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RCCC is making a difference, finally, on transportation planning

1 message

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Ann, I am very excited to report that RCCC made some important differences on our next AMATS transportation plan, the MTP 2050. These are difference in direct response to RCCC comments.

This still needs final approval by the Policy Committee, so I recommend that RCCC send a final letter to support these proposed changes:

On scoring criteria to determine which transportation projects get funding:

1. Dangerous sites can now score points for safety upgrades even if noone has been killed or if there is no accident data. No more blood sacrifices.
2. There is an increased penalty for projects that will stimulate even more driving. We asked for a -20, and AMATS compromised at -10.
3. There is an increased penalty for projects that clash with the land use plan, for example projects that increase freight traffic in residential areas.
4. There is an increased penalty for projects that degrade sensitive natural areas.

On Performance Measures, which is the Report Card to assess if our transportation spending is delivering the results we want:

1. AMATS finally agrees to measure GHG emissions from transportation!!!
2. AMATS will measure % of trips taken by bike/ped, and % of trips taken by transit. This is important if we are making those travel modes safe and convenient enough for people to choose not to drive every time.
3. For maintenance and repair, AMATS will measure pavement condition for collectors and arterials, not just highways. (Duh.)
4. AMATS will measure outcomes and not just the percent of spending in underserved areas. This means they will measure how many projects they complete, and how much public participation they get in the underserved areas, not just how much they spend there.
5. They will re-work the Comment Summary to make it more readable.