California Clean Energy Committee

July 28, 2011

Mr. John Davidson, Senior Planner
Department of Planning, Building, & Code Enforcement
City of San José
200 East Santa Clara Street, Tower 3
San José, California 95113-1905

Re: Comments on Draft Program Environmental Impact Report
Envision San José 2040 General Plan
(SCH # 2009072096)

Dear Mr. Davidson:

This letter will constitute comments by the California Clean Energy Committee on the Draft Program Environmental Impact Report for the Envision San José 2040 General Plan (EIR).

The California Clean Energy Committee is a California non-profit corporation headquartered in Davis which seeks to promote energy conservation, greenhouse gas reduction, and the development of clean-energy resources throughout California. It actively supports the application of the California Environmental Quality Act (CEQA) to energy conservation and related project impacts.

Over 90 individuals in the San José area have joined the Committee's campaign to request that that City incorporate robust energy conservation and environmental stewardship into the new general plan.

All notices regarding this project are requested to be sent to 3502 Tanager Avenue, Davis, California 95616-7531. Please feel free to contact the undersigned for additional information.

While we recognize and commend the City on its admirable leadership on environmental issues, a careful review of the proposed general plan shows that a focus on fiscal issues threatens to divert the City from its environmental goals. To accept such a perspective would be especially unfortunate in a programmatic EIR that resolves fundamental planning issues and then obscures them from public view for years.

The recurring theme of the environmental review is that to achieve fiscal sustainability, the City must adopt economic development policies that will transform it into a commuter hub. The plan seeks to have 1.3 jobs for every employed resident. Many more employees would have to commute into San Jose causing increased traffic congestion and a host of negative impacts.

For decades planning that prioritizes municipal revenue generation has been widely criticized as the "fiscalization of land use." The California Planning Roundtable has called it "irrational planning" and described it as a process where "local governments no longer seek balance in their land-use planning policies but rather seek to defeat their neighbors in a 'win/lose' game of fiscal land use planning."

The City has sought to lessen the deleterious effects of this approach by applying a number of remedies developed by scientists and researchers over the past decade to wean our civilization from its suffocating dependence on petroleum. But the EIR shows that these remedies have not been enough to stem the tide of new pollutants streaming from the proposed plan.

The effect of the new plan is to exhaust these crucial conservation tools on a set of newly-created transportation problems leaving the City's efforts to implement its Green Vision crippled. Similarly, this plan defeats an array of statewide and regional policies that rely on these mitigation tools to roll back systemic dependence on petroleum-fueled transportation. (EIR at 19.)

Nor would this expenditure of critical conservation strategies generate the anticipated benefits. The infrastructure and ancillary services required to support an expected two million more miles of vehicle travel per day are certainly not without cost to the city, but these costs have been ignored in the analysis.

As is almost always the case with plans of this sort, the City has no source that would provide the necessary financing nor an availale plan to deal with the increased traffic congestion that this plan would generate. (EIR at 283, 287, 291.) Beyond the lack of capital funding, the City is currently accumulating a road maintenance deficit at the rate of $20 million dollars per year. And Caltrans is currently falling behind on maintenance at a rate $4 billion per year statewide with no help in site. With increased vehicle efficiency standards, gas tax revenues per vehicle mile will become increasingly inadequate.

New traffic problems and fiscal problems are thus being layered onto the serious ones that already exist. The plan is, quite literally, creating new transportation problems at a faster rate than it can resolve them and exhausting a host of crucial mitigation strategies in the process. The City should consider what will be the full financial cost to support an additional two million miles of vehicle travel per day.

And the unexamined financial consequences do not stop with the City itself. According to the U.S. Department of Transportation, owning and operating a vehicle in 2009 cost the typical consumer $0.57 per mile. Recent data shows San Jose to be number one in the nation for average monthly consumer expenditure on gasoline. What is the sense of expecting the public to engage in the wasteful burning of more gasoline only so the City can reap a small percentage as tax revenue? Does that represent sound public policy?

