP goals, MTC must provide clear written guidelines (available to the public, CMA staff and community groups) on how MTC's Public Participation Plan will be implemented by CMAs, as well as guidance on CMA project selection criteria.

4. Describe the Development of Investment Alternatives: Because the revised Plan continues to skip the critical first step of prioritizing our transportation needs, it also continues to skip the important second step of generating a range of alternative means by which it can meet each need. Mr. Heminger stated that a public agency must propose a project in order for it to get into the RTP. Our point, however, is that it should not get into the RTP simply because a public agency is proposing it. Rather, the proposal of a project must come in response to the regional agency's identification of the needs that the public expects projects to meet, and MTC must ensure that all viable alternatives for meeting those needs are considered before one is selected. If a project alternative is available that will meet the need equally well at a much lower cost, we cannot afford to ignore that alternative. Nor can we afford to ignore alternatives that will meet a broader range of needs, including those of traditionally under-served communities.

The revised Plan still does not state that alternatives will be developed and evaluated, nor does it describe the public process in which the development and evaluation of alternatives will take place. Our regional planning process will not succeed in making the best use of limited funds if we do not prioritize our needs and then consider alternative means of filling those needs.

5. Evaluate the Equity Impacts of Each Alternative: After needs are prioritized and alternatives generated, those alternatives must be evaluated. They must be evaluated for how well they meet transportation needs, and for how fairly they meet the needs of all Bay Area communities and populations. They must also be evaluated for their cost-effectiveness and for how well they contribute to GHG reduction, among other things.

We appreciate the fact that our comment in respect to the RTP equity analysis was heard: specifically, we stated that a single equity analysis at the very end of the process, as MTC has conducted in the past, came too late to ensure that all communities shared fairly in the

benefits of RTP spending. The revised Plan (p. 47) now indicates that the equity impacts of the scenarios will be evaluated at three key milestones. The Plan must still get much more specific about the nature of the equity analysis and public process at each of those steps. The Plan should also specify how the equity analysis at each juncture will be presented to decision-makers and the public so that everyone fully understands the implications of that analysis for the decision-making process. Moreover, given how quickly the RTP development timeline is moving, and how many local government and general public stakeholders must be informed about each step of the process, we are concerned that we have yet to see the proposed additional equity analyses appear in any of the agencies' timelines or process charts.

Just as important as analyzing equity at multiple stages is the question of how equity is analyzed. In the past, MTC's RTP Equity Analysis methodology and metrics have been the target of much criticism, on the ground that the Equity Analysis was not answering the questions that EJ communities were asking. To avoid this problem in the future, the analyses of equity impacts must begin with a public scoping process, so that impacted EJ communities can identify the risks of inequity that they are most concerned with. Only with that information can MTC and the public work to design appropriate methodologies and metrics that answer the specific questions about equity impacts that EJ communities are asking. We look forward to partnering with you as you design the public process to scope out the various equity analyses that are now part of the Plan.

An equity analysis at the RTP level, of course, is necessary but not sufficient to ensure that the RTP is equitable. In addition, each component of the RTP must independently be fair. Among other things, that means that each project (including each "committed project") must be analyzed against project alternatives to compare their equity impacts before the best one is selected. The revised Plan remains silent with respect to the analysis of project alternatives, as discussed in comment 4. We urge you to address these issues in the Plan.

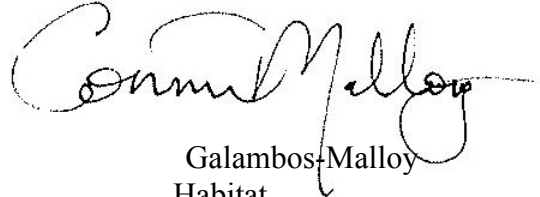
6. Demonstrate Explicit Consideration of Input: We are encouraged that the revised Plan states that "MTC is committed to responding to every letter, fax and e-mail sent by individual members of the public." (p. 3) This statement, however, is still too vague. The question is not just whether MTC will respond, but how. Two points are very important about how MTC responds: First, is MTC responding to the crux of the comment? In the summary of comments included in the revised PPP (pp. 6-7), and in the more detailed response to comments, many of the important points on which our 50 organizations commented – including many of the comments reiterated above – were glossed over or ignored. Second, the response needs to provide some rationale for why recommendations were rejected.

