

APPENDIX EXHIBIT C-1

MTC's Transportation 2035 Plan:

On April 22, 2009, The Metropolitan Transportation Commission (MTC), the Bay Area's lead governmental agency responsible for planning future Bay Area transportation systems and distributing State and Federal funding for such systems, adopted a new transportation plan called, "Transportation 2035 Plan for the San Francisco Bay Area: Change in Motion," which they describe as follows:

"The Plan is a 25-year vision for a regional transportation system that bolsters our economy, safeguards our environment, and ensures equitable transportation access for all Bay Area residents -- while taking into account the changing environment around us."

The 2035 Plan notes that an impressive sum of \$226 billion is budgeted to be spent on transportation systems in the Bay Area in the next 25 years, 66% of this money on transit, 32% on roads & bridges and just 2% on bicycle, pedestrian and other alternative modes of transport. Because current infrastructure is in such bad shape, most of this money 82% or \$186 billion, will go towards maintenance and ongoing operations to subsidize the existing bus system. Just 13% is set aside to expand transit systems and 3% for road expansion.

MTC's description of the plan quoted above contrasts with their own evaluation of their 2035 Plan found in MTC's January/February 2009 Transportation News, wherein they note that after spending \$226 billion in the Bay Area in the next 25 years, traffic congestion will only get worse and there will be almost no reduction in vehicle miles traveled, thus little reduction in greenhouse gas emissions or fuel consumption. MTC's newsletter states:

"The Draft Transportation 2035 Plan barely makes a dent in trimming the per-capita miles driven in the region, reducing daily vehicle miles traveled (VMT) per person in 2035 from 21.3 to 21.2 – scant progress toward the performance objective of 18.2 miles per person per day, or 10% below current levels."

"The plan will help trim per-person freeway delay in the year 2035 from a projected 72 hours a year to 47 hours a year."

A graph of Vehicle hours of Delay in the newsletter, however, shows that current per-person freeway delay now is 37 hours a year and charts a rise in delays over 25 years to 47 hours, or a 21% increase in delays, after spending \$226 billion on transportation. The newsletter concludes:

"But making real headway on limiting miles driven and stemming greenhouse gas emissions will take even stronger measures." – meaning stronger measures than what MTC just adopted.

One would have to conclude that this two-year transportation vision has produced a plan that fails to accomplish some of its primary objectives.

To view MTC's Transportation 2035 Plan, go to www.mtc.ca.gov/planning/2035plan To purchase a copy, go to: library@mtc.ca.gov, fax 510-817-5932, or call 510-817-5836, providing the name of the document you are requesting, your name and your mailing address.

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Transportation 2035

New Bay Area Plan Puts Change in Motion

Focus on Economy, Environment, Equity

On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years.

"Transportation 2035 has been a collaborative effort," explained MTC Chair and Alameda County Supervisor Scott Haggerty. "MTC worked very closely over many months with thousands of Bay Area residents as well as with business, community and environmental groups, and our partners at Caltrans, the county congestion management agencies, the Association of Bay Area Governments, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. We've set some very ambitious goals that won't be met overnight. But the Transportation 2035 Plan sets the Bay Area solidly on course to meet them."

The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan are a joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions. In addition, a new market-based pricing system would — with legislative authorization — convert and expand current carpool lanes into a Regional Express Lane Network that continues to grant carpoolers and buses free access to the lanes but permits solo drivers to pay to use available space in the carpool lanes for a price. Revenue generated by the tolls would pay for the completion of the planned express lane network sooner and fund other mobility improvements like more express bus and rail services in the region's most heavily traveled corridors.

Another Transportation 2035 effort is a \$1.6 billion Freeway Performance Initiative to improve the efficiency, reliability and safety of major Bay Area freeway corridors through high-tech, low-cost technologies such as traffic meters at



DOWNLOAD (PDF):

Final Transportation 2035 Plan

- [Entire Plan](#) (53 MB)
- [A Call for Change](#)
- [Chapter 1: Overview – Change in Motion](#)
- [Chapter 2: Trends and Performance](#)
- [Chapter 3: Finances](#)
- [Chapter 4: Investments](#) (26 MB)
- [Chapter 5: Building Momentum for Change](#)
- [Appendix 1 – Projects by County](#)
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- [Appendix 3 – Related Plans](#)

To save costs and paper, MTC encourages you to view the **Transportation 2035 documents online**.

For printed copies, contact the MTC-ABAG Library via email at library@mtc.ca.gov; fax at 510.817.5932 or telephone at 510.817.5836.

Correspondence/Responses

- [Correspondence/Responses on Revisions to Draft Transportation 2035 Plan – Comments Received Prior to April 8, 2009 Close of Comment Period](#) (PDF, 4 MB)
- [Comments Received Prior to March 2, 2009 Close of Comment Period](#) (PDF, 14.3 MB)

Supplementary Reports

- [Environmental Impact Report](#)
Draft: December 2008
Final: April 2009
- [Final Transportation Air Quality Conformity Analysis for the Transportation 2035 Plan and 2009 Transportation Improvement Program/Amendment #09-06](#) (PDF)
April 2009
 - [Final Conformity Analysis Errata Sheet](#) (PDF) June 1, 2009
- [Performance Assessment Report](#) (PDF)
December 2008

freeway on-ramps to improve traffic flow and cameras and [Travel Forecast Data and Data by \(PDF\)](#) traffic incidents, reduce traffic back-ups and avoid secondary incidents.

Major transit projects included in the Transportation 2035 Plan include a BART extension from Fremont to San Jose/Santa Clara, electrification of the Caltrain system; implementation of the SMART rail system in Marin and Sonoma counties; expanded ferry service around the region; enhanced service along the Amtrak Capitol Corridor; a rail extension from the Pittsburg/Bay Point BART station to eastern Contra Costa County; and improvement to local and express bus services (including Bus Rapid Transit services on Oakland's Grand-MacArthur Corridor, San Francisco's Van Ness Avenue, and San Jose's Santa Clara Street/Alum Rock Corridor).

Of the total \$218 billion in transportation revenues that MTC anticipates coming to the Bay Area during the next quarter century, some 80 percent (or \$177 billion) will be used to maintain and operate the transportation network we already have. Another way of looking at the distribution of the revenues — which include fuel taxes, transit fares, bridge tolls, property taxes and dedicated sales taxes — is by mode of transportation. Divvied up this way, public transit operations, maintenance and expansion will receive almost two-thirds (\$142 billion) of the revenues. The remainder includes 30 percent (\$66 billion) for street, road and highway maintenance, and 5 percent (\$11 billion) for roadway expansion.

Publications

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- [Travel Forecast Data and Data by \(PDF\)](#) December 2008
- [Equity Analysis Report](#) February 2009
- [Public Outreach and Involvement Program — Evaluation Report](#) September 2009
- [Public Outreach and Involvement Program Report \(PDF\)](#) April 2009
 - [2007/2008 Public Outreach](#)
- [Government-to-Government Consultation With Native American Tribes \(PDF, 8 MB\)](#) June 2009
- [Project Notebook \(PDF\)](#) May 2009
 - [Project Notebook Errata Sheet \(PDF\)](#) July 31, 2009
- [Online Transportation 2035 Project Listings](#) MTC has created a website that allows the general public and partner agencies to directly query projects and programs identified in Appendix 1 of the *Transportation 2035 Plan*. Project information available includes purpose and scope, goals, costs and funding, and schedule. Once the desired projects are found, reporting features are available to empower the user to print or save the results.

Related Plans

- [Regional Bicycle Plan, 2009 Update](#)
- [Bay Area HOT Network](#)
- [Goods Movement Initiatives, 2009 Update](#)

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Overview – Change in Motion

The Transportation 2035 Plan looks deeply into the future, into the middle of the 21st century. There is reason to believe that the midpoint of Century 21 is going to be profoundly different than the middle of the 20th century, from which most of our present transportation planning assumptions and methodologies originate. We are looking ahead at a period of unprecedented changes. Some of these changes will be extensions of trends that have been emerging for some time, although many are just now coming into public consciousness. Other changes will be abrupt departures from the trends we are familiar with — transformative and structural changes, for which past practice provides little guidance.

Not all changes will be equally severe. Some of the changes on the horizon may merely require that we modify how we approach transportation planning to include factors that have heretofore played only a marginal role. Others may reverberate dramatically through all sectors of economic and social life, including our transportation behavior. But it seems certain that the changes we face will beget changes in the ways we move. Welcome to change in motion.

Transportation 2035: Statement of Vision

Transportation 2035 is change in motion. Guided by the Three Es of sustainability — Economy, Environment and Equity (see pages 11 and 13) — the plan’s ambitious goals and performance objectives will transform not only the way we invest in transportation but the very way the Bay Area travels. Transportation 2035 sets forth a bold vision and takes us on a journey to:

Where mobility and accessibility are ensured for all Bay Area residents and visitors, regardless of race, age, income or disability; and

Where our bicycle and pedestrian facilities, public transit systems, local streets and roads, and highways are all safe and well-maintained and take us when and where we need to go; and

Where an integrated, market-based pricing system for the region’s carpool lanes (via a regional express lane network), bridges and roadways helps us not only to manage the demand on our mature transportation system but also to pay for its improvements; and

Where our lively and diverse metropolitan region is transformed by a growth pattern that creates complete communities with ready, safe and close access to jobs, shopping and services that are connected by a family of reliable and cost-effective transit services; and



Where technology advances move out of the lab and onto the street, including clean fuels and vehicles, sophisticated traffic operations systems to manage traffic flow and reduce delay and congestion on our roadways, advanced and accessible traveler information that allows us to make informed travel choices, and transit operational strategies that synchronize fare structures, schedules and routes to speed travel to our destinations; and

Where we have a viable choice to leave our autos at home and take advantage of a seamless network of accessible pedestrian and bicycle paths that connect to nearby bus, rail and ferry

services that can carry us to work, school, shopping, services or recreation; and

Where we lead and mobilize a partnership of regional and local agencies, businesses and stakeholders to take effective action to protect our climate and serve as a model for national and international action; and

Where our transportation investments and travel behaviors are driven by the need to reduce our impact on the earth’s natural habitats; and

Where all Bay Area residents enjoy a higher quality of life.

Change Affects Planning

The Transportation 2035 Plan arises out of and is responsive to the unique historical moment we find ourselves in, when external forces and the Bay Area's own aspirations impel us to change the way we think about and plan our transportation future. Some of the most salient changes the Transportation 2035 Plan confronts are described below.

Climate Change on the Region's Radar

The warming of Earth's climate due to emissions of greenhouse gases is now an accepted reality, and the consequences of this global phenomenon will make themselves felt to some degree despite any steps we may take to mitigate their impact. In California and the Bay Area we will experience a greater number of extreme-heat days, increased wildfire risk, a shrinking Sierra snowpack that would threaten the state's water supply, and a rise in sea level (which would threaten the transportation infrastructure concentrated near the shoreline of the Bay).

With transportation accounting for 40 percent of the region's greenhouse gas emissions, the Bay Area faces a clear imperative to address climate change in the Transportation 2035 planning process. If that by itself were not enough to motivate us, the landmark California Global Warming Solutions Act of 2006 (also known as

“To protect the magnificence of San Francisco Bay and the environment of our entire region, our long-range plans must confront head-on the threat posed by climate change. This Transportation 2035 Plan begins to take up that challenge.”

Will Travis, Executive Director, Bay Conservation and Development Commission

AB 32) mandates a reduction in greenhouse gas emissions to 1990 levels by the year 2020 — effectively a 15 percent cutback from today's level. And the signing last year by Governor Schwarzenegger of Senate Bill 375 — which mandates the California Air Resources Board to work with regional agencies like MTC and the Association of Bay Area Governments to curb sprawl and reduce greenhouse gas emissions — adds momentum to this effort. This plan must take on the challenge of achieving these climate change goals.

Volatile Oil Prices Add Planning Wild Card

The record-high gasoline prices witnessed during the development of the Transportation 2035 Plan introduced a sudden and perhaps profound change into the planning process (though prices have eased considerably in more recent months; see chart on page 8). Combined with data indicating that the volume of gasoline sold in California actually declined in each of the last three years, higher oil prices could help boost



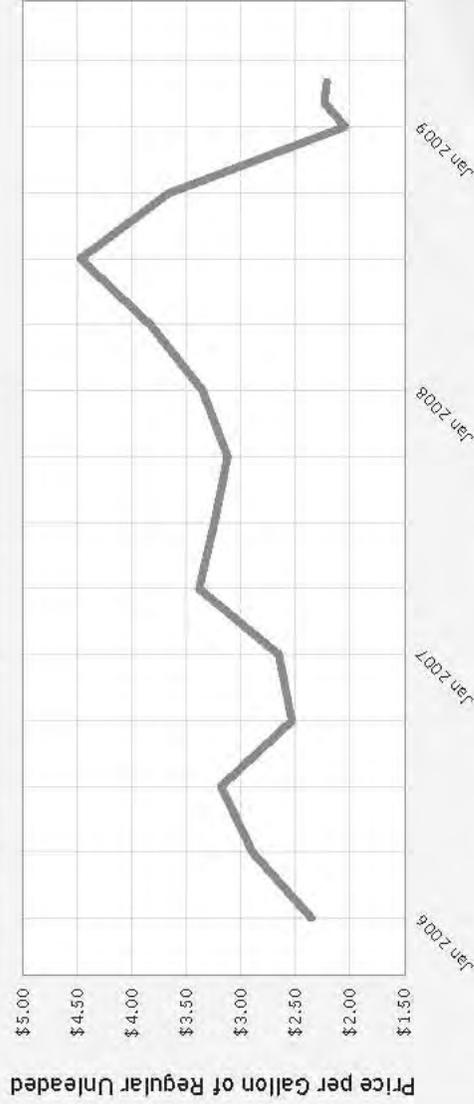
a nascent trend toward less driving — a trend bolstered by recent upticks in transit usage in the Bay Area. This could result in reductions in the number of vehicle miles traveled in the region, with beneficial impacts on congestion, highway fatalities, and greenhouse gas emissions and other air pollutants.

On the downside, the lion's share of transportation funding is derived from the federal and state excise taxes on gasoline, and if less fuel is purchased, fewer dollars are available for future improvements. Current levels of funding already fall short of our needs, and this will only get worse if people cut back on driving and buy less gas. New funding mechanisms will have to be developed. In the meantime, fuel taxes should be raised to recover lost purchasing power due to decades of legislative failure to adjust these vital levies.

Land Use Changes in FOCUS

Not all changes present daunting challenges. Some changes show the way toward future progress. A case in point is a joint regional planning initiative called FOCUS, which promotes future growth in areas near transit and within communities that surround the San Francisco Bay. Still in its early years, FOCUS is getting considerable traction in the region, as demonstrated by the fact that 60 local government entities have volunteered to facilitate the designation of Priority Development Areas (PDAs) within their jurisdictions. A PDA is

Average Bay Area¹ Gasoline Prices, 2006 - 2009²



¹ Survey of gas stations in Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara counties

² Through March 2009

Source:
U.S. Department of Energy

The volatility of world oil markets makes long-range forecasting of gasoline prices an unusually speculative exercise. The rise or fall of gasoline and diesel prices can be powerful forces for change, but their future course is perilous to predict.

locally designated land where future growth can be channeled, at sufficient densities to take advantage of existing infrastructure and services, especially transit service. The current inventory of adopted PDAs (planned and potential) includes nearly 120 individual areas across the region. Together they comprise only about 3 percent of the region's land area, but based on estimates provided by local governments they could accommodate as much as 56 percent of the Bay Area's growth to the year 2035 — all in locations that will be accessible to high-quality transit. The early interest in this program is a hopeful sign for the region.

Aging Population Portends Shift in Housing and Travel Choices

Key among the demographic changes that will affect Bay Area transportation is the aging of the Baby Boomers. As this sizeable segment of the region's residents reaches senior status, it is expected that many will relocate into smaller dwellings in the more urban portions of the Bay Area to have easier access to essential services and cultural opportunities. For some, with aging will come a loss of the ability to drive, and for those with low incomes or physical disabilities, "lifeline" transportation issues will

become increasingly important. From a land-use and mobility perspective, then, the graying of the Baby Boomers would seem to argue for a greater emphasis on smaller homes, low-maintenance housing arrangements, and a heavier reliance on non-driving transportation options, such as transit and ride-sharing with younger friends and family.

Rising Construction Costs Put Premium on System Efficiency

For entities overseeing infrastructure programs, such as Caltrans, a longer-term trend toward higher global commodities prices has often

resulted in unprecedented construction cost increases. During 2005 and early 2006, some construction material prices rose much faster than consumer or producer price indices. The consequences of such price increases can include huge funding gaps that are not anticipated, delay or deferral of projects for a year or more (often leading to further inflation-caused cost increases), and even cancellation of projects. Because the Bay Area has a mature system, maintenance costs are significant, and delay or deferral of new projects means we must continue to pay dearly to maintain an aging system. While construction costs have abated during

the current economic downturn, it is imperative for us to look beyond infrastructure toward lower-cost, more-efficient ways to better manage the system we have in place.

One possible answer, advocated in this plan, is to institute a Bay Area Express Lane Network on the region's freeways. By giving drivers of non-carpool vehicles the option of "buying into" underutilized carpool lanes, the express lane network would allow us to better manage travel demand while raising needed revenue. And other technology-based improvements can help us to maximize operations of the existing freeway system.



Expiration of Federal Transportation Program Creates Uncertainty, Opportunity

The governing federal surface transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), expires in September 2009. Expressing its desire to thoroughly review SAFETEA policies, programs and revenue mechanisms, Congress created a special study commission, the National Surface Transportation Policy and Revenue Study Commission, to advise it. This group issued its findings in early 2008, calling for a comprehensive plan to increase investment, expand services, repair infrastructure, demand accountability and refocus federal transportation policy, while

“One way to frame the planning challenge facing the Bay Area is: Are we going to be able to walk the talk? We have been talking for a long time about smart growth — about integrating transportation and land use — but we have not had enough ‘smart walk.’ We know what we need to do. The question is, are we ready to do it? Transportation 2035 will help test this readiness.”

Henry Gardner, Executive Director, Association of Bay Area Governments



maintaining a strong federal role in transportation. The possibility of fundamental reform of the federal transportation program introduces a fair measure of uncertainty, of course, but it also represents a tremendous opportunity for a new national transportation vision. And the coming to power of a new presidential administration in 2009 promises to add new impetus to this effort. Here again, the imminence of change forms the backdrop for the development of this plan.

Planning to Cause Change

This plan does more than simply take into account the changing circumstances we face. It addresses them directly, adopting new approaches that distinguish this plan from its predecessors. Transportation 2035 epitomizes change at every turn — change in partners, change in the planning process, change in goals, and change in analytic approach. We have fashioned a plan that responds to the transportation needs and demands of a region ready for change.

Collaboration

From the start, we extended our reach and embraced a new partnership with our sister regional agencies — the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — to help us develop this long-range plan. With the help of our regional partners, this plan no longer focuses

solely on surface transportation infrastructure but takes into account how transportation affects our land-use patterns, air quality and climate changes, and vice versa.

Vision Before Budget

In turn, our planning approach and process has changed. While previous plans focused first on budgets and how to slice the investment pie, Transportation 2035 first sought to define a vision for what the region's transportation system ought to look like in 2035, and then identified, in broad strokes, those policies and investments that would carry out that vision (see page 6). In our desire to put priorities before projects, we made a special effort to look beyond simple infrastructure solutions, and to consider a range of operational improvements and policy innovations.

Economy, Environment, Equity

Rooted in the Three Es of Economy, Environment and Equity, the vision for Transportation 2035 is to support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents to share in the benefits of a well-maintained, efficient, regional transportation system. The eight goals that the Commission adopted for this plan (see page 13), including the new climate protection goal and the new transportation security and emergency



management goal, give more specific expression to our commitment to the Three E principles. The policies and investments in this plan are designed to help us achieve these goals and to advance the Three Es. The stakes are high: Failure to make progress toward these goals would not only have a negative impact on our transportation system, but would also degrade the overall quality of life in the Bay Area.

