From: j.walters@fehrandpeers.com
Sent: Monday, April 13, 2015 8:40 PM
To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

Below is the result of your feedback form. It was submitted by Gerard Walters (j.walters@fehrandpeers.com) on April 13th, 2015 at 08:39PM (PDT).

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comments: 1. The CTP represents and important interface between state legislation and policy regarding climate change (AB 32, SB 375, SB 226, SB 743, EO-S-3-05) and regional and local transportation investment decisions. Please add information on how the CTP defines and accomplishes the statewide GHG reduction target and sets a framework within which MPOs can meet their SB 375 targets through their individual RTPs and Sustainable Communities Strategies. Please also explain how the CTP defines regional thresholds for ambitious, achievable reductions that can be used to assess the impacts of transportation projects, travel demand management programs, and land development in CEQA documents as required under SB 743.

2. Chapter 5 discusses funding challenges and potential strategies to address the funding gap, but it does not present a fiscally constrained transportation plan. Please add information on the transportation priorities and the statewide system plan under constrained conditions. This should be in the form of a 'live within our means' scenario that limits investment to committed funding and projects.

3. The Plan also makes very aggressive and aspirational assumptions on the levels of regional and local investment in alternative travel modes including transit capacity and service improvements, carpooling and car-sharing, bicycle and pedestrian infrastructure improvements and mode choice shifts. How do implementation levels and effectiveness forecasts compare with those reported in the individual MPO s fiscally constrained RTP/SCS?

4. California s MPOs and the California Air Resources Board are facing a challenge on quantifying interregional travel for their next RTP/SCS. The CTP seems to provide a consistent framework and data to address this issue in that it contains the relevant regional land use and transportation forecasts and has applied the California Statewide Travel Model to forecast long distance and interregional travel. Will Caltrans be making this data available to the MPOs for their next RTP/SCS?

5. Several of the CTP assumptions seem to conflict with current State policy such as: a) the plan to convert mixed-flow freeway lanes to HOV (CTP page 150), b) adding highway capacity without examining induced travel impacts (SB 375 and SB 743), and c) availability of State and Federal matching dollars for regional and local improvements to alternate modes, such as doubling rail service levels over 2040 baseline (CTP page 147) in spite of substantial infrastructure core capacity constraints on, for example, BART and Caltrain. How does the plan reconcile these assumptions with the policy and funding actions needed to support them?

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