

Tuck, Cindy

From: Steve Lowe [steve@urbanspace.biz]
Sent: Wednesday, April 12, 2006 1:40 PM
To: Tuck, Cindy; Barry Sedlik; Jason Hone; Sunne Wright McPeak
Cc: Hon. Keith Carson; Hon. Scott Haggerty; Hon. Nate Miley; Hon. Alice Lai-Bittker; Hon. Nancy Nadel; Hon. Henry Chang; Hon. Jane Brunner; Hon. Ignacio de la Fuente; Hon. Jean Quan; Hon. Desley Brooks; Jerry Bridges; Deborah Edgerly; John Nelson; Steve Gregory; Dan Vanderprieem; Claudia Cappio; Aliza Gallo; Margot Prado; Steve Lautze; Brian Beveridge; Margaret Gordon; Seth Kaplan; Rodney Brooks; Ruben Briones; Chris Gray; Willie Yee; Marisa Arrona; Carletta Starks; Justin Horner; Carlos Plazola; Lisa Ruhland; Hon. Pat Kernighan; Jennie Gerard; Stefanie Parrott; Larry Rice; Gloria King-Jackson; Karin Mac Donald; Sandy Threlfall; Blake Stevenson; Norm Fassler-Katz; Carole Ward Allen; Lynette Sweet; Bob Franklin; Tom Radulovitch; Stuart Cohen; Bob Tuck; Latham Woodward; Christine Saed; Dave Johnson; Sterling Savely; Jeff Sibley; Harry Mamizuka; Jon Sarriugarte; Phil Banta; Norm Hooks; Tom Thatcher; Don Puccini; Tom McCoy; Dan Westerlin; Bill Aboudi; Richard Wang; George Burt; Alan Lucchesi; Rusty Snow; Joe Hurwich; Jerry Brown; John Monetta; Wilson Lacy; Omar Benjamin; Sen. Don Perata; Hon. Barbara Lee; Sara Andropoulos; Miguel Bustos; Garrett Dempsey; Hon. Wilma Chan; Rachel Weinstein; Paul Larking; George Bolton; Monsa Nitoto; Mike Broad; Cal Benton; Jim Frazier; Frank Dobson; Brian Weinberger; Brian Kelly; Elois Thornton; Countess Easley
Subject: WOCA Action Plan Comments

- Via Email Only -

Barry R. Sedlik, Undersecretary
 Business, Transportation & Housing Agency
 State of California
 Suite 2450, 980 9th Street
 Sacramento CA 95814

Attn: Cecily Tuck

Dear Cecily:

We understand that today is the final opportunity to include public testimony for Goods Movement; therefore, please include our organization's formal comments alongside those of the participants in the March 30 Integrating Work Group Meeting which we found to be most productive - and very encouraging!

West Oakland Commerce Association Concerns Re Goods Movement

For those of us in West Oakland - the very hub of Bay Area transportation and the locality impacted most by pollutants of every stripe - it's apparent that Smart Growth needs to get a little more streetwise before it can begin to deliver on its promise.

The commendable effort undertaken by the Sate of California Business, Transportation & Housing Agency with respect to the Goods Movement Action Plan and the Integrating Work Group must

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now seek to coordinate with other Transportation & Land Use planning efforts in order to secure the best possible - and therefore most efficient - long term benefits for our overly constricted West Oakland corridor, lest the opportunity to take advantage of this area's few remaining land use prerogatives slips away, leaving us all with the shame and filth of not only more pollution but also a compounded need for more funding to correct that which is neglected today.

Though some may assume that such comprehensive planning is not cost effective because it may somehow interfere with the momentum of this policy or the parameters of that budget, the truth is that our society can no longer afford to be indulgent of mere baby steps as it inches toward the more compelling reality of a green tech, super-connected metropolis surrounding the Bay. In the midst of gathering ecological crises across the globe, Smart Growth had better mean what it's supposed to (instead of the mere buzzword that it's become lately), or our kids will be forced to endure a worldwide economic depression that will make the horrific dust bowl era of the '30's pale by comparison.

What's needed in Oakland immediately, therefore, are two action items for the Goods Movement Action Plan:

1. Immediate Land Use prioritization for transportation projects, and
2. An immediate Transportation Integration Study to show how greater efficiencies can be gained from systems integration (how BART and HSR can interface with each to augment the other is one example), and how new green tech systems, even those in development, can be anticipated so that their integration can happen in the most timely fashion possible.

1. Immediate Land Use Prioritization

As the Oakland Army Base (OARB) is about to have its maritime priority nullified by the State Lands Commission by amending the Tidelands Trust, based principally on petitions from the City of Oakland and justified via the Port's outdated "Vision 2000" projections that Northern California throughput would likely only double in 20 years (as opposed to the tripling or even quadrupling most recently detailed in Transystems' Agile Ports briefing as presented by John Vickerman during the Goods Movement Action Plan Integrating Work Group Meeting on March 30th), reprioritization in favor of maritime capacity should be acted upon by the State at once, lest the opportunity to employ a land use-based solution for the reduction of airborne contaminants is lost for want of sincere and most prompt followthrough by the State, surely out of respect for the most fundamental principals of the entire Goods Movement effort.

Trucks and containers do not belong in West Oakland proper; the Army Base has been repeatedly and unanimously confirmed by both the residents and businesses as the appropriate site for such port-related activity, and the State of California, therefore, fully aware of the tenets of the Goods Movement Action Plan, cannot waive its responsibility to the people of West Oakland, the present and future capacity of our Port,

and, therefore, the economy of the greater Bay Area metropolitan region.

2. Transportation Integration Study

As BART is now some 35 years old and in obvious need of modernization (as verified by selected clips from a San Francisco Chronicle report below), at the same time that High Speed Rail is being touted as a totally separate system with an estimated cost through the Bay Area alone of some \$200M per mile for just one side of the Bay, it would seem supremely propitious to have at least some sort of cost analysis as to how the two systems might be merged to effect a savings for those voters upon whose already strained budgets such massive amounts of HSR subsidy will depend. Since the original estimates were made, California real estate has literally doubled in value, and meanwhile, fuel and construction costs have nearly kept pace accordingly: given that any HSR implementation steps might not happen for another decade or so, the cost to install such a titanic system throughout the Bay Area will likely approach a half billion dollars per mile or more - and still no provision for BART, the most obvious feeder to key HSR stations.

Other systems can link to BART and HSR as well, some that even propose new technologies for moving containers during those times when passenger transport is at its minimum. A study to examine the potential for integrating the entire transportation network of the Bay Area - most particularly here at its epicenter in West Oakland - is therefore necessary to planning efforts meant to bolster the social and economic health of the region.

Cordially,

- Steve Lowe
VP, West Oakland Commerce Association