Performance Counts

A performance-based planning approach was used to help us focus on measurable outcomes of potential investments and the degree to which

they support stated policies. The use of performance measures in the Bay Area's long-range transportation plan is not new with Transportation 2035. SB 1492 (Statutes of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Plan (RTP). MTC conducted performance assessments for the 2001 Regional Transportation Plan, and in 2003, for the Transportation 2030 Plan. While the evaluation produced useful information that enabled comparison among alternative investments,

the evaluation results were available after many of the key RTP investment decisions had been made.

However, this time, we used performance metrics to drive the visioning efforts and inform investment trade-offs prior to making investment decisions. We tested how three robust, financially unconstrained infrastructure packages would perform against a set of aggressive performance objectives. The analysis focused on reducing vehicle miles traveled, congestion, carbon dioxide and particulate emissions, and improving affordability. In addition to the infrastructure packages, we assessed how a pricing strategy that increases auto operating costs and how a land-use strategy that strikes a better jobs/housing balance in the urban core would help us meet the objectives.

In addition, we conducted a project-level performance assessment. Virtually all projects proposed for inclusion in the plan were tested to see if they helped advance the Three E's. And a rigorous benefit/cost analysis was performed on regionally significant, large-scale projects to determine which projects gave us the biggest bang for our buck. See the *Performance Assessment Report*, listed in Appendix 2, for additional details of this analysis.

Lessons Learned: Limits of Infrastructure; Power of Pricing and Land Use; Need for Technology and Behavior Change

Our performance assessments helped us to gauge whether the plan's objectives are achievable, what it would take to reach them, and what new authority, new partnerships and new policies might be required to help us make progress towards them. We learned that infrastructure investments produce only modest tangible effects at the regional level, and that

aggressive pricing and land-use strategies exert much greater influence than transportation projects alone in moving us toward achievement of the performance objectives. We also learned that we must rely on technological innovations to make significant headway toward getting us within range of our goals. In the end, while we can put forth the best infrastructure investments and pursue pricing, land-use and technology advances over the long term, a substantial shift in the behaviors and choices that individuals make on a daily basis also is needed to attain our goals.



Three Es Guide Transportation 2035 Vision

The anchors of the Transportation 2035 vision are the Three E principles of sustainability – a prosperous and globally competitive **economy**, a healthy and safe **environment**, and **equity** wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system. These Three E principles frame the following eight individual goals for this plan.

- **Maintenance and Safety**
- **Reliability**
- **Efficient Freight Travel**
- **Security and Emergency Management**
- **Clean Air**
- **Climate Protection**
- **Equitable Access**
- **Livable Communities**

The goals set direction for the future, measure progress, and evaluate transportation projects and programs needed to maintain the system, improve system efficiency and strategically expand the system. The plan goals are not entirely confined to any one of the Three Es; rather, several goals cut across and reinforce all three principles.

"E" Principle	Goal	Performance Objective
Economy	Maintenance and Safety	Improve Condition of Assets Reduce Collisions and Fatalities
	Reliability	Reduce Delay
	Efficient Freight Travel Security and Emergency Management	Reduce Security Vulnerability Improve Emergency Preparedness
Environment	Clean Air	Reduce Vehicle Travel
	Climate Protection	Reduce Emissions
Equity	Equitable Access	Improve Affordability
	Livable Communities	

Raising the bar, the Commission also established a set of performance objectives that further support the Three Es and the plan goals. These performance objectives are numerical benchmarks to measure the region's progress in carrying out the vision. These targets are aimed at reducing vehicle miles traveled, congestion, carbon dioxide and particulate matter emissions, and collisions/fatalities; decreasing the transportation and housing costs of low-income families; and improving maintenance and security.

The Commission will periodically measure progress made toward the performance objectives, and may consider changes, substitution or deletion of the performance objective(s) to better align with Commission policy or respond to new circumstances. The assessment of the performance objectives will occur as part of the region's "State of the System" report and as part of each update of the long-range plan. (See Chapter 2 for more information on Transportation 2035 performance objectives.)

Directing Change: Transportation 2035 Investments

Embracing the Three Es of sustainability and the growing regional emphasis on focused growth, air quality and climate protection gave us a lens through which to evaluate the policies, investments and actions in the Transportation 2035 Plan. MTC and its partners looked ahead to determine the kinds of changes needed to shape our future and the ways we can direct those changes. Here are highlights of the changes put forth in this plan and detailed in Chapter 4, “Investments.”

Keep Our System in a State of Good Repair

Our transit and roadway systems are an integral part of the Bay Area’s transportation network and represent a huge investment of public resources. This plan not only reaffirms the region’s long-standing “fix it first” maintenance policy but also expands our commitment to maintaining and operating our existing local roadway and transit systems. The Transportation 2035 Plan directs \$7 billion in discretionary funds to maintain local roadways at current pavement conditions, and \$6.4 billion to close funding shortfalls for the highest-rated transit assets.

“Transportation is the largest source of air pollution and greenhouse gases in the Bay Area. To protect public health and protect the climate, we need to make better use of our transit systems, and we need to build and create livable communities that reduce our dependence on the automobile.”

Jack Broadbent, Executive Officer, Bay Area Air Quality Management District



Lead the Charge on Climate Protection

Climate change is expected to significantly affect the Bay Area’s transportation infrastructure through sea level rise and extreme weather. The transportation sector’s adverse contribution to climate change is primarily through greenhouse gas emissions from cars, trucks, buses, trains and ferries. Our transportation decisions and actions can either help or hinder efforts to protect the climate, and to this end, the Commission has set aside \$400 million to implement a Transportation Climate Action Campaign that focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies. Known for its commitment to the environment, the Bay Area is ideally suited to provide regional leadership and serve as a model for California, the nation and the world in our efforts to reduce our carbon footprint. This plan advances

the fight against global warming and validates the region's reputation as a forward-looking force for change.

Maximize System Performance Through Technology

The state highway system carries an overwhelming majority of trips in the Bay Area. The Freeway Performance Initiative (FPI), launched by MTC, Caltrans and partner agencies, is a strategic plan for improving the operations, safety and management of major freeway travel corridors in the region. FPI aims to maximize the efficiency and reliability of the freeways through technology applications such as traffic operations systems and ramp meters, while limiting freeway expansion to only the most essential locations. The Transportation 2035 Plan earmarks \$1.6 billion for the full deployment and ongoing maintenance of low-cost, high-tech strategies defined by FPI. In addition, MTC continues its commitment to the tune of \$1.1 billion to support innovative, customer-oriented operational programs such as the telephone- and Web-based 511 traveler information system and the TransLink® transit-fare smart card.

Price Highway Travel Demand

Although commonly employed by airlines, utility companies and others, using price to avoid peak-period overload is the exception in surface transportation policy. As demon-

strated by successful implementation in several U.S. cities, high-occupancy toll (HOT) lanes — which allow non-carpool drivers to pay a toll to access underutilized carpool lanes — can bring real benefits to Bay Area travelers. HOT lanes, often called express lanes, provide travel options for carpools, express buses and toll payers; they allow for more efficient use of freeway capacity; and they generate revenues for other highway and transit improvements. MTC in its capacity as the Bay Area Toll Authority, county-level congestion management agencies, Caltrans and the California Highway Patrol have agreed to a set of principles to guide the implementation of an 800-mile Bay Area Express Lane Network, which this plan establishes. The principles represent a commitment to pursue development of this new network through a collaborative and cooperative process. The Bay Area Express Lane Network has the potential to generate about \$6 billion in net toll revenues over the next 25 years. These funds would be available to finance additional improvements in the express lane corridors.

Provide Equitable Access to Mobility

The quality of transportation available affects people's ability to get to where they need to go and their overall quality of life. In particular, ensuring accessibility and expanding mobility for those whose options are limited due to age, disability or income is paramount. MTC's Lifeline Transportation Program, which funds

Investing in Change

Over the 25-year time span of this long-range plan, MTC estimates that \$218 billion from all public funding sources will be spent on transportation in the Bay Area. Transportation 2035 sets change in motion with \$32 billion of new investments — fresh ideas, clever innovations and bold initiatives that will improve travel in the region and overall quality of life. Key Transportation 2035 investments that fit this bill include:

- Freeway Performance Initiative
\$ 1.6 billion
- Bay Area Express Lane Network
\$ 7.6 billion (funded by toll revenues)
- Transportation Climate Action Campaign
\$ 400 million
- Transportation for Livable Communities
\$ 2.2 billion
- Regional Bicycle Program
\$ 1 billion
- Lifeline Transportation Program
\$ 400 million

The Commission also is making multibillion dollar investments to maintain and expand our transit systems, and to keep our roadways in a state of good repair. As well, Transportation 2035 responds to environmental and land-use changes, and maximizes mobility and accessibility for all transportation users. For details, see Chapter 4, "Investments."

mobility projects for the region's low-income residents, has recently experienced a substantial influx of federal and state funds. The Transportation 2035 Plan commits an additional \$400 million toward providing transportation options for low-income communities.

Keep Walking and Rolling

Walking and bicycling are important means of mobility and good indicators of the health and well-being of people and communities. It's no wonder that "One Less Car" has been the motto for avid cyclists for years, and the relevance of

this message rings loudly given growing concerns about air quality, greenhouse gas emissions, childhood obesity and diabetes, and fluctuating gas prices. The Transportation 2035 Plan endorses these "active transportation" modes by putting \$1 billion towards the full build-out of the Regional Bikeway Network, and supporting the Safe Routes to Schools and Safe Routes to Transit programs embedded in a new Transportation Climate Action Campaign (see page 14). Further, MTC's Transportation for Livable Communities program will continue to fund bicycle and pedestrian access improvements.

Take Bold Steps Toward Focused Growth

Over the past several years, the Bay Area has taken big steps to address current and future population and job growth, and as a result, our region is steadily moving toward a more compact, sustainable land-use pattern. Most recently, the four partner regional agencies — MTC, the Association for Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission — launched the Incentive-based FOCUS regional development and conservation initiative as a way to encourage more housing adjacent to transit and to protect our green spaces.

FOCUS Priority Development Areas (PDAs), in particular, serve as a mechanism to gain local government buy-in to pursue focused growth near transit nodes in their communities. FOCUS provides funding support via incentives such as capital infrastructure funds, planning grants and technical assistance to these communities because they will bear the lion's share of the region's future growth. In this Transportation 2035 Plan, MTC doubles the size of its hallmark Transportation for Livable Communities program, to \$2.2 billion over the next 25 years, in order to advance focused growth objectives and support PDAs.



Deliver the Next Generation of Transit

Adopted in 2001, MTC Resolution 3434 represents the Bay Area's next generation of bus, rail and ferry service expansion to all reaches of the region. The 140 new route miles of rail, hundreds of new route miles of express bus services, numerous ferry routes crisscrossing the Bay, and major new transit hubs in San Francisco and San Jose directly respond to the travel demands of a growing region. Further, the Commission's 2005 adoption of the Resolution 3434 Transit-Oriented Development (TOD) Policy helps to maximize the effectiveness and value of regional services by conditioning discretionary funds on transit-supportive land uses. In fact, the TOD policy will help stimulate the construction of at least 42,000 new housing units and boost the region's overall transit ridership by over 50 percent by 2035. As detailed in the Resolution 3434 Strategic Plan approved by the Commission in fall 2008, the Bay Area is committed to delivering the first elements of this \$18 billion regional transit expansion program within the next decade.

Putting Future Change in Motion

And yet, for all it does, the Transportation 2035 Plan still comes up short of the mark. As our detailed evaluation of plan investments makes painfully clear (see Chapter 2), meeting our



ambitious performance objectives will take more than the \$218 billion in infrastructure investments and the bold new policies and initiatives that Transportation 2035 delivers. This plan is but a beginning. Further actions — involving policies, operating initiatives, institutional arrangements, additional revenues and new legal authority — must be taken to move the Bay Area further along the path to change. We have identified the most pressing and the most promising next steps in Chapter 5, “Building Momentum for Change.”

But changes beyond the readily foreseeable are also needed, and for these we look first to technology. For example, future, as yet-undiscovered technological improvements, such as alternative fuels, cleaner vehicles and improved emission-control systems, can help us make strides to meet greenhouse gas and air quality standards. Great safety improvements can be realized with the introduction of vehicle-to-vehicle and vehicle-to-roadside technologies, and these are now in the development pipeline. It is optimistic but not unreasonable — especially in the Bay Area, the center of so much

Bay Area Public Drives Mandate for Change

Nearly 6,000 Bay Area residents from all walks of life helped shape the Transportation 2035 Plan. Their message, delivered resoundingly, was clear: Our world is changing and we must change, too!

This call for new direction began in June 2007 with preliminary workshops on overall goals for the Transportation 2035 Plan. The dialogue continued in the fall, when MTC and the Association for Bay Area Governments sponsored a joint regional land-use and transportation forum in Oakland that drew 700 attendees. Over the course of the next 18 months, MTC reached out to its regional constituents by means of numerous public workshops and focus groups, two statistically valid telephone polls (conducted in three languages), interactive Web surveys, “person on the street” interviews, and via in-depth discussions with members of MTC’s three citizen advisory committees and the Bay Area Partnership.

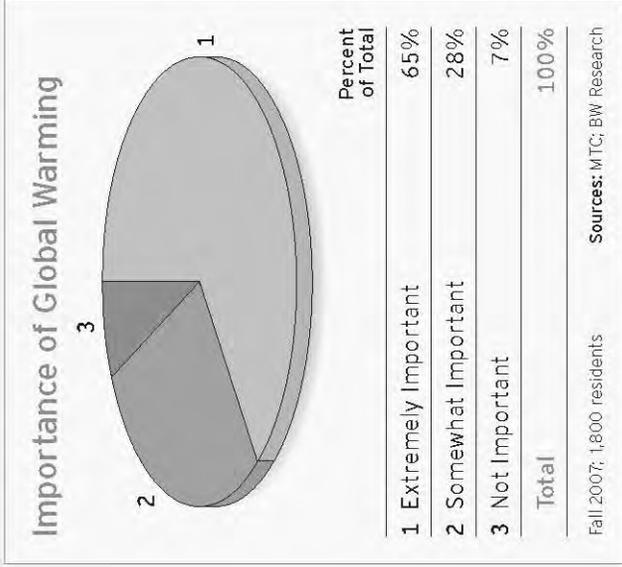
The people of the Bay Area delivered transportation planners an unmistakable mandate for change, embodied in messages such as the following:

- **We are concerned about air quality and climate change.** To reduce greenhouse gas emissions and protect public health, the

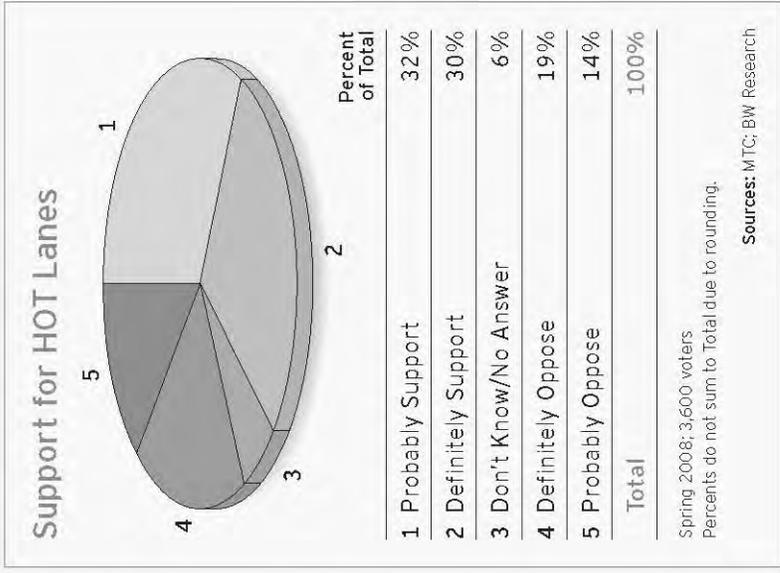


Bay Area should focus on decreasing tailpipe emissions and encourage alternatives to driving. In a fall 2007 telephone poll of 1,800 residents, approximately two-thirds of respondents declared that global warming is extremely important and should be one of the region’s highest priorities (see pie chart at top left, page 19). Additionally, 67 percent of poll respondents said they would be willing to accept denser development in their community to maintain or improve the environment.

- **Give us transit options.** In polling and at public forums, we were told that the region’s top priority for future mobility should be to invest in transit options — including rail and bus service — to provide an alternative to driving. People expressed a desire for more accessible and affordable public transit, and for a larger, more-efficient network of bus, rail and ferry routes. A number of workshop participants called for more projects to encourage bicycling and walking as well.



- **Improve what we already have.** In polls and public meetings, people often embraced a “fix it first” approach to transportation priorities. Rather than funding new freeways and expanding transit services, investments should focus on making the Bay Area’s existing freeways, local roads and transit operations run more efficiently.



- **Support market incentives in transportation pricing.** Bay Area voters largely accept the concept of using market-based pricing to manage demand for freeway carpool lanes, according to results of a poll of 3,600 voters conducted in the spring of 2008. A solid majority (62 percent) of poll respondents expressed support for establishing high-occupancy toll (HOT) lanes on area freeways. (See pie chart to right.) However, if transportation pricing were to be implemented in the Bay Area, poll respondents called for actions to address any undue hardships on low-income drivers.

For a complete summary of Transportation 2035 public involvement efforts, please refer to the *Public Outreach and Involvement Program Report*, as described in Appendix 2.

- **Support transit-oriented development.** There was consensus for concentrating development in areas near transit. Opinions were mixed, however, on whether cities that are willing to take on more housing should be rewarded with more transportation dollars, or whether these investments should be spread more evenly around the Bay Area. Respondents to the fall 2007 poll indicated a preference for a smaller home and short commute over a larger home and a long commute (74 percent to 19 percent).

“In spirit, this plan is guided by the Three Es — Economy, Equity, Environment. In practice, it was shaped by the Three Cs — Convergence, Collaboration and Consensus. The convergence of issues, especially climate change, higher energy costs and focused growth, gave us our momentum. The unprecedented collaboration of the four major regional agencies widened our vision. And the broad consensus for change among many constituencies emboldened our actions. These are the secret ingredients of change in motion.”

Steve Heminger, Executive Director, Metropolitan Transportation Commission



Innovation — to look to technological progress as a key ally in the quest for better transportation performance. We think it will play a vital role. Longer term, we look to the residents of the Bay Area for the kinds of changes in behavior — driving less, taking transit more often, living closer to work, and biking or walking when it makes sense — that can help the region reach the goals and performance objectives set out in this plan. As a region and a nation, we know that an awakened public can attempt and achieve dramatic behavioral change once the scope of a problem is known and well-recognized, and when the way forward is clear. The success of the campaign against smoking and the widespread acceptance and active practice of trash recycling are but two examples of how growing public awareness can lead to a commitment to change — with sweeping, society-wide shifts in behavior. We also place our hope in this phenomenon. Here, in the collective impact of individual actions multiplied 7 million times over, lies the true promise for “change in motion” for the Bay Area.

APPENDIX EXHIBIT C-2

SB 375:

Some of MTC's Transportation 2035 Plan will likely be obsolete in four years when Senate Bill 375, adopted 2009, goes into effect. Rather than evaluating transportation initiatives against the criteria of what is the most we can accomplish with the least amount of money, SB375 mandates that decisions on all future transportation funding will be determined on the basis of to what degree the initiative will concentrate growth, reduce sprawl and greenhouse gas emissions. It is likely that MTC's Transportation will need to be significantly revised in light of this new bill.

California's Environmental Protection Agency's Air Resources Board offers the following background to describe this new law:

“California state law ([Senate Bill 375 \(SB 375\)](#), Statutes of 2008) requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035. If regions develop integrated land use, housing and transportation plans that meet the SB 375 targets, new projects in these regions can be relieved of certain review requirements of the [California Environmental Quality Act](#). The targets apply to the regions in the State covered by the [18 metropolitan planning organizations \(MPOs\)](#).”

