



Foothill Transit
WE DRIVE

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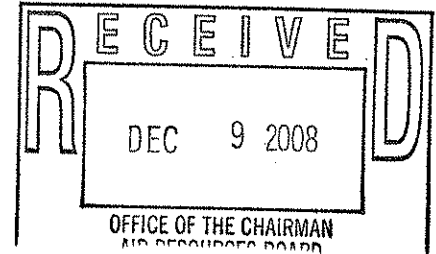
December 9, 2008

Mary Nichols
Chair, California Air Resources Board
1001 I Street
Sacramento, CA 95812

ORIGINAL:

Copies:

Board Clerk
Executive Officer
Chair



Re: Comments on the Climate Change Proposed Scoping Plan

Dear Chairman Nichols:

On behalf of Foothill Transit, we thank you and your colleagues for your work to implement AB 32, the Global Warming Solutions Act of 2006, and appreciate the work of your staff on the Climate Change Proposed Scoping Plan. We also acknowledge the increased discussion of transit's potential role in reducing greenhouse gas (GHG) emissions, specifically in the section on Regional Transportation-Related Greenhouse Gas Targets, as compared to the relatively minimal discussion in the Draft Scoping Plan

As you prepare to finalize the Scoping Plan, we ask that you include transit and transit funding in the Scoping Plan implementation and consider the following points:

- The Scoping Plan should clearly identify transit's important role in achieving the State's clean air goals.
- Investing in public transit is an important strategy for reducing both GHG emissions as well as vehicle miles traveled (VMT), as transit provides commuters and other community members an alternative to traveling by private automobile, which results in fewer cars on the road.
- Many of the transportation demand management strategies under consideration in the Draft Scoping Plan will shift travelers on to alternative modes of transportation, including transit. This increased demand for transit will have an impact on transit's operating costs and capital projects. To reduce transportation sector emissions, transit is going to have to sustain and expand service, enhance capacity and increase coverage to provide the public with more transportation choices.
- As a result, it will be necessary to secure existing funding sources, and expand sources of funding for new transit services.
- The Scoping Plan should prioritize transit as an eligible recipient of revenues from any market mechanism implemented under AB 32, including a cap-and-trade program.
- Investing in transit now will prepare California for its 2020 emissions reductions goals, as well as its 2050 emissions reductions goals, and will guarantee better air quality for future generations.

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A Public Agency

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The Governor has proposed to reduce state transit funding to assist in balancing the general fund deficit. This may lead to transit agencies throughout the state either cutting service and/or implementing fare increases. At a time when global warming and becoming a "greener" society has become a priority, transit's role will be critical in meeting the goals necessary to reduce greenhouse gas emissions. We need to do all we can to move people from their automobile into clean fueled buses. The help of the Air Resources Board in urging the Governor and state legislature to fully fund public transportation in the 2008-09 state budget and in future years, as well as rejecting any further proposals to divert state transit revenue sources connects directly to the goals of the Scoping Plan and its anticipated outcomes.

Thank you for your time and consideration. We look forward to helping the ARB and the state to continue its work on implementing the Scoping Plan and to keep California's air clean. If you have any questions, please feel free to contact us at 626 967 2274.

Sincerely,



Doran J. Barnes
Executive Director



David Reyno
Director of Government Relations

cc: Foothill Transit Executive Board
California Transit Association
Capital Representation Group, Inc.