

To Each Member of the SCTA Ad Hoc Committee
From: Steve Birdlebough, Transportation & Land Use Coalition Member
Date: April 29, 2020
Re: Incentives for Greenhouse Gas Reducing Transportation Projects

Of the roughly 100 projects that have been listed in the Draft Expenditure Plan, about 65 appear to be likely to reduce greenhouse gas emissions (GHGs), at a total combined cost of about \$507 million. However, about 15 projects appear to be likely to increase GHGs at a total combined cost of about \$433 million.

The environmental community is very concerned that significant reductions in greenhouse gas emissions are realized when all of these investments are considered together. I think the best way to accomplish this objective is to build the GHG-reducing projects first, and consider GHG-increasing projects after much of the vehicle fleet is electric-powered.

In order to clarify the importance of GHG-reducing projects, We recommend that the following criteria be used in evaluating competitive road projects; this would in part amend the list of criteria on page 4 of the Draft Expenditure Plan:

- Improves safety for users of all transportation modes.
- Supports the reduction of air pollution and greenhouse gas emissions.
- Improves connections within urban areas and supports priority development areas.
- Improves traffic flow while reducing vehicle miles traveled.
- Uses best practices for crosswalk, bikeway and pathway designs.
- Cost effective and able to leverage grants above the required match.
- Improves community health and resiliency.

We also recommend that Goal #4, Zero Emissions, should be included in the the overall program to move traffic and improve safety on page 4 of the Plan.

Thank you for your attention to this matter. If you would like specific information about our assessment of particular projects, please let me know.

cc: Executive Director, Suzanne Smith
Other SCTA Board Members