“Per SB 375, the Board appointed a [Regional Targets Advisory Committee \(RTAC\)](#) on January 23, 2009 to provide recommendations on factors to be considered and methodologies to be used in ARB's target setting process. The RTAC is required to provide its recommendations in a report to ARB by September 30, 2009. ARB must propose draft targets by June 10, 2010, and adopt final targets by September 30, 2010.”

For a full description of SB375, go to: http://info.sen.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_cfa_20080818_153416_asm_comm.html

TRAC / MRA



Home » Blogs » Bill Fulton's blog

SB 375 Is Now Law -- But What Will It Do?

Submitted by Bill Fulton on 1 October 2008 - 8:32am

For more details on developments since the Fall of 2008, check out CP&DR's SB 375 Resources Page.

SB 375, the anti-sprawl bill signed by Gov. Arnold Schwarzenegger last night, is both more and less powerful than it's advertised to be, and whether it leads to sweeping change depends on how aggressively California's regional planning agencies implement it.

It's more powerful than advertised because it contains potentially revolutionary changes in California's arcane processes of regional planning for transportation and housing – largely by mandating the creation of "sustainable" regional growth plans. And those changes could become more important on Friday, when the California Air Resources Board is expected to double the greenhouse gas emissions reduction targets that local governments must meet through land-use planning.

It also has the potential to significantly rearrange the Regional Housing Needs Assessment process, and provides significant breaks under the California Environmental Quality Act for certain types of transit-oriented projects.

But it's less than revolutionary on the land-use front, largely because it's incentive-based.

Despite the headlines, the law doesn't "tie state transportation funding to land use;" it merely charges regional planning agencies, which are run by local elected officials, with making sure their own funding decisions are consistent with the new regional plans. Local governments don't have to comply with the plans.

And no on-the-ground change is likely to be seen for at least three years – until the regional planning agencies actually adopt the "sustainable communities" growth scenarios called for in the law.

The bottom line is that the law won't be sweeping unless the state and the regional planning agencies take it seriously. After all, California has adopted potentially sweeping land-use reform before – for example, AB 857, which contains clear and broad-ranging anti-sprawl language – but that reform has simply not been implemented. And there is clearly enough wiggle room for the regional planning agencies not to take the law seriously if they choose.

Schwarzenegger said Tuesday, "This legislation constitutes the most sweeping revision of land-use policies since Gov. Ronald Reagan signed the California Environmental Quality Act."

Senate leader Darrell Steinberg (D-Sacramento) said the bill "will be used as the national framework for fighting sprawl and transforming inevitable growth to smart growth. This is a historic day for California."

Schwarzenegger signed the bill only hours before the deadline on Tuesday – and with more suspense than anybody expected. At the Commonwealth Club in San Francisco last Friday, the governor was equivocal about whether he would sign the bill. Unconfirmed reports suggest that California's transportation lobby attempted behind the scenes to persuade the administration to veto the bill at the last minute – but those efforts failed. In the end, Schwarzenegger simply had to sign the bill, since it implements his much vaunted AB 32 and was endorsed by local governments, homebuilders, and environmentalists.

The bill contains five important aspects that California planners should understand:

1. Creation of regional targets for greenhouse gas emissions reduction tied to land use.
2. A requirement that regional planning agencies create a plan to meet those targets, even if that plan is in conflict with local plans.
3. A requirement that regional transportation funding decisions be consistent with this new plan.
4. Tethering together regional transportation planning and housing efforts for the first time.
5. New CEQA exemptions and streamlining for projects that conform to the new regional plans, even if they conflict with

local plans.

1. Regional Targets

Under the law, the California Air Resources Board has two years – until September 30, 2010 – to give each of California’s metropolitan planning organizations a greenhouse-gas emissions reduction target for cars and light trucks – but only through changes in the development pattern.

As many commentators have observed, reducing emissions from cars and light trucks is a “three-legged stool.” One leg involves greater fuel efficiency from new vehicles – a requirement called for under former Assemblymember Fran Pavley’s AB 1493, which is currently in dispute between the state and federal governments. The second leg involves reducing the carbon content of fuels – a requirement called for under Schwarzenegger’s low-carbon emissions standards.

The third leg of the stool is changes in the growth pattern that reduce overall driving. The regional targets will cover only this third leg of the stool.

Under the CARB’s “Scoping Plan,” required under AB 32, about 20% of overall emissions reduction must come from cars and light trucks. But 1.2% must come from local governments – and that figure is likely to double with the release of a revised Scoping Plan.

The process by which CARB sets the targets is technical, but the agency will be required to set up a “Regional Targets Advisory Committee” that includes all stakeholders, including local governments, builders, and planners. MPOs can propose their own target. The target will be revised every 8 years to conform to the new, unified housing and transportation planning schedule set up by the bill.

2. The Sustainable Communities Plan Requirement

Once the MPOs have received the regional targets in late 2010, they will be required to create a “Sustainable Communities Strategy” that lays out how the emissions reduction will be met. Technically, this strategy becomes part of the Regional Transportation Plan – an important point, because it tethers the sustainable strategy to federal transportation planning law.

The Sustainable Communities Strategy was the subject of major debate in the Legislature – and as these strategies are shaped by the MPOs (whether in 2011 or before) they are likely to serve as a lightning rod for discussion about the future growth patterns in every region. But the way SB 375 came out of the Legislature, the Sustainable Communities Strategy isn’t quite as bulletproof as you might think.

It does incorporate the RHNA requirement to provide housing to accommodate all income groups – for the simple reason that, if housing targets weren’t incorporated, the emissions reduction target could be met simply by cutting growth. But provisions requiring incorporation of resource and open space land considerations were watered down.

And because it’s part of the RTP, the Sustainable Communities Strategy is subject to certain provisions of federal transportation law that could undercut the anti-sprawl efforts – especially a provision stating that the RTP must be based on “current planning assumptions” in the region that take general plans into account. “If a certain type of development pattern is unlikely to emerge from local decision-making,” League of California Cities lobbyist Bill Higgins noted recently, “it will be difficult for the regional agency to say that it reflects current planning assumptions.”

In addition, Higgins and other local government lobbyists succeeded in inserting language saying that the Sustainable Communities Strategy is not a land-use plan and SB 375 does not confer land-use authority on the MPOs. As Higgins said last week at the CCAPA conference in Hollywood, this means that local governments’ own General Plans don’t have to conform to this Sustainable Communities Strategy.

As is typically the case in planning, the Sustainable Communities Strategy can contain only “feasible” measures to reduce greenhouse gas emissions. If the end result doesn’t hit the CARB target, the MPO must develop a second plan – the “Alternative Planning Strategy,” which is technically separate from the RTP but nevertheless must lay out an alternative plan to meet the target. The alternative strategy becomes important in the CEQA exemptions below.

3. Transportation Funding Consistency

Here is where the rubber meets the road – sort of. From the beginning, SB 375 has been advertised as the law where, at last, state transportation funding decisions are tied to land use. This is technically true – but only technically. Under 375, there are no state bureaucrats in Sacramento doling out transportation money to cities and counties based on whether the local anti-sprawl efforts are sufficient. Instead, the bill uses the existing system – which gives most of the power to make transportation funding decisions to the regional MPOs.

So the only thing SB 375 says is that the Regional Transportation Plan has to be internally consistent – meaning the action items and financing decisions called for in the RTP must be consistent with the Sustainable Communities Strategy. This means SB 375 is subject to the same major structural issue as the RTP itself: Ultimately, the decisions at the regional level are made by MPO board members, who are local elected officials. And, as we all know, it's unlikely that elected officials sitting as regional planning board members will pull the trigger on each other.

In other words, SB 375 talks tough about tying state and federal transportation dollars to land use decisions, but the bill does not alter the current regional planning structure, which delegates decision-making authority to local officials sitting as MPO board members.

4. Connection to Regional Housing Needs Assessment

SB 375 also changes the state Housing Element law in important ways – and, for the first time, links regional planning efforts for transportation and housing. Under the bill, all transportation and housing planning processes are put on the same eight-year schedule – that is, the plans must be updated once every eight years. (There's a penalty for jurisdictions that don't meet the Housing Element schedule: They must prepare Housing Elements every four years instead.)

The law also strengthens the language on required rezonings: If a local jurisdiction must rezone property as a result of the Housing Element, it must do so within three years and it must include minimum density and development standards for the site.

Most important, however, is the fact that the RHNA allocation numbers must conform to the Sustainable Communities Strategy. This has important consequences for the RHNA process and Housing Element implementation. The regional planning agencies are required to provide local governments with a housing allocation representing their "fair share" of regional growth. But the Sustainable Communities Strategy is likely to concentrate future development around transit stops. The end result of the RHNA process in the future is likely to look something like what the Association of Bay Area Governments has recently done in this arena – cutting a deal among the local governments to allow more housing in transit-rich areas, and rearranging the RHNA numbers to accommodate that goal.

5. CEQA Exemptions and Streamlining

In terms of planning practice, the most powerful provisions of SB 375 have to do with CEQA Exemptions and Streamlining. Under the new law, certain types of development projects are exempt from CEQA – or qualify for streamlined review – if they conform to the Sustainable Communities Strategy. And these projects qualify for streamlined review even if they conflict with local plans. Of course, such projects can't qualify for an exemption or streamlined review until a Sustainable Communities Strategy is adopted, which is likely about three years from now.

But the list of caveats is long, meaning the eventual impact of the CEQA provisions may not be as significant as you might think.

Two types of projects qualify for CEQA breaks under SB 375 – residential or mixed-use projects, and "transit priority projects".

Under the law, a residential or mixed-use project that conforms to the Sustainable Community Strategy qualifies for CEQA streamlining. Specifically, the CEQA review does not have to cover growth-inducing impacts; and it does not have to cover either project-specific or cumulative impacts dealing with climate change.

More significant is the "transit priority projects." These projects can qualify for either a full CEQA exemption or a streamlined environmental assessment if they meet certain criteria.

"Transit priority projects" are projects that meet the following criteria:

1. Contain at least 50% residential use
2. Have a minimum net density of 20 units per acre
3. Have a floor-area ratio for the commercial portion of the project at 0.75
4. Be located within ½ mile of either a rail stop, a ferry terminal, or a bus line with 15-minute headways.

Under the law, projects can qualify for a full CEQA exemption if:

- They are no bigger than 8 acres or 200 units
- They can be served by existing utilities
- They will not have a significant effect on historic resources
- Their buildings exceed energy efficiency standards

-
- They provide ANY of the following:
 - 5 acres of open space
 - 20% moderate income housing
 - 10% low income housing
 - 5% very low income housing.

Under the law, "transit priority projects" that don't meet these criteria still qualify for a truncated environmental assessment similar to the truncated environmental assessment permitted for residential and mixed-use projects specified above.

- Bill Fulton

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

*SCAG's Mission:*

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

REGIONAL PROSPERITY

A CLOSER LOOK AT SB 375 – CALIFORNIA'S SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

Perspective

Since 1990, Southern California has grown from 14.6 million residents to 19 million and is projected to grow another 26.6%, to 24 million by 2035. With an increasing population and finite natural resources, the need to think about addressing population growth is critical and the time to plan for that growth, in a way that sustains quality of life for future generations, is now.

- ▶ The California Legislature enacted Assembly Bill 32 and Senate Bill 375 to address climate change and reduce Green House Gas (GHG) emissions in the state.
- ▶ SB 375 focuses on reducing one element of Green House Gas emissions: vehicle miles traveled—how far people drive daily between work, school, errands and home.
- ▶ To address these goals, SB 375 seeks to join or integrate land-use and transportation planning, to promote a cleaner California and reduce GHG.
- ▶ The Southern California Association of Governments (SCAG) is responsible for putting together a regional plan called the "Sustainable Communities Strategy" (SCS), that encompasses transportation and housing needs while meeting the GHG reduction goals of SB 375.

Below is an overview of the principles SCAG will use to evaluate planning policies while developing its regional plan for SB 375.

**Principles**

- ▶ **Sustainability** Help communities orient growth around jobs and services to reduce the volume and length of trips necessary each day. The final plan created for SB 375, the SCS, will focus on identifying ways to create a cleaner, healthier more prosperous region; that also reduces GHG emissions and complies with SB 375.
- ▶ **Livability** Encourage "smart growth", self-sufficient communities that reduce the number of trips one takes in a vehicle or at least reduces the number of miles necessary for each trip. Examples include:
 1. An apartment complex with a grocery store, dry cleaner and retail on its ground floor
 2. An office building that directly connects to either a metro station or a bus stop

3. A single family neighborhood development that incorporates circular intersections (rather than stop signs) and plans for a walkable neighborhood to nearby goods and services

▶ **Mobility** Identify ways to promote the use of more transit options, cleaner fuels in cars, along with freeway and street improvements, to offset the smog emitted by cars and trucks and improve congestion.

▶ **Prosperity** Promote a balance between business and environmental interests to achieve a sustainable future. Examples include:

1. 500 key business and local leaders in the Inland Empire are in the process of developing the *Green Valley Initiative* which focuses on integrating social, economic and environmental forces to promote wiser land-use and green building, encourage sustainability education and bring green-tech jobs to the area.
2. The field of "green" innovations and alternative energy provides opportunities for areas that are open to looking at new and different ways of doing business that align economic and environmental priorities.
3. Initiatives that support our natural resources, while stimulating economic growth and attracting jobs for residents and investment for the region.

Perks

Additional benefits gained through sustainable planning:

- ▶ Decrease in energy costs
- ▶ Spending less on gas for the car
- ▶ Improved air and water quality
- ▶ Preservation of natural resources; open space, beaches and parklands

Participation

- ▶ An important part of SB 375 is educating stakeholders and the public as the Sustainable Communities Strategy is developing, providing opportunities for public comment and feedback along the way.
- ▶ **Get Involved** For more information on SB 375 or to be added to our email list for upcoming events and workshops please visit our Web site at: www.scag.ca.gov/sb375 or contact Matt Horton at (213) 236-1980.





City of Sausalito

1995 General Plan

Adopted September, 1995
City of Sausalito
Community Development Department
420 Litho Street
Sausalito, California 94965
(415) 289-4100

■ Policy CP-3.1

Public Bus Service. Encourage the maintenance of a safe, efficient and reliable bus service to provide an alternative to driving.

Program CP-3.1.1

Downtown Transfer Station. Investigate ways to improve the Downtown transit stop to be a full service transfer station.

Program CP-3.1.2

Enhance Bus Stops. Work with the Golden Gate Transit District to provide each bus stop in the City with rider enhancing amenities.

Program CP-3.1.3

Direct Commuter Service. Work with Golden Gate Transit to provide direct (no transfer) commuter service for people employed in Sausalito.

Program CP-3.1.4

Bus and Ferry Service Levels. Continue to work with the Bridge District when proposals for change from existing bus and ferry service levels are received.

■ Policy CP-3.2

Ferry System. Promote increased patronage of the ferries while still protecting the area near the ferry terminal from overly intensive use.

Program CP-3.2.1

Improved Service. Support the efforts of ferry service providers to provide better passenger service and more efficient loading areas.

Program CP-3.2.2

Information on Ferry Service. Encourage the ferry service providers to prepare information about the ferry as an alternative to the automobile to be distributed, with City assistance, to the local and San Francisco visitor industry.

Program CP-3.2.3

Bus/Ferry Connections. Encourage the transit district to improve the ferry and bus connection points as well as timing of the schedules.

■ Policy CP-3.3

Alternative Transportation. Improve the efficiency of the existing transportation system and reduce the reliance on the private automobile by emphasizing alternative transportation modes.

Program CP-3.3.1

Shuttle Service. Explore alternative forms of transit service such as shuttle service from remote parking sites and local shuttle bus service throughout the community.

Program CP-3.3.2

Information on Transit. *Work with local businesses to provide information pamphlets on transit alternatives for distribution at local stores and hotels.*

■ Policy CP-3.4

Park and Ride. Support limited park and ride areas for commuters which maximize safety and limit impacts on nearby residences or other uses.

Program CP-3.4.1

Work with CalTrans. *Work with CalTrans to encourage safe park and ride areas at the Spencer Avenue and Marin City freeway interchanges.*

Program CP-3.4.2

Work with Golden Gate Transit. *Work with the Golden Gate Transit District to coordinate the level of commute service with the amount of parking available and monitor the use of public parking by commuters.*

Objective CP-4.0

Enhance Bicycle and Pedestrian Circulation. *Enhance bicycling and pedestrian infrastructure and programs to reduce the use of motorized vehicles within the City and reduce conflicts between bicyclists, pedestrians, and motorists.*

■ Policy CP-4.1

Bicycle Master Plan. Plan, design, implement, and maintain bicycle infrastructure in Sausalito.

Program CP-4.1.1

Develop, implement, and maintain a Bicycle Master Plan. *Develop, implement, and maintain a Bicycle Master Plan to accomplish the following goals:*

- a) *Build upon and enhance the existing bikeway system, programs, and resources in Sausalito.*
- b) *Develop the bicycle system to meet the needs of commuters, recreational riders, and bicyclists of varying abilities and speeds, and link residential neighborhoods with local and regional destinations.*
- c) *Maximize multi-modal connections to the system.*
- d) *Improve bicycle safety conditions in Sausalito through bicycle education, safety, and enforcement programs.*
- e) *Identify and prioritize existing and future needs, and provide specific recommendations for facilities and improvements over the next 20 years*
- f) *Provide coordinated strategies to develop facilities and programs that support bicycling*
- g) *Maximize the receipt of State, Federal, and other grant funding for non-motorized improvements that can be received by Sausalito.*

- h) *Implement the proposed bicycle system and outline a comprehensive maintenance program.*
- i) *Develop a downtown bicycle corridor and promote Sausalito as a bicycle friendly destination.*

Program CP-4.1.2

Community Involvement. *Build and maximize community involvement in the planning process through workshops, surveys, public hearings, and coalitions with local businesses, clubs, and organizations that are served by the bicycle system.*

Program CP-4.1.3

Bicycle Coordinator. *Appoint the City Engineer to act as a bicycle coordinator to: a) act as a liaison to the City; b) act as a liaison to local bicyclists, clubs, and organizations, businesses, the media, and the community in general; c) review and/or complete funding applications; d) provide inter-departmental coordination; and e) provide coordination between Sausalito and neighboring jurisdictions and agencies.*

Program CP-4.1.4

Plan Consistency. *Compare the Bicycle Master Plan with all existing City, regional, State, Federal policy documents, and other General Plan Elements to assure consistency.*

Program CP-4.1.5

Update Plan. *Review and update the Bicycle Master Plan on a regular basis, consistent with CalTrans and General Plan Standards.*

■ **Policy CP-4.2**

North-South Bicycle Route System. *Identify a combination of short term projects (1-10 years) and long term projects (1-20 years) to develop a bicycle system from the GGNRA at the south entrance of the City, to the Mill Valley multi-use path at the north City limits, linking residential neighborhoods, commercial and visitor centers, key transportation areas, scenic shorelines with local and regional destinations (see Map GP-12).*

Program CP-4.2.1

Bridgeway Bikeway South (short term). *Install new lane striping, signing, and other improvements to enhance the Bridgeway corridor (Alexander Avenue, South Street, Second Street, Richardson Street, and Bridgeway) from the south City limits to Johnson Street as a largely Class III Bike facility with Class II facilities where feasible.*

Program CP-4.2.2

Bridgeway Bikeway North (short term). *Install new lane striping, signage, curb and median modifications, and other improvements to enhance the Bridgeway Corridor from Johnson Street to the North City Limits as a Class II Bike facility.*

Program CP-4.2.3

North-South Recreational Bikeway (short term). Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility to parallel Bridgeway from Johnson Street, through the Marinship area, and to the north City limits.

Program CP-4.2.4

Bicycle Parking in Public Areas (short term). Install bicycle parking and support facilities in public areas, parks, institutions, commercial and transportation centers, particularly the downtown and ferry landing area, after appropriate public hearing and design review approval.

