

From: Buckley Hughes
Sent: Wednesday, December 14, 2022 10:45 AM
Subject: OBAG 3 grant application

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and **will only benefit a limited few.**
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project **does not have broad community support from the citizens of Lafayette.**
- The construction of a Class 1 Facility on Topper Lane **does not enhance safety with no buffer between cars, pedestrians and bikers.** The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and **will have no impact on air quality.** If this plan were implemented it would add significant traffic to Topper Lane thus increasing congestion to St. Mary's Road, Moraga Road, and limit Emergency Response Vehicles to access this area altogether.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility **will not benefit the Priority Development Area communities,** as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Richard B Hughes

From: Buckley Hughes
Sent: Wednesday, December 14, 2022 11:16:20 AM
Subject: Lafayette OBAG 3 funding

External Email

Dear Mr. Arndt,

I'm writing to you, the MTC Programming & Allocations Committee, along with other committee's within the MTC to object to funding this grant submitted by Lafayette CA.

As a resident of Lafayette, I understand that our city has requested grant monies to fund School Street Multi Use Pathway and additionally, included Topper Lane as part of this grant application. When considering this application - please UNDERSTAND, "that no one on TOPPER LANE was contacted" regarding this very impactful change to our neighborhood.

I believe the original pilot program for grant submission, was rejected in the Burton Valley neighborhood and therefore the City Council decided to use School Street - then **ADD Topper Lane** - to increase the city's opportunity to increase grant funding monies.

This \$1.8 million dollar increase to the CITY'S grant was not publicly noticed to anyone on Topper Lane. NO TRANSPARENCY TO NEIGHBORS SEEMS CLEARLY IN CONFLICT WITH **MTC'S PUBLIC NOTICE STATEMENTS**.

PLEASE RECONSIDER HOW MUCH THIS GRANT IS AND HOW IT WAS SUBMITTED.

Respectfully,
Richard Hughes

From: ana menendez [REDACTED]
Sent: Thursday, December 15, 2022 9:09:22 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Fwd: OBAG-3 grant

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority.
- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair,***

inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Name. Ana Menendez

[Redacted]

[Redacted]

From: Ernie Sexton [REDACTED]
Sent: Thursday, December 15, 2022 4:54:06 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: School St Class 1 project

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens Lafayette, CA, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ernie Sexton

[REDACTED]
[REDACTED]

Sincerely,

ERNIE SEXTON [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: Johanna Gladieux [REDACTED]
Sent: Thursday, December 15, 2022 4:20:35 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Resident Letter RE: OBAG-3

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette (the city of Lafayette, the bay area, etc.), we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

-
-
- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These
- students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway
- does not meet mobility and accessibility needs of our community and will
- only benefit a limited few.
-

-
-
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project,
- prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project
- does not have broad community support from the citizens of Lafayette.
-

-
-
- The construction of a Class 1 Facility on Topper Lane
- does not enhance safety
- with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
-

-
-
- Topper Lane is not high priority.

- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore,
- the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
-

-
-
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
-

-
-
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
-

-
-
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities,
- as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
-

-
-
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
-

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Johanna Gladioux and Marc Brenner

██████████
██████████

From: Terri Melnick [REDACTED]
Sent: Thursday, December 15, 2022 7:34:36 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject:

External Email

A sidewalk on Topper does not benefit the greater good, or increase safety. In the meantime, we are working with the city to provide alternate ideas for safer routes to school.

Sincerely,

Terri Melnick

[REDACTED]

[REDACTED]

[REDACTED]

From: Jay Henney [REDACTED]
Sent: Friday, December 16, 2022 8:08:10 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Birdhavin

External Email

o: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

-
-
- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students
- come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not
- meet mobility and accessibility needs of our community and will only benefit a limited
- few.
-

-
-
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior
- to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project
- does not have broad community support from the citizens of Lafayette.
-

-
-
- The construction of a Class
- 1 Facility on Topper Lane does not enhance safety
- with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
-

-

-
- Topper Lane is not high priority.
- The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore,
- the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
-

-
-
- The inclusion of a Class
- 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and
- will have no impact on air quality.
-

-
-
- Topper Lane has not had a bicyclist or pedestrian collision, and
- is not in the high risk area for collisions
- as represented by the city.
-

-
-
- The proposed Topper Lane Class 1 Facility
- will not benefit the Priority Development Area communities,
- as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
-