We thank you again for the opportunity to emphasize these important issues, and ask that you address them in the Public Participation Plan. Please do not hesitate to contact us if we can be of any further assistance.

Sincerely,



Carl Anthony Connie
Breakthrough Communities Urban



Galambos-Malloy
Habitat

Enclosure: ATTACHMENT A - Sample Legend to RTP/SCS Decision Points

Cc: MTC Chair and Commissioners
 ABAG Executive Committee Members
 MTC Advisory Council Members

ATTACHMENT A
Sample LEGEND to RTP/SCS Process Decision Points

The following is an example of the level of detail we are requesting for each important decision icon on the timetable of process points in the Public Participation Plan:

Decision Point: Performance Targets

- **Nature of the decision:**
 - 10 performance targets will be selected to create something akin to a scorecard by which to evaluate the RTP/SCS scenarios.
 - The targets cover goal areas such as: climate protection, adequate housing, healthy and safe communities, open space preservation, open space preservation, equitable access, economic vitality, and transportation system effectiveness.
 - MTC and ABAG staff members have said that targets must be: able to be forecasted well by the agencies' modeling tools and able to be influenced by regional agencies in cooperation with local agencies.
 - In the past, MTC has used performance targets to evaluate the RTP. See past examples here: [insert links to relevant historical info]
- **Importance of the decision (including how it will affect future decisions):**
 - The targets will influence the shape of the vision scenario and subsequent detailed scenarios [because the scenarios will be designed to perform well on as many of the targets as possible?].
- **Decision-maker and Decision-Making Process:**
 - Feedback gathered from:
 - Regional Advisory Working Group (RAWG)
 - RAWG Ad Hoc Committee on Performance Measures
 - MTC Policy Advisory Council
 - ABAG Regional Planning Committee
 - Decision made by:
 - MTC and ABAG staff to generate set of 10 recommended targets
 - MTC Planning Committee/ABAG Administrative Committee/Joint Policy Committee
 - Presented as informational item at December 10, 2010 meeting
 - Voted on by this body at meeting on January 14, 2011
- **Timeframe of decision point:**
 - August 2010 – January 2011
 - Expected adoption date: January 2011
- **How to get involved and influence the decision:**
 - Contact:
 - Attend [] meeting, submit public comment to [] by []

From: Shirley Johnson <dr_shirley_johnson@yahoo.com>
To: <info@m tc.ca.gov>
Date: 11/29/2010 10:18 AM
Subject: Public Participation Plan needs to be put into practice

5.

Dear MTC,

Your Revised Draft 2010 Public Participation Plan reads well, but I am concerned that the words are not put into action.

Your web site states "Federal legislation requires MTC, as the Bay Area's metropolitan planning organization, to adopt such a plan." I'm wondering if this Public Participation Plan is a bureaucratic document intended to satisfy federal legislation as opposed to a plan that the MTC actually abides by. The primary reason for my skepticism is the recent decision to fund a two-year pilot bike sharing program at a cost of \$7.9 million. I heard nothing about this program until the press release came out in late October announcing that the project had been approved.

Where was the public outreach for the bike sharing program?

Your Public Participation Plan states "The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions."

I am chair of the Caltrain Bicycle Advisory Committee and leader of the BIKES ONboard project sponsored by the San Francisco Bicycle Coalition, yet I heard nothing of the bike sharing program until it was already approved and announced in the local media. It appears that this expensive, yet unproven, program was slipped through quietly without public outreach.