Program CP-4.2.5

Bicycle Parking Standards (short term). Amend the Zoning Ordinance to require bicycle parking facilities and standards for new development and redevelopment and/or intensification of existing developed sites.

Program CP-4.2.6

Shoreline Pathways (long term). Require construction of segments of a shoreline pathway along the waterfront from Pine Street to the Gate Five Road as a condition of development applications, providing for a shared pedestrian/bicycle facility. Right-of-way acquisitions and City development of the shoreline path may be required to complete the path in areas that are already developed and where the path does not exist or has not been dedicated.

Program CP-4.2.6

Fort Baker Shuttle (long term). Work with the National Park Service to develop a shuttle system between Fort Baker and Sausalito that, aside from reducing automobile trips in Sausalito, can be used by bicyclists as needed to bypass the most constrained portions of the Bridgeway corridor from the Downtown to the south City limits.

■ **Policy CP-4.3**

Bridgeway Bikeway South: Long Term Solutions. Investigate and study long range solutions to either ameliorate or bypass the most constricted and/or congested conditions at Alexander Avenue, South Street, and Bridgeway South of the Downtown.

Program CP-4.3.1

Class I or II Bike Route Alternatives. Seek funding to study the feasibility of developing Class I or Class II bike facilities along the North-South bicycle route system, south of downtown through cooperative efforts of the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies. Potential alternatives include, but are not limited to: a) widening Alexander Avenue; b) constructing a pedestrian/bicycle tunnel bypass from East Road to the south end of Second Street; and/or c) removing the center median to allow two 17 foot wide multi-use travel lanes or constructing a pedestrian boardwalk to permit widening and installation of Class II bike lanes along the Bridgeway waterfront, from Richardson Street to Princess Street.

■ Policy CP-4.4

Bicycle Route Design & Standards. Assure that all existing and proposed bike routes, lanes, paths, and intersections are improved to the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of non-motorized travel.

Program CP-4.3.1

Bike Route Design.

Develop definitions and standards for bike routes, lanes, paths and intersections in the Bicycle Master Plan to comply with the design standards of CalTrans and the Metropolitan Transportation Commission.

■ Policy CP-4.5

Regional Bicycle and Pedestrian Trails. Continue to support the San Francisco Bay Trail, and Bay Area Ridge Trail, and other agencies and jurisdictions in their attempts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area.

Program CP-4.5.1

Signage Program. *Work with ABAG and the San Francisco Bay Trail Project in establishing a signage program for the portion of the Bay Trail that currently runs through the City.*

Program CP-4.5.2

South Connector Trail. *Work with ABAG and the San Francisco Bay Trail Project in providing a connector trail from the Ferry Terminal south to East Fort Baker.*

Program CP-4.5.3

Regional Bike Route Alternative. *Work with the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies to establish an alternate north-south connector bike route to bypass the urbanized areas of Sausalito and alleviate bicycle through-traffic on Bridgeway, particularly in the south corridor.*

■ Policy CP-4.6

Pedestrian Trails and Paths. Improve and extend existing public paths for use by residents and establish new pathway connections to complete the system as shown on map GP-12.

Program CP-4.6.1

Connector Segments. *Consider including the purchase of connector segments in the CIP to complete the pedestrian trail and pathway system.*

Program CP-4.6.2

Access Easements. *Require new projects, as appropriate, to dedicate access easements.*

APPENDIX EXHIBIT E-1

Sausalito Parking Policies

Automobile Parking

Objective 2.0 of Sausalito's General Plan calls for "*managed parking demand.*" This is an ambitious objective! It is much easier to manage the parking facilities that serve parking demand than managing the demand itself.

Policy CP-2.1 establishes parking standards, strongly encourages the use of parking structures and – among others – invites exploration of diagonal parking along Caledonia Street.

Policy CP-2.2 calls for limitation of the land area for parking in City-owned lots in the Downtown area to the 1990 level.

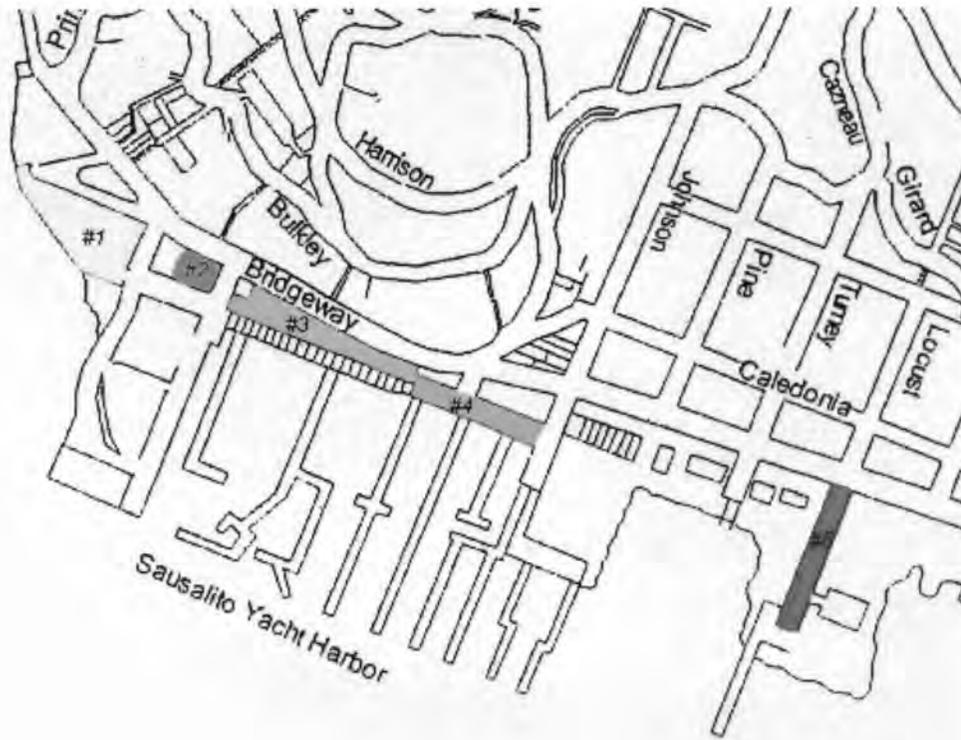
Policy CP 2.3 calls for the City's collaboration with downtown business interests toward reduction of traffic and parking impacts by minimizing the use of Downtown parking lots for long-term parking and by reducing employee parking in Downtown Sausalito.

The foregoing policies are coupled with Policies CP 3.1, 3.2 and 3.3 that call for reducing traffic impacts and demand for automobile parking through improved bus service, more reliance on ferries and operation of a shuttle system, respectively.

TRAC

MUNICIPAL PARKING LOTS

There are five (5) Municipal Parking Lots in Sausalito.
Lots #1, #2 and #3 are in the immediate downtown area.



Lot #1 is adjacent to the Ferry Landing in downtown Sausalito. The entrance is located on Anchor Street at Humboldt Street. This lot is automated and an attendant is on duty from approximately 9:00 am - 9:00 pm .
Phone 415-289-4115.

Lot #2, on the same block as the Bank of America, is between Anchor and Bay Streets on Humboldt Street. Lot #2 is a pay-per-space lot, where 2 automated machines accept cash and credit card payments.

Lot #3 is across the street from the Casa Madrona Hotel, on the same block as the Visitor Center. The entrance to Lot #3 is located on Humboldt Street at Bay Street.
Phone 415-289-4116.

Lot #4 is on Humboldt Street running south of Johnson Street and is primarily an Area D permit lot with a limited number of unmetered spaces available for public parking at the north end of the lot between the hours of 6:00pm and 2:00 am.

Lot #5 is located at the foot of Locust Street and offers Area L permit parking, as well as free public parking that is strictly limited to three (3) hours parking, between the hours of 12:00 noon and 2:00 am.

Requests for special events parking may be made through the Sausalito Parking Authority at the Sausalito Police station at 415-289-4149.

APPENDIX EXHIBIT E-3

SAUSALITO'S PUBLIC PARKING SPACES

According to City information, the numbers that are quoted here are approximate and are subject to change. In conjunction with purchasing new hardware and software for lots #1 & #3, there may be other changes (such as re-configuring and re-stripping the municipal lots) that may add a number of spaces. But this is approximately what we have now:

The approximate number of spaces in lots #1 - #5 is 590 (including lot #2 & lot #5). **The approximate number of metered spaces is currently 160** (not including lot #2 or Caledonia between Bridgeway and Johnson).

Lot 1: 212 spaces in a gated lot. This number does **not** include the 23 parking spaces that are reserved for the Sausalito Yacht Club on their leased property.

Lot 2: 38 spaces. These spaces are pay-per-space.

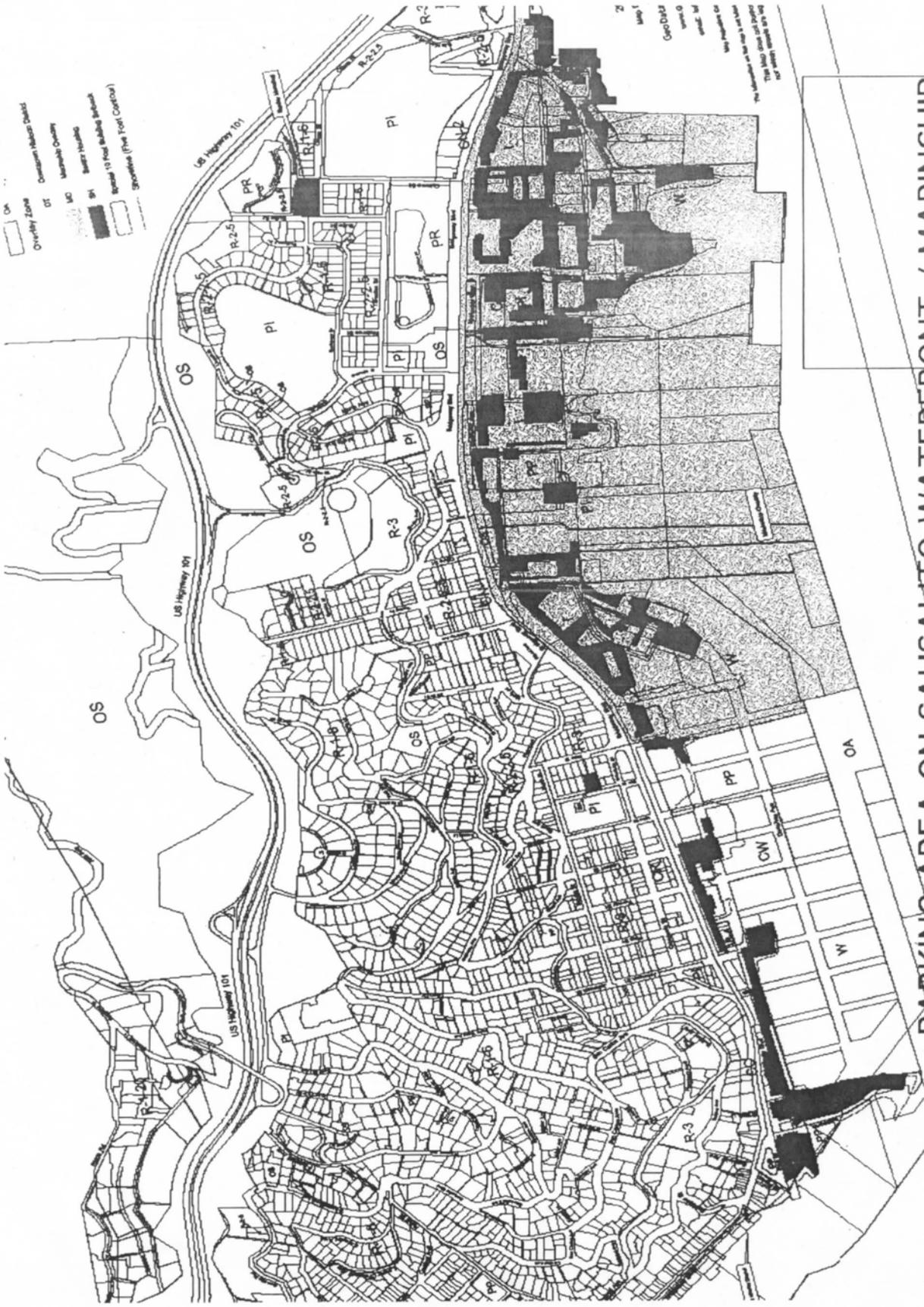
Lot 3: 183 spaces in a gated lot.

Lot 4: 110 spaces. This lot currently has limited use. With the exception of a few metered parking spaces on Humboldt between Johnson and Ensign, Area D permits are required to park in this lot. The Casa Madrona hotel leases approximately 46 spaces and uses this lot for their valet parking.

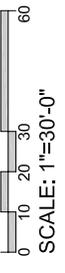
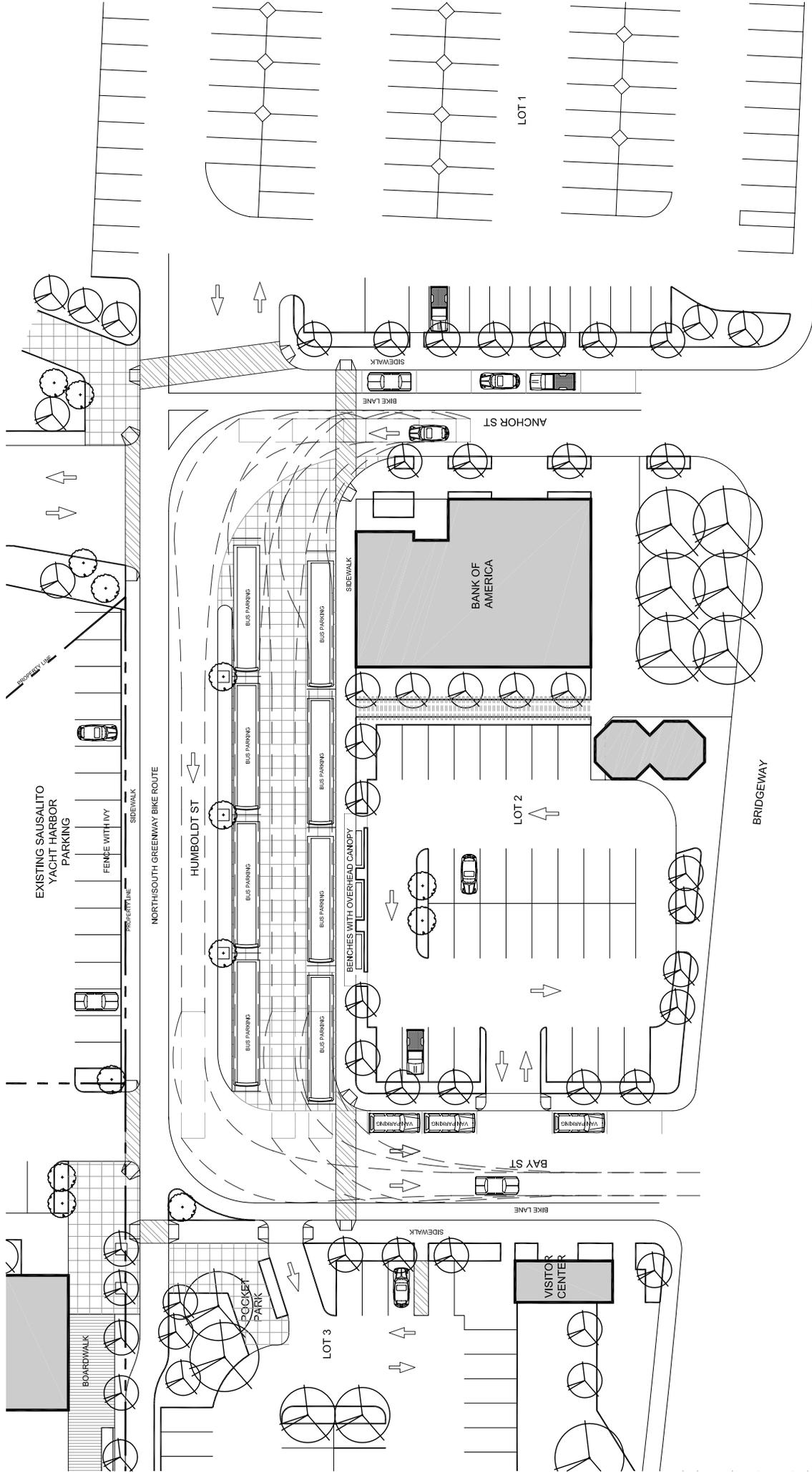
Lot 5: 45 spaces. This lot requires an Area L Permit for parking between the hours of 2:00 am to noon. This lot has free 3-hour parking between the hours of noon and 2:00 am for visitors and patrons of the Caledonia Street businesses. There are also a few 2-hour parking spaces. These numbers do **not** include the 20 or so spaces in the adjacent police parking lot.

The approximate number of street spaces that are currently metered is 160. I personally have never done a count of the metered spaces. But I was told when I started a few years ago that the number of meters was approximately 215 and included (at that time) the spaces in lot #2, as well as those on Caledonia in the area that is currently under construction for the Fire and Police departments. Metered spaces extend from the 500 block of Bridgeway (across from Horizons restaurant) through the 1400 block of Bridgeway (at Bridgeway and Litho). There are other metered spaces in the immediate downtown area on Princess, El Portal, Tracy, Anchor, Humboldt (currently pay-per-space) and Bay. Additionally, there are a couple of meters on Johnson between Bridgeway and Caledonia, as well as on Johnson between Bridgeway and Humboldt. Not to mention a few on Humboldt between Johnson and Ensign, as well as some next to the Taste Of Rome restaurant on Ensign itself between Bridgeway and Humboldt.