For ABAG the answer has clearly been in the negative—

> In the Bay Area, as in many metropolitan areas, cities with employment centers have historically planned for insufficient housing to match job growth. This lack of housing has escalated Bay Area housing costs. Unmet housing demand has also pushed housing production to the edges of our region and to outlying areas. San Joaquin, Stanislaus, and San Benito counties have produced much of the housing needed for Bay Area workers. People moving to these outlying areas has led to longer commutes on increasingly congested freeways, inefficient use of public transportation infrastructure and land. Negative impacts on health, equity, air quality, the environment and overall quality of life in the Bay Area also result.

(Housing Needs Plan 2007-2014 at 26.) The policies that the City proposes not only increase transportation costs, they also escalate housing prices.

The City should adhere to the goals in the San Jose's Green Vision, which states that within 15 years the city "must reduce reliance on single-occupant vehicles," "reduce per capita energy use by 50 percent," "divert 100 percent of the waste from our landfill," "adopt a General Plan with measurable standards for sustainable development," and "receive 100 percent of our electrical power from clean renewable sources."

It is submitted that local government agencies at the least should not create new transportation problems through their economic development strategies and that with the enviable economic advantages already existing in San Jose, the City's EIR can and must explore alternative routes to its economic goals. For the reasons set forth below in more detail, the EIR should be revised and recirculated.

1. Energy Conservation

The energy threshold adopted in the EIR was not used in the evaluation of the impacts. The EIR should contain a quantitative baseline and a quantitative significance analysis for each energy impact supported by substantial evidence.

The City has concluded that its land use plan will increase per capita VMT. Consequently, per capita use of transportation fuels will increase as a result of the land use plan causing a significant impact on per capita energy consumption that should be analyzed and mitigated.

The EIR should evaluate the environmental impacts connected with the energy resources that will be relied on including the impacts connected with the transmission and delivery of energy. It should consider the environmental impacts of relying on volatile petroleum markets for transportation fuels. Particular attention should be given to the impacts of expanded reliance on coal-fired power and fracked natural gas imported by PG&E. Eighteen percent of PG&E's power is produced by coal-fired plants.

The energy suppliers that the city currently uses, local and remote, should be identified along with their emissions profiles, fuel source, energy efficiencies, environmental record, transmission and distribution facilities, and function in the system, e.g., baseload, peaker, etc.

The EIR should quantify energy efficiencies by amount and type of fuel and by usage including transportation, sewage treatment, refuse disposal, water supply systems, and other major categories. Each sector should be evaluated both for potential energy recovery and energy efficiency opportunities.

Potential renewable energy supplies should be identified and evaluated including solar, small and large wind, ocean power, biomass, biogas, cogeneration, and small-scale hydro.

Since urban development has considerable potential to restrict the development of renewable energy resources, local resources should be mapped and the potential constraints on implementation of them identified.

Data regarding major natural gas users should be evaluated to identify cogeneration opportunities. The EIR should implement a boiler retrofit program to provide baseload cogeneration.

The mitigation potential of renewable resources should be quantified and included in the mitigation. Any conclusion that renewable resources will not be feasible should be supported by substantial evidence. Feasibility should be based upon a complete comparison of the life cycle costs of generation and efficiency technologies.

The EIR should evaluate the secondary impacts of permitting further investment into fossil-fuel dependent projects and outdated energy distribution technologies and infrastructure. Such projects impact the overall interoperability of generation, storage, and demand regulation technologies and impose high retrofitting costs on utilities, government agencies, consumers, businesses and landlords. Energy efficiency and clean energy generation can be installed at greatly reduced costs during project implementation.

The EIR should reflect a comprehensive analysis of energy efficiency opportunities addressing both efficacy and feasibility issues and addressing feasible implementation strategies.

Particular attention should be given to mandating installation of proven and cost-effective solutions such as rooftop solar photovoltaic, ground source heat pumps, demand response, energy management systems, home energy monitors, microgrid technology, advanced solar thermal water heating, passive solar design, cogeneration, absorption chillers, and energy education. Performance standards should be identified and mitigation should be made enforceable.

The general plan should require quantitative energy analysis from project proponents and establish a net-zero threshold at this time for energy causing all projects with potentially significant

energy impacts to scientifically evaluate, report on, and implement feasible energy efficiency measures, renewable generation, and storage.