-
-
- Any benefits of a Class
- 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
-

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

From: ANN JOYCE [REDACTED]
Sent: Saturday, December 17, 2022 2:36:34 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 APPLICATION PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety, with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and in fact prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.
- Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Ann and Jim Joyce

██████████
██████████

From: [REDACTED]
Sent: Sunday, December 18, 2022 11:09:57 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane, Lafayette

External Email

I understand that a 10' bike/walk lane is being proposed on Topper. I am opposed to this on either side of the street for the following reasons:

- It does not improve the safety of walkers or bikes as the road would be narrowed and cars could potentially jump the curb and hit walkers/bikers.
- Creates a false sense of safety and cars could possibly speed.
- Increase vandalism on Birdhaven houses that back onto Topper.
- It only benefits a few families on Birdhaven Ct.
- Taking down trees lessens the neighborhood feel and environment.

Thank you for your consideration.

From: Conor Begley [REDACTED]
Sent: Wednesday, December 21, 2022 11:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Re: OBAG-3 APPLICATION PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where

shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Conor Begley

[Redacted]

[Redacted]

[Redacted]

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you have received this email by mistake please notify sender immediately and do not disclose the contents to anyone or make copies thereof.

From: Bob LaRue [REDACTED]
Sent: Tuesday, December 27, 2022 9:05 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 Application, City of Lafayette, School Street Class 1 Multi Use Facility Project

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as a concerned citizen of Lafayette and the Bay Area, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

The inclusion of building a Class 1 Multi Use Facility Project on Topper Lane makes no sense. It is a waste of critical funds. It will provide an expensive benefit to a small number of homeowners on Birdhaven Court and non to the surrounding and broader community. Birdhaven Court is affluent as its last home sale was for over \$4M dollars. Using these vital funds to provide a private walkway for some households on Birdhaven Court is unconscionable.

The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

The proposed project of building a class 1 The city failed to collect any traffic data regarding Topper Lane. The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The Topper Lane Multi Use Facility Project will not meet the mobility and accessibility needs of our community and will only benefit a limited few.

Topper Lane is not a high priority. The Safe Routes to School Reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero Policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects. Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project, with the inclusion of Topper Lane, is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.***

Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Bob LaRue and Irene LaRue

████████████████████

████████████████████

From: Michael Balog [REDACTED]
Sent: Thursday, December 29, 2022 3:53:07 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Bob LaRue <BLaRue@alamedaelectric.com>
Subject: OBAG-3 APPLICATION

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Michael Balog



From: Jeanne fagliano [REDACTED]
Sent: Thursday, December 29, 2022 2:12 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject:

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Jeanne Fagliano

From: Patricia Riske [REDACTED]
Sent: Thursday, December 29, 2022 5:58:20 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 APPLICATION - Project Name: School Street Class 1 Multi-Use Facility Project

External Email

Dear Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners,

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, and residents of Topper Lane, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration in this matter,

Gary Riske & Patricia Kennedy-Riske

[REDACTED]

[REDACTED]

--

Patricia A Kennedy-Riske

From: Gary Scarratt [REDACTED]
Sent: Thursday, December 29, 2022 5:41:15 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Gary Scarratt

[REDACTED]

[REDACTED]

From: Terri Just [REDACTED]
Sent: Saturday, December 31, 2022 1:03 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: OBAG-3 Application

External Email

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Terri Just

[REDACTED]

From: karla mccormick [REDACTED]
Sent: Saturday, December 31, 2022 2:45 AM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: School Street Class 1 Multi Use Facility Project, City of Lafayette OBAG grant

External Email

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

I am writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. I support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, I strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- Having lived in Lafayette for almost 30 years I have witnessed that very few students walk to/from school on Topper Lane. The only students using Topper Lane come from Birdhaven Ct, a street one block east. These children can safely access both Lafayette Elementary School and Stanley via St. Mary's Road.
- Topper Lane is not a high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Sincerely,
Karla McCormick
[REDACTED]

From: Al Russello [REDACTED]
Sent: Saturday, December 31, 2022 3:58 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Subject: Topper Lane

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION

PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- * The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.

- * The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.

- * The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.

- * Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018

Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.

* The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.

* Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.

* The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.

* Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds. Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Name: Al Russello

[REDACTED]

[REDACTED]

--

Al Russello



From: Jeff Felder [REDACTED]
Sent: Wednesday, December 28, 2022 1:58 PM
To: info@bayareametro.gov
Subject: Objection letter for Programming and Allocations Committee Mtg, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, **we strongly object specifically, and only, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:**

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and **will only benefit a limited few.**
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project **does not have broad community support from the citizens of Lafayette.**
- The construction of a Class 1 Facility on Topper Lane **does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.**
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and **will have no impact on air quality.**
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility **will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.**
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Jeff Felder



From: Mike Garrigan [REDACTED]
Sent: Thursday, December 29, 2022 2:03 PM
To: info@bayareametro.gov
Subject: : Objection letter for Programming & Allocations Committee Mtg, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Mike G

From: Peter Shumaker [REDACTED]
Sent: Thursday, December 29, 2022 8:44 AM
To: info@bayareametro.gov
Subject: Objection letter for Programming and Allocations Committee meeting, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. (I have seen them daily, as my home office looks out on the street). These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyzed data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. ***Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.*** Please consider only approving the School St. component of this grant request.

Thanking you for your consideration,

Peter M. Shumaker

From: Eric Stevens [REDACTED]
Sent: Thursday, December 29, 2022 2:29 PM
To: info@bayareametro.gov
Subject: Objection letter for Programming & Allocations Committee Mtg, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Eric Stevens

[REDACTED]

[REDACTED]

From: Jeff Hunt [REDACTED]
Sent: Friday, December 30, 2022 7:34 AM
To: info@bayareametro.gov
Subject: Objection letter for Programming & Allocations Committee Mtg, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

Jeff Hunt
[REDACTED]
[REDACTED]

From: Burt Schraga [REDACTED]
Sent: Friday, December 30, 2022 7:23 AM
To: info@bayareametro.gov
Subject: Objection letter for Programming & Allocations Committee Mtg, 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,
Burt Schraga

From: Mike Snow [REDACTED]
Sent: Friday, December 30, 2022 9:34 AM
To: info@bayareametro.gov
Subject: Objection for programming & Allocation Committee Mtg. 1/11/23

External Email

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens **of the city of Lafayette**, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration and understanding the long term dynamic.

Michael Snow
[REDACTED]
[REDACTED]

From: Tom Pavao [REDACTED]
Sent: Sunday, January 1, 2023 9:08 PM
To: info@bayareametro.gov
Subject: Topper Lane impoverishment

External Email

1.b The subject of your email should read: Objection letter for Programming & Allocations Committee Mtg, 1/11/23

2. Send it to info@bayareametro.gov by the end of the year, 12/31

To: Mr. Arndt, MTC Programming & Allocations Committee, and MTC Commissioners:

Re: OBAG-3 APPLICATION
PROJECT NAME: School Street Class 1 Multi Use Facility Project, City of Lafayette

We are writing regarding the OBAG-3 grant application for the School Street Class 1 Multi Use Facility Project submitted by the city of Lafayette. We support safe routes to school with active transportation. However, as concerned citizens of the city of Lafayette, we strongly object specifically, **and only**, to the component inclusion of a Class 1 Facility on Topper Lane due to the following:

- The average number of students walking to/from school on Topper Lane is 6-8 students on a daily basis. These students come from Birdhaven Ct, a street one block east, which is the only street on St. Mary's Road that does not have access to the Lafayette-Moraga Regional Trail. The city failed to collect any traffic data regarding Topper Lane. The Topper Ln pathway does not meet mobility and accessibility needs of our community and will only benefit a limited few.
- The city did not communicate the inclusion of Topper Lane in the School Street Class 1 Multi Use Facility Project, prior to the OBAG-3 grant submission and showed a lack of transparency. The limited public participation was focused on School Street. Therefore, this project does not have broad community support from the citizens of Lafayette.
- The construction of a Class 1 Facility on Topper Lane does not enhance safety with no buffer between cars, pedestrians and bikers. The narrow 2-way lane measuring approx. 18-20 feet wide, with a steep (6ft+) incline at the end, will not allow for low stress operation.
- Topper Lane is not high priority. The Safe Routes to School reports referred to by the city in the grant application do not prioritize Topper Lane or rank it as a high priority. The information presented is anecdotal vs. data driven, which is contrary to Lafayette's Vision Zero policy. Furthermore, the 2018 Downtown Congestion Reduction Plan, which collected and analyze data over a period of years, did not include Topper Lane and it prioritized more critical projects.
- The inclusion of a Class 1 Facility on Topper Lane will not mitigate the traffic congestion on School Street, and will have no impact on air quality.
- Topper Lane has not had a bicyclist or pedestrian collision, and is not in the high risk area for collisions as represented by the city.
- The proposed Topper Lane Class 1 Facility will not benefit the Priority Development Area communities, as the PDA's are located between the schools and the downtown area where shopping, BART, and other destinations are more accessible. Topper Lane is in the opposite direction.
- Any benefits of a Class 1 Facility on Topper Lane are minimal compared to the cost factor of construction.