Source: Jean Schurtz, Parking Analyst

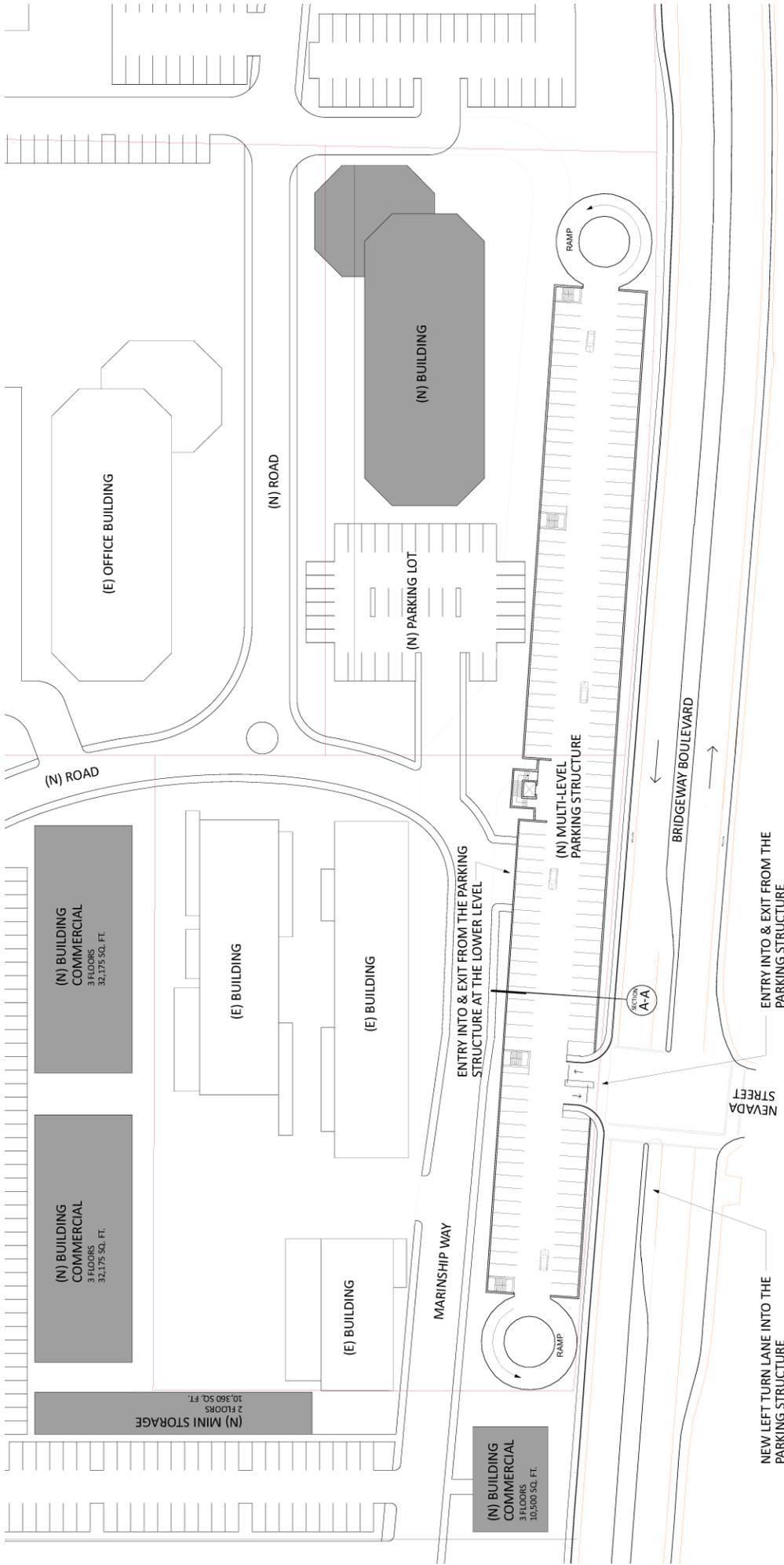


PARKING AREA ON SAUSALITO WATERFRONT / MARINSHIP



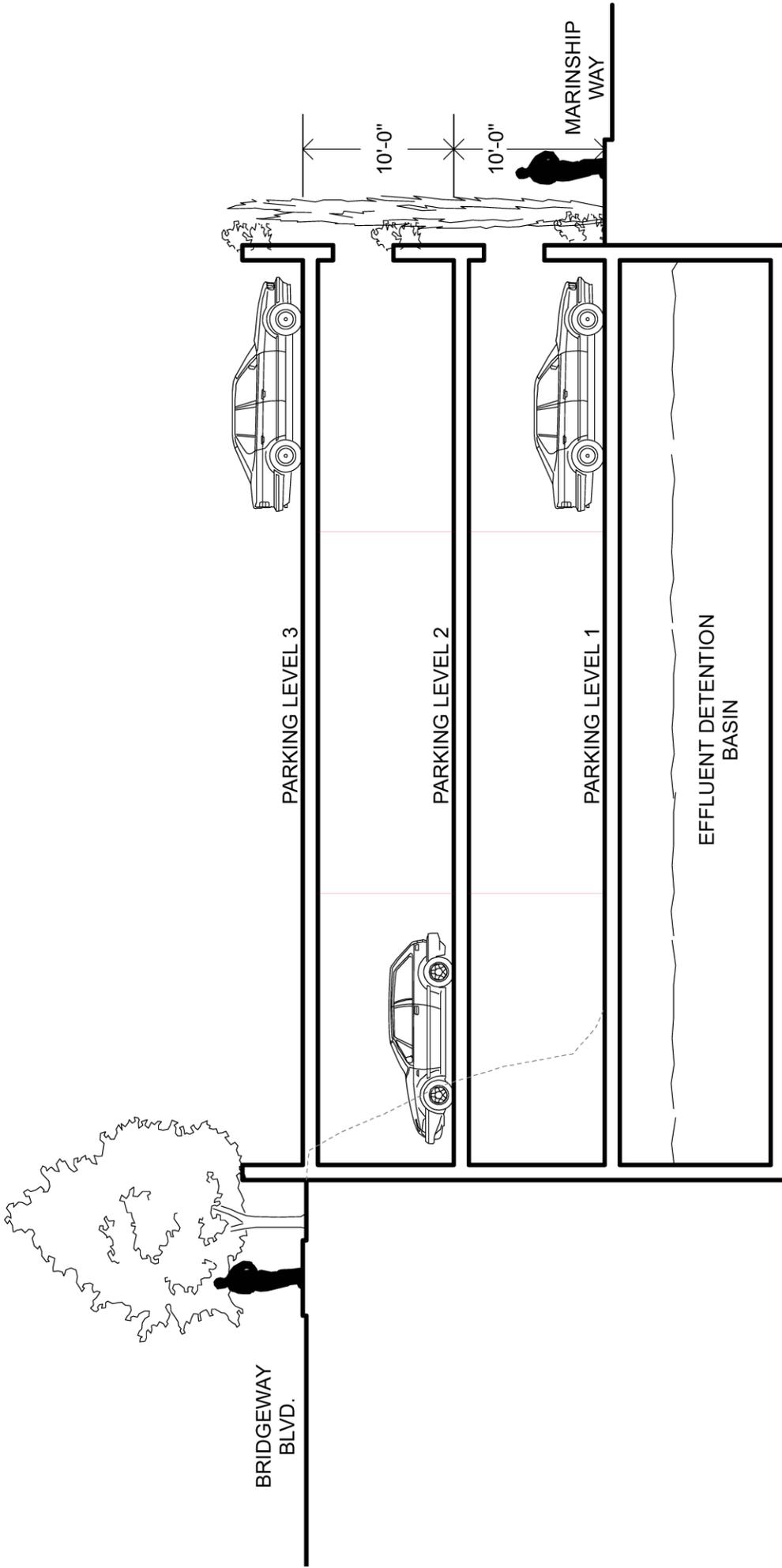
Improved Plan for Parking Tour Buses

APPENDIX EXHIBIT G



**MARINTOSH MULTI-LEVEL PARKING STRUCTURE
"DOWNTOWN ECONOMY PARKING"**

SCALE 1" = 100'
02/23/2010

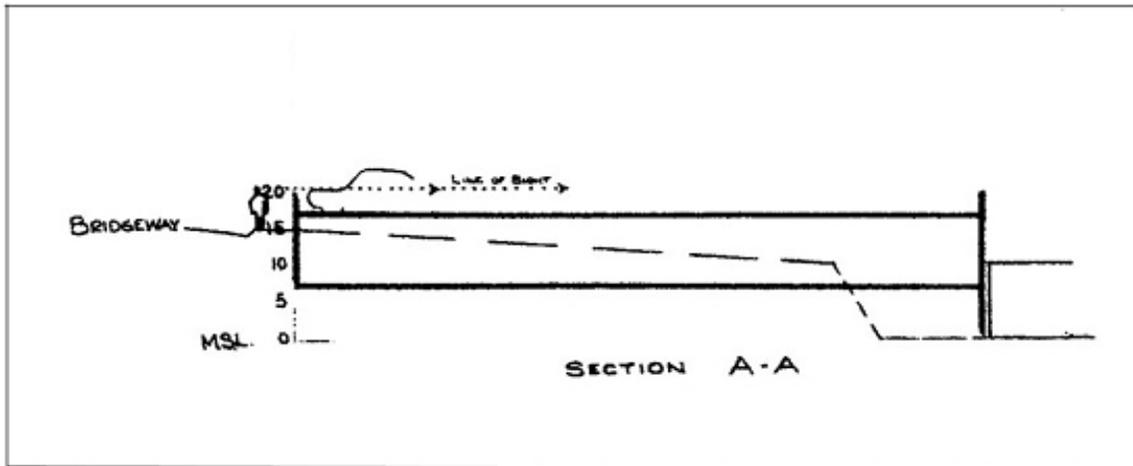


SECTION A-A
 MARINSHIP MULTI-LEVEL PARKING STRUCTURE

SCALE 1" = 10'
 02/23/2010

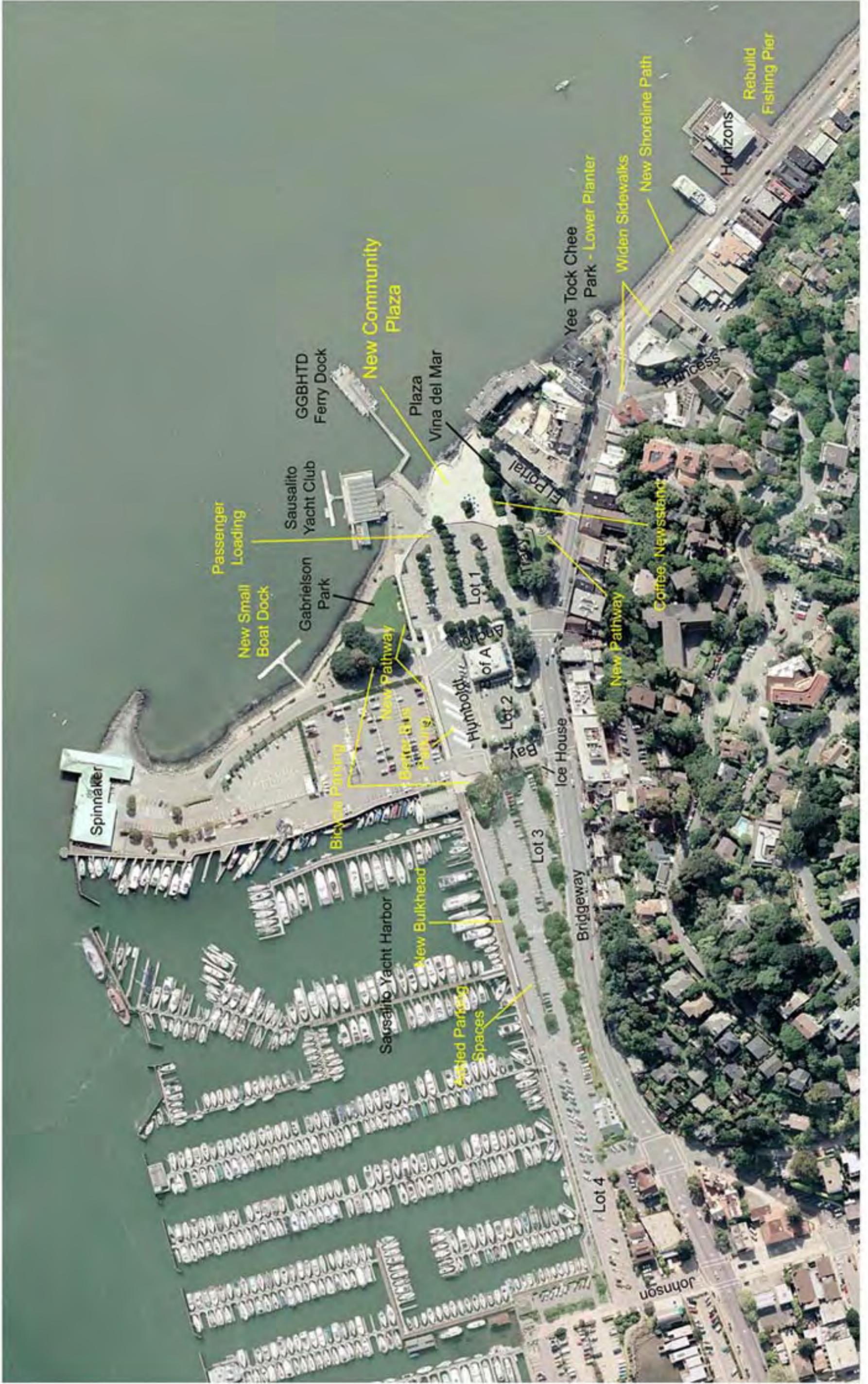


APPENDIX EXHIBIT I-2



SECTION THROUGH PROPOSED SECOND LEVEL

PARKING DECK AT LOT 3



SUMMER 2008 MUIR WOODS SHUTTLE

WEEKEND AND HOLIDAY SERVICE

INFORMATION CONTACTS

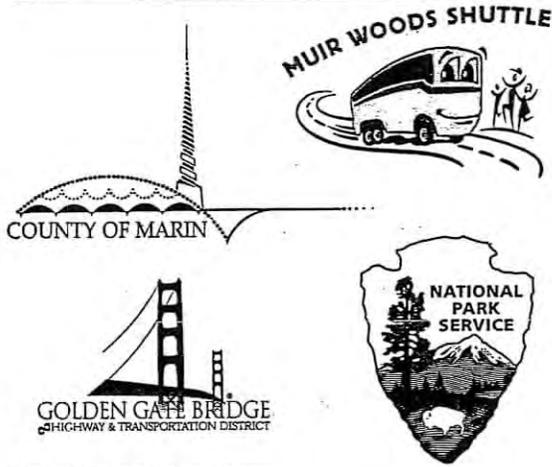
Monday-Friday 7:00 am – 7:00 pm
Weekends and Holidays 8:00 am – 6:00 pm

511 (say "Golden Gate Transit"
then "Operator")
toll-free

TDD 711

Trip Planning E-mail:
customerservice@goldengate.org

www.goldengate.org



Information subject to change.



SERVICE FROM SAUSALITO FERRY
Starting May 24!

MUIR WOODS

NATIONAL MONUMENT
100th Anniversary 2008

MARIN CITY/POHONO ROUTE
May 3 to September 28, 2008
SAUSALITO FERRY ROUTE
May 24 to September 1, 2008

ROUTE INFORMATION

NEW ROUND TRIP SHUTTLE FARES FOR 2008

	to Muir Woods	from Muir Woods
Adults	\$3	FREE
Youth (6-18)/ Seniors (65+)/ Persons with Disabilities	\$1	FREE

Route 66 accepts transfers for free travel to Muir Woods from any Golden Gate Transit (GGT) trip that originates in Marin County. If travel originates outside of Marin County, transfers will not be accepted for continuing travel to Muir Woods. No transfers for travel outside of Marin County are given on Route 66. For park entrance fees, see "Muir Woods Information" at left. Due to equipment constraints, TransLink® is not available on Route 66. TransLink passengers should pay by cash, ticket or transfer. TransLink is accepted on all other Golden Gate Transit buses and ferries.

PASSENGER CAPACITY OF EACH BUS

Safety considerations limit the capacity of each bus to the number of seats available. Standees will not be carried on Route 66. Please arrive at the bus stop early to ensure that you are able to get a seat. The last bus leaves Muir Woods at 7:00 p.m.

PARKING INFORMATION

Parking is available at the Pohono St. and Manzanita Park & Ride lots. NOTE: passengers parking at the Manzanita Park & Ride and at the Pohono St. lot must board outbound to Muir Woods at the bus stop at Hwy. 1 (Shoreline Hwy.) & Pohono Street. When returning from Muir Woods all passengers must exit at the Manzanita Park and Ride stop on the west side of U.S. 101 and walk along Shoreline Hwy. under U.S. 101.

STROLLERS/LUGGAGE

Luggage and other personal articles must be placed in your lap or under a seat. Do not put luggage or personal articles in the aisles, in the wheelchair securement areas or on the seats. Fold up strollers and hold babies in your lap.

BIKE ACCESS

Exterior bike racks that hold two bikes are available during all hours of operation. No bikes will be allowed inside the bus. To learn about bike loading/unloading instructions, rack rules/limitations and safety tips, obtain a copy of GGT's Bike to Transit brochure by visiting www.goldengatetransit.org (click on "Services") or by e-mailing events@goldengate.org.

FOOD AND DRINK

Smoking, eating and drinking are NOT permitted aboard buses. California State Law prohibits alcoholic beverages aboard public transit buses.

TRANSIT CONNECTIONS

BUS TO/FROM SAUSALITO

GGT Routes 10 and 22 provide combined service every 30 minutes between downtown Sausalito and Marin City. Board a Route 10 bus (every 60 minutes) at Bridgeway & Bay in Sausalito or board a Route 22 bus (every 60 minutes) on Bay St. at Bridgeway near the ferry terminal. The adult cash fare is \$2.00.

BUS TO/FROM SAN FRANCISCO

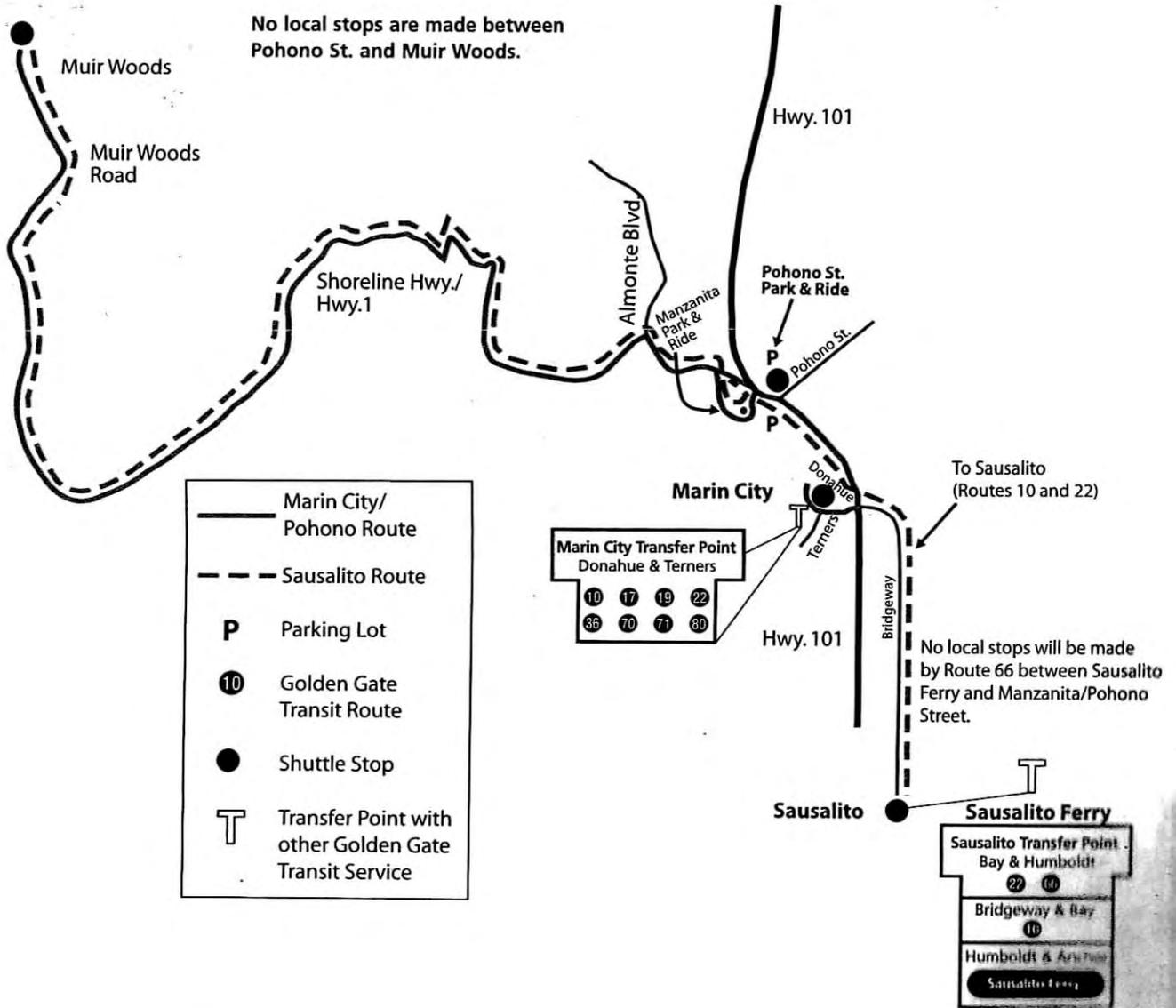
GGT Routes 70 and 80 provide combined service every 30 minutes between Mission & 1st Streets in San Francisco and Marin City. Passengers also may board buses in San Francisco at Mission & 3rd Streets, Mission & 5th Streets, 7th & Market Streets, McAllister & Hyde, McAllister & Polk Streets, and Van Ness Avenue & Geary Blvd. Additional stops are available along Van Ness Avenue and Lombard Street. The adult cash fare is \$3.60 (\$3.75 after July 1, 2008). No free transfers are available to and from the Muir Woods Shuttle.