The EIR should call for a community choice aggregator (CCA) or a municipal utility district so that residents and commercial enterprises can decide whether to purchase electricity from fossil-fuel resources or to purchase energy from renewable energy providers. A CCA maximizes the local tool set for energy conservation and makes tax-exempt financing available for conservation goals. It provides regulatory authority to implement effective storage and to adopt feed-in tariffs.

The EIR should require the city to petition the CPUC to become the administrator of the public goods charge funds for energy efficiency to insure that those funds are used efficiently for local energy programs.

The EIR should quantify line-loss and ecosystem impacts that result from reliance on remote power generation and long-distance transmission systems and mitigate those impacts by implementing distributed generation.

The EIR should evaluate and mitigate peak energy demand through storage technologies, fuel cells, demand side management, solar power, and smart grid technology.

Provisions should be made for alternative energy infrastructure for freight and passenger modes including biodiesel, electric, biogas, CNG, and hydrogen systems as applicable including a network of fast-charging facilities for electric vehicles. The EIR should evaluate the facilities and capacity for recharging of electric vehicles. Regulations should require that homes be EV-ready and that apartments provide for electric vehicle charging.

The EIR should quantify the potential energy savings from efficient transportation modes such as rail, transit, street cars, electric vehicles, bicycles, car-pooling, neighborhood electric vehicles (NEVs), etc. Congestion charges and privatization of public parking structures should be adopted as mitigation for energy impacts.

The EIR should quantify and evaluate the potential for using waste methane from the city's waste-water treatment systems and the solid waste stream. The EIR should evaluate potential energy savings the city could achieve through ordinances that prohibit wasteful and inefficient packaging. Energy conservation gains through recycling efforts should be evaluated quantitatively and feasible benchmarks established in order to insure that the environmental and economic benefits of energy conservation are achieved.

The EIR should evaluate the potential for retrofitting renewable energy resources and energy efficiency to existing residential, industrial, and commercial properties. The EIR should consider streamlining permitting and zoning regulations for energy efficiency measures and distributed

generation. Feasibility should determined in light of lifetime energy costs, the available incentives, and financing programs. (www.dsireusa.org.)

The goals and objectives of the city's Strategic Energy Plan should be incorporated as energy efficiency or, in the event that components of the Strategic Energy Plan are not deemed feasible, it should be adopted insofar as possible the reasons and support for not implementing them further provided. The EIR should provide milestones and reporting for the implementation.

2. Transportation

The EIR reports that the city is now served by a wide range of public transit options (EIR at 218) and that 50 % of the population lives within convenient walking distance of transit (EIR at 216). Yet transit use is strikingly low. Only 4% of commuters in San Jose use transit according to the EIR. The percentage of drive-alone trips in San Jose has increased since 2000 (EIR at 197). GHG emissions from transportation considerably exceed the Bay Area average. (EIR at 782.) Despite being the third largest city in California, transit usage is 20% lower than the statewide average. (EIR at 197.)

The City now proposes to layer on a plan that would increase automobile commuting. (EIR at 269.) It attempts to downplay the impacts citing "mixed and intensified" land uses along transit corridors. Yet this solution admittedly has not worked in the past in San Jose. The proposed mitigation is to a large degree a continuation of past measures which have been notably unsuccessful. The EIR should identify the causes of the poor record of transit in San Jose and demonstrate that the causes have been addressed so that different results can be expected under the proposed plan.

The proposed plan would increase per capita VMT by 10% raising it from 14.62 VMT per service population to 16.08. (EIR at 752.) The EIR concludes this is a substantial impact, yet no mitigation is discussed or proposed beyond that incorporated into the plan. (EIR at 269.) Because the policies and goals proposed in the plan are unenforceable, unfunded, and vague, the cannot be trusted to mitigate impacts. The impacts could be considerably worse. The mitigation should be designed in a way that the public is assured that it is effective and enforceable. The EIR should develop measures to reduce VMT as provided in the City's Green Vision. (EIR at 376.)

The plan should discuss the impacts and mitigation that will occur if federal transit funding is further reduced as is now being proposed or if local funding for transit is not sufficient. The plan mitigation is dependent on transit funding which is quite uncertain.

The EIR states that that the ratio of jobs located near transit will decline due to plans for growth in areas where transit has not been proposed. This fails to mitigate adverse impacts to transit and to VMT.