I request the following to demonstrate the effectiveness of your Public Participation Plan:

1. Describe the method used for collecting public input on the bike sharing program.
2. List the public comments received.
3. Show responses to public comments. Your Public Participation Plan states "MTC is committed to responding to every letter, fax and e-mail sent by individual members of the public."
4. Show how concerns of the public were addressed.

Some general questions:

1. What do you do if you don't receive public comments?
2. How do you determine whether you have received sufficient comments to proceed?
3. What are your methods for expanding your outreach, if you determine you have insufficient public comments?

While I support your efforts to create a Public Participation Plan, I am concerned that it is not being put into practice.

Sincerely,
Shirley Johnson, PhD



November 28, 2010

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

6.

Dear Mr. Haggerty and Commissioners

Re: Revised Draft Public Participation Plan

The League of Women Voters of the Bay Area appreciates your careful review of comments from the public on the draft Public Participation Plan, as well as the revisions you made on the basis of public input. We have reviewed the revised Plan as well as the appendices and the document, “Plan for Special Language Services to Limited English Proficiency Populations,” and we have a few suggestions, both on the Plan itself and on some of the ways current practices appear to frustrate or complicate efforts to participate in MTC’s planning processes.

Comments on the revised Draft Plan

MTC’s work with focus groups and community organizations, documented in Appendix A to the Plan, are commendable and have generated important and useful suggestions for improving the accessibility and readability of communications. Nevertheless, we are not entirely satisfied that our concerns for the clarity of MTC’s public communications have been thoroughly addressed. For example, an Information box on page 22 of the Plan that describes an “easy way” to get involved with MTC provides a good illustration of our concerns. The message begins

GET INVOLVED! Sign up for MTC’s RTP Database at www.OneBayArea.org

Consider the readers of this message who may have limited English language proficiency. Not only would the language be unfamiliar, but neither this lead-in nor the text that follows gives a clue to its meaning. This brief headline includes two acronyms, “RTP” and “MTC,” a phrase, “Database” that can be mystifying, and instructions to go to a website which would require that the reader be computer-savvy.

Most important, readers unfamiliar with MTC could not be expected to assume this message has any relevance to their needs, even though many of them probably have important, often unmet transportation needs. In fact, it is likely that many English-proficient people in the Bay Area would be equally confused and, therefore, uninterested.



We also suspect that one reason few non-English speaking persons have responded to MTC's offers to translate written and oral communications may be that the messages they receive from MTC fail to make it clear how or if these materials would be useful and important to them. We urge MTC to carefully and transparently implement its decision to rely on contracted reviewers of public documents to ensure clarity, and to consider enlisting reviewers from the affected communities which may be unfamiliar with MTC, its planning, and its practices, and who may have limited English language skills. The League has the experience of laboriously producing a jargon-free "Easy Reader Voter Guide" for the same communities that MTC is targeting. The exercise required is intellectually challenging, but the results are worthwhile. We have one minor technical comment on the revised plan: the link on page 29 to Caltrans does not work. Repeated trials brought only the message "file not found."

Barriers to Public Participation

We are concerned that some important meetings at MTC are not available as audio play-backs. This audio feature is an effective way to advance public knowledge and participation on a wide scale. Consider some reasons people may not attend MTC's meetings, even though they are interested and wish to be involved: they may work or have other obligations during the day; or, for them getting to and from MTC is difficult or daunting due to physical impairments, a lack of good transportation, or the distance they must travel to MTC's headquarters. Consider, also, that some who don't attend have personal and professional interests in what transpires there. While MTC is making efforts to reach out to people currently uninvolved in their work, it makes good sense to keep the involvement of those who are already interested and who wish to make a contribution.

The meetings that apparently will not be available on audio include the important Regional Advisory Working Group and the Transit Sustainability Project Committees, which are noted in the revised draft Plan. Please make all of these proceedings available as audio files in a timely fashion.

