



Metro

TAB 18

October 17, 2016

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Proposed Guidelines for Use of Greenhouse Gas Reduction Funds in 2017 Active Transportation Program

Dear Ms. Bransen:

Thank you for the opportunity to provide feedback on the Proposed Guidelines for Use of Greenhouse Gas Reduction Funds (GGRF) in the 2017 Active Transportation Program (ATP). The GGRF funds are an exciting opportunity to advance projects that help meet both ATP and greenhouse gas reduction goals. We hope you will take the following comments into consideration when adopting the final program guidelines.

Section V. Project Eligibility, Subsection A. Greenhouse Gas Reductions

The current language refers to only two types of projects for which the Air Resources Board has developed a GHG reduction quantification methodology: paved bicycle paths/lanes and paved pedestrian facilities. The current language also requires that each application provide an estimate of GHG reductions using the quantification methodology developed by the Air Resources Board (ARB) which is currently in draft and subject to change. We suggest revising the language to refer more generally to the ARB quantification methodology so that all the various project types that are eligible for ATP funds (e.g. bike share, bike hubs, roundabouts) are not excluded from this opportunity.

Section VI. Project Selection Process, Subsection D. Submittal of Supplemental Application Material

We suggest making the submittal deadline a postmark rather than a "due by" date. This would be consistent with the ATP Guidelines and create a level playing field for applicants in all areas of the state.

Should you have any questions regarding these comments, please feel free to contact me at (213) 922-3041 or chenp@metro.net.

Sincerely,

Wil Ridder
Executive Officer
Strategic Financial Planning and Programming