The EIR finds no impact to mode share apparently because of hoped for increases in transit ridership. (EIR at 269.) The analysis asserts that expanded BART service will result in 198,000 boardings by the San Jose service population. Transit should be planned to all areas where there are plans for new growth and the EIR should specify that project-level review of mode share impact will be required. Or density should be moved closer to light rail adjusting for potential impacts related to density. (EIR at 375.)

The explanation of transit impacts contains an apparently mistaken references to Table 3.2-12 and to "policies, plans and laws described below." (EIR at 275.) Those materials appear to be inapplicable to the mode-share impact analysis. Also, the Emergency Evacuation Plan is not located at the referenced web address. (EIR at 237.)

The EIR indicates that project-level transportation analysis on local projects now relies on a traditional level of service analysis. (EIR at 209.) The EIR should be amended to make clear that VMT and mode share analyses are required for all modes.

The mode share analysis should include potential impacts on neighborhood electric vehicles, bicycles, and pedestrians. (EIR at 209, 223-228, 238, 269-275.) Mode splits and travel times should be established to ensure times are minimized and that the walking or biking experience is comfortable. The EIR should evaluate bicycle level of service (LOS) on all road segments. Safe routes to school should be planned for each school. Impacts to cycling include factors such as vehicle parking, curb lane width, traffic volume, signalization, presence of a bike lane, design of the street network, large truck volume, vehicle turning, barrier effect, traffic calming, bike parking, and vehicle speeds. Desired speeds for each mode should be considered in the evaluation.

The plan will have considerable impact on CalTrans facilities, County expressways, and roadways in adjacent cities. (EIR at 287-291.) It should mitigate these impacts by including a program that requires developers to contribute to a regional transportation impact fee used for transportation projects or to projects in adjacent cities for affected routes or that the City develop an appropriate transit-subsidy program funded by new projects.

The transportation analysis has not taken into account all of the existing rail assets in the city and their current status or considered the impact of the project on the abandonment of rail facilities. The multimodal analysis should consider the impacts of the general plan on the preservation and revitalization of all rail corridors, whether in use or abandoned. (EIR at 217, 220-222.)

The EIR should consider opportunities for mitigation and multimodal impacts in connection with the San Francisco Bay Area Regional Rail Plan.

The transportation impacts should be mitigated through subsidies for sustainable modes, congestion pricing, performance price curb parking, parking and road rebates in the form of cash or coupons for commuters and shoppers who use transit, road pricing, adopting traffic analysis guidelines for multi-mode impacts and VMT impacts and internal/local capture, providing credit

for demonstrated internal or local trip capture, and privatizing public parking structures or otherwise increasing parking fees toward market rates. The alternatives analysis and the fiscal discussion should consider increased revenues from all aspects the transportation system including the investment of parking revenues in urban redevelopment on the Old Pasadena model.

Automobile transportation is heavily subsidized. Studies have concluded that the subsidy per car per year is between $2,185 to $4,220. Put differently, there is a government payment ranging from $5.21 and $10.07 per gallon of gasoline used to encourage people to drive. The subsidy has a significant impact on transportation choices. The proposed general plan would expand roadway capacity relying on this financing model, rather than a pay-your-own-way model for motor vehicles. Consequently, the plan encourages increased VMT and drive-alone share. The EIR should recognize that the motor vehicle facilities that it proposes are subsidized facilities, not pay-your-own-way facilities, and it should evaluate the extent to which subsidies contribute to greater use of the system and the environmental impacts.

VMT growth is considered on a per capita basis apparently to factor out natural population growth as a cause of increased vehicle travel that is not attributable to a plan or project. (EIR at 257-269.) This is a flawed approach for several reasons. First, it is apparent that a similar approach is not used in air quality analysis.

Second, it fails to recognize that as population grows, people will adopt modes that are made available to them. Providing increased roadway capacity to new drivers and new residents, as opposed to sustainable modes, causes a growing population to use motor vehicles more. Per capita VMT analysis ignores the significant impact of providing more road capacity to a growing population.

Third, where a plan seeks to stimulate growth, as is the case with the City's general plan proposal, growth is not entirely the result of natural trends. In part, growth is a purposeful consequence of the plan. Treating the growth in VMT solely on a per capita basis overlooks the fact that the plan is in fact causing more people to move to the area and to drive in the area. The EIR should either modify its per capita analysis to recognize these factors or use gross VMT in the analysis.