We are also concerned that posting of some meetings appears to have deteriorated recently. As examples for November, the meeting of the "Ad Hoc Performance Measures" working group was not publicly listed at all, and meeting materials including an agenda for the "Equity Subcommittee" of the Policy Advisory Council could be found only within the link for the full PAC. We urge you to be more attentive to proper notification and materials for the public.

Sincerely,

Marion Taylor, President

From: pat giorni <hogorni@yahoo.com> 7.
To: <info@m tc.ca.gov>
CC: <district1@acgov.org>, <atissier@co.sanmateo.ca.us>, <Thomas_W._Azumbrad...
Date: 11/28/2010 10:51 PM
Subject: Revised Draft Public Participation Plan

Dear MTC Commissioners,

I would have made comment on the MTC Draft 2010 Public Participation Plan released for public review on July 9, 2010, if only I'd known it existed. Apparently most of the general public was in the same state of ignorance since I see that you received a grand total of 16 letters, 1 oral comment from 1 public participant at the July 28, 2010 Commission meeting, 6 specific SCS Regional Advisory Working Group individual member comments, and 9 general SCS Regional Advisory Working Group comments, most likely taken from the minutes, for a grand total of 69 separate comments. With no disrespect intended, I discount the 15 comments made by the SCS Regional Advisory Working Group, not due to content, but because that is an "in-house" Citizens Advisory Committee and not "the general public" which you profess to seek to engage.

I am only able to make any comment on the MTC Revised Draft 2010 Public Participation Plan at this late date because I stumbled across the notification on your website while trying to hunt down information on the egregious Commission decision to award \$8M to a bike share program, another topic that was given no or little public airing before it was approved.

For more than 5 years I have attended with regularity C/CAG, C/CAG BPAC, C/CAG CMEQ, SMCTA, SMCTA CAC, Caltrain/JPB, Caltrain/JPB CAC, Burlingame, San Mateo and Millbrae City Council meetings. In not one of those meetings did I hear that MTC was circulating the Draft 2010 Public Participation Plan or the Revised Draft 2010 Public Participation Plan. Since MTC and the SCS Regional Advisory Working Group have representation on many of those bodies, with the exception of the City Councils, I am somewhat shocked that those representatives did not inform about the Plan nor its comment period. From this I can only conclude that MTC's concept of outreach is merely a "cover our flank" maneuver to buttress the obvious failure of the MTC 2007 Public Participation Plan, adopted September 26, 2007.

The evidence of 69 separate comments from a few dozen people empirically proves that the MTC 2007 Public Participation Plan is a failed plan when one considers the millions of people who reside in the 9-County Bay Area MTC jurisdiction. I look forward to watching your December 15, 2010 adoption of this new incarnation if only to see how much improved your outreach has become in this past 45 days by the vastly increased public comment garnered.

This is an e-mail communication, as you have noted. Therefore you may glean my address for your public outreach and notification list as a first step of inviting the general public to participate in your programs and projects.

Thank you for your consideration.

Sincerely,
Pat Giorni
(Address removed)
Burlingame, Ca 94010
(Phone no. removed)

From: John Cunningham <John.Cunningham@dcd.cccounty.us>
To: <info@mtc.ca.gov>
CC: <Federal.Glover@bos.cccounty.us>, <atworth@comcast.net>
Date: 11/17/2010 7:55 AM
Subject: Comments on Public Participation Plan

8.

Please accept these comments on the Revised Draft Public Participation Plan:

The County made a comment previously regarding how the library can make licensed material available. The response indicates that the County needs to provide clarification re: licensed material. Public libraries now have licensed material available for digital check out, the County is requesting that MTC provide a similar service for reference material which is not in the public domain.

We note that Appendix A includes public outreach activities intended to comply with SB375 requirements. To demonstrate compliance with the statutory requirements, it would be helpful to either footnote the relevant text in Appendix A that meets these requirements, or indicate which workshops or informational meetings shown on the charts for the planning process are meant to comply with these requirements:

- information meetings with the members of the board of supervisors and city councils on the draft SCS (Govt. Code Section 65080(b)(2)(D));
- one to three workshops as specified in each county to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices (Govt. Code Section 65080(b)(2)(E)(iii)); and
- at least 3 public hearings on the draft SCS (Govt. Code Section 65080(b)(2)(E)(iv))

Thank you for your consideration of these comments.

