
From: Langillelaw@gmail.com
Sent: Friday, April 17, 2015 4:59 PM
To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

Below is the result of your feedback form. It was submitted by Celeste Langille (Langillelaw@gmail.com) on April 17th, 2015 at 04:59PM (PDT).

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comments: The following are my comments on the CTP 2040 Plan.

As a threshold issue, the CTP 2040 Plan is inadequate in discussing and implementing greenhouse gas emission reductions as outlined in the CTP mission statements. The public fact sheet for the CTP 2040 Plan states The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. Yet only one goal addresses reduction of greenhouse gas emissions (and only in a subsection) Goal #6, which reads Practice Environmental Stewardship. Goal #6 is too broad and indirect to achieve the above plan mission statement. The reduction of Greenhouse gas emissions should be a separate goal with achievable and objective policy metrics.

- 1) Please describe in detail how Policy #3: Reduce Greenhouse Gas Emissions and Other Air Pollutants would be implemented.
- 2) Describe what the Other Air Pollutants are.
- 3) If not discussed in answers to questions #1 and #2, describe how these reductions will be achieved, what metrics will be used to measure the reductions, and what reductions will be achieved.
- 4) Please describe how Caltrans plans to implement the Strategy P3-S9 below:
Also would these efforts actually result in GHG emissions reductions and, if so, how would the reductions be measured?
P3-S9 Support efforts to reduce GHGs, such as California cap-and-trade program, high-speed rail, and zero and low emission vehicles.
- 5) Under Goal #6, describe which strategies apply specifically to Policy #3.
- 6) Under Goal #6, page 78 of the Plan states: Planning for environmental sustainability includes..alternative transportation modes to single-occupancy vehicles Please describe how Caltrans will plan and implement for alternative transportation modes. This issue is very important to reduction of GHG emissions, but it is unclear from the Plan how this planning objective will be achieved. Please describe.

Under either scenario, adding a specific Goal to the Plan specifically addressing reduction of GHG emissions, or implementing the Plan as drafted as pertains to GHG emissions reductions, the Plan appears to limit inter-agency planning on p. 81 to the Air Resources Board. Caltrans must work with all other relevant state agencies and the governor's office in coordinating both short-term and long-term planning for reduction of GHG emissions. These agencies includes California

Environmental Protection Agency, California Energy Commission, California Public Utilities Commission as well as the Office of Planning and Research and the Governor's office. For example, coordination with the CPUC is crucial to planning for infrastructure needs for the forecasted number of zero emission vehicles discussed in the CTP.

Further, the CTP Fact Sheet states that the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs. This statement does not appear to be supported by the information supplied by the draft CTP. Please describe in detail, any support for this statement in the CTP.

Under Goal #5, Foster Livable and Healthy Communities and Promote Social Equity add new policy: Effectively address and respond to community conflict and controversy to Transportation projects.

Early in the project development process address public controversy directly with community groups and concerned individuals, especially where projects involve state highways serving as the main street. A related issue is ensuring the local municipal entity, city/county/other, are involved in engaging community concerns along with Caltrans in a public forum. Where the context sensitive solutions process identifies strong controversy or conflict with issues such as public safety, active transportation, preservation of community character and goals, and the natural environment, then the project development process should involve an active consideration of alternative project solutions, including a smaller scale project, in conjunction with community involvement and input. Too often public controversy and/or conflict are not adequately considered in the project design and development process until after other design options are foreclosed. This is especially the case in high

way widening/expansion projects where community character, public safety, natural environment and active transportation are negatively impacted because community comments were not incorporated into the project design and development process. Caltrans all too often ignores the on-the-ground daily impacts from the implementation of expansion/widening projects. Engaging the local municipality and the public simultaneously and jointly, and actively listening to and incorporating their comments and concerns will mitigate some of the negative impacts of these projects on the affected community and environment. In many instances, a City or County will minimize their input and defer to Caltrans on project design and development, with the result that the community is not actively engaged and the unique and/or specific community character is not adequately considered.

Please respond to each of the above comments.

Thank you,
Celeste Langille
submit: Submit Comments