The ultimate conclusion of the EIR, that in order to have a fiscally-sound city, vehicle miles travelled (VMT) per capita must increase, is not supported nor are any alternative means explored for improving the City's fiscal prospects. The EIR should consider the amount of public money that will be spent on expanding roadway capacity and the amount of money that will be spent by commuters who use that system. It should then consider whether that amount could be used in a more environmentally-responsible way to attract business development through economic stimulus programs or business recruitment efforts or parking district programs.

The EIR concedes that the VMT increase is the primary cause of the adverse environmental impacts of the plan. (EIR at 19.) This represents a policy that is at odds with both the city's historic commitment to environmental stewardship and with both state and regional policies which call for the reduction of VMT. Other cities, such as Portland, Oregon, have be able to sustain a robust economy while reducing per capita VMT.

3. Jobs-Housing Balance

The City proposes to adopt a plan that would exacerbate the jobs-housing imbalance. (EIR at 776.) The EIR states that it is "very apparent" that plans such as this one "significantly contribute to several of the primary impacts of concern in the region." (EIR at 761.) It projects that approximately 109,000 housing units would be required elsewhere in the region for individuals employed in the city. (EIR at 773.)

The housing element should make adequate provision for housing over the lifetime of the plan. The EIR does not justify the assumption that housing growth will occur as projected for Horizon 1. Housing prices in the city would be out-of-reach for most families.

The plan to increase the number jobs to employed-resident ratio (J/ER) to 1.3 conflicts with SB 375 which requires that housing units be allocated consistently with the jobs-housing balance in the regional transportation plan. Housing can no longer be transferred out of the region. Areas sufficient to house all employed residents should be identified.

The EIR should evaluate the general plan for consistency with the Plan Bay Area Initial Vision Scenario released in March, 2011, and with the Blueprint process. ABAG and MTC sustainability planning has relied on employment distribution in the Bay Area remaining comparable to previous forecasts and has projected 250,420 new jobs and 130, 498 new households by 2035 for San Jose. (Initial Vision at 34, 38.) Envision San Jose 2040 would double the number of new jobs to 470,000 and reduce new dwellings to 120,000. (EIR at 772.) And the Initial Vision is still considerably short of meeting the regional 15% reduction goal for CO2 from cars and light trucks as well as other regional goals. (Initial Vision at 41.)

The EIR should also consider the secondary impacts from a general plan that is inconsistent with the sustainable communities strategy. Given that federal law requires that the regional transportation plan be internally consistent, transportation investment must align with and support the land use pattern in the sustainable communities plan and would not allow funding for transportation systems serving San Jose.

CARB has adopted 7% reduction by 2020 and a 15 % reduction by 2035 in per capita GHG emissions from passenger vehicles for the Bay Area to be achieved through VMT reductions implemented in the local land use and transportation planning processes. (EIR at 233, 785.) Since the

San Jose plan calls for a 10% increase in VMT, it renders compliance with SB 375 impossible. (EIR at 807.)

SB 375 requires each region to set targets for housing growth over a 25 year period that accommodate population growth by income level. Clearly the plan does not achieve those objectives and thus it precludes the region from attaining that objective.

Similarly, the plan puts the city on a trajectory that makes it impossible for the city to comply with Executive Order S-3-05, which requires that GHG emissions be reduced to 80 percent below 1990 levels by 2050.

4. Agricultural Impacts

The EIR should mitigate to the extent possible the significant impacts to agriculture. (EIR at 179, 845.) Farmland mitigation should require implementation of conservation easements at a 2:1 ratio. Conservation easements should be required on land of equivalent farming value that is under threat of conversion. The easements should be pre-approved and held by an organization with an established record of responsible agricultural land stewardship or a new organization should be established specifically for that purpose in Santa Clara County. The farmland mitigation should provide a long-term endowment for stewardship and enforcement sufficient to assure monitoring and management of the easements in perpetuity. In the event of termination of the organization, conservation easements should revert a similar organization. The easements should promote large contiguous blocks of land that provide farmland value, habitat value, and serve to define urban form.