Awarding federal funds specifically for the Topper Lane component of the School Street Class 1 Multi Use Facility will not benefit the greater good. **Thus, approving the full scope of this project is an unnecessary, unfair, inequitable use of taxpayers dollars that would deprive other more disadvantaged communities of such funds.** Please consider only approving the School St. component of this grant request.

Thank you for your consideration,

T Pavao





January 10, 2023

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415-226-0815
Fax: 415-226-0816

www.tam.ca.gov

Belvedere
Nancy Kemnitzer

Corte Madera
Pat Ravasio

Fairfax
Chance Cutrano

Larkspur
TBD

Mill Valley
Urban Carmel

Novato
TBD

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

David Rabbitt, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Subject: Support for One Bay Area Grant Cycle 3 (OBAG 3) Program and Cycle 6 Regional Active Transportation Program (ATP) Funding Recommendations, January 11, 2023 Programming & Allocations Committee Item 3.a

Dear Commissioner Rabbitt:

On January 4, 2023, MTC staff released its recommendations for Cycle 3 OBAG and Cycle 6 Regional ATP funding. TAM is very pleased with the recommendations and would like to express support for the eight OBAG 3 and three Regional ATP projects recommended for funding in Marin County.

With the OBAG 3 nominations, TAM made a conscious effort to focus improvements in Priority Development Areas (PDAs) and projects that improve multi-modal options. TAM is grateful that MTC's recommendations for OBAG 3 align with TAM's intent. TAM is especially grateful for the recommendation to program San Rafael's Canal Neighborhood Active Transportation Enhancements Project with Regional ATP funds instead of OBAG 3 funds. This decision has allowed our OBAG 3 projects to be funded at their requested amounts and a Bay Trail project, Corte Madera's Paradise Drive Pathway, on our contingency list to be funded.

For the Regional ATP recommendations, the three Marin projects recommended for funding are critical projects with broad based support from local communities, particularly from the disadvantaged communities. Furthermore, the bicycle and pedestrian improvements will be greatly appreciated by bicyclists and pedestrians because they will greatly enhance the widely used bicycle and pedestrian network in Marin County.

Corte Madera received \$415,000 from Cycle 3.5 Regional ATP to complete the design phase for the Central Marin Regional Pathways Gap Closure Project. The project is shovel ready. With the recommended construction funds, this project can be delivered to improve bicycle and pedestrian travels in a highly congested area that serves several schools.

TAM is also pleased with the two San Rafael projects recommended for Regional ATP funding that serve the disadvantaged Canal Neighborhood. The Canal Neighborhood is physically isolated from other parts of San Rafael by the Canal waterway and the Highway 101/Interstate 580 freeways. It is a relatively small area that makes up 20 percent of San Rafael's population, making it the densest community in Marin County.

January 10, 2023

Many residents of the Canal Neighborhood are transit dependent. There are currently limited shopping, education, or health services available and travel options to other locations for services is constrained by limited bicycle and pedestrian connections.

The funding for the San Rafael Canal Crossing Project and the Canal Neighborhood Active Transportation Enhancements Project will greatly ameliorate some of the impediments that Canal Neighborhood residents have dealt with for decades. Residents have identified these improvements in the Canal Neighborhood Community Based Transportation Plan (CBTP). The completion of these projects will better connect the Canal Neighborhood to San Rafael and the rest of the County.

Thank you for considering supporting staff's recommendations for OBAG 3 and Cycle 6 Regional ATP funding when the item is heard at the Programming and Allocations Committee on January 11, 2023 and the Commission on January 25, 2023.

Sincerely,



Anne Richman
Executive Director

cc: Stephanie Moulton-Peters, TAM Chairperson
Theresa Romell, MTC
Karl Anderson, MTC
Kimberly Ward, MTC