

March 29, 2016

Secretary Brian Kelly  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Re: California Transportation Plan 2040

Dear Secretary Kelly,

Congratulations on the completion of the California Transportation Plan 2040 (CTP 2040). It is clear from the breadth of topics covered and the vast network of contributors, that significant time and attention went in to drafting this comprehensive plan. As directors of the transportation departments of the larger cities in California, we are pleased to see that many of your recommendations correspond with the current goals of our cities. In particular, the emphasis on safety and towards zero deaths (TZD) resonates with the growing number of our cities committed to Vision Zero.

As large cities, we concur on the breadth and depth of the needs of our infrastructure. Investment in state of good repair and support for mobility choices for our growing populations resonates with each of us. Additionally, our cities are already embracing and implementing many of the strategies outlined in the CTP 2040. We have been investing resources in transit, active transportation and greenhouse gas reduction. We are proud of the paradigm shifts that have occurred within our cities and are hopeful that additional state funding to enliven these objectives is made available in the near future, such as expansion of transit and active transportation programs

In that vein, we have a few recommendations for future plans regarding methodology. First, we know that the technological innovation impact on transportation is imminent. While we cannot explicitly predict the future, conservative estimates regarding autonomous vehicles and shared mobility innovations indicate that they will continue to transform the transportation sector and should be further recognized in future CTPs.

Second, as cities on the forefront of promoting development that supports transit and active transportation, we feel that the inter-dependence of land-use and modes should be better reflected in future CTPs. The plan recognizes the need to fulfill the first round of Sustainable Communities Strategies/RTPs goals through transportation, but does not explicitly model how communities could be designed to further reinforce active transportation and transit modes. The mutually beneficial nature of both should be emphasized in future plans.

Finally, the modeling is very limited in the number of scenarios that can be deployed to meet GHG reduction goals. Only Scenario 3 achieves the necessary reductions. Future CTPs would benefit from a range of viable strategies to meet climate goals to employ -- beyond either achievement or failure.

In conclusion, we applaud your agency's leadership and support for all modes. The CTP 2040 aligns with our most important objectives and we look forward to working with you to implement the plan and deliver the proposed environmentally, socially, and economically beneficial transportation strategies in our cities.

Sincerely,



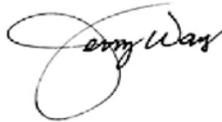
Seleta Reynolds  
General Manager  
Department of Transportation  
City of Los Angeles



Ed Reskin  
Director of Transportation  
San Francisco Municipal  
Transportation Agency



Jim Ortbal  
Director of Transportation  
City of San Jose



Jerry Way  
Director of Public Works  
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Matt Nichols  
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