5. Greenhouse Gas Emissions

The EIR should contain a thorough discussion of the impacts of climate change including matters such as health impacts, desertification, sea level rise, ocean acidification, species loss, heat-related illness, tipping points, water supply impacts, air quality impacts, agriculture and food supply impacts, severe weather and flooding, droughts, forest impacts, etc. The EIR should provide a complete discussion of the time constraints involved with the issue, the current path of emissions growth, and the related consequences.

CO2 emissions taken in isolation have few if any direct impacts because CO2 is not a toxic gas. GHG emissions are a proxy for a wide range of secondary impacts which must be discussed to make the GHG data meaningful to the public and decisionmakers. It should discuss the projected impacts at current levels, at 450 ppm, at 550 ppm, and higher. It should discuss when these levels are projected to occur and why. The EIR should discuss the widely-documented secondary impacts of increasing GHG concentrations. (EIR at 778.)

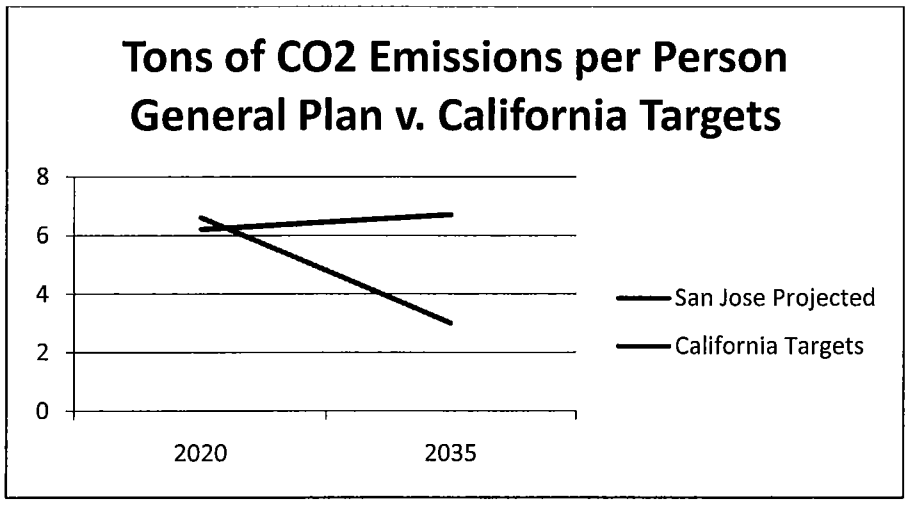
AB 32 does not constitute a plan or program or regulation containing specific requirements that would avoid the cumulative GHG problem. Nor will AB 32 will reduce cumulative climate change impacts to a level that is not considerable. AB 32 relies on a business-as-usual baseline, rather than existing conditions. (EIR at 795.) AB 32 does not provide a threshold for local GHG emissions. A cumulative impact analysis should be done based upon current conditions.

The mitigation proposed in the EIR should not be accepted as being sufficiently supported, measureable, or enforceable. General plan goals do not constitute mitigation because they are not verifiable, effective, enforceable, or proportionate to the impact.

Throughout this comment letter a number of mitigation measures have been identified that should be adopted to fully off-set GHG impacts. Additional potential measures include carbon credits, forest conservation projects, increased funding for transit service, increased funding for biking and pedestrian infrastructure, subsidies for sustainable energy projects, increased development of on-site energy and storage resources, employee transit incentives, public education programs, a transit network serving all new development, car-sharing programs, SOV reduction programs, support and infrastructure for electric vehicles, on-line ride matching, etc.

It should be made clear that individual projects consistent with the general plan must evaluate and mitigate GHG emissions at the project level.

The comparison to California GHG goals shows that rather than starting to reduce per capita GHG emissions, the proposed general plan will continue to increase GHG emissions. The plan puts the city on a course to be emitting more than twice the amount allowed under the state targets. (EIR at 802.) Increasing emissions is clearly inconsistent with the City's Green Vision. The baseline period data was not provided in the EIR and does not appear in the chart. The upper line represents projections for San Jose, and the lower line represents the California targets



As the following table shows, based on data in the EIR, the projected GHG emissions in 2035 could be reduced if the City would simply eliminate some of the proposed changes its general plan.

