

LWVBA POSITION 2012-2014
TRANSPORTATION* SURFACE (Updated 5/2000)

Support a long-term, comprehensive planning process consistent with the comprehensive Bay Area plan and growth management framework (currently ABAG's plan) to promote compact, transit-oriented growth patterns served by an efficient, interconnected, multi-modal transportation network

Support multi-modal, efficient, convenient, cost-effective, equitable, safe transportation planned in concert with land use and viable alternatives to reduce vehicle miles traveled (VMT) and single-occupancy vehicle use

- 1 The Metropolitan Transportation Commission (MTC), as the currently designated Metropolitan Planning Organization (MPO), to develop criteria and a process for evaluation of alternative transportation investments (standard rail, light rail, BART rail, express bus, bicycle, ferry, highways, and parking facilities) as a framework for testing County proposals in order to build the most effective regional transportation system
- 2 The MPO to develop criteria and a rating system for allocating state and federal transportation funds to encourage compact, transit-oriented growth patterns, with:
 - a analysis of potential transportation investments to include their effect on future land uses in and beyond the Bay Area
 - b criteria to include reasonable fares, environmental effects on health (including air and water quality, noise reduction) and on agriculture and natural resources
 - c analysis to be presented as public information prior to selection of projects
 - d distribution of funds to be tied to cooperative local land use planning
- 3 Bay Area transit systems linked into an efficient, reliable, convenient and affordable regional transit network with attention to reasonable, fares, reduction of travel times, good feeder service, extensive hours of service, and easily comprehended directions for routes, schedules, and transit hubs, and passes for moving between systems. Good service to be encouraged by:
 - a monitoring the relative efficiency of various systems, and
 - b maintaining transit system options to mitigate interruptions in service (disasters, strikes) or to serve needs of people with special limitations
- 4 Transportation funding more reliably consistent with needs and long-term planning (e.g., annual adjustment of the gas tax to cover costs of road maintenance)

TRANSPORTATION * AIRPORTS

Support coordination between environmental and land use concerns, and the need for aviation services in the Bay Area.

- 1 Prevention of encroachment by incompatible development through far-sighted planning and consistently enforced zoning ordinances
- 2 Primary consideration for safety
- 3 Airport planning and operations compatible with neighboring uses
- 4 Minimizing noise pollution and limiting to levels non-injurious to health and enjoyment of life with continuing monitoring and use of mitigating technical measures
- 5 Safe, convenient and preferably mass transit access to airports
- 6 Improvement of existing airports before new ones are considered, with need, demand and cost taken into account
- 7 Cooperation among jurisdictions in considering regional airport needs.

***Vertical Positions – Local Leagues are authorized to take local action on the basis of these positions.**