FERRY TO/FROM SAN FRANCISCO

Golden Gate Ferry provides service between San Francisco Ferry Building and Sausalito. Adult cash fare is \$7.10 each way (\$7.45 after July 1, 2008) and youth (6-18), seniors (65+), persons with disabilities/Medicare receive a 50% discount. Children 5 and under ride free (2 per full fare adult). In Sausalito, board Route 66 at Humboldt Street for direct service to Muir Woods. Purchase Route 66 bus tickets (\$3.00 for adults, \$1.00 for youth, seniors, and persons with disabilities) at the San Francisco Ferry ticket booth. No free transfers are available to or from the Muir Woods Shuttle.

**Call toll-free 511 and say
"Golden Gate Transit" for more details.**

MUIR WOODS SHUTTLE MAP



SPONSORSHIP OF ROUTE 66 SERVICE

Route 66 (Muir Woods Shuttle) is funded by the County of Marin and operated under a service agreement between the County of Marin and the Golden Gate Bridge, Highway and Transportation District (the operator of Golden Gate Transit).

Map is not to scale.

May 24 – September 1, 2008

WEEKENDS AND HOLIDAYS

Muir Woods

Westbound

Sausalito Ferry Terminal or Marin City –
Pohono St. – Muir Woods

Ferry Arrives in Sausalito	Sausalito Ferry Terminal (Bay St)	Leave Marin City (Donahue & Terners)	Pohono St.	Muir Woods
—	—	9 30	9 36	10 01
—	—	9 50	9 56	10 21
—	—	10 10	10 16	10 41
—	—	10 30	10 36	11 01
—	—	10 50	10 56	11 21
—	—	11 10	11 16	11 41
11 10	11 20	—	11 35	12 00
—	—	11 30	11 36	12 09
—	—	11 50	11 56	12 29
—	—	12 10	12 16	12 49
—	—	12 30	12 36	1 09
—	—	12 35	12 41	1 14
12 30	12 40	—	12 55	1 20
—	—	12 50	12 56	1 29
—	—	1 10	1 16	1 49
—	—	1 30	1 36	2 09
—	—	1 50	1 56	2 29
—	—	2 10	2 16	2 49
1 55	2 05	—	2 20	2 45
—	—	2 30	2 36	3 09
—	—	2 50	2 56	3 29
—	—	3 10	3 16	3 49
—	—	3 30	3 36	4 09
3 20	3 40	—	3 55	4 20
—	—	3 50	3 56	4 21
—	—	4 10	4 16	4 41
—	—	4 30	4 36	5 01
—	—	4 50	4 56	5 21
—	—	5 20	5 26	5 51

WEEKENDS AND HOLIDAYS

**Manzanita P&R,
Marin City, Sausalito**

Eastbound

Muir Woods – Manzanita Park & Ride –
Marin City or Sausalito Ferry Terminal

Muir Woods	Manzanita Park & Ride	Arrive Marin City (Donahue & Terners)	Sausalito Ferry Terminal (Bay St)	Ferry Departs Sausalito
10 50	11 15	11 26	—	—
11 10	11 35	11 46	—	—
11 30	11 55	12 06	—	—
11 50	12 15	12 26	—	—
12 15	12 45	12 49	—	—
12 40	1 05	1 09	—	—
1 00	1 25	1 29	—	—
1 20	1 45	—	1 55	2 10
1 20	1 45	1 49	—	—
1 35	2 00	—	—	—
1 40	2 05	2 09	—	—
2 00	2 25	2 29	—	—
2 20	2 45	2 49	—	—
2 40	3 05	3 09	—	—
2 55	3 20	—	3 30	3 50
3 00	3 25	3 29	—	—
3 20	3 45	3 49	—	—
3 40	4 05	4 09	—	—
4 00	4 25	4 29	—	—
4 20	4 45	4 49	—	—
4 30	4 55	5 01	—	—
4 30	4 55	—	5 05	5 35
4 50	5 15	5 21	—	—
5 10	5 35	5 41	—	—
5 30	5 55	6 01	—	—
5 30	5 55	—	6 05	6 30
6 00	6 25	6 31	—	—
6 30	6 50	6 54	—	—
7 00	7 20	7 24	—	—

Light type = am times
Bold type = pm times

Direct service to/from Sausalito is available **ONLY** between May 24 and September 1, 2008.

No local stops will be made by Route 66 between Sausalito Ferry and Manzanita/Pohono Street.

APPENDIX EXHIBIT L-1

Trolley Service

Why rail and not rubber wheels, some ask? After all, buses routes are less expensive to establish and offer flexible routes. Buses can work well for travelers having a set route at regular times of day, such as the Golden Gate Bus system carrying commuters to San Francisco, same place, same time each day, without the need to make connections between modes. They don't work well though for travelers who are spread out and need to go in all directions at all times of day, like the majority of trips within Marin.

We have been trying to develop a viable public transit system designed around buses for 60 years without much success, given that less than 5% of Marin residents use buses to get around. It's time we invest in something else. The economy of buses and their flexibility can be negative rather than positive factors, where the buses are cheaper, require more maintenance and don't last as long; buses may last 20 years compared to streetcars, which can last 50 years or longer.

Bus routes are confusing for people and they aren't dependable, since schedules frequently change and routes get cut as budgets are trimmed. Because of this flexibility, property owners and developers don't invest around bus stops, but they do near rail stops, because they can depend on the tracks staying in place. Also, for some reason, people simply like trolleys and they don't seem to particularly like buses. There just seems to be something more romantic and fun about rail systems.

Mill Valley and Sausalito, with assistance from the County, recently retained the services of transit planner HDR to study the feasibility of a streetcar route between the two towns. HDR concluded the density of people along this five mile route could not justify the \$60 million expense to build the line. It wasn't much of study, however. HDR called it a study from "30,000 feet in the air."

They didn't even do a demographic analysis, but simply took the percentage of people who currently use public transit and divided that number into the \$60 million price tag to determine a high cost per passenger per mile. They didn't take into account a County-wide system, linked to other modes of transportation that over time, as lifestyles change and gas prices increase, so would ridership.

(Note that adding one additional freeway lane in each direction for 19 miles between Novato and Petaluma costs \$50M per mile, which statistics show will fill to capacity in just four years.)

Obviously the first route one constructs would have a high price tag. This would be like saying back in the days when we were riding horses, we shouldn't pursue automobiles, because it would cost too much to construct an interstate freeway system. We need to start somewhere. Maybe the Mill Valley/Sausalito route isn't the best place to start, but perhaps the Ross Valley route, between Fairfax/San Anselmo/San Rafael would be a better first line, given the higher population density along this route.

The cars would be traditional styled trolleys, but built new with state-of-art technology, so they will be dependable, comfortable and low to the ground for easy bicycle and wheelchair access without the need for high and unsightly ramps. The cars would be boarded in the center with open-air seating in the mid section and closed compartments forward and aft. They would be electric powered with the power source concealed underground like in France, thus avoiding overhead wires.

Seven routes would be established along the major roadway corridors in Marin, served by small jitney feeder shuttles and connected to commuter buses and regional ferries and the SMART train. The entire system could be up and running by 2020. True, such a system would be costly, and today's transit planners don't think the money can be found. But we are already investing tremendous sums of money in our roadway system. For example, adding a third lane to the 19 mile stretch of Highway 101 between Novato and Petaluma is currently being planned at a cost of over \$800 Million, or \$19M per mile; a solution that is short term, given the known statistic that when a freeway lane is added, it only takes four years for the traffic volume to expand. This same \$800M could possibly fund Marin's entire streetcar system and result in a permanent transportation improvement. The money is there, we just need to adjust our priorities. With climate change upon us and the prospect of gasoline regularly increasing its cost, we don't have much choice.

TRAC / MRA

Appendix Exhibit L-2

Bonnie MacGregor's Report

August 4, 2009

MORRO BAY TROLLEY

595 Harbor St.

Morro Bay, CA

805-772-2744

www.morrowbay.net

The Morrow Bay trolley has been in operation for over 10 years. It is seasonal in operation from late May to early October. The program is considered to be successful. Initially, they had one vehicle and one route along the waterfront. The trolley vehicles were increased to two in number and two routes to include the downtown area at the request of the merchants. Last year the third trolley and route were added. The three routes connect. One route runs downtown and north on about a 1/2 hour loop beginning this year. The waterfront loop is also close to a 20 minute loop. This expansion was implemented to serve the hotels and motels in addition to the downtown. The system is operated by MV Transportation, which is a nation-wide company.

The fares are: \$0.50 for children aged 5-12 years and \$1.00 for passengers over 12; \$3.00 for all day all three routes. They take cash or tokens. One can purchase tokens from the driver or the office.

Sponsorships: Initially MV Transportation had four large sponsors, including the power plant, Chevron, PG&E and the local Hotel-Motel & Restaurant Association, donating between \$12,000 and \$15,000 each. Eventually, these sponsors dropped their donations, and the City picked up most of the operational costs through advertising on the vehicles and including the advertisers' listings in the brochures and on the web site. They currently have 2 levels of such contributions: \$250 and \$500.00.

The recession has affected ridership dramatically. This current program commenced after the tourist season began which probably affected their revenues. They look forward to next year. All proceeds go to operations. (The contact number is 805-772-6263. Ask for Janine.)

MV Transportation also has a Dial-A-Ride for para-transit that runs all year long and has been operating for over 30 years. (!)

MV Transportation updated their parking management plan 2 years ago in 2007 to complement the trolley system. The objective was to increase visitors' exposure to the downtown merchants and to decrease traffic and congestion in downtown Morro Bay.

Appendix Exhibit L-3

Bonnie MacGregor's Report
August 20, 2009

SAN LUIS OBISPO TROLLEY

On August 25, 2009, John Webster, San Luis Obispo's Transit Manager provided the following information:

The trolley runs from Thursday through Sunday along a 1.5-mile route. The system operates only during the "tourist season" and serves visitors who wish to get downtown + the patrons of the Thursday farmers' market.

The trolley schedule:	Thursdays	3:30 p.m.	to	9:00 p.m.
	Fridays	12:00 Noon	to	9:00 p.m.
	Saturdays	12:00 Noon	to	9:00 p.m.
	Sundays	12:00 Noon	to	5:30 p.m.

Trolleys run along Hotel Row on Monterey Street. The "loop" ride takes 15 minutes; the fare is 25 cents per ride. In 2008, 24,000 to 25,000 people rode the system, covering 13,000 miles.

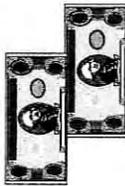
The trolley carries an average of 17 passengers per hour; it is not operated for profit but as a service. Annual operating costs are \$65,000. Fares for 2007-08 were \$8,136 with 27,164 riders. The 2008-09 season revenues and ridership were down with \$5,816 in revenue for 24,189 passengers.

In 2008, they purchased a new gasoline-powered trolley in Marietta, GA through National Bus Sales and Leasing, Inc. for \$180,000 + tax. The new trolley serves better than the old diesel bus did. The new trolley -- manufactured by Double K Manufacturing -- is 32 feet long, with a rear porch, a fare box and an autostop. National Bus Sales and Leasing can be reached at 770 422-8920.

Contact: John Webster
Transit Manager
San Luis Obispo, CA
1-850 781-7114

FARES

\$0.50 per ride 5-12 yrs. old
\$1.00 per ride 13 and up
\$3.00 All Day Pass



An all day pass is good for unlimited rides on the day purchased, and is valid on the Waterfront, Downtown and North Morro Bay routes.

TROLLEY TOKENS



Trolley tokens can be used in lieu of paying a cash fare.

Tokens can be purchased from the drivers or at the Dial-A-Ride office (535 Harbor Street).

Trolley tokens make great souvenirs!

DAYS AND HOURS

Morro Bay Trolley service operates Memorial Day weekend through the first weekend in October.

Friday
11 a.m. - 7 p.m.

Saturday
11 a.m. - 7 p.m.

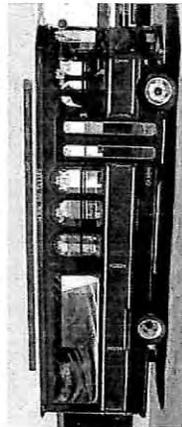
Sunday & Holiday
11 a.m. - 6 p.m.

Monday
11 a.m. - 5 p.m.

July 4th
11 a.m. to approximately 1 hour after fireworks

Friday and Monday service operates from Memorial Day through Labor Day.

Holidays include
Memorial and Labor Day



COMMUNITY FARMER'S MARKET



The Community Farmer's Market is every Saturday on Main Street from Harbor Street to Morro Bay Blvd. and on Morro Bay Blvd. from Main to Monterey from 3 p.m. to 6 p.m.



The trolleys will deviate from their regular driving route to detour around the Market due to street closures.

SPONSORSHIPS

Become a sponsor of the trolley! All proceeds go towards the operation of the trolley's three routes. Sponsorship levels start at \$250.

For more information, call Janeen Burlingame at the City of Morro Bay. (805) 772-6263.

Morro Bay Trolley

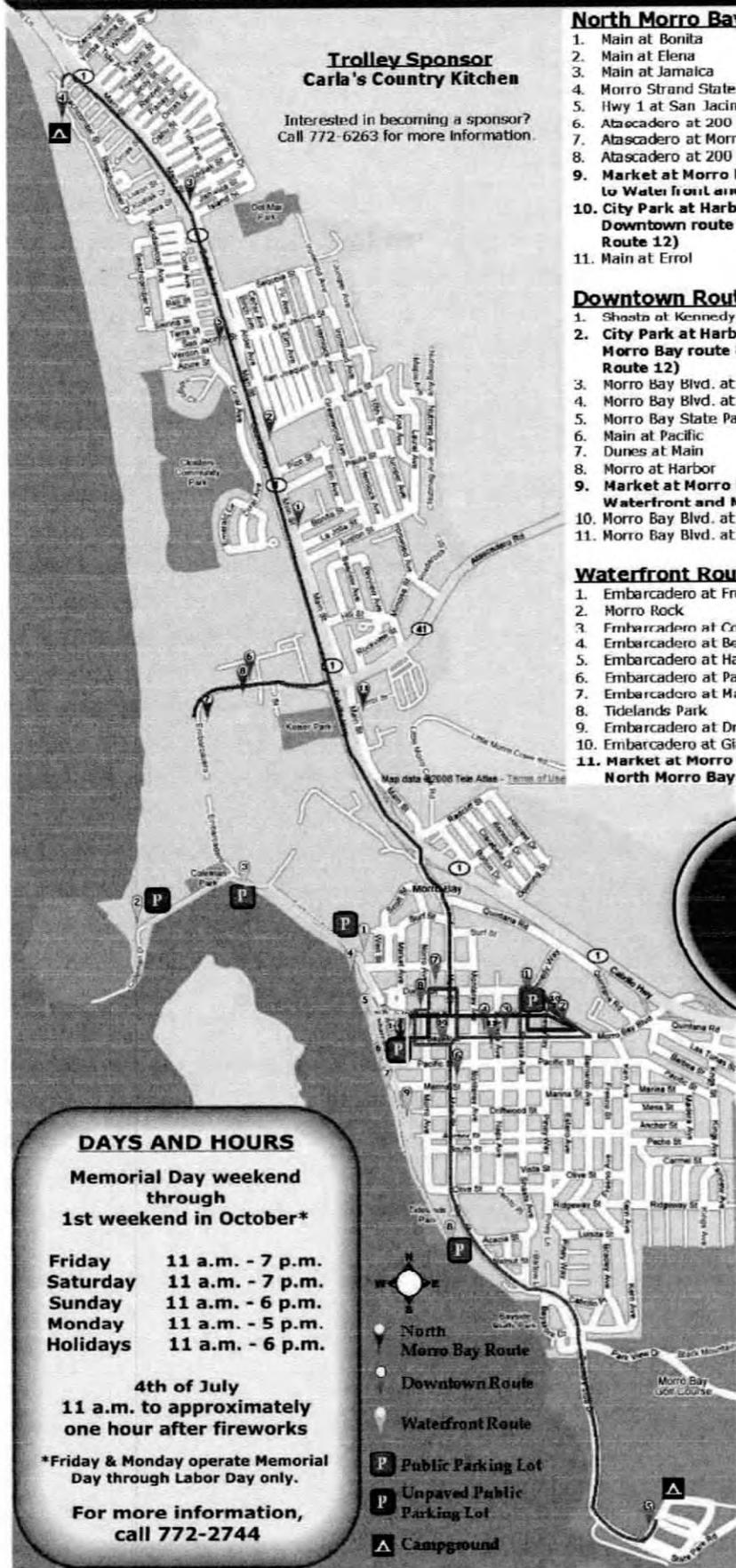


Linking the North Main Street and Downtown Business Districts, Embarcadero, and State Parks



For more information call 772-2744
www.morro-bay.ca.us/trolley

MORRO BAY TROLLEY



Trolley Sponsor
Carla's Country Kitchen

Interested in becoming a sponsor?
Call 772-6263 for more information.

North Morro Bay Route

1. Main at Bonita
2. Main at Elena
3. Main at Jamaica
4. Morro Strand State Park Campground
5. Hwy 1 at San Jacinto
6. Atascadero at 200 Block (northside)
7. Atascadero at Morro Dunes
8. Atascadero at 200 Block (southside)
9. Market at Morro Bay Blvd. (transfer point to Waterfront and Downtown routes)
10. City Park at Harbor (transfer point to Downtown route & Regional Transit Service Route 12)
11. Main at Errol

Downtown Route

1. Shasta at Kennedy Way
2. City Park at Harbor (transfer point to North Morro Bay route & Regional Transit Service Route 12)
3. Morro Bay Blvd. at Napa
4. Morro Bay Blvd. at Monterey
5. Morro Bay State Park Campground
6. Main at Pacific
7. Dunes at Main
8. Morro at Harbor
9. Market at Morro Bay Blvd. (transfer point to Waterfront and North Morro Bay routes)
10. Morro Bay Blvd. at Main
11. Morro Bay Blvd. at Napa

Waterfront Route

1. Embarcadero at Front
2. Morro Rock
3. Embarcadero at Coleman Beach
4. Embarcadero at Beach
5. Embarcadero at Harbor
6. Embarcadero at Pacific
7. Embarcadero at Marina
8. Tidelands Park
9. Embarcadero at Driftwood
10. Embarcadero at Giant Chessboard
11. Market at Morro Bay Blvd. (transfer point to North Morro Bay and Downtown routes)

50¢
Child 5-12 yrs. old
\$1
13 yrs. and older
\$3
All Day Pass

DAYS AND HOURS
Memorial Day weekend through 1st weekend in October*

Friday	11 a.m. - 7 p.m.
Saturday	11 a.m. - 7 p.m.
Sunday	11 a.m. - 6 p.m.
Monday	11 a.m. - 5 p.m.
Holidays	11 a.m. - 6 p.m.

4th of July
11 a.m. to approximately one hour after fireworks

*Friday & Monday operate Memorial Day through Labor Day only.

For more information, call 772-2744

Children under 5 ride free (limit 2 per fare paying passenger)

Ask our drivers about Wooden Trolley Tokens; they make great souvenirs!