John Cunningham
Senior Transportation Planner
Department of Conservation and Development
651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
(925) 335-1243
john.cunningham@dcd.cccounty.us

----- Forwarded by John Cunningham/CD/CCC on 08/06/2010 03:04 PM -----

To: info@mtc.ca.gov
Cc: Steve Goetz/CD/CCC@CCC
Subject: Comments on Public Participation Plan

Please accept these comments on MTC's Public Participation Plan:

Page 18: Electronic Access to Information: There is a wide range of online distribution/collaboration technologies now available and can greatly improve upon the current practice of making MTC meetings available only through RealPlayer audio. MTC should make use of alternate technologies to provide improved access to meetings which integrate relevant documents, enable interactivity including the use of OS-native software or web-based applications which don't require downloading proprietary software. Page 18: Electronic Access to Information: MTC should provide planning material in formats that the public is already using in their daily lives in order to make them more accessible and meaningful. Information and geographic extent of projects and plans should be disseminated using existing/mainstream online mapping techniques in addition to MTC's FMS system. The MTC library should make public resource materials available for download and licensed material available for check out on digital readers.

Please consider including school districts and County offices of education in the dissemination of planning material and requests for comment. Currently, schools are engaged when there is a "problem", as in when a safe routes to school grant becomes necessary. It is the County's belief that schools should be brought more completely in to the "planning fold" rather than in a reactionary fashion. This may be particularly critical in SCS

planning as the benefits of compact development can be compromised by local educational agencies developing schools outside an SCS area and even outside urban limit lines or urban growth boundaries.

John Cunningham
Senior Transportation Planner
Department of Conservation and Development
651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
(925) 335-1243
john.cunningham@dcd.cccounty.us

From: C A <caseyallensf@yahoo.com> 9.
To: <info@m tc.ca.gov>
Date: 11/16/2010 6:39 PM
Subject: The MTC issued a revised draft of its 2010 Public Participation Plan

Hello,
My name is Casey Allen and I live in SF. I have a comment about getting more low income people to participate: provide food/snacks and child care at meetings.

Thank you.

From: "Michael Taketa-Graham" <mtaketa1@comcast.net> 10.
To: <info@m tc.ca.gov>
CC: "Novato Community Alliance" <novatoalliance@gmail.com>
Date: 11/16/2010 12:06 PM
Subject: Public Participation Plan

Dear MTC

The revised draft of the Public Participation Plan (PPP) just released is back room politics at its worst. It is nothing more than a hijacking of the representative process inherent to our American values through a voting structure utilized by ABAG and RHNA. ABAG, MTC, and their related sister agencies have chosen to give power and voice to private interest groups, the largest metropolitan cities, and their own staff while ignoring the voices of the thousands of smaller cities across the state. The PPP is so one-sided and dominated by extreme and radical views calling for a complete redistribution of populations and wealth while totally ignoring the wishes of the citizenry of entire counties. Marin County is one of those counties being disenfranchised by having their rights to fair and equal representation being stolen away from them by lobbyists representing non-profit and for-profit special interest groups. The idea of using a "cookie cutter" approach to rebuilding communities along narrow transportation corridors under the guise of sustainability speaks to the influence of greed and money while ignoring the centuries old American right to self determination and equal representation. It was noted pointedly at one of your recent meetings that the supervisors of Marin County were not "on board" with your plans. It should also be noted that the citizens of Marin are also not "on board" with your plans. It might be interesting to reach out across the 58 counties and learn how many share our position and find your strong arm tactics and rough shod approach as just plain un-American.

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From: Gary & Jan Hamilton <gjham@verizon.net>
To: <info@m tc.ca.gov>
Date: 10/27/2010 8:56 PM
Subject: Public Participation Plan 10/15/10

11.