Million Tons of CO2 Emissions		
	2020	2035
Proposed Plan	10.30	14.50
Old Plan	8.90	11.00
Increase	16%	32%

(EIR App. K-1 at 1.) The plans and policies in the old general plan provide a list of feasible mitigation measures for the significant impact to GHG emissions. The EIR should evaluate each of the plans and policies in the existing general plan for mitigation of the significant impacts.

The EIR also conflicts with the policies adopted by the City Council on January 12, 2010, which require the general plan to achieve 20 percent below 2005 levels by 2020 and 50% below 2005 levels by 2035. (EIR at 788.) If those goals are not fueasible, it should be demonstrated why.

The EIR should make a significance determination with respect to the conflict with SB 375. Increased VMT clearly conflicts with the SB 375 targets set for the Bay Area by the RTAC. (EIR at 807.)

6. Alternatives

The proposed plan would result in a jobs-to-employed-resident ratio (J/ER) or 1.3 to 1 making San Jose an employment destination for commuters and increasing the city's tax revenues at the expense of other jurisdictions which would then have the problem of "more housing than jobs" that San Jose seeks to escape. (EIR at 19.) This results in regional transportation problems and environmental impacts for which there is no known solution according to the EIR.

The EIR offers five alternative scenarios, all of which fail to meet the city's over-riding fiscal objectives. Scenario 1 "would not support the degree of employment growth sought." (EIR at 23.) Scenario 2 "does not . . . support the amount of employment growth sought." (EIR at 24.) Scenario 3 "would not fully meet the City's objectives regarding fiscal sustainability." (EIR at 25.) Scenario 4 should not have been evaluated. It only serves to make the environmental impacts worse. (EIR at 25, 865.) Scenario 5 results in virtually identical VMT and "would not support the regional employment objectives to the same degree as the proposed project." (EIR at 26.)

The City clearly sees fiscal benefits of becoming a commuting hub and is not interested in a lower J/ER ratio than 1.3 for that reason. None of the alternatives is feasible because none would meet

the city's fiscal objectives. Five alternatives that all fail for the same reason is not a useful analysis.

The city should consider alternative methods to invigorate the local economy in place of land use designations that result in costly driving, traffic congestion, and adverse environmental impacts. Among these are increased rail transit which drives transit-oriented development, congestion fees, privatization of parking, increased taxes, reducing city services, or subsidizing businesses that will locate in the city. The EIR should explore an alternative where greater investment in redevelopment and infrastructure is directed toward redevelopment areas in order to increase the city's economic competitiveness, e.g., Old Town Pasadena, rather than policies that impact prime farmland.

Another useful alternative to consider would be a transit alternative that goes beyond the policies in the general plan and combines increased investment in the local economy and reduced investment in foreign oil. This could be combined with an alternative that capitalizes on the economic development potential of clean energy projects. Alternatives that link economic development to energy conservation, rather than sacrificing environmental goals for a short-sighted vision of economic development, must be explored if the City's Green Vision is to be taken seriously.

The EIR should produce a quantitative and supported financial breakdown showing the size and the use of the revenues it expects to generate by becoming a commuter hub and compare that with the revenues from the other alternatives. The cost to the public of the transportation infrastructure and commuting expenses required by this land use scheme should be compared to what it would cost the public to pay outright the amount of tax revenues the city seeks.

7. Solid Waste

The landfilling of municipal solid waste (MSW) has a number of adverse environmental impacts including the waste of recyclable materials such as glass, newspaper, metal, and organic material. Landfilling recyclable material results in a larger amount of virgin material being extracted from the environment and the use of greater amounts of energy in the processing of them. Expanding the population of the city will result in a larger number of people contributing to the MSW stream and consequently additional potentially recyclable material being deposited into landfills with the consequent impacts on the physical environment. The EIR should evaluate and mitigate this impact. (EIR at 663.)

8. Human Health Impact

Transportation has a significant impact on public health. Where a community is designed for the automobile, there are impacts to respiratory illnesses, cardiovascular diseases, obesity, and traffic-related fatalities. These impacts are less where there is more public transportation, bicycl-

ing, walking, and other less polluting modes of transportation. The EIR should evaluate impacts on public health.

Respectfully submitted,

Eugene S. Wilson

APPENDICES

Appendix 1 U.S. EPA, Carbon Sequestration in Agriculture and Forestry

Appendix 2 City of San Jose, Integrated Waste Management Zero Waste Strategic Plan (November, 2008).

Appendix 3 County of Marin Community Development Agency, Increasing Renewable Energy Resources in the County of Marin (Nov. 11, 2007).

Appendix 4 Yeager, K., Plug-In Hybrid Electric Vehicles: Electricity in the Driver's Seat.

Appendix 5 California Energy Commission, Energy Aware Planning Guide.

Appendix 6 City of San Jose, City of San Jose Strategic Energy Plan (Spring, 2009).

Appendix 7 San Francisco Local Agency Formation Commission, Community Choice Aggregation Program Report (Feb., 2009).

Appendix 8 Public Policy Institute of California, Climate Policy at the Local Level: A Survey of California's Cities and Counties (November, 2008)).

Appendix 9 Cortright, Joe, *Portland's Green Dividend* (Chicago, IL: 2007).

Appendix 10 California Planning Roundtable, Restoring the Balance: Managing Fiscal Issues and Land Use Planning Decisions in California.

Appendix 11 U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, *Transportation Statistics Anual Report 2010* (Washington, DC: 2011).

Appendix 12 Center for Neighborhood Technology and Surface Transportation Policy Project, Driven to Spend: Pumping collars Out of Our Households and Communities (June, 2005).

Appendix 13 Vision California, Charting Our Future: Statewide Scenarios Report.

Appendix 14 Mint.com, Mint Data Shows Where the Gas Money Goes (July 18, 2011).

Appendix 15 Richards, Gary, California's Rough Roads Tough on Motorcyclists, San Jose Mercury News (July 19, 2011).

Appendix 16 Federal Highway Administration, *Advancing Congestion Pricing in the Metropolitan Transportation Planning Process: Four Case Studies* (Washington, DC: 2010).

Appendix 17 Metro Regional Government, 2035 Regional Transportation Plan (June, 2010).

Appendix 18 Federal Highway Administration, *Congestion Pricing: A Primer* (Washington, DC: 2006).

Appendix 19 San Francisco County Transportation Authority, *Mobility, Access, and Pricing Study Fact Sheet* (San Francisco, CA: 2010).

Appendix 20 Wikipedia, San Francisco Congestion Pricing.

Appendix 21 U.S. EPA, Opportunities to Improve Air Quality through Transportation Pricing Programs (Sept. 1997).

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Appendix 23 U.S. EPA, Parking Cash Out: Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters (Mar. 2005).

Appendix 24 Senate Bill No. 582.

Appendix 25 Shoup, D., Free Parking or Free Markets, Access (Spring, 2011).

Appendix 26 Kolozsvari, D. & Shoup, D., Turning Small Change Into Big Changes, Access (Fall 2003).

Appendix 27 Cervero, R., Road Expansion, Urban Growth, and Induced Travel: A Path Analysis, APA Journal (Spring, 2003).

Appendix 28 Litman, R. Generated Traffic and Induced Travel: Implications for Transport Planning (March, 2010).

Appendix 29 Duranyon, G. & Turner, M., The Fundamental Law of Road Congestion: Evidence from U.S. Cities.

Appendix 30 Caltrans. Smart Mobility 2010: A Call to Action for the New Decade (February, 2010).

Appendix 31 Yolo County, Transportation Impact Study Guidelines.

Appendix 32	National Transportation Research Board, NCHRP Report 616: Multimodal Level of Service Analysis for Urban Streets.
Appendix 33	Federal Highway Administration. The Bicycle Compatibility Index: A Level of Service Concept Implementation Manual (1998).
Appendix 34	Replogle, M. Integrating Pedestrian and Bicycle Factors into Regional Transportation Planning Models: Summary of the State-of-the-Art and Suggested Steps Forward. Environmental Defense Fund. July 20, 1995.
Appendix 35	Cortright, J., Walking the Walk (Aug. 2009).
Appendix 36	Walk Score, Walk Score Data for Planning & Research Case Study: Analyzing Light Rail Station Area Performance in Phoenix.
Appendix 37	Walk Score, Data Services.
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