- North
- North Morro Bay Route
- Downtown Route
- Waterfront Route
- Public Parking Lot
- Unpaved Public Parking Lot
- Campground

City of Sausalito

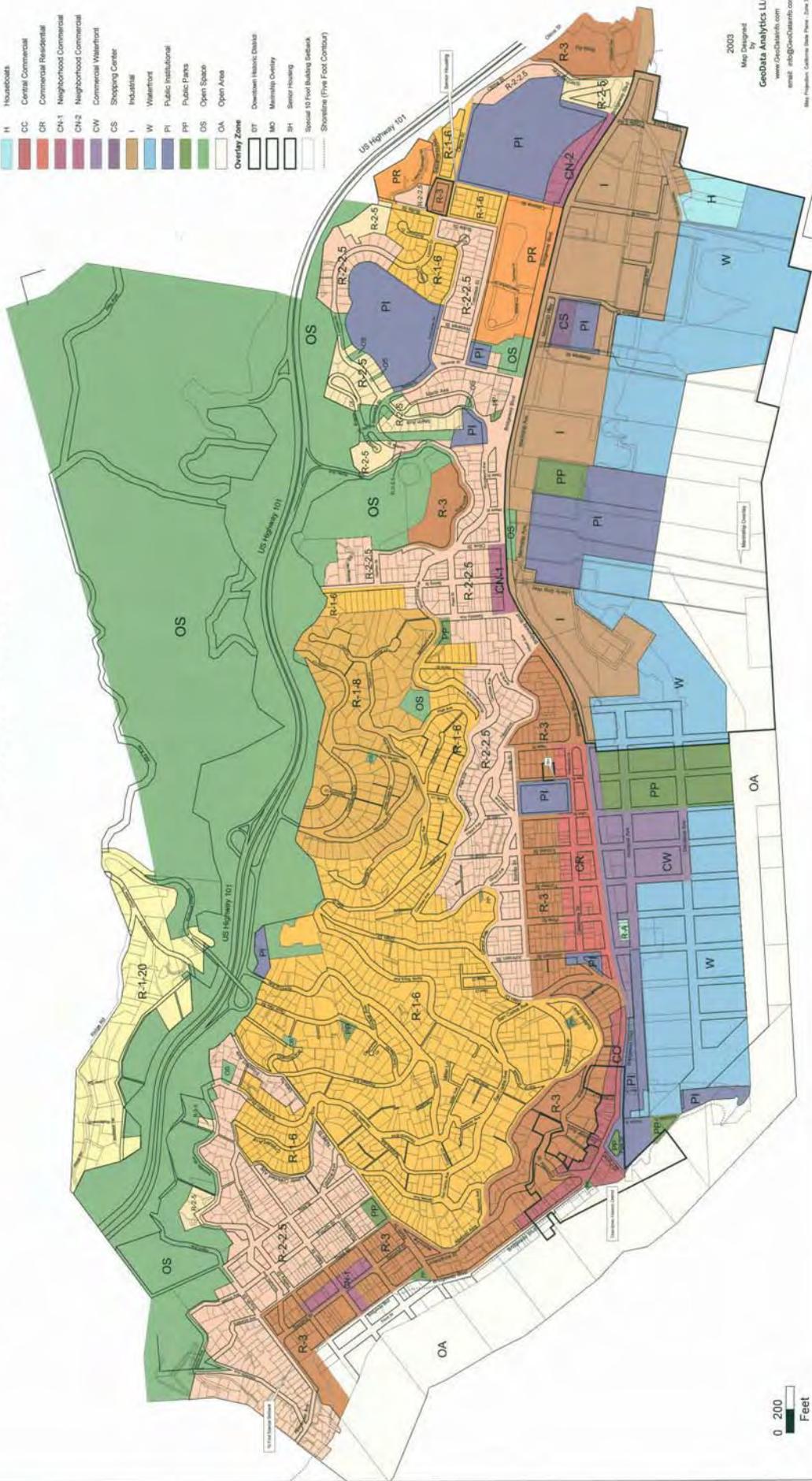


ZONING MAP

1 inch equals 400 feet

Legend

- ZONING**
- R-3 Multiple Family
 - PR Planned Development Residential
 - R-2.2.5 Two Family
 - R-2.5 Two Family
 - R-1.6 Single Family
 - R-1.8 Single Family
 - R-1.20 Single Family
 - R-A Arts
 - H Houseboats
 - CC Central Commercial
 - CR Commercial Residential
 - CN-1 Neighborhood Commercial
 - CN-2 Neighborhood Commercial
 - CW Commercial Waterfront
 - CS Shopping Center
 - I Industrial
 - W Waterfront
 - PI Public Institutional
 - PP Public Parks
 - OS Open Space
 - OA Open Area
- Overlay Zone**
- OT Downtown Historic District
 - MO Maritime Overlay
 - SH Senior Housing
 - Special 18 Foot Building Setback
 - Shoreline (Five Foot Contour)



2003
Map Designed
GeoData Analytics LLC
www.geodata.com
email: info@geodata.com

Map Projection: California State Plane - Zone 10 (NAD83)
This Map does not purport to show which streets are open for
use which streets are lightly accepted.

SHIP

NEWSLETTER

Fight the Freeze

We cannot save Sausalito by sitting on our hands. Uncle Salt needs you!

Page 2

Pros and Cons of the Public Harbor

What do yo think? Hint – the wrong answer will get you keelhauled

Page 3

Boom with View

Discussing how to see and get next to Richardson's Bay. Bring your bathing suit!

Page 3

Expect a Mackerel

Continuation of the lead article with drawings of a new downtown.

Page 4

The new “Park-ner-Ship”

For the past year, as part of *Imagine Sausalito*, groups of interested Sausalitans have been meeting and discussing new ideas to address serious problems confronting our town. The health of our center has been the focus of the Harbor and Downtown Action Committee, which has held over two dozen public meetings. These have been lively events with passionate arguments on all sides, but with a consensus that downtown is broken and those of us that live here need to take it back.

The plans that have emerged are beautiful, exciting and practical. They envision a new aquatic and shoreline park-ner-ship that creates a world class amenity for Sausalitans. There are new picnic areas, views, beaches, promenades, green transportation options, and gathering spots for concerts and festivals. It is exactly the kind of progressive and dynamic vision we need to breath life and community back into our downtown.



Sightings

Last Spring the extraordinary Gitana 13 arrived in San Francisco Bay on one leg of her voyage, smashing sailing records around the world. Gitana 13 was on her way to Yokohama, which she made in 11 days and 13 minutes, eclipsing the previous time. Unfortunately, with no place to moor in Sausalito, we never saw Gitana or lots of other amazing vessels that are pleading for a public harbor.

SHIP

Stay With the Boat you Rowed In On

Beautiful towns are created over centuries. They emerge from the slow wellspring of idiosyncratic homes designed and inhabited by their builders. The loving care lavished on these personal projects is evident in the wonderfully varied homes and gardens, which perch on Sausalito's hills.

But small towns are also an endangered species in America. The pressures are overwhelming. If they are too beautiful, they become overrun with tourists. The commercial mix loses its relevance to the resident community. The town center is ruined and the citizens are furious. Even the tourists are disappointed. It is no wonder that people resist change. Most change has resulted in a net loss.

But nothing will change unless we fight to take back our downtown, so we can all enjoy it. Protection does not come from calcification. You have to nurture the things you love. We will never be able to preserve our Sausalito lifestyle unless we advance a positive new vision. That is what SHIP stands for. The members of SHIP reject the passive path. We want to create resident-serving amenities that speak to a new Sausalito, linked to our traditions. We want to create a world-class center that is dynamic and beautiful and have fun doing it! If you have energy and want to make a difference for our town and our kids, then come out and join the hundreds of SHIPmates!

There is no greater tradition in Sausalito than the link to the sea. As the best anchorage in the best harbor on the West Coast, Sausalito has always provided shelter for mariners. Native Americans, conquistadores, tall schooners, gold seekers and thousands of fishermen have tucked their boats in Sausalito near the Golden Gate, away from the wind and fog. These wanderers and eccentrics, with their stories and goods have enriched the art and business of the town.

But after WWII, Sausalito shut its gates to mariners. We paved the downtown waterfront. We grew to accommodate visitors with cars, at the expense of those who came by water, even those who wanted to row from one part of town to another.

We've been talking about this for decades. Now is time to change this. It is time to see that the Bay is not just a pretty view, but an integral part of Sausalito's interface with the outside world.

Join SHIP! Build the new downtown plaza and the public harbor.



What the Public Harbor Is

- ☞ A protected, temporary moorage for up to 50 visiting boats.
- ☞ A provider of enhanced open water views from the promenade.
- ☞ A protected bay for swimming and small boat classes
- ☞ A beautiful, low stone quay that provides a new promenade and fishing pier
- ☞ A place to see classic boats from around the world
- ☞ **A source of needed income to repair the Sausalito infrastructure**
- ☞ A protected location for the SYC.
- ☞ An improved ferry landing
- ☞ An alternative water-based transportation system with water taxis and short-term moorage.
- ☞ **An essential staging area for emergency access.**
- ☞ An opportunity to support our traditional maritime industries
- ☞ A dynamic and unique public amenity where we can get together to celebrate our maritime traditions.



What the Harbor is Not

- ☞ A private, for-profit venture
- ☞ A Marina (parking lot for boats)
- ☞ A vehicle traffic generator
- ☞ A view blocker
- ☞ A new expense for Sausalito residents



Discussion of Views-The High Five

The most heartfelt argument against the new public harbor is that it will ruin views from Gabrielson Park. All of us involved with the Public Harbor are aware of and sympathetic to this concern. After all, it is love of open water that got us involved. For this reason we have concentrated most thoroughly on this aspect and strongly believe the project will dramatically improve views as well as attract Sausalitans who lost the Gabrielson view when downtown became unbearable.

Here are the major view improvements: The High Five

- ☞ The stone quay has been designed to be lower than the Gabrielson shoreline. Sitting or walking you will see over the top.
- ☞ By moving the Yacht Club you open views that have been blocked for decades.
- ☞ The ferry moorage has been shifted and realigned to dramatically improve views to San Francisco.
- ☞ By sloping Gabrielson Park, views to both open water and for concerts will be dramatically enhanced.
- ☞ The Stone quay will allow you to access extraordinary water views formally only available from boats. You will see the open Bay from Mount Tam to the Golden Gate. Plus we will have the best new views looking back at Sausalito.

SHIP

The plan works because parking has been more efficiently configured to eliminate the sea of asphalt between Vina Del Mar and Garbielson Parks. This is achieved with no net loss of parking spaces downtown. What you get instead is an extraordinary new green space and plaza with enhanced gathering spaces and views.

SHIP members have been working with the committee to integrate the public harbor with the shoreside amenities and to accommodate the concerns voiced in the public process. As it stands now, the public harbor is 40% smaller than the original SHIP plan, with two symmetrical arms reaching out to create a calm water bay. Here is where we can regain and improve the beach that used to be here. In protected waters, kids will be able to swim, row and sail dinghies. The twin stone quays provide a fabulous new promenade with great fishing and open water views.

It is the best idea to arrive in Sausalito in decades.

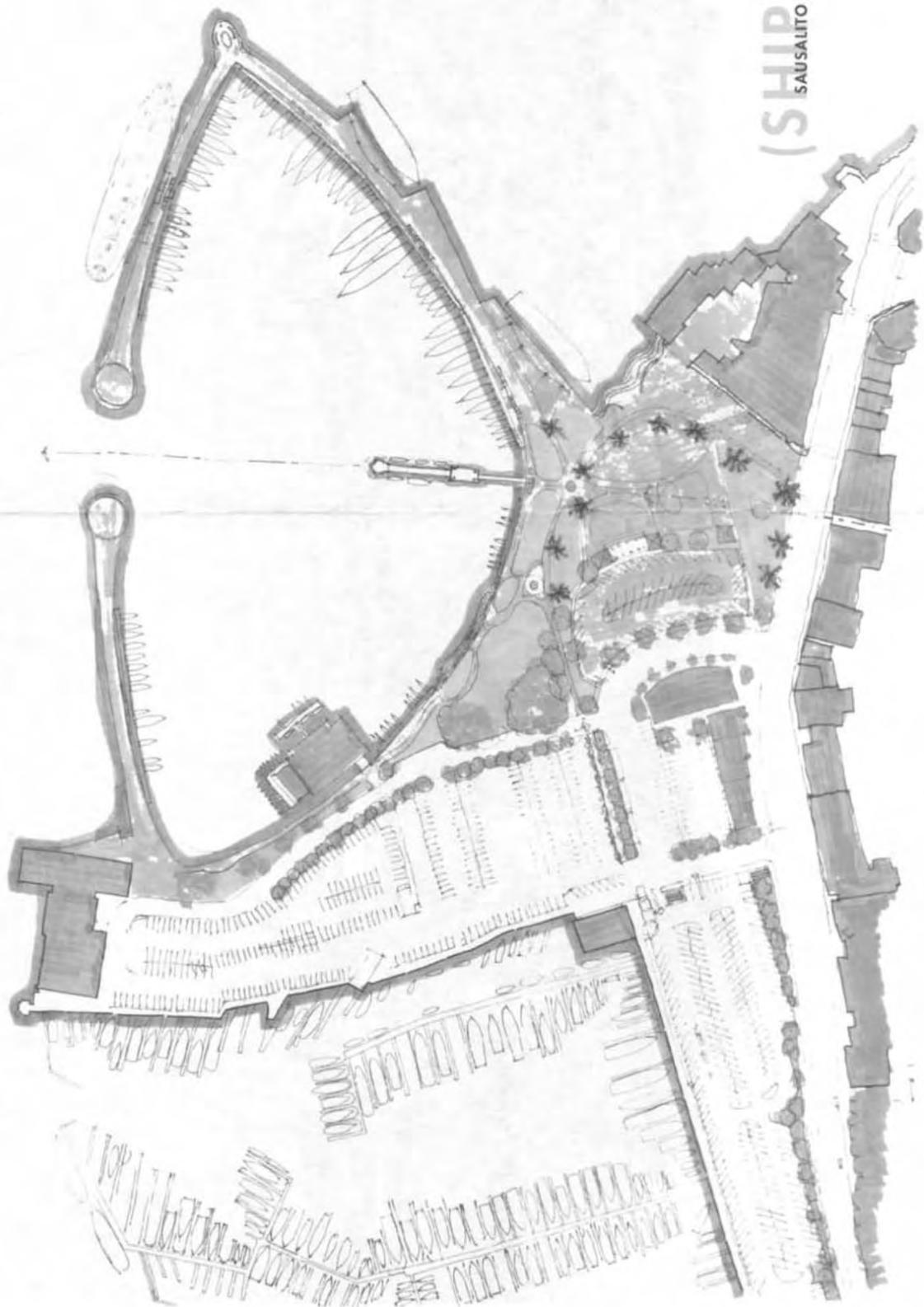
However the new Park-ner-Ship will not happen without community support. The forces of stagnation and fear will try to convince everybody that the new park is somehow going to ruin our town. This is nonsense. What has failed is what we have right now. Our beautiful downtown waterfront is currently a massive, inefficient sea of parking lots. Is this what the so-called-preservationists are trying to preserve? It is time stand up for a new vision. Take back our downtown. Take a stand for community, for seaside picnics for art and sailing. This is why we chose to live here.

(SHIP)

SAUSALITO HARBOR IMPROVEMENT PROJECT

a nonprofit organization
2302 Bridgeway Boulevard
Sausalito, CA 94965

PRSR T STD
US POSTAGE PAID
SAUSALITO, CA
PERMIT NO. 18

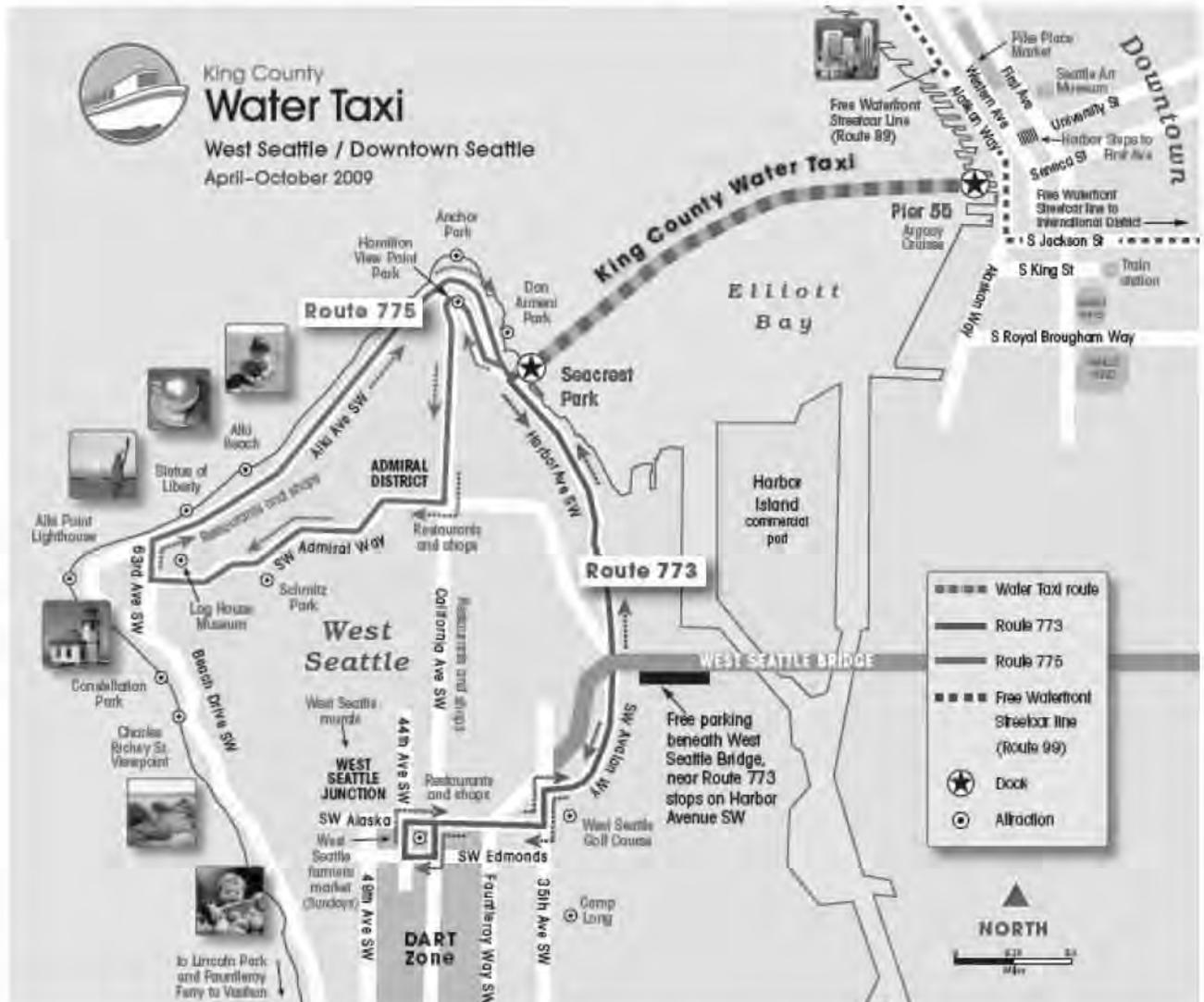


(SHIP)

SAUSALITO HARBOR IMPROVEMENT PROJECT



King County Water Taxi West Seattle-Downtown Seattle route map



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Road Services

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**West Seattle-Downtown
Seattle**

Map

MeetrachelMarie

Seacrest Dock

Vashon Island-Downtown
Seattle

Fleet Administration

Key Initiatives

Flooding

Popular topics

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West Seattle/Downtown Seattle route

**Seasonal service between West
Seattle and downtown will begin
again in early April.**

When service resumes, the water taxi route will operate from Seacrest Dock (in West Seattle) to Pier 50 (in Downtown Seattle) with a [new vessel](#), the Rachel Marie.

Plans for the 2010 season include a new vessel and [improvements at Seacrest](#) including a wider, longer gangway to meet accessibility guidelines, new concrete floats and a change in docking orientation. Year-round service may begin in 2010 if additional funding is identified this summer. Visit the [Ferry District website](#) to read more about funding and future plans.

If you need additional information, please contact:
watertaxi.info@kingcounty.gov or 206-684-1551

[To top](#)

**King County Ferry District approved
new fares its January 25th meeting.**

Read more about the [new fares and fare policy](#).

**Construction has begun at Seacrest
Dock.**



[Read more.](#)



**Passengers board the King County Water Taxi
at Seacrest dock for a trip to downtown Seattle.**

Updated: Feb. 12, 2010

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**ROWES WHARF
WATER TRANSPORT**



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- HOME
- BUY TICKETS ONLINE
- SERVICES
- OUR FLEET
- DOCKS SERVED
- HOURS OF OPERATION
- FAQ
- CONTACT US
- DIRECTIONS
- EMPLOYMENT OPPORTUNITIES

Rowes Wharf Water Transport

Welcome To Rowes Wharf Water Transport LLC

RWWT provides year round water transportation services to the entire Boston waterfront including exclusive Airport Water Shuttle service between Rowes Wharf and Logan International Airport. Pay your fare on board, make a reservation by phone or order tickets online and travel directly to one of our numerous stops.