Dear MTC,

The revised draft public participation plan (PPP) that was released 10/15/10 seems to conceal the reality that ABAG, MTC and their sister agencies have usurped local government in the Bay Area. This was driven home at one of your recent meetings that involved county supervisors that Marin County is "not on board." Please take note that Marin County residents are also not on board. Lobbies and non-profit, profits, and staff have the fast track in this plan. Small cities whose land you are seizing are being silenced by the tyranny of the large Bay Area cities. This is so one sided by radical ideas of redistributing population and wealth that Marin County residents' opinion and participation doesn't matter at all. We live in Marin to be close to nature and to have a slower lifestyle. If we wanted to live in a big city environment, we would move to San Francisco or the East Bay.

ABAG voting structure and RHNA methodology is unfair and unrepresentative. The single minded cookie cutter pattern of rebuilding cities according to sustainability movement will be shown to be a failure to reduce greenhouse gas as promised. Monopoly whether under government control or privately held is not creative; its destructive, it is merely destructive and we as citizens pay.

Jan Hamilton

From: Gary & Jan Hamilton <gjham@verizon.net>
To: <info@m tc.ca.gov>
Date: 10/27/2010 8:30 PM
Subject: Unfair PPP

12.

Dear MTC,

The revised draft public participation plan released 10/15/10 seems to manipulate the bald reality that ABAG, MTC, and their related sister agencies have supplanted local government in the Bay Area. It was noted pointedly at one of your recent meetings involving county supervisors that Marin County is "not on board". Please record that Marin County residents are not on board either. Staff input and input from lobbies whether they are non-profit or for profit have the fast track in this plan. The small cities whose land you are seizing are effectively silenced by the tyranny of the large Bay Area cities. This plan is so one sided and so dominated by radical ideas of redistributing population and wealth that Marin County residents' participation does not matter one bit. The voting structure of ABAG and the RHNA methodology is unfair and unrepresentative. The scheme of rebuilding cities according to a single cookie cutter pattern sanctified by the sustainability movement will be shown to be, at bottom, propelled by greed, and failing to deliver the greenhouse gas reductions promised. If our government would get the electric car perfected, and brake the stranglehold that oil companies have on us many of these sustainability policies would not be necessary. The only other even more destructive crash building program that comes to mind is the near destruction of all other transportation systems besides highways and the subsequent system that we presently have. Monopoly whether under government control or privately held is not creative; it is not creatively destructive; it is merely destructive and the citizens pay.

Gary Hamilton

From: Pam Drew <drew.pam@gmail.com>
To: <info@m tc.ca.gov>
Date: 10/18/2010 11:01 AM
Subject: Comment on Revised Draft Public Participation Plan of 10-15-2010

13.

Dear MTC,

The revised draft public participation plan released 10-15-2010 seems to be a means of whitewashing the bald reality that ABAG, MTC, and their related sister agencies have supplanted local government in the Bay Area.

It was noted pointedly at one of your recent meetings involving county supervisors that Marin County is "not on board". Please record that Marin County residents are not on board either. Staff input and input from lobbies whether they are non-profit or for profit have the fast track in this plan.

The small cities whose land you are seizing are effectively silenced by the tyranny of the large Bay Area cities. This plan is so one sided and so dominated by radical ideas of redistributing population and wealth that Marin County residents' participation does not matter one iota. The voting structure of ABAG and the RHNA methodology is unfair and unrepresentative.

The scheme of rebuilding cities according to a single cookie cutter pattern sanctified by the sustainability movement will be shown to be, at bottom, propelled by greed, and failing to deliver the greenhouse gas reductions promised. The only other even more destructive crash building program that comes to mind is the near destruction of all other transportation systems besides highways leading to the subsequent system that we presently have. Monopoly whether under government control or privately held is not creative; it is not creatively destructive; it is merely destructive and the citizens pay.

Pam Drew