We offer service to the entire Boston Waterfront!

for a reservation call
617-406-8584

Rowes Wharf Water Transport is a full service water transportation company. We offer a wide variety of services. Whether you are looking for a water taxi to Logan Airport, an island hopping adventure in the Boston Harbor Islands, a sunset cruise, a tour of the USS Constitution, or a private charter, we offer something for everyone.



NE Aquarium



Expecting clients or guests? There is no more breathtaking and relaxing way to come to Boston than on board a RWWT vessel. Once on board, it only takes seven minutes to cross the harbor. Instead of traffic congestion and needless delays, you have a quick, economical, and friendly ride with beautiful harbor and city views. With professional captains, reliable service, clean and comfortable boats, we get you to your destination quickly and safely.

For business or pleasure, Rowes Wharf, home of the Boston Harbor Hotel is the most desirable of all the waterfront sites in the City. Its distinctive Arch is the gateway into Boston's Financial District and on to Quincy Marketplace (Faneuil Hall) and other attractions

For all your water transportation needs, Rowes Wharf Water Transport is your source for customized fun and friendly service.

To make a reservation or to inquire about our services either give us a call at 617-406-8584 or try our [Contact Us form here](#). We look forward to hearing from you and providing you with the best service in town.



**2008 Private Charters
and
Friends of the Boston Harbor Islands Tours**





ROWES WHARF WATER TRANSPORT



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HOME

BUY TICKETS ONLINE

SERVICES

OUR FLEET

DOCKS SERVED

HOURS OF OPERATION

FAQ

CONTACT US

DIRECTIONS

EMPLOYMENT
OPPORTUNITIES



BOSTON HARBOR HOTEL
AT ROWES WHARF



NE Aquarium



Frequently Asked Questions

Q. What is the easiest way in which to get from Logan Airport to Rowes Wharf Water Transport?

A. Massport's free water transportation buses (route #66) arrive at each terminal every 8-12 minutes. The bus will take you to the water transportation dock. Call 1-617-406-8584 once you are on the bus and we will reserve a boat for you by name at the dock. Proceed down the left gangway once you are at the dock to get to your reserved boat. Be sure to confirm that you are boarding a Rowes Wharf Water Taxi so that you can receive the most accommodating service available on the Boston waterfront. Rowes Wharf Water Transport is the only service provider to Rowes Wharf/Boston Harbor Hotel/Downtown Boston.

Q. Do you run the water taxi service on a specified schedule?

A. We run personalized, on-call services. Due to the high demand for our services, reservations are strongly encouraged to ensure little to no waiting time for your pickup. Without reservation use the yellow call box at the top of the Logan Airport dock or call 1-617-406-8584, and we will typically pick you up within 5-12 minutes of your call. Your boat will depart immediately once you have boarded the vessel. We do run scheduled services as well. Please call to inquire about special programs.

Q. How long is the ride between Logan Airport and downtown?

A. The boat ride is typically seven minutes, a convenient alternative to traffic and tunnels.

Q. How many passengers can you accommodate?

A. Our boats can provide service to groups of varying sizes. With multiple boats, each with capacities ranging between 28 and 49 passengers and a wide network of affiliates, we are able to provide service for groups of any size.

Q. Do you run in inclement weather?

A. Yes, all of our boats are covered and heated with interior cabins. The majority of our boats are aluminum hulled, so we are not limited by ice, and we can easily dock in strong winds, unlike smaller, seasonal water taxis.

Q. Do you service the Boston Harbor Islands?

A. Yes, our boats are built to run through large waves and are significantly faster than many other boats around the harbor. The Rowes, our newest addition to the Rowes Wharf Water Transport fleet, has dual V8 engines that can power through the waves and carry you quickly and comfortably to any of the harbor islands at speeds of up to 23 knots. All of our boats are well equipped to do the same. Call 1-617-406-8584 to reserve one or more boats to serve your individual needs.

Q. Do you service the financial district?

A. Yes, we are the exclusive provider of water transportation for Rowes Wharf, the entrance to Boston's financial district. Our service is the only one that can take you to the heart of the financial district.

Q. Do you service the Boston Harbor Hotel?

A. Yes, we are the exclusive provider of water transportation for the Boston Harbor Hotel and its guests. Our dock is literally at the hotel. No other water taxi services pick up or drop off passengers at the Boston Harbor Hotel. The hotel's concierges will pick up your bags at the dock via your request and escort you to the hotel lobby.

Q. Do you service the Boston Convention Exposition Center?

A. Yes, we are the exclusive provider of transportation to and from World Trade West, which is right in front of the Trade Center, Seaport Hotel, Westin Waterfront and the BCEC. Contact us at 1-617-406-8584 for detailed information or email us at info@roweswharfwatertransport.com

Q. Do you operate during the winter?

A. Yes, our boats are specifically designed to provide comfortable rides during even the coldest and most extreme winter conditions. Our interior cabins are heated and enclosed. Snow and ice pose no problem to our aluminum hulled vessels.

Q. What types of services do you offer?

A. Rowes Wharf Water Transport provides a vast array of services to customers, including on-call water transportation, private charters, sunset cruises, group transfers, island hopping, parties (birthdays, engagements, weddings, etc.), corporate functions, and specialized services to meet the individual needs of our customers. Many different boats are available to choose from for private charters, each having features like sound systems, cabins, and outer decks to



accommodate varying requests from our customers. For information on rates for different services, call 1-617-939-4802. To schedule a pickup please call the boats direct at 617-406-8584

Q. Do you offer luggage storage?

A. Yes, we offer luggage storage in a locked private room at Rowes Wharf for all of our customers.

Q. Do you offer online ticketing?

A. Yes, you can reserve tickets online by clicking [HERE](#).

Q. Where is parking available at Rowes Wharf?

A. For convenience, Boston Harbor Hotel offers a valet parking garage and taxi stop; another low-cost option is the nine-dollar parking behind the Moakley Federal Courthouse adjacent to Rowes Wharf, a two-minute walk from Rowes Wharf.

Q. What kinds of passes, certificates, and group discounts do you offer?

A. Monthly or specialized passes can be designed for customers for convenient travel, prepaid to avoid the hassle of paying for each trip. Gift certificates for our services are also offered and can be personalized; just call 1-617-939-4802 to customize passes or certificates. Group discounts are also available and are unique to each situation, please call the given number for more information.

Q. How can I get to Rowes Wharf to board a boat?

A. Rowes Wharf offers a taxi stop directly next to the docking area, and the Greenline is close by as well. Rowes Wharf is also the closest docking area to South Station in the harbor.

ROWES WHARF
WATER TRANSPORT



BOSTON HARBOR HOTEL
AT ROWES WHARF

CITY WATER TAXI

the checkerboard fleet

Direct Service To The Entire Boston Waterfront!



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TAXI STOP MAP

FARES & TICKETS

FAQS

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ISLAND
ACTIVITIES

Welcome To City Water Taxi

City Water Taxi provides service to the entire Boston waterfront. Pay your fare on board, or order tickets online and travel directly to one of our numerous stops.

With professional captains, reliable service, clean and comfortable boats, we get you to your destination quickly and safely.

We offer service to the entire Boston Waterfront!



Our boats are covered and heated in winter.

[Click here to read more about the checkerboard fleet...](#)



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CITY WATER TAXI

the checkerboard fleet

Direct Service To The Entire Boston Waterfront!



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City Water Taxi Stops

[Click here to print stops](#)

Stop 1 Logan Airport

Hyatt Harborside
Hilton Boston Logan Airport
Embassy Suites at Logan Airport

Stop 2 Black Falcon Cruise Ship Terminal

Boat to Thompson Island

Stop 4 Bank of America Pavilion

Stop 5 World Trade Center

Seaport Hotel
Renaissance Boston Waterfront Hotel
Westin Boston Waterfront Hotel
Boston Convention & Exhibition Center
Bay State Cruises/ Provincetown Connection
Spirit of Boston Cruises
No Name Restaurant
Morton's Steakhouse
Institute of Contemporary Art

Stop 6 Anthony's Pier 4 Restaurant

Stop 7 Fan Pier

Moakley Federal Courthouse
Daily Catch Restaurant

Stop 8 Barking Crab Restaurant

Stop 9 Children's Museum

Stop 11 InterContinental Hotel

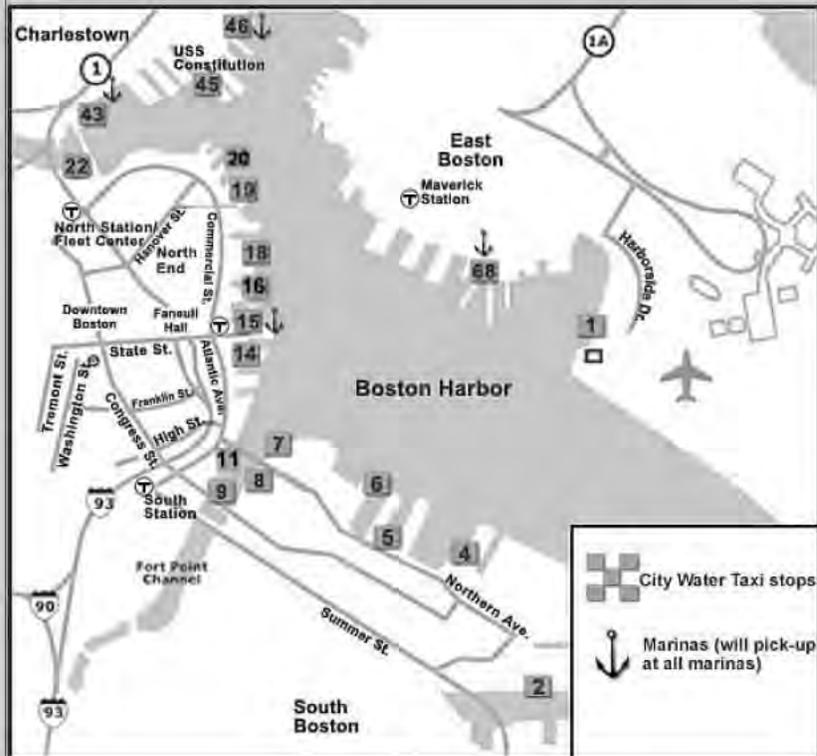
South Station
Downtown Crossing
Langham Boston Hotel
Post Office Square

Stop 14 Central Wharf

New England Aquarium
Hilton Boston Financial District Hotel

Stop 15 Long Wharf

Marriott Long Wharf Hotel
Faneuil Hall/Quincy Market
Legal Seafood Restaurant
Chart House Restaurant
Tia's Restaurant
Joe's American Bar & Grill
North End Restaurants
Boston Harbor Cruises
Provincetown Connection
Waterboat Marina



Stop 18 Lewis Wharf

Sargents Wharf
North End
Pilot House

Stop 19 Burroughs Wharf

Stop 20 Fairmont Battery Wharf

Stop 22 Lovejoy Wharf

North Station
Banknorth Garden

Stop 43 Tudor Wharf

Residence Inn Marriott
Constitution Marina
Bed and Breakfast Afloat
City Square Charlestown
Olives Restaurant

Stop 45 Charlestown Navy Yard

USS Constitution
Flagship Wharf

Stop 46 Shipyard Quarters Marina

Tavern on the Water
Green Turtle Floating Bed and Breakfast

Stop 68 East Boston

Boston Harbor Shipyard & Marina
Scup's in the Harbor Restaurant

Baltimore Business Journal - May 4, 2009
[/baltimore/stories/2009/05/04/baltj6.html](#)

BALTIMORE BUSINESS JOURNAL

Monday, May 4, 2009

Baltimore debuts free water taxi

Baltimore Business Journal - by [Daniel J. Semovitz Stein](#)

Baltimore City transportation officials launched the start of a new water taxi service Monday, hoping to build on a range of alternatives to vehicular traffic and bring residents and employees downtown from Baltimore's periphery.

The new Water Taxi Harbor Connector is a free service that will operate daily along the city's Inner Harbor. The first route, launched Monday, runs every 15 minutes from Frederick Douglass-Isaac Myers Maritime Museum in Fells Point to the Tide Point business park in Locust Point.

Transportation department spokeswoman Rosita Sabrosso-Rennick said a second water taxi will be launched this summer and will run every 25 minutes from Canton to Tide Point. Both services will operate from 7 a.m. to 7 p.m. weekdays.

"I am very excited to launch this service as a benefit to the residents of our waterfront neighborhoods," Mayor Sheila Dixon said in a statement. "This service is one more tool to reduce traffic congestion in and around downtown, promote alternative transportation methods and continue to make Baltimore a cleaner and greener city."

The city has hired Harbor Boating Inc., a partnership between Ed Kane's Water Taxis and Living Classrooms Foundation, to operate the new service. Kane will continue to operate its water taxi independent of the city's service.

It will cost the city about \$149,000 per route to operate the city service annually.

The service will be partially funded by a \$90,000 contribution from Struever Bros. Eccles & Rouse Inc., Under Armour Inc., and Advertising.com, said Jamie Kendrick, deputy director for the city transportation department.

The businesses ran a private water taxi from Tide Point to Fells Point last year open to their employees, Kendrick said. The city's water taxi picks up on that private effort but will be open to the general public, he said. Other developers will also contribute to the water taxi through traffic mitigation agreements with the city, including Struever Bros. and H&S Properties Development Corp. as part of their Harbor East project.

The Struever Bros. Eccles & Rouse Inc. development was established as a destination for both routes because from there it will connect to a shuttle service taking riders across the city and connecting with points including Johns Hopkins Medical Center, Penn Station and the University of Maryland Medical Center.

"We're coupling these services so we can completely saturate downtown," Sabrosso-Rennick said in a telephone interview.

INSTRUCTIONS FOR PUTTING ON JIM BUOY TYPE 1 PFD MODELS

#601 ADULT AND #603 CHILD LIFE PRESERVERS.



1. Spread Jacket Apart and Slip Over Head with Jacket Opening in Front...



2. Take Strap with Black Snap Hook on it and Pass it Behind Your Back...



3. Attach Hook to D-Ring at Center of Jacket in Front and Pull Tightly By End of Strap Until Secure.

Life Jackets can be found overhead or in marked boxes or compartments.
This information is required by the United States Coast Guard.



What Is A Letter of Marque?

(Pronounced MARK)

In days long gone, when Baltimore was a brawling seaport dedicated to twisting the British Lion's tail during the War of 1812, one of the most prized documents to be held by a ship owner was a Letter of Marque, which authorized his ship to legally raid British vessels. This is why we call our tickets the Letters of Marque: they are a modern-day replication of the license giving Privateer ships the authorization to plunder enemy ships for profit. Our Letters of Marque are your license to "raid" the merchants of Baltimore for your profit. The Letters of Marque are available only to adult Water Taxi ticket-holders and, if used, can more than cover the cost of the ticket. Happy hunting!  for the Letter of Marque symbol on our maps.

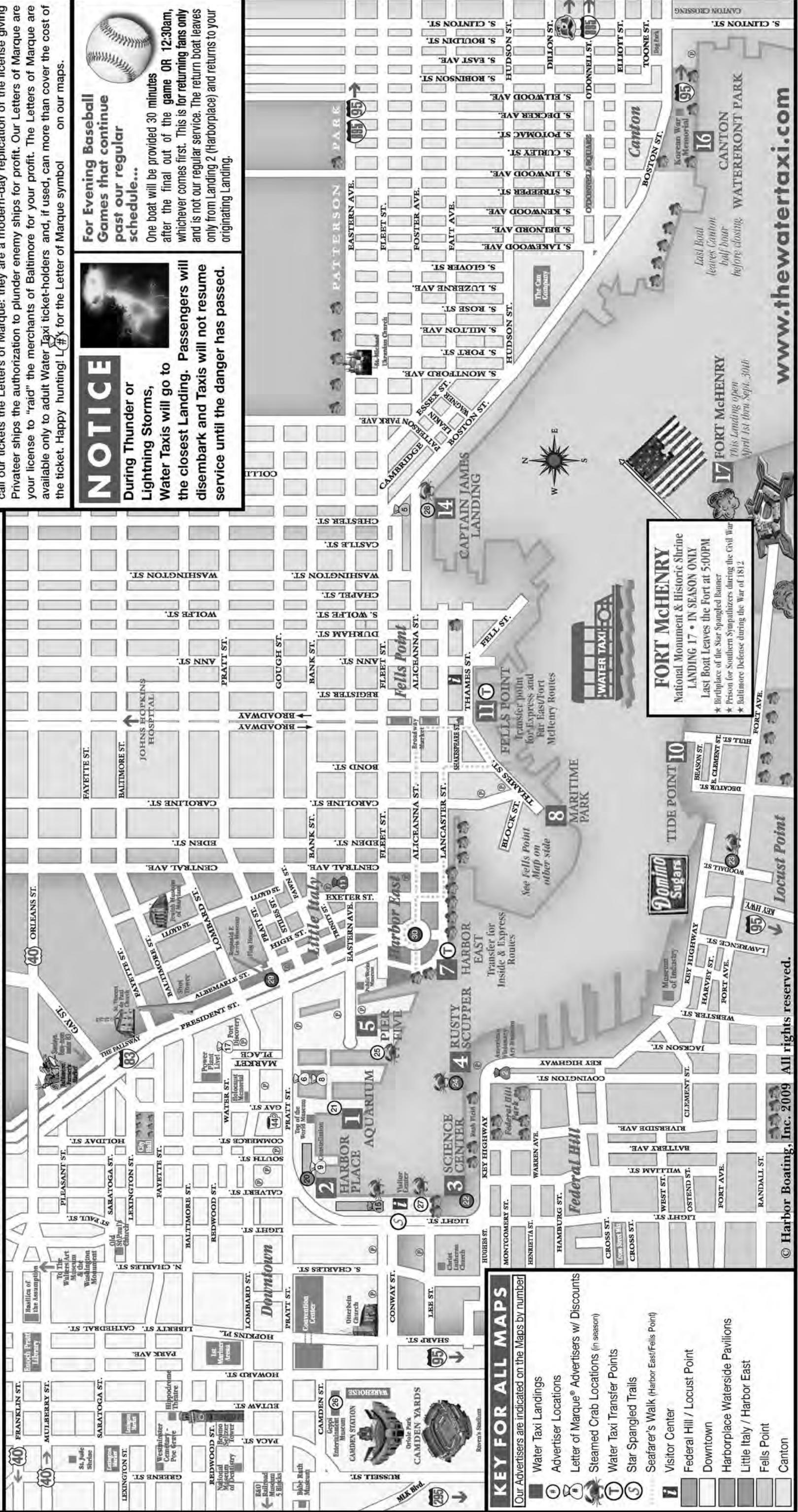
NOTICE

During Thunder or Lightning Storms, Water Taxis will go to the closest Landing. Passengers will disembark and Taxis will not resume service until the danger has passed.



For Evening Baseball Games that continue past our regular schedule...

One boat will be provided 30 minutes after the final out of the game OR 12:30am, whichever comes first. This is for returning fans only and is not our regular service. The return boat leaves only from Landing 2 (Harborplace) and returns to your originating Landing.



KEY FOR ALL MAPS

- Our Advertisers are indicated on the Maps by number!
-  Water Taxi Landings
 -  Advertiser Locations
 -  Letter of Marque® Advertisers w/ Discounts
 -  Steamed Crab Locations (in season)
 -  Water Taxi Transfer Points
 -  Star Spangled Trails
 -  Seafarer's Walk (Harbor East/Fells Point)
 -  Visitor Center
 -  Federal Hill / Locust Point
 -  Downtown
 -  Harborplace Waterside Pavilions
 -  Little Italy / Harbor East
 -  Fells Point
